

CUMBERLAND CITY COUNCIL

Council Meeting

Wednesday, 6 March 2024at6:30 PM

Cumberland City Council Chambers

Merrylands Service Centre, 16 Memorial Avenue, Merrylands

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Statement of Ethical Obligations

Oath or Affirmation of Office

In taking the Oath or Affirmation of Office, each Councillor has made a commitment to undertake the duties of the office of councillor in the best interests of the people of Cumberland and Cumberland City Council and that they will faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act to the best of their ability and judgment.

Conflicts of Interest

A councillor who has a conflict of interest in any matter with which the council is concerned, and who is present at a meeting of the council when the matter is being considered, must disclose the interest and the nature of the interest to the meeting as soon as practicable. Both the disclosure and the nature of the interest must be recorded in the minutes of the Council meeting where the conflict of interest arises. Councillors should ensure that they are familiar with Parts 4 and 5 of the Code of Conduct in relation to their obligations to declare and manage conflicts of interests.

For information on Council services and facilities please visit www.cumberland.nsw.gov.au



ORDER OF BUSINESS

All Council Meetings are livestreamed via Council's website. An audio/visual recording of the meeting is published following the meeting. Recordings remain on Council's website for a period of 12 months and are archived following this.

1	Opening of I	Meeting		
2	Opening Prayer / Acknowledgement of Country / National Anthem			
3	Apologies / Audio-Visua	Requests for Leave of Absence/ Requests for Attendance by I Link		
4	Confirmation	n of Previous Minutes		
	C03/24-473	Minutes of the Ordinary Meeting of Council - 21 February 2024		
5	Disclosures	of Interest		
6	Mayoral Min	utes		
	Nil			
7	Public Forur	m / Presentation of Petitions		
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12	Motions to A	Alter or Rescind Council Resolution		
	Nil			



13 Questions with Notice

Nil

14 Closed Session Reports

C03/24-482 Tender Evaluation Report - Architectural Consultant for Guildford Pool Modernisation Project RFx721

Note: Included in Closed Council in accordance with Section 10A(2)(d)(i) and (d)(ii) of the Local Government Act as the information involves commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it and information that would, if disclosed, confer a commercial advantage on a competitor of the council.

- 15 Confidential Attachments from Open Reports
- 16 Resolutions passed in Closed Session
- 17 Other / General Matters
- 18 Close



Item No: C03/24-473

MINUTES OF THE ORDINARY MEETING OF COUNCIL - 21 FEBRUARY 2024

Directorate: Governance and Risk

Responsible Officer: Director Governance and Risk

RECOMMENDATION

That Council confirm the minutes of the Ordinary Meeting of Council held on 21 February 2024 and 28 February 2024 (As resumed from the Council Meeting adjourned on 21 February 2024).

ATTACHMENTS

1. Draft Minutes - LATE ATTACHMENT J.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-473

Attachment 1 Draft Minutes - LATE ATTACHMENT



Placeholder for Attachment 1

Minutes of the Ordinary Meeting of Council - 21 February 2024 Draft Minutes - LATE ATTACHMENT 0 Pages



Item No: C03/24-474

DRAFT SUBMISSION - NSW GOVERNMENT'S TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Directorate: Environment and Planning
Responsible Officer: Director Environment & Planning

Community Strategic Plan Goal: Enhancing the Natural and Built Environment

SUMMARY

The NSW Government is seeking to locate new and higher density homes within existing urban 'infill' areas to ensure new housing is located close to existing infrastructure, services and transport. Two policy proposals have been announced in this area: Low and Mid Rise Housing; and Transport Oriented Development Program.

A draft submission has been prepared by Council officers in relation to the Transport Oriented Development Program. It is recommended that Council endorse the draft submission to the Department of Planning, Housing and Infrastructure regarding the NSW Government's Transport Oriented Development Program.

RECOMMENDATION

That Council:

- 1. Endorse the draft submission to the Department of Planning, Housing and Infrastructure regarding the NSW Government's Transport Oriented Development Program, as provided in Attachment 1; and
- 2. Delegate authority to the General Manager to finalise the draft submission, including minor typographical changes.

REPORT

Background

All States and Territories have signed the National Housing Accord, along with The Australian Local Government Association. The Housing Accord was an initiative to address housing supply and affordability nationally. In line with its relative population share of the National Accord target, NSW has committed to deliver at least 314,000 new homes by 2029, with a stretch goal of 377,000 homes.

The NSW Government is seeking to locate new and higher density homes within existing urban 'infill' areas to ensure new housing is located close to existing infrastructure, services and transport. Two policy proposals have been announced in this area:

 Low and Mid Rise Housing: this proposal seeks to allow for more development on existing low and medium density sites. Based on the proposal in relation to



the Cumberland LEP, the proposal would allow for the inclusion of multi-dwelling housing in the R2 Low Density Residential Zone and residential flat buildings in the R3 Medium Density Residential Zone.

 Transport Oriented Development Program: this proposal seeks to increase housing by allowing development up to 6 storeys to be located within 400m of train stations in areas currently zoned for low and medium density development. Berala and Lidcombe have been identified as two locations under this proposal.

Council's strategic planning work through Cumberland 2030: Our Local Strategic Planning Statement and Cumberland Local Housing Strategy, which have both been endorsed by the NSW Government, encourages diversity in housing supply and the provision of more housing that is aligned with infrastructure provision. Specifically, the Cumberland Local Housing Strategy identifies the need for an additional 28,000 dwellings between 2016-2036, with over 24,000 of these additional dwellings able to be provided through current planning controls, and the remaining additional dwellings being considered through existing strategic planning work at key centres and corridors.

Council has also reviewed its planning controls in the last term of Council, which led to the gazettal of the Cumberland Local Environmental Plan (LEP) in November 2021. The planning work undertaken at the time considered ways to promote housing diversity and density in residential zones.

In relation to the Low and Mid Rise Housing proposal, an Explanation of Intended Effects was publicly exhibited between December 2023 and February 2024, with a Council officer submission provided to the Department of Planning, Housing and Infrastructure. The response was based on Council's previously resolved position that the proposal is not required as Council can achieve its housing targets.

In relation to the Transport Oriented Development Program, two locations are identified in Cumberland under the program – Berala and Lidcombe. The potential area under consideration for these locations are shown in Figures 1 and 2. This report provides details of a draft submission for consideration by Council.



Figure 1: Proposed Area in Berala under the NSW Government's Transport Oriented Development Program



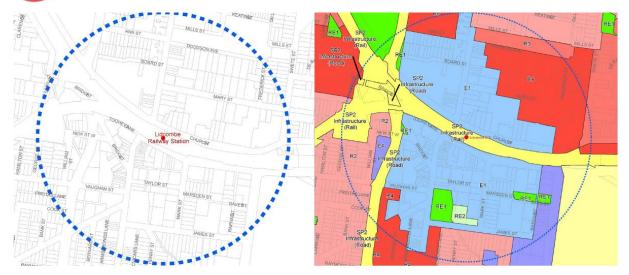


Figure 2: Proposed Area in Lidcombe under the NSW Government's Transport Oriented Development Program

Draft Submission

Council officers have reviewed the details provided under the Transport Oriented Development Program. Council officers believe that the urgency to include Berala and Lidcombe under the Transport Oriented Development Program is premature, as insufficient work or collaboration with Council has been undertaken to understand impacts, identify appropriate mitigation measures, and ensure there is alignment with additional dwellings and growth infrastructure.

In response to the Program, a draft submission has been prepared for consideration by Council, as provided in Attachment 1 and as summarised in Table 1.

Issue	Council's Response
Impacts not adequately assessed or investigated	The information provided by the NSW Government does not provide sufficient details on the assessment or investigation of impacts associated with the provision of additional dwellings at Berala and Lidcombe. When a masterplan or planning proposal for future development is undertaken by Councils and the NSW Department of Planning, Housing and Infrastructure, a number of technical studies are undertaken to identify and assess any potential impacts and how these impacts can be mitigated. These studies are also provided for community and stakeholder engagement to ensure that all relevant information is collated and allows for the appropriate consideration of any refinements to the masterplan or planning proposal. As this work has not been undertaken at Berala and Lidcombe, Council believes it is premature to progress with the Transport Oriented Development Program at these locations.



Issue	Council's Response
Infrastructure	The information provided under the Transport Oriented
capacity	Development Program indicates that Berala and Lidcombe were selected in part due to sufficient capacity being available with existing infrastructure in these locations, such as water, power and public transport.
	public transport. Council has significant concerns that a full analysis of growth infrastructure requirements was not undertaken as part of the Transport Oriented Development Program. Work previously undertaken by Council, as well as community feedback over many years, indicates that the following gaps are already occurring in relation to growth infrastructure: • Local and regional roads: there are existing capacity constraints on the local road network as it approaches the regional road network (i.e. A6 road), particularly during commuter peak periods. This will be exacerbated should further additional growth occur at Berala and Lidcombe without an appropriate infrastructure response. • Public transport: there is a need to confirm the timing of the new train timetable, which will provide a direct City service from Berala and Lidcombe. Bus services in these locations also have low frequencies outside of peak periods, and need to be enhanced to allow residents, workers and visitors greater transport choices both now and in the future. • Schools: previous analysis by Council has indicated capacity constraints at public primary schools at Berala and Lidcombe. No additional infrastructure improvements and/or new schools have been committed to support population growth in these locations. • Open space and recreation: there is limited open space at Berala and Lidcombe. While Council has undertaken planning work to enhance these open space and recreation facilities, no additional funding commitments have been made to Council to ensure that these spaces can accommodate current and future population growth. • Community facilities: there are existing community centres at Berala and Lidcombe, as well as a library at Lidcombe and a planned library vending machine at Berala. Additional funding commitments to Council are required to ensure that these facilities can accommodate current and future population growth. As this work has not been undertaken at Berala and Lidcombe, Council believes it is premature to progress



Issue	Council's Response
Loss of character of suburbs	The proposed development of apartments up to 6 storeys will lead to a loss of character in suburbs where low density development is currently in place. Berala currently has a significant proportion of low density development within 400m of the station. As there is a lack of studies at this time that identify ways in retaining character in locations under the Transport Oriented Development Program, it is premature to progress with the Program at Berala and Lidcombe.
Poor amenity outcomes	The lack of studies and lack of detail on the proposed planning controls as part of the Transport Oriented Development Program means that there is no information on how amenity issues can be appropriate addressed at a local level. This means that there is a significant risk that poor amenity outcomes are likely to occur as a result of the Program. These risks include: • Loss of privacy, with a larger proportion of apartments in an area that is typically a lower density area. • Increased overshadowing between apartments and houses, as the delivery of additional dwellings is based on market forces. • Loss of tree canopy, as established trees are removed and unable to be replaced due to a lower proportion of landscaped area in properties where apartments are delivered. • Loss of private open space, as new apartments will provide a smaller proportion of private open space when compared to houses with backyards. As this work has not been undertaken at Berala and Lidcombe, it is premature to progress with the Transport Oriented Development Program at these locations.



Issue	Council's Response
Council has created capacity for growth through the Cumberland Local Environmental Plan	Council has already created capacity for growth through the Cumberland Local Environmental Plan (and its predecessor Local Environmental Plans) in recent years. There are a number of locations across Cumberland where there has been changes to planning controls; however, development has yet to occur. In relation to the proposed inclusion of Berala and Lidcombe under the NSW Government's Transport Oriented Development Program, the following comments are provided for consideration by the Department of Planning, Housing and Infrastructure: • Berala: while Council has concerns at this time with the inclusion of this location, should the NSW Government decide to proceed with the proposal, it is suggested that a more targeted area be identified. The proposed area is the existing R3 Medium Density Residential land to the south and east of Berala station, as shown in Figure 1. • Lidcombe: as most of the area within 400m of Lidcombe station is already zoned for mixed use development and residential flat buildings, it is suggested that no further action is undertaken on Lidcombe as part of the NSW Government's Transport Oriented Development Program. As an alternative to the current locations identified in the NSW Government's Transport Oriented Development Program for Cumberland LGA, it is proposed that the Woodville Road Corridor and Westmead South precinct be progressed as locations for additional housing instead of Berala and Lidcombe. Council is well advanced in strategic planning work for the Woodville Road Corridor and Westmead South precinct, which will provide capacity for additional dwellings and jobs, supported with a plan for growth infrastructure and early community engagement already
Proposed	undertaken. The submission also provides feedback on proposed planning
planning	controls for Berala and Lidcombe should the Transport Oriented
controls	Development Program proceed at these locations. These relate to
	building height, floor space ratios, lot size, lot width, parking rates, amenity and design controls, and provision for affordable housing.

Table 1: Summary of Draft Submission

It is recommended that Council endorse the draft submission to the Department of Planning, Housing and Infrastructure regarding the NSW Government's Transport Oriented Development Program.

COMMUNITY ENGAGEMENT

In response to the details outlined in the Transport Oriented Development Program, Council officers arranged for two community information sessions on 27 February 2024, with one session at Lidcombe and the other session at Berala. The purpose of the sessions was to provide an opportunity for the community to hear from Council on our understanding of the NSW Government's Transport Oriented Development



Program. Attendees were also able to ask questions to Council representatives. Over 90 people registered for these sessions.

POLICY IMPLICATIONS

Policy implications for Council are outlined in the main body of this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

This report provides a draft submission in response to the NSW Government's Transport Oriented Development Program. It is recommended that Council endorse the draft submission and forwarded to the Department of Planning, Housing and Infrastructure.

ATTACHMENTS

- 1. Draft Submission J.
- 2. Transport Oriented Development Program &
- 3. Community Information Session Presentation J.
- 4. Engagement Report J.
- 5. Explanation of Intended Effects Low and Mid Rise Housing J.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-474

Attachment 1
Draft Submission





March 2024 Our Reference CS-206
Contact Daniel Cavallo

Department of Planning Housing and Infrastructure Telephone (02) 8757 9850

Department of Planning, Housing and Infrastructure Locked Bag 5022 PARRAMATTA NSW 2124

CUMBERLAND CITY COUNCIL SUBMISSION ON THE NSW GOVERNMENT'S TRANSPORT ORIENTED DEVELOPMENT PROGRAM

I am writing in regard to the NSW Government's Transport Oriented Development Program, with reference to the proposal in relation to Berala and Lidcombe which are in the Cumberland Local Government Area (LGA). This submission is based on an endorsed Council position at its meeting of 6 March 2024.

Cumberland LGA is a key part of the Central River City, with the population set to increase from 236,000 residents to over 300,000 residents by 2036. We understand the need for more and diverse housing that is aligned with infrastructure provision, and continue to work with all levels of government, the community and industry to support this outcome.

The Cumberland Local Housing Strategy, which has been endorsed by the NSW Government, identifies the need for an additional 28,000 dwellings between 2016-2036, with over 24,000 of these additional dwellings able to provide through current planning controls, and the remaining additional dwellings being considered through strategic planning work at key centres and corridors. It is also noted that the development feasibility of housing will influence delivery rates in Cumberland, with feasibility thresholds varying across Greater Sydney.

Council is well advanced in delivering on its housing targets. The best people to ensure these targets are delivered are Councils and this will be done with the adopted framework of Council, such as Cumberland LEP and Cumberland DCP. The NSW State Government should seek to work collaboratively with Councils to ensure that the existing planning frameworks are protected and to ensure that the local communities receive the appropriate social and recreational infrastructure it needs to deliver successful housing outcomes for the communities that Council serves.

Council believes that the urgency to include Berala and Lidcombe under the Transport Oriented Development Program is premature, as insufficient work or collaboration with Council has been undertaken to understand impacts, identify appropriate mitigation measures, and ensure there is alignment with additional dwellings and growth infrastructure. Further specific comments are also attached to this letter.

Council trusts this information is of assistance. If you require any further information, please contact Council's Director Environment and Planning, Daniel Cavallo on 8757 9850.

Yours faithfully

Peter J Fitzgerald GENERAL MANAGER

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Welcome Belong Succeed

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ATTACHMENT A

CUMBERLAND CITY COUNCIL SUBMISSION ON THE NSW GOVERNMENT'S TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Cumberland LGA is a key part of the Central River City, with the population set to increase from 236,000 residents to over 300,000 residents by 2036. We understand the need for more and diverse housing that is aligned with infrastructure provision, and continue to work with all levels of government, the community and industry to support this outcome.

Council has prepared Cumberland 2030: Our Local Strategic Planning Statement and the Cumberland Local Housing Strategy, both of which have been endorsed by the NSW Government. The Cumberland Local Housing Strategy identifies the need for an additional 28,000 dwellings between 2016-2036, with over 24,000 of these additional dwellings able to provide through current planning controls, and the remaining additional dwellings being considered through strategic planning work at key centres and corridors. It is also noted that the development feasibility of housing will influence delivery rates in Cumberland, with feasibility thresholds varying across Greater Sydney.

The NSW Government's Transport Oriented Development Program seeks to increase housing by allowing development up to 6 storeys to be located within 400m of these train stations in areas currently zoned for low and medium density development. Berala and Lidcombe have been identified as locations for the NSW Government's Transport Oriented Development Program. The proposed areas for Berala and Lidcombe under the NSW Government's Transport Oriented Development Program are shown in Figures 1 and 2.



Figure 1: Proposed Area in Berala under the Transport Oriented Development Program



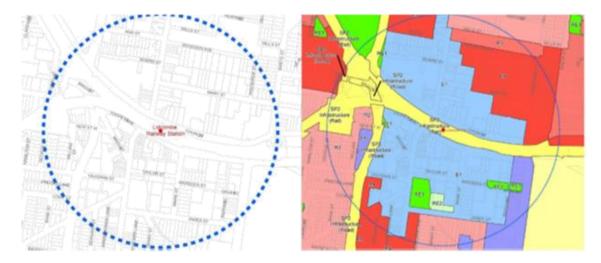


Figure 2: Proposed Area in Lidcombe under the Transport Oriented Development Program

Council has reviewed the limited information provided on the NSW Government's Transport Oriented Development Program, with reference to the proposed inclusion of Berala and Lidcombe. Council believes that the urgency to commence the Program in April 2024 and the inclusion of Berala and Lidcombe is premature, as insufficient work or collaboration with Council has been undertaken to understand impacts, identify appropriate mitigation measures, and ensure there is alignment with additional dwellings and growth infrastructure. Further details are provided below.

Impacts not adequately assessed or investigated

The information provided by the NSW Government does not provide sufficient details on the assessment or investigation of impacts associated with the provision of additional dwellings at Berala and Lidcombe. Council understands that a desktop analysis has been undertaken and consideration of potential locations under the Transport Oriented Development Program have been made by State agencies; however, this information has not been released.

When a masterplan or planning proposal for future development is undertaken by Councils and the NSW Department of Planning, Housing and Infrastructure, a number of technical studies are undertaken to identify and assess any potential impacts and how these impacts can be mitigated. These studies are also provided for community and stakeholder engagement to ensure that all relevant information is collated and allows for the appropriate consideration of any refinements to the masterplan or planning proposal.

As this work has not been undertaken at Berala and Lidcombe, Council believes it is premature to progress with the Transport Oriented Development Program at these locations.



Infrastructure capacity

The information provided under the Transport Oriented Development Program indicates that Berala and Lidcombe were selected in part due to sufficient capacity being available with existing infrastructure in these locations, such as water, power and public transport.

Council has significant concerns that a full analysis of growth infrastructure requirements was not undertaken as part of the Transport Oriented Development Program. Work previously undertaken by Council, as well as community feedback over many years, indicates that the following gaps are already occurring in relation to growth infrastructure:

- Local and regional roads: there are existing capacity constraints on the local road network as it approaches the regional road network (ie. A6 road), particularly during commuter peak periods. This will be exacerbated should further additional growth occur at Berala and Lidcombe without an appropriate infrastructure response.
- Public transport: there is a need to confirm the timing of the new train timetable, which
 will provide a direct City service from Berala and Lidcombe. Bus services in these
 locations also have low frequencies outside of peak periods, and need to be enhanced
 to allow residents, workers and visitors greater transport choices both now and in the
 future.
- Schools: previous analysis by Council has indicated capacity constraints at public primary schools at Berala and Lidcombe. No additional infrastructure improvements and/or new schools have been committed to support population growth in these locations.
- Open space and recreation: there is limited open space at Berala and Lidcombe. While Council has undertaken planning work to enhance these open space and recreation facilities, no additional funding commitments have been made to Council to ensure that these spaces can accommodate current and future population growth.
- Community facilities: there are existing community centres at Berala and Lidcombe, as well as a library at Lidcombe and a planned library vending machine at Berala. Additional funding commitments to Council are required to ensure that these facilities can accommodate current and future population growth.

As this work has not been undertaken at Berala and Lidcombe, Council believes it is premature to progress with the Transport Oriented Development Program at these locations.

It is also noted by Council that references have been made to the Housing and Productivity Contribution as a funding source for potential growth infrastructure. At this stage, Council has not been provided any specific details on the allocation of these funds by the Department of Planning, Housing and infrastructure. It is imperative that Cumberland Council is provided with a guaranteed funding allocation under the Housing and Productivity Contribution to enable regionally significant transport and open space growth infrastructure to be delivered in the area.

Loss of character of suburbs

The proposed development of apartments up to 6 storeys will lead to a loss of character in suburbs where low density development is currently in place. Berala currently has a significant proportion of low density development within 400m of the station.



As there is a lack of studies at this time that identify ways in retaining character in locations under the Transport Oriented Development Program, Council believes it is premature to progress with the Program at Berala and Lidcombe.

Poor amenity outcomes

The lack of studies and lack of detail on the proposed planning controls as part of the Transport Oriented Development Program means that there is no information on how amenity issues can be appropriate addressed at a local level. This means that there is a significant risk that poor amenity outcomes are likely to occur as a result of the Program. These risks include:

- Loss of privacy, with a larger proportion of apartments in an area that is typically a lower density area.
- Increased overshadowing between apartments and houses, as the delivery of additional dwellings is based on market forces.
- Loss of tree canopy, as established trees are removed and unable to be replaced due to a lower proportion of landscaped area in properties where apartments are delivered.
- Loss of private open space, as new apartments will provide a smaller proportion of private open space when compared to houses with backyards.

As this work has not been undertaken at Berala and Lidcombe, Council believes it is premature to progress with the Transport Oriented Development Program at these locations.

Council has created capacity for growth through the Cumberland Local Environmental Plan

Council has already created capacity for growth through the Cumberland Local Environmental Plan (and its predecessor Local Environmental Plans) in recent years. There are a number of locations across Cumberland where there has been changes to planning controls; however, development has yet to occur. These include:

- Auburn Town Centre: various sites have been rezoned over the past ten years, with development only progressing on consolidated sites to date.
- Lidcombe Town Centre: potential for an additional 430 dwellings on various sites gazetted in 2021, with no development to date.
- Merrylands Town Centre: potential for an additional 3,300 dwellings on various sites gazetted in 2017 and 2019, with development only progressing on consolidated sites to date.
- Former John Cootes site, Merrylands: development application approved for a mixed use development, including 400 apartments. Construction yet to proceed.
- Wentworthville Town Centre: potential for an additional 1,800 dwellings on various sites gazetted in 2020, with no development to date.
- Wentworthville Mall site: development application approved for a mixed use development, including 500 apartments. Construction yet to proceed.
- Former Bonds site, Pendle Hill: potential for an additional 1,400 dwellings on site gazetted in 2017, with no development to date.

In relation to the proposed inclusion of Berala and Lidcombe under the NSW Government's Transport Oriented Development Program, the following comments are provided for consideration by the Department of Planning, Housing and Infrastructure:



- Berala: while Council has concerns at this time with the inclusion of this location, should the NSW Government decide to proceed with the proposal, it is suggested that a more targeted area be identified. The proposed area is the existing R3 Medium Density Residential land to the south and east of Berala station, as shown in Figure 1.
- Lidcombe: as most of the area within 400m of Lidcombe station is already zoned for mixed use development and residential flat buildings, it is suggested that no further action is undertaken on Lidcombe as part of the NSW Government's Transport Oriented Development Program.

As an alternative to the current locations identified in the NSW Government's Transport Oriented Development Program for Cumberland LGA, it is proposed that the Woodville Road Corridor and Westmead South precinct be progressed as locations for additional housing instead of Berala and Lidcombe. Council is well advanced in strategic planning work for the Woodville Road Corridor and Westmead South precinct, which will provide capacity for additional dwellings and jobs, supported with a plan for growth infrastructure and early community engagement already undertaken. It is intended that these proposals will be separately presented to Council for consideration in the first half of this year.



ATTACHMENT B

FEEDBACK ON PLANNING CONTROLS UNDER THE NSW GOVERNMENT'S TRANSPORT ORIENTED DEVELOPMENT PROGRAM

As part of targeted consultation on the NSW Government's Transport Oriented Development Program, the Department of Planning, Housing and Infrastructure is seeking feedback from Council on the proposed planning controls to apply within 400m of Berala and Lidcombe stations. A response to the proposed planning controls is provided in the table below.

Item	Feedback for Berala and Lidcombe			
To permit shop-top housing in mixed use zoned areas (MU1)	Not applicable for Berala and Lidcombe			
Building height limit of 21 m Floor space ratio of 3:1	These controls could facilitate residential flat building development up to six storeys; however, additional controls are also proposed below to ensure amenity impacts can be addressed. It is likely that these controls will result in low, box style residential flat buildings rather than tall, slender residential flat buildings. It is noted that the delivery rates of these additional dwellings at Berala and Lidcombe would be subject to development feasibility in these locations.			
No minimum lot size or lot width	Not supported. To ensure that amenity impacts can be adequately addressed and to reflect typical lot sizes in Berala and Lidcombe, it is recommended that a minimum lot size of 900 square metres and a minimum lot width of 24 metres be applied.			
Minimum active street frontage controls (in E1 and E2 zones only)	Rely on existing controls under the Cumberland DCP.			
Maximum parking rates	As the provision of suitable parking for larger household sizes in an important issue in Cumberland, it is recommended that car parking rates in the Cumberland DCP apply.			
Amenity and design controls (building separations, setbacks, vehicle access, visual privacy and communal open space)	Rely on the Apartment Design Guide to ensure a consistent approach to development across Cumberland.			
Affordable housing contributions schemes	Council supports the provision of affordable housing. This can be facilitated as a scheme where contributions are received or through dedication of affordable housing through development applications.			

DOCUMENTS ASSOCIATED WITH REPORT C03/24-474

Attachment 2 Transport Oriented Development Program







December 2023

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Transport Oriented Development (TOD) Program

The Transport Oriented Development (TOD) program will deliver much needed housing around 39 transport hubs. Housing at these locations will benefit from an assessment pathway to create faster approvals. The program will deliver state-led rezonings within 1,200 metres of 8 priority transport hubs and we are also introducing a new SEPP to increase the capacity for more mid-rise housing and mixed-use development within 400 metres of 31 other well-located transport hubs and town centres.

Housing is the NSW Government's top priority. We need to work together to address the housing crisis. The Transport Oriented Development (TOD) Program is part of the NSW Government's plan to create more well-located homes close to transport, jobs and services.

There are two parts to the TOD program:

Part 1 of the program will focus on 8 accelerated precincts to create infrastructure and capacity for 47,800 new homes over 15 years.

Land within 1,200 metres of 8 rail and metro stations will be rezoned by the NSW Government to allow for more new and affordable homes. These 8 stations are:

Bankstown, Bays West, Bella Vista, Crows Nest, Homebush Hornsby, Kellyville and Macquarie Park.

Part 2 of the program will focus on precincts that have existing infrastructure and are located within 400 metres of 31 stations to create capacity for 138,000 new homes over 15 years.

New planning controls, delivered through a new State Environment Planning Policy (SEPP) will enable faster delivery of more housing close to jobs and amenity. These 31 locations are:

Adamstown station, Ashfield station, Banksia station, Berala station, Booragul station, Canterbury metro station, Corrimal station, Croydon station, Dapto station, Dulwich Hill station, Gordon station, Gosford station, Hamilton station, Killara station, Kogarah station, Kotara station, Lidcombe station, Lindfield station, Marrickville station, Morisset station, Newcastle Interchange, North Strathfield metro station, North Wollongong station, Rockdale station, Roseville station, St Marys metro station, Teralba station, Tuggerah station, Turrella station, Wiley Park metro station and Wyong station.

Transport Oriented Development (TOD) Program



Why are we proposing these changes?

Housing our State is the NSW Government's top priority.

The NSW Government is committed to delivering more high quality, well-located homes near transport, community services and open spaces.

Putting homes near planned and existing public transport will help to improve the development pattern of our cities by reducing urban sprawl. This means that more people will be able to live within walking distance of supermarkets, restaurants and open space and be near good public transport to get them where they need to go.

This is a well-understood model of urban growth that is commonly referred to as 'transport-oriented development', and it has been a key feature of strategic planning in NSW and around the world for many years.

What does this mean for local communities?

The changes will increase the capacity for more well-located homes, close to jobs and in places where people want to live.

Existing community members will benefit from improved access to transport options such as new metro stations, walkable neighbourhoods, a great mix of housing choices, public open space, a vibrant nightlife, and other new amenities and services.

By taking this approach, we can address the housing challenges in a way that makes the most sense. Transport-oriented development represents density done well. It reduces the need for lengthy and expensive daily commutes, alleviates the financial burden on households and curbs traffic congestion. This leads to an improved quality of life for residents.

This kind of development can also help reduce the impacts of climate change, promote active transport like cycling and walking and lead to healthier lifestyles.

When will the TOD program start?

Development Applications are expected to start being lodged from mid-2024. State-led rezonings in the 8 precincts will be completed by November 2024, though some rezonings will be completed earlier. This will allow for housing completions during the Accord period.

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Transport Oriented Development (TOD) Program



Part 1 of the TOD Program:

TOD Accelerated Precincts (the 8 sites) - Objectives of the program

The TOD Accelerated Precincts program will deliver high and mid-rise housing within 1,200 metres of 8 priority transport hubs. The objectives of the program are to:

- increase housing supply in well-located areas
- enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations
- · deliver housing that is supported by attractive public spaces, vibrancy, and community amenity
- increase the amount of affordable housing in these locations

The 8 state-led rezonings will create capacity for up to 47,800 new well-located homes over the next 15 years.

Where will the accelerated rezonings be?

The accelerated precincts will within 1,200 metres around stations at Bankstown, Bays West, Bella Vista, Crows Nest, Homebush, Hornsby, Kellyville and Macquarie Park.

How were these locations selected?

The department undertook analysis of 305 Sydney Train, Sydney Metro, and Intercity stations within the Six Cities Region to identify locations that have enabling infrastructure capacity near the transport station to support additional housing growth.

This was informed by an evidence-based approach that used planning, infrastructure like roads, water and sewage capacity, and spatial data, along with expert advice and feasibility analysis. The analysis identified that these 8 stations have significant capacity to support additional growth.

How will the program work?

Master planning and rezoning

Master planning will ensure additional dwellings are supported by good amenity

The department will undertake master planning for each precinct, supported by technical studies, to determine boundaries, and opportunities for new housing within 1,200m from these stations.

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Transport Oriented Development (TOD) Program



The department will lead rezonings within the precincts, informed by the master plans.

Faster assessment pathways

A new State Significant Development (SSD) assessment pathway for residential development

The new SSD assessment pathway will be triggered by a development Capital Investment Value (CIV) threshold of \$60M for residential development in the 8 precincts. The pathway will remain in place until November 2027 to encourage early lodgement of development applications.

SSD applications will be coordinated through a dedicated assessment team within the department to ensure a quicker and more streamlined assessment process.

Development approvals will be time-limited for 2 years to support construction to occur more quickly to deliver housing within the Accord period.

Applications for residential development with a CIV of less than \$60M will be assessed by Council.

90 days in government hands commitment for SSD assessment timeframes

The department is committed to a shorter SSD process, with a target of applications being in government hands for no more than 90 days.

Where master planning has significantly progressed, SSD applications can occur in parallel with the state-led rezoning process to reduce the time needed to achieve dwelling completions.

Affordable Housing

The NSW Government will establish inclusionary zoning within the 8 precincts to ensure the delivery of affordable housing close to jobs, recreation, amenities, and services.

Affordable housing held in perpetuity will make up to 15 per cent of homes in the 8 precincts. The exact proportion of affordable homes in these precincts will be based on feasibility testing, undertaken as part of the master planning process.

Opportunities for affordable housing in these locations will look to achieve the maximum benefit from the sites including through planning controls for increased height and floor space ratio.

Transport Oriented Development (TOD) Program

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High quality amenity and vibrant communities

The NSW Government has committed \$520M to provide community infrastructure in these precincts

This is intended to cover costs of critical road upgrades, active transport links and good quality public open spaces like parks and walkways, to make sure that homes are built close to jobs and in placed that people want to live.

Further details about how the funding will be allocated will be provided in early 2024.

Councils will also be encouraged to invest the money it collects from local contributions to make further improvements to existing parks and open spaces.

Good design

Good design will remain a key focus with the Apartment Design Guide remaining the principal guiding document for housing in these locations.

The NSW Government will offer developers of high and mid-rise developments in these 8 accelerated precincts the opportunity to select an architect from a list pre-approved by the NSW Government Architect. This new process may allow developers to bypass the requirement to run a design competition, shortening the assessment time by many months.

What housing types will be included in the 8 precincts?

The government wants people to have more choice in housing diversity and be able to be live in high-quality, well-designed homes, located close to jobs, transport and amenity.

Master planning undertaken in the 8 accelerated precincts will determine the mix of housing types to be delivered in these locations. This will range from low rise housing types such as terraces and duplexes within the 1200 metre radius, through to high rise developments very close to the 8 identified stations.

The approach

The department will work closely with relevant councils and government agencies as decisions about planning controls are made and implemented to make sure good place-based outcomes are achieved.

Transport Oriented Development (TOD) Program



Through this process, community and stakeholders will be invited to have their say on the master plans and rezoning being proposed for each precinct and can make a submission through the NSW Planning Portal.

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Transport Oriented Development (TOD) Program



Part 2 of the TOD Program:

A New SEPP for a further 31 TOD Precincts: Where will the SEPP apply?

The SEPP will apply in the following locations - Adamstown station, Ashfield station, Banksia station, Berala station, Booragul station, Canterbury metro station, Corrimal station, Croydon station, Dapto station, Dulwich Hill station, Gordon station, Gosford station, Hamilton station, Killara station, Kogarah station, Kotara station, Lidcombe station, Lindfield station, Marrickville station, Morisset station, Newcastle Interchange, North Wollongong station, North Strathfield metro station, Rockdale station, Roseville station, St Marys metro station, Teralba station, Tuggerah station, Turrella station, Wiley Park metro station, Wyong station.

How were these locations selected?

The department undertook analysis of 305 Sydney Train, Sydney Metro, and Intercity stations within the Six Cities Region to identify locations that have enabling infrastructure capacity close to a transport station to support additional housing growth. This was informed by an evidence-based approach that used planning, infrastructure, and spatial data, along with expert advice and feasibility analysis. The analysis also considered the current zoning of land around stations, with a focus on residential and avoiding industrial zones where possible. The analysis identified that these 31 locations have the capacity to support additional growth.

What will the SEPP include?

From April 2024, new planning controls will apply within 400 metres of 31 well located and well-connected stations and town centres.

The changes will allow:

- Residential apartment buildings in all residential zones (R1, R2, R3, and R4) within 400m of identified stations
- Residential apartment buildings and shop-top housing in local and commercial centres (E1 and E2) within 400m of identified stations

Proposed changes to planning controls:

- Maximum building height 21m (approx. 6 storeys)
- Floor space ratio 3:1
- No minimum lot size or lot width

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Transport Oriented Development (TOD) Program



- Minimum active street frontage controls in E1 and E2 zones
- Maximum parking rates

It also proposes to introduce new design criteria for mid-rise residential apartment buildings:

- Building separations
- Setbacks
- Vehicle access
- Visual privacy
- Communal open space

How will the program work?

When the SEPP is made from April 2024, new planning controls in these locations will come into effect and development applications will be able to be lodged with councils. These applications will then be assessed and determined by the relevant council.

Good design

Good design and well-built homes will remain a critical focus, with the Apartment Design Guide being the principle guiding document for residential apartment buildings and shop-top housing in these locations.

Amended design criteria are proposed that reflect the unique design challenges of mid-rise buildings and may vary some existing Apartment Design Guide provisions. The design provisions will ensure apartment buildings and shop-top housing around these stations are well-designed and have excellent amenity and liveability for residents and contribute to the amenity of the neighbourhood.

Additionally, the NSW Government is developing a pattern book of endorsed housing designs for both low-rise and mid-rise (up to six storeys) buildings. Developers who choose to adopt the endorsed pattern book designs will have access to an accelerated approval pathway – meaning builders can get on site faster, and people can move into new homes sooner.

While this pathway will be attractive for some developers for its speed and certainty, it will not be compulsory. Builders and their architects can still design bespoke developments that will go through the regular approval pathway.

What housing types will be included in the delivery of this program?

The government wants people to have more choice in housing diversity and be able to be live in high-quality, well-designed homes, located close to jobs, transport and amenity.

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Transport Oriented Development (TOD) Program



The SEPP will increase the supply of mid-rise flat buildings (up to 6 storeys) within 400 metres of stations. This will also include apartment buildings that contain shops on the ground floor.

Affordable housing

The NSW Government will establish inclusionary zoning around these locations to deliver affordable housing close to jobs, recreation, amenities, and services.

A mandatory minimum 2% affordable housing contribution will apply for all new developments.

The existing in-fill affordable housing provisions set out in the Housing SEPP 2021 will also continue to apply in the SEPP locations.

The approach

We need to confront the housing crisis together, so councils in the areas where the SEPP will apply will be able to have their say on the proposed changes to the planning controls during the targeted consultation period.

We support and encourage councils to develop strategic plans for well-located precincts to maintain continual growth. The SEPP will remain in place until councils have finalised their strategic planning in ways that align with the NSW Government policy objectives.

More Answers:

What are the likely environmental impacts and how will they be addressed?

Increasing density near planned and existing public transport will help improve the development pattern of our cities by reducing development sprawling out away from central parts of the city. This will mean more people will be able to live within walking distance of transport, jobs, services, and amenities. This kind of development is cheaper because it uses existing infrastructure, can help reduce impacts on climate change, and promote active transport like cycling and walking

Technical studies will also be undertaken in each accelerated precinct – including relevant environmental studies, to make sure that the impacts are understood and addressed through the master planning process.

Additionally, a merit-based assessment will continue to apply to developments in the 31 TOD-SEPP locations. Relevant environmental controls will apply to the extent they are not inconsistent with the new standards.

Transport Oriented Development (TOD) Program



Will the TOD program apply in heritage conservation areas? If so, how will it impact character?

The changes proposed will result in significant change in these locations as additional housing is delivered. But it is important to work together to embrace the transition that will occur as the character of these locations evolves.

The new planning controls will apply in heritage conservation areas. However, a merit-based assessment will continue to apply to developments in these locations and relevant heritage controls will apply to the extent they are not inconsistent with the new standards.

How will the Special Entertainment Precinct (SEP) framework apply?

The NSW Government is encouraging local entertainment zones that are vibrant and diverse, especially at night. The new Special Entertainment Precinct framework, which expands on the one that delivered the successful Enmore Road Special Entertainment Precinct, may apply to the 39 precincts, but only at the request of the councils. This can deliver vibrant, safe 'going-out' destinations supported by adequate and reliable transport. Details on Special Entertainment Precincts can be found here.

What infrastructure contributions will apply?

The government introduced Housing and Productivity Contributions in October 2023, and phase-in discounts will apply up to June 2025. This was done in anticipation of the reforms outlined in the document and to supply much need infrastructure in general. The department is developing a digital tool to allow for contributions to be calculated online. This tool will be integrated into the NSW Planning Portal and automates the ongoing administration, tracking and reporting of contributions. The contribution must be paid before a construction certificate is issued.

Local infrastructure in NSW is generally funded through either s7.11 or s7.12 contributions, paid by developers to the local council. Details of local infrastructure contributions will be resolved as soon as practical and be published publicly to enable transparency and support developer investment decisions. This may include an interim fixed Section 7.12 contribution rate where a plan does not exist or a comprehensive review of existing contributions plan/s is required.

How will this interact with proposed council-led strategies around transit hubs?

For the 8 accelerated precincts, the department will undertake master planning for each of these areas supported by technical studies, and consider opportunities for additional housing within 1,200m from these stations. But the department will work closely with relevant councils as decisions

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Transport Oriented Development (TOD) Program



about planning controls are made and implemented to make sure place-based outcomes are achieved.

For the TOD SEPP locations, the amended planning controls will remain in place until councils have completed and delivered a new strategic vision and rezoning for these areas.

The strategic planning must consider:

- Uplift in these locations equal to or exceeding the SEPP controls.
- · Use of planning controls and zones that reflect medium-high density potential in these areas.
- Residential supply pipeline into the future to make sure uplift in these areas is sustained.
- Long-term affordable housing provisions in perpetuity.
- Amenity outcomes, including open space provision.

Will the TOD program apply to land zoned for industrial uses?

The planning controls will not apply to land zoned for industrial uses, to make sure these critical land uses are retained and managed.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-474

Attachment 3 Community Information Session Presentation





Community Information Session

NSW Government's Transport Oriented Development Program at Berala and Lidcombe

27 February 2024





House Rules and Etiquette for Attendees

We ask that you:



Please be respectful to everyone in the meeting. Conflict and hostility will <u>not</u> be tolerated and this may result in being removed from the session.



Cameras and recording devices are not permitted in this session due to the sensitive nature of the matter. Failure to comply may result in you being removed from the session.



There will be an opportunity for you to ask any questions at the end of the presentation. This part of the session will be guided by Council officers.





Agenda

- Council Presentation
- 2 Question and Answer Session
- 3 Close





Council Presentation





Background

- The NSW Government's Transport
 Oriented Development Program seeks
 to increase housing by allowing
 development up to 6 storeys to be
 located within 400m of selected train
 stations in areas currently zoned for low
 and medium density development.
- Berala and Lidcombe have been identified as locations for the NSW Government's Transport Oriented Development Program.







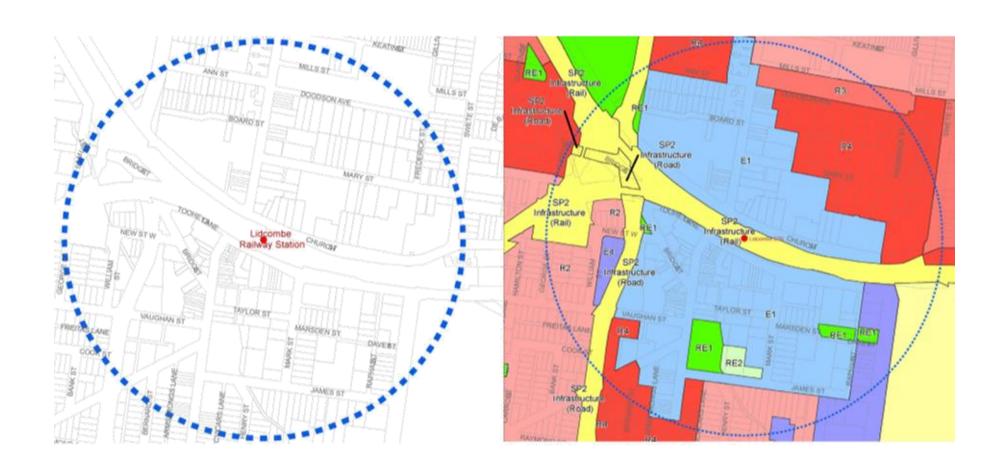
Berala – 400m Radius from Train Station







C Lidcombe – 400m Radius from Train Station







Proposed Planning Controls

- The NSW Government's Transport
 Oriented Development Program is
 proposed to be implemented through
 a State Environmental Planning
 Policy (SEPP).
- The SEPP would override local planning controls in the Cumberland Local Environmental Plan (LEP).
- The Cumberland Development Control Plan (DCP) would continue to apply, except in areas where the SEPP overrides the DCP.







Next Steps

Feedback from community received during information sessions

Report to Council in March 2024

Submission by Council to the NSW Government on the Transport Oriented Development Program





Question and Answer Session

DOCUMENTS ASSOCIATED WITH REPORT C03/24-474

Attachment 4
Engagement Report





Engagement Report

NSW Government's Transport Oriented Development Program at Berala and Lidcombe







Executive Summary



The NSW Government's Transport Oriented Development Program seeks to increase housing at Berala and Lidcombe by allowing development up to 6 storeys to be located within 400m of these train stations in areas currently zones for low and medium density development.

Cumberland City Council provided an opportunity for the community to hear from Council on our understanding of the NSW Government's Transport Oriented Development Program in Berala and Lidcombe adn hear feedback from the community. Two engagement sessions have been held:



The engagement session at the Berala Community Centre had 68 registrations



The engagement session at the Lidcombe Community Centre had 25 registrations

NSW Government's Transport Oriented Development Program in Berala and Lidcombe - Engagement Report







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Methodology

Have your say

Council staff created a landing page specifically for the NSW Government's Transport Oriented Development Program in Berala and Lidcombe on Council's community engagement platform – Cumberland Conversations – as the main point of information for the community. The page was set up as a 'Consultation' project, and included:

- Information on the purpose of the consultation.
- A document library
- An ability to record feedback.

Face to face consultation

Council hosted two face to face consultations inviting the community to an information session with representatives from Cumberland City Council regarding the NSW Government's Transport Oriented Development Program. These were held at:

- 27 February 2024
 4.00pm 5.00pm
 Lidcombe Community Centre
- 27 February 2024
 6.00pm 7.00pm
 Berala Community Centre

NSW Government's Transport Oriented Development Program in Berala and Lidcombe - Engagement Report







Letter box drop

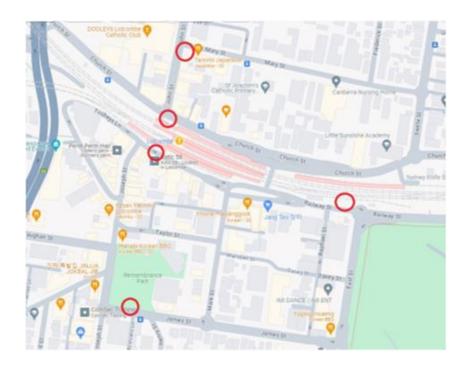
A letter box drop with flyers inviting the community to the face to face sessions was conducted on Wednesday 21 February 2024. Flyers were letterbox drop at residential properties in an 800m radius of Berala and Lidcombe train stations.

Post Code & Suburb	No. of Residential Letterboxes
2141 BERALA, Cumberland Area	1745
2141 LIDCOMBE, Cumberland Area	5592

Corflute signage

Five corflute signs informing and inviting the community to the information sessions were placed in both Berala and Lidcombe town centres. These corflute signs provided information on the session as well the opportunity to scan QR to translate the document.

Lidcombe:



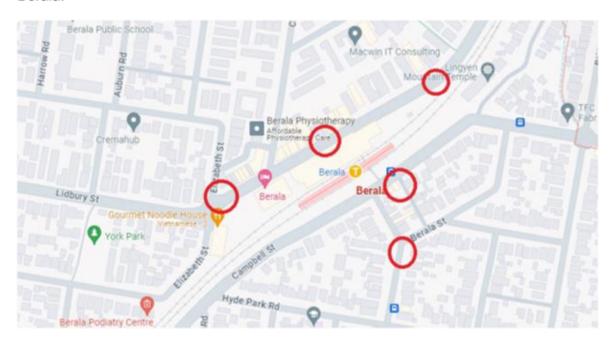
NSW Government's Transport Oriented Development Program in Berala and Lidcombe - Engagement Report







Berala:



Social media



Targeted social media via Council's Facebook page was utilised to inform the community of the consultation. The social media notice was posted on the following dates:

- 22 February 2024
- 25 February 2024

NSW Government's Transport Oriented Development Program in Berala and Lidcombe - Engagement Report







What we heard

Lidcombe Community Information Session

- There is a lack of infrastructure to support the large amount of housing in Lidcombe.
- The train service and other public transport services don't meet the current need of the community and won't be able to support the growth.
- There are concerns around parking, with the large number of proposed units there will be no spaces for cars to park.
- There is a lack of shops and supermarkets to cater to the current community, this would be a concern for population growth.
- · There are not enough schools to service the area, particularly high schools.
- There is a need for road infrastructure improvements.
- There is a lack of aged care facilities to cater to a growing population.
- Open spaces are limited in the area and need to be upgraded to include elements including exercise equipment.

Berala Community Information Session

- · There is some support for development in Berala to grow the suburb.
- This is an opportunity for Berala to grow with the rest of Western Sydney.
- There is interest in whether affordable housing packages will allow for additional three storeys in developments.
- There is limited understanding if the decision for the Transport Oriented Development is final.
- With the increase in housing, there is limited understanding if Council will collect more rates to improve services in the Berala community.
- There are concerns around the frequency and stopping pattern of train services.
- There are concerns around access to hospitals.
- There are concerns around capacity in schools.
- · There are concerns around developments changing the 'village' feel of Berala.
- There are concerns around parking, with the large number of proposed units there will be no spaces for cars to park.
- There is a lack of shops and supermarkets to cater to the current community, this would be a concern for population growth.

END OF REPORT.

NSW Government's Transport Oriented Development Program in Berala and Lidcombe - Engagement Report

DOCUMENTS ASSOCIATED WITH REPORT C03/24-474

Attachment 5 Explanation of Intended Effects Low and Mid Rise Housing



Department of Planning and Environment



Explanation of Intended Effect: Changes to create low-and mid-rise housing

December 2023 dpie.nsw.gov.au







Acknowledgement of Country

The Department of Planning and Environment acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Published by NSW Department of Planning and Environment

dpie.nsw.gov.au

Explanation of Intended Effect: Changes to create low and mid-rise housing

First published: December 2023

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Explanation of Intended Effect:

Changes to create low & mid-risc housing | 2

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Explanation of Intended Effect:

Changes to create low & mid-riso housing 3



Abbreviations

Term	Explanation		
Codes SEPP	State Environmental Planning Policy (Exempt and Complying Development Codes) 2008		
DA	Development Application		
DCP	Development Control Plan		
DPE	Department of Planning and Environment		
EIE	Explanation of Intended Effect		
EP&A Act	Environmental Planning and Assessment Act 1979		
Housing SEPP	State Environmental Planning Policy (Housing) 2021		
LEP	Local Environmental Plan		
R1 Zone	General Residential		
R2 Zone	Low Density Residential		
R3 Zone	Medium Density Residential		
R4 Zone	High Density Residential		
LRHDC	Low-Rise Housing Diversity Code, part of the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008		
MLS	Minimum Lot Size		
SEPP	State Environmental Planning Policy		
SEPP 65	State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development		
Six Cities Region	A region defined in the <i>Greater Cities Commission Act 2022</i> which stretches from the Shoalhaven-Wollongong region to the south, the Blue Mountains to the west, and the Newcastle-Lower hunter region to the north		
SILEP	Standard Instrument – Principal Local Environmental Plan: sets out the standard provisions that all local environmental plans must follow		

4



1 Introduction

The NSW Government is proposing changes to the planning system. These changes respond to the housing crisis and will build a better planning system for the future.

This document explains a suite of proposals to encourage more low and mid-rise housing options for NSW households that are in the right places and designed well.

We want to enable more diverse, well-designed, low-rise and mid-rise housing near established town centres and in areas where there is good public transport. This will address the immediate urgency of the housing crisis and create a fairer and more resilient housing market for the future. The changes will give NSW households more choice and promote vibrant, sustainable and liveable communities.

These proposals are the first step towards addressing the crisis. Our longer-term aim is to enable better planning that is led locally.

Tell us what you think

We welcome your feedback on the changes we propose. To have your say, please complete the online feedback form.

How this document is structured

This explanation of intended effect is divided into the following chapters:

- Chapter 2: The housing crisis explains the current housing issues NSW is facing and the need for a government response that is proportional and effective
- Chapter 3: Opportunities for more housing identifies the barriers and opportunities to encourage more housing in the right locations
- Chapter 4: Policy proposals details the proposed policy options to encourage more diverse and well-located housing
- Chapter 5: Have your say invites your feedback on the proposals.

5



Summary of the reforms

Appendix A summarises the proposed policy reforms.

Our broader response

The proposals in this document are the planning policy part of the Department of Planning and Environment's response. Our broader response to the housing crisis includes:

- a program to speed up development applications
- measures to increase the provision of social and affordable housing
- a Transport-oriented Development program.

Read more about the department's response to the housing crisis.

Relevant legislation

In preparing this explanation of intended effect, the department has considered Division 3.30 of the Environmental Planning and Assessment Act 1979 (EP&A Act).



2 The housing crisis

2.1 Housing in NSW

NSW is growing. One in five Australians lives in Greater Sydney. Almost one in four Australians lives in the broader Six Cities Region, which extends beyond Sydney to the Central Coast, Newcastle and the Illawarra–Shoalhaven. One million more residents are expected to call NSW home by 2034.

In the context of heightened demand, the supply of new homes is also declining. Residential building approvals have fallen since mid-2021. Multiple factors have driven this, including shortages of construction materials and labour, limited market feasibility, and rising interest rates.

In the 5 years to March 2023, NSW built 284,978 homes, or around 57,000 each year. But under current market and policy conditions, we expect fewer new homes will be built in the next few years. In the past 12 months, only 47,430 homes were completed.

Housing affordability pressures are affecting more households, and a growing population of renters now faces record-low vacancy rates.

We must act urgently to address the housing crisis, but we can also carry out targeted planning reforms now. This will create a more flexible planning system that can better respond to future shocks. It will also provide for homes where people want to live and create the climate-resilient, vibrant communities we want to live in.

2.2 National Housing Accord

The <u>National Housing Accord</u> (the Accord) was announced in October 2022. Under the Accord, governments across Australia, institutional investors and the construction sector are collaborating with a shared ambition to address housing supply and affordability, including through:

- an aspirational target of 1 million new well-located homes over 5 years from 1 July 2024.
- delivery of more affordable homes through immediate and longer-term actions.

In August 2023, National Cabinet endorsed a new national target to build 1.2 million new well-located homes to help align supply with expected demand over the next 5-years. In line with its relative population share of the National Accord target, NSW has committed to deliver at least 314,000 new homes by 2029, with a stretch goal of 377,000 homes.



National Planning Reform Blueprint

On 16 August 2023, National Cabinet met in Brisbane to agree on a range of new priorities to create more secure and affordable housing for Australians. The NSW Government has committed to delivering on the reforms in the blueprint.

The National Planning Reform Blueprint includes:

- · updating state, regional, and local strategic plans to reflect housing supply targets
- promoting medium- and high-density housing in well-located areas close to existing public transport connections, amenities and employment
- streamlining approval pathways
- reforms to support the rapid delivery of social and affordable housing
- reforms to support timely issuing of development approvals
- considering the phased introduction of inclusionary zoning and planning to support permanent, affordable, social and specialist housing in ways that do not add to construction costs
- · addressing gaps in design guidance for housing and building certification to ensure quality
- improving community consultation processes
- · resourcing this work with professionals, including planners, in local government.

2.3 Well-located infill housing

Sydney is one of the least dense global cities...

As well as having comparably low population density, Sydney's housing stock overwhelmingly comprises low-density detached homes. The current zoning rules in Sydney also make it difficult to provide the diverse range of housing types we need to accommodate our growing population, changing demographics and a wide range of housing preferences.

Within many of our residential areas, important and suitable housing types such as terraces and small apartment blocks are not allowed.

Even where the zone technically allows a certain housing type, it may be prevented in practice by incompatible planning controls.





Figure I: Residential flat building in Lane Cove

Small residential flat buildings are a key medium density housing option, but they cannot currently be built on most lots zoned for medium density homes.

... and urban sprawl is expensive and unsustainable

In recent years, there has been an overreliance on greenfield areas on the fringes of Sydney to provide much of our new housing. According to the NSW Productivity Commission's report, <u>Building More Homes Where People Want to Live</u>, between 2016 and 2021, fewer than 20% of new dwellings were built within 10km of the CBD.

In addition, there is a shortage of new homes in many parts of the city that have great transport options, convenient town centres, and local amenities such as parks and beaches. This undersupply of new housing in these key parts of the city has led to a lack of affordable choices where people want to live.





Figure 2: A birds-eye view of a residential subdivision under construction

The Productivity Commission's 2023 report, <u>Building more homes where infrastructure costs less</u>, says we will need to build at least 550,000 new homes in Sydney by 2041 just to keep up with our growing population. We would need to go even further than this to tackle the housing affordability crisis.

The report found the costs of servicing new housing with infrastructure can be up to \$75,000 more expensive for each home in the outer suburbs compared to the inner suburbs. The most transparent and efficient way to build Sydney's housing from now on is to build the homes where infrastructure such as roads, rail, water, schools and open space costs less.

Infill development

By supplying new housing in existing urban areas (known as 'infill development'), we can do density well by making sure new housing is built in locations that are well-serviced by infrastructure and have capacity for growth.

This will:

- · allow new infrastructure to be funded in a more cost-effective way
- re-purpose and upgrade existing infrastructure





- · create efficiencies in providing infrastructure for growing communities
- minimise road congestion
- improve access to green spaces
- use our existing public transport networks
- lower costs for water, schools, and hospitals
- protect important habitat and biodiversity from an encroaching urban fringe.

We lack a diversity of housing options

It is important to have a variety of housing options to cater for different housing needs, preferences and life stages. For example, the number of bedrooms is usually important for families with children, but convenience and access to shops and amenities are important for couples without children and older households (*The Housing We'd Choose*, Grattan Institute, 2011).

Although it is often assumed that living in a detached house on a large block of land is what most Australians want, research by the Grattan Institute found Sydney residents ranked 'whether the house is detached' as only the 5th most important variable when selecting a home. Having a big garden was ranked 20th (*The Housing We'd Choose*, Grattan Institute, 2011). Further, household sizes are changing in the Six Cities Region. A greater share of households are trending toward couples without children.

Recent research by the University of NSW's City Futures Research Centre on behalf of Government Architect NSW found that medium-rise apartment buildings were the most preferred type of building among apartment purchasers. These buildings of less than 20 apartments were preferred for their larger interior sizes, greater sense of community and smaller strata schemes.

Terraces, cottages and small apartment blocks represented much of the housing built in the first half of the 20th century. In the inner suburbs, these housing types now account for one-fifth of the housing stock (NSW Productivity Commission, <u>Building more homes where people</u> want to live, 2023).

Other important types of housing such as terraces and town houses used to be common options and comprised a much larger share of new residential builds.

In the areas where new housing has been concentrated in recent decades, however, the share of diverse housing types has been declining.



This reduction in the diversity of new dwelling stock has been observed in recent years. Housing policymakers and the community are raising concerns that most new housing is either freestanding homes on the fringes of Sydney, or high-rise apartment buildings along busy roads (NSW Productivity Commission, <u>Building more homes where people want to live</u>, 2023). The Six Cities Region has an acknowledged and well-documented 'missing middle'.

In Sydney, most residential areas are zoned for low density (single family homes) and only a small proportion of land is zoned for medium or high-density development. The current zoning distribution does not sufficiently support a diverse housing mix, and where medium-density zones exist, key mid-rise housing types are not allowed. Delivering more well-located, diverse housing types is a key focus for the NSW Government as it will promote a greater array of housing options for households and create vibrant urban communities.

More homes should be located near public transport hubs and town centres

More homes are best placed in areas that are well-serviced by town centres and good public transport, so people can quickly and easily get to where they need to be. This means that more people will be able to live within walking distance of supermarkets, restaurants, and good public transport to get them to work and other places. This is an accepted model of urban development that is commonly referred to as 'transport-oriented development'. It has been a key feature of strategic planning in NSW for many years.

There is still significant opportunity across NSW to make sure the homes we need are in these great locations. Taking this approach would address the housing challenges in a way that makes the most sense. This approach represents density done well. It makes daily commutes shorter and cheaper, taking the financial burden off households and curbing traffic congestion, leading to better quality of life. The goal is to build more homes and strategically position them close to where people need to go, giving more people access to convenient transport options and amenity.

2.4 Ongoing strategic planning efforts

Strategic planning in NSW

The planning process determines how we use and develop land – whether it be in a city, regional community or on a rural property. Strategic planning looks at the big picture. It helps inform how and where change can take place, if it's where new housing may be located, or where transport links or community infrastructure should go.



Decisions about any development and the best use of land must be transparent, clear and fair. The NSW planning system ensures this by setting a clear strategic vision, which in turn informs planning controls that guide decisions. In NSW, regional and district plans created at the state level set the overarching vision for our region and its unique districts. Councils create local strategic planning statements, local environmental plans, and development control plans, which apply the strategic vision at a local level.

How housing is delivered

Housing delivery is a shared responsibility. At the federal level, the Commonwealth works with state and local governments, investors and industry to set aspirational housing targets and support additional housing supply through the National Housing Accord.

The NSW Government and councils work to meet these targets by ensuring the planning system allows for and incentivises well-located housing. This includes long-term strategic planning, delivering infrastructure at the right time, zoning land and setting controls, and assessing development. Many councils also have a local housing strategy which details how much housing (and of what types) needs to be delivered in the local area, where it will go, and how it will look.

When state and local strategic plans are in place, government agencies and the development industry are then able to use the planning system to deliver quality social, affordable and market housing in the right places to support growing communities.

Infrastructure is critical to housing

Councils in NSW rely on a variety of funding sources to support the delivery of local infrastructure. This includes libraries, parks, roads, local transport infrastructure, recreation and sport facilities and stormwater drainage facilities to meet the needs of their communities. The right infrastructure funding mix will be needed to support increased housing supply as proposed in this document.

Section 7.11 local infrastructure contributions and 7.12 levies are the main mechanisms councils use to fund local infrastructure under Part 7 of the EP&A Act. In infill areas where new housing supply is proposed, councils already have section 7.11 and/or section 7.12 local infrastructure contributions plans in place. Because of this, it will be important to decide if councils' existing infrastructure contributions frameworks are enough to address any increased demand created by expected growth.

Section 7.11 and 7.12 contributions plans list infrastructure items to be delivered and their costs. These plans also specify how much councils will charge developers to pay for this infrastructure. The amount councils can charge for both section 7.11 and section 7.12 contributions is limited under NSW Government legislation and policy, as Table 1 shows.



Table 1. Caps on council funding for local infrastructure

Funding mechanism	Сар
Section 7.11 Contributions	\$20,000 per home/lot for most infill areas
Section 7.12 Levies, calculated using a simple percentage levy based on the cost of development	1% of the cost of development for most areas

The changes to the planning system that we propose in this explanation of intended effect will result in more homes being built in infill areas. These will be areas already serviced by state and local infrastructure, such as roads, rail and bus infrastructure, water and drainage, schools and open space. This is an efficient approach to infrastructure provision.

While increasing housing supply in infill areas will increase demand on existing infrastructure, it also allows us to upgrade, improve and deliver more local amenities and services through development contributions. The delivery of any new or upgraded existing infrastructure to support housing supply must be well coordinated and funded. We propose using existing mechanisms in the infrastructure contributions system to fund state and local infrastructure (see section 4.4).

The Six Cities Region

The Six Cities Region is Australia's first global-city region. It is a network of six connected cities in Australia that connect to each other, while celebrating and drawing on each city's unique character and strengths.

The Six Cities Region is made up of:

- Lower Hunter and Greater Newcastle City
- Central Coast City
- Illawarra-Shoalhaven City
- · Western Parkland City
- Central River City
- Eastern Harbour City.

. The <u>Six Cities Region Discussion Paper</u> has been released. It represents the first step in planning at this scale. New region and district plans will be published in 2024, and these will feed into new local plans created by councils over the coming years.



2.5 Applying the proposed reforms

The proposals outlined in this EIE represent a progressive approach to accommodating growth across the Six Cities Region. The planning system needs to enable and incentivise more density and diverse housing options in well located areas. The proposed reforms are designed to deliver new housing supply in established areas that have capacity to accommodate growth in a way that capitalises on current and future investment in public infrastructure.



3 What's preventing more low and mid-rise houses being built?

NSW needs more well-located mid-rise housing options such as small blocks of units. They are a strongly desired development type among buyers and renters. Small apartment developments can exhibit high quality design for the benefit of residents and the local neighbourhood while contributing to the vibrancy of our centres.

3.1 Mid-rise housing

For this explanation of intended effect, mid-rise housing refers to residential flat buildings and shop-top housing that is generally between 3 and 6 storeys. These small-scale residential buildings are important to promote in our overall housing mix. They cater to a variety of needs and preferences and create more inclusive and vibrant communities.



Figure 3: Mid-rise housing types L-R residential flat buildings and shop top housing

What are Residential Flat Buildings (RFB) and shop top housing?

A residential flat building is a building that contains three or more homes and is 2 or more storeys. At least one of the homes must not have direct access at the ground level for it to be considered a residential flat building. It does not include other similar residential buildings such as co-living housing or multi-dwelling housing. Residential flat buildings are commonly referred to as apartment



buildings or flats. Residential flat buildings are a mandated permitted use in all General Residential and High Density Residential zones.

Shop-top housing is a building that contains one or more apartments above ground floor shops or other commercial uses. Shop-top housing is common in mixed-use neighbourhoods and town centres. It provides residential neighbourhoods with easy access to supermarkets, cafes, and other important services. Shop-top housing is a mandated permitted use in all General Residential, High Density Residential, Local Centre (E1) and Mixed Use (MU1) zones.



Figure 4: Shop top housing in Surry Hills





Figure 4: Residential flat building on Huntley Street, Alexandria

There is a need for more well-located mid-rise housing

Well-located mid-rise housing options such as small blocks of units are a strongly desired development type among buyers and renters as identified in research from UNSW City Futures Research Centre cited earlier. Fulfilling the latent demand in the housing market for small apartment buildings provides an opportunity to address calls for greater housing diversity to meet the needs of people at different stages of life. Small apartment developments can exhibit high quality design for the benefit of residents and the local neighbourhood while contributing to the vibrancy of our centres.

Mid-rise housing is often prohibited in well-located areas

Across the Six Cities Region, most residential areas, around 77%, are zoned for low density. But only around 12% of areas are zoned for medium density, and 2% for high density. Even in the 12% of Medium Density Residential zones, residential flat buildings and shop-top housing are prohibited in around 60% of these areas.





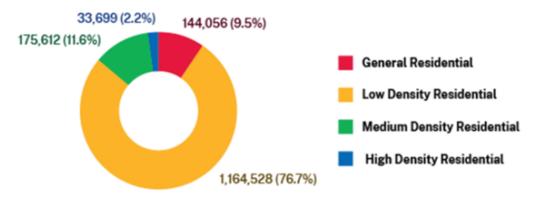


Figure 6: Overview of zoning of residential lots within the Six Cities region

Only 42% of well-located medium density lots in areas around heavy and light rail stations and close to important town centres permit residential flat buildings. This land needs to be better used by allowing development controls more suitable for mid-rise housing.

Restrictive development controls can discourage mid-rise housing

In the limited areas where mid-rise housing is permitted, site requirements and development controls can make delivering mid-rise housing a challenge.

Across all medium density lots in the Six Cities Region, the average maximum height of building control is around 9.9 metres and the average maximum floor space ratio control is 0.73:1. These controls only enable a 3-storey building with a limited number of apartments possible. Such small developments are not usually economically feasible to deliver in well located areas.

Height of Buildings Controls by Zone-Six Cities LGAs

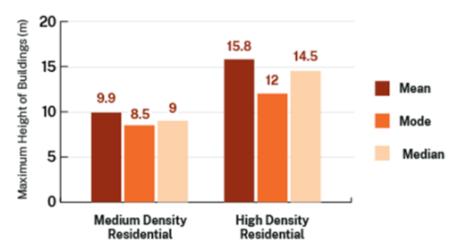


Figure 7: Overview of height of buildings controls in the medium and High Density Residential zones within the Six Cities



Even in High Density Residential zones, the average maximum height of building control is around 15.8m and the average maximum floor space ratio control is 1.25:1. Again, these controls only enable a 4 to 5 storey building with a limited number of apartments possible.

In many medium and high-density residential zones, both the average and median built form controls are insufficient to realise the opportunities of mid-rise housing. Getting these planning settings right is critical to attracting investment in new mid-rise housing projects to deliver housing supply in well-located areas.

3.2 Low-rise housing

For this explanation of intended effect, low-rise housing refers to multi dwelling housing (such as terraces and townhouses), manor houses and dual occupancies. It is generally one or 2 storeys, sometimes incorporating a habitable roof. It does not include freestanding houses.



Figure 8: Low-rise housing types L-R dual occupancy, multi-dwelling housing (terraces), manor house

Multi dwelling housing (MDH) and manor houses

What are multi-dwelling housing and manor houses?

Multi-dwelling housing is a term used to described residential developments that have three or more dwellings on a single lot with each dwelling having access at ground level. It includes rows of terraces and townhouses, but it does not include apartment buildings. They are a historically popular form of housing in Sydney, commonly found closer to the city centre. They are typically one or 2-storeys with a small front and back yard and setback to the side neighbours. They offer most of the benefits of a traditional freestanding house, but for a more affordable price.

Manor houses are small 2-storey apartment blocks. They are also an historically popular form of housing in Sydney's earlier suburbs, found in places like the eastern suburbs and the inner west. They often have the appearance and size of a 2-storey freestanding house but contain two apartments on the ground floor and two on the first floor. The ground floor apartments often get their own backyards, which offers a great level of amenity at a more affordable price.





Figure 9: Manor house in Thornton

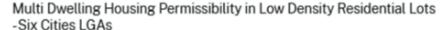


Figure 10: Townhouses in residential area at Gledswood Hills



Most low-density areas prohibit multi-dwelling housing and manor houses

Multi-dwelling housing is prohibited in the Low Density Residential zone in 82% of lots across the Six Cities. This is particularly pronounced in Greater Sydney, where 94% of councils prohibit multi-dwelling housing in their low-density zones.



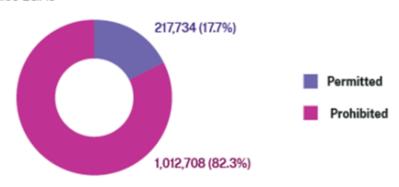


Figure 11: Permissibility of MDH across Low Density Residential zone lots within the Six Cities region

Similarly, manor houses are prohibited in all Low Density Residential zones in Greater Sydney, although they can be developed where multi-dwelling housing is permitted if using complying development under the Low-Rise Housing Diversity Code.

The main zone where multi-dwelling housing and manor houses are permitted is the Medium Density Residential zone where they are always permitted. The issue is that the medium-density zone only accounts for a small proportion of residential land, around 12% in the Six Cities Region.

Another issue is that Medium Density Residential zones also sometimes allow the multi-storey apartment buildings that developers usually prefer over the lower-yielding multi-dwelling housing and manor houses. So, there is a scarcity of land that allows for multi-dwelling housing and manor houses. And in the few areas they are allowed, developers often prefer apartments. As a result, very few new multi-dwelling housing and manor houses have been built in recent decades.

Multi-dwelling housing and manor houses are suitable in well-located low-density areas

Multi-dwelling housing and manor houses can be designed to comfortably sit within a freestanding house neighbourhood, without significantly changing character and offering a diverse and affordable option. Their scale and presence can be designed so they have no more impact than a freestanding house and they can enhance the desirable characteristics of a neighbourhood.





Low-density residential zones that are within walking distance of town centres and transport hubs should be able to accommodate more multi-dwelling housing and manor houses. These housing types offer a sustainable way of encouraging more homes in low-density neighbourhoods. Focusing efforts in places that already have good access to public transport and everyday needs will avoid undesirable impacts such as more congestion and a lack of street parking.

Some development controls discourage multi-dwelling housing and manor houses

There are a range of development controls that often apply to multi-dwelling housing and manor houses. These can further limit the potential sites and make them particularly difficult to design, especially when compared to the controls for freestanding houses.

Many councils set minimum lot sizes that range between 700 m² and 2,000 m². These minimum lot sizes can be unnecessarily large, as well-designed multi-dwelling housing and manor houses can easily fit on much smaller sites. These requirements often rule out large proportions of the already limited lots that allow multi-dwelling housing and manor houses, sometimes up to 75% of permitted lots in a given area.

There are also other controls, such as floor space ratio and minimum car parking requirements, that can make these housing types compromised in design, impractical to develop and economically unviable. Because of this, it is more workable to develop freestanding housing and larger apartment buildings.

Dual occupancies

What are dual occupancies?

Dual occupancies are two dwellings on a single lot and are commonly known as duplexes or semis. They are a common form of housing in Sydney, with a strong historical presence in the form of one and 2-storey 'semis' and in the more modern form of 2-storey duplexes. They are typically two side-by-side houses that both have a front yard, a back yard, and are setback to the side neighbours. They offer most of the benefits of a traditional freestanding house, but for a more affordable price.

Dual occupancies are suitable in all low-density areas

Well-designed dual occupancies are perfectly suited to provide more housing in all low-density residential areas across the state. Their scale, form and presence can be designed so they have no more impact than a freestanding house and they can enhance the desired character of an area.





Figure 12: Dual occupancy housing in Ryde

Dual occupancies are prohibited in many low-density areas

Within the Six Cities region, dual occupancies are prohibited in 14% of low density lots. In the same region, within the Medium Density Residential zone, dual occupancies are prohibited in 35% of lots.

Dual Occupancy Permissibility by Lots-Six Cities LGAs

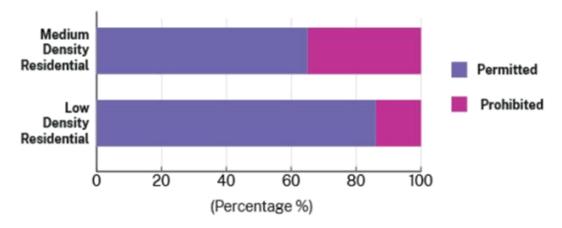


Figure 13: Permissibility of dual occupancies on low and Medium Density Residential zone lots within the Six Cities





All Low Density Residential zones should be able to accommodate dual occupancies as a sustainable way to provide more housing supply and provide more diverse housing options for the community.

Dual occupancies are suitable in the General Residential zone

Within the Six Cities region, there are 23 LEPs with a General Residential zone. Of these, only 19 (or 83per cent) permit dual occupancies. General residential lots comprise 9.5% of all residential lots within the Six Cities.

An objective of the General residential zone is to provide a variety of housing types and densities. This objective can be more directly achieved by promoting dual occupancies in this zone.

Unsuitable development controls discourage dual occupancies

There are a range of development controls that often apply to dual occupancies which can further limit the sites where they can be built and make them particularly difficult to design, especially when compared to the controls for freestanding houses.

Many Councils set minimum lot sizes which range between 450m² and 800m². These minimum lot sizes can be unnecessarily large as well-designed dual occupancies can easily fit on much smaller sites. These requirements often rule out a large proportion of the lots that permit dual occupancies, sometimes up to 72% of permitted lots in a given area.

There are also a range of other controls, like floor space ratio, that can make dual occupancies difficult to design. Because of this, it is often easier to develop freestanding housing.



4 Policy proposals to build more low and mid-rise housing

4.1 Mid-rise housing

Expanded permissibility within well located areas

The department is proposing to permit residential flat buildings on all Medium Density Residential zoned land in well located areas – that is, within station and town centre precincts. Since RFBs are a mandated use in the General Residential and High Density Residential zones, the Medium Density Residential zone presents an opportunity to expand the permissibility for this important mid-rise typology.

Figure 14 below shows the current and proposed permissibility settings for RFBs on well-located and other lots zoned for medium density within the Six Cities region.

RFB Permissibility in Medium Density Residential Zone-Six Cities LGAs

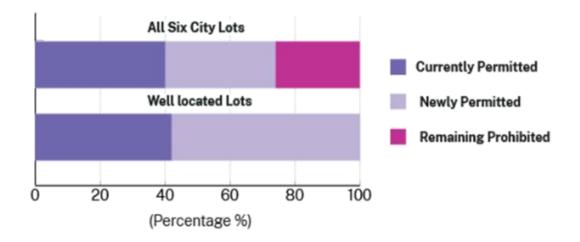


Figure 14: Permissibility of RFBs on well-located and other lots within Medium Density Residential zone in Six Cities



Mid-rise housing in Station and Town Centre Precincts

Station and town centre precincts

The Station and town centres precincts are proposed to be:

- within the Six Cities Region; and
- · 800m walking distance of a heavy rail, metro or light rail station; or
- . 800m walking distance of land zoned E2 Commercial Centre or SP5 Metropolitan Centre; or
- 800m walking distance of land zoned E1 Local Centre or MU1 Mixed use but only if the zone
 contains a wide range of frequently needed goods and services such as full line
 supermarkets, shops and restaurants.
 - The Department is seeking input from councils to determine which E1 and MU1 centres contain an appropriate level of goods, services and amenities to be included.

Non-refusal standards

To facilitate these developments, the NSW Government propose to set standards for non-refusal that will apply wherever residential flat buildings or shop top housing are permitted (currently or newly proposed) within Station and Town Centre Precincts with the exception of the Low Density Residential zone. The standards are designed to allow more density in the inner part of the precincts within 400 metres of the stations and centres and less density in the outer part of the precincts from 400 metres to 800 metres.

Non-refusal standards

Non-refusal standards are a type of provision (legal condition) used in the planning system to set consistent standards for certain types of development and provide certainty and flexibility for councils and proponents.

Non-refusal standards are usually outlined in a SEPP and overrule LEP or DCP provisions. If the equivalent LEP or DCP standard is already more permissive than the non-refusal standard, it will continue to apply.

This approach gives councils the flexibility to set more permissive local controls that suit local areas. It also means that if a proposed development does not comply with the non-refusal standard but still complies with Council's standard, it will not need a clause 4.6 variation request.



The purpose of this approach is to increase housing potential, not reduce what is already allowed.

The specific intentions are that if a development;

- Complies with the standard, a consent authority must not refuse consent on those grounds;
- Does not comply with the standard, it will be assessed under the equivalent applicable LEP or DCP standard;
- Does not comply with the standard, but does comply with the equivalent LEP or DCP standard, a clause 4.6 variation is not required;
- Does not comply with both the standard and the equivalent LEP or DCP standard, a clause
 4.6 variation will be required.

The non-refusal standards have been calibrated to enable a typical 3 to 6 storey apartment building that can achieve an appropriate level of amenity for the apartments and to neighbouring dwellings.

All other applicable planning controls in Local Environmental Plans and Development Control Plans such as heritage and environmental considerations will continue to apply to the extent they are not inconsistent with these provisions.

The proposed non-refusal standards for residential flat buildings and shop top housing in the station and town centre precincts are:

In the inner part of the precincts within 400 metres of the stations/centres:

- Maximum Building Height: 21m
- Maximum FSR: 3:1

In the outer part of the precincts from 400 to 800 metres of the stations/centres;

- Maximum Building Height: 16m
- Maximum FSR: 2:1

The non-refusal standards will apply to any residential flat building and shop top housing development on land in station and town centre precincts (with the exception of land zoned R2). For residential flat buildings, the non-refusal standards apply to land where this land use is currently permitted or proposed to be permitted. For shop- top housing, the non-refusal standards apply where this land use is currently permitted.

We are also proposing to turn off minimum site area and width standards in LEPs as part of these reforms. This will allow development assessment to consider the individual merits of mid-rise developments on a case-by-case basis within the context of the site.



Design criteria to support mid-rise housing

The <u>Apartment Design Guide</u> gives consistent planning and design standards for apartments in NSW. It gives design criteria and general guidance about how development proposals can achieve the nine design quality principles identified in *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* (SEPP 65).

The proposed new mid-rise housing provisions in station and town centre precincts will be supported by suitable design criteria that will vary some ADG provisions. These measures will ensure that design controls applying to new mid-rise housing proposals are appropriately differentiated to facilitate smaller apartment buildings.

The design provisions will ensure mid-rise apartment buildings are well-designed and promote excellent amenity and liveability for residents and the community.

The intent of the proposed changes to the design criteria is set out below.

- Building separations: Reducing the minimum building separation requirements for 5 and 6 storey buildings to match the current requirements for up to 4-storey buildings.
- Setbacks: Front setbacks to be the average of neighbouring buildings with a 6m maximum.
 Side and rear building setback requirements are to increase by an additional 1m for every 2-storey difference in height between neighbouring buildings.
- Vehicle Access: Design of basement and ground floor for mid-rise building is not required to accommodate large vehicles entering or turning around within the site. Waste collection method to be detailed in Waste Management Plan.
- Visual Privacy: To be managed through the proposed modified building and separation provisions.
- Communal Open Space: A minimum of 8m² of communal open space is to be provided per apartment, up to a maximum 25% of the site area.
- Landscaping: Minimum deep soil and planting requirements, depending on the size of the site
 as set out Appendix B.
- Car parking: Minimum car parking rates to create a consistent set of appropriate requirements for mid-rise housing across the Six Cities.

Affordable Housing

The existing In-fill Affordable Housing bonus provisions of the Housing SEPP will continue to apply for development under the proposed mid-rise housing in station and town centre precincts provisions.



The department is also proposing to work with local councils to introduce affordable housing contribution schemes (inclusionary zoning) on more land across the Six Cities where there has been sufficient value uplift. Further consultation about this is expected in 2024.

4.2 Low-rise housing

Multi dwelling housing and manor houses

Expanded permissibility

We propose to make multi-dwelling housing and manor houses permitted with consent in the Low Density Residential zone within station and town centre precincts.

Manor houses will be characterised as 2-storey residential flat buildings (excluding any habitable roof). They will not be limited to 3 or 4 dwellings as they currently are under the Codes SEPP.

Station and town centre precincts

Station and town centres precincts will be:

- within the Six Cities Region; and
- 800m walking distance of a heavy rail, metro or light rail station; or
- 800m walking distance of land zoned E2 Commercial Centre or SP5 Metropolitan Centre; or
- 800m walking distance of land zoned E1 Local Centre or MU1 Mixed use but only if the zone
 contains a wide range of frequently needed goods and services such as full line
 supermarkets, shops and restaurants
 - The Department is seeking input from councils to determine which E1 and MU1 centres contain an appropriate level of goods, services and amenities to be included.

Non-refusal standards

We propose to set key non-refusal standards that will apply to MDH and manor houses wherever they are permitted in Station and Town Centre Precincts. The non-refusal standards are designed to encourage MDH and manor houses to achieve the benefits of more and diverse housing while managing their impacts on surrounding properties, the local environment and neighbourhoods.



Proposed non-refusal standards for multi-dwelling housing (terraces), multi-dwelling housing and manor houses in station and town centre precincts are:

Multi dwelling housing (terraces)

- Maximum Building Height: 9.5m
- Maximum FSR: 0.7:1
- Minimum Site Area: 500m²
- Minimum Lot Width: 18m
- Minimum Car Parking: 0.5 space per dwelling

Multi dwelling housing

- Maximum Building Height: 9.5m
- Maximum FSR: 0.7:1
- Minimum Site Area: 600m²
- Minimum Lot Width: 12m
- Minimum Car Parking: 1 space per dwelling

Manor Houses

- Maximum Building Height: 9.5m
- Maximum FSR: 0.8:1
- Minimum Site Area: 500m²
- Minimum Lot Width: 12m
- Minimum Car Parking: 0.5 space per dwelling

The non-refusal standards will apply to any multi-dwelling housing, multi-dwelling housing (terraces), or manor house in station and town centre precincts where they are currently permitted or proposed to be permitted under these proposals.

Lot size and width

The proposed minimum lot size and width standards provide sufficient space for a typical 2-3 bedroom dwelling layouts with a reasonable front and back yard, side setbacks to the neighbours, and car parking for most dwellings.

Floor space ratio and building height

We have set the proposed floor space ratio and building heights to encourage these housing types. They provide more floor space allowance than most low-density areas which will encourage MDH and manor houses rather than large freestanding houses. The building height is designed to accommodate 2 storeys with the potential habitable roof, depending on the design. Built form



impacts on neighbours such as privacy and overshadowing will still need to be considered through the design criteria in the applicable design guides and local requirements.

Car parking

The proposed car parking rates for terraces and manor houses will be a reduction to most council's current DCP requirements and the standards of the Codes SEPP. The proposed rates will only apply in the target precincts which have walkable access to most needs and alternative transport options. The reduced rates for terraces will also reduce the need for multiple driveways along the street and the resultant impact that has on street parking and landscaping. For manor houses, reduced parking rates will facilitate better design outcomes including increased landscaping and more privacy for neighbours.

Application of other Planning Controls

All other applicable planning controls in Local Environmental Plans and Development Control Plans such as heritage and environmental considerations will continue to apply to the extent they are not inconsistent with these new provisions.

Landscaping requirements outlined in relevant DCPs will continue to apply and the <u>Low Rise</u>

<u>Housing Diversity Design Guide</u> will continue to be relevant. The Design Guide will be updated to be consistent with the landscaping targets set out in Appendix C.

The Low Rise Housing Diversity Code will continue to only apply to MDH (terraces) and manor houses limited to 3 or 4 dwellings. This includes on land where it is proposed to newly permit these land use types.

To ensure good design outcomes are achieved, for development applications the consent authority must consider the Low Rise Housing Diversity Design Guide for development applications. Similarly, complying developments will continue to be required to be consistent with the Low Rise Housing Diversity Design Guide for complying development with a verification from a registered architect.

Subdivision

We propose to permit the torrens subdivision of multi-dwelling housing (terraces) provided the proposed lots meet appropriate size, width and access requirements.



Dual occupancies

Expanded permissibility

We propose to permit dual occupancies in all Low Density Residential zones across NSW. We are also looking to work with the remaining few councils whose LEPs prohibit dual occupancies in the General Residential zone to consider whether they could be permitted.

Non-refusal standards

We propose to set key non-refusal standards that will apply to dual occupancies wherever they are permitted in Greater Sydney. The non-refusal standards are designed to encourage dual occupancies to realise the benefits of more and diverse housing in low-density areas.

Non-refusal standards for dual occupancies

Proposed non-refusal standards for dual occupancies in Greater Sydney:

- Maximum Building Height: 9.5m
- Maximum FSR: 0.65:1
- Minimum Site Area: 450m²
- . Minimum Lot Width: 12m
- Minimum Car Parking: 1 space per dwelling

The non-refusal standards will apply to any dual occupancy in Greater Sydney where it is currently permitted or proposed to be permitted under these proposals.

Lot size and width

The proposed lot size and width is set at the lower end of the range of lot sizes that apply in different Council areas in Greater Sydney. It provides sufficient space for a 3-to-4-bedroom dwelling layout with a reasonable front and back yard, side setbacks to the neighbours, and a garage for each dwelling.

Floor space ratio and building height

The proposed FSR provides slightly more floor space allowance than most low-density areas, which will encourage dual occupancies rather than large freestanding houses. The proposed building height is designed to accommodate a 2-storey dual occupancy. Built form impacts on neighbours such as privacy and overshadowing will need to be considered through the design criteria in the applicable design guides and local requirements.



Car parking

The proposed car parking rate is typical in many areas and will be a slight reduction in some. It is important that excessive car parking is not required, as it can influence whether a dual occupancy can fit on any given site. One space is sufficient to ensure there is not a significant impact on car parking availability in the street.

Application of Other Planning Controls

All other applicable planning controls in Local Environmental Plans and Development Control Plans such as heritage and environmental considerations will continue to apply to the extent they are not inconsistent with these new standards.

Landscaping requirements outlined in relevant DCPs will continue to apply and the <u>Low Rise</u>

<u>Housing Diversity Design Guide</u> will continue to be relevant. The Design Guide will be updated to be consistent with the landscaping targets set out in Appendix C.

Under the complying development pathway, proposals will continue to be required to be consistent with the Low Rise Housing Diversity Design Guide for complying development.

Affordable Housing

The existing In-fill Affordable Housing bonus provisions of the Housing SEPP will continue to apply for development under the proposed low-rise housing provisions.

Subdivision

It is proposed to permit the torrens subdivision of dual occupancies provided the proposed lots meet appropriate size, width and access requirements.

4.3 Flooding

Managing the risk of flooding to life and property through local planning controls is a key priority for the NSW Government. We need to ensure that all new development in flood prone areas is compatible with the current and future flood risk of the land.

Council's current flooding controls will continue to apply to all development where the low- and mid-rise reforms are proposed to ensure that flood risk is appropriately managed. In areas of particularly high flood risk, such as the Hawkesbury Napean Valley, the Department will work councils to exclude the relevant areas from the application of the proposed reforms.



4.4 Infrastructure Contributions

The NSW planning system allows councils and the NSW Government to collect contributions that fund infrastructure needed to support new development.

From 1 October 2023, all residential development that intensifies land use (where new dwellings are created) will be subject to the Housing and Productivity Contribution (HPC) and will replace the former State Infrastructure Contribution (SIC). HPC contributions will go towards the provision of state and regional infrastructure such as roads, parks, hospitals and schools. It does not affect how councils collect local contributions.

Councils will continue to require the payment of section local infrastructure contributions (7.11 and/or section 7.12 contributions) for all new development in accordance with relevant council contributions plans. Revenue collected goes towards funding infrastructure like community facilities, stormwater drainage, local open space and local roads.

In infill areas where there will be additional housing supply as a result of this proposal, councils already have section 7.11 and/or section 7.12 contributions plans in place that apply to new residential development. These existing plans will allow councils to collect more revenue as more dwellings are built.

However, it is important to ensure that councils will have sufficient revenue to fund any new or upgraded local infrastructure that may be required. Some changes may be needed to councils' current contributions frameworks to allow for anticipated growth.

The department will work with councils to identify where further infrastructure planning and funding is required and accelerate that work to ensure it is in place at the right time.

The best approach will depend on the current contributions framework in the area, anticipated growth and local infrastructure needs. Stakeholder consultation, including public exhibition, will be necessary before any changes are carried out.

Council feedback on infrastructure needs

We are seeking feedback on councils' preferred approach to identifying and addressing additional infrastructure needs that arise as a result of the proposed changes. The aim is to ensure that delivery of local infrastructure occurs at a rate that will keep up with the anticipated growth needed to address the housing crisis.



4.5 Relationship with the Transit Oriented Development program

The Department is also progressing a Transit Oriented Development program, which will fast-track rezoning in 8 key precincts, and introduce new planning settings in a number of other identified station precincts across the Six Cities, including new permissibility settings, built form controls, social and affordable housing provisions and heritage arrangements.

The proposed low- and mid-rise reforms will work in tandem with the Transit Oriented Development program to achieve good urban form through appropriate density transition around centres. The reforms proposed under the Transit Oriented Development program are generally more permissive than the low- and mid-rise reforms and therefore will prevail over the low and mid-rise controls, where areas overlap.

Read more about the department's response to the housing crisis.



5 Have your say

The Department of Planning and Environment welcomes community and stakeholder feedback on this explanation of intended effect. Your feedback will help us better understand the views of the community and will inform the proposals discussed in this document.

To submit feedback, complete the online feedback form.

Your submission may address the issues raised in this document or you may give more input about the changes we propose.

We will publish a response to submissions after the exhibition period ends.



Appendix A – Summary of proposed reforms

Typology	Proposed permissibility change	Proposed non-refusal standards		
Low-rise hous	Low-rise housing			
Dual occupancies	Make dual occupancies permitted with consent across Low Density Residential (R2) zones in NSW.	Introduce non refusal standards that apply to dual occupancies wherever they are permitted in Greater Sydney: • Maximum Building Height: 9.5m • Maximum FSR: 0.65:1 • Minimum Site Area: 450m² • Minimum Lot Width: 12m • Minimum Car Parking: 1 space per dwelling		
Manor houses	Make manor houses permitted with consent in the Low Density Residential (R2) zone within station and town centre precincts in the Six Cities region.	Introduce non-refusal standards that apply to Manor Houses wherever they are permitted within station and town centre precincts in the Six Cities region: Maximum Building Height: 9.5m Maximum FSR: 0.8:1 Minimum Site Area: 500m² Minimum Lot Width: 12m Minimum Car Parking: 0.5 space per dwelling		
Multi- dwelling housing (terraces)	Make MDH (terraces) permitted with consent in the Low Density Residential (R2) zone within station and town centre precincts in the Six Cities region.	Introduce non-refusal standards that apply to MDH Terraces wherever they are permitted within station and town centre precincts in the Six Cities region: Maximum Building Height: 9.5m Maximum FSR: 0.7:1 Minimum Site Area: 500m² Minimum Lot Width: 18m Minimum Car Parking: 0.5 space per dwelling		



OFFICIAL

Typology	Proposed permissibility change	Proposed non-refusal standards	
Multi- dwelling housing	Make MDH permitted with consent in the Low Density Residential (R2) zones within station and town centre precincts in the Six Cities region.	Introduce non-refusal standards that apply to MDH whenever they are permitted within station and town centre precincts in the Six Cities region: Maximum Building Height: 9.5m Maximum FSR: 0.7:1 Minimum Site Area: 600m² Minimum Lot Width: 12m Minimum Car Parking: 1 space per dwelling	
Mid-rise housing			
Residential flat buildings (RFBs)	Permit RFBs with consent in the R3 zone within station and town centre precincts in the Six Cities region.	Introduce non-refusal standards that apply to RFBs wherever they are permitted (excluding R2 zones) in station and town centre precincts in the Six Cities region. Within inner (0-400m) station and town centre precincts in the Six Cities region: • Maximum Building Height: 21m • Maximum FSR: 3:1 Within outer (400-800m) station and town centre precincts in the Six Cities region: • Maximum Building Height: 16m • Maximum FSR: 2:1	
Shop-top housing (STH)	No change proposed.	Introduce non-refusal standards that apply to shop top housing (identical to those proposed for RFBs) wherever they are permitted (excluding for R2 zones).	



OFFICIAL

Typology	Other proposals
Mid Rise Housing (both RFBs and STH)	Amend the Apartment Design Guide which sits under the State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) to include suitable design criteria for mid-rise housing (e.g. related to building separations, setbacks, vehicle access, visual privacy and communal open space). The design provisions will ensure mid-rise apartment buildings are well-designed and promote excellent amenity and liveability for residents and the community.
Subdivision of MDH (Terraces) and Dual Occupancies	New provisions are proposed to enable the torrens subdivision of multi dwelling housing (terraces) and dual occupancies that have been approved under the proposed low rise housing reforms. The proposed lots will need to meet appropriate size, width and access requirements.
Low Rise Housing through the Complying Development Pathway	The <u>Low Rise Housing Diversity Code</u> will continue to apply including to areas where low rise typologies are proposed to be permitted under the reforms.



Appendix B – Landscaping provisions for mid-rise housing

Development category	Tree canopy target (min % of site area)	Deep soil target	Tree-planting rate
Residential flat buildings	and Shop-top housing		
Less than 650 m ²	15%	As per Apartment Design Guide	For every 350 m² of site area or part thereof, at least one small tree must be planted in the deep soil area
650 m² - 1,500 m²	15%	As per Apartment Design Guide	For every 350m ² of site area or part thereof, at least one medium tree is to be planted in the deep soil area
Greater than 1,500 m ²	20%	As per Apartment Design Guide	For every 575m² of site area or part thereof, at least 2 medium trees or one large tree must be planted in the deep soil area



Appendix C – Landscaping provisions for low-rise housing

Development category	Lot size	Tree canopy target (min % of site area)	Deep soil target (min % of site area)	Tree-planting rate
Manor houses	<300m²	20%	20%	For every 200m² of site area, or part thereof, at least one small tree
	300 600m²	25%	25%	For every 250m² of site area, or part thereof, at least one medium tree
	>600m²	30%	30%	For every 350m² of site area, or part thereof, at least 2 medium trees or one large tree
Dual occupancies	<300m²	15%	15%	At least 1 small tree, per dwelling
	300-600m²	20%	20%	For every 200m² of site area, or part thereof, at least one small tree
	>600m²	25%	25%	For every 225m² of site area, or part thereof, at least one medium tree
Multi- dwelling housing (terraces)	<1,000m²	20%	20%:	For every 300m², or part thereof, at least one medium tree
	1,000-3,000m²	25%	25%	For every 200m², or part thereof, at least one medium tree
	>3,000m²	30%	30%	For every 350m², or part thereof, at least 2 medium trees or one large tree



Item No: C03/24-475

DRAFT REGENTS PARK TOWN CENTRE PUBLIC DOMAIN PLAN - POST EXHIBITION

Directorate: Environment and Planning
Responsible Officer: Director Environment & Planning

Community Strategic Plan Goal: Enhancing the Natural and Built Environment

SUMMARY

The Draft Regents Park Town Centre Public Domain Plan has been developed to guide the delivery of a consistently high-quality public realm to promote the revitalisation of the Regents Park Town Centre. The Draft Plan supports the broader planning work undertaken for this precinct.

The Draft Public Domain Plan was placed on public exhibition for a period of 28 days seeking feedback from the community and key stakeholders. This report details the outcomes from submissions received during the public exhibition period and recommends the adoption of the Regents Park Town Centre Public Domain Plan. The report also provides information on business engagement on the Draft Public Domain Plan in accordance with Council's resolution.

RECOMMENDATION

That Council adopt the Regents Park Town Centre Public Domain Plan as provided in Attachment 1.

REPORT

Council at its meeting of 2 August 2023 (Min 499, Item No: C08/23-359) resolved that Council:

- "1. Place the Draft Regents Park Town Centre Public Domain Plan on public exhibition for a period of 28 days, with a report to be provided back to Council.
- 2. Undertake a 'Business Pride Project' to engage with businesses regarding further enhancement of green streetscapes and a report be provided back to Council.
- 3. Pursue funding through the Thriving Suburbs Program, as per information provided by the Minister for Housing, Homelessness, Small Business, and Federal Members to make representation on our behalf."



Draft Public Domain Plan

The Draft Regents Park Town Centre Public Domain Plan was exhibited for 28 days between Monday 11 September to Monday 9 October 2023 and made available on Council's 'Have Your Say' page.

Subsequently, a total of 15 direct submissions were received. A summary of all themes from the submissions received, and the Council's responses are outlined in Attachment 3 to this report.

The majority of responses received from the community were in support of the Public Domain Plan. The final draft revision of the document following the public exhibition period has been prepared to take account of minor errors and text clarifications.

In accordance with the above, Council has now addressed all public feedback and recommends the Regents Park Town Centre Public Domain Plan be adopted by Council as outlined in Attachment 1 of this report.

Business Pride Project

In accordance with Council's resolution, Council also ran the Regents Park Business Assistance Program (Business Pride Project) in tandem with the consultation on the Regents Park Town Centre Public Domain Plan, with the purpose of assisting local businesses to thrive and make the community more attractive and welcoming. Council officers engaged with over 60 businesses during this time.

Based on this engagement, 82% of respondents stated that the Regents Park Town Centre needed to be improved, with 91% of respondents stating that Council should beautify the appearance of the town centre by investing in more greenery, flowers, seating and street art. A range of other feedback was also received from businesses and is provided in the evaluation report that is attached to this paper. The outcomes of this engagement is consistent with information included in the Public Domain Plan.

COMMUNITY ENGAGEMENT

Council publicly exhibited the Draft Regents Park Town Centre Public Domain Plan, for a period of 28 days from Monday 11 September to Monday 9 October 2023 both on Council's website and in local newspaper publications.

Council had 867 visits to the 'Have Your Say' community engagement website during the public exhibition period, with 318 downloading the Draft Regents Park Town Centre Public Domain Plan provided.

Submissions were received from 7 community respondents and 8 directly from community and public organisations. Council has formally responded to all respondents who made a submission and notified them of the consideration of this item at this Council meeting.

Methods of engagement included:

Notices published in local newspapers.



- Notices sent to Have Your Say Newsletter participants, community groups and public agencies, and posted on social media.
- Flyers were distributed to local businesses.
- Posters were installed at select locations within the town centre.
- Three information sessions were held in the town centre.

POLICY IMPLICATIONS

The Plan will support place-based outcomes identified for Regents Park in Cumberland 2030: Our Local Strategic Planning Statement and is also aligned with Council's Community Strategic Plan.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Public domain works identified in the Regents Park Town Centre Public Domain Plan will be included for consideration in Council's capital works program. Development contributions have also been collected and reserved for this purpose. The first stage of works under the Plan will include installation of planter boxes along Amy Street. Further grant opportunities to implement the plan will also be explored as they become available.

Council's resolution identified that Council pursue funding through the Australian Government's Thriving Suburbs Program. Council officers have investigated and advise that the Program will commence in the 2024-25 financial year, with limited information on the guidelines and process at this time. When further details on the Program are released, Council officers will review and provide a submission if elements of the Public Domain Plan are consistent with the program objectives and guidelines.

CONCLUSION

The Regents Park Town Centre Public Domain Plan has been developed to guide the delivery of consistently high-quality public realm to reinforce the centre's role in creating healthy, creative, culturally rich and socially connected communities. It is recommended that Council adopt the Regents Park Town Centre Public Domain Plan as provided in Attachment 1.

ATTACHMENTS

- 1. Regents Park Town Centre Public Domain Plan J.
- 2. Draft Regents Park Town Centre Public Domain Plan Engagement Evaluation Summary <u>J</u>
- 3. Draft Regents Park Town Centre Public Domain Plan Response to Submissions



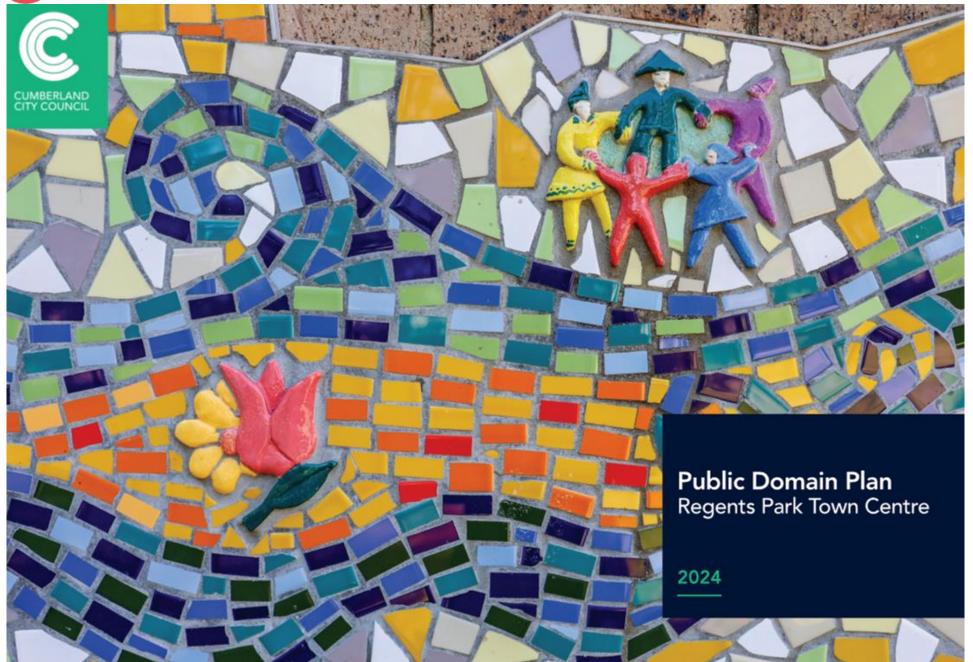


4. Regents Park Town Centre Business Assist Program Evaluation Report J.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-475

Attachment 1 Regents Park Town Centre Public Domain Plan









Welcome to Country

by Darug Elder Aunty Edna

"Jumna ya wogal wal ya pemel jumna mingan jumna tamu. Ngalaringi wyanga pemal.

Ngalaringi babuna wal gnia ya pemal da lo-loley dice wara Mooting jumna banga nolla ya.

Pemal jumna wal gnia koi mund wal tati pemal jumna annagar dice.

Eorah wal mullana wal mingan jumna gai gnia bou gu-nu-gal Nglaringi go-roong dyaralang. Nglaringi go-roong dyaralang.

Ngalaringi bou ngalaringi jam ya tiati nglaringi bubuna jumna. Mittigar gurrung burruk gneene da daruga pemal. Didjeree Goor."

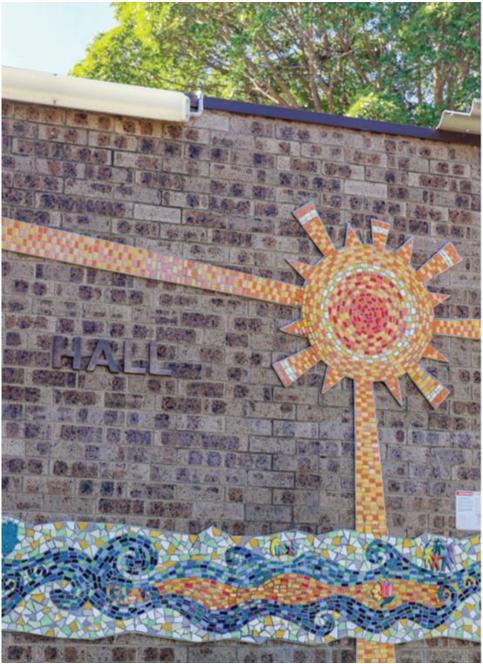
"We were the first carers of the land,
we took only what we needed from our Mother Earth.
Our ancestors knew how to take care of the land,
so as to continue their survival.
We do not own the land, but we are charged with the care of it.
As custodians of this land we ask that all people join us
and preserve what we have left for future generations.
We must protect the few sites we have to ensure our culture continues.
In the language of our ancestors we welcome you to Darug lands.
Thank you."

over Image: Public artwork at Regents Park Library

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1. Introduction

1.1 Purpose

Cumberland City Council have prepared the Regents Park Town Centre Public Domain Plan (The Plan) to guide the delivery of consistently high-quality public realm to promote the revitalisation of the Regents Park Town Centre.

This document sets out a town centre wide palette of streetscape treatments, including material palettes for surface treatments, street furniture, landscaping, and finishes. It also provides guidelines and relevant information to assist developers and Council in undertaking public domain works within Regents Park Town Centre.

1.2 What is the Public Domain?

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within the publicly owned areas of Regents Park Town Centre and the relationship between them. The public domain also includes privately-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.



2. Planning Context

2.1 Strategies, Plan and Legislation

This plan builds on the community feedback and the identified planning approach from a range of legislation, strategies and plans. These include the following:

- Cumberland 2030: Our Local Strategic Planning Statement,
- Cumberland Local Housing Strategy 2020,
- Cumberland Local Environmental Plan 2021,
- Cumberland Development Control Plan 2021.

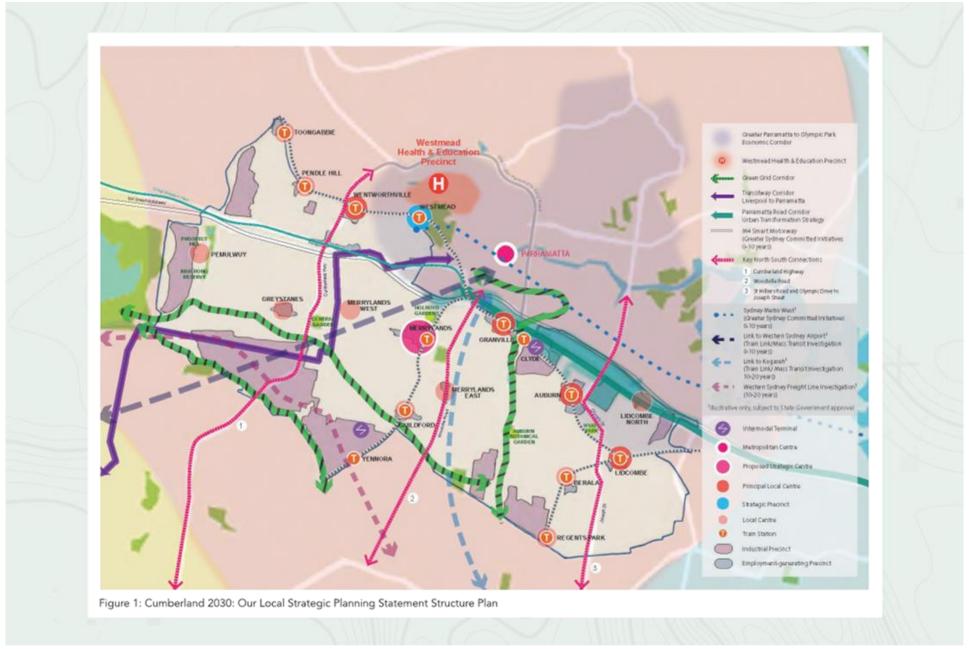
Cumberland 2030: Our Local Strategic Planning Statement identifies Regents Park as a Local Centre that provides land use opportunities for housing and local employment, as well as services and facilities to meet the needs of the local community.

The Central City District Plan recognises the importance of our Local Centres as a focal point of neighbourhoods. Easily accessible Local Centres provide opportunities for social connections that assist in fostering healthy, creative, and culturally rich communities. Creating and renewing local centres and respecting the local heritage contributes to making a diversity of great places within our City.

The Regents Park Local Centre supports the Greater Cities Commission vision as a 30-minute city with access to jobs and services with good public transport access to Sydney, Parramatta, Liverpool Central Business Districts (CBD).









3 Overview

3.1 Site Context

Regents Park Town Centre is located on the eastern side and the southern boundary in the Cumberland Local Government Area. Immediately to the south lies City of Canterbury-Bankstown, to the east Strathfield Council and to the west Fairfield City Council. Major roads that surround Regents Park include Olympic Dr to the east and the Hume Highway to the south.

The town centre boundaries are the Sydney Water Pipeline to the south, Kingsland Rd to the east, to the north tapering from Kingsland Rd to Regents St and including Guilfoyle Park. To the west (across the railway line), the shops on the intersection of Rose Crescent and Park Rd are also included as part of the planned town centre public domain works.

The town centre comprises of mixed-use development and medium to high density development. An employment and industry precinct that includes both general and light industrial is located immediately to the west of the town centre.

Regent Park Town Centre provides a range of retail, businesses and community infrastructure, including a train station, public buses, library, community centre and a local park.

The area is also well serviced by local schools, including Regents Park Public School, Regents Park Christian School, St Peter Chanel Catholic School, and Trinity Catholic College (Years 7 to 8).





4 Vision and Design Principles

4.1 Vision

Regent Park is a vibrant town centre that will build on the local character to create an attractive, walkable, and socially inclusive open space network with high quality public realm at its centre.

4.2 Design Principles

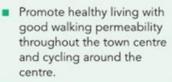
Celebration of place

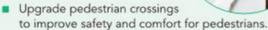
- Celebrate and build on the local character of Regents Park town centre to create a distinct and attractive neighbourhood.
- Create active and vibrant streetscapes that supports innovative economic activities throughout the day & evenings, which attract residents, workers and welcomes visitors to the local area.
- Promote opportunities to socialise and participate in local life with a high-quality public realm that will enhance the health and well-being of the local community.

Clean and Green

- Create a continuous green tree cover throughout the centre to assist in mitigating urban heat.
- Improve walkability to reduce reliance on cars that will assist in positive environmental outcomes including improved air quality.
- Enhance well-being and a sense of community identity by delivering an attractive and well maintained public realm.
- Maintain areas of open space and introduce measures to capture stormwater runoff thereby improving the water quality entering Duck River.







- Provide clear and effective wayfinding signage to enable access to services and facilities within the town centre.
- Use smart technologies and evidence-based decision making to prioritise footpath and cycling improvements.



To assist in the creation of liveable neighbourhoods and a cohesive community, streetscape design shall be inclusive for all abilities and ages with a continuous accessible path of travel.



- Provide opportunities for social connections through the design of safe and comfortable places for people to stop and rest and engage with street life within the town centre.
- Celebrate the diversity of the community by implementing public art initiatives and street banners that assist in creating culturally rich and socially connected communities.



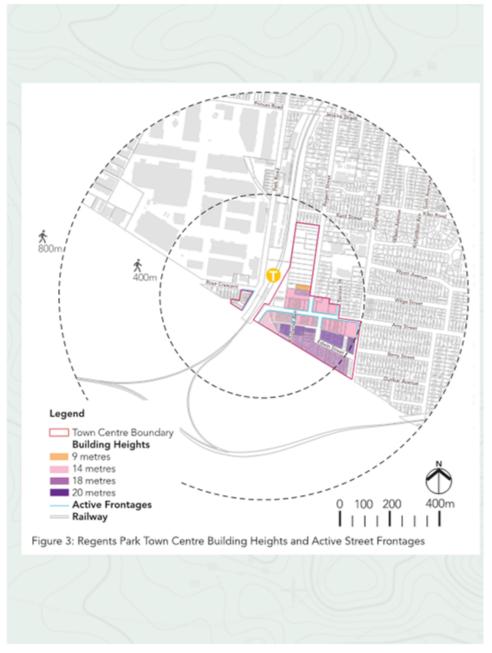
5.1 Built Form and Active Street Frontages

Land use planning within the Regents Park town centre is based on a range of mixed use and medium to high density areas. The built form needs to consider the future local character and comfort levels of our public domain.

The town centre is centred on Amy St with a fine grain texture at street level and continuous active street frontages that will contribute to the vibrancy and liveability of Regents Park.

To support active street frontages, the public domain will provide attractive seating areas, planting and lighting that promote both daytime and night-time activation. Public art elements including banner poles and decorative paving that reflect the existing local character of Regents Park will be integrated into the streetscape and assist in retaining the local identity of the neighbourhood.

Footpaths will be accessible for all ages and abilities that will enhance walkability to and within the town centre and provide opportunities for socialisation and contribute to the health and well-being of our community.





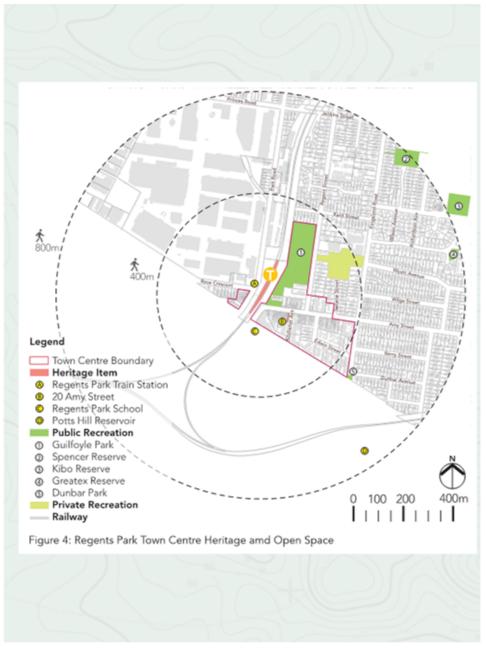
5.2 Heritage and Open Space

Regents Park was part of an initial land grant issued to Joseph Hyde Potts and first subdivided into residential and farm lots in 1880. The commencement of construction of Potts Hill Reservoir in 1887 and Regents Park School established in 1899 (both part of Canterbury-Bankstown Local Government Area) reflected the growing population within Regents Park. Regents Park is currently under the jurisdiction of two Local Government Areas with the boundary defined by the Sydney Water Pipeline.

Within Cumberland Local Government Area, there are two identified heritage items within Regents Park town centre that provide evidence of the population boom experienced during the Federation period: Regents Park Train Station Group and 20 Amy St. In 1912, a single line train station was built at Regents Park and in 1924 relocated to its current location to enable a dual line and expansion of the railway network to Cabramatta. This cluster of railway building are characteristic standard design of the period. 20 Amy St was constructed between 1900 and 1925 and is largely an intact and detailed example of a Federation commercial building.

The town centre is supported by a range of open spaces. Guilfoyle Park located in the north of the town centre is a local park with a formal playground, netball and basketball courts, cricket practice nets and a sports field for soccer, football and cricket. Dunbar Park on the eastern edge of the centre houses a small formal playground. Other local parks within 800m of the local centre include Spencer Park with a formal playground, Kibo Park with a formal playground and recently received grant funding to establish a new woody meadow, and Greatex Reserve with seats and views across the local area towards the Blue Mountains.

Regent Park Town Centre is strategically located at the junction of two district level open space corridors – the Duck River Parklands and Prospect Pipeline Corridor. These corridors link Bankstown to Parramatta River via Granville and Prospect Reservoir to Cooks River via Rookwood Cemetery respectively.





5.3 Environmental Sustainability

To improve our resilience as a community and protect ourselves against future shocks and stresses we need to be environmentally sustainable.

Trees and green cover are an effective way in which to reduce the build up of heat in our urban environment. Trees provide many benefits including in assisting in mitigating urban heat island effect, improving air quality through extraction of air particles, assisting in filtering stormwater, slowing down traffic as well as positive health and well-being benefits for our community.

There is a mix of urban and native tree planting throughout the local centre to cool the local environment. Tree coverage varies across the local centre. There is good coverage in the residential areas to the south of Amy St, with between 21% and 60% coverage. Amy St and the industrial lands to the west have 11-20% coverage whilst Guilfoyle Park has only 6-10% tree coverage. New tree planting has been established on the northern end of Guilfoyle Park to improve tree coverage within the park. Urban heat mapping indicate that the industrial areas and Amy St are approximately 3 degrees warmer than other areas within the town centre. Build-up of urban heat can also be attributed not only to tree coverage, but also the percentage of impermeable surfaces. Across the town centre, there is 75-87% impermeable surfaces, with the exception of green surfaces within Guilfoyle Park.

The opportunities to cool the urban environment within the Regents Park Town Centre are limited and other green infrastructure, including new parklets, green roofs, green walls, planter beds and Water Sensitive Urban Design (WSUD) projects, need to be considered to assist in cooling our urban environment. Green infrastructure will also assist in minimising the impacts of storm water runoff and improve the quality of water flowing into Duck River.

Opportunities to improve our green infrastructure will also assist in connecting Regents Park Town Centre with the surrounding district open space of Duck River Parklands and the Prospect Pipeline Corridor. These green connections will support and enhance Sydney's Green Grid to keep the city cool, encourage healthy living, enhance biodiversity, and ensure ecological resilience.





5.4 Movement Corridors

5.4.1 Active and Public Transport

To encourage healthy lifestyles, active transport solutions including walking, cycling and catching public transport can assist in keeping our local centres vibrant and socially connected. Active transport also has many positive environmental benefits.

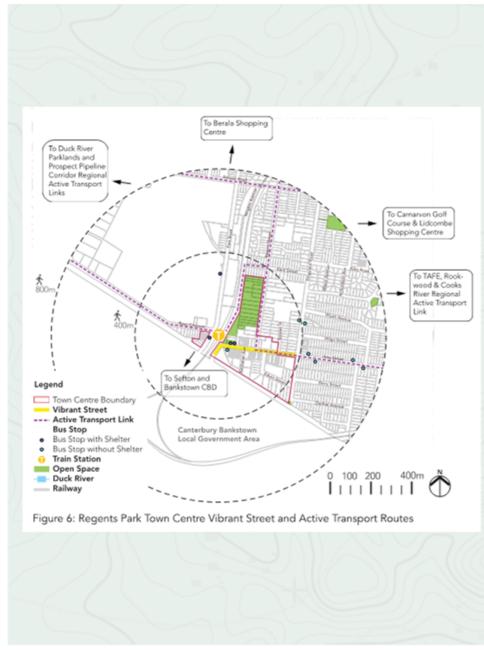
The Regents Park Train Station is located on the T3 Bankstown Line connecting to Lidcombe, Sydney CBD and Liverpool. During weekdays there are around 5,400 passengers boarding and alighting at Regents Park Station with 500 persons boarding trains during the morning peak between 6am – 10am.¹ There are two bus services that operate along Amy St, connecting Merrylands and Bankstown via Auburn and Bankstown and Parramatta via Auburn. Both services operate at half hour intervals. Approximately 1000 – 3000 persons board the bus monthly at Regents Park station and up to 1000 persons at bus stops along Amy St.² These transport options support the 30-minute city with access to services and jobs in our strategic centres.

Regents Park Town Centre is relatively flat and easily accessible with 3.6 metre wide footpaths along Amy St to other streets within the centre. To support vibrant and active street frontages, kerb extensions are proposed that will enable outdoor dining opportunities, as well as additional greenery and colour within the centre. To enhance pedestrian safety throughout the centre, pedestrian crossing points will be upgraded and crossing points at intersections will be improved.

To ensure our streets remain vibrant and liveable, footpath widths will need to accommodate an increasing population in the centre, as well as street furniture, signage, and further opportunities for outdoor dining. The Walking Space Guide provides recommended widths for footpaths. Smart technology will enable the provision of information on pedestrian movement patterns on footpaths to ensure they remain safe and comfortable.

Currently, all cycling is on road within the town centre, with bicycle parking stations at the train station and Edwin St. Regents Park links into two regional cycling links for the Duck River Parklands and the Prospect Pipeline Corridor. These active transport routes will in the future connect Bankstown with Parramatta via Granville and Prospect Reservoir and Western Sydney Parklands with the Cooks River and Georges River Cycleway.

- 1 Transport for NSW Train Station Entries & Exits data 2016 2018
- 2 Transport for NSW Land & Property Information, Cumberland Council 2019





5.4 Movement Corridors

5.4.2 Cars and Freight

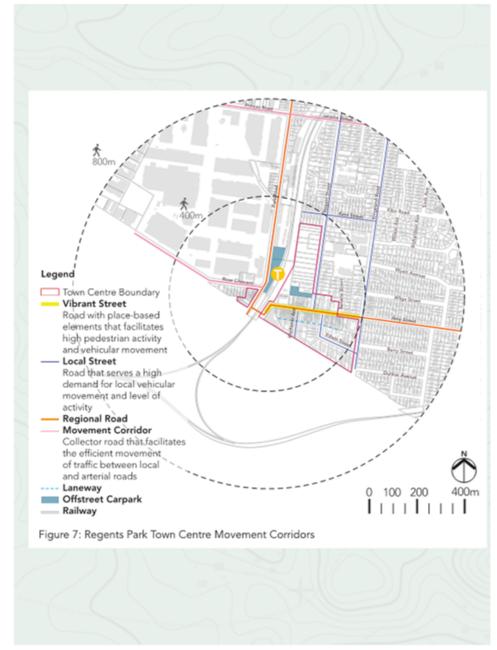
The major movement corridor is along Amy St through the town centre. Amy St is a regional road which allow freight movement between Olympic Dr and Park Rd to access the industrial estates on the western boundary. All other streets within the centre service local traffic.

The Regents Park Town Centre is well serviced by the following carparking options:

- Regents St carpark, with 55 carparking spaces and 6 disabled parking spaces (4 hour time limit)
- 55 commuter and 6 disabled carparking spaces (no time limit) available adjacent to the train line on Park Rd
- On street parking is available throughout the centre, with designated on street disabled parking on Amy St (2 spaces)

There are low occurrences of traffic incidents within the town centre.

Opportunities for improvements to pedestrian crossing points, sightlines and legibility of the road network will improve safety and comfort for all road users. The current speed limit throughout the centre is 50km per hour.





6.1 Street Layout and Typology

Streets are a critical component and building block of the urban environment that serves a key role in the public domain. Street design must be in accordance with the Australian Standards for pedestrian access on footpaths, as defined in AS/NZS 1428.4.1:2009 and it must follow these principles:

- Reinforce the street hierarchy, its use and character.
- Create a pedestrian-friendly environment and the safe crossing and movement of carriageways for all people.
- Ensure streets and public spaces are inclusive and liveable for all with consideration to Cumberland City Council's Disability Inclusion Action Plan 2022-2026.
- Allow references to the site's geographical and cultural history.
- Be sufficiently robust and durable to withstand heavy use, and be easily maintained.
- Maximise permeability for water infiltration.

6.2 Street Furniture and Lighting

Street furniture contributes to the delivery of placemaking objectives and vibrant streetscapes for the public to enjoy. Lighting is an essential element that can influence the level of activity and use of the public domain. The installation of suitable lighting, passive surveillance and security will improve the safety of the community. Lighting also plays a role in reinforcing legibility and promoting street activation that supports the night economy.

There is opportunity to improve current street lighting to support sustainability and urban design objectives, as well as to also explore ideas for lighting activation in coordination with public art installations, particularly in shared zones and civic areas. A thoughtfully curated palette of outdoor dining furniture such as parklets, standing bars, seats and tables will activate the street space, encourage social interaction, and support local businesses along the main street.

The Disability Discrimination Act 1992 (DDA) ensures public areas are accessible to all ages and abilities. Street furniture within the public realm to be DDA compliant.

Street lighting must be in accordance with the Australian Standards for lighting in pedestrian areas, as defined in AS/NZS 1158.3.1:2020 and AS/NZS 60598.2.3:2015.

Street furniture and lighting elements should:

- Be robust and durable in material
- Define a sense of place and respond to the local history and cultural values of the site
- Activate the public domain that attracts and engages people
- Provide comfort and amenity
- Complement the placement of street trees and landscaping elements



6.3 Street Trees and Landscaping

Street tree planting and landscaping throughout the centre and will assist in providing shade, mitigating urban heat island effects, improving air quality and stormwater drainage. The increase in urban tree canopy cover will also assist in and delivery of Green Grid connections across Greater Sydney.

Tree lined streets can also be an effective traffic calming device to encourage driving at lower speeds resulting in pedestrian friendly streets.

It is proposed that existing established trees particularly on the town centre's periphery roads shall be retained and protected. New tree species have been selected to complement the existing street tree palette to integrate future development into the existing neighbourhood fabric. Nominated tree species were selected for their hardiness and will grow within highly urbanised environments.

The selection of street trees and landscaping should be in accordance with Cumberland Urban Tree Strategy 2020 and follows these principles:

- Create an aspirational and high-quality urban landscape by selecting species that will grow in existing conditions and respond well to future development.
- Ensure street trees and planting contribute to enhance local identity and context.
- In outdoor seating areas, to consider thermal comfort and provide deciduous shade-bearing trees in summer months that will allow solar access in winter months.
- Promote Water Sensitive Urban Design (WSUD) through selection of the tree species that require few inputs, such as irrigation.
- Provide consistent spacing and visual continuity along the street.
- Facilitate passive surveillance and not pose a hazard.
- Incorporate WSUD, including rain gardens, tree pits and other design measures to enhance flood protection and stormwater management.
- The species selected will respond to the scale and visual prominence of streets, lot layout, street lighting, services and drainage layout, and required to provide visual amenity and shade.

Recommended Species



Where the opportunity exists, incorporate planter boxes and hanging baskets to provide colour and visual interest throughout the local centre.

Botanical Name	Common Name	Height x Width	Pot Size
Hymenosporum flavum	Native Frangipani	6-8m x 5-6m	200L
Lophostemon confertus	Brush Box	15m X 10m	200L
Michelia alba	Jade orchid tree	6-10m x 4m	200L
Pyrus calleryana 'Capital'	Ornamental Pear	11m x 3m	200L
Tristaniopsis laurina luscious	Water Gum	7-12m x 5m	200L



6.4 Paving

To provide a quality pedestrian surface treatment throughout the town centre, the following elements need to be considered:

- Visual and tactile qualities of the paving should accessibility communicate the function characteristics of the street.
- Use pavers that are flexible, easy to remove and relay. Use sustainable locally sourced and readily available paving materials.
- Integrate pebblecrete pavers with new pebblecrete pavers so that paving reads as a continuous legible palette.
- Where the opportunity exists, work with Council to design and install decorative paving that reflects the interests of the community. Integrate decorative paving within upgraded streetscapes, park areas and seating areas, subject to approval by Council.

Various footpaths within precinct and surrounds







Pebblecrete pavers

Concrete paving

Decorative paving





6.5 Signage

A coordinated approach for the delivery of signage will provide clear and easy access to destinations and assist in the navigation around the town centre. Signage and banners should be in accordance with Council's branding guideline and enhance legibility and a sense of place. This includes:

- Provide continuity in the design approach (placement, material, and look)
- Avoid visual clutter in design and form
- Complies with sight line requirements as per traffic engineering specifications
- Contributes to street activation and urban amenity
- Opportunities for heritage signage in the Regents Park Town Centre and surrounds will also be considered.

6.6 Smart Infrastructure

To inform agile placemaking and facilitate data-driven planning for the future, Council will incorporate smart technologies and infrastructure within its town centres.

Incorporating smart technology and infrastructure in our public domain is a useful tool to enhance the public amenity by providing real-time data that measure impacts on local microclimates, monitor car parking demand, as well as improve public safety and security.

There is an opportunity to further explore and deliver integrated digital design solutions and utilities that will contribute to the resilience and innovation objectives for the town centre.





7.1 Regents Park Town Centre

Public Domain

Footpaths within precinct and surrounds:



New pebblecrete pavers along Amy St, Kitchener Ave and Edwin St



Decorative paving with artwork along Amy St



Concrete for all other paved areas (Natural Grey with no added oxide)

Street Furniture:



Dual Waste Bins



Bike Racks



Benches

Street Functional Decor:



Lighting and Banners

- Mounted light poles (MFP) with banner arms
- LED luminaires in natural white (refer to AS/NZS 1158.3.1:2020)

Pedestrian Area Lighting

- Luminaires for road and street lighting (AS/NZS 60598.2.3:2015)
- Council to supply banners

Equitable Access - Improve legibility for all accessibility:



Tactile Ground Surface Indicators (TGSI)

- Warning tactile, directional tactile Grade 316 stainless steel Slip resistances AS/NZ 4586-2013 Appendix A class 5 (very low) Installation shall comply with AS 1428.1-2009

Clean and green WSUD



Best practice Water Sensitive Urban Design (WSUD) measures will be incorporated into design. This will assist with reducing potential flooding and maximising opportunities for healthier tree root growth and canopy cover where applicable.



7.2 Town Centre Precinct

Public Domain



Streetscapes

Liveable neighbourhoods will be clean and green with a short journey to retail and health services, open space, public transport, and employment opportunities.



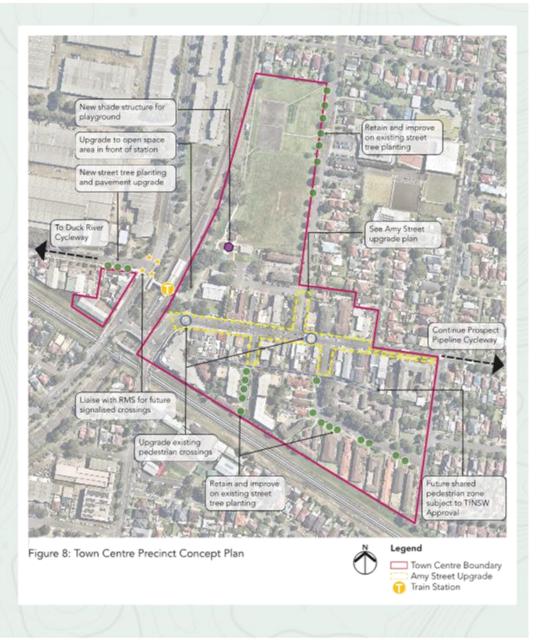
Active Transport Links

Active transport will be encouraged through improved pedestrian pathways and pedestrian crossings, an attractive streetscape design with improved cycleway links into the regional cycleway network. An active community will benefit through improved health and wellbeing.



Open Space

Enhance Guilfoyle Park to provide places to play, opportunities for families to gather and a space for workers to have lunch breaks.





7.3 Amy St

Public Domain



Outdoor dining

Amy St will support opportunities for outdoor dining that will encourage people to linger and boost activity for businesses along the strip.



Pedestrian Access

Permeability within the local centre will be improved with upgraded pedestrian crossings and kerb build outs at intersections.



Kerb Build Outs

Kerb Build Outs and Rain Gardens

Integrate kerb build outs with rain gardens at street corners. Narrower crossing points at intersections will enhance pedestrian safety to comfortable move throughout the centre and improve vibrancy at street level. Capturing stormwater runoff will contribute too creating healthy environments.

Image courtesy of City of Sydney Council





Figure 9: Amy St Concept Plan

1 SHARED FOOTPATH
2 NEWOPGRADE RAISED PEDESTRIAN
CROSSING
3 EVC AND DISABLED PARKING
4 NEW OUTDOOR DINING AREA
5 STREET VERGE PLANTING
6 KERB BUILDOUT



7.4 Station and Library Entrance

Public Domain



Celebrating our Community

Open Space will be upgraded with opportunities for families to gather and the community to celebrate that will improve liveability within the centre and provide positive health and well being benefits.



Urban Cooling

Increasing green coverage throughout the Precinct will assist in mitigating urban heat build up to provide cooler places to be enjoyed by the community.



Public Art

Opportunities for public art that reflects the community spirit and assists in fostering healthy, creative and culturally rich community and a focal point for Regents Park Town Centre.

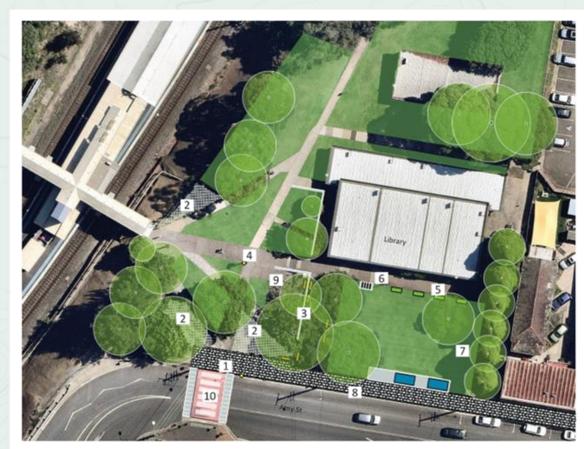


Figure 10: Concept Design Station and Library entrance

1	Shared footpath	
2	New planting beds with flowers	
3	New seating	
4	New Smart pole	
5	New planter boxes	
6	New bike racks	
7	Potential art installation	
8	Street lights with banners	
9	Upgrade seating area	
10	Upgrade pedestrian crossing	



8 Implementation of Works

The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program, or by the private sector through areas of future development activity.

The Public Domain Plan for the Regents Park Local Centre will be progressively implemented in stages. The timing of works will be determined by development activity available funding for Council to use, or the delivery of works in accordance with local infrastructure contributions or planning agreements.

The initial stage of works will be funded through local infrastructure contributions already collected, with a focus on improvements to Amy St.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- Public domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign off.





Public Domain Plan Regents Park Town Centre

2024



Cumberland City Council

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160.

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f Cumberland City Council Sydney @ cumberlandcitycouncil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-475

Attachment 2 Draft Regents Park Town Centre Public Domain Plan Engagement Evaluation Summary





EVALUATION REPORT

Draft Regents Park Town Centre Public Domain Plan







Executive Summary



Council invited the community to give feedback the Draft Regents Park Town Centre Public Domain Plan. The Regents Park Local Centre has been identified in the Cumberland 2030: Our Local Strategic Planning Statement as a Local Centre that provides services and facilities to meet the needs of the broader community.

Council sought feedback to understand the key priorities, aspirations and values of the local community. This will enable Council to progress more detailed planning for the future of Regents Park.



Council, through all channels, collected a total of 15 responses during the consultation period, which comprised 7 surveys and 8 email submissions.



Feedback came through via a mix of online and email submissions.



A series of 3 engagement sessions were held during the exhibition period.



Overall, the feedback was positive, with a few suggestions and concerns expressed.

Draft Regents Park Town Centre Public Domain Plan Evaluation Report

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Methodology

Have your say

A project landing page specifically for the Draft Regents Park Town Centre Public Domain Plan was developed for Council's community engagement platform – Cumberland Conversations, this included:

- Information on the purpose of the Regents Park Public Domain Plan consultation.
- A document library with downloadable versions of the documents.
- An online survey.
- Details regarding time and place of pop-up sessions.

The Have Your Say page was made available throughout the whole consultation period and was linked in all collateral published to the community.

Data Collection Period

Draft Regents Park Town Centre Public Domain Plan was open for community consultation from Monday 11 September – Monday 9 October 2023.



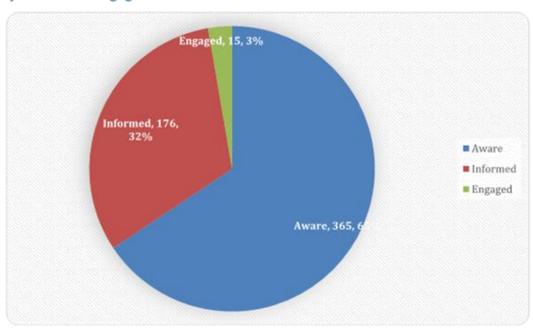




Engagement at a glance

Total Page Views	Aware Visitors	Informed Visitors	Submissions
867	365	176	Online: 7 Email: 8 Total: 15
Total Document Downloads	QR Code Scans	Event & Popup Engagement	Social Media Interaction
318	62	40	Likes: 10 Comments: 7 Shares: 2

Project Level of Engagement



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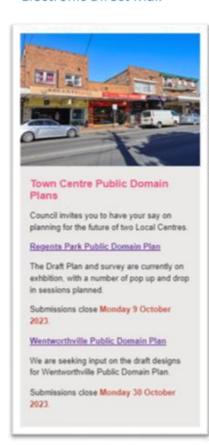




Online engagement

The Have Your Say platform hosted a survey, asking about views on Draft Regents Park Town Centre Public Domain Plan.

Electronic Direct Mail



The Draft Regents Park Town Centre Public Domain Plan was included in the September 2023 Have Your Say Monthly Newsletter, which was sent via a direct email to registered users. This notified them of the exhibition period and provided link redirecting to the HYS project page and include:

- Information about Draft Regents Park Town Centre
 Public Domain Plan consultation and associated
 project documentation;
- The project exhibition period;
- How to reach an accessible point of contact to discuss concerns; and
- · How to lodge a submission.







QR Code

A QR code was created with the Have Your Say link, which was shared on flyers and promotional material. This was scanned 62 times.

Newspapers

Newspaper advertisements were created and placed in the Auburn Review and Parra News. This was put in place to reach a wider audience. Advertisements were placed in both papers on the following date:

12 September 2023



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Social Media

Targeted social media via Cumberland's Facebook page was utilised to inform the community of the consultation. The social media notice was posted on the following dates:

- 14 September 2023
- 3 October 2023









Flyers

200 flyers with the QR code were printed and distributed to community members at information sessions.

Corflute signs

12 corflute signs with the QR code were printed, to assist with directing residents to the Have Your Say page. These were placed were placed at strategic locations around the Regents Park Local Centre and were also used in the pop-up sessions.

Document Downloads

There was one document for this project. The Draft Regents Park Public Domain Plan was downloaded 318 times.

Engagement

Survey

A survey was provided for the community to identify how they currently use the Regents Park Hill Local Centre, what they think the best features are, and what could be improved. A total of 7 submissions were received online.

Direct Submissions



There were 8 direct submissions with feedback made to Council via an email to both the records department and email to Council staff.

Draft Regents Park Town Centre Public Domain Plan Evaluation Report

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Information sessions

Three information sessions were scheduled during the exhibition period in the Regents Park Local Centre, to provide information and allow questions from community members. More than 40 people were engaged with at these sessions.

These engagement sessions had the following engagement numbers:

Engagement session	Venue	Date	Number of people engaged
Pop up session	Regents Park Library	Saturday 23 September 11 – 1pm	20
Drop In session	Regents Park Community Hall	Tuesday 29 September 2023 5 –7pm	5
Pop up session	Regents Park Library	Thursday 5 October 2023 11 – 1pm	15

Business Engagement

Council ran the Regents Park Business Assistance Program in tandem with the Regents Park Public Domain Plan with the purpose of assisting local businesses to thrive and make the community more attractive and welcoming. Two Business Engagements of Regents Park were conducted by the Economic Development team.

Local businesses were encouraged to provide feedback on the proposal and indicate how they felt changes would potentially impact the business community of Regents Park. Over 60 business were interacted with during these engagement sessions.

Council staff have also provided flyers with links to business support services offered by Council, State and Federal Government as well as the local Chamber of Commerce

Draft Regents Park Town Centre Public Domain Plan Evaluation Report

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Cumberland City Council is committed to engaging and supporting our local business community.

BUSINESS SUPPORT SERVICES

Council offers free business support programs and resources to help local businesses of all sizes grow and succeed. These include:

- Advice on opening a new business;
- Advice on business conditions;
 Assist with applying for outdoor dining permits; and
- Seeking permission to display goods and services on Council footpaths.

For more information, please visit Council's website or contact the Economic Development team.

CONTACT US



& 8757 9000



council@cumberland.nsw.gov.au



https://www.cumberland.nsw.gov.au/

REQUEST A SERVICE / REPORT AN ISSUE

Did you know that Council has an online reporting system? To request a service or report an issue, please scan the QR code via your smart device.



You will then be able to select the relevant category to fill out a report.

CONTACT YOUR LOCAL BUSINESS CHAMBER

The Greater Cumberland Chamber of Commerce is an association that hold regular networking opportunities to promote and support the interests of small business in the Cumberland City area.



© 0428 204 739



info@greatercumberlandchamber.org

https://greatercumberlandchamber.org/





REGENTS PARK

SERVICE NSW FOR BUSINESS

Service NSW makes it easier for businesses to access government services and the Business Concierge service offers free, personalised support to help local businesses over the phone, in person or online.

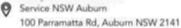


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https://www.service.nsw.gov.au/





Monday to Friday 8:00am to 5:30pm Saturday 8:30am to 12:30pm





BUSINESS CONNECT

Book a Business Connect advisor

Business Connect offers free advisory sessions that provide useful insights for businesses. This will help business owners in growing their business. Scan the QR code for more information.



Business Connect

BUSINESS.GOV.AU

The Australian Government's online resource for the Australian business community. It is a simple and convenient entry point for business information, services, and support to help businesses succeed.



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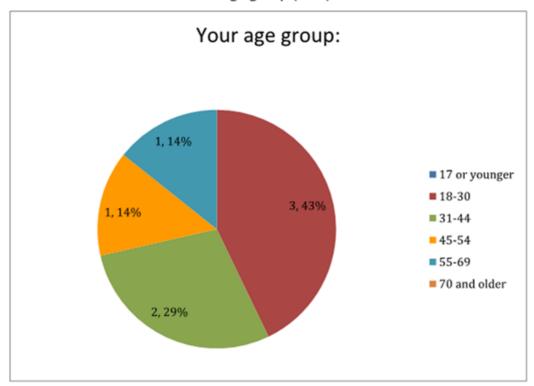
Survey Feedback

There were 7 online submissions and 8 email submissions received for the Regents Park Public Domain Plan, making a total of 15 submissions received during the consultation period. Some key findings from the survey responses are below.

Demographics

Of those who completed the online survey:

Almost half were in the 18 – 30 age group (43%).



The respondents represented a wide range of cultural groups.

- The most represented ancestry was Indian with 31% (7) of respondents.
- Australian was the second most represented ancestry (6, 26%).

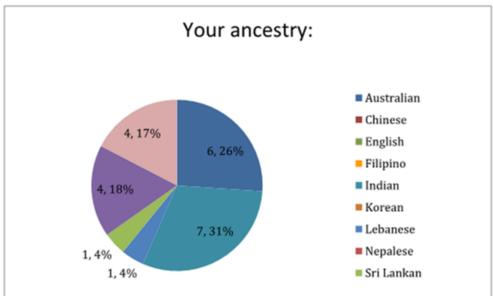
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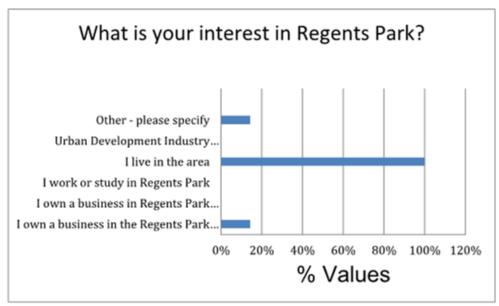








All respondents indicated that they lived in the study area (100%).



When asked about the Draft Regents Park Town Centre Public Domain Plan:

- The majority were in favour of the plan:
 - o Strongly Like -29% (2)
 - Like 43% (3).

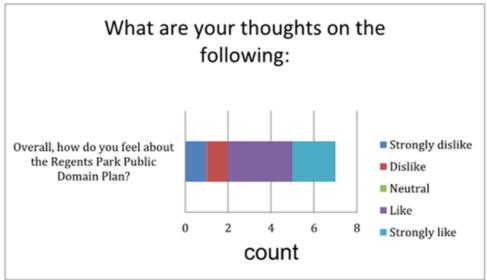
Draft Regents Park Town Centre Public Domain Plan Evaluation Report

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What we heard

There was a total of 15 submissions received during the exhibition through a mix of online and email channels. The feedback on the Draft Regents Park Town Centre Public Domain Plan was largely positive.

- There was general support for the proposal to invest in Regents Park, with some suggestions and concerns raised about certain aspects of the plan.
- Support for outdoor dining areas, however some concerns were raised regarding reduced parking options.
- Suggestions to upgrade the Regents Park local shops.
- Suggestions to upgrade Guilfoyle Park including play and sporting equipment, as well
 as benches and seating areas.
- Suggestions to widen path through Guilfoyle Park to Regents Park Station
- Suggestions to consider traffic lights at intersection of Amy and Regents Street







Conclusions

Detailed reports with the full survey responses will be provided to the Public Spaces Planning & Design team.

It is recommended, where possible, for the project team to close the loop with those who have participated in the engagement. This is at the discretion of the project team.

Terminology

- Aware: Number of unique visitors who have viewed the project page, minus any visitors who have undertaken any
 activity eg: downloaded a document, viewed a video, completed a survey etc.
- Informed: Any unique visitor who has viewed a latest news item, viewed a document, viewed a video, viewed a
 FAQ minus any user that has engaged eg: done a poll, survey, ideas wall, interactive mapping, interactive
 document, forum.
- Engaged: Any unique visitor who has done a poll, survey, ideas wall, interactive mapping, interactive document, forum.

END OF REPORT.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-475

Attachment 3

Draft Regents Park Town Centre Public Domain Plan - Response to Submissions



THEME	REGENTS PARK COMMUNITY CONSULTATIONS	RESPONSE	RECOMMENDATION
GENERAL			
	Support proposals set out in Regents Park PDP to improve the urban environment for businesses, residents and visitors	Acknowledged	Noted
	Wider footpaths, more places to cross and new tree canopy support vision for a vibrant town centre.	Acknowledged	Noted
	Commends Council on the concept designs for the Regents Park Town Centre. Built environments that encourage walking and cycling.	Advandadasid	Noted
	physical activity, public transport use and social connection can contribute to lifelong health and wellbeing.	Acknowledged	Noted
		The Public Domain Plan is limited to the E1 Local	
		Centre and E4 General Industrial zones and the	None
	The focus shouldn't just be on Amy Street alone but expanded to include the first 100m of every street connected to Amy Street up to	interface between retail and business interface	Noted
	Kingsland Road.	with the public domain	
	Need a complete upgrade of Regents Park shops and Guilfoyle Park.	Acknowledged	Noted
	For Amy Street: New 5 murals, new flower boxes, more pedestrian crossings, outdoor dining areas, more eating outdoor seating spaces		
	and less roads, reduce trucks and traffic, more street trees/bushes/flowers, traffic calming measures, aim for 30% tree canopy, reduce		
	truck/car pollution, street library on Amy St, more colour and less drab grey, new modern bins including recycling bins, bin art like	Acknowledged	Noted
	Marrickville council does, repair broken footpaths, 100% bus shelter shade/cover if rain or hot, new modern timber benches in places,		
	more shaded benches for heat.		
	We were concerned when we read the documents for the Regents Park Domain Plan that Council seemed to infer that improvements depended on contributions from Developers, we hope that was our mistake and a misinterpretation. The Regents Park Town centre doesn't need buckets of money, but we do need creative thinking outside the normal box.	Council will progressively implement upgrade works within the town centre. The first stage of works includes installing planter boxes throughout the town centre to add colour and vibrancy to the streetscape. Developer contributions already collected will contribute to funding for public domain upgrades in the town centre.	Noted
	How long to implement Public Domain Plan	Council will progressively implement upgrade works within the town centre over a number of years. The first stage of works includes installing planter boxes throughout the town centre to add colour and vibrancy to the streetscape.	Noted
FOOTPATHS AND PEDESTRIAN	The state of the s		
CROSSINGS			
01100011100	Improve footpath paying through town centre	Acknowledged	Noted
	Footpath extension good - street corners	Acknowledged	Noted
	Upgrades of pedestrian crossing points and kerb build outs, as these traffic calming design features increase physical activity and sense of safety.	Acknowledged	Noted
	Pedestrian safety at intersections is very important. The T-intersection at Regent and Amy Streets is already a tight turn for larger vehicles so a 'Kerb Buildout' there may not be feasible. I like the idea of gardens. Be sure that Rain Gardens located at intersections do not block a driver's view or be a distraction.	Acknowledged	Noted
	Dislike widening kerbs more accidents especially for older people, young people and all people	Acknowledged	Noted
		Council will investigate opportunities to improve	
		traffic movement throughout the Centre and seek	Noted
		Traffic Committee approval if required.	Noted
	Any other crossings proposed		
		Council will investigate opportunities to improve	
		traffic movement throughout the Centre and seek	Noted
		Traffic Committee approval if required.	Noted
	Why not pedestrian crossings on side streets		



Footpaths that are accessible for all ages and abilities to enhance walkability and the reference to Council using the Walking Space Guide. The Public Domain Plan identifies opportunity to improve walkability with reference the Walking Space Guide Acknowledged	Noted
Acknowledged	
Like future shared pedestrian zone (subject to TINSW approval) to enhance walkability and health benefits of physical activity.	Noted
The path through Guilfoyle Park to Regents Park Station should be widened and more drainage included to prevent flooding after heavy rainfall. Acknowledged	Noted
In accordance with the Walking and Cycling Strategy Action 1.2, Council will implement Make sure shops and Guilfoyle Park have paths for wheelchairs and prams to access everything. Mobility Plan to address the needs of pedestrians of all address the needs of pedestrians of all address.	Noted
I don't think it's a good idea, Council votes to demolish costly Lords Place revamp less than one year after installation (msn.com) "voted to demolish an estimated \$1.6 million street beautification project and reinstall car parks" The only think that needs fixing/repaving is the walkway and to make sure it is all accessible friendly as there are a lot of mobility impaired residents around. In accordance with the Walking and Cycling Strategy Action 1.2, Council will implement recommendations of the Pedestrian Access and Mobility Plan to address the needs of pedestrians of all abilities.	Noted
Note that this (Regents Park) is within close proximity to both Regents Park Public School (PS) and Karningul School (a school for special purposes). While these schools are immediately south of the Cumberland Council Local Government Area (LGA) boundary and located within the Canterbury-Bankstown LGA, it is crucial that the methods of active travel being considered under the Plan are extended from the study area to closely located social infrastructure. This will increase connectivity between this infrastructure and the Regents Park Town Centre. SINSW request that Cumberland liaise with Canterbury Bankstown to facilitate this connection.	Noted
Note that Council proposes to upgrade two existing pedestrian crossings on Amy Street, one south-east of Regents Park Station and one at the Amy Street – Regent Street intersection (east approach). SINSW require that any future upgrades to the pedestrian crossing considers the needs of young students and special-needs students walking and travelling by wheelchair to/from Regents Park Public School and Karningul School SSP school. In accordance with the Walking and Cycling Strategy Action 1.6, Council will undertake a review of all footpaths within 200m of primary and high schools to identify where improvements in infrastructure are required.	Noted
We note that in Figure 8 of the Plan there is a comment to "Liaise with RMS for future signalised crossings" at the intersection of Park Rd and Rose Crescent. If this doesn't come to fruition or if it's delayed, another option to consider would be to convert the current pedestrian crossing of Park Rd opposite the station overbridge to a combined cyclist and pedestrian crossing.	Noted
Improve night time lighting in Regents Park footpath adjacent railway line Acknowledged	Noted
Mimulus Lane not used by pedestrians Acknowledged	Noted
Acknowledged	N2023/2134 created address issue
ACTIVE TRANSPORT	
Vision and Design of the Draft Public Domain Plan - acknowledges the focus on the health and wellbeing of the community through design that prioritises accessibility, walking and cycling and social connection. Stronger social connections are associated with lower rates of chronic illness, mental health issues, suicide, binge drinking and violent crime.	Noted
The Strategic Cycleway Corridors program provides impetus to solve connectivity at Regents Park. It is very important that future aspirations for the corridors that intersect at Regents Park are clearly articulated in the Public Domain Plan. All stakeholders need to understand what is proposed so that projects can be delivered over time without unplanned obstacles. Council can maintain a clear vision of final outcomes when setting planning controls and applying for grants. Developers can be asked to contribute to public realm projects. Utilities companies, Sydney Trains, and Transport for NSW can plan and manage assets with future cycleways front of mind.	Noted
Armine's combannes's staniet manufacture and manufacture and manufacture et activities and a minute.	



Bike infrastructure	Like bike racks outside library	Acknowledged	Noted
		The Public Domain Plan identifies opportunity for	
		bike parking and will monitor and review demand	No. of
		for additional bike infrastructure throughout the	Noted
	The Public Domain Plan lacks proposals for cycling facilities on the town centre streets.	centre.	
lailway Bridge and connections into egional cycleway network	Regent Park Town Centre is strategically located at the junction of two major Green Grid open space corridors – the Duck River Parklands and Prospect Pipeline Corridor. These corridors link Bankstown to Parramatta River via Granville and Prospect Reservoir to Cooks River via Rookwood Cemetery (Figure 1). They are conceived to run through Regents Park with minimal interruption. Cumberland's own draft Walking and Cycling Strategy identifies 3 regional corridors that terminate at Regents Park (Figure 2). Due to the location of the town centre on the very edge of the LGA, the routes are not shown passing through Regents Park. This is unfortunate and may hamper future planning of a coherent network in collaboration with Canterbury-Bankstown and Strathfield Councits. The rail corridor has long been a major barrier to movement in the area, dividing the community both physically and psychologically.	The Prospect Pipeline Corridor Strategic Mosterplan identifies Regents Park Bridge as the highest priority for implementation of works within the Regents Park Precinct. In alignment with Our LSPS LPI iii), Council will continue to "Collaborate with Transport for NSW, adjoining councils and relevant state agencies and statutory authorities to improve regional and local transport links particularly frequency of rail and bus services, buses, cycling and walking — ongoing."	Noted
	Ignore this and the Public Domain Plan's aim of "promoting healthy living with good walking permeability throughout the town centre and cycling around the centre" will not be achieved. The public domain plans for Lidcombe also lack solutions for improving connections across the rail line, as set out in our April 2023 submission.	Acknowledged	Noted
	PDP does not address the constrained crossing of the train tracks (for bicycles). The road bridge has heavy traffic and the station overpass required bike riders to dismount. Options are even more limited for people walking - the road bridge was upgraded recently with no pedestrian facilities.	Acknowledged	Noted
	However, new impetus to develop top-quality regional connections came with the recent release of the Central River City Strategic Cycleway Corridorsii (Figure 3). Two major strategic cycleway corridors intersect at Regents Park – Bankstown to Parramatta, and Fairfield to Rockwood. The NSW Government and Cumberland City Council now have a mandate to develop continuous active transport routes through Regents Park.	Acknowledged	Noted
	Key active transport routes are clearly indicated for Rose Crescent, Amy Street and Regent Street on the map on Page 12 but there is no further information about how these will be delivered. Although some of the footpaths may be wide enough to be classified as shared paths, in busy shopping areas shared paths cause conflict between people walking and riding. It can be challenging to find space for separated bicycle paths. As discussed below, a 30km/h town centre speed limit would enable most bike riders to feel comfortable using the road and deliver a raft of amenity and safety improvements for all road users.	Acknowledged	Noted
	The exact alignment of the strategic cycleway corridors has not yet been determined. The Fairfield to Rookwood corridor may use the Prospect Pipeline corridor in this area before running along the north side of the Chullora freight rail line to meet Amy Street near the Carnarvon Golf Club, bypassing the busy town centre. Or it may follow Amy Street through the town centre, providing easy access to the shops and services, bus stops and the station. It may head north to Kent Street and Kibo Road.	Acknowledged	Noted
	We understand the intended way for non-road riders to cross the railway line near Regents Park station is to actually dismount and cross the station overbridge. Whilst acknowledging that the ramps are nowhere near as steep or as long as at some other stations, the act of dismounting the bike to cross is a disincentive for many and a real barrier for some. Although not easy, we would encourage council to investigate other options, such as a separate bridge across the railway line or a cantilever bridge attached to the road crossing. We would anticipate an increased number of riders wanting to cross the railway line at this location in the future once the pipeline corridor path to Rose Crescent has been constructed.	Acknowledged	Noted
	Train Station crossing - have to get off bike to go across railway station	Acknowledged	Noted
	Put cantilever path crossing adjacent to bridge for cyclist crossing	Acknowledged	Noted
	Council, TfNSW and other stakeholders need to seriously consider possible solutions such as: Adding a cantilever active transport bridge to the road crossing with suitable connections to Army Street and Rose Crescent, or; Using the fenced off bridge along the Pipeline corridor with grade signalised or raised crossings at both ends. This would be particularly valuable if the Pipeline shared path is continued towards Potts Hill.		Noted



	Both the Strava and RWGPS Heat Maps indicate the majority of riders utilizing those platforms currently use the road bridge across the railway line and Amy St to traverse east-west. We believe this route is only suitable for the more experienced and confident on-road riders, as it is a state road used by heavy vehicles with no viable shoulder or buffer where there are parked cars along the road.	Acknowledged	Noted
	If in the future the Pipeline corridor path is extended to Potts Hill then the available East-West options may improve. Again, this is not really considered here as apart from the rail crossing at Regents Park and the Amy St crossing mentioned below, there is little bearing on the Town Centre Plan.	Acknowledged	Noted
	Cycleway won't work between train station and Regents Park	Acknowledged	Noted
	Amy St Pedestrian Crossing near Railway Station. If the pipeline corridor path is to be extended from Regents Park towards Potts Hill, the planned upgrading of the pedestrian crossing of Amy St near the Railway Station should be considered for a combined cyclist/pedestrian crossing, as this would appear to be one of the more likely route options.	Acknowledged	Noted
	Auburn Council's 2013 Traffic Study identifies Amy Street as a conflict zone between heavy trucks/B-Doubles and cyclists, can Cumberland Council advise how this will be addressed in the town plan, and also why the Potts Hill Pipeline Corridor has been selected to be on Amy Street and not directly along the Pipelines or local streets south of Amy Street?	Acknowledged	Noted
	Plans for the town centre must address the poor connectivity across the rail lines	Acknowledged	Noted
	A continuous, comfortable and safe route across the rail tracks is essential. A bicycle path is only as good as its weakest link.	Acknowledged	Noted
ycleway accessibility and width	It is important to future proof shared paths and cycleways by allowing for increased demand at the outset. It is important that faster cyclists can overtake and that pedestrian comfort is never compromised. A minimum width of 3m should be achieved at all times with extra width considered where volumes of people walking and cycling may be high. In busy areas, or on steeper sections, paths should be wide enough to provide separate space for pedestrians.	In accordance with the Walking and Cycling Strategy Action 1.3, Council will develop, implement, monitor and maintain existing and proposed regional, district and local walking and cycling networks to provide connectivity across Cumberland, using relevant guidance, policies and standards.	Noted
	In particular, the shared path heading north to Kent Street from the Regents Park town centre along the rail line must be upgraded and widened. This path is very narrow and substandard.	Acknowledged	Noted
	Recommends referring to the new Cycleway Design Toolboxiv and the 2017 Austroads Cycling Aspects of Austroads Guides (AP-G88-17) to ensure that the paths are constructed to current best practice.	Acknowledged	Noted
	The Bicycle NSW Build it for Everyone policy pillary sets a standard that bicycle infrastructure should be fit for eight-year-old children or elders to ride on.	Acknowledged	Noted
	The path from Amy St to Kent St alongside the railway corridor through Guilfoyle Park is shown on Figure 6 as an active transport link. At present a section of this path is around 2.5m wide, however the majority of it falls well short of recommended shared path widths. Pedestrians have also been observed utilising the path. Widening of the path needs to be undertaken before this can be considered a viable Active Transport link.	Acknowledged	Noted
	The shared paths and cycleways must accommodate a range of mobility options such as cargo bikes and disability scooters. Cargo bikes will increasingly be used for deliveries and have potential to play a huge role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on urban streets due to barriers caused by poor urban design. Any measures to enable cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters. Adequate path width is key, and it is important to consider turning radius, dropped kerbs and ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network.	Acknowledged	Noted
	Removal of street parking will be necessary in places to create safe raised crossings, wide shared paths and new cycling infrastructure. Council must be strong when faced with local opposition. On-street parking is fundamentally the storage of private property in the public domain. It makes driving easier and generates car trips. When parking is prioritised over space for people, the whole community suffers.	Acknowledged	Noted
	Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and Council strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure.	Acknowledged	Noted
	Amy Street Concept Plan" indicates that a Shared Footpath is proposed on both sides of Amy Street. Consideration must be given for safe and practical pathway width for a Shared Path (where pedestrians and cyclists share the pathway together), in conjunction with any outdoor dining and retail spaces	Acknowledged	Noted



	figure 6 of the Public Domain Plan it would appear that most of the active transport connectivity falls outside the scope of the Public Domain Plan area. While recognising this, we believe it is also important to look slightly beyond the immediate Plan area and consider how cyclists ride around the area and into the town centre.	Acknowledged	Noted
	At present on-road routes parallel to Amy St appear to be viable less-daunting alternatives for traversing Regents Park East-West. Figure 6 appears to indicate Princes Rd East/Jenkins St which would presumably connect to Walters Rd and then Nottinghill Rd. Some improvements to this route (outside the Plan area) would be welcome, but it is probably a better on-road alternative for crossing the railway line (at Jenkins St) to the 'shared path' section of Amy St alongside the Carnarvon Golf Course than traversing the full length of Amy St. Another alternative (not indicated in Figure 6) is to continue on Kent St, then Kingsland Rd and Kibo Rd to Nottinghill Rd. This is hillier than the above route, but shorter in distance if coming from the town centre or railway station. If these routes are accepted as viable then there should be wayfinding signage in place to assist riders unfamiliar with the area.	Acknowledged	Noted
mart Cities	The plan omits analysis on the current pedestrian/active transport movements throughout the town centre and also omits analysis on pedestrian/active transport movements from Canterbury-Bankstown Council area (south of the Potts Hill Pipelines).	In accordance with the Smart Places Strategy and Action Plan, Council will enhance decision making through data, and our smart places capabilities to analyse pedestrian/active transport movements throughout the town centre.	Noted
peed limit	Amy Street, Rose Crescent and Regent St will be important elements of the active transport network, even if the strategic cycleway corridor is located elsewhere. Bike riders will need to access shops, services, bus stops and local destinations on these streets. The public domain plans do not currently show future bike infrastructure. In a busy town centre, separation is not always feasible and a shared path creates conflict between people walking and wheeling. Recommends a 30km/h speed limit throughout the town centre to allow bike riders to feel safe in the general traffic lanes.	Council will investigate opportunities to improve traffic movement throughout the Centre and seek Traffic Committee approval if required.	Noted
	Reducing the speed limit from 50km/hr to 30-40 km/hr on Amy St to increase the safety of pedestrians and cyclists as described in the NSW Movement and Place Framework.	Council will investigate opportunities to improve traffic movement throughout the Centre and seek Traffic Committee approval if required.	Noted
PEN SPACE AND LANDSCAPING			
or the strate rate batters and			
STEN STACE AND DATOSOFTING	Enhancements to Guilfoyle Park. Green spaces are important for physical and mental health and social connection and cohesion. Access to green spaces is essential for healthy development in children and improves wellbeing of older adults.	Acknowledged	Noted
THE PACE AND GROUPING	to green spaces is essential for healthy development in children and improves wellbeing of older adults. Trees, trees and more trees should be part of improving the environment in the Regents Park Public Domain and its sorely missing, as already mentioned they would be useful in calming our traffic congestion and mitigating the pollution from vehicle traffic but also greening our main street injecting some character and shading the street from the worst extremes of summer temperatures, Guilfoyle Park should be a natural place to start with planting larger tree varieties to shade and create wind breaks between sporting grounds, but	Acknowledged Council will continue to implement tree planting within the town centre in accordance with the Urban Tree Strategy 'Right Tree in the Right Location'.	Noted Noted
THE PACE PAIN CONTROL OF THE PACE PAIN CONTROL OF THE PACE PAIN CONTROL OF THE PACE PACE PACE PACE PACE PACE PACE PAC	to green spaces is essential for healthy development in children and improves wellbeing of older adults. Trees, trees and more trees should be part of improving the environment in the Regents Park Public Domain and its sorely missing, as already mentioned they would be useful in calming our traffic congestion and mitigating the pollution from vehicle traffic but also greening our main street injecting some character and shading the street from the worst extremes of summer temperatures. Guilfoyle	Council will continue to implement tree planting within the town centre in accordance with the Urban Tree Strategy 'Right Tree in the Right	
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	Trees, trees and more trees should be part of improving the environment in the Regents Park Public Domain and its sorely missing, as already mentioned they would be useful in calming our traffic congestion and mitigating the pollution from vehicle traffic but also greening our main street injecting some character and shading the street from the worst extremes of summer temperatures. Guilfoyle Park should be a natural place to start with planting larger tree varieties to shade and create wind breaks between sporting grounds, but the park resembles a vast empty space, unfriendly when not being used for a sporting event. Make sure Guilfoyle Park is planted for a 30% tree canopy, need new trees and benches for sitting, around all the sides of Guilfoyle Park and around the cricket nets and netball courts for shade, new benches, picnic tables, trees and bbqs at the back half of the park. New netball & basketball courts- very old now. Women/girls need good netball courts. Retention of existing trees on the town centre's periphery roads and increasing green coverage through trees and gardens. Trees have multiple human and environmental health benefits. Night lights in the trees Greenery great Cherry Blossum at front of Station (white and plink) Trees, bushes, flower boxes and public art are the biggest need at the shops. Guilfoyle Park should have more trees along the Regent Street fence and railway fence/path, BBQ facilities near the new picnic tables would also be a welcome upgrade. Council should advocate to and collaborate with Transport for NSW/Sydney Trains for new trees to be planted in greenspace buffers of	Council will continue to implement tree planting within the town centre in accordance with the Urban Tree Strategy 'Right Tree in the Right Location'. Acknowledged Acknowledged Acknowledged Acknowledged Acknowledged Acknowledged Acknowledged Acknowledged Acknowledged	Noted Noted Noted Noted Noted Noted Noted Noted Noted
Maintenance	Trees, trees and more trees should be part of improving the environment in the Regents Park Public Domain and its sorely missing, as already mentioned they would be useful in calming our traffic congestion and mitigating the pollution from vehicle traffic but also greening our main street injecting some character and shading the street from the worst extremes of summer temperatures, Guilfoyle Park should be a natural place to start with planting larger tree varieties to shade and create wind breaks between sporting grounds, but the park resembles a vast empty space, unfriendly when not being used for a sporting event. Make sure Guilfoyle Park is planted for a 30% tree canopy, need new trees and benches for sitting, around all the sides of Guilfoyle Park and around the cricket nets and netball courts for shade, new benches, picnic tables, trees and bbqs at the back half of the park. New netball & basketball courts- very old now. Women/girls need good netball courts. Retention of existing trees on the town centre's periphery roads and increasing green coverage through trees and gardens. Trees have multiple human and environmental health benefits. Night lights in the trees Greenery great Cherry Blossum at front of Station (white and pink) Trees, bushes, flower boxes and public art are the biggest need at the shops. Guilfoyle Park should have more trees along the Regent Street fence and railway fence/path, BBQ facilities near the new picnic tables would also be a welcome upgrade. Council should advocate to and collaborate with Transport for NSW/Sydney Trains for new trees to be planted in greenspace buffers of the Regents Park Train Station carpark off Park Road.	Council will continue to implement tree planting within the town centre in accordance with the Urban Tree Strategy 'Right Tree in the Right Location'. Acknowledged Acknowledged	Noted Noted Noted Noted Noted Noted Noted Noted Noted Noted

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		I	CRMS RM-FN 2023/2134 create
	Need to clean up the grass area (Cnr Amy St and Kingsland Road)	Acknowledged	to address issue
	I would like for you to put turf or rubber instead of the dirt in the kids play area every time we go there my baby get choked because he		
	keep putting it in his mouth and it's very messy especially when we get home or in the car the dirt stuck into the shoes and cloth and	Acknowledged	Noted
	there is no enough table or sit in the park		
URNITURE			
	Security cameras for Amy Street	Acknowledged	Noted
	Install seating areas in Regents Park	Acknowledged	Noted
	The provision of new lighting. Lighting encourages walking and cycling and can reduce safety and security concerns.	Acknowledged	Noted
	The provision of street furniture to activate the street.	Acknowledged	Noted
	Navigational signage for wayfinding and perceptions of safety.	Acknowledged	Noted
	The provision of seating areas, allowing people to rest and socialise.	Acknowledged	Noted
	Make sure there are shaded benches for the elderly all around the park.	Acknowledged	Noted
	Wayfinding signage:	In accordance with the Smart Places Strategy and	
	o to open spaces within the 800m radius of Regents Park town centre	Action Plan, Council will investigate digital	Nd
	o for bicycle parking stations at Regents Park train station and Edwin Street, if not currently available.	wayfinding to support walking and cycling in	Noted
	o to regional cycling links; Duck River Parklands and Prospect Pipeline Corridor.	Cumberland.	
Facilities	Good to think of female sports needs ie netball, and also female change rooms, and also safety lighting in the park and around the shops/train areas.	In accordance with the Open Space and Recreation Strategy, Council will upgrade female change rooms and netball facilities to support the following strategic directions 1. Deliver new open space and new recreation facilities that meet the needs of our growing population and 3. Support inclusion and increased participation by our diverse community.	Noted
Maintenance	All the electrical wiring needs to go underground. This is very important for both safety and aesthetics. Also once they are underground, more space becomes available to plant trees and allow them to grow to full mature height.	Acknowledged	Noted
IEAT MITIGATION STRATEGIES			
	Council's consideration of heat mitigation strategies, as described on page 11. Such strategies will reduce health impacts of heatwaves	Astronuladand	Noted
	(heat exhaustion, cardiovascular disease and death) and support people to be physically active.	Acknowledged	Noted
	New shade structure for playground, allowing playground users to enjoy the space in hot weather.	Council installed a new shade structure over playground in early 2023.	Noted
IERITAGE			
	Heritage buildings make a feature	Acknowledged	Noted
	Recognition of Country in the design principles, for example in proposed pavement art works. Connection to Country is an important cultural determinant of health for Aboriginal people and aligns with the NSW Public Spaces Charter.	The opportunity to include interpretation signage for heritage will be considered as part of future design works.	Noted
	Council should advocate to and collaborate with Transport for NSW/Transport Heritage NSW to recognise the century of rail services along the Lidcombe to Cabramatta line in October 2024 through installation of a historical information signiboard detailing changes to rail in Regents Park since 1912 (include reference to the 1924 current infrastructure, 2013 timetable changes and community campaign to restore T2 Inner West Line: "Liverpool via Regents Park" services, and to the former branch lines connecting the RAAF base and Potts Hill Reservoir).	The opportunity to include interpretation signage for heritage will be considered as part of future design works.	Noted
UBLIC ART			
	Art classes to develop the art work	Acknowledged	Noted
	Nice sculpture outside Library but to consider placement of xmas tree	Acknowledged	Noted
	The provision of public art to activate the street.	Acknowledged	Noted
	Refer to the NSW Government Public Art Toolkit for guidance on public art in the Draft Public Domain Plan	Acknowledged	Noted
	Opportunity for public art and a mural on the wall of 1 Amy Street facing Regents Park Library should be considered in collaboration with	Acknowledged	Noted
	the business owner of 1 Amy Street.	Acknowledged	Noted
	Council should collaborate with Transport for NSW/Sydney Trains to have railway corridor and bridge fencing decorated with permanent		



TRAFFIC			
	Amy St very busy especially around school drop off/pick up	Acknowledged	Noted
	Rat run on Mimulus Street turn into Kitchner Avenue hard to access residential blocks	Acknowledged	Noted
	Traffic congestion on all 4 approaches (Park Road, Carlingford Street, Amy Street, Auburn Road) to the bridge over the railway line south of Regents Park station need to be examined in collaboration with Canterbury-Bankstown Council.	In accordance with the Smort Places Strategy and Action Plan, Council will improve the accessibility of transport and mobility in our city using data collected to inform future land use planning work.	Noted
	Council needs to increase enforcement of regulations surrounding heavy trucks (that exceed approved tonnage) using Amy Street in Regents Park.	Acknowledged	Noted
	If we want to show a contrast take South St in Granville where Parramatta Council transformed a dying Town Centre into a lively outdoor dining strip mostly done on a small budget and by planting out the median strip with trees and landscaped plants. Cumberland Council could do a similar thing narrowing the traffic lanes to deter larger trucks and placing restrictions on the railway bridge at Regents Park and forcing larger heavy vehicles to use the RMS dedicated route.	Amy St is classified as a State Regional Road to preform a sub-arterial function connecting Olympic Drive with the Regents Park industrial centre.	Noted
	The Regents Park Town Centre and our businesses can be described as resilient, but we are not helped by the constant flow of heavy vehicles through Amy St, many of these like 8-double demolition trucks should not be using Amy St as there is a dedicated RMS route for these vehicles. These trucks destroy our local environment, imagine you are sitting outside the café and you can't hear yourself speak because of the deafening noise from a passing truck but also between sips of your coffee you are forced to breathe in diesel fumes. Not a pleasant environment to encourage an outdoor dining experience.	Amy St is classified as a State Regional Road to preform a sub-arterial function connecting Olympic Drive with the Regents Park industrial centre.	Noted
Traffic Lights	Council should consider traffic lights at intersection of Amy Street and Regent Street, as right turn from Regent Street onto Amy Street is difficult.	In alignment with Our LSPS LP1 iii), Council will continue to "Collaborate with Transport for NSW, adjoining councils and relevant state agencies and statutory authorities to improve regional and local transport links particularly frequency of rail and bus services, buses, cycling and walking — ongoing."	Noted
	Were traffic signals to be installed at the intersection of Amy Street and Regent Street, the pedestrian crossing on Amy Street near the corner of Regent Street can be removed.	Acknowledged	Noted
	Figure 8 indicates that Council proposes to liaise with RMS for future signalised crossings at the Park Road – Rose Crescent intersection (north approach and south approach). SINSW would be in support of signalised crossings at this location as it would facilitate students and family members walking or using a wheelchair to travel to both schools noted above. Further to the signalisation of the above roads, SINSW recommends investigation of the overall intersection signalisation	Acknowledged	Noted
PARKING			
	More car parking	Acknowledged	Noted
	Do up Council's carpark	Acknowledged	Noted
	Carpark (Council) no lights or CTV to improve safety.	Acknowledged	Noted
	Kerb Build Outs and Rain Gardens could also be considered for inclusion in the Regent Street carpark at the ends of the centre block of parking. The Kerb Build Outs and Rain Gardens would also make a good replacement to the low fence on the Guilfoyle Park sides of the Regent Street carpark.	Acknowledged	Noted
	Disability parking options?	Council will retain all disabled parking including 6 space in Regents St carpark, 6 spaces at Park St carpark and 2 spaces on Amy St.	Noted
	Parking is an important factor in any small-town centre, generally the rule of thumb is if customers can't find a convenient parking spot they don't stop to shop and our local businesses then miss out on passing trade and this is a reality and sometimes the local business owners are their own worst enemies because they hog parking spots in the main street. Signage alerting people to the public parking available off Regent Street is not obvious and clear to non-locals and could be enhanced creating some opportunities for local business.	Acknowledged	Noted
	are more an initial control and an inch and in the many and accorded communication of the control and inch and		
	There should be more parking options such as multi story parking for the increase of workers in the area and residents accessing train station and local shops.	Acknowledged	Noted
OUTDOOR DINING	There should be more parking options such as multi story parking for the increase of workers in the area and residents accessing train	Acknowledged Acknowledged	Noted Noted



	Don't like outdoor dining areas. Not condusive given amount of traffic along Amy Street	Acknowledged	Noted
	Increased outdoor seating for Amy Street is a good idea. My only suggestion is that it should not be placed directly outside eating venues that already place tables and chairs in front. This could interfere with the free passage of pedestrians; especially	Acknowledged	Noted
	Footpath widening for outdoor dining maybe not suitable as too much traffic	Acknowledged	Noted
OUTSIDE SCOPE OF PROJECT			
	Consideration should be given to the northern corner of Rose Crescent and Park Road being included as an active street frontage of the town centre.	Acknowledged	Noted
	Hard copy of Council newsletter not being delivered to 23 Downing Avenue	Council will confirm with distributor that this address is imcluded in delivery run.	Noted
	Older people can't access internet and don't know community consultation	Hard copy of public domain plan was also made available in the Public Library	Noted
	Underpass Strathfield Golf Course - RMS and Bicycle NSW negotiating with Strathfield Gourse for public access	Acknowledged	Noted
	Coles proposed in Birrong	Acknowledged	Noted
	Insects at night - honey bee can they be sprayed to remove	Acknowledged	Noted
	Upgrade the Community Centre	Acknowledged	Noted
	Kingsland Road between Amy Street and Wilga St - energy company dug up footpath - request to be repaired.	Acknowledged	CRMS RM-FN2023/2135 created to address issue
	Council still doing lawns for Council - lack of action		
	Promote sport use in Regents Park	Acknowledged	Noted
	Litter education program in schools? Website option to report litter dumping	Acknowledged	Noted
	Exploring opportunities to engage the school (included in Figure 2 map on page 7) around public use of land marked "private recreation", for example the Share Our Space Program.	Acknowledged	Noted
	Council as part of planning for future of the Sydney University Cumberland Campus adjacent to Lidcombe Botanica Estate should consider advocating to the NSW Government for a new public co-educational high school to serve students in the Regents Park Ward.	Acknowledged	Noted
	The plan omits reference to the wartime history of Regents Park (such as RAAF facilities base) which has impacted the current zoning and development around the town centre.	Acknowledged	Noted
	The plan lacks detail on usage of Regents Park town centre by Canterbury-Bankstown Council residents from south of the Potts Hill Pipeline and from across the T3 Bankstown Line (towards Birrong)	Acknowledged	Noted
	Council should advocate to and collaborate with Transport for NSW/Transit Systems for the 908 and 909 bus routes to increase frequency to 3 services per hour at approximately 20 minute intervals. This is needed as both routes service the West of Bankstown area such as parts of Birrong and Yagoona which from 2024 will be only have a shuttle train between Lidcombe and Bankstown. Increased bus services will reduce the increased dependency on cars and traffic in Regents Park town centre.	Acknowledged	Noted
	Council and Transport for NSW needs to assess the impact of changes to Sydney Trains services from 2024 (including the Lidcombe to Bankstown shuttle train) replacing direct trains to Central/City Circle from Birrong and Yagoona on Regents Park, it is likely that more Birrong and Yagoona commuters will drive to either to Regents Park Station or through Regents Park town centre to Lidcombe Station to park in order to catch a direct train towards Central. A park and ride at Regents Park is not recommended, rather Council should note that the Cumberland 2030 LSPS advocates for the restoration of direct train services from both Liverpool AND BANKSTOWN to City via Regents Park) which should be emphasised to Transport for NSW.	Acknowledged	Noted
	Cumberland Council's attention is drawn to the proposal/consideration of the NSW Government to extend Sydney Metro Southwest from Bankstown to Regents Park (via Yagoona and Birrong), which would result in a terminus of the Metro line at the current site of Regents Park Library. Council is requested to comment on this proposal and to make appropriate factorings in the development of this town centre plan.	Acknowledged	Noted
	Cumberland Council's attention is also drawn to the planning proposal at 30-46 Auburn Road, Regents Park (in Canterbury-Bankstown Council) which if constructed will result in a significant increase in population (543 units and a childcare centre), traffic, pedestrian movement, and utilisation of Regents Park town centre. This should be factored in for Cumberland Council's public domain planning in Regents Park.	Acknowledged	Noted



The main street shopping area of Regents Park, Amy St has been in steady decline over the last two decades. Recently there has been a rejuvenation of a number of shop fronts which had been vacant on and off over the last five years, it will be interesting to see if they can survive the recent downturn in our economy. A big blow to local businesses has been the closure of the Commonwealth Bank branch and their withdrawal of the two ATM's. Apart from the social cost to our elderly and disabled residents it has meant some local customers now bypass Regents Park and do their shopping at Chesterhill because that's where they do their banking. The impact on local business is also felt by a lack of access to cash particularly change and having to travel to Chesterhill to manage their business banking.	Acknowledged	Noted
Another boost to our town centre could come from improved public transport particularly heavy rail services through Regents Park Station. The biggest impediments we face are the threat to services with the cuts to the T3 Train through Bankstown and its replacement with a metro service and the forced change of rail commuters from Regents Park at Lidcombe Station for the Inner West Train to the City. We need Cumberland Council to be more than just an advocate for residents for improved public transport, we need Council to be a feader campaigning and encouraging residents to campaign for better services in our communities. Better Public Transport should be an integral platform for Council achieving sustainable and effective town planning outcomes.	Acknowledged	Noted
Needs more variety of shops	Acknowledged	Noted
Upgrade of school zones signage around the area such as flashing lights.	Acknowledged	Noted

DOCUMENTS ASSOCIATED WITH REPORT C03/24-475

Attachment 4 Regents Park Town Centre Business Assist Program Evaluation Report





BUSINESS ASSIST PROGRAM (REGENTS PARK) EVALUATION REPORT

C03/24-475 – Attachment 4 Page 169







Executive Summary



At the 2 August 2023 Council meeting, Council resolved to undertake a Business Pride Project to engage with businesses regarding further enhancement of green streetscapes and a report ne provided back to Council as part of the Draft Regents Park Town Centre Public Domain Plan, as part of the consultation

Council sought feedback from businesses to understand the key priorities, aspirations and values of the local community. This will enable Council to progress more detailed planning for the future of Regents Park.



A series of 5
engagement
sessions were held
during the exhibition
period.



Overall, the feedback was positive, with a few suggestions and concerns expressed.



Over 60 businesses were engaged with face to face

Business Assist Program Regents Park Evaluation Report

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Engagement

Information sessions

Three information sessions were scheduled during the exhibition period in the Regents Park Local Centre, to provide information and allow questions from community members. More than 40 people were engaged with at these sessions.

These engagement sessions had the following engagement numbers:

Engagement session	Venue	Date	Number of people engaged
Pop up session	Regents Park Library	Saturday 23 September 11 – 1pm	20
Business Drop In session	Regents Park Community Hall	Tuesday 29 September 2023 5 –7pm	5
Pop up session	Regents Park Library	Thursday 5 October 2023 11 – 1pm	15

Face to face engagement

Two face to face sessions were scheduled during the exhibition period in the Regents Park Local Centre, to provide information and allow questions from business owners. More than 60 businesses were engaged with at these sessions.







Map of engagement catchment is show below:



During these drop ins, Council staff provided flyers with links to business support services offered by Council, State and Federal Government as well as the local Chamber of Commerce



Cumberland City Council is committed to engaging and supporting our local business community.

BUSINESS SUPPORT SERVICES

Council offers free business support programs and resources to help local businesses of all sizes grow and succeed. These include:

- Advice on opening a new business;
 Advice on business conditions;
- Assist with applying for outdoor dining permits; and
 Seeking permission to display goods and
- services on Council footpaths.

For more information, please visit Council's website or contact the Economic Development

CONTACT US



& 8757 9000



council@cumberland.nsw.gov.au



ttps://www.cumberland.nsw.gov.au/

REQUEST A SERVICE / REPORT AN ISSUE

Did you know that Council has an online reporting system? To request a service or report an issue, please scan the QR code via your smart device.



You will then be able to select the relevant category to fill out a report.

CONTACT YOUR LOCAL BUSINESS CHAMBER

The Greater Cumberland Chamber of Commerce is an association that hold regular networking opportunities to promote and support the interests of small business in the Cumberland City area.



0428 204 739



info@greatercumberlandchamber.org



https://greatercumberlandchamber.org/

Business Assist Program Regents Park Evaluation Report

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REGENTS PARK

SERVICE NSW FOR BUSINESS

Service NSW makes it easier for businesses to access government services and the Business Concierge service offers free, personalised support to help local businesses over the phone, in person or online.





ttps://www.service.nsw.gov.au/



100 Parramatta Rd, Auburn NSW 2141

Monday to Friday 8:00am to 5:30pm Saturday 8:30am to 12:30pm





BUSINESS CONNECT

Book a Business Connect advisor

Business Connect offers free advisory sessions that provide useful insights for businesses. This will help business owners in growing their business. Scan the QR code for more information.



Business Connect

BUSINESS.GOV.AU

The Australian Government's online resource for the Australian business community. It is a simple and convenient entry point for business information, services, and support to help businesses succeed.



Council staff conducted a survey aimed at business owners with the focus on enhancement of green streetscapes.



Council engaged with a total of 67 businesses in the Regents Park Town Centre, 1 business owner took part in the survey. A total of 66 business owners and employees gave their feedback but did not want to take part in the survey.



82% of respondents stated that the Regents Park Town Centre needed to be improved with, 91% of respondents stating that Council should beautify the appearance of the town centre by investing in more greenery, flowers, seating, and street art.

Business Assist Program Regents Park Evaluation Report

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91% of business owners stated that they felt safe in the Regents Park Town Centre.

Business Audit

The Regents Park Town Centre's current retail mix is considered adequate for residents and commuters and as a support hub for the employees of the local industrial businesses. However, the lack of primary businesses and services such as a supermarket, large fresh produce store and a bank has reduced foot traffic within the town centre.

The town centre's night-time economy is primarily driven by the Regents Park Hotel, restaurants, dessert shops as well as local takeaway stores along Amy Street. The Dooleys Sports Club may also influence consumers towards the town centre as it is only a 400-metre walk from the town centre.

Survey

As part of the face to face sessions, businesses were asked if they would consider having a planter box in front of their premises and if they would consider ongoing maintenance of the plants if this was provided. The below precedent image was provided.



Business Assist Program Regents Park Evaluation Report

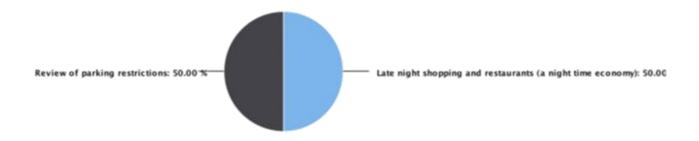
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Council received one formal submission suggesting that they would like a planter box and are prepared to maintain the plants. Other feedback suggested that a review of parking restrictions, and having a night-time economy was equally a priority as green scape.



A majority of business owners showed more interest in other options to improve the town centre, this included:

- Council events and activations in the town centre should be explored to encourage visitors to support local businesses. This would include opportunities for Council and local businesses to work collectively and make the most of additional and/or occasional visitors to the town centre.
- Opportunities to increase the potential growth of a night-time economy
 through the delivery of the objectives of the Regents Park Public Domain Plan
 to accommodate to the community's needs will help enhance the town centre
 by providing additional pedestrian access, outdoor dining, greenery, and
 public art to enrich the vibrancy of the town centre.

Business Assist Program Regents Park Evaluation Report

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 Installing wayfinding signs for the Regents Street Public Car Park along Amy Street to redirect commuters to the public carpark will benefit the visitor experience within the Regents Park Town Centre.

Further Engagement

Further findings through the engagement suggest:



According to business owners and employees, **50%** of the customers were locals, with the remaining customers coming in from the neighbouring suburbs.



73% respondents agreed that the town centre has efficient footpaths and pedestrian crossings, allowing customers to easily access their businesses.

Conclusions

This report provides an analysis of Regents Park Town Centre. Engagement was undertaken with local businesses to understand key issues and matters that relate to the town centre. A range of considerations are also identified that can positively contribute to the experience of the community and visitors to the town centre.

It is recommended, where possible, for the project team to close the loop with those who have participated in the engagement. This is at the discretion of the project team.

END OF REPORT

Business Assist Program Regents Park Evaluation Report

Page 8 of 8



Item No: C03/24-476

AUDIT, RISK AND IMPROVEMENT COMMITTEE - DRAFT MINUTES OF MEETING HELD ON 19 FEBRUARY 2024

Directorate: Governance and Risk

Responsible Officer: Director Governance and Risk Community Strategic Plan Goal: *Providing Local Leadership*

SUMMARY

This report presents the Draft Minutes of the Audit, Risk and Improvement Committee meeting held on 19 February 2024 for Council's information.

RECOMMENDATION

That Council receive the Draft Minutes of the Audit, Risk and Improvement Committee meeting held on 19 February 2024.

REPORT

Council's Audit, Risk and Improvement Committee recently held a meeting on Monday, 19 February 2024.

Minutes of this meeting are attached for Council's information.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no direct risks associated with this report. However, the presentation of the meeting minutes to Council provides transparent oversight of Council activities.

FINANCIAL IMPLICATIONS

The operations of the Audit, Risk and Improvement Committee are coordinated by the Governance & Risk Unit within Council utilising existing allocated resources. There are no additional financial implications for Council associated with this report.



CONCLUSION

The minutes of the Audit, Risk and Improvement Committee meeting are provided to Council for information purposes and to ensure that the review mechanisms of Council operate in an open and transparent manner. It is recommended that Council receive this information.

ATTACHMENTS

1. Draft ARIC Minutes - 19 February 2024 J

DOCUMENTS ASSOCIATED WITH REPORT C03/24-476

Attachment 1 Draft ARIC Minutes - 19 February 2024





Minutes of the Audit, Risk and Improvement Committee (ARIC) meeting held at Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Monday 19 February 2024.

PRESENT

Mr. Mark Sercombe (Chairperson), Ms. Rhonda Wheatley (RW), Dr. Jason Young (JY), and Clr. Glenn Elmore (GE).

ADVISORY MEMBERS IN ATTENDANCE

Peter Fitzgerald – General Manager, Charlie Ayoub – Director Governance & Risk, Belinda Doig – Manager Audit, Safety & Risk, Christian Nehme - Coordinator Internal Audit & Risk, Melissa Attia – Director Corporate Performance/Deputy General Manager, Tony Chahine – Chief Financial Officer, Samuel Bowyer – Coordinator Finance, Dane Parsons – InConsult, Cathy Wu – Audit NSW and Greg Parkes – Audit NSW.

INVITEES IN ATTENDANCE

Elizabeth Renneberg – Internal Ombudsman, Carol Karaki – Manager Governance, CJ Samaha – Solicitor and Lyndall Thompson – Senior Governance and Civic Events Officer (Minute Taker).

IN CAMERA ITEMS

The Independent External Committee Members, Councillors and Internal Ombudsman met to discuss any in-camera matters prior to the commencement of the meeting.

The formal ARIC meeting opened at 1:31pm

ACKNOWLEDGEMENT OF COUNTRY

The Chairperson opened the meeting with an Acknowledgement of Country.

SAFETY BRIEFING

The Director Governance and Risk outlined to those present in the room, the site's emergency evacuation arrangements.

APOLOGIES

Clr. Michael Zaiter (MZ)

DECLARATIONS OF INTEREST

The Chairperson reiterated a previous declaration made on record, in that he conducts the same role for the NSW Electoral Commission.

JY advised that he is a member of the NSW Police Force and referred to the Governance & Risk update which noted Police presence at a swimming pool. He noted that this will not prohibit his participation in the meeting.





Min. 324

ITEM ARIC001/24 - CONFIRMATION OF AUDIT, RISK AND IMPROVEMENT COMMITTEE - MINUTES OF MEETING HELD ON 20 NOVEMBER 2023

RESOLVED (MS/RW)

That the Audit, Risk and Improvement Committee meeting held on 20 November 2023 be confirmed.

Min. 325 ITEM ARIC002/24 - LEGAL REPORT

RESOLVED (JY/RW)

That the Audit, Risk and Improvement Committee receive and note this report.

Min. 326 ITEM ARIC003/24 - GENERAL MANAGER'S UPDATE

RESOLVED (MS/RW)

That the Audit, Risk and Improvement Committee receive the General Manager's update.

Discussion:

The General Manager highlighted the following:

- 1. Local Government Election this year which is presently being planned.
- 2. Budget workshop with Councillors planned for the 2nd March 2024, which will look at the current status of this year and priorities for the next term.
- 3. Finance team has been developing next year's Capital Works Operational Budget. Adding that the forecast for next year is an anticipated \$3.5m to \$4m operational surplus.
- 4. The GM will need to take some extended leave over this year, having reached 20 years service and requiring to reduce his excess leave.

MS congratulated the GM on his 20 years in Local Government. He commended staff's efforts on organising Australia Day/citizenship ceremonies.

The GM noted the large casual workforce within Council's pools who are under 18, which triggered a separate set of reporting and risk management requirements, adding that the IOSS has been helpful with this.





Min. 327

ITEM ARIC004/24 - REPORT ON INTERNAL AUDIT ACTION - LEGISLATIVE COMPLIANCE FRAMEWORK

RESOLVED (MS/JY)

That the Audit, Risk and Improvement Committee receive this report and provide feedback, as appropriate.

Discussion:

JY commended staff seeking feedback from other Councils regarding Council's Legal Compliance Framework and queried whether internal discussions led to a conclusion of acquiring software. The Director Governance & Risk provided an overview of the discussions held covering automation of legal updates and the current position of the organisation with respect to the selection of a solution to address this risk area.

Min. 328 ITEM ARIC005/24 - OUTSTANDING ARIC ACTIONS, EXTERNAL AUDIT, INTERNAL AUDIT AND IOSS RECOMMENDATIONS

RESOLVED (RW/JY)

That the Audit, Risk and Improvement Committee receive and consider the information contained in the report, and approve the requested action(s) from Management.

Discussion:

The ARIC noted previous discussions of utilising the Cyber Security NSW Model, adding that this Model has changed and is no longer a maturity/grading model.

RW noted the availability of low cost point of sale (POS) systems and queried the ability for management to deliver on the implementation of a POS system at small sites such as the Botanic Gardens more promptly.

Action:

The Chair requested that the POS system be discussed as part of budget discussions at the next meeting.

Min. 329 ITEM ARIC006/24 - REPORT ON FINALISED INTERNAL AUDITS AND UPDATE ON INTERNAL AUDIT PROGRAM

RESOLVED (MS/JY)

That the Audit, Risk and Improvement Committee:

 Receive the finalised Internal Audit Reports for Procurement and TfNSW DRIVES System Access & Security, including the risk levels identified;





- Note that adequate responses by management have been provided; and
- 3. Provide any further feedback as appropriate.

Discussion:

The Chair noted the Internal Audit Program and its present backlog and sought clarification on how the forward plan would be developed. The Coordinator Internal Audit & Risk advised that the strategy would be a risk based approach with the plan to be signed off by the Executive Team. The Manager Audit, Safety & Risk reported that the operational risk registers had identified trends across teams which would form part of the recommendations to the Executive to alter the volume of audits and change the schedule based on a holistic assessment.

The Committee raised their concerns with the delays in the Audit Program. The Chair noted that reports which reference previously agreed audits, need to have rationalisation as to why a particular audit will no longer be proceeding. Further commenting that the new OLG regulations and guidelines that are effective from July 2024, will enhance the responsibilities on ARIC members.

The Chair suggested that future audits conducted by the Internal Auditor include the auditor's opinion regarding the adequacy of controls, to the extent practical, in the internal audit report's 'Overall Audit Conclusion'.

Action:

The Chair requested a short summary update be provided to the ARIC as to the progress of the Audit Program in following 3-4 weeks' time.

Min. 330 ITEM ARIC007/24 - FINANCE UPDATE

RECOMMENDATION

That the Audit, Risk and Improvement Committee note and receive this report.

Discussion:

RW noted the value of aged debtors over 120 days and encouraged Management to expedite the completion target of the Charges Project. The GM advised that significant work continues to be conducted on this, noting an overlap with a future internal audit and a significant project control group escalating this work.

Action:

Outstanding Charges Project Register to be checked for legibility in future ARIC agenda.

The Chair requested internal and external unallocated cash reserves be reported to the next ARIC meeting.





Min. 331 ITEM ARIC008/24 - GOVERNANCE & RISK DIRECTORATE UPDATE

RESOLVED (JY/RW)

That the Audit, Risk and Improvement Committee receive the information in the report and provide any feedback as appropriate.

Discussion:

JY noted the collection of secondary employment forms and highlighted that high volumes of secondary employment can be a high risk for an organisation.

The Chair referenced the new OLG Guidelines and Regulations, noting the changes to the responsibilities of the ARIC. It was reported that Council is required to have an endorsed ARIC Charter that complies to the new Guidelines which come into effect July 2024, noting that a draft Charter will be reported to the next ARIC meeting for endorsement.

The Chair acknowledged the assistance of the Director Governance & Risk to the former Chairperson who is currently conducting work across the sector and sharing it with the wider Local Government community.

Min. 332 ITEM ARIC009/24 - INTERNAL OMBUDSMAN SHARED SERVICE REPORT FOR CUMBERLAND CITY COUNCIL

RESOLVED (JY/RW)

That the Audit, Risk and Improvement Committee note the report.

Discussion:

The IOSS commended the work of Council with its Public Interest Disclosure campaign.

Min. 333 ITEM ARIC010/24 - WHS & WORKERS COMPENSATION UPDATE

RESOLVED (JY/RW)

That the Audit, Risk and Improvement Committee receive the information in this report and provide any feedback as appropriate.

Discussion:

GE commended Council on the improvement in WHS culture over the last 12 months.





Min. 334 ITEM ARIC011/24 - STRATEGY & IMPROVEMENT UPDATE

RESOLVED (MS/RW)

That the Audit, Risk and Improvement Committee receive this report.

Min. 335 ITEM ARIC012/24 - ARIC RESPONSIBILITY PLAN TRACKING

RECOMMENDATION

That the Audit, Risk and Improvement Committee:

- Receive this report;
- 2. Note that the planned Responsibility Areas have been addressed in this Committee meeting as required by the ARIC Responsibility Plan; and
- 3. Provide any further feedback as appropriate.

Discussion:

It was noted that the report contained an earlier version of the ARIC Responsibility Plan.

Action:

The final/revised version of the ARIC Responsibility Plan be properly acquitted and attached to the minutes.

GENERAL BUSINESS

The following general business was raised:

CIr Elmore raised the concern of a resident regarding a shopfront awning audit. The GM advised that this is an ongoing compliance item and a significant issue in Local Government at present, noting a report to be provided to the next ARIC.

NEXT MEETING

Next Meeting 20 May 2024 at 1:30pm.

MEETING CLOSE

The meeting terminated at 3:45pm.

Signed:

Mr. Mark Sercombe Chairperson



Item No: C03/24-477

QUARTERLY PROGRESS REPORT ON COUNCIL'S SECTION 355 COMMITTEE AND COMMUNITY ADVISORY COMMITTEES

Directorate: Governance and Risk

Responsible Officer: Director Governance and Risk Community Strategic Plan Goal: *Providing Local Leadership*

SUMMARY

This report provides the Draft Minutes of the quarterly Section 355 Committee and Community Advisory Committee meetings held, convened since the last quarterly update to Council.

RECOMMENDATION

That Council receive the report noting the Draft Minutes of Council's Section 355 and Community Advisory Committees recently convened, and determine the recommendation requesting Council adoption.

REPORT

Quarterly Advisory Committee Meetings

Council's Wentworthville Community Garden Section 355 Committee met in October and November 2023, and the Community Advisory Committees conducted their quarterly meetings from 1 November 2023. The final draft minutes of all Committee meetings are attached to this report, with the exception of the Access, Arts and Events Advisory Committees who did not hold a meeting due to not achieving quorum. The Floodplain Risk Management Committee were not required to meet in accordance with the New South Wales Floodplain Development Manual 2005.

Below is the one recommendation from the Committee minutes which requires Council approval to proceed:

Committee	Committee Recommendation
Companion Animals	The Committee voted unanimously to seek Council's adoption on the reintroduction of PetFest.



It is now recommended that Council receive the report detailing the meeting minutes of the Section 355 and Advisory Committee meetings held, and determine the recommendation requesting Council adoption.

COMMUNITY ENGAGEMENT

All Committees undertook their meetings in accordance with their respective Terms of Reference.

POLICY IMPLICATIONS

All Committees undertook their meetings in accordance with Council's Governance Framework.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

This report has been prepared to provide Council the minutes of the quarterly advisory committee meetings held over October, November and December 2023. It is now recommended that Council receive the minutes, and determine the one recommendation requesting Council adoption.



ATTACHMENTS

- 1. Wentworthville S355 Community Garden Committee Minutes 5 October 2023 J.
- 2. Wentworthville S355 Community Garden Committee Minutes 30 November 2023 J
- 3. ATSIC Committee Minutes 4 December 2023 J.
- 4. Community Safety and Crime Prevention Committee Minutes 6 November 2023
- 5. Companion Animals Committee Minutes 7 November 2023 J.
- 6. CALD Committee Minutes 27 November 2023 J.
- 7. Green Corridor Committee Minutes 14 November 2023 J
- 8. Heritage Committee Minutes 13 November 2023 J
- 9. Homelessness Committee Minutes 13 November 2023 J
- 10. Library Committee Minutes 14 November 2023 J.
- 11. Youth Committee Minutes 9 November 2023 J.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 1 Wentworthville S355 Community Garden Committee Minutes - 5 October 2023



Wentworthville Community Garden (WCG) Section 355 Committee Meeting 5 October 2023

Present: Mangat Bansal, Frank Cauchi, Maureen Duffy, Ted Duffy, Brad Main, Ingrid Postema, Councillor Lake, Councillor Saha and Robyn Main.

Apologies: Paul Hardman, Kevin Horne, Mangat Bansal

Chairperson: Ted Duffy
Meeting opened: 5.35pm

leeting opened: 5.35pm Minutes

Meeting	g opened: 5.35pr	Minutes	
Agen	da Item	Discussion	Actions and Outcomes
1.	Welcome, apologies acknowledgement to country	Ted welcomed the committee members and did acknowledgement to country.	
2.	Minutes from Previou Meeting	Motion: That the Minutes from the previous meeting be accepted. Moved by: Ingrid Seconded by: Brad Result: Carried	
3.	Business Arising	 Visit to OASIS seedlings – need to get dates from Alex. Sydney Edible Garden Trail - Registered for Saturday 4 November only between 9.30am – 2.00pm. Honda mini cultivator purchased 	Carry forward & get dates from Alex. Sydney Edible Garden Trail – 4 Nov.
4.	Secretary's report	The Secretary's report below lists the correspondence in / out and outcomes. Motion: That the Secretary's report be accepted. Moved by: Maureen Seconded by: Ingrid Result: Carried	
5.	Key Registrar's Repo	Anand Arumugam Keys returned and deposits refunded. None Applications approve awaiting pick up. None All new keys issued from now on require a \$50 deposit. Motion: That the Key Registrar's report be accepted. Moved by: Ingrid Seconded by: Maureen Result: Carried	
6.	Treasurer's report	Maureen tabled the Treasurer's report. The bank balance is \$32,137.49 with \$22.09 in petty cash. There is \$5,800.00 in committed funds for GST provision, Open Day 2023, replacement garden equipment & key deposits. Key deposits are now being returned by direct deposit into members' accounts. Motion: That the Treasurer's report be accepted. Moved by: Frank Seconded by: Ingrid Result: Carried	
7.	Open Day	Final planning meeting held on Saturday 30 September. Raffle prizes being finalised. Flyers and maps to be distributed. Additional tables and power source from Lapidary Club. Facebook boost to be done by Ted; Emma Higgins co-ordinating loan of resources and personnel from Council. Shade shelter to be power cleaned. Set up on Thursday & Friday with shades inside garden to be put up, pegged and weighted. Table and chairs put out. Motion: That the Open Day report be accepted. Moved by: Frank Seconded by: Maureen Result: Carried	Robyn to finalise raffle prizes and ticket books. Ted to distribute flyers and maps. Ted to arrange Facebook boost.

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Ager	nda Item	Discussion	Actions and Outcomes
8.	Beehive	A meeting arranged between garden member Carol and Natalie Gray, Project Officer (Environmental Management) to discuss creating a new beehive. Natalie offered a spare hive to create an education (another beehive). If successful she would take the new hive and redistribute as part of the native been hive program, if unsuccessful she would take the hive back. Carol agreed to this at the time but later withdrew her support for this.	Item closed no new hive to be created.
9.	General Business	Photo project is now open - The Great Granville Garden Show is on between 20 July to 11 November. Installation of trial irrigation water line — Brad noted that hoses are not being turned off. Suggested running 3 irrigation water lines with short hoses from back fence tank to Frank's garden (#55) to distribute tank water. 20 irrigation items will be	Advise members.
		needed at a cost of approximately \$300. Motion: That the purchase of irrigation items up to \$300 to install a trial water line/s be approved. Moved by: Brad Seconded by: Frank Result: Carried	Brad to purchase items and install water line.
		Wentworthville Pool restoration of Dolphin feature – Lisa advised that the original Dolphin feature has been restored and installed at Wentworthville Pool. Official opening of the Pemulwuy Community Garden at 11.00am 28 October will be held. Celebration of 100th year anniversary of Turkey on 29 October 12.00-9.00pm. Diwali celebrations in Wentworthville – 18 November 5.00-10.00pm.	Robyn to attend.
		AGM & S355 Garden Committee election will be held this December. Kevin will no longer be available for nomination; new committee members will need to be sourced from membership. AGM and elections will be held on Saturday 2 December at 5.00pm at the garden followed by the end of year get together.	Advise members and council of AGM and election – Saturday 2 December at 5.00pm.

Meeting Closed: Next meeting: 6.50pm

Thursday 30 November 2023 5.30pm Grevillia Room – Wentworthville Community Centre Time & Venue:

Secretary's Report – Robyn Main
Correspondence In & Out: August – October 2023

To / From	Type & Topic	Action
Bianca Mourched – Governance Officer - CC	Email reminder to return the Annual Disclosure Return as a matter of urgency.	Send to Committee members as a reminder.
Councillor Lisa Lake – Mayor - CC	Email request to be forwarded to garden members to support her participation in the Vinnies Sleepout.	Send to members.
Emma Higgins – Open Space Liaison & Technical Officer - CC	Advice on request for items for Open Day	Arrange collection of tables from Wenty Youth Centre. Other items to be delivered.
Kirsten Hard – Media & Communications Advisor - CC	Email sending information to advertise Open Day on council's platforms.	Information supplied.
CMYK Printing	Email order / invoice for flyer printing.	Submit reimbursement form.
Sydney Edible Garden Train	Email to and from confirming our registration.	Open garden on Sat 4 Nov 9.30am – 2.00pm
Richard Loudon – Landscape Architect - CC	Email requesting a meeting at the garden regarding Lytton Street Park Masterplan Project.	Brad & Robyn to attend
Ayona Wickramasinghe – Community Engagement Officer - Community Wheels	Email advising their services - customized travel options for 18-65 age group from Parramatta City area And Cumberland council area for any destination at a reasonable cost.	Print out and leave at garden.
Carol – garden member	Email re native bees	Arrange meeting with Natalie from Council, Carol & myself to discuss a way forward with the beehive.
Cumberland Council Councillors	Emailed invitation to Open Day	
State members for Granville & Prospect	Emailed invitation to Open Day	Julia Finn to attend. Hugh Mc Dermott unavailable.

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			vorthville unity Gar	den	
	Aug-23			Sep-23	
		\$32,386.21			\$31,080.58
1/8/23	Int	\$106.42	1/9/23	Int	\$102.68
2.08.2023	Dep	\$20.00	2/9/23	MemSandhya	\$10.00
2/8/23	MemNigam	\$19.62	14/9/23	Dep	\$80.00
19/08/2023P	oon SqPmt	\$9.81	15/9/23	Don Frankham	\$350.00
26/8/23	Akhil&Sia	\$20.00	15/9/23	SqPmt	\$37.25
26/8/23	Duffy Exp	-\$112.35	22/9/23	SqPmt	\$103.98
26/8/23	Main Exp	-\$1,316.45	22/9/23	SusmaPlt	\$80.00
26/8/23	Main Exp	-\$82.68	29/9/23	Manidha	\$100.00
27/8/23	Soma Mem	\$10.00	29/9/23	Dep	\$193.00
28/8/23	KarakiMem	\$20.00			\$32,137.49
		\$31,080.58			
	GST Provision	\$1,000.00			
	Open Day 2023	\$2,500.00		Petty cash	\$22.09
	Replace equipment	\$1,000.00			
	Key deposits	\$1,300.00			
		\$5,800.00			

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Attachment 2 Wentworthville S355 Community Garden Committee Minutes - 30 November 2023



Wentworthville Community Garden (WCG) Section 355 Committee Meeting 30 November 2023

Present: Anand Raj Arumugam, Mangat Bansal, Frank Cauchi, Maureen Duffy, Ted Duffy, Paul Hardman, Brad Main, Satheesh Ravichandran and Robyn Main.

Apologies: Kevin Horne, Ingrid Postema, Councillor Lake & Councillor Saha

Chairperson: Paul Hardman
Meeting opened: 5.35pm

Meeting opened: 5.35pm Minutes

Meeting	g opened:	5.35pm	Minutes	
Agen	da Item		Discussion	Actions and Outcomes
1.	Welcome, a acknowledg country	pologies and ement to	Paul welcomed the committee members and did acknowledgement to country. He also welcomed Anand and Satheesh, two garden members who are interested in being nominated for the committee. Paul thanked the committee for their dedication during 2023.	
2.	Minutes from Meeting	n Previous	Motion: That the Minutes from the previous meeting be accepted. Moved by: Ted Seconded by: Paul Result: Carried	
3.	Business Ar	rising	 Visit to OASIS seedlings – no dates determined. Sydney Edible Garden Trail – done we had two visitors on 4 November. 	Carry forward & get dates from Alex / Cathy Hill.
4.	Secretary's	report	The Secretary's report below lists the correspondence in / out and outcomes. Motion: That the Secretary's report be accepted. Moved by: Robyn Seconded by: Brad Result: Carried	
5.	Key Registr	ar's Report	Ted presented the Key Registrar's report. He is preparing the Sunday garden opening roster for December 2023 – June 2024. Keys allocated: Sumathi Mathiyazhakan Akshay Nair Akhil Chadha Neeraja Singamsetty Keys returned and deposits refunded. None Applications approve awaiting pick up. Paiynthalir Nallamuthu (Replacement for lost key) All new keys issued from now on require a \$50 deposit. Motion: That the Key Registrar's report be accepted. Moved by: Ted Seconded by: Frank Result: Carried	Ted to distribute Sunday opening roster.
6.	Treasurer's	report	Maureen tabled the Treasurer's report. The report reconciles with CBA statements. The bank balance is \$\$41,458.55 with \$15.09 in petty cash. There is \$5,950.00 in committed funds. Key deposits are now being returned by direct deposit into members' accounts. Motion: That the Treasurer's report be accepted. Moved by: Maureen Seconded by: Mangat Result: Carried	
7.	Open Day		Open Day on 14 October was a success with 1249 people attending and \$9,550 profit. Most team leaders have submitted reports that will be used in planning for next year's event. Costs for fresh food for curry stall, BBQ and consumables had increased this year and total costs were \$2985. An Open day budget of \$3500 proposed for 2024. Motion: That the Open Day report be accepted and a budget of \$3500 be approved for 2024. Moved by: Robyn	Treasurer to note increased 2024 Open Day budget in committed funds.

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Agen	nda Item	Discussion	Actions and Outcomes
		Seconded by: Frank Result: Carried	
8.	Proposed purchase of: a) T-shirts b) Sleepers c) Table	a) T-shirts - in 2016 we purchased green T-shirts embroidered with the garden's logo and name for use at events such as Open Days. We now have more members and several T-shirts have not been returned over the years. Suggestion to buy 30 new T-shirts at a cost of \$1020. Recommendation from committee was to purchase 50 new shirts (\$1500) including more children sizes as well as adult sizes. Motion: That the committee approve \$1500 to purchase 50 new garden T-shirts. Moved by: Frank	Robyn to organise purchase of T-shirts. Treasurer to note in committed funds.
	d) Decorative pots	Seconded by: Brad Result: Carried b) Sleepers – some garden edges need to be replaced. Purchase of 100 A grade sleepers will cost \$4000 (inc GST & delivery). Motion: That the committee approve \$4000 to purchase 100 A grade sleepers. Moved by: Maureen Seconded by: Mangat	Robyn to order sleepers. Treasurer to note in committed funds.
		Result: Carried c) Table – a new table to complete the shade shelter facilities is suggested. A high pressed resin top similar to the new ones purchased and suitable for outdoor use – cost \$300. Motion: That the committee approve \$300 to purchase a resin topped table Moved by: Ted Seconded by: Frank	Brad to order and pick up table. Treasurer to note in committed funds.
		Result: Carried d) Decorative pots – Brad suggested that we purchase large pots to pot up plants for around the shade shelter area. Cost of six recycled plastic tall pots would be \$99 each. Motion: That the committee approve \$600 to purchase six recycled plastic tall pots. Moved by: Ted Seconded by: Mangat Result: Carried	Brad to purchase 6 pots. Treasurer to note in committed funds.
9.	General Business	a) Roof vents on the container need replacing. Two vents and accessories eg sealer would cost \$300. Motion: That the committee approve \$300 to purchase 2 new roof vents and accessories Moved by: Brad Seconded by: Frank Result: Carried b) Easter Show 2024 – early next year with judging on 31 March. Budget of \$250 requested.	Brad to arrange purchase and installation. Treasurer to note in committed funds.
		Motion: That the committee approve \$250 for 2024 Easter Show entries Moved by: Ted Seconded by: Mangat Result: Carried c) Replacement pop up shades – after open day some of the shades are broken or difficult to put up / put down.	Brad to complete entry.
		Additional shades are needed for Open Day. Suggestion to purchase 4 x (6x3m) shades costing \$2400. Motion: That the committee approve \$2400 to purchase 4 x (6x3m) shades. Moved by: Brad Seconded by: Maureen Result: Carried	Brad to order shades.
		d) Garden Management Work Plan – the Committee revised the plan and achievements updated. The Lytton St Master Plan project that was conducted by Council and it may impact on the Garden Management Work Plan when it is implemented.	Robyn to update plan and send with minutes.
		e) Annual revision of membership and garden plot fees — Given the financial situation of the garden and a review of the cost of consumables used by members for their plots, Maureen recommended that the fees remain the same. Membership \$10/year and garden plot fees at \$30 / year. Motion: That the committee accept the Treasurer's recommendation that fees remain the same.	Membership fess and garden plot fees to remain the same.

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Agenda Item	Discussion	Actions and Outcomes
	Seconded by: Frank Result: Carried f) Horse manure supplier – Graham has retired and a new supplier of stable scrapings needs to be found for the compost. Maureen suggested sending a thank you card to Graham. g) Aboriginal Literacy Group visit – have requested a visit to the garden for lunch on 1 December. Maureen and Ted available to open the garden and host the group. Group to provide food. h) OASIS seedlings donated a trailer load of soil. Send thank you letter. i) AGM – this Saturday at 5.00pm – Councillor Lisa Lake to be Returning Officer for the election of the Committee. Anand and Satheesh are interested in being nominated for the Committee. The current Committee indicated that they would also agree to being nominated. Prepare a list of nominations for the Returning Officer.	Robyn to send card to Graham. Maureen and Ted to host group visit on 1 December. Robyn to send thank you letter to Cathy Hill at OASIS.

Meeting Closed: Next meeting: 6.45pm

Thursday 1 February 2024
5.30pm Grevillia Room – Wentworthville Community Centre Time & Venue:

Secretary's Report - Robyn Main

Correspondence In & Out: October - November 2023

Correspondence in & Out: October - November 2023				
To / From	Type & Topic	Action		
Emma Higgins – Open Space	Emails to finalise open day.			
Liaison & Technical Officer - CC				
Sydney Edible Garden Trail	Email advising of Zoom presentation prior to opening garden.	Open garden on Sat 4 Nov 9.30am – 2.00pm.		
		Send sign on sheets after the day.		
Julie Lockhart – Mayor's PA	Emailed link to photos taken at open day.			
CC GM and Emma Higgins	Emailed letter of thanks for support provided for open day.			
Roger Matthews – Desktop	Email received with quote for 30 T-shirts	Present to committee.		
Promotional Products				
Garden members	Emailed all members asking for helpers at Diwali stall on 18 November.	Make roster.		
Garden members	Email advising of AGM and end of year get together.	Prepare for AGM.		
Outback Timbers	Email requesting a quote for 50 sleepers.	Present to committee if received in time.		

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Treasurer's Report - Maureen Duffy

		4		-				
			entworthvi					
			ommunity	Garaen				
	Oct-23			Oct-23			Nov-23	
		\$32,137.49			\$28,504.36			\$41,418.7
1/10/23	Int	\$99.77	15/10/23	SqOmt	\$2,863.15	1/11/23	Int	\$118.2
	ExpRMain	-\$169.83	15/10/23		\$10.00		Akshay Key Dep	\$50.0
	L&S Don	\$400.00	15/10/23	Gangar	\$10.00		Mathina Mem	\$10.0
3/10/23	Dep	\$268.00	15/10/23	Burnwal	\$10.00	6/11/23		\$35.0
5/10/23	ExpRMain	-\$281.83	15/10/23	Wig&Gig	\$30.00	6/11/23	Paulraj Adj	-\$26.0
5/10/23	ExpRMain	-\$607.17	16/10/23	Dep	\$263.00	14/11/23	Sumanthi KeyDep	\$50.0
5/10/23	ExpDuffy	-\$100.72	16/10/23	DepF/rep	\$2,332.00	17/11/23	AFL Drinks O/D	-\$130.0
7/10/23	ExpDuffy	-\$84.95	16/10/23	Dep	\$7,425.00	17/11/23	Plant Sale	\$5.0
	ExpMain	-\$353.58	16/10/23	Dep Raffle	\$62.00	18/11/23	Mem Nooli(2)	\$20.0
	OD Float	-\$2,332.00	17/10/23	ExpMain	-\$25.00	23/11/23	Exp Duffy	-\$92.3
/10/2023`	OD Jams	\$264.00	17/10/23	ExpDuffy	-\$664.29			\$41,458.5
10/10/23	Dep	\$198.00	17/10/23	Coin Dep	\$918.65			
11/10/23	ExpMain	-\$932.82	21/10/23	Exp Arun	-\$306.53			
		\$28,504.36	21/10/23	Exp Mary	-\$256.60			
			26/10/23	Dep	\$105.00			
			28/10/23	Mary Veg	\$8.00			
				Neeraja Key	\$50.00			
				SudhaMem&G	\$25.00			
				Akhil Gdn	\$15.00			
				KK Plant	\$10.00			
				Suresh Mem	\$10.00			
				VishwanethM	\$10.00			
			30/10/23	Rosie Mem	\$10.00			
					\$41,418.74			
	GST Provision	\$1,000.00						
	Open Day 2023	\$2,500.00		Petty cash	\$15.09			
	Replace equipment	\$1,000.00						
	Key deposits	\$1,450.00						
		\$5,950.00						

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DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 3 ATSIC Committee Minutes - 4 December 2023





Minutes of the Aboriginal and Torres Strait Islander Consultative Committee Meeting held at 16 Memorial Ave, Merrylands on Tuesday, 5 December 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Uncle David Williams at 6.05pm. Acknowledgement of the traditional owners of this land – the Darug People, and paid respects to elders past and present.

2. Record of Attendance and Apologies

In Attendance:

<u>Name</u>	Representing
David Williams	ATSI Community
Julie Nixon	ATSI Community
Wayne Trindall	ATSI Community
Maureen Walsh	ATSI Community
Kerrie Kenton	ATSI Community
Trudy Healey	ATSI Community
Darren Sorby	ATSI Community
Brandon Brown	ATSI Community (Online)
Councillor Diane Colman	Councillor
Nicole Byrn	Cumberland City Council
Christina Halligan	Cumberland City Council
Janice Dennis	Cumberland City Council

Apologies:

<u>Name</u>	Representing
Dr Ric Morante	ATSI Community
Councillor Greg Cummings	Councillor

Guests:

<u>Name</u>	Representing
Yvonne Arbib	ATSI Community (Support Person)
Larissa Hubner	Coordinator Urban Strategy / Environment & Planning
Will Wang	Senior Strategic / Environment & Planner

Michelle Pearce has returned to Victoria and has resigned from the Committee her contribution was acknowledged.





3. Confirmation of Minutes

That the Minutes of the Aboriginal and Torres Strait Islander Consultative Committee Meeting held on Thursday 28 August 2023 be adopted with the following amendments.

Amend item 3 Seconded by Julie Nixon

Moved Wayne Trindall Seconded Julie Nixon.

4. Business arising from Previous Minutes

Prospect Hill and Related Places Interpretation Plan.

ACTION: Council staff to follow up regarding Council consultation with Gandangara Local Aboriginal Land Council

Duck River Plan of Management and proposed renaming of the Duck River Parklands.

ACTION: Council staff to follow up with internal teams regarding Parramatta Councils Duck River Study and the historical documentation from the former Auburn Council identifying the cultural significance of the area.

Maureen to look to see if she has copies of the report / documents relating to Duck River Parklands and will share a copy.

Council Staff to reach out to Aunty Kerrie regarding this project.

ACTION: Council Staff to check the QR codes on Duck River and if broken arrange repair. Also explore possible funding grant for projects.

Concerns were raised with the accuracy of the content of the Preliminary Draft Plan of Management Duck River Parklands 2022-2027.

ACTION: Council Staff to confirm if the Preliminary Draft Plan of Management Duck River Parklands 2022-2027 is currently on public exhibition and if it is to request that it be removed and to encourage consultation with Aunty Kerrie and other Aboriginal stakeholders.

ACTION: Government of NSW Connecting with Country and Design Master Plan to be shared with this Committee.

An alternate name was suggested for the Parkland to reflect the Darug name of the river. Members discussed the possible naming and advised significant work had been done by the former Auburn Council on the cultural significance of the Parkland area and this information was shared with the previous Aboriginal Education and Programs Officer.

ACTION: Council Staff to research through Council documents on the Duck River Parklands from Cumberland and Parramatta Councils and report finding back to the Committee.

Moved Wayne Trindall Seconded Julie Nixon.





Agenda items

Office of One Crown Cemeteries:

Presenter not available for this meeting and will deliver a presentation at the February meeting.

Explore partnership with Gandangara Local Aboriginal Land Council (GLALC).

Declaration of conflict of interest - Trudy Healey and Brandon Brown, exited the meeting.

Committee discussed exploring a formal partnership with GLALC and what that would involve.

ACTION: Council staff will explore what a formal partnership would involve and report back to Committee

6. General Business

Westmead South Precinct Management Plan

The Draft Plan of Management to go on Public Exhibition 8 December 2023. Plan to link East and west Hawkesbury Road incorporating traffic and transport, cycleway and green spaces. Yarrabingin facilitated a community consultation on 22 November which Aunty Kerrie provided feedback to the Committee on and the report from the consulation is also available. All documents are available for comment.

ACTION: Council staff to provide link to documents when available.

Prospect Hill & Related Places Integrated Heritage Interpretation Plan

Committee was advised the Plan had gone on public exhibition from 23 October to 20 November 2023 and any additional feedback from the members would be included.

ACTION: Committee member to forward to Council staff who will collate and forward to the planning team.

Naming of Merrylands Civic Square

The Committee noted that the concept of a 'woman's place' for the naming of the Square did not originate from the ATSIC Committee. The Committee was consulted in respect to the proposed name.

Reconciliation Action Plan Update

The Plan has been updated with feedback from Reconciliation Australia and the current version has been sent back for further comment.

7. Next Meeting

Thursday, 22 February 2024 at 6pm.





Close of Business

There being no further business the meeting closed at 7:50pm.

Signed

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 4 Community Safety and Crime Prevention Committee Minutes - 6 November 2023





Minutes of the Community Safety and Crime Prevention Committee Meeting held at Wali and Buru Meeting Rooms at Merrylands on Monday, 6th November 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Andrew TRIEU at 6.07 pm.

Acknowledgement of the traditional owners of this land – the Darug People and pay respects to elders past and present.

2. Record of Attendance and Apologies

In Attendance:

Name	Representing
Clr Farooqui	Councillor
Amit Golwala	Community Representative
Andrew Trieu	Community Representative (Chairperson)
Pam Colman	Community Representative
Flavia Del Zio	Community Representative
Mario Peralta	Community Representative
Kittu Randhawa	Community Representative
Christina Halligan	Council Staff
Stephanie Hodgson	Council Staff
Rachna Soni	Council Staff
Shatha Jajo	Council Staff
SCST DiMarino	Auburn Police Area Command
SCST Lindsay	Cumberland Police Area Command

Apologies:

<u>Name</u>	Representing
Nicole Byrn	Council Staff (apologies)
Clr Diane Colman	Councillor





Mohammed Wafai	Community Representative (absent)
John Brodie	Community Representative (apologies)
Tania Smith	Community Representative (apologies)
Anthony Ruscic	Community Representative (apologies)

3. Confirmation of Minutes

That the Committee confirm the Minutes of the Community Safety And Crime Prevention Advisory Committee held on 7 August 2023 as a true record of the proceedings of the meeting held.

Moved by Andrew Trieu, Seconded Pam Colman

4. Attendance

 Attendance of Crime Prevention Officers from both Cumberland and Auburn PACs for 7th August 2023

Both PACs requested to amend the minutes as meeting wasn't declined by the PACs instead it was deleted from their calendars when the management changeover happened within the Community Development Team.

Additionally, Committee to investigate the inclusion of a WDVCAS representative to attend the next meeting. Council staff to establish a contact with the WDVCAS team for future attendance.

Action: Amend meeting minutes for August.

Terms of Reference

TOR was shared by the present committee members. It was informed that if the members have missed 3 meetings in a row without sending an apology, then their position needs to be readdressed. Committee resolved to contact members before cancelling their participation at future meetings.

Action: Email TOR to members who have been absent for 3 consecutive meetings. Council staff to action.

 Update in relation to compliance or policy changes for enforcing items left on footpaths.

It was advised that Access committee will meet on the 7th of Nov where a request will be put forward in relation to records for last 9 months.





Agenda Items

5. Domestic and Family Violence Update- Shatha JAJO

- Update on the DFV Hub provided to the Committee.
- An EOI would be sent out to the sector for interested organisations to apply for next year.
- Informed the Committee that a march has been planned for 29 November commemorating the 16 Days of Activism. It will commence from Merrylands Oval at 1.30 pm and end at the Civic Square around 3.30 pm.
- Council will attend community BBQ organised by Auburn PAC and Rotary on 8
 December at Auburn Central.
- DFV Hub to be closed between 22 December 2023 8 January 2024

6. Lighting in Dennistoun Avenue, Guildford West

- Council awaiting a request from Endeavour Energy to action this task.
- It was advised that they haven't had a quorum and it would be a part of the discussion at Access Committee meeting on the 7th of November.

ACTION: Council to check with Facilities team on the progress of the application.

7. Community Safety Survey

- Committee discussed the Have Your Say Survey results.
- The information gathered will inform the development of Cumberland's new Community Safety and Crime Prevention Plan.
- Auburn PAC requested to review the Community Safety survey form so that it could be redesigned more effectively for obtaining better results.

ACTION: share survey results with the committee members and consult Police regarding the redesigning of survey form for future.

8. Police Area Command Updates

Cumberland PAC- Senior Constable Louise LINDSAY

- Informed the Committee of the realignment of PAC boundaries. Harris Park is now part of Cumberland PAC and they have lost a few areas in Parramatta making the response time better.
- Between Aug-Oct- Apartments and dwellings cage storage in units were targeted. They are cheap building options for developers hence they become an easy target.
- Unlocked cars and stealing from unlocked cars were also a trending crime category in the area.
- DV- command has a very high legal action rate for DV. Sexual assaults reporting was also seen on the rise. More historical incidents were reported.





ACTION:

- Consider raising awareness in relation to cage storage with strata and residents along with the importance of locking the vehicles while parked in both public and private car parks. Both Council and Police will conduct information sessions next year for the community.
- Raise awareness about the reporting process on sexual assaults.

Auburn PAC - Senior Constable Gabriella DI MARINO

- Shared organisation chart of the PAC and showed how jobs were distributed through the chain of command.
- Trialling of Good SAM CCTV application by Auburn Police.
- An increase in online frauds and stealing of catalytic converters from cars was seen in the last quarter.
- Auburn PAC focused in delivering Cyber Safety sessions to several schools for the last three months.

9. Discuss meeting time and options.

Preferred time to start the upcoming meetings moved back to 6.00 pm. Committee agreed to start the next meeting at 6:00pm. Date for next meeting, Monday 5th February 2024.

10. General Business

- It was noted that road rage incidents are on the rise. Council Traffic team along with Crime Prevention Officer to raise awareness about managing aggressive behaviour while driving.
- · Committee discussed the lack of safe transport options at night for women.
- Committee observed there is a significant increase in frauds. Next year Council
 needs to work with the Police and explore why and how the scams are rising.
- School safety in terms of road crossing at Fowler Road School in Guildford was brought up by the Committee. It was suggested to raise it with the Traffic Committee.
- Additionally, Auburn PAC raised poor traffic control issues at Wyatt Park when
 events are being held at the location. Emergency evacuation is impossible due
 to the large number of crowd and narrow exits. An alternate route to be
 discussed with the Traffic Committee. It was also suggested that Council's
 booking team should allow for bigger buffer between events so that they are not
 back-to-back restricting traffic flow.

11. Close of Business

There being no further business the meeting closed at 7:50pm.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 5 Companion Animals Committee Minutes - 7 November 2023





Minutes of the Companion Animals Advisory Committee Meeting held at the 'Wali' Meeting Room Merrylands Council Administration Building on Tuesday, 7 November 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Trina Dias at 6:10pm.

Acknowledgement of the traditional owners of this land – the Darug People, and pay my respects to their elders past and present.

The Chairperson asked all attendees to go through the Chairperson to address the Committee to ensure the meeting is conducted in a professional and respectful manner.

2. Record of Attendance and Apologies

In Attendance:

<u>Name</u>	Representing
Clr Greg Cummings (CC)	Councillor
Trina Dias (TD)	Community Representative (Chairperson)
Sandra Brown (SB)	Community Representative
Lyn Wilson (LW)	Community Representative
Steve McGregor (SMc)	Council - Team Leader Rangers
Venessa Klower (VK)	Council – Animal Control Officer

Absent:

<u>Name</u>	Representing
Clr Mohamad Hussein (CH)	Councillor (Absent)
Pamela Colman (PC)	Community Representative (Absent)
Sami Eid (SE)	Community Representative (Absent)
Hai Quang Le (HL)	Community Representative (Absent)
Frank Cassar (FC)	Council – Coordinator Rangers (Apologies)





3. Confirmation of Minutes

That the Committee confirm the Minutes of the Companion Animals Advisory Committee held on 8 August 2023 as a true record of the proceedings of the meeting held.

4. Business arising from Previous Minutes

4.1 Promotion of Animal Care / Responsibility

Pamphlets for residence on Companion Animals

(SM) produced 5 pamphlets in relation to the below topics:

- Out and About with Dogs
- Assistance Animals
- Barking Dogs
- · Cats in Cumberland
- Responsible Pet Ownership in Cumberland

All drafts were approved by Council's Communications team.

Action: The information pamphlets to be printed and placed in Councils customer service areas and Libraries for public information.

Animal Information on Council's public website

Checks of Cumberland City Council website found the information regarding Companion Animals is not easily accessible. Frank to follow up this one with the Chairperson.

Venessa addressed the committee regarding a standalone Facebook page for lost and found animals in the Cumberland LGA.

Action: Council officers (FC) to review website accessibility and provide update at next meeting.

Action: Council Officers (FC, VK) to enquire into the requirements in establishing a stand alone Facebook page for lost and found Animals in the Cumberland LGA.

Reports/Agenda items

5.1 Budget

Discussions were held in reference to the approved budget for Companion Animals and how monies are to be utilised.

- (TD) Enquired as to the standing of assistance with de-sexing from the RSPCA.
- (VK) has consulted with local vets.

Discussion regarding what form of advertising to take place as well as processes regarding Veterinary assistance

Possible online application with admin assisting to go through the requests.

(VK) Clarified Desexing Voucher process.

- Capped at 3 per household
- No income means testing
- Needs to provide proof of Council residency





Action: Council officers to confirm the approved budget. (FC)

Action: Committee members to consider and make recommendation on how to

best utilise the expenditure.

5.2 Committee Membership

Vacant Committee positions were advertised with no interest shown. Vacancies to be readvertised in 2024.

Action: (FC) Discuss with Governance regarding re-advertising.

5.3 Desexing Program

Update provided by (VK) in relation to costs associated with desexing by local vets (fees presented to the committee).

(VK) Still waiting on AWL regarding their contribution.

(VK) Any cat/dog we desex will have to be microchipped and registered – Council will provide microchipping however the owners will be required to pay for registration.

Action: (VK) to provide update on AWL contribution when that information becomes available.

Action: Possible funding allocation budget to go towards a desexing program

5.4 Pet Food Drive

Updates provided in relation to the pet food drive to help those less fortunate. (SM/VK) Proposal to assist meals on wheels with pet food for their clients pets – (SM) in talks with Council's Community Services department. This will be on an ad-hoc basis when the food becomes available as opposed to on a regular timeframe. The food is obtained via donation by Animal Rescue Cooperative when excess food becomes available to assist Council.

- (TD) Made suggestion to do a piece on how Council wants to help with donations.
- (VK) Indicated she would approach pet food supplier Royal Canin directly and also made suggestion about a collection box/cage outside the Merrylands West IGA.

It was also discussed that this was only an idea at the moment which the logistics would need to be worked out.

Action: (FC) to follow up with baskets and food collection points with local retailers and Council locations.

Action: (VK) Follow up with Royal Canin

5.6 Change of Ownership

Having the OLG Pet Registry Pamphlet on Councils Website.

Action: (FC) To follow up on having the OLG Pet Registry Pamphlet placed on Council's website.





6. General Business

6.1 PETFEST

(CC) Suggested that Council re-establish PetFest the event could take place in Merrylands Civic Square, building on the event and eventually moving it back to its original location Holroyd Gardens. The event would take place in the second half of the year when the weather is warmer. The event would also require its own budget.

RECOMMENDATION: The Committee voted unanimously to seek Council's adoption on the reintroduction of PetFest.

7. Next Meeting

Tuesday 20th February 2024.

8. Close of Business

There being no further business the meeting closed at 7.05pm.

Signed

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 6 CALD Committee Minutes - 27 November 2023





CALD Committee Meeting 27 November 2023

Formal minutes of the CALD Committee Meeting held via TEAMs and Face to Face (1 Susan Street, Auburn) on 27 November 2023.

Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Desiree Leone at 6:15pm.

Acknowledgement of the traditional owners of this land – the Darug People and Torres Strait Islander people.

2. Record of Attendance and Apologies

In Attendance:

<u>Name</u>	Representing
Sabrin Farooqui	Councillor
Kun Huang	Councillor
Cassandra Tull	Council Staff
Christina Halligan	Council Staff
Nicole Byrn	Council Staff
Kittu Randhawa	Community Representative
Roydon Ng	Community Representative
Desiree Leone	Community Representative
Habib Bhurawala	Community Representative
Chandrika Subramaniyan	Community Representative
Mahalaxmi Desai *	Community Representative

^{*}Late arrival, 7:17pm

Apologies:

Name	Representing	
Agathia Tin Lan Ge	Community Representative (absent)	
Maie Sufan	Community Representative (apology)	
Pauline Kim	Community Representative (apology)	

3. Confirmation of Minutes

The Minutes of the CALD Committee Meeting held on 29 May 2023 was confirmed.

4. Filling Committee Member Vacancy

Confirmation of acceptance of Zainab Jalloh as a committee member.

5. Welcoming Cities

Consensus of the Committee confirmed to explore Cumberland City Council joining as a fee free Member with Welcoming Cities.

Action: Cassandra to contact Turkan from Welcoming Cities to enquire about this process.





CALD Committee Meeting 27 November 2023

6. Suggestions for Council's "Have Your Say" landing page – Roydon Ng
Committee discussed shifting focus to disadvantaged languages, proposing a
visual element for the 'Have Your Say' webpage with NAATI Translation rather
than Google Translation. The committee deliberated on the potential success of
these proposed changes and assessed their cost-effectiveness.

Action: Christina to invite the Place and Engagement Team as requested by the Committee to obtain website stats.

Action: Christina to reach out to neighbouring Councils to seek best practices advise and information.

7. Suggestions for Council's DA Tracker – Roydon NG Roydon brought to the Committee's attention that the Application Search Landing Page (https://cumberland-eplanning.t1cloud.com/Pages/XC.Track/SearchApplication.aspx) is missing the

eplanning.t1cloud.com/Pages/XC.Track/SearchApplication.aspx) is missing the Google Translation function.

Action: Christina to pass on feedback to City Planners Team of the committee's recommendation of making information in other languages accessible on the page to facilitate easy search for common queries.

8. Council's Strategic Communications Team – Feedback on reaching isolated CALD communities

Committee discussed reaching isolated CALD communities with Council communications.

Action: Christina to provide the following suggestion to the Comms Team

- Utilising festivals and events for language-specific stalls, creating a welcoming, informal environment.
- Offering digital literacy information to enhance responsiveness to digital communications
- Civic education through existing programs such as the Free English Conversation Classes offered in the library to explain Council functions and accessibility.

Council's Customer Service, Interpretation and Multilingual Support: Addressing Apprehension

Roydon has raised concerns about individuals who do not speak English feeling hesitant to approach Council's customer service.

Council staff have inquired and found no negative feedback regarding current customer service process.





CALD Committee Meeting 27 November 2023

10. Council's Community Engagement Strategy: Informing and Involving CALD communities

Action: Christina to invite the Community Engagement Team to the next meeting for insights on informing CALD Communities in Cumberland.

Action: Dr. Chandrika Subramaniyan and Habib Bhurawala proposed adding an agenda item in the February meeting to discuss strategies for improving communication with the CALD community regarding health literacy and health promotion.

10. Next Meeting

Committee confirmed they prefer an online meeting and for it to commence at 6:00pm.

Next meeting 26th February 2023 at 6:00pm online.

10. Close of Business

Meeting closed on 27th November 2023 at 7:28pm.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 7 Green Corridor Committee Minutes - 14 November 2023





Minutes of the Green Corridor Committee Meeting held at Auburn Administration Building on Tuesday, 14 November 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Kerryn Stanton at 6:23pm.

Acknowledgement of the traditional owners of this land the Dharug People, and pay my respects to their elders past and present. *noted by the Chair that this side East of the Parramatta river is Wangal land.

The Chairperson asked all attendees joining the meeting remotely to mute their microphones unless addressing the Committee and to go through the Chairperson to address the Committee to ensure the meeting is conducted in a professional and respectful manner.

2. Record of Attendance and Apologies

In Attendance:

<u>Name</u>	Representing
Clr Greg Cummings	Councillor
Kerryn Stanton	Community Representative (Chairperson)
Barbara Dundas	Community Representative
Bob Edgar	Community Representative
Tony Oldfield	Community Representative
Maureen Walsh	Community Representative
Firas Shawash	Community Representative
Daniel Anderson	Council – Executive Manager, Environment and Planning Systems
Denise Carolus	Council – Business Support Officer
Stephen Palucci	Council – Senior Tree Management Officer

Apologies:

<u>Name</u>	Representing	
Clr Joseph Rahme	Councillor (apologies)	
Maren Parry	Community Representative (apologies)	
Kartik Madhira	Community Representative – difficulty gaining access to building	





Peter Dixon	Community Representative (absent)
Dr Debashis Raha	Community Representative – attended online but issue with host access approval - technical error

3. Confirmation of Minutes

The Committee confirm the Minutes of the Green Corridor Advisory Committee held on 8 August 2023 are a true record of the proceedings of the meeting held.

4. Business arising from Previous Minutes

- It was noted by Maureen that she was not absent at the meeting held 23 May 2023 but that she had sent an apology for that meeting.
- Noted that trees will be added to the Council website, still a work in progress.
- Trees on Betty Cuthbert Drive, which trees to be moved. Request for Ecology Report and any other information to be circulated to the committee members via email.
- Question about DCP requirement regarding DA approvals, how many trees have to be replanted if removed? Is this stated in the DCP? Response was that as at 2021, trees should be replaced at a rate of 2:1 if over 9m and 1:1 if under.
- Discussion about height of trees and the buy in of the developers to retain these.
 It was mentioned that Council advocates for bio-diversity and promotes that developers plant woodland species or exotic where suitable whilst also considering the environment.

Action: Report/s relating to 80 Betty Cuthbert Drive to be emailed to Committee members

Information on removal of tree process - Senior Tree Management Officer

Key Discussion

- Applications for removal of trees are \$84 per tree and \$20 for each tree thereafter. There is no sliding scale of fees for significant trees. The fee is regardless of tree type or significance.
- If after an unsuccessful application for tree removal a tree is found to have been poisoned, Council can prosecute only if proof is found and with advice from the Development Compliance team.
- If trees are removed and the developer disputes that they had damaged it, the owner will be held liable for the protection of the tree.
- If the DA Consent includes protection of the tree/s, we can then issue a fine if there is a breach of any requirements. The Private Certifier will sign off on the Occupation Certificate and they will also see if the developer was compliant as per the DA conditions.
- The possibility of reopening the old nursery within our LGA. This could be Council
 run where the community can purchase native plants.
- The fine for illegally removing a tree starts from \$1,000 for an individual and \$6,000 per company. There is a sliding scale as it depends on the severity of the breach.





- It used to be a common practice that you were allowed to prune the overhanging branches of your neighbours' trees without consultation of the owner if it was on your property. Now regardless of common boundary, you need the owners' approval.
- Where there are new residential blocks, units and large developments we try to request the strata to implement a soil vault system. This enables tree planting and more soil volume. Where there is scope, we do request and encourage these soil systems be used.

Update on Planning Proposal

- TfNSW get Active Program
- · Council grant application
- Underpass Study \$2M
- Excavate, extending shared cycleway including lighting
- Pipita Rail trail will do Stage 1/Shared Cycleway along Church Street, Stage 2 will follow later
- Parklets unsuccessful with funding but will keep on trying
- Regional Playground DA lodges, being assessed and approved
- Duck River Rehabilitation Grant not yet
- Veola contract contribute re Duck River completed

RECOMMENDATION: That Committee recommended that Council investigate the possibility of having a Council run nursery and reinstate the nursery in our LGA. The nursery can also hold native plants as there is nowhere for the public to purchase native plants.

5. General Business

- Thank you for new planting of trees
- 10% trees removed (tree vandalism) Granville Park Duck River
- Before a tree is planted in front of a property, a letter will be sent to the owner
- Concerning the maintenance of shared cycle paths, it was advised our Open Spaces Team looks after this
- Discussion about bushfires in Cumberland area and it was advised that our Cumberland LGA does have bushfire prone land.
- A question was asked about a Management Plan for the Coral Trees in Duck River and it was stated that we could consider it to be added it in our Grant application.

Action:

- Management Plan for Coral Trees to be added to our Grant application.
- Ensure the DCP have a requirement around business sites regarding tree removal and replanting.

6. Next Meeting

TBA





7. Close of Business

There being no further business the meeting closed at 7:58pm.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 8 Heritage Committee Minutes - 13 November 2023





Minutes of the Heritage Committee Meeting held at Committee Room 1 & 2, Cumberland City Council, Merrylands on Monday, 13 November 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by Council Officer, Ms Larissa Hubner at 6.04 pm.

Acknowledgement of the traditional owners of this land – the Darug People and pay my respects to their elders past and present.

2. Record of Attendance and Apologies

In Attendance:

<u>Name</u>	Representing
Clr Diane Colman	Councillor
Ms Dorothy Warwick	Community Representative (Chairperson)
Mr Robert Lynch	Community Representative
Ms Pamela Colman	Community Representative
Ms Pamela Zopf	Community Representative
Ms Kerryn Stanton	Community Representative
Mr Firas Shawash	Community Representative
Ms Cecilia Peralta	Community Representative
Ms Celeste Greeves	Heritage Advisor
Mr Christopher Roehrig	Heritage Advisor
Mr Jai Shankar	Council – Executive Manager City Planning and Development
Ms Larissa Hubner	Council – Coordinator Urban Strategy and Planning
Ms Esra Calim	Council – Coordinator Development and Building Systems
Ms Shruti Nair	Council – Strategic Planner

Apologies:

<u>Name</u>	Representing	
Clr Glenn Elmore	Councillor (apology)	
Mr Debashish Raha	Community Representative (apology)	





Ms Kerrie Kenton	Community Representative (absent)
Ms Linda Stepto	Community Representative (absent)

3. Confirmation of Minutes

That the Committee confirm the Minutes of the Heritage Advisory Committee held on 11 September 2023 as a true record of the proceedings of the meeting held.

Moved Ms Cecilia Peralta. Seconded Mr Firas Shawash.

4. Reports/Agenda items

4.1 Introduction and Election of the rotating chair for the Committee

Ms Dorothy Warwick was elected Chairperson for this meeting.

4.2 Update on Request from last Meeting

Key Discussion:

- The Committee were advised on moving the Heritage Advisory Committee meeting to 2nd Thursday of Committee meeting month.
- The Committee were updated on the status of successful 2022-23 Cumberland Heritage Rebate applicants.
- The Committee were advised on the Heritage DA application process as progressing as expected.
- The Committee were advised about the current updates on The Wattles and that there is no DA currently under assessment for the same.
- The Committee discussed community engagement to promote heritage in Cumberland.
- Ms Hubner advised and welcomed the Committee to represent local heritage on the Cumberland conversations Podcast. 2 Committee members were nominated to represent the committee, Ms Warwick and Ms Stanton.
- Ms Borland from community engagement will reach out to the nominated members in regard to the podcast.

4.3 Availability for upcoming Committee Meeting

Key Discussion:

- The Committee were advised on the updated Committee meeting dates for 2024.
- Committee members supported the proposed dates and times, subject to any clashes being reviewed.





4.4 Planning for the 2024 Cumberland Local Heritage Award Ceremony and Rebate Program

Key Discussion:

- Ms Hubner advised that the planning work for 2024 Heritage Award Ceremony and Rebate Program will start now.
- The Committee members were advised of and discussed the theme 'Connection' from National Trust Australian Heritage Festival that acknowledge our link to people, places and the past, and the connection that will shape the future of heritage.
- Committee members voted yes on minor changes in the definition of the proposed theme to align it with the Cumberland area i.e., replacing 'our nation' with 'the Cumberland Area'. Overall, the 2024 theme would be:

"Connections – to celebrate the rich and diverse stories of Cumberland, strengthen cultural and historical ties and encourage the community to forge new bonds. It acknowledges our link to people, places and the past, and the enduring connections that will shape the future of heritage."

 The Committee members were advised on the key categories and awards proposed for 2024 Heritage Award Ceremony.

Action: Proceed with preparations for the 2024 Local Heritage Awards and Rebate Programs.

RECOMMENDATION: The Committee recommended that Council consider celebrating Heritage Week in 2024, if not in the following year.

4.5 Update on 2022-23 Cumberland Local Heritage Rebate Program

Key Discussion:

 Ms Hubner advised that 12 out of 16 application were approved for the funding. Out of which around 9 applications had conditions. 2 applicants have successfully met those conditions so far.

4.6 Update on Cumberland Heritage Study Planning Proposal

Key Discussion:

- The Committee were advised that Council officers are currently reviewing all the Submissions received for Cumberland Heritage Study Planning Proposal and will be taken back to council in near future.
- The Committee were advised that the submission report for the Heritage Planning Proposal will be available to the Committee to review when the agenda becomes public.
- The Committee were disappointed that they don't have any input in the recommendation for Heritage Planning Proposal.





 Ms Hubner advised that as we are in the LEP Making Process, the recommendations need to be technical in nature and as such should come from planners or heritage consultants accordingly.

Councillor Diane Colman left the meeting at 6.53 PM

- Committee members requested they have a chance to discuss the outcome of the Submission report before taking it to Council.
- Mr Shankar advised that the committee will be informed when the business paper is public and welcomed them to register to address Council on the evening of meeting if they wish.

Action: Council staff to send the link to Committee Members when the Business Paper for Heritage Study Planning Proposal is public.

4.7 Westmead South Master Plan Study

Key Discussion:

- The Committee Member is advised that the Westmead South Master Plan Study is currently on public exhibition through December with 5 proposed heritage items and 2 HCAs, these are as follows:
 - Inter-War Bungalow at 18 Austral Avenue (HS90)
 - 'Deskford' Victorian Gothic Residence at 41-43 Hawkesbury Road (HS95)
 - The Oakes Centre at 74 Hawkesbury Road (HS96)
 - o St Barnabas Church and Hall at 75 Hawkesbury Road (HS97), and
 - Inter-War Bungalow at 74 Houison Street (HS100)
 - Westmead East Heritage Conservation Area.
 - o Extension to the Toohey's Palms Estate Heritage Conservation Area.
- The Committee were advised about the key moves of the area, which have driven the draft Master Plan structure with the intention of facilitating growth while making it functional for everybody.

4.8 Woodville Road Corridor Planning Framework

Key Discussion:

- The Committee were advised that Council has been undertaking technical studies on the Woodville Road Corridor.
- Ms Hubner advised that the Woodville Road area was supported by Council in 2021. Department required further work and technical studies to be completed by Council prior to lodgement. This will be reported to Council in the near future.
- The Committee were advised that within the project area there are 32
 Heritage Items, 1 Heritage Conservation Area and 1 potential Heritage
 Item. The heritage impact review has been undertaken for any heritage
 listings within the area.





4.9 Status of Heritage Item and Heritage Conservation Area Development Applications

Key Discussion:

- The Committee discussed if the provided list of Development Applications are for Heritage Items or for the neighbourhood property.
- The Committee asked for the table to include the address of the Heritage item affected by each DA.

Action: Council staff to confirm if Development Applications are for Heritage items or for the neighbourhood property.

4.10 Update on The Wattles Planning Proposal

Key Discussion:

- The Committee were advised that The Wattles Planning Proposal was taken back to the Council to progress on 1st November this year. Both Site

 Specific and Voluntary Planning Agreement is proposed for the site.
- Ms Hubner advised the Committee that the proposal for The Wattles includes adaptive reuse as part of which it would generally requires work that has to be done through a DA process, including the construction phase.

4.11 Prospect Hill Heritage and Related Places Integrated Heritage Interpretation Plan

Key Discussion:

- The Committee were advised that Prospect Hill has both State and Local Heritage significance, including view lines, canal reserve, house and farm buildings, indigenous sacred tree, and other artifacts, etc.
- The Committee were advised that Council is currently exhibiting the consolidated Heritage Interpretation Plan for the area.

5. General Business

Key Discussion:

- Committee members raised concern over the poor quality of sound during virtual meeting on teams held in Committee Room.
- Committee member enquired if there is any end of the year party organised for Committee members.
- Committee member discussed not receiving final minutes after updates recommended by them.
- Committee members were advised that there will be changes to the format of minutes moving forward as recommended by Governance.

Action: Council Staff to confirm on the end of the year party from Governance team. **Action:** Council Staff to send final minutes after any updates or corrections to the Committee Members.





6. Next Meeting

Thursday, 8 February 2023

7. Close of Business

There being no further business the meeting closed at 07.41pm.

Signed

DRWaniot

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 9 Homelessness Committee Minutes - 13 November 2023





Homelessness Advisory Committee Meeting Monday 13 November 2023

Minutes of the Homelessness Advisory Committee Meeting held at 6.00pm on Monday, 13 November 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Clr Ola Hamed at 6.05pm.

Acknowledgement of the traditional owners of this land – the Darug People and pay my respects to their elders past and present.

The Chairperson asked all attendees joining the meeting remotely to mute their microphones unless addressing the Committee and to go through the Chairperson to address the Committee to ensure the meeting is conducted in a professional and respectful manner.

2. Record of Attendance and Apologies

In Attendance:

<u>Name</u>	Representing
Clr Ola Hamed	Councillor (Chairperson)
Roydon Ng	Community Representative
Samantha Loveder	Community Representative
Jenny Fuda	Community Representative
Angela Daynes	Community Representative
John Treloar	Community Representative
Nicole Byrn	Council Staff
Christina Halligan	Council Staff
Fatima Hakeem	Council Staff
Stephanie Hodgson	Council Staff

Apologies:

<u>Name</u>	Representing
Clr Joseph Rahme	Councillor (Apology)
Jodi Owen	Community Representative (Apology)
Melih Sayan	Community Representative (Absent)





Homelessness Advisory Committee Meeting Monday 13 November 2023

Maie Sufan	Community Representative (Absent)
Mohammed Alqadi	Community Representative (Absent)
Sami Eid	Community Representative (Absent)

3. Confirmation of Minutes

That the Minutes of the Homelessness Advisory Committee Meeting held on Monday 13 November 2023 be adopted.

Moved Jenny Fuda, Seconded Angela Daynes.

4. Business arising from Previous Minutes

- Update Committee on Anti-Poverty Week event 94 registered attendees, effective and engaging workshops.
- Discuss Committee member's feedback on Homelessness action plan priorities.
- Provide Committee with data on vacant properties in Cumberland.

Agenda Items

Homelessness Officer Update

- Homelessness support posters and signage to be placed around Cumberland libraries, community centres, train stations and parks.
- Outlined Cumberland City Council's initiatives and projects for 2024, these
 included financial literacy information sessions, internal staff training, increase
 access to mobile services and creating an exchange network for Housing &
 Homelessness services in the Cumberland LGA.

Feasibility of a map outlining Council owned land and Crown land where affordable housing might be provided

 Updated Committee on vacant Council properties information provided by Properties Team.

Number (and capacity) of new affordable housing dwellings since the start of the Affordable Housing Policy (July 2021)

- Discussion regarding the implementation of the Affordable Housing Strategy.
- Discussion around affordable housing in Cumberland as per Council Policy.





Homelessness Advisory Committee Meeting Monday 13 November 2023

Plans for a revised research paper into the State of Homelessness in Cumberland

 Committee discussed utilising The 2018 State of Homelessness in Cumberland research report and future research papers as an evaluation tool.

Action: Invite a representative from the Environment and Planning team attend next Committee meeting.

Outreach avoidance and how to navigate this

 Outreach teams to provide ongoing engagement for those experiencing homelessness.

6. General Business

The Committee resolved to complete the following action items:

Action Items:

- Make contact with Committee Community Representative Sami Eid.
- Share list of food services and support services to Committee members.
- Community Exchange Network invite to be sent to Committee members.
- Share Homelessness support posters with Committee member Jenny Fuda.

7. Next Meeting

Monday, 12 February 2024, 6.00pm

8. Close of Business

There being no further business the meeting closed at 7.25pm.

Signed

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 10 Library Committee Minutes - 14 November 2023





Library Committee Meeting 14 November 2023

Minutes of the Library Committee Meeting held at Greystanes Library on Tuesday, 14 November 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Julie Thomas at 6.06pm

Acknowledgement of the traditional owners of this land – the Darug People and pay my respect to their elders past and present.

2. Record of Attendance and Apologies

In Attendance:

Name	Representing
Clr Diane Colman	Councillor
Clr Helen Hughes	Councillor
Julie Thomas	Community Representative (Chairperson)
Melih Sayan	Community Representative
Samantha Rich	Community Representative
Pamela Colman	Community Representative
Sue Stenning	Community Representative
Chandrika Subramaniyan	Community Representative
Hasnain Bhurawala	Community Representative
Nicole Byrn	Council Staff Member
Stephanie Hodgson	Council Staff Member
Sofia Vouzakis	Council Staff Member
Salina Khao	Council Staff Member
Gladys Liang	Council Staff Member

Apologies:

<u>Name</u>	Representing
Clr Lisa Lake	Councillor (apology)
Hai Quang Le	Community Representative (apology)





Library Committee Meeting 14 November 2023

3. Confirmation of Minutes

That the Minutes of the Library Committee Meeting held on 8 August 2023 be adopted.

Moved Samantha Rich and Seconded by Chandrika Subramaniyan.

4. Business arising from Previous Minutes

All business arising is covered in the agenda items.

Reports/Agenda items

Cumberland Young Writers Award Shortlist

The Cumberland Young Writers Award competition closed on October 2023. The competition award in the following categories:

- 8 to 11 years old total entries 19
- 12 to 14 years old total entries 5
- 15 to 18 years old total entries 5

Sofia is still waiting for one last judge to email her to finalise the shortlist.

ACTION: Award ceremony will be held for the finalist in January 2024.

Turkish Book club

For the Turkish Book Club at Greystanes Library, a flyer requesting expressions of interest has been made and translated into Turkish. There is no one showing interest in Turkish, and there are also Korean book clubs at Lidcombe Library.

ACTION: Diversity Librarian, Stella Tay will reach out to the CALD community, seeking their opinion on what the customers need.

6. General Business

Library Statistics

The Committee raised the point that they wanted more than just statistics because they were only numbers, and it was hard to identify the program attendees and get full ideas of what's highlighted within the libraries.

Will provide an update that compliments the statistics for a greater understanding of the highlights of the library.

Action: Salina will provide a highlight of the library programs for the committee.





Library Committee Meeting 14 November 2023

Youth Book Club

Samantha enquired as to whether the Youth Book Club was appealing to young people. The Auburn Library hosted the Youth Book Club, but it was unsuccessful.

7. Next Meeting

Tuesday, 13 February 2024, at Guildford Library 6pm.

8. Close of Business

There being no further business, the meeting closed at 7pm.

Signed

DOCUMENTS ASSOCIATED WITH REPORT C03/24-477

Attachment 11 Youth Committee Minutes - 9 November 2023





Youth Advisory Committee Meeting 9 November 2023

Minutes of the Youth Advisory Committee Meeting held online on Microsoft Teams Thursday, 9 November 2023.

1. Open of Meeting and Acknowledgment to Country

The Meeting was opened by the Chairperson – Andy Chen at 4:07pm.

Acknowledgement of the traditional owners of this land – the Darug People, and pay respects to their elders past and present - Andy Chen.

2. Record of Attendance and Apologies

In Attendance:

<u>Name</u>	Representing
Hahano Ki Mala'e Kula Namoa	Young Person Representative
Roydon Ng	Young Person Representative
Hasnain Bhurawala	Young Person Representative
Andy Chen	Young Person Representative (Chair)
Bernadette Martinez	Young Person Representative
Melih Sayan	Young Person Representative
Clr Kun Huang	Councillor
Stephanie McElroy	Council Staff (Minutes)
Victoria Franji	Council Staff
Stephanie Hodgson	Council Staff

Apologies:

<u>Name</u>	Representing
Maddie Soyer	Young Person Representative (absent)
Marlene Khouzam	Young Person Representative (absent)
Jessica Searle	Young Person Representative (absent)
Mohammed Wafai	Young Person Representative (absent)
Clr Mohamad Hussein	Councillor (apology)





Youth Advisory Committee Meeting 9 November 2023

3. Confirmation of Minutes

That the Minutes of the Youth Advisory Committee Meeting held on 17 August 2023 be adopted.

Moved Roydon Ng and Seconded Melih Sayan.

4. Business arising from Previous Minutes

- Discussed meeting attendance. Mohammed Wafai was contacted by Stephanie M and wishes to keep his membership in the Youth Advisory Committee. No further action required.
- Guildford Community Centre pool table update provided. The pool table has been installed and is being utilised. No further action required.

5. Reports/Agenda Items

- Update on the implementation of the Cumberland Youth Strategy 2022-2026 provided:
 - Commenced planning for Year 3 of strategy implementation at a planning day.
 - Number of programs have been completed; Mental Health Month Art Sessions, Self-defence Workshops, Young Entrepreneurs workshop, School Holiday Programs
 - Youth consultation survey in progress to gather more information from young people to inform direction of future programs and projects.
- Youth 4 Youth update provided.
 - Initial Youth Week discussions have commenced.
 - Next Youth 4 Youth meeting will be held on Tuesday 14 November 2023 where further planning will take place.
- Youth Mental Health Working Group update provided.
 - Plans to host a youth consultation session are underway for early 2024
 - Opportunities for young people aged 12-25 to participate in workshops, receive information about mental health from sector professionals and give their input on the action plan.

6. General Business

- Email sent to committee with the link to the Australian Government Youth Advisory Groups that currently open for applications.
- Update on the outcome of the HSC study space program.

ACTION: Stephanie H will provide a report to committee prior to next meeting





Youth Advisory Committee Meeting 9 November 2023

 Discussion on inviting members of neighbouring Council's Youth Advisories and Committees to attend these Youth Advisory Committee meetings. This would be assessed on a case-by-case basis and that the content brought and discussed must be relevant and beneficial to this committee.

7. Next Meeting

Thursday, 8 February 2024 at 4pm online (Microsoft Teams).

8. Close of Business

There being no further business the meeting closed at 4:28pm.

Signed



Item No: C03/24-478

CUMBERLAND LOCAL TRAFFIC COMMITTEE- MINUTES OF 7 FEBRUARY 2024 MEETING AND ITEMS CONSIDERED UNDER DELEGATED AUTHORITY.

Directorate: Environment and Planning
Responsible Officer: Director Environment & Planning

Community Strategic Plan Goal: Enhancing the Natural and Built Environment

SUMMARY

This report presents the minutes of the Cumberland Local Traffic Committee meeting and items considered under delegated authority.

RECOMMENDATION

That Council:

- 1. Note the items considered under delegated authority by the Cumberland Local Traffic Committee at the 7 February 2024 meeting, as provided in Attachment 1.
- 2. Receive and note the minutes of the Cumberland Local Traffic Committee meeting held on 7 February 2024, as provided in Attachment 2.

REPORT

A meeting of the Cumberland Local Traffic Committee was held, and the minutes of the meeting are provided in Attachment 2. The items considered under delegated authority under Part 1 of the Terms of Reference for the Cumberland Local Traffic Committee are provided in Attachment 1.

COMMUNITY ENGAGEMENT

Community consultation has been undertaken and has been addressed under each report that was presented to the Local Traffic Committee

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.



ATTACHMENTS

- 1. Items Considered under Delegated Authority at the Cumberland Local Traffic Committee on 7 February 2024 $\underline{\mathbb{J}}$
- 2. Minutes of the Meeting of the Cumberland Local Traffic Committee on 7 February 2024 4

DOCUMENTS ASSOCIATED WITH REPORT C03/24-478

Attachment 1

Items Considered under
Delegated Authority at the
Cumberland Local Traffic
Committee on 7 February 2024



CUMBERLAND LOCAL TRAFFIC COMMITTEE PART 1 ITEMS CONSIDERED UNDER DELEGATED AUTHORITY Traffic Committee Meeting – 7 February 2024

Item #	Title	Resolution
CTC-24-001	BERTHA STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING	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. The affected / concerned residents be notified of the outcome.
CTC-24-002	FULLAGAR ROAD, WENTWORTHVILLE – RELOCATION OF EXISTING 'NO STOPPING' SIGNAGE	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. The affected residents be notified of the outcome.
CTC-24-003	GOOREEN STREET AND NYRANG STREET, LIDCOMBE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING	 The installation of 'No Stopping' signs at the intersection of Gooreen Street and Nyrang Street, Lidcombe in accordance with the attached plan be approved. The affected / concerned residents be
CTC-24-004	MEMORIAL AVENUE, MERRYLANDS – MODIFICATIONS TO THE EXISTING MAIL ZONE	 notified of the outcome. 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. 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. The adjacent businesses be notified of the outcome.
CTC-24-005	NYRANG STREET, LIDCOMBE- PROPOSED BB LINEMAKRING	The installation 'BB' line marking at the bend in Nyrang Street, Lidcombe in accordance with the attached plan be approved. The affected/concerned residents be notified of the outcome.
CTC-24-006	WAYLAND AVENUE AND GEORGES AVENUE, LIDCOMBE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING	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.



		1 The installation of 'Ma Stenning' signs and
CTC-24-007	BERITH ROAD AND CAROLYN STREET, GREYSTANES – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING	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. The affected / concerned residents be
CTC-24-008	DUFFY STREET AND CAMERON COURT, MERRYLAND WEST – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING	notified of the outcome. 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
CTC-24-009	THE TRONGATE AT CELIA STREET AND ROSSITER STREET, GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING	notified of the outcome. 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.
CTC-24-010	THE TRONGATE AND CHARLES STREET, GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING	 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. The affected / concerned residents be
CTC-24-011	DAVIES STREET AND DESMOND STREET, MERRYLANDS – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING	notified of the outcome. 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.
CTC-24-012	MERRYLANDS ROAD, MERRYLANDS – REQUEST FOR ACCESSABLE PARKING	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 with a time limit 6am-6pm seven days in accordance with the attached plan be supported. The affected/concerned residents/businesses be notified of the
CTC-24-013	BLAXCELL STREET, SOUTH GRANVILLE - REVIEW OF THE EXISTING PARKING RESTRICTIONS	outcome. 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.



	Ĭ	_	The effected/concerned residents be
		2.	The affected/concerned residents be notified of the outcome.
CTC-24-014	LUCAS STREET, GUILDFORD – CHANGES TO THE EXISTING PARKING RESTRICTIONS	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.
CTC-24-015	STAFFORD STREET, SOUTH GRANVILLE – EXTENSION OF THE EXISTING 'NO PARKING' RESTRICTIONS	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.
CTC-24-016	WILLIAM STREET, GRANVILLE - PROPOSED ACCESSIBLE PARKING SPACES	1.	The proposed accessible parking spaces on William Street, Granville in accordance with the attached plan be approved.
CTC-24-017	PARK STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING	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.
CTC-24-018	BOOMERANG STREET, GRANVILLE – PROPOSED INSTALLATION OF RUMBLE STRIPS	1.	notified of the outcome. The installation of rumble strips in Boomerang Street, Granville at the intersection of Randle Street in accordance with the attached plan be supported. The adjacent residents be notified of the outcome.
CTC-24-019	PRITCHARD STREET EAST AND GARFIELD STREET, WENTWORTHVILLE – PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTION	2.	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. 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. The affected / concerned residents be notified of the outcome.
CTC-24-020	CONDOIN LANE, PEMULWUY – REQUEST FOR REMOVAL OF 'NO STOPPING' SIGNAGE	1.	



			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.
CTC-24-021	NYRANG STREET, LIDCOMBE – REVIEW OF SLOW POINT TREATMENTS AT INTERSECTIONS	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.
CTC-24-022	MERRYLANDS ROAD AND CAMBRIDGE STREET, MERRYLANDS - SIGNAGE REVIEW	1.	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.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-478

Attachment 2

Minutes of the Meeting of the Cumberland Local Traffic Committee on 7 February 2024





Minutes of the Traffic Committee meeting held at Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Wednesday 07 February 2024.

OPENING OF MEETING:

The meeting was opened by the Chairperson – Clr Suman Saha at 9.36am.

PRESENT:

MEMBERS

Clr Suman Saha (Chairman) Cumberland City Council
Ms Irene Xu Transport for NSW

Mr George Campbell Local Member for Auburn
Clr Glenn Elmore Local Member for Granville
Clr Diane Colman Local Member for Prospect

Leading Senior Constable William Cumberland Police Area Command

Graham

Leading Senior Constable Raymond Auburn Police Area Command

Yeung

Ms Hannah Shilling Transit Systems

COUNCIL OFFICERS

Daniel Cavallo Director Environment and Planning

Elias Elias Acting Manager Engineering & Building

Soma Somaskanthan Executive Engineer Traffic and Transport

Siva Sivakumar Manager Special Projects

Gabrielle Zerni Engineering Administration Officer

Lyndall Thompson Senior Governance & Civic Events

Officer (Minute Taker)

Pamela MacIntyre Governance Officer (Observer)

APOLOGIES:

Local Member for Fairfield - no Local Member for Fairfield - No items in

representative nominated the State electorate.

CDCBus No objections received.

Transdev No objections received.

The Chairperson advised the Traffic Committee of a change in representation for the Local Member of Granville, noting Mr Chris Worthington would be replaced by Clr Glenn Elmore. The Chairperson acknowledged and thanked the contribution and service provided by Mr Worthington to the Traffic Committee.





DECLARATIONS OF INTEREST

Nil.

CONFIRMATION OF PREVIOUS MINUTES

That the Committee confirm the minutes of the Extraordinary Cumberland Traffic Committee Meeting held on 18 October 2023 which were endorsed at the Ordinary Council Meeting held on 1 November 2023 with the exception of items ECTC-23-158, ECTC-23-159, ECTC-23-160, ECTC-23-162 and ECTC-23-164 which were dealt with separately.

That the Committee confirm the minutes of the Ordinary Cumberland Traffic Committee Meeting held on 1 November 2023 were endorsed at the Ordinary Council Meeting held on 6 December 2023 with the exception of items CTC-23-187, CTC-23-191 and CTC-23-192 which were dealt with separately.

Note: Final resolutions can be viewed on Council's website.

Moved Leading Senior Constable William Graham, Seconded Ms Irene Xu

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		×			×	
CTC-24- 002	FULLAGAR ROAD, WENTWORTHVILLE – RELOCATION OF EXISTING 'NO STOPPING' SIGNAGE			×		×	
CTC-24- 003	GOOREEN STREET AND NYRANG STREET, LIDCOMBE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING				×		×
CTC-24- 004	MEMORIAL AVENUE, MERRYLANDS – MODIFICATIONS TO THE EXISTING MAIL ZONE		×			×	
CTC-24- 005	NYRANG STREET, LIDCOMBE- PROPOSED BB LINEMAKRING				×		×
CTC-24- 006	WAYLAND AVENUE AND GEORGES AVENUE, LIDCOMBE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING				×		×
CTC-24- 007	BERITH ROAD AND CAROLYN STREET, GREYSTANES – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING			×		×	





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CTC-24- 008	DUFFY STREET AND CAMERON COURT, MERRYLAND WEST - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING	×			×	
CTC-24- 009	THE TRONGATE AT CELIA STREET AND ROSSITER STREET, GRANVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING	×			×	
CTC-24- 010	THE TRONGATE AND CHARLES STREET, GRANVILLE - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING	×			×	
CTC-24- 011	DAVIES STREET AND DESMOND STREET, MERRYLANDS - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING	×			×	
CTC-24- 012	MERRYLANDS ROAD, MERRYLANDS - REQUEST FOR ACCESSABLE PARKING	×			×	
CTC-24- 013	BLAXCELL STREET, SOUTH GRANVILLE – REVIEW OF THE EXISTING PARKING RESTRICTIONS	×			×	
CTC-24- 014	LUCAS STREET, GUILDFORD – CHANGES TO THE EXISTING PARKING RESTRICTIONS	×			×	
CTC-24- 015	STAFFORD STREET, SOUTH GRANVILLE – EXTENSION OF THE EXISTING 'NO PARKING' RESTRICTIONS	×			×	
CTC-24- 016	WILLIAM STREET, GRANVILLE - PROPOSED ACCESSIBLE PARKING SPACES	×			×	
CTC-24- 017	PARK STREET AND WOODVILLE ROAD, MERRYLANDS - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING	×			×	
CTC-24- 018	BOOMERANG STREET, GRANVILLE – PROPOSED INSTALLATION OF RUMBLE STRIPS	×			×	
CTC-24- 019	PRITCHARD STREET EAST AND GARFIELD STREET, WENTWORTHVILLE – PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTION		×		×	
CTC-24- 020	CONDOIN LANE, PEMULWUY - REQUEST FOR REMOVAL OF 'NO STOPPING' SIGNAGE		×		×	
CTC-24- 021	NYRANG STREET, LIDCOMBE – REVIEW OF SLOW POINT TREATMENTS AT INTERSECTIONS			×		×
CTC-24- 022	MERRYLANDS ROAD AND CAMBRIDGE STREET, MERRYLANDS - SIGNAGE REVIEW	×			×	





Part 2 - Recommendation to Council

<u>Note:</u> Part 2 recommendations of the Traffic Committee are subject to Council's endorsement. For final decisions regarding these matters, please refer to the Council Meeting Minutes where these matters were reported to Council for determination.

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-24- 058	GUILDFORD ROAD, GUILDFORD - PROPOSED TEMPORARY ROAD CLOSURE FOR GUILDFORD FESTIVAL		×			×	
CTC-24- 023	WINGELLO STREET AND SWIFT STREET, GUILDFORD - PROPOSED 'ONE WAY' ARRANGEMENT		×			×	
CTC-24- 024	BURNETT STREET, MAYS HILL - ROAD SAFETY CONCERNS		×			×	
CTC-24- 025	FIFTH STREET AND THE TRONGATE, GRANVILLE - ROAD SAFETY CONCERNS - CONSULTATION RESULT		×			×	
CTC-24- 026	LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY CONCERNS – CONSULTATION		×			×	
CTC-24- 027	FOWLER ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS		×			×	
CTC-24- 028	OXFORD STREET, BERALA - ROAD SAFETY CONCERNS				×		×
CTC-24- 029	THE AVENUE, GRANVILLE - ROAD SAFETY CONCERNS		×			×	
CTC-24- 030	WOMBAT STREET, PEMULWUY - ROAD SAFETY CONCERNS			×		×	
CTC-24- 031	HUNT STREET, GUILDFORD WEST - ROAD SAFETY CONCERNS		×			×	
CTC-24- 032	THE ESPLANADE, GUILDFORD - ROAD SAFETY CONCERNS		×			×	
CTC-24- 033	VILLIERS STREET, MERRYLANDS - ROAD SAFETY CONCERNS		×			×	
CTC-24- 034	ELM ROAD, AUBURN - ROAD SAFETY CONCERNS				×		×
CTC-24- 035	HILLTOP ROAD, MERRYLANDS - ROAD SAFETY CONCERNS		×			×	
CTC-24- 036	LANEWAY BETWEEN VAUGHAN STREET AND FREITAS LANE, LIDCOMBE – PROPOSED TO CONVERT THE LANEWAY TO ONE-WAY TRAFFIC FLOW				×		×
CTC-24- 037	DUNMORE STREET, WENTWORTHVILLE - REQUEST FOR A MARKED PEDESTRIAN CROSSING			×		×	
CTC-24- 038	DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS			×		×	
CTC-24- 039	DUNMORE STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS		×			×	
CTC-24- 040	HAWKSVIEW STREET, MERRYLANDS - REQUEST TO REMOVE THE EXISTING PEDESTRIAN REFUGE ISLAND		×			×	





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





REPORTS

Part 1 - Recommended for Approval under Delegated Authority in accordance with Part 1 of the Terms of Reference for the Cumberland Local Traffic Committee.

ITEMS RESOLVED BY EXCEPTION

The Committee resolved by exception the below items on the Traffic Committee agenda as per the recommendations in the reports:

Part 1: CTC-24-003, CTC-24-004, CTC-24-005, CTC-24-007, CTC-24-008, CTC-24-011, CTC-24-013, CTC-24-014 CTC-24-015, CTC-24-016 CTC-24-018, CTC-24-019 CTC-24-020, CTC-24-021 and CTC-24-022.

Moved Ms Irene Xu, Seconded Mr George Campbell.

ITEM CTC-24-003 - GOOREEN STREET AND NYRANG STREET, LIDCOMBE - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Resolved by Exception

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.

ITEM CTC-24-004 - MEMORIAL AVENUE, MERRYLANDS - MODIFICATIONS TO THE EXISTING MAIL ZONE

Resolved by Exception

The Traffic Committee recommends that:

- 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.
- 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.
- The adjacent businesses be notified of the outcome.





ITEM CTC-24-005 - NYRANG STREET, LIDCOMBE - PROPOSED BB LINE MARKING

Resolved by Exception

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.
- The affected/concerned residents be notified of the outcome.

ITEM CTC-24-007 - BERITH ROAD AND CAROLYN STREET, GREYSTANES - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Resolved by Exception

The Traffic Committee recommends that:

- 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.

ITEM CTC-24-008 - DUFFY STREET AND CAMERON COURT, MERRYLAND WEST – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Resolved by Exception

The Traffic Committee recommends that:

- 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.
- The affected / concerned residents be notified of the outcome.

ITEM CTC-24-011 - DAVIES STREET AND DESMOND STREET, MERRYLANDS - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Resolved by Exception

The Traffic Committee recommends that:





- 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.

ITEM CTC-24-013 - BLAXCELL STREET, SOUTH GRANVILLE - REVIEW OF THE EXISTING PARKING RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

- 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.
- The affected/concerned residents be notified of the outcome.

ITEM CTC-24-014 - LUCAS STREET, GUILDFORD – CHANGES TO THE EXISTING PARKING RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

- 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.

ITEM CTC-24-015 - STAFFORD STREET, SOUTH GRANVILLE - EXTENSION OF THE EXISTING 'NO PARKING' RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

- 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.





ITEM CTC-24-016 - WILLIAM STREET, GRANVILLE - PROPOSED ACCESSIBLE PARKING SPACES

Resolved by Exception

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.

ITEM CTC-24-018 - BOOMERANG STREET, GRANVILLE - PROPOSED INSTALLATION OF RUMBLE STRIPS

Resolved by Exception

The Traffic Committee recommends that:

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

ITEM CTC-24-019 - PRITCHARD STREET EAST AND GARFIELD STREET, WENTWORTHVILLE - PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTION

Resolved by Exception

The Traffic Committee recommends that:

- 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.
- 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.
- The affected / concerned residents be notified of the outcome.





ITEM CTC-24-020 - CONDOIN LANE, PEMULWUY - REQUEST FOR REMOVAL OF 'NO STOPPING' SIGNAGE

Resolved by Exception

The Traffic Committee recommends that:

- 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.

ITEM CTC-24-021 - NYRANG STREET, LIDCOMBE - REVIEW OF SLOW POINT TREATMENTS AT INTERSECTIONS

Resolved by Exception

The Traffic Committee recommends that:

- 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.

ITEM CTC-24-022 - MERRYLANDS ROAD AND CAMBRIDGE STREET, MERRYLANDS - SIGNAGE REVIEW

Resolved by Exception

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.





ITEM CTC-24-001 - BERTHA STREET AND WOODVILLE ROAD, MERRYLANDS - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

The Traffic Committee recommends that:

- 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.
- The affected / concerned residents be notified of the outcome.

Action:

Missing 'Give way' signage to be installed and not to obstruct existing left turn only signage.

Moved Ms Irene Xu, Seconded Leading Senior Constable Raymond Yeung

ITEM CTC-24-002 - FULLAGAR ROAD, WENTWORTHVILLE - RELOCATION OF EXISTING 'NO STOPPING' SIGNAGE

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.

Action:

Investigate 'No Stopping' compliance signage being present near pedestrian refuge and reinstate if missing.

Moved Ms Irene Xu, Seconded Leading Senior Constable Raymond Yeung

ITEM CTC-24-006 - WAYLAND AVENUE AND GEORGES AVENUE, LIDCOMBE - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

The Traffic Committee recommends that:

- 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.





Action:

Further investigation on bus zone signage at the bus stop near 28 Georges Avenue, with a report back to the Committee in April 2024 (if required).

Moved Ms Irene Xu, Seconded Clr Glenn Elmore

ITEM CTC-24-009 - THE TRONGATE AT CELIA STREET AND ROSSITER STREET, GRANVILLE - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

The Traffic Committee recommends that:

- 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.

Moved Ms Irene Xu, Seconded Clr Glenn Elmore

ITEM CTC-24-010 - THE TRONGATE AND CHARLES STREET, GRANVILLE - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

The Traffic Committee recommends that:

- 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.

Action:

Investigate missing 'Give Way' signage being present at the intersection and reinstate if required.

Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham.

ITEM CTC-24-012 - MERRYLANDS ROAD, MERRYLANDS - REQUEST FOR ACCESSIBLE PARKING

The Traffic Committee recommends that:

 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 with a time limit 6am-6pm seven days in accordance with the attached plan be supported.





The affected/concerned residents/businesses be notified of the outcome.

Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham

ITEM CTC-24-017 - PARK STREET AND WOODVILLE ROAD, MERRYLANDS - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

The Traffic Committee recommends that:

- 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.

Action:

Investigate missing 'Give Way' signage being present at the intersection and reinstate if required.

Moved Ms Irene Xu, Seconded Clr Glenn Elmore

Part 2 - Recommendation to Council in accordance with Part 2 of the Terms of Reference for the Cumberland Local Traffic Committee.

Note: Part 2 recommendations of the Traffic Committee are subject to Council's endorsement. For final decisions regarding these matters, please refer to the Council Meeting Minutes where these matters were reported to Council for determination.

ITEMS RESOLVED BY EXCEPTION

The Committee resolved by exception the below items on the Traffic Committee agenda as per the recommendations in the reports:

Part 2: CTC-24-023, CTC-24-024, CTC-24-025, CTC-24-026, CTC-24-029, CTC-24-030, CTC-24-035, CTC-24-036 CTC-24-038, CTC-24-039, CTC-24-040, CTC-24-041, CTC-24-042, CTC-24-044, CTC-24-047, CTC-24-049, CTC-24-050, CTC-24-054 and CTC-24-057.

Moved Ms Irene Xu, Seconded Mr George Campbell.





ITEM CTC-24-023 - WINGELLO STREET AND SWIFT STREET, GUILDFORD - PROPOSED 'ONE WAY' ARRANGEMENT

Resolved by Exception

The Traffic Committee recommends that:

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

ITEM CTC-24-024 - BURNETT STREET, MAYS HILL - ROAD SAFETY CONCERNS

Resolved by Exception

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.

ITEM CTC-24-025 - FIFTH STREET AND THE TRONGATE, GRANVILLE - ROAD SAFETY CONCERNS - CONSULTATION RESULT

Resolved by Exception

The Traffic Committee recommends that:

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

ITEM CTC-24-026 - LOCKWOOD STREET, MERRYLANDS - ROAD SAFETY CONCERNS - CONSULTATION

Resolved by Exception

The Traffic Committee recommended that:

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





ITEM CTC-24-029 - THE AVENUE, GRANVILLE - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

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

ITEM CTC-24-030 - WOMBAT STREET, PEMULWUY - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

- 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.
- Council notify concerned residents with the outcome.

ITEM CTC-24-035 - HILLTOP ROAD, MERRYLANDS - ROAD SAFETY CONCERNS

Resolved by Exception

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.





ITEM CTC-24-036 - LANEWAY BETWEEN VAUGHAN STREET AND FREITAS LANE, LIDCOMBE - PROPOSED TO CONVERT THE LANEWAY TO ONE-WAY TRAFFIC FLOW

Resolved by Exception

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.

ITEM CTC-24-038 - DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

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

ITEM CTC-24-039 - DUNMORE STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

- The installation of traffic calming devices on Dunmore Street, Wentworthville not be supported.
- Council review conditions in Dunmore Street, Wentworthville in February 2025, and report back to Traffic Committee if required.

ITEM CTC-24-040 - HAWKSVIEW STREET, MERRYLANDS - REQUEST TO REMOVE THE EXISTING PEDESTRIAN REFUGE ISLAND

Resolved by Exception

The Traffic Committee recommends that:

 The removal of existing pedestrian refuge on Hawksview Street, Merrylands not be supported.





The concerned resident be notified of the outcome.

ITEM CTC-24-041 - CLYDE STREET AND ARCHIBALD STREET, GRANVILLE - PROPOSED PEDESTRIAN FENCING

Resolved by Exception

The Traffic Committee recommends that:

- The installation of pedestrian fence at the intersection of Archibald Street and Clyde Street, Granville in accordance with the attached plan be approved.
- The concerned business owners/residents be notified of the outcome.

ITEM CTC-24-042 - BAKER STREET, MERRYLANDS - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

- The installation of traffic calming devices on Baker Street, Merrylands not be supported.
- 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.

ITEM CTC-24-044 - GLOUCESTER AVENUE, MERRYLANDS - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

- The installation of traffic calming devices on Gloucester Avenue, Merrylands not be supported.
- 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.





ITEM CTC-24-047 - LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

- The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.
- 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.

ITEM CTC-24-049 - TERRY STREET, GREYSTANES - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

- 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.

ITEM CTC-24-050 - BRIGHTON STREET, GREYSTANES - ROAD SAFETY CONCERNS - CONSULTATION

Resolved by Exception

The Traffic Committee recommends that:

- The installation of speed humps on Brighton Street, Greystanes in accordance with the attached plan be supported.
- Council undertake consultation with the adjacent and directly affected residents for the installation of speed humps and report back to Traffic Committee.

ITEM CTC-24-054 - BRIDGE ROAD, WESTMEAD – SYDNEY TRAINS ROAD-OVER-RAIL BRIDGE UPGRADE

Resolved by Exception

The Traffic Committee recommends that the information in this report be noted.





ITEM CTC-24-057 - TEMPORARY OPTIONAL DELEGATIONS ON TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TO COUNCILS FROM TRANSPORT FOR NSW

Resolved by Exception

The Traffic Committee recommends that the information contained in this report be noted.

ITEM CTC-24-027 - FOWLER ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- 1. The installation of speed humps on Fowler Road, Guildford not be supported.
- 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 after completing work identified in Item 2, and report back to Traffic Committee in August 2024.
- Council request Cumberland Police Area Command to undertake speed surveillance in Fowler Road, Guildford West.
- Council undertake further speed monitoring with the assistance of Variable Message Signs in Fowler Road.
- 6. The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Clr Glenn Elmore

ITEM CTC-24-028 - OXFORD STREET, BERALA - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The installation of traffic calming devices on Oxford Street, Berala not be supported.
- Council request Auburn Police Area Command to undertake speed surveillance in Oxford Street, Berala.
- Investigate the potential for line marking and signage to address concerns and provide a report to the Committee for consideration in April 2024.
- 4. The concerned resident be notified of the outcome.





Moved Leading Senior Constable Raymond Leung, Seconded Ms Irene Xu

ITEM CTC-24-031 - HUNT STREET , GUILDFORD WEST - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The installation of traffic calming devices on Hunt Street, Guildford West not be supported.
- 2. Investigate the potential for line marking and signage to address concerns and provide a report to the Committee for consideration in April 2024.
- Council request Cumberland Police Area Command to undertake speed surveillance in Hunt Street, Guildford West.
- 4. The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Ms Irene Xu

ITEM CTC-24-032 - THE ESPLANADE, GUILDFORD - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The installation of traffic calming devices on The Esplanade, Guildford not be supported.
- Investigate the potential for line marking and signage to address concerns and provide a report to the Committee for consideration in April 2024.
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in The Esplanade, Guildford.
- 4. The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Clr Glenn Elmore

ITEM CTC-24-033 - VILLIERS STREET, MERRYLANDS - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

 The installation of traffic calming devices on Villiers Street, Merrylands not be supported.





- 2. Investigate the potential for line marking and signage to address speeding concerns and provide a report to the Committee for consideration in April 2024.
- 3. Council request Cumberland Police Area Command to monitor the street during School Zone times.
- 4. The concerned resident be notified of the outcome.

Action:

Council to liaise with Transport for NSW to investigate current school zone signage and the potential to install flashing light indicators on other school zone signage within the vicinity of this location.

Moved Leading Senior Constable William Graham, Seconded Ms Irene Xu

ITEM CTC-24-034 - ELM ROAD, AUBURN - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Elm Road, Auburn not be supported.
- 2. Investigate the potential for line marking and signage to address speeding concerns and provide a report to the Committee for consideration in April 2024.
- The concerned residents be notified of the outcome.

Moved Leading Senior Constable Raymond Leung, Seconded Ms Irene Xu

ITEM CTC-24-037 - DUNMORE STREET, WENTWORTHVILLE - REQUEST FOR A MARKED PEDESTRIAN CROSSING

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.
- The concerned resident be notified of the outcome.

Moved Ms Irene Xu, Seconded Clr Glenn Elmore





ITEM CTC-24-043 - ELDRIDGE ROAD, GREYSTANES - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The installation of traffic calming devices on Eldridge Road, Greystanes not be supported.
- Council request Cumberland Police Area Command to undertake speed surveillance during school hours.
- The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Ms Irene Xu.

ITEM CTC-24-045 - OATLANDS STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The installation of traffic calming devices on Oatlands Street, Wentworthville not be supported.
- 2. Investigate the potential for line marking and signage to address speeding concerns and provide a report to the Committee for consideration in April 2024.
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in Oatlands Street, Wentworthville.
- 4. The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Clr Glenn Elmore

ITEM CTC-24-046 - MCCREDIE ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
- 2. Council review conditions in McCredie Road, Guildford West in February 2025, and report back to Traffic Committee if required.
- Council to review existing line marking and signage on McCredie Road and renew if required.





- 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.

Moved Ms Irene Xu, Seconded Clr Glenn Elmore.

ITEM CTC-24-048 - THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- Council undertake consultation with the residents along The Boulevarde 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.

Moved Mr George Campbell, Seconded Leading Senior Constable William Graham.

ITEM CTC-24-051 - HAWKSVIEW STREET, GUILDFORD AND MERRYLANDS - ROAD SAFETY CONCERN

The Traffic Committee recommends that:

- Installation of edge line marking in Hawksview Street between Chetwynd Road and Oxford Street overpass be approved in accordance with the plan attached in the report.
- Council continues to advocate for a speed camera on Hawksview Street and continue to liaise with the State Member for Granville and other relevant agencies on the matter.
- 3. Council notify the concerned residents of the outcome.

Action:

Council officers to provide further information on steps already undertaken on this matter.

Moved Clr Glenn Elmore, Seconded Clr Diane Colman





ITEM CTC-24-052 - ADDLESTONE ROAD, MERRYLANDS - RELOCATION OF THE EXISTING PEDESTRIAN CROSSING

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.
- 2. Suitable fencing or alternate measures to direct pedestrians towards the pedestrian crossing without impacting driver sight lines be investigated.
- 3. Amended plans shall be forwarded to Transport for NSW for approval.

Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham

ITEM CTC-24-053 - GRASSMERE STREET, GUILDFORD - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The 'BB' Centre line marking on Grassmere Street, Guildford in accordance with the attached plan be approved.
- Council undertake consultation with the residents along Grassmere Street to assess community support or otherwise for the installation of traffic calming devices in the street and report the findings back to the Traffic Committee in June 2024.
- Council investigate the safety hazard at the intersection of Grassmere Street and Guildford Road and report back to Traffic Committee in June 2024.
- 4. Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.

Moved Clr Glenn Elmore, Seconded Clr Diane Colman

ITEM CTC-24-055 - LIDCOMBE TOWN CENTRE PUBLIC DOMAIN PLAN - PROPOSED ON-STREET PARKING ARRANGEMENTS FOR JOSEPH STREET PRECINCT

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.
- Consultation is undertaken with the community and businesses on the proposed on-street parking arrangements.





Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham

ITEM CTC-24-056 - HAMPDEN ROAD, SOUTH WENTWORTHVILLE - ROAD SAFETY CONCERNS

The Traffic Committee recommends that:

- The installation of speed humps on Hampden Road, South Wentworthville in accordance with the attached plan be approved.
- 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.

Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham

ITEM CTC-24-058 - GUILDFORD ROAD, GUILDFORD - PROPOSED TEMPORARY ROAD CLOSURE FOR GUILDFORD FESTIVAL

The Traffic Committee recommends that the temporary full road closure of Guildford Road, Guildford between Railway Terrace and Talbot Road from 7:00 AM to 11:59PM on Saturday 25 May 2024 be approved, subject to:

- Approval from Transport for NSW for the Traffic Management Plan and Traffic Guidance Scheme.
- 2. All affected businesses and emergency stakeholders being notified of the closure.
- 3. Complying with the notification requirements of the Roads Act 1993, i.e., placing public notices in a newspaper and erecting notices on the road.
- 4. Temporary bus routes and bus zones replacing the existing bus zones in the closed area be provided in consultation with the bus operator.

Moved Leading Senior Constable William Graham, Seconded Clr Diane Colman.





GENERAL BUSINESS

The following general business was raised:

CTC24-002

Ms Irene Xu requested that a review be undertaken of the existing signage at the pedestrian refuge on Fullagar Road, with a report to be brought back to the Traffic Committee if required.

Walters Road and Second Avenue, Berala

Clr Diane Colman advised of residents' safety concerns at this intersection after a recent incident involving a flipped car and another driving into a house. It was requested that the intersection be investigated for safety measures with a report back to the Traffic Committee.

Mr George Campbell raised concern of the traffic crash statistics received and requested that Centre for Road Safety be queried regarding any details of this incident. Mr Campbell further added that the incident occurred on 14th December 2023 and that a previous Council resolution noted a review of Council's previous decision.

Fowler Road and Dennistoun Avenue, Guildford West

Clr Diane Colman advised of residents' concern of this intersection regarding:

- 1. insufficient lighting as the intersection is too dim.
- installed bollards are not effective for trucks that frequently turn at this intersection. It was requested that consideration be made to utilising the same approach at Nyrang Street, Lidcombe near the Toohey's site.

Clr Colman requested traffic count data to include the vehicle class as previously done with other reports and for this report to be brought back to the Traffic Committee.

Mr Cavallo advised that this has been raised by the Intermodal Terminal Community Consultative Group who will be discussing this further at their next meeting, adding that any discussion will be provided in the report back to the Traffic Committee.

Merrylands Road, Merrylands

Clr Diane Colman advised that driving eastbound on Merrylands Road into the Town Centre there are no right hand turns into side streets and directs traffic flow into Merrylands Town Centre as a result. Council to investigate and report to the Traffic Committee with recommendations if required.

Intersection of Warwick Road and Burnett Street, Merrylands

Clr Diane Colman advised of residents' safety concerns regarding car accidents given the close proximity to the M4 turn off. It was requested that investigations be undertaken into a 'No Right Turn' from Warwick Road and a 'No Left Turn' from Burnett Street to Warwick Road and reported back to the Traffic Committee.





Sydney Metro West Project

Mr Elias Elias advised that night works are being undertaken on the 19th, 20th, 22nd, 26th, 27th and 29th February. Notification will be provided to residents and traffic control measures will also be in place. Clr Saha requested that all Ward Councillors be provided with this information.

Great Western Highway and Bridge Road, South Wentworthville

Mr Elias Elias advised of concerns raised by motorists regarding the right turn signal changes at this intersection. As this is a State Road, it was advised that Council will write to Transport for NSW to request that the right turn signal timing from Bridge Road be reviewed.

Kerrie Street and Fairfield Road, Guildford West

Ms Hannah Shilling advised of Transit Systems wishing to further discuss the relocation of the bus stop on Fairfield Road. It was advised that further discussions will be held and reported back to the Traffic Committee if required.

21 Frances Street, Merrylands

Ms Hannah Shilling advised that Transit Systems had received an email from a resident at 21 Frances St Merrylands. The resident has built a duplex at this location and their driveway is now in the middle of the bus stop and have requested that the bus stop be relocated. It was noted that Council process is that the bus stop is relocated within the frontage of the developing property owner. Council will work with Transit System to resolve the issue..

NEXT MEETING

Next Meeting 3 April 2024 at 9.30am

MEETING CLOSE

The meeting terminated at 12.23pm.

Signed: Chairperson



Item No: C03/24-479

CUMBERLAND LOCAL TRAFFIC COMMITTEE - 07 FEBRUARY 2024 - RECOMMENDATIONS TO COUNCIL.

Directorate: Environment and Planning
Responsible Officer: Director Environment & Planning

Community Strategic Plan Goal: Enhancing the Natural and Built Environment

SUMMARY

This report presents the recommendations to Council on items considered by the Cumberland Local Traffic Committee.

RECOMMENDATION

That Council endorse the recommendations for items considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting, as provided in this report.

REPORT

A meeting of the Cumberland Local Traffic Committee was held. The items recommended for endorsement by Council under Part 2 of the Terms of Reference for the Cumberland Local Traffic Committee is provided in this report and attachments.

COMMUNITY ENGAGEMENT

Community consultation has been addressed under each item that was presented to the Cumberland Local Traffic Committee.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

The expenditure of funds associated with implementing the recommendations will be included in the Council's traffic facility construction program.



ATTACHMENTS

- 2. CTC-24-024 Burnett Street, Mays Hill Road Safety Concerns J.
- 3. CTC-24-025 Fifth Street and The Trongate, Granville Road Safety Concerns Consultation Result U
- CTC-24-026 Lockwood Street, Merrylands Road Safety Concerns -Consultation <u>↓</u>
- 5. CTC-24-027 Fowler Road, Guildford West Road Safety Concerns J.
- 6. CTC-24-028 Oxford Street, Berala Road Safety Concerns J.
- 7. CTC-24-029 The Avenue, Granville Road Safety Concerns J.
- 8. CTC-24-030 Wombat Street, Pemulwuy Road Safety Concerns J.
- 9. CTC-24-031 Hunt Street, Guildford West Road Safety Concerns &
- 10. CTC-24-032 The Esplanade, Guildford Road Safety Concerns J.
- 11. CTC-24-033 Villiers Street, Merrylands Road Safety Concerns &
- 12. CTC-24-034 Elm Road, Auburn Road Safety Concerns &
- 13. CTC-24-035 Hilltop Road, Merrylands Road Safety Concerns J.
- 14. CTC-24-036 Laneway Between Vaughan Street and Freitas Lane, Lidcombe Proposed to Convert the Laneway to one-way traffic flow \$\mathcal{L}\$
- 16. CTC-24-038 Damien Avenue, Greystanes Road Safety Concerns J.
- 17. CTC-24-039 Dunmore Street, Wentworthville Road Safety Concerns &
- 18. CTC-24-040 Hawksview Street, Merrylands Request to Remove the existing Pedestrian Refuge Island 4
- 19. CTC-24-041 Clyde Street and Archibald Street, Granville Proposed Pedestrian Fencing U
- 20. CTC-24-042 Baker Street, Merrylands Road Safety Concerns U
- 21. CTC-24-043 Eldridge Road, Greystanes Road Safety Concerns &
- 22. CTC-24-044 Gloucester Avenue, Merrylands Road Safety Concerns J
- 23. CTC-24-045 Oatlands Street, Wentworthville Road Safety Concerns J.
- 24. CTC-24-046 McCredie Road, Guildford West Road Safety Concerns U
- 25. CTC-24-047 Lance Crescent, Greystanes Road Safety Concerns U
- 26. CTC-24-048 The Boulevarde, Lidcombe Road Safety Concerns J
- 27. CTC-24-049 The Boulevarde, Lidcombe Road Safety Concerns 4
- 28. CTC-24-050 Brighton Street, Greystanes Road Safety Concerns Consultation
- 29. CTC-24-051 Hawksview Street, Guildford and Merrylands Road Safety Concerns U
- 30. CTC-24-052 Addlestone Road, Merrylands Relocation of the Existing Pedestrian Crossing U
- 31. CTC-24-053 Grassmere Street, Guildford Road Safety Concerns &
- 32. CTC-24-054 Bridge Road, Westmead Sydney Trains Road-Over-Rail Bridge Upgrade 4
- 33. CTC-24-055 Lidcombe Town Centre Public Domain Plan Proposed On-Street Parking Arrangements for Joseph Street Precinct J
- 34. CTC-24-056 Hampden Road, South Wentworthville Road Safety Concerns J.
- 35. CTC-24-057 Temporary Optional Delegations on Traffic Management and Pedestrian works to Councils from Transport for NSW J.





36. CTC-24-058 - Guildford Road, Guildford - Proposed Temporary Road Closure &

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 1

CTC-24-023 - Wingello Street and Swift Street, Guildford - Proposed 'One Way' Arrangment



Item No: CTC-24-023

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

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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

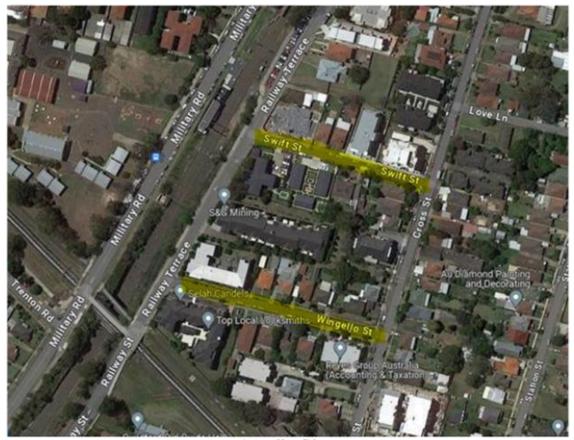
Council has received requests from local residents to convert Wingello Street and Swift Street in Guildford from 'bi-directional' to 'one-way'.

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 shows 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)	85 th 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

1. Submissions



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-023

Attachment 1
Submissions



y			SEP 2023
		CUMBERLAND CITY COUNCIL	REF DCTC/2311/89
WINGELLO S		CONSULTATION ON PROPOSED ONS AT THE INTERSECTIONS	'ONE-WAY' AND PARKING
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Phone:		Mobile:	
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WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THE INTERSECTIONS

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REF: DCTC/2311/89

WINGELLO STREET AND SWIFT STREET - CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING HE INTERSECTIONS

Name:		
Address:	RAILWAY TOE (SUKAFORD N.S.W
Phone:	Mobile:	***
Please indicate your views intersections, Guildford as September 2023.	on the proposed 'One-way' roads and parking restrictions described in Council's letter dated 29 August 2023 an	on Wingello St and Swift Street d submit your response by 12
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C03/24-479 – Attachment 1 Page 310

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REF: DCTC/2311/89

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

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none:	Mobile:	
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WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THE INTERSECTIONS

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DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 2

CTC-24-024 - Burnett Street, Mays Hill - Road Safety Concerns



Item No: CTC-24-024

BURNETT STREET, MAYS HILL - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

 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:

	Average Approach daily traffic		Average Peak Hour (Veh/hr)		85 th Percentile Speed (Km/h)	
		(Veh/day)	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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 3

CTC-24-025 - Fifth Street and The Trongate, Granville - Road Safety Concerns - Consultation Result



Item No: CTC-24-025

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

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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.



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-23-104
- 2. Submissions



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-025

Attachment 1 Previous report CTC-23-104





Traffic Committee 7 June 2023

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:

- The proposed roundabout at the intersection of The Trongate and Fifth Street, Granville be approved in principle.
- Consultation be carried out with residents impacted by the proposed roundabout.
- 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





Traffic Committee 7 June 2023

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:

- 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.
- 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

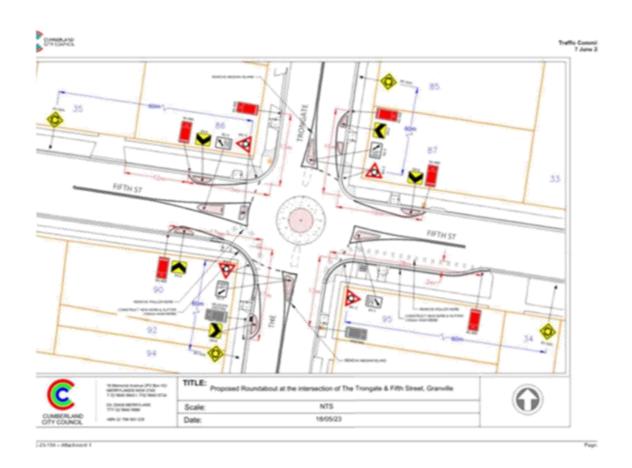
- Plan Proposed Roundabout §
- Previous Report CTC-22-193
- Document by the Resident <u>0</u>



DOCUMENTS ASSOCIATED WITH REPORT CTC-23-104

Attachment 1
Plan - Proposed Roundabout











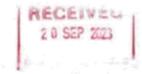
DOCUMENTS ASSOCIATED WITH REPORT CTC-24-025

Attachment 2 Submissions

Traffic Committee 7 February 2024







REF: DCTC/2311/86

FIFTH STREET AND THE TRONGATE, GRANVILLE - PROPOSED ROUNDABOUT

-								
Address:	THE	TRONGAT	ie aka	STILLE	NSU	242		
hone:				Mobile:				
fease indicat s described i	te your view in Council's	vs on the propose letter dated 05 Se	d roundabout aptember 2023	at the inters and submi	ection of F t your resp	Fifth Street a conse by 15	nd The Trongate September 202	e, Granvi 3.
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l support	the propo	sed roundabout	in Fifth Street	and The T	rongate, (Granville		
and I rais	ie no objec	tion to the 'No S	topping' sign	s and other	r signages	as per atta	sched plan	Ø
I do not s	support the	e proposed round	dabout in Fifti	h Street an	d The Tro	ngate, Gran	iville	
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REF: DCTC/2311/86 FIFTH STREET AND THE TRONGATE, GRANVILLE - PROPOSED ROUNDABOUT Name: Granville NSW 2442 The Trongate Address: Phone: 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 Ø 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. 16 Memorial Avenue, PO Box 42, Merrylands NSW 2160 T 02 8757 9000 F 02 9840 9734 Ecounol@cumberland.new.gov.au W cumberland.new.gov.au ABN 22 798 563 329

Welcome Belong Succeed

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 4

CTC-24-026 - Lockwood Street, Merrylands - Road Safety Concerns - Consultation



Item No: CTC-24-026

LOCKWOOD STREET, MERRYLANDS - ROAD SAFETY CONCERNS - CONSULTATION

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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:

- The proposed traffic calming devices on Lockwood Street, Merrylands between Merrylands Road and Walpole Street be approved in principle.
- 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.
- 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:

- Council design a traffic calming scheme comprising speed humps in accordance with the guidelines and best practice and consult directly affected properties.
- 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:

- The information contained in the report be noted.
- 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.

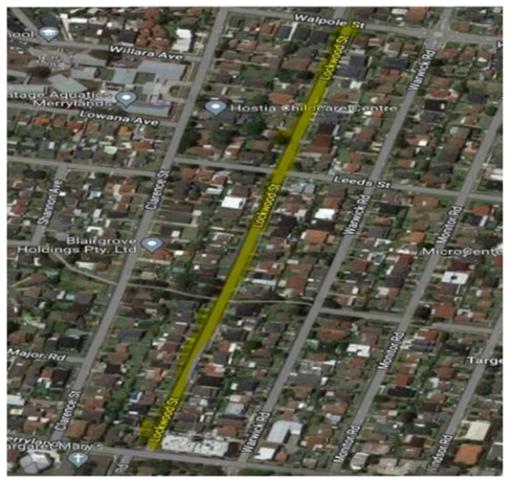


2 August 2023:

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:

- 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

Page 338



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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

- Concept Design
- 2. Previous Report CTC-23-134
- Submissions

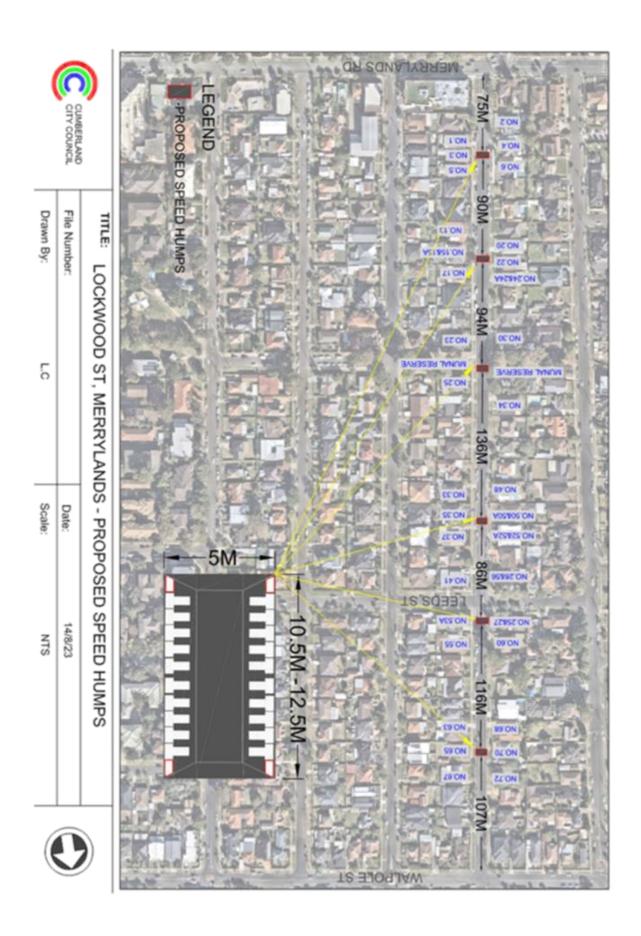
C03/24-479 – Attachment 4



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:

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

- The proposed traffic calming devices on Lockwood Street, Merrylands between Merrylands Road and Walpole Street be approved in principle.
- 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.
- 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;

- Council design a traffic calming scheme comprising speed humps in accordance with the guidelines and best practice and consult directly affected properties.
- 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;

- The information contained in the report be noted.
- The Cumberland Police Area Command be requested to undertake random speed surveillance in Lockwood Street, Merrylands.
- 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	3 (75%%)			4
option (Percentage %)			1 (25%)	(100%)

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:

- Installation of speed humps in Lockwood Street be supported in principle.
- Council to prepare a design and consult with the direct affected and adjacent residents.
- 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



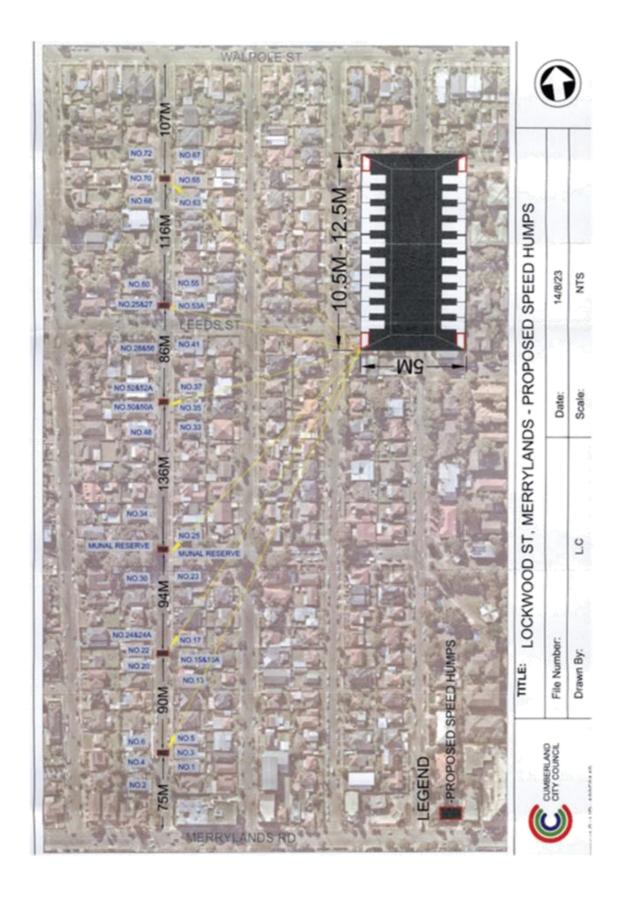
DOCUMENTS ASSOCIATED WITH REPORT CTC-24-026

Attachment 3
Submissions



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			CUMBERLAND CITY COUNCIL				
			CITT COURTE			REF	DCTC/2311/82
LOC	KWOOD STREET,	MERRYLAN	DS - CONSULTA	TION FO	R PROPO	SED SPEED H	UMPS
	*						
Name:	Lackston	Connection		Dec. 1			
Address:	Lockwood	SIKEE!	HERRYLONDS	NOW	2160		
Phone:			Mobile:				_
	your views on the p 2023 and submit you					scribed in Cou	ncil's letter date
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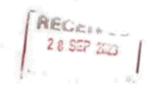




REF: DCTC/2311/82 LOCKWOOD STREET, MERRYLANDS - CONSULTATION FOR PROPOSED SPEED HUMPS Name: LockWool Address: Mobile: Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by Wednesday 27 September 2023. 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. 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







REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS - CONSULTATION FOR PROPOSED SPEED HUMPS

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REF: DCTC/2311/82 .

LOCKWOOD STREET, MERRYLANDS - CONSULTATION FOR PROPOSED SPEED HUMPS

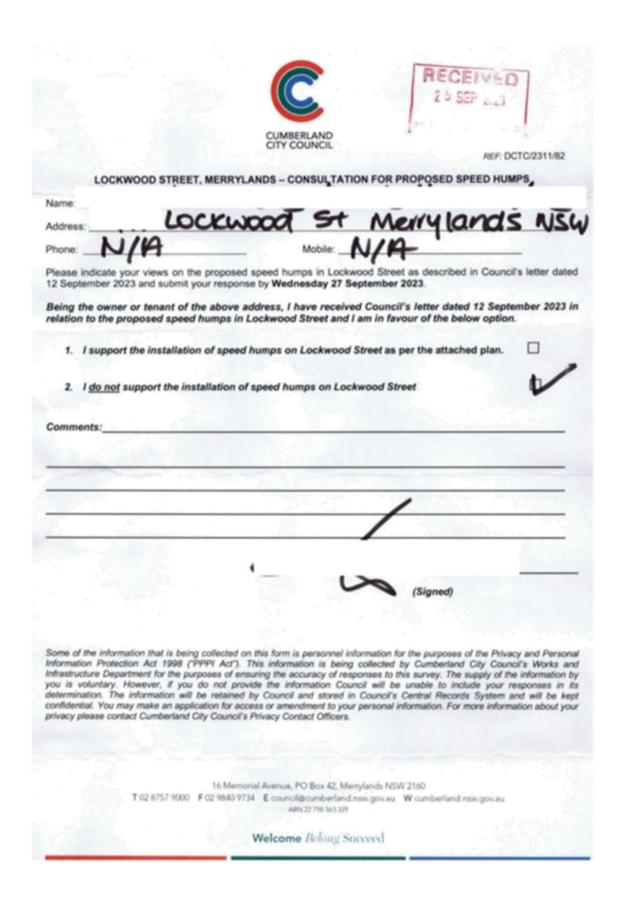
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Name: Address Phone:

Comments:



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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DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 5 CTC-24-027 - Fowler Road, Guildford West - Road Safety Concerns



Item No: CTC-24-027

FOWLER ROAD, GUILDFORD 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 speed humps on Fowler Road, Guildford not be supported.
- 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 after completing work identified in Item 2, and report back to Traffic Committee in August 2024.
- Council request Cumberland Police Area Command to undertake speed surveillance in Fowler Road, Guildford West.
- Council undertake further speed monitoring with the assistance of Variable Message Signs in Fowler Road.
- The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Clr Glenn Elmore

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.

At the meeting, the Local Traffic committee recommended that the linemarking works be undertaken and that a further report be provided to the Cumberland Traffic Committee in August 2024.

ATTACHMENTS

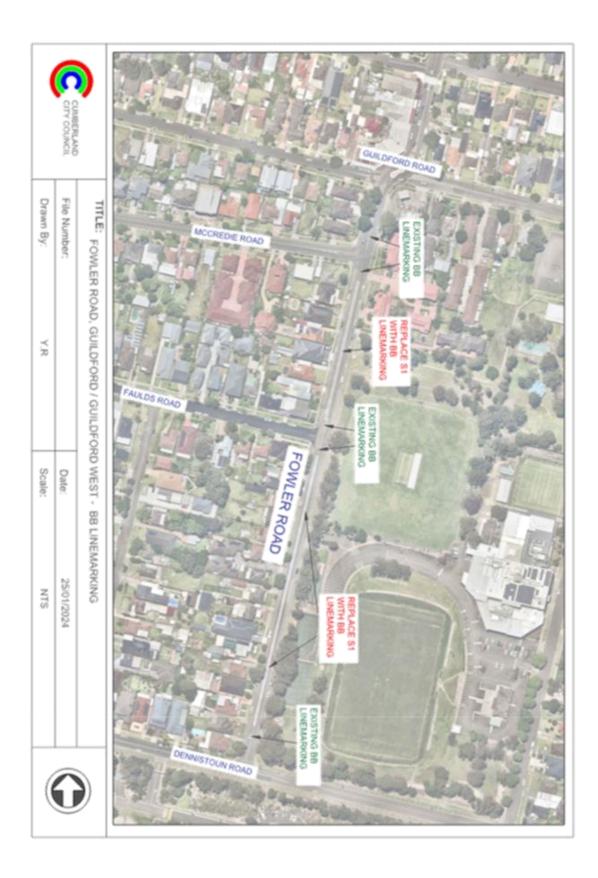
- Proposed BB linemarking
- Previous Report CTC-20-024 Fowler Road, Guildford West proposed Line marking



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





Traffic Committee 5 February 2020

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:

 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.

Page 155





Traffic Committee 5 February 2020

COMMENTS

"[Insert comments here]"

ATTACHMENTS

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

Page 156



DOCUMENTS ASSOCIATED WITH REPORT CTC-20-024

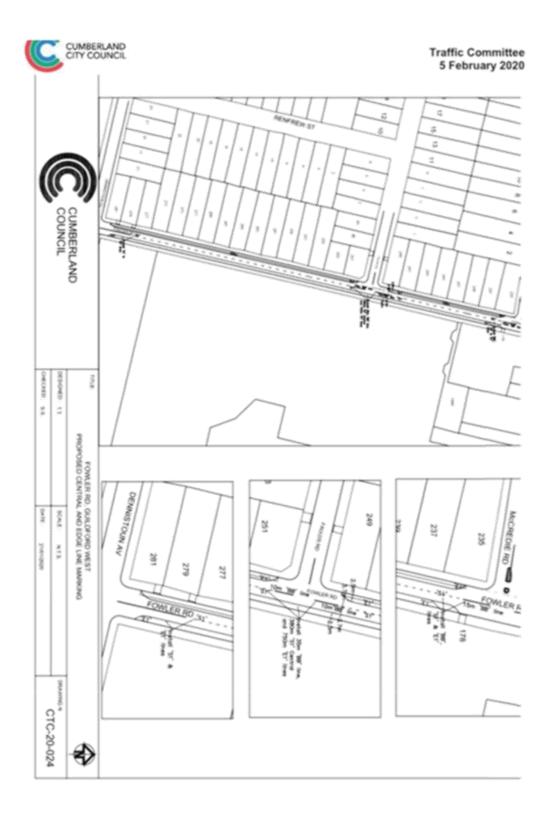
Attachment 1

Plan - Fowler Road, Guildford

West – Proposed central / edge line marking

C03/24-479 – Attachment 5





CTC-20-024 -- Attachment 1

Page 159

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 6 CTC-24-028 - Oxford Street, Berala - Road Safety Concerns



Item No: CTC-24-028

OXFORD STREET, BERALA - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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. Investigate the potential for line marking and signage to address concerns and provide a report to the Committee for consideration in April 2024.
- 4. The concerned resident be notified of the outcome.

Moved Leading Senior Constable Raymond Leung, Seconded Ms Irene Xu

REPORT

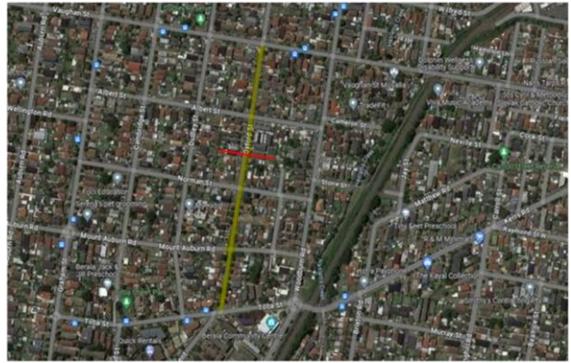
Council has received a request from a local resident for the installation of traffic calming devices on Oxford Street, Berala due to speeding concerns.

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.





Locality Plan

Traffic Count Data on Oxford Street, Berala is provided as follows:

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

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

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.

At the meeting, the Local Traffic committee recommended that the matter be further investigated and and report back to the Cumberland Traffic Committee in April 2024.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 7 CTC-24-029 - The Avenue, Granville - Road Safety Concerns



Item No: CTC-24-029

THE AVENUE, GRANVILLE - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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

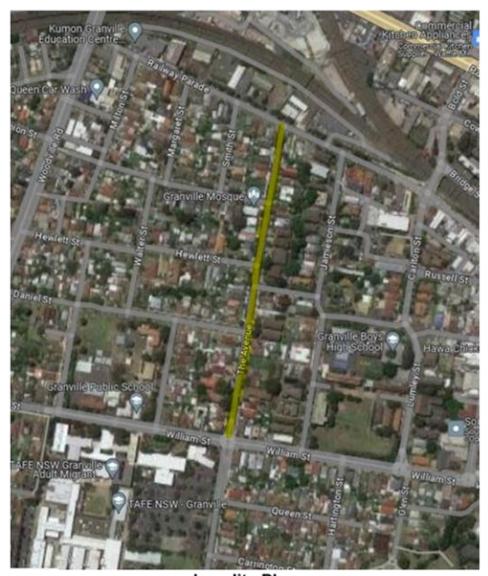
Council has received a request from a local resident for the installation of traffic calming devices on The Avenue, Granville due to speeding concerns.

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.



At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 8 CTC-24-030 - Wombat Street, Pemulwuy - Road Safety Concerns



Item No: CTC-24-030

WOMBAT STREET, PEMULWUY - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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	Vehicle classes				
85 th %tile	TB2	TB3	T4 and above		
speeds	(Two axle truck or	(Three axle truck	(≥Four axle truck)		
	Bus)	or Bus)			
Eastbound					
<50 km/h	98.2% 100% 1009				
>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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 9 CTC-24-031 - Hunt Street, Guildford West - Road Safety Concerns



Item No: CTC-24-031

HUNT STREET, GUILDFORD WEST - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The installation of traffic calming devices on Hunt Street, Guildford West not be supported.
- 2. Investigate the potential for line marking and signage to address concerns and provide a report to the Committee for consideration in April 2024.
- 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.

Moved Leading Senior Constable William Graham, Seconded Ms Irene Xu

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.

At the meeting, the Local Traffic committee recommended that the matter be further investigated and report back to the Cumberland Traffic Committee in April 2024.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 10

CTC-24-032 - The Esplanade, Guildford - Road Safety Concerns



THE ESPLANADE, GUILDFORD - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The installation of traffic calming devices on The Esplanade, Guildford not be supported.
- 2. Investigate the potential for line marking and signage to address concerns and provide a report to the Committee for consideration in April 2024.
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in The Esplanade, Guildford.
- 4. The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Clr Glenn Elmore

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.



At the meeting, the Local Traffic committee recommended that the matter be further investigated and report back to the Cumberland Traffic Committee in April 2024.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 11 CTC-24-033 - Villiers Street, Merrylands - Road Safety Concerns



VILLIERS STREET, MERRYLANDS - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The installation of traffic calming devices on Villiers Street, Merrylands not be supported.
- Investigate the potential for line marking and signage to address speeding concerns and provide a report to the Committee for consideration in April 2024.
- Council request Cumberland Police Area Command to monitor the street during School Zone times.
- 4. The concerned resident be notified of the outcome.

Action: Council to liaise with Transport for NSW to investigate current school zone signage and the potential to install flashing light indicators on other school zone signage within the vicinity of this location.

Moved Leading Senior Constable William Graham, Seconded Ms Irene Xu

REPORT

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

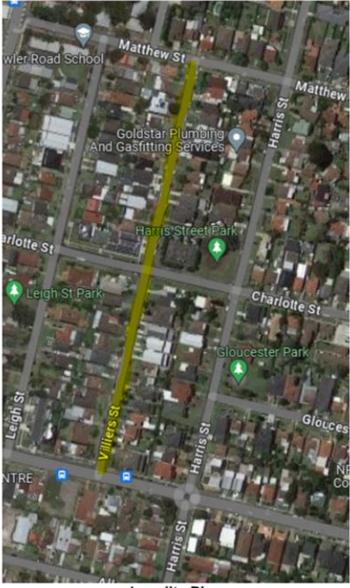
Villiers Street is a local road that runs in a north-south direction with a posted speed limit of 50km/h. The street is approximately 380m long and has a width of approximately 10m. Parking is permitted on both sides of the road in accordance with Road Rules unless signposted otherwise.

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.

At the meeting, the Local Traffic Committee recommended that the matter be further investigated and report back to the Cumberland Traffic Committee in April 2024.



ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 12 CTC-24-034 - Elm Road, Auburn - Road Safety Concerns



ELM ROAD, AUBURN - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The installation of traffic calming devices on Elm Road, Auburn not be supported.
- Investigate the potential for line marking and signage to address speeding concerns and provide a report to the Committee for consideration in April 2024.
- The concerned residents be notified of the outcome.

Moved Leading Senior Constable Raymond Leung, Seconded Ms Irene Xu

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
12/02/2	022	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.

At the meeting, the Local Traffic committee recommended that the matter be further investigated and report back to the Cumberland Traffic Committee in April 2024.

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,

20

ACFERRED TO:

3 OC1 5053-

:07, 911]

CUMBERLAND COUNCID

CUMBERLAND COUNCIL. File No:

3 OCT 2023

REFERRED TO:



Name	Address	Signature
	Elm Rocd, Auburn	,
	ELM. RA	
	AUBURN	
	Elm rd. Auburn.	
	Elm Rd hopen	
	ELM Rd Auburn	
	ELM Rd Aubum.	
	- ELM Rd.	
	(EMRI) EMAG	
	ELM RD.	
	bla RP	
	2- FZM RD	
	ELM RD	
	Elm RD	
	,	,

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 13
CTC-24-035 - Hilltop Road,
Merrylands - Road Safety
Concerns



HILLTOP ROAD, MERRYLANDS - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The installation of traffic calming devices on Hilltop Road, Merrylands between Coleman Street and Burnett Street not be supported.
- 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 14

CTC-24-036 - Laneway Between Vaughan Street and Freitas Lane, Lidcombe - Proposed to Convert the Laneway to one-way traffic flow



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

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

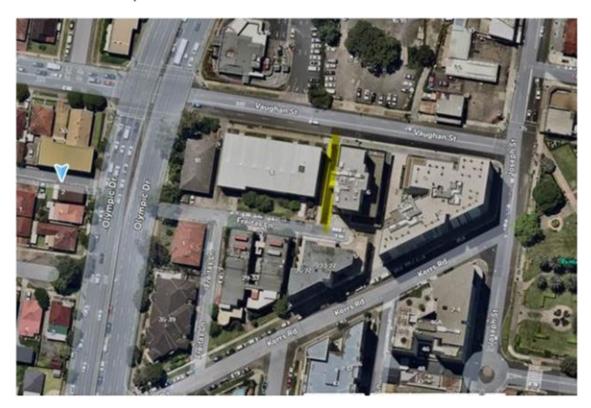
The Traffic Committee recommends that the laneway between Vaughan Street and Freitas Lane, Lidcombe be signposted as one-way in northbound direction in accordance with the attached plan.

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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

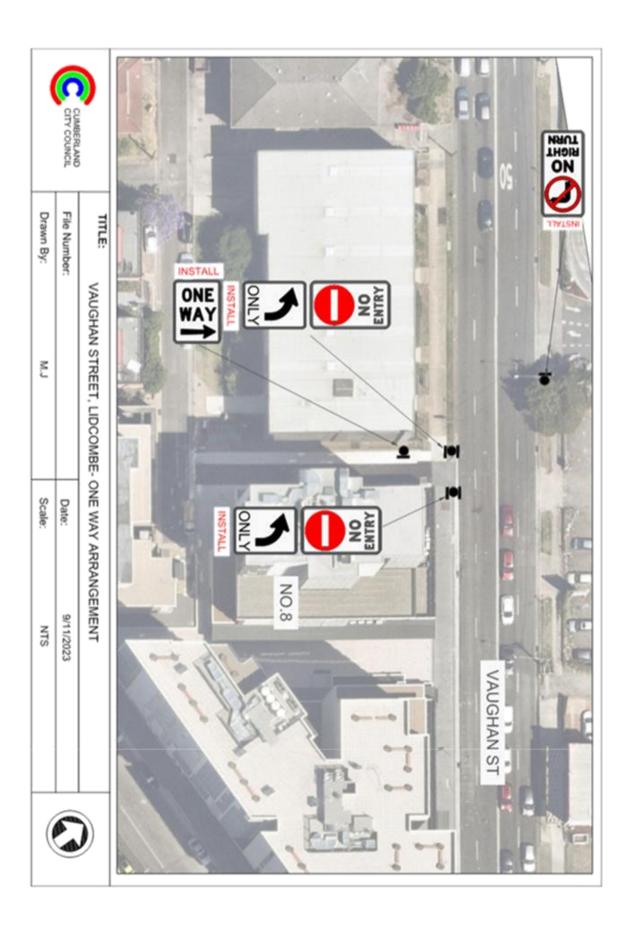
1. Plan - Proposed one-way arrangement with signage



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-036

Attachment 1
Plan – Proposed one-way arrangement with signage





DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 15

CTC-24-037 - Dunmore Street, Wentworthville - Request for a marked pedestrian crossing



DUNMORE STREET, WENTWORTHVILLE - REQUEST FOR A MARKED PEDESTRIAN CROSSING

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves 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.
- The concerned resident be notified of the outcome.

Moved Ms Irene Xu, Seconded Clr Glenn Elmore

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			
Feriod		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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

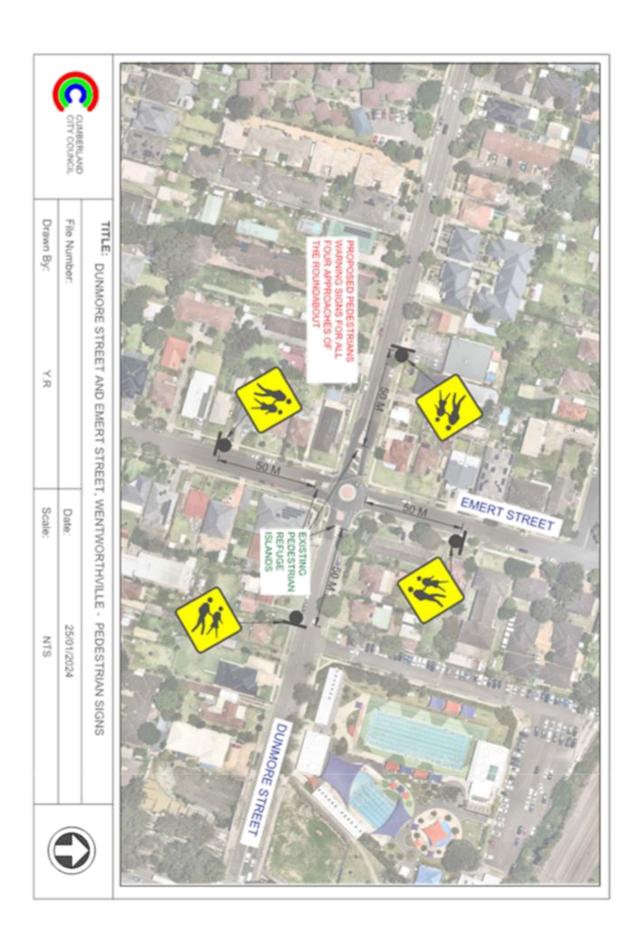
1. Plan - Pedestrian warning signs



Attachment 1 Plan - Pedestrian warning signs







Attachment 16 CTC-24-038 - Damien Avenue, Greystanes - Road Safety Concerns



DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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.
- 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Attachment 17 CTC-24-039 - Dunmore Street, Wentworthville - Road Safety Concerns



DUNMORE STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Attachment 18

CTC-24-040 - Hawksview Street, Merrylands - Request to Remove the existing Pedestrian Refuge Island



HAWKSVIEW STREET, MERRYLANDS - REQUEST TO REMOVE THE EXISTING PEDESTRIAN REFUGE ISLAND

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The removal of existing pedestrian refuge on Hawksview Street, Merrylands not be supported.
- 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.

Data	Daried	Pedestrians		
Date	Period	Adults	Students Tota	
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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Attachment 19

CTC-24-041 - Clyde Street and Archibald Street, Granville - Proposed Pedestrian Fencing



CLYDE STREET AND ARCHIBALD STREET, GRANVILLE - PROPOSED PEDESTRIAN FENCING

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Plan – Archibald Street and Clyde Street, Granville – Proposed pedestrian fencing



Attachment 1

Plan – Archibald Street and Clyde Street, Granville – Proposed pedestrian fencing





Attachment 20 CTC-24-042 - Baker Street, Merrylands - Road Safety Concerns



BAKER STREET, MERRYLANDS - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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 2023as 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil



Attachment 21 CTC-24-043 - Eldridge Road, Greystanes - Road Safety Concerns



ELDRIDGE ROAD, GREYSTANES - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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.
- The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Ms Irene Xu.

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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 22

CTC-24-044 - Gloucester Avenue, Merrylands - Road Safety Concerns



Item No: CTC-24-044

GLOUCESTER AVENUE, MERRYLANDS - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.



ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 23 CTC-24-045 - Oatlands Street, Wentworthville - Road Safety Concerns



Item No: CTC-24-045

OATLANDS STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The installation of traffic calming devices on Oatlands Street, Wentworthville not be supported.
- Investigate the potential for line marking and signage to address speeding concerns and provide a report to the Committee for consideration in April 2024.
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in Oatlands Street, Wentworthville.
- 4. The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, Seconded Clr Glenn Elmore

REPORT

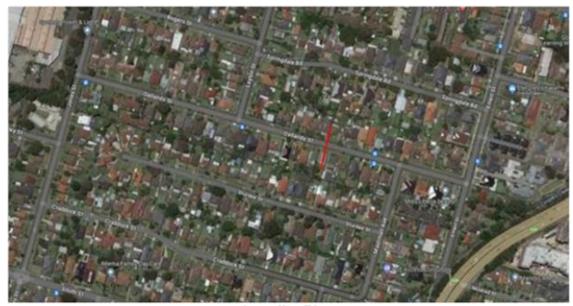
Council has received a request from a local resident for the installation of traffic calming devices on Oatlands Street, Wentworthville due to speeding concerns.

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.

At the meeting, the Local Traffic Committee recommended that the matter be further investigated and report back to the Cumberland Traffic Committee in April 2024.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 24 CTC-24-046 - McCredie Road, Guildford West - Road Safety Concerns



Item No: CTC-24-046

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:

- The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
- 2. Council review conditions in McCredie Road, Guildford West in February 2025, and report back to Traffic Committee if required.
- Council to review existing line marking and signage on McCredie Road and renew if required.
- 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.

Moved Ms Irene Xu, Seconded Clr Glenn Elmore.

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:

- The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
 i)
- 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 Boulevarde, 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.



At the meeting, the Local Traffic Committee recommended that Council review existing line marking and signage on McCredie Road and renew if required.

ATTACHMENTS

 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:

- The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
- Council review conditions in McCredie Road, Guildford West, and report back to Traffic Committee in April 2024.

Moved Mr Chris Worthington Seconded Clr 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:

- The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
- 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	85th Percentile Speed
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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)





Traffic Committee 2 November 2022

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;

- The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
- 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-desac 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.

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Traffic Committee 2 November 2022

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.

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Traffic Committee 2 November 2022

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

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DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 25 CTC-24-047 - Lance Crescent, Greystanes - Road Safety Concerns



Item No: CTC-24-047

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:

- The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.
- 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:

- The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.
- 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
- 00085th 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.



ATTACHMENTS

 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:

- The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.
- 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

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 26 CTC-24-048 - The Boulevarde, Lidcombe - Road Safety Concerns



Item No: CTC-24-048

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:

- Council undertake consultation with the residents along The Boulevarde 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.

Moved Mr George Campbell, **Seconded** Leading Senior Constable William Graham.

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.

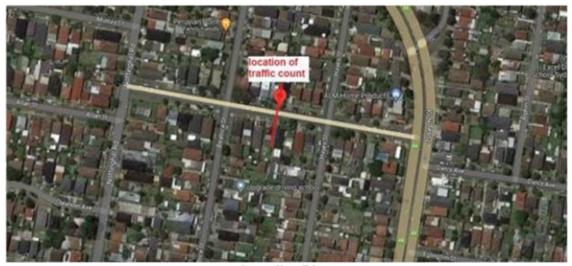
That the Traffic Committee recommended that the installation of traffic calming devices on The Boulevarde, Lidcombe not be supported.

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 Boulevarde, Lidcombe.





Locality Plan

Comparison of traffic count data on The Boulevarde, Lidcombe is provided below:

Traffic Count Date	Average Daily Traffic	85th 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 Boulevarde, Lidcombe in the last 5 years ending June 2023.

Based on the Council officer assessment using the Local Area Traffic Management (LATM) policy, The Boulevarde 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 Boulevarde 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

 Previous report - ECTC-23-162 - The Boulevarde, 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:

 The Cumberland Traffic Committee recommends that the installation of traffic calming devices on The Boulevarde, 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 Boulevarde, Lidcombe. Council resolved that:

- The installation of traffic calming devices on The Boulevarde, Lidcombe not be supported.
- Council provides 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevarde, Lidcombe in accordance with attached plan.
- Council review conditions in The Boulevarde 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 Boulevarde 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	85th 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

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: Aubum
Police Area Command (PAC): Aubum

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:

- The installation of traffic calming devices on The Boulevarde, Lidcombe not be supported.
- Council provide 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevarde, Lidcombe in accordance with attached plan.
- 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 Nottinghill 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 Nottinghill 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 Boulevarde 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 Boulevarde, 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 Boulevarde and Hayes Street in the 5-year period ending September 2020. There were two reported accidents at the intersection of The Boulevarde 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 Boulevarde 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 Boulevarde - 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



DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 27 CTC-24-049 - The Boulevarde, Lidcombe - Road Safety Concerns



Item No: CTC-24-049

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 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.



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:

- 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.
- 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

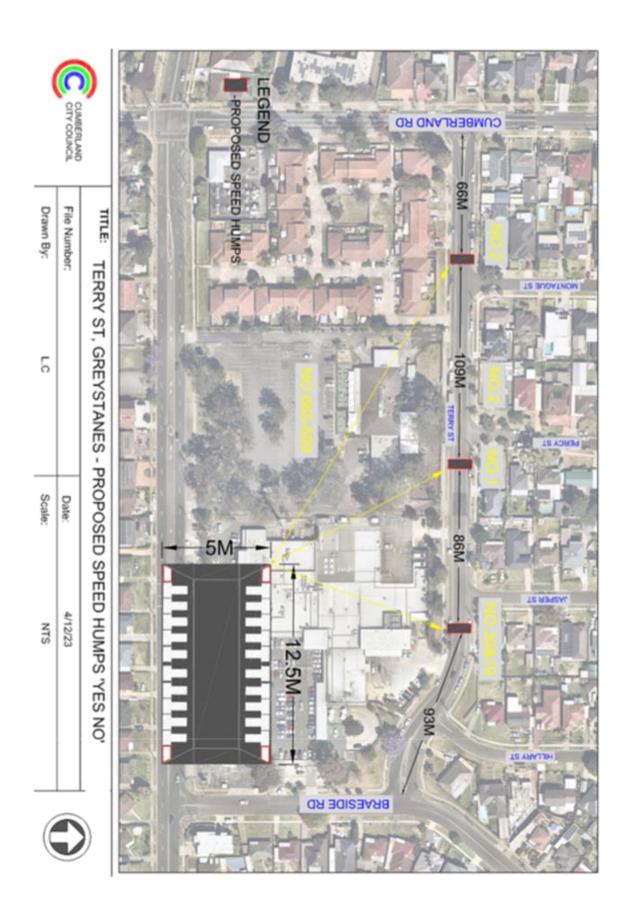
- 1. Terry Street, Greystanes Proposed amended plan for speed humps
- 2. Previous Report CTC-23-070



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-049

Attachment 1
Terry Street, Greystanes Proposed amended plan for
speed humps







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:

- The installation of traffic calming devices on Terry Street, Greystanes not be supported.
- Council review traffic conditions in Terry Street, Greystanes, and report back to the Traffic Committee in April 2024.
- 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

- Previous Report CTC-21-241
- 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:

- The proposed installation of speed humps on Terry Street, Greystanes in accordance with the attached plan be approved.
- 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, Graystanes. 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.

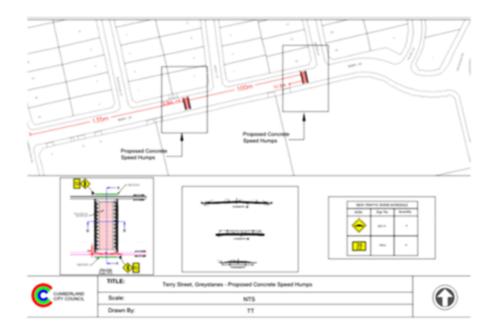












DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 28

CTC-24-050 - Brighton Street, Greystanes - Road Safety Concerns - Consultation



Item No: CTC-24-050

BRIGHTON STREET, GREYSTANES - ROAD SAFETY CONCERNS - CONSULTATION

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 Brighton Street, Greystanes in accordance with the attached plan be supported.
- 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

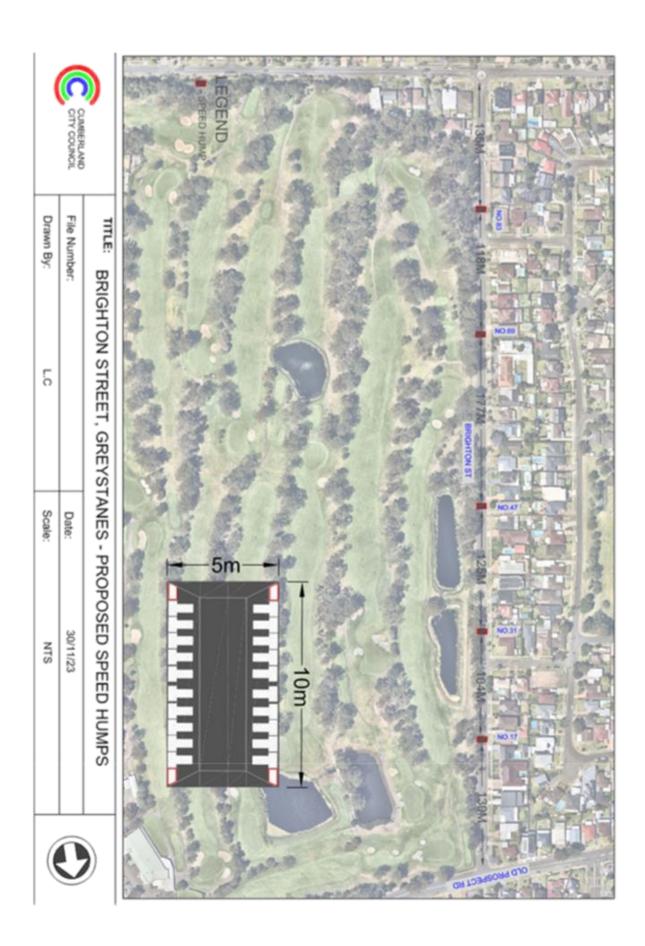
- 1. Plan Brighton Street, Greystanes Proposed speed humps
- 2. Previous Report CTC-23-186



Attachment 1
Plan - Brighton Street,
Greystanes - Proposed speed
humps









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:

 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

Submissions

Attachment 29

CTC-24-051 - Hawksview Street, Guildford and Merrylands - Road Safety Concerns



Item No: CTC-24-051

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:

- Installation of edge line marking in Hawksview Street between Chetwynd Road and Oxford Street overpass be approved in accordance with the plan attached in the report.
- Council continues to advocate for a speed camera on Hawksview Street and continue to liaise with the State Member for Granville and other relevant agencies on the matter.
- 3. Council notify the concerned residents of the outcome.

Action: Council officers to provide further information on steps already undertaken on this matter.

Moved Clr Glenn Elmore, Seconded Clr Diane Colman

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:

- 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.
- 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:

- The installation of traffic calming devices in Hawksview Street in Guildford and Merrylands, between Guildford Overpass and Chetwynd Road, be approved in principle.
- 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), Minster 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.

At the meeting, the Local Traffic Committee endorsed the proposed linemarking and requested that Council officers provide further information on steps already undertaken on road safety along Hawksview Street. Steps that have already been undertaken include the installation of centre line marking to improve road safety, meeting with the Member for Granville on the matter, representations to the Minister for Roads for safety improvements, and a request to Transport for NSW for the installation of a speed camera on the street.

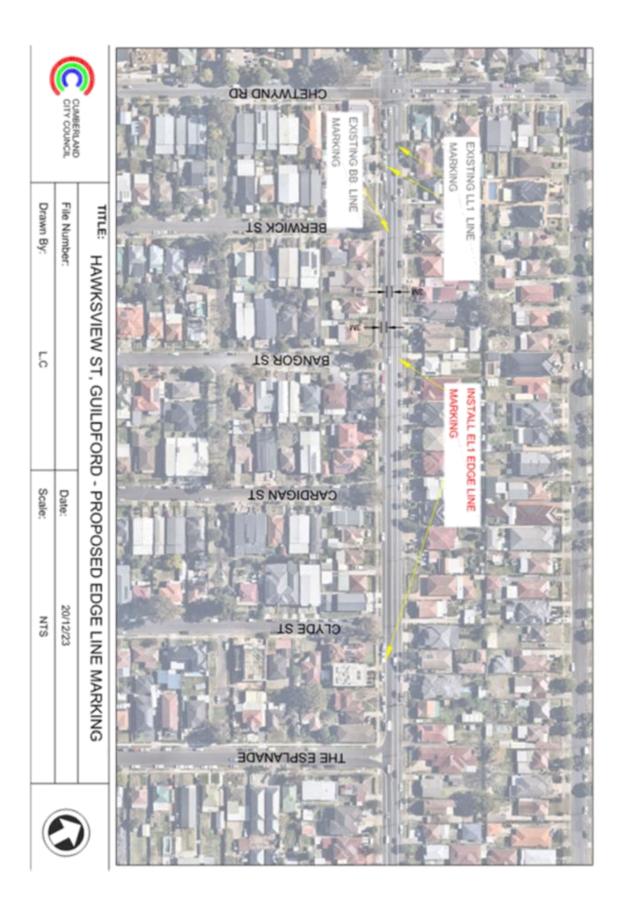
ATTACHMENTS

- Proposed Edge Linemarking
- Previous Report CTC-23-135 Hawksview Street, Guildford, and Merrylands -Road Safety Concerns

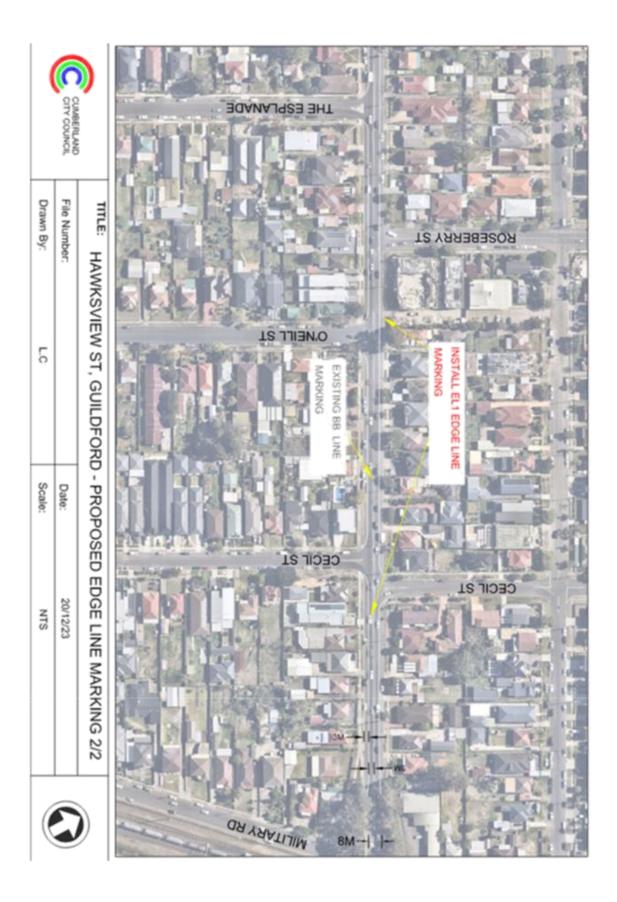


Attachment 1
Proposed Edge Linemarking











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:

 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:

- The existing 'S1' line marking in Hawksview Street be replaced with 'BB' line marking.
- Council undertake a detailed review of conditions in Hawksview Street, Merrylands and report back to the Traffic Committee in August 2023.
- 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:

 The installation of traffic calming devices in Hawksview Street in Guildford and Merrylands, between Guildford Overpass and Chetwynd Road, be approved in principle.



- Council prepare speed hump design and undertake consultation with directly affected and adjacent residents.
- Council report back to the Traffic Committee the outcomes of consultation on the proposal in November 2023.
- The Member for Granville be notified of the recommendation.
- 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), Minster 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

- Plan Hawksview Street Proposed Speed Humps
- Previous Report CTC-23-135 Hawksview Street, Guildford, and Merrylands -Road Safety Concerns.
- 3. Extract Council Minute of CTC-23-135
- Submissions

Attachment 30

CTC-24-052 - Addlestone Road, Merrylands - Relocation of the Existing Pedestrian Crossing



Item No: CTC-24-052

ADDLESTONE ROAD, MERRYLANDS - RELOCATION OF THE EXISTING PEDESTRIAN CROSSING

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- The relocation of the existing raised pedestrian crossing on Addlestone Road, Merrylands and associated signage in accordance with the attached plan be approved.
- 2. Suitable fencing or alternate measures to direct pedestrians towards the pedestrian crossing without impacting driver sight lines be investigated.
- 3. Amended plans shall be forwarded to Transport for NSW for approval.

Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham

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.

At the meeting, the Local Traffic Committee endorsed the recommendation and indicated that suitable fencing or alternate measures to direct pedestrians towards the pedestrian crossing without impacting driver sight lines be investigated.

ATTACHMENTS

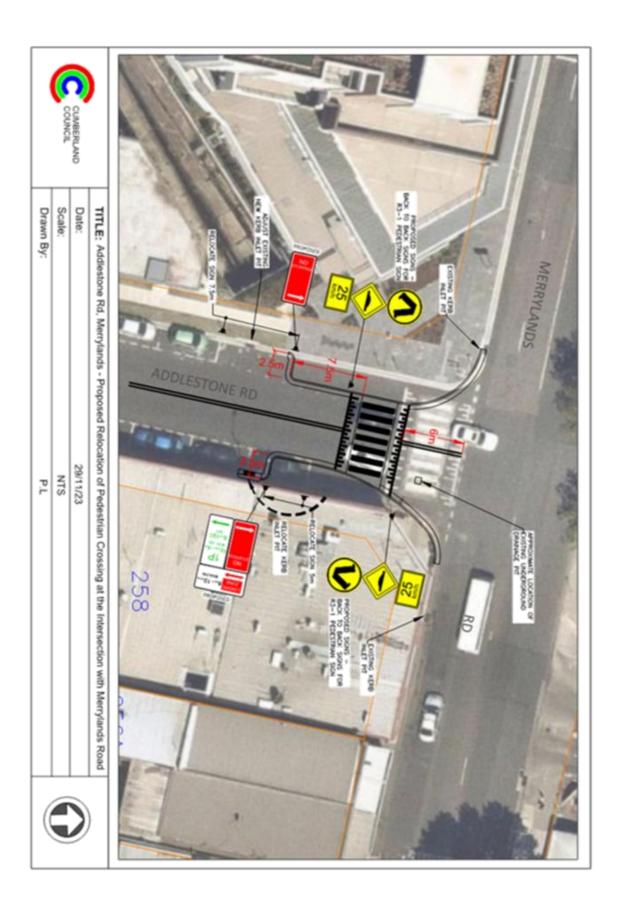
1. Plan - Addlestone Road, Merrylands - Proposed pedestrian crossing



Attachment 1

Plan – Addlestone Road, Merrylands – Proposed pedestrian crossing relocation.





Attachment 31

CTC-24-053 - Grassmere Street, Guildford - Road Safety Concerns



Item No: CTC-24-053

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 'BB' Centre line marking on Grassmere Street, Guildford in accordance with the attached plan be approved.
- Council undertake consultation with the residents along Grassmere Street to assess community support or otherwise for the installation of traffic calming devices in the street and report the findings back to the Traffic Committee in June 2024.
- 3. Council investigate the safety hazard at the intersection of Grassmere Street and Guildford Road and report back to Traffic Committee in June 2024.
- 4. Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.

Moved Clr Glenn Elmore, Seconded Clr Diane Colman

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:

- The installation of traffic calming devices on Grassmere Street, Guildford not be supported.
- 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.
- 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.

At the meeting, the Local Traffic Committee recommended that further consultation and investigation be undertaken on traffic calming measures and report back to the Cumberland Traffic Committee in June 2024.

ATTACHMENTS

- 1. Plan Grassmere Street, Guildford 'BB' centre line marking.
- Previous report ECTC-23-158 Grassmere Street, Guildford Road Safety Concerns



Attachment 1
Plan - Grassmere Street,
Guildford – 'BB' centre line
marking.







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:

- The installation of traffic calming devices on Grassmere Street, Guildford not be supported.
- 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.
- Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.

Moved Mr Chris Worthington Seconded Clr 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	85th 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

Previous Report - CTC-21-026



DOCUMENTS ASSOCIATED WITH REPORT ECTC-23-158

Attachment 1
Previous Report - CTC-21-026





Traffic Committee 3 February 2021

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;

- The proposed installation of speed humps on Grassmere Street, Guildford not be approved.
- 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, coonsultation was undertaken with residents on Grassmere Street.

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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:

- I support speed humps in Grassmere Street and raise No Objection to install a speed hump outside my property,
- I support speed humps in Grassmere Street, but I Object to install speed hump outside my property.

 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

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 32

CTC-24-054 - Bridge Road, Westmead - Sydney Trains Road-Over-Rail Bridge Upgrade



Item No: CTC-24-054

BRIDGE ROAD, WESTMEAD - SYDNEY TRAINS ROAD-OVER-RAIL BRIDGE UPGRADE

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

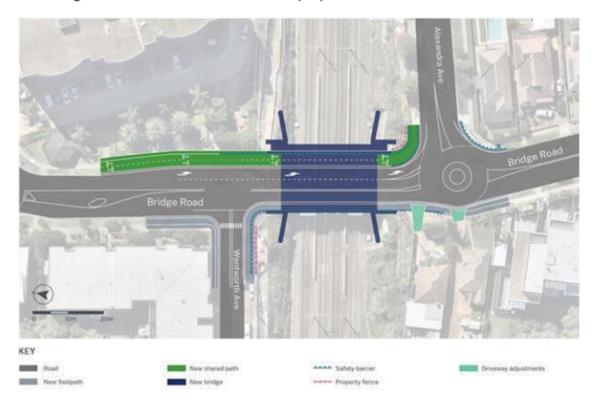
The Traffic Committee recommends that the information in this report be noted.

REPORT

Council has received information regarding the upgrade of the Bridge Road road-overrail bridge at Westmead. The project aims to ease traffic congestion, improve traffic flow and increase safety. The project includes:

- 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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Westmead Bridge Road Upgrade - Community Engagement Information



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-054

Attachment 1 Westmead Bridge Road Upgrade - Community Engagement Information



Related Links *

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

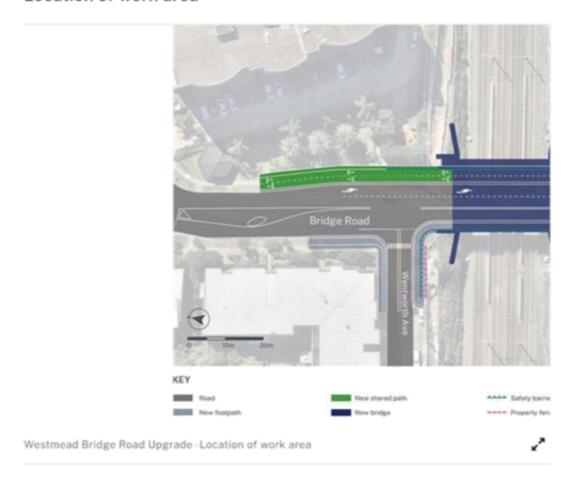


There will be temporary changes to vehicle and pedestrian access to the bridge and the roundabout at Alexandra Avenue during the work.

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



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).

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.



DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 33

CTC-24-055 - Lidcombe Town
Centre Public Domain Plan Proposed On-Street Parking
Arrangements for Joseph Street
Precinct



Item No: CTC-24-055

LIDCOMBE TOWN CENTRE PUBLIC DOMAIN PLAN - PROPOSED ON-STREET PARKING ARRANGEMENTS FOR JOSEPH STREET PRECINCT

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

- 1. The proposed changes to on-street parking arrangements for the Joseph Street Precinct in the Lidcombe Town Centre be supported in-principle.
- Consultation is undertaken with the community and businesses on the proposed on-street parking arrangements.

Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham

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.

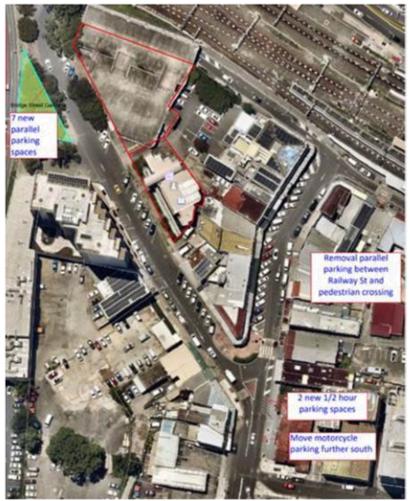
Works identified for this precinct include establishment of new outdoor dining area on Joseph Street, improved permeability and accessibility for all ages and abilities though out the Precinct, upgrade pedestrian crossings, new street furniture including lighting, and opportunities to establish public 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 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 onstreet parking arrangements, will be undertaken in the first half of 2024.

At the meeting, the Local Traffic Committee discussed the matter and endorsed the recommendation in the report.

ATTACHMENTS

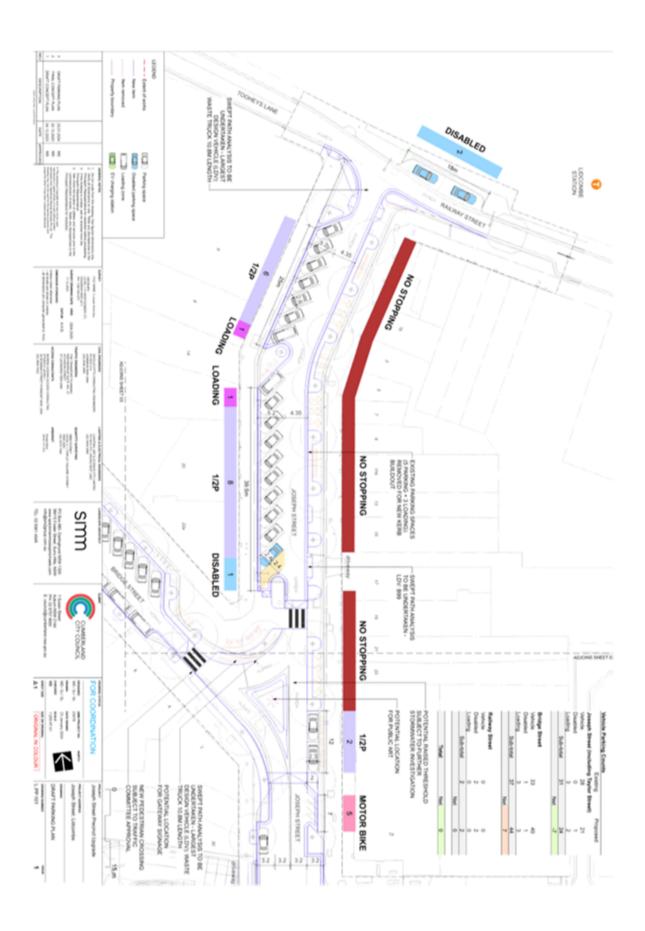
1. Joseph Street Precinct - Proposed On-Street Car Parking Arrangements



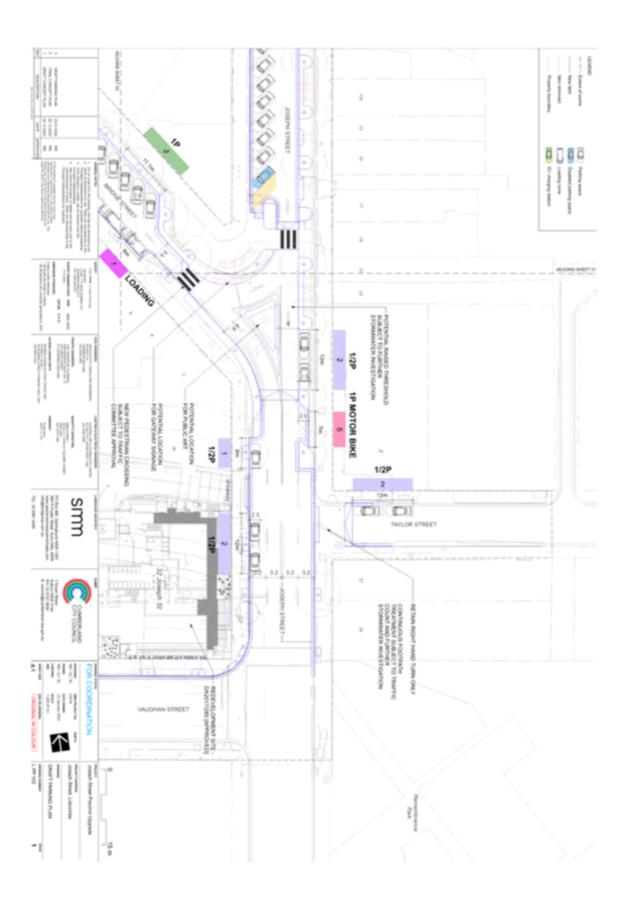
DOCUMENTS ASSOCIATED WITH REPORT CTC-24-055

Attachment 1 Joseph Street Precinct Proposed On-Street Car Parking Arrangements

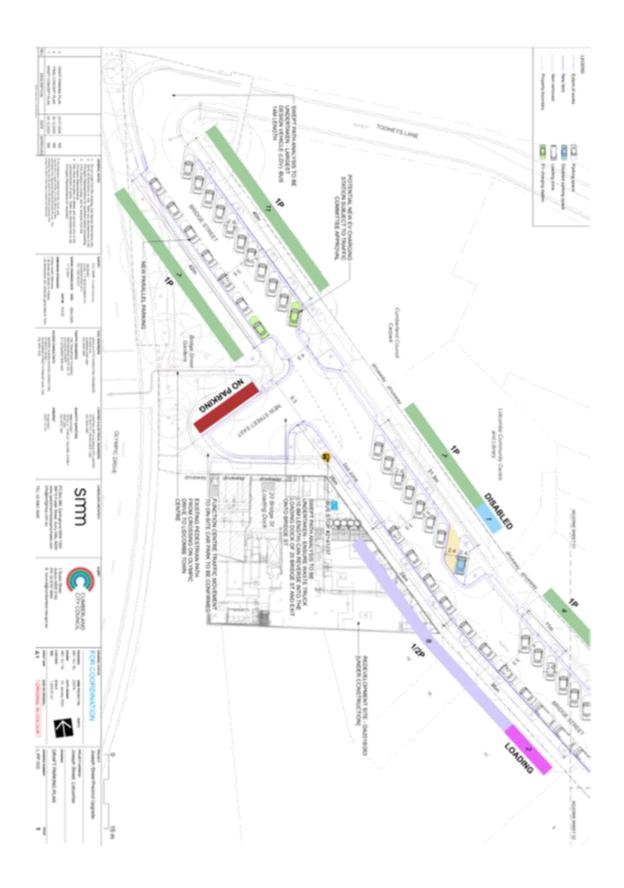












DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 34 CTC-24-056 - Hampden Road, South Wentworthville - Road Safety Concerns



Item No: CTC-24-056

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:

- The installation of speed humps on Hampden Road, South Wentworthville in accordance with the attached plan be approved.
- 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.

Moved Ms Irene Xu, Seconded Leading Senior Constable William Graham

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:

- The installation of speed humps in Hampden Road, South Wentworthville in accordance with attached plans be approved in principle.
- 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:

- 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.

At the meeting, the Local Traffic Committee discussed the matter and endorsed the recommendation in the report.

ATTACHMENTS

- Plan Hampden Road, South Wentworthville Amended plan of speed humps
- 2. Previous Report CTC-23-192 Hampden Road, South Wentworthville



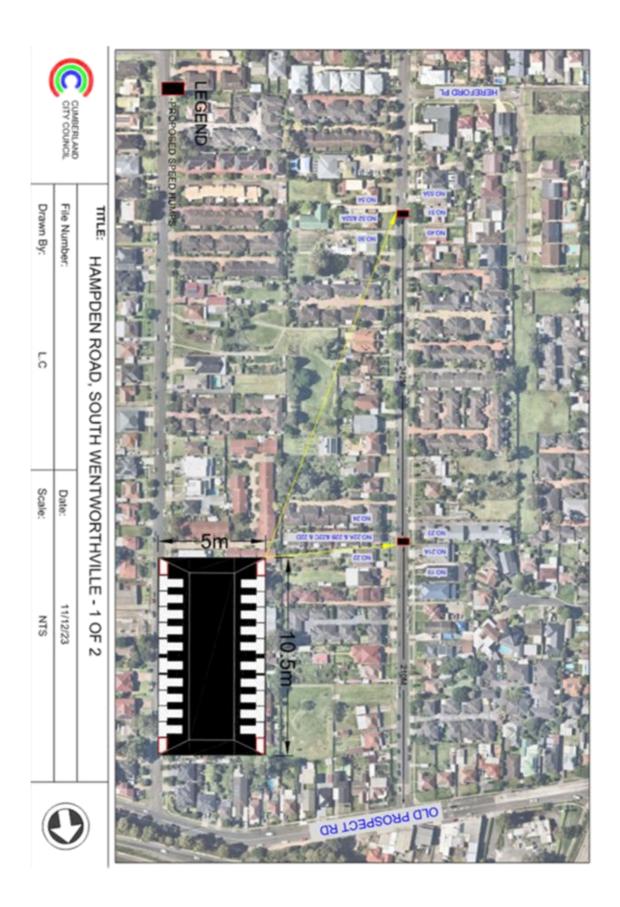
DOCUMENTS ASSOCIATED WITH REPORT CTC-24-056

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:

- 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:

- The installation of speed humps in Hampden Road, South Wentworthville in accordance with attached plans be approved in principle.
- 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 onstreet 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.

Page 1



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

- Plans Hampden Road, South Wentworthville Proposed speed humps
- Previous report CTC-23-133
- Submissions

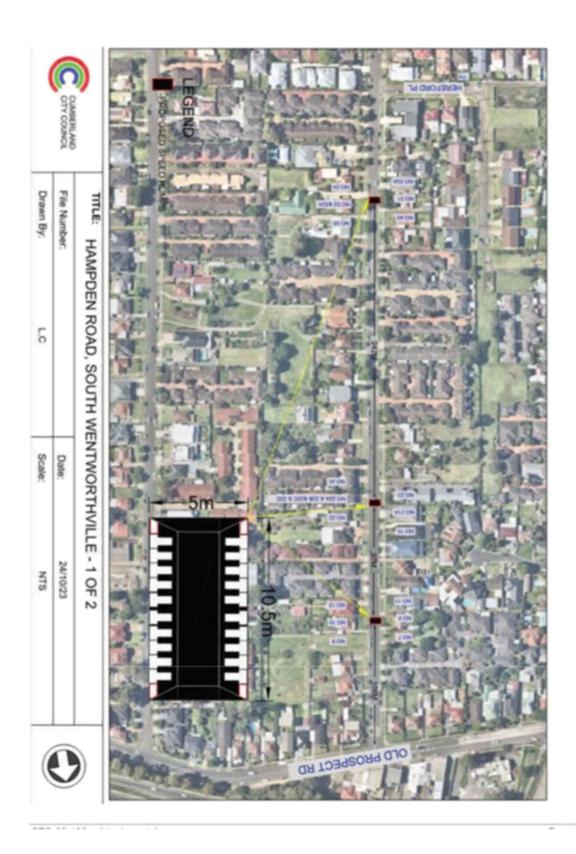
Page 2



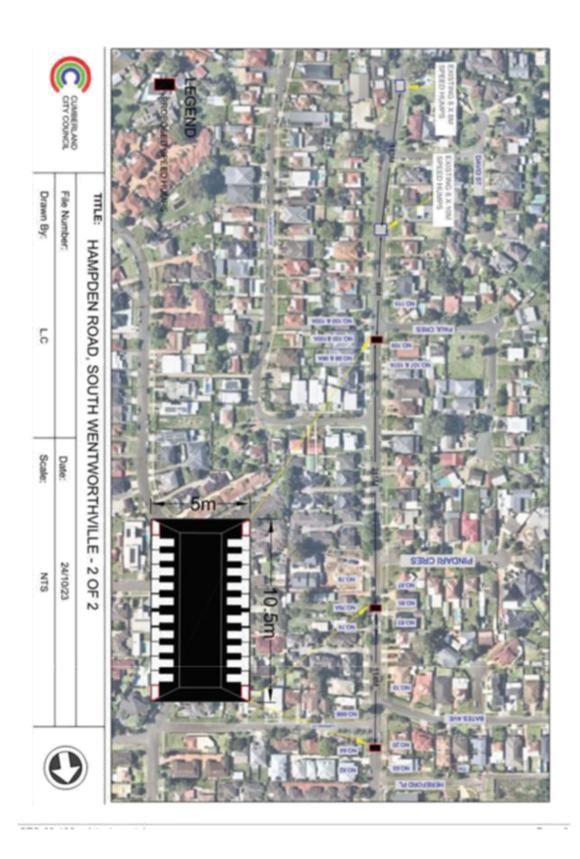
DOCUMENTS ASSOCIATED WITH REPORT CTC-23-192

Attachment 1
Plans – Hampden Road, South
Wentworthville – Proposed speed
humps









DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 35

CTC-24-057 - Temporary
Optional Delegations on Traffic
Management and Pedestrian
works to Councils from Transport
for NSW



Item No: CTC-24-057

TEMPORARY OPTIONAL DELEGATIONS ON TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TO COUNCILS FROM TRANSPORT FOR NSW

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

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.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

- 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 3I(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 3l(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

Date: 12/12/2023

Department of Transport

SCHEDULE 1 - FUNCTIONS

- 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;
 - 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:

- 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;
- 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 <u>not</u> 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
 - 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 <u>only</u> 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

- 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
- 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



Related Links *



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 <u>delegations and traffic committees (/operations/roads-and-waterways/committees-communities-and-groups/committees-and-groups/delegations)</u>.

Downloads

 Instrument of delegation and authorisation: Temporary delegation to councils (PDF, 108.08 KB) (/system/files/media/documents/2023/instrument-of-delegation-andauthorisation-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

 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

2018.

- 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.
- 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 <u>delegated_works@transport.nsw.gov.au</u> (mailto:delegated_works@transport.nsw.gov.au).

nsw.gov.au

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.





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* fisted 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

affixed in the presence of:

)

L. S.

THE

SIGNED

Peter Duncan Chief Executive Roads and Maritime



(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



(Delegates)

A council other than those listed in Schedule 1 constituted under the Local Government Act 1993



(Functions)

The exercise of all the functions of RMS under:

- 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.



(Limitations)

- A council and its sub-delegate must not exercise a function:
 - 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).
- 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
 - any prescribed traffic control device contained in RMS's <u>Traffic Signs</u> <u>Database</u> 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 subdelegate be permitted to exercise a function in respect of any internally illuminated traffic control device.

- 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 signs

on 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 <u>Schedule of Nominated Train Stations</u>, 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 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 road 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.



- A council and its sub-delegate must not exercise a function in respect of portable traffic control light signals unless:
 - 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

C03/24-479 - Attachment 35



- 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 <u>Traffic Signs Database</u> 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
 - 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).

C03/24-479 - Attachment 35



(Sub-delegates)

- A councillor.
- 2 The general manager.
- 3 An employee of the council.

DOCUMENTS ASSOCIATED WITH REPORT C03/24-479

Attachment 36

CTC-24-058 - Guildford Road, Guildford - Proposed Temporary Road Closure



Item No: CTC-24-058

GUILDFORD ROAD, GUILDFORD - PROPOSED TEMPORARY ROAD CLOSURE FOR GUILDFORD FESTIVAL

RECOMMENDATION

The Traffic Committee recommends that the temporary full road closure of Guildford Road, Guildford between Railway Terrace and Talbot Road from 7:00 AM to 11:59PM on Saturday 25 May 2024 be approved, subject to:

- Approval from Transport for NSW for the Traffic Management Plan and Traffic Guidance Scheme.
- All affected businesses and emergency stakeholders being notified of the closure.
- 3. Complying with the notification requirements of the Roads Act 1993, i.e., placing public notices in a newspaper and erecting notices on the road.
- 4. Temporary bus routes and bus zones replacing the existing bus zones in the closed area be provided in consultation with the bus operator.

Moved Leading Senior Constable William Graham, **Seconded** Clr Diane Colman.

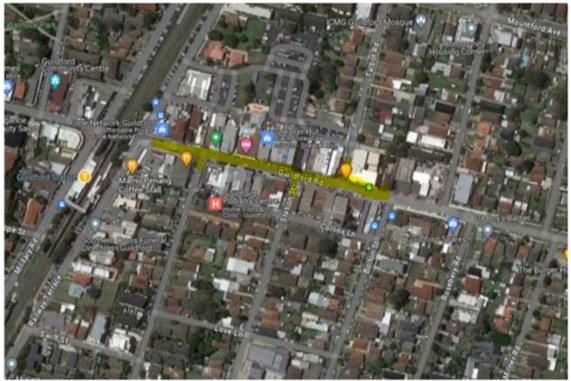
REPORT

As part of the Safer Cities: Her Way program funded by the NSW Government, Council is implementing public domain upgrades in the Guildford Laneway. As part of the program requirements to celebrate and activate the space, Council is planning to run a one-day street festival. The festival is open to the public and will create a sense of community and place by showcasing Guildford's culinary offerings as well as live music and entertainment.

The festival is planned for Saturday 25 May 2024 from 3:00 PM to 9:00 PM, and proposes to temporary closure of Guildford Road between Railway Terrace and Bolton Street from 7:00 AM to 11:59 PM on the day of the event. The road closure from morning will prevent any parking within the event area and also provide time for event officers to set up stalls and other furniture required for the event.

The map below shows the location of closure.





Locality Plan

Based on the Transport for NSW Special Event Guide, Guildford Festival is a Class 2 event. Copies of the Traffic Management Plan (TMP) will be forwarded to TfNSW for concurrence.

CONSULTATION

Council has already undertaken initial engagement with local business and key stakeholders. Further engagement will be undertaken with the local businesses and community in the coming weeks. Prior to the event, Council will also undertake letter box notifications to local residents and businesses in Guildford and surrounding areas to advise them of changes to traffic.

At the meeting, the Local Traffic Committee discussed the matter and endorsed the recommendation in the report.

ATTACHMENTS

Traffic Management Plan



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-058

Attachment 1
Traffic Management Plan



TRANSPORT MANAGEMENT PLAN

GUILDFORD ROAD FESTIVAL

Saturday 25th May 2024

PREPARED ON BEHALF OF



Version 3.0 16th January 2024

TRAFFIC PLANNERS
SAFETY CONSULTANTS

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

Ph: 02 9569 9922



Event Organiser: Cumberland Council

Document Author: Anthony Russell

Who Dares Pty Ltd

Prepare a Work Zone Traffic Management Plan

Certificate: TCT 1026226 Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.0	17 th November 2023	DRAFT	First Draft
Version 2	16 January 2024	DRAFT	Second Draft
Version 3	19 January	DRAFT	Third Draft



1. INTRODUCTION

Introduction

This plan has been prepared for the Cumberland Council.

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

The plan relates to road closures for the *Guildford Festival* event held on Saturday 25th May 2024.

1.1. Objective

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

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

1.2. Authority of the TMP

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

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



2. EVENT DETAILS

2.1. Event summary

Event Name Guildford Festival

Event Date: Saturday 25th May 2024.

Event Start Time: 15:00 Hours

Event Finish Time: 21:00 Hours

Event Set Up Time: 07:00 Hours

Event Pack Down Finish Time: 23:59 Hours

Event is: Street Festival

2.2. Key Planning Contact Names

Cumberland Council

John Khoury Phone +61 2 8757 9679

Coordinator Place

Liaison and Activation Mobile 0437 724 224

Events Manager E-mail john.khoury@cumberland.nsw.gov.au

Martin Jia Phone 8757 9788

SENIOR TRAFFIC AND TRANSPORT ENGINEER

Mobile

E-mail martin.jia@cumberland.nsw.gov.au

POLICE - Cumberland Police Area Command

Snr Constable

Germaine Grant Phone
Traffic Section Mobile
Burwood Police E-mail

Transport for NSW - Buses

Steven Blight Phone

A/Transport Planning Mobile 0447 377 450

Project Manager E-mail <u>busapproval@transport.nsw.gov.au</u>

Traffic Contractor – Who Dares Pty Ltd

Anthony Russell Phone 02 9569 9922 Events Manager Mobile 0427 632 726

E-mail anthony@whodares.com.au

2.3. Brief Description of the event

As part of the Safer Cities: Her Way program, Council have implemented some public domain upgrades in Guildford Town Centre, as per the funding requirements as well as a way to celebrate and activate the space, Council will be running a one day street festival. The activation will create a sense of community and place by showcasing the

Version 3.0 - 16th January 2024



very best of Guildford's culinary offerings as well as live music and entertainment. The festival is open to the whole community.

Guildford Festival: Activating the laneway upgrade

- Guildford festival will be on the 25th May 2024, starting at 3pm and finishing at 9pm.
 Guildford Rd (between Railway Terrace and Bolton St) will be closed during the activation. There will be detours in place.
- The activation will involve the local businesses in Guildford town Centre. Council
 has already started informing local Businesses in Guildford about the activation and
 plans on notifying all businesses in the coming weeks to ensure all are on board
 with the festival. Council is looking at supporting local businesses and the activation
 will ensure visitors from outside Guildford will attend the festival and enjoy what
 Guildford has to offer.

The activation will consist of:

- Road closures (hard and soft closures)
- Police and security
- Entertainment (stage area and changeroom marquee)
- Seating areas for community to sit, eat and enjoy the day
- Roving Performers
- Kids arts and crafts
- Market stalls/Food stalls
- Kids rides
- Community groups such as the Fire Brigade, Police, SES, sporting clubs
- First aid officers
- Port-a-loos

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 07:00 hours Saturday 25th May - 23.59:00 hours Saturday 25th May 2024

- Guildford Road between Talbot Road and Railway Terrace (Both Directions)
- Cross Street between Collins Lane and Guildford Road (Both Directions)
- Station Street between Collins Lane and Guildford Road (Both Directions)

In addition to the road closures, the Railway Terrace Guildford Road pedestrian area will be monitored by event and traffic personnel.

3.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include Railway Terrace, Mountford Avenue, Marian Street, Bolton Street, Cross St, Station St and Gordon Street. *Please refer to TGS 02*

3.3. Cleaning

Prior to the reopening of the roads at on Sunday 26th May 2024, the Cumberland Council will undertake cleaning operations and ensure the road is clear of any debris.

3.4. Modification to existing signage

Cumberland Council will cover all existing parking signage within the event precinct and the parking lane on the side of Guildford Road with "No Stopping" or "No



Parking" signage in the evening on Saturday 25th May 2024. This will assist with clearing the precinct of parked vehicles.

3.5. Sydney Trains

The closest train station is Guildford Station. It is approximately 30 metres walk to the event precinct via Guildford Road.

At the time of writing this Transport Management Plan the trackwork's schedule is not yet finalised for **Saturday 25th May 2024**. Potential impacts of trackwork will need to be ascertained closer to the event date.

3.6. Transit Systems amended route changes

Transit Systems 906 service will be impacted by the event road closures. These services will be detoured around the event precinct via Talbot St Mountford Ave, Railway Terrace, Henry Street & Broughton St. Council will arrange for signage to be placed at impacted bus stops to direct passengers to the nearest stop.

Refer Annex 1: Transit Systems Bus Detour Map TBC Refer Annex 2: Bus Stop Signage TBC

3.7. Parking

Parking will only be available in surrounding residential streets and the public carpark north of the event precinct. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.





3.8. Construction, traffic calming and traffic generating developments

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

3.9. Traffic Control

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

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

3.10. Pedestrians and Cyclists

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

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

3.11. Heavy Vehicle impacts

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

3.12. Special Event Clearways

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



4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety - Traffic Control

"Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site." *

Cumberland Council are the Risk Managers for their event operations. It is Cumberland Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Cumberland Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Cumberland Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are addended to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Cumberland Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.



4.2. Public Liability Insurance

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

A copy is included as Annex 3.

4.3. Police

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

4.4. Fire and Rescue NSW and NSW Ambulance

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

4.5. Trusts, authorities or Government enterprises

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

4.6. Hostile Vehicle Mitigation

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



4.7. Risk & Contingency Plans

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

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

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



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

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

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



4.7. Regulatory Framework

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

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



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

5.1. Emergency Lane

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

5.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event Road Closed" signs to be placed around the event precinct 14 days prior to the event.
- "No Stopping" or "No Parking" signage installed by Council in the evening on Saturday 25nd May 2024.
- · Social media advertising
- Letterbox drops in Guildford and surrounding suburbs in the Cumberland LGA
- VMS signs
- Cumberland Council website
- · Local newspapers
- · Letters sent to businesses in Guildford notifying them of the event

5.3. Permanent Variable Message Signs

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

5.4. Portable variable message signs

Portable VMS Boards will be used to advertise the event.



6. PRIVACY NOTICE

7. APPROVAL

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

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

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

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

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

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

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

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

TMP Approved by:	Date:
Event Organiser – Cumberland Council	



8. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.
Regulation of traffic authorised by: Date:
Cumberland Council
TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.
Regulation of traffic authorised by: Date:
Transport for NSW
* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

9. ATTACHMENTS

Annex 1 - Transit Systems Bus Detour Route Map (After consultation with the

Annex 2 - Bus Stop Signage

Annex 3 - Public Liability Insurance

10. TRAFFIC GUIDANCE SCHEMES

TGS 01 Guildford Road GUILDFORD TGS 02 Detour



ANNEX 1

TRANSIT SYSTEMS BUS DETOUR MAP TBC 2024

IS IN CONSULTATION WITH BUS APPROVALS FOR THE DETOUR ROUTE

Version 3.0 – 16th January 2024



ANNEX 2

BUS STOP SIGNAGE TBC 2024

Version 3.0 - 16th January 2024



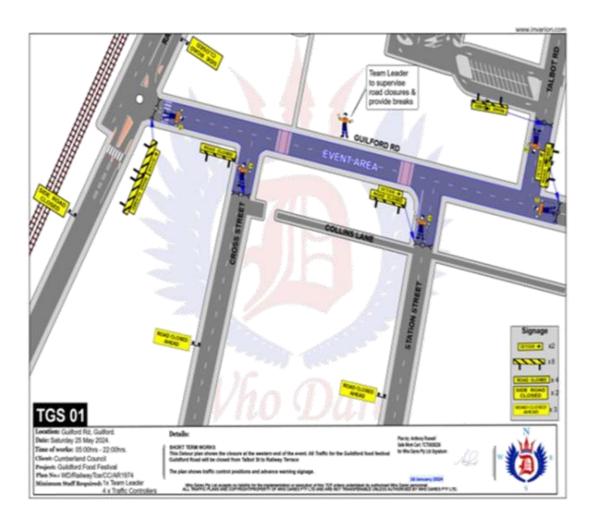
ANNEX 3

PUBLIC LIABILITY INSURANCE TBC

Version 3.0 - 16th January 2024

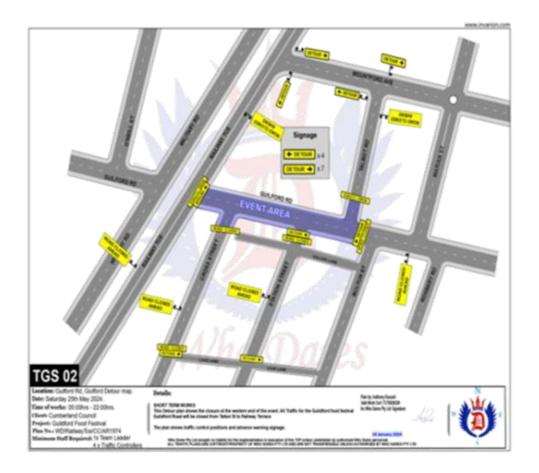


TGS 01 Guildford Road GUILDFORD





TGS 02 Detour





Item No: C03/24-480

NOTICE OF MOTION - COMMITMENT TO GENDER EQUITY IN CUMBERLAND

Councillor: Diane Colman and Ola Hamed

SUMMARY

Pursuant to Notice, Councillors Colman and Hamed submitted the following Motion.

NOTICE OF MOTION

Achieving gender equity is critical to improving the health and wellbeing of individuals, families and communities and is a core principle of a fair, safe and inclusive community.

Gender equity has immense social and cultural benefits and supports equal opportunities for all members of the community to contribute equally at home, the workplace, in decision making and public life.

Enhancing gender equity has significant economic and productivity gains, which impact local, state and national economies.

Promoting gender equity within the workplace also has significant benefits to Council's productivity and its ability to deliver high quality and responsive services for the community.

That Council:

- 1. Recognises that gender equity is critical to enabling residents to live rewarding, safe, healthy and socially connected lives.
- 2. Develops a strategy to achieve gender equity in Cumberland where all residents are treated with respect and have equal opportunities, decision-making power and responsibilities, regardless of their gender. The gender equity strategy should promote:
- a) Leadership to ensure;
 - Council as a workplace provides equitable opportunities for all employees and maintains an organisational culture which supports gender equity and respect;
 - ii. decision making, resource allocation, planning, policy and service delivery addresses gender inequalities.
- b) Partnership with community and other levels of government to ensure equitable opportunities, decision-making power and responsibilities, regardless of gender.



- c) Economic security regardless of gender during working life and retirement.
- d) Capacity building to build community safety and respect
- 3. Integrates the gender equity strategy into Council's planning and reporting framework to ensure priorities are included in Councils projects and programs.
- 4. Allocate funding for the preparation of the Strategy through the Community Reserve.

RESOURCING/FINANCIAL IMPLICATIONS

If supported, the strategy will be prepared externally through a specialised consultant, with a report to be returned to Council detailing the Draft Strategy and any associated actions and costs.

GENERAL MANAGER ADVICE

If supported, the preparation of the requested strategy will require additional budget allocation of approximately \$25,000.

ATTACHMENTS

Nil



Item No: C03/24-481

NOTICE OF MOTION - HOMELESSNESS IN CUMBERLAND CITY COUNCIL

Councillor: Ola Hamed and Diane Colman

SUMMARY

Pursuant to Notice, Councillors Hamed and Colman submitted the following Motion.

NOTICE OF MOTION

Based on the latest Census (2021) and data from Homelessness NSW, Cumberland City Council is ranked fourth among all Local Government Areas in terms of the number of homeless individuals. Council's sector development work has brought to light several critical issues related to homelessness in Cumberland, including the following:

- Insufficient crisis and short-term accommodation, as well as social and affordable housing
- Shortcomings in specific homelessness services, particularly outreach services
- Inadequate funding and capacity issues for existing services
- Challenges in accessing services faced by individuals experiencing homelessness and other at-risk groups (such as people seeking asylum)
- The need for greater coordination and capacity building within the sector.

A specific need has been identified for Outreach Services in Cumberland LGA, including showering, washing clothes, crisis food, social interaction, and referral to case work and direct services.

That Council receive a report on:

- 1. Outreach services and programs available for the homeless in Cumberland which addresses basic needs such as showering, laundry, crisis food, social interaction and referral to case work and direct services
- 2. Identify how Council can integrate with these services identifying opportunities to improve local outcomes and address abovementioned needs
- 3. Explore trial options for the provision of these services as identified by our Homelessness Committee, including collaborations, partnerships and direct service provision
- 4. An estimate of the potential costs involved and the source of funds that may be used to cover these costs



5. That Council notes and thanks the tremendous efforts of Council staff, volunteers, and Council's Homelessness advisory committee members.

RESOURCING/FINANCIAL IMPLICATIONS
If supported, the report requested can be prepared utilising existing staff resourcing.
GENERAL MANAGER ADVICE
Nil.
ATTACHMENTS
Nil