

A meeting of the Traffic Committee will be held at 9.30am in Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Wednesday, 5 June 2024.

Business as below:

Yours faithfully

Melissa Attia
Acting General Manager

ORDER OF BUSINESS

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Summary of Reports

Part 1 - Recommended for Approval under Delegated Authority

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-24-096	OXFORD STREET, BERALA - ROAD SAFETY CONCERNS				×		×
CTC-24-097	ELM ROAD, AUBURN - ROAD SAFETY CONCERNS				×		×
CTC-24-098	THE AVENUE, GRANVILLE - ROAD SAFETY CONCERNS		×			×	
CTC-24-099	VILLIERS STREET, MERRYLANDS - ROAD SAFETY CONCERNS		×			×	
CTC-24-100	HILLTOP ROAD, MERRYLANDS - ROAD SAFETY CONCERNS		×			×	
CTC-24-101	CLARENCE STREET, MERRYLANDS - ROAD SAFETY CONCERNS - CONSULTATION RESULT		×			×	
CTC-24-102	DESMOND STREET, MERRYLANDS WEST - ROAD SAFETY CONCERNS		×			×	
CTC-24-103	HAWKSVIEW STREET, GUILDFORD AND MERRYLANDS - ROAD SAFETY CONCERN		×			×	
CTC-24-104	THE ESPLANADE, GUILDFORD - ROAD SAFETY CONCERNS		×			×	
CTC-24-105	LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS			×		×	
CTC-24-106	ELDRIDGE ROAD, GREYSTANES - ROAD SAFETY CONCERNS			×		×	
CTC-24-107	OATLANDS STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS			×		×	
CTC-24-108	PASTORAL CIRCUIT, PEMULWUY - EXTENSION OF THE EXISTING 'NO STOPPING' RESTRICTIONS			×		×	
CTC-24-109	BRAESIDE ROAD, GREYSTANES - MODIFICATIONS TO THE EXISTING 'NO STOPPING' RESTRICTIONS			×		×	
CTC-24-110	SANDRA STREET AND FIONA STREET, WOODPARK - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING		×			×	
CTC-24-111	LOMOND STREET, GUILDFORD WEST - EXTENSION OF THE EXISTING 'NO STOPPING' RESTRICTIONS		×			×	
CTC-24-112	BURSILL STREET AND TALBOT ROAD, GUILDFORD - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING		×			×	
CTC-24-113	MILITARY ROAD AND BYRON ROAD, GUILDFORD - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING		×			×	
CTC-24-114	KERRS ROAD AND BERNARD STREET, LIDCOMBE - PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING				×		×
CTC-24-115	AUBURN ROAD, BERALA - PARKING ARRANGEMENT REVIEW				×		×
CTC-24-116	MARY STREET, LIDCOMBE - APPLICATION FOR 'WORKS ZONE' SIGNAGE				×		×

CTC-24-117	PLATFORM STREET, LIDCOMBE – PROPOSED PARKING RESTRICTIONS				×		×
CTC-24-118	MAGOWAR ROAD, GIRRAWEE – PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULTS			×		×	
CTC-24-119	HIBISCUS STREET, GREYSTANES – PROPOSED ‘NO PARKING’ PARKING RESTRICTITONS			×		×	
CTC-24-120	NAYING DRIVE, PEMULWUY – PROPOSED ‘NO PARKING’ PARKING RESTRICTITONS			×		×	
CTC-24-121	PYE STREET, WESTMEAD – REMOVAL OF REDUNDANT ‘BUS ZONE’ SIGNAGE		×			×	
CTC-24-122	DUNMORE STREET, WENTWORTHVILLE – REQUEST FOR A MARKED PEDESTRIAN CROSSING			×		×	
CTC-24-123	ENID AVENUE, GRANILLE – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE		×			×	
CTC-24-124	PATRICIA STREET, MAYS HILL – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE			×		×	
CTC-24-125	BOOMERANG STREET AND RANDLE STREET, GRANVILLE - ROAD SAFETY CONCERNS		×			×	

Part 2 - Recommendation to Council

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-24-126	THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS				×		×
CTC-24-127	WALPOLE STREET, MERRYLANDS - ROAD SAFETY CONCERNS		×			×	
CTC-24-128	GLOUCESTER AVENUE, MERRYLANDS - ROAD SAFETY CONCERNS		×			×	
CTC-24-129	GRASSMERE STREET, GUILDFORD - ROAD SAFETY CONCERNS – CONSULTATION RESULT		×			×	
CTC-24-130	HUNT STREET, GUILDFORD WEST - ROAD SAFETY CONCERNS		×			×	
CTC-24-131	MCCREDIE ROAD, GUIDLFORD WEST - ROAD SAFETY CONCERNS		×			×	
CTC-24-132	FOWLER ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS		×			×	
CTC-24-133	BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION			×		×	
CTC-24-134	TERRY STREET, GREYSTANES - ROAD SAFETY CONCERNS			×		×	
CTC-24-135	DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS			×		×	
CTC-24-136	OLD PROSPECT ROAD, GREYSTANES - ROAD SAFETY CONCERNS			×		×	
CTC-24-137	WOMBAT STREET, PEMULWUY - ROAD SAFETY CONCERNS			×		×	
CTC-24-138	PENDLE WAY, PENDLE HILL - PROPOSED TEMPORARY ROAD CLOSURE FOR ‘THAI PONGAL FESTIVAL 2025’			×		×	

CTC-24-139	LIDCOMBE TOWN CENTRE PUBLIC DOMAIN PLAN - PROPOSED ON-STREET PARKING ARRANGEMENTS FOR JOSEPH STREET PRECINCT				x		x
CTC-24-140	BELGIUM STREET, AUBURN - REQUEST FOR ROAD WIDENING				x		x
CTC-24-141	LOCKWOOD STREET AND LEEDS STREET, MERRYLANDS - PROPOSED ROUNDABOUT		x			x	
CTC-24-142	WARWICK ROAD & BURNETT STREET, MERRYLANDS – REQUEST FOR BANNING TURNING MOVEMENTS INTO WARWICK ROAD		x			x	
CTC-24-143	NORMAN STREET, MERRYLANDS – ROAD SAFETY CONCERNS – CONSULTATION RESULT		x			x	
CTC-24-144	BERESFORD ROAD, GREYSTANES - NOTICE OF MOTION - TRAFFIC IMPROVEMENT IN GREYSTANES			x		x	
CTC-24-145	HAMILTON STREET AND BERKELEY STREET, SOUTH WENTWORTHVILLE - PROPOSED TREATMENT AT THE ROUNDABOUT		x			x	
CTC-24-146	JOSEPH STREET, LIDCOMBE - TEMPORARY ROAD CLOSURE FOR MOON FESTIVAL CELEBRATIONS				x		x
CTC-24-147	TEMPORARY ROAD CLOSURES IN THE AUBURN CBD FOR RAMADAN FOOD FESTIVAL 2025				x		x
CTC-24-148	NEW STREET, AUBURN - PROPOSED TEMPORARY ROAD CLOSURE FOR ST RAYMOND MARONITE CHURCH ANNUAL COMMUNITY EVENT				x		x
CTC-24-149	CARLTON STREET, GRANVILLE - PROPOSED TEMPORARY ROAD CLOSURE FOR GRANVILLE RAILWAY DISASTER MEMORIAL		x			x	
CTC-24-150	MERRYLANDS ROAD, MERRYLANDS - TEMPORARY ROAD CLOSURE FOR 'NOWRUZ' PERSIAN NEW YEAR CELEBRATIONS		x			x	
CTC-24-151	STATION STREET, WENTWORTHVILLE – PROPOSED ROAD CLOSURES FOR DIWALI FESTIVAL EVENT			x		x	
CTC-24-152	TEMPORARY ROAD CLOSURE FOR 'AUSTRALIA DAY' CELEBRATIONS		x			x	
CTC-24-153	DRAFT 'LOCAL TRAFFIC AND TRANSPORT POLICY AND GUIDELINE'		x			x	
CTC-24-154	TEMPORARY OPTIONAL DELEGATIONS ON TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TO COUNCILS FROM TRANSPORT FOR NSW		x			x	

Minutes of the Traffic Committee meeting held at Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Wednesday, 3 April 2024.

OPENING OF MEETING:

The meeting was opened by the Chairperson - Clr Suman Saha at 9:33am.

ACKNOWLEDGEMENT OF COUNTRY

The Chairperson provided an Acknowledgement of Country.

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 Graham	Cumberland Police Area Command
Leading Senior Constable Raymond Yeung	Auburn Police Area Command

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 (Observer)
Pamela MacIntyre	Governance Officer (Minute Taker)

APOLOGIES:

Local Member for Fairfield – no representative nominated	Local Member for Fairfield - <i>No items in the State electorate.</i>
Ms Hannah Shilling	Transit Systems - <i>No objections received.</i>
CDCBus	<i>No objections received.</i>
Transdev	<i>No objections received.</i>

DECLARATIONS OF INTEREST

Nil.

CONFIRMATION OF PREVIOUS MINUTES

That the Cumberland Traffic Committee confirm the minutes of the Cumberland Traffic Committee held on 7 February 2024 be confirmed with the exception of the following items that have been returned to the Committee for further consideration as per Council's resolution 20 March 2024, CTC-24-027, CTC-24-028, CTC-24-029, CTC-24-030, CTC-24-031, CTC-24-032, CTC-24-033, CTC-24-034, CTC-24-035, CTC-24-037, CTC-24-038, CTC-24-042, CTC-24-043, CTC-24-044, CTC-24-045, CTC-24-046, CTC-24-047, CTC-24-048, CTC-24-049, CTC-24-051 and CTC-24-057.

Note: Final resolutions can be viewed on Council's website.

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-24-059	JOHN STREET, LIDCOMBE – PROPOSED PARKING RESTRICTIONS				×		×
CTC-24-060	BOMBAY STREET AND MAUD STREET, LIDCOMBE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING				×		×
CTC-24-061	DELHI STREET AND MAUD STREET, LIDCOMBE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING				×		×
CTC-24-062	ALICE STREET, AUBURN - ROAD SAFETY CONCERNS				×		×
CTC-24-063	CHISHOLM ROAD AT CARDIGAN STREET, AUBURN – REQUEST FOR 'KEEP CLEAR' LINEMARKING				×		×
CTC-24-064	RAILWAY PARADE, GRANVILLE - ROAD SAFETY CONCERNS		×			×	
CTC-24-065	NEW YORK STREET, GRANVILLE – PROPOSED RELOCATION OF THE EXISTING 'NO PARKING' SIGNAGE		×			×	
CTC-24-066	GOUGH STREET AND WALPOLE STREET, HOLROYD – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING		×			×	
CTC-24-067	BRADMAN STREET AT EXCELSIOR STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINEMARKING		×			×	
CTC-24-068	GLADSTONE STREET, MERRYLANDS - PROPOSED SIGNAGE AND LINEMARKING		×			×	
CTC-24-069	JOSEPHINE STREET, MERRYLANDS WEST – PROPOSED 'NO STOPPING' RESTRICTIONS		×			×	
CTC-24-070	YENNORA AVENUE AND WYANNA GROVE, YENNORA – PROPOSED PARKING RESTRICTIONS		×			×	
CTC-24-071	LANCE CRESCENT, GREYSTANES – PROPOSED RELOCATION OF THE			×		×	

	EXISTING 'NO STOPPING' AND 'NO PARKING' SIGNAGE						
CTC-24-072	HACKNEY STREET, GREYSTANES - ROAD SAFETY CONCERNS			x		x	
CTC-24-073	ALLEN STREET AND FINLAYSON STREET, SOUTH WENTWORTHVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS		x			x	
CTC-24-074	SMITH STREET, PENDLE HILL - ROAD SAFETY CONCERNS			x		x	
CTC-24-075	SMITH STREET AND PENDLE WAY, PENDLE HILL – PARKING RESTRICTIONS AND LINEMARKING AT THE INTERSECTION			x		x	
CTC-24-076	BULGA LANE, PEMULWUY – PROPOSED 'NO STOPPING' RESTRICTIONS			x		x	
CTC-24-077	NIJONG DRIVE, PEMULWUY – REMOVAL OF REDUNDANT 'BUS ZONE' SIGNAGE			x		x	

Part 2 - Recommendation to Council

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.

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-24-078	Review of Traffic Related Policies and Guidelines			x		x	
CTC-24-079	LANEWAY BETWEEN LINDEN STREET AND HARVEY PLACE, TOONGABBIE – PROPOSED TO CONVERT THE LANEWAY TO ONE-WAY TRAFFIC FLOW			x		x	
CTC-24-080	BURRAGA WAY AND MUTTONG STREET, PEMULWUY – PROPOSED ONE-WAY TRAFFIC FLOW AND REMOVAL OF PARKING RESTRICTITONS.			x		x	
CTC-24-081	JONES STREET, WENTWORTHVILLE – ROAD SAFETY CONCERNS – CONSULTATION RESULT			x		x	
CTC-24-082	HAMPDEN ROAD, SOUTH WENTWORTHVILLE – ROAD SAFETY CONCERNS		x			x	
CTC-24-083	RUNYON AVENUE, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION RESULT			x		x	
CTC-24-084	WHALANS ROAD AND BRIGHTON STREET, GREYSTANES - PROPOSED MODIFICATION TO THE EXISTING ROUNDABOUT			x		x	
CTC-24-085	DENNISTOUN AVENUE, GUILDFORD WEST – CONSULTATION RESULTS		x			x	
CTC-24-086	TENNYSON PARADE, GUILDFORD WEST – ROAD SAFETY CONCERNS - CONSULTATION RESULT		x			x	
CTC-24-087	CHETWYND ROAD AND GUILDFORD ROAD, GUILDFORD - ROAD SAFETY CONCERNS		x			x	

CTC-24-088	WILLOUGHBY STREET, GUILDFORD - ROAD SAFETY CONCERNS – CONSULTATION RESULT		x			x	
CTC-24-089	MCARTHUR STREET, GUILDFORD – ROAD SAFETY CONCERNS – CONSULTATION RESULT		x			x	
CTC-24-090	O'NEILL STREET, GUILDFORD - PROPOSED INTERSECTION TREATMENT AT ELIZABETH STREET		x			x	
CTC-24-091	DENMARK STREET, MERRYLANDS – ROAD SAFETY CONCERNS – CONSULTATION RESULT		x			x	
CTC-24-092	PITT STREET, MERRYLANDS - PROPOSED PEDESTRIAN FENCING		x			x	
CTC-24-093	BLAXCELL STREET AND LISGAR STREET, SOUTH GRANVILLE - INTERSECTION SAFETY CONCERNS		x			x	
CTC-24-094	WALTERS ROAD AND SECOND AVENUE, BERALA - ROAD SAFETY CONCERNS				x		x
CTC-24-095	REGENT STREET, REGENTS PARK - REQUEST FOR BANNING RIGHT TURNS INTO AMY STREET				x		x

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-24-059, CTC-24-060, CTC-24-061, CTC-24-062, CTC-24-064, CTC-24-065, CTC-24-066, CTC-24-067, CTC-24-068, CTC-24-069, CTC-24-070, CTC-24-071, CTC-24-072, CTC-24-073, CTC-24-074, CTC-24-075, CTC-24-076 and CTC-24-077.

Moved Ms Irene Xu, **Seconded** Leading Senior Constable Raymond Yeung

ITEM CTC-24-059 - JOHN STREET, LIDCOMBE – PROPOSED PARKING RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

1. The proposed installation of '1/4P 8AM – 9:30AM, 3PM-5PM, Mon-Fri' outside No. 151 John Street, Lidcombe in accordance with the attached plan be approved.
2. The affected / concerned business owners be notified of the outcome.

ITEM CTC-24-060 - BOMBAY STREET AND MAUD STREET, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of ‘No Stopping’ signs and line marking at the intersection of Bombay Street and Maud Street, Lidcombe in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome.

ITEM CTC-24-061 - DELHI STREET AND MAUD STREET, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of ‘No Stopping’ signs and line marking on Delhi Street and Maud Street, Lidcombe in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome.

ITEM CTC-24-062 - ALICE STREET, AUBURN - ROAD SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. The provision of DL1 and BL2 linemarking along Alice Street, Auburn in accordance with the attached plan be approved.
2. The concerned resident be notified of the outcome.

ITEM CTC-24-064 - RAILWAY PARADE, GRANVILLE - ROAD SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. The provision of edge line marking on the southern side of Railway Parade between Jamieson Street and Milton Street, Granville in accordance with the attached plan be approved.
2. The concerned resident be notified of the outcome.

ITEM CTC-24-065 - NEW YORK STREET, GRANVILLE – PROPOSED RELOCATION OF THE EXISTING ‘NO PARKING’ SIGNAGE***Resolved by Exception***

The Traffic Committee recommends that:

1. The relocation of the existing ‘No Parking’ signage on New York Street, Granville in accordance with the attached plan be approved.
2. The affected/concerned residents be notified of the outcome.

ITEM CTC-24-066 - GOUGH STREET AND WALPOLE STREET, HOLROYD – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of ‘No Stopping’ signs and ‘BL2’ (Former BB) line marking at the intersection of Gough Street and Walpole Street, Holroyd in accordance with the attached plan be approved.
2. The affected / concerned residents be notified of the outcome.

ITEM CTC-24-067 - BRADMAN STREET AT EXCELSIOR STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of ‘No Stopping’ signage and ‘BL2’ line marking in Bradman Street, Merrylands and the intersection of Excelsior Street and Woodville Road in accordance with the attached plan be approved.
2. The affected / concerned residents be notified of the outcome.

ITEM CTC-24-068 - GLADSTONE STREET, MERRYLANDS - PROPOSED SIGNAGE AND LINEMARKING***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of signage and linemarking in accordance with the attached plan be supported.
2. The cost associated with the work shall be borne by the applicant at no cost to Council.
3. The applicant be notified of the outcome.

ITEM CTC-24-069 - JOSEPHINE STREET, MERRYLANDS WEST – PROPOSED ‘NO STOPPING’ RESTRICTIONS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of ‘No Stopping’ signs on the northern side of Josephine Street at the bend in accordance with the attached plan be approved.
2. The adjacent residents be notified of the outcome.

ITEM CTC-24-070 - YENNORA AVENUE AND WYANNA GROVE, YENNORA – PROPOSED PARKING RESTRICTIONS***Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed installation of ‘1/4P 6:00AM – 3:00PM Mon-Fri and 6:00AM – 12:30PM Sat’ outside No. 29 Yennora Avenue, Yennora in accordance with the attached plan be approved.
2. The proposed installation of ‘No Stopping’ signage at the intersection of Yennora Avenue and Wyanna Grove, Yennora in accordance with the attached plan be approved.
3. The affected / concerned business owners be notified of the outcome.

ITEM CTC-24-071 - LANCE CRESCENT, GREYSTANES – PROPOSED RELOCATION OF THE EXISTING ‘NO STOPPING’ AND ‘NO PARKING’ SIGNAGE***Resolved by Exception***

The Traffic Committee recommends that:

1. The existing 'No Stopping' and 'No Parking' signs on Lance Crescent west of Adrian place, Greystanes be relocated 4m west in accordance with the attached plan be approved.
2. The affected/concerned residents be notified of the outcome.

ITEM CTC-24-072 - HACKNEY STREET, GREYSTANES - ROAD SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of 'BL2' line marking along Hackney Street, Greystanes in accordance with the attached plan be approved.
2. The concerned resident be notified of the outcome.

ITEM CTC-24-073 - ALLEN STREET AND FINLAYSON STREET, SOUTH WENTWORTHVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs on Allen Street and Finlayson Street, South Wentworthville in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome.

ITEM CTC-24-074 - SMITH STREET, PENDLE HILL - ROAD SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of 'BL2' line marking along Smith Street, Pendle Hill in accordance with the attached plan be approved.
2. The concerned resident be notified of the outcome.

ITEM CTC-24-075 - SMITH STREET AND PENDLE WAY, PENDLE HILL – PARKING RESTRICTIONS AND LINEMARKING AT THE INTERSECTION***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs and 'BL2 (Former BB)' line markings at the intersection of Smith Street and Pendle Way, Pendle Hill in accordance with the attached plan be approved.
2. The affected / concerned residents be notified of the outcome.

ITEM CTC-24-076 - BULGA LANE, PEMULWUY – PROPOSED 'NO STOPPING' RESTRICTIONS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of 12.5m 'No Stopping' signs on the eastern side of Bulga Lane, Pemulwuy in accordance with the attached plan be approved.
2. The affected / concerned residents be notified of the outcome.

ITEM CTC-24-077 - NIJONG DRIVE, PEMULWUY – REMOVAL OF REDUNDANT 'BUS ZONE' SIGNAGE***Resolved by Exception***

The Traffic Committee recommends that:

1. The removal of the redundant 'Bus Zone' signage on both sides of Nijong Drive, Pemulwuy as per attached plan be approved.
2. The affected / concerned residents be notified of the outcome.

ITEM CTC-24-063 - CHISHOLM ROAD AT CARDIGAN STREET, AUBURN – REQUEST FOR 'KEEP CLEAR' LINEMARKING

The Traffic Committee recommends that the installation of 'Do Not Queue Across Intersection' signage on Chisholm Road at its intersection with Cardigan Street, Auburn be approved.

Discussion:

Transport for NSW identified concerns regarding the suitability of the proposed line marking provided in the attached plan. Following discussion, the line marking was removed from the recommendation. Council will monitor the effectiveness of the signage once installed and consider alternate treatments should these be required.

Moved Ms Irene Xu, **Seconded** Mr George Campbell

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-24-078, CTC-24-079, CTC-24-080, CTC-24-081, CTC-24-082, CTC-24-083, CTC-24-084, CTC-24-085, CTC-24-086, CTC-24-087, CTC-24-088, CTC-24-089, CTC-24-090, CTC-24-091, CTC-24-093, CTC-24-094 and CTC-24-095.

Moved Ms Irene Xu, **Seconded** Leading Senior Constable Raymond Yeung

ITEM CTC-24-078 - REVIEW OF TRAFFIC RELATED POLICIES AND GUIDELINES***Resolved by Exception***

That the Traffic Committee note the information contained within this report.

ITEM CTC-24-079 - LANEWAY BETWEEN LINDEN STREET AND HARVEY PLACE, TOONGABBIE – PROPOSED TO CONVERT THE LANEWAY TO ONE-WAY TRAFFIC FLOW***Resolved by Exception***

The Traffic Committee recommends that:

1. The conversion of the laneway between Linden Street and Harvey Place, Toongabbie to westbound one-way traffic flow in accordance with the attached plan be approved.
2. Council submit a Traffic Management Plan to Transport for NSW for endorsement.
3. The affected / concerned residents be notified of the outcome.

ITEM CTC-24-080 - BURRAGA WAY AND MUTTONG STREET, PEMULWUY – PROPOSED ONE-WAY TRAFFIC FLOW AND REMOVAL OF PARKING RESTRICITONS.***Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed one-way traffic flow arrangement of Burraga Way and Muttong Street, Pemulwuy in accordance with the attached plan be approved in principle.
2. Council prepare a Traffic Management Plan of the arrangement to inform further consultation with the residents and Transport for NSW.
3. The affected / concerned residents be notified of the outcome.

ITEM CTC-24-081 - JONES STREET, WENTWORTHVILLE – ROAD SAFETY CONCERNS – CONSULTATION RESULT***Resolved by Exception***

The Traffic Committee recommends that:

1. Council prepare design of speed humps, undertake consultation with the directly affected and adjacent residents and report back to Traffic Committee.
2. Council notify the concerned residents of the outcome.

ITEM CTC-24-082 - HAMPDEN ROAD, SOUTH WENTWORTHVILLE – ROAD SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. BL2 and EI1 line marking be provided in accordance with the attached plan be approved.
2. The proposed kerb blister islands in accordance with the attached plan be approved, subject to consultation with directly affected residents and their support for the proposed kerb blister islands.
3. Council notify affected/ concerned residents of the outcome.

ITEM CTC-24-083 - RUNYON AVENUE, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION RESULT***Resolved by Exception***

The Traffic Committee recommends that:

1. Council prepare a concept design of the speed humps in Runyon Avenue, Greystanes, undertake consultation with the adjacent/affected residents and report back to Traffic Committee.
2. Council notify concerned resident of the outcome.

ITEM CTC-24-084 - WHALANS ROAD AND BRIGHTON STREET, GREYSTANES - PROPOSED MODIFICATION TO THE EXISTING ROUNDABOUT***Resolved by Exception***

The Traffic Committee recommends that:

1. The centre island of the roundabout at the intersection of Whalans Road and Brighton Street, Greystanes be removed in accordance with the drawing.
2. The surrounding resident be notified prior to the modification works.

ITEM CTC-24-085 - DENNISTOUN AVENUE, GUILDFORD WEST – CONSULTATION RESULTS***Resolved by Exception***

The Traffic Committee recommends that:

1. Council undertake further consultation with the Yennora Intermodal Terminal Community Consultative Group regarding the closure of Dennistoun Avenue at Fairfield Road.
2. Council prepare a Traffic Management Plan in consultation with for submission to Transport for NSW for approval.
3. The concerned residents be notified of the outcome.

ITEM CTC-24-086 - TENNYSON PARADE, GUILDFORD WEST – ROAD SAFETY CONCERNS - CONSULTATION RESULT***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of traffic calming devices on Tennyson Parade, Guildford West be supported in principle.
2. Council prepare a concept plan for speed humps in Tennyson Parade, Guildford West, and undertake consultation with the affected and adjacent residents and report back to the traffic committee.
3. Council notify concerned resident of the outcome.

ITEM CTC-24-087 - CHETWYND ROAD AND GUILDFORD ROAD, GUILDFORD - ROAD SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of speed cushions on the approaches at the roundabout of Chetwynd Road and Guildford Road, Guildford in accordance with the attached plan be supported.
2. Consultation be undertaken with directly affected residents prior to progressing with the proposal.

ITEM CTC-24-088 - WILLOUGHBY STREET, GUILDFORD - ROAD SAFETY CONCERNS – CONSULTATION RESULT***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of speed humps on Willoughby Street, Guildford in accordance with the attached plan be supported.
2. Council notify affected/ concerned residents of the outcome.

ITEM CTC-24-089 - MCARTHUR STREET, GUILDFORD – ROAD SAFETY CONCERNS – CONSULTATION RESULT***Resolved by Exception***

The Traffic Committee recommends that:

1. Council undertake design of speed humps along McArthur Street, Guildford, consult with the directly affected residents and report back to the Traffic Committee.
2. Council notify concerned resident of the outcome.

ITEM CTC-24-090 - O'NEILL STREET, GUILDFORD - PROPOSED INTERSECTION TREATMENT AT ELIZABETH STREET***Resolved by Exception***

That the Traffic Committee recommends:

1. That the provision of the intersection treatment at O'Neill Street and Elizabeth Street, Guildford, in accordance with the attached plan be supported.
2. Council undertake consultation with the adjacent properties and report back to Traffic Committee if objections are received.

ITEM CTC-24-091 - DENMARK STREET, MERRYLANDS – ROAD SAFETY CONCERNS – CONSULTATION RESULT***Resolved by Exception***

The Traffic Committee recommends that:

1. The proposed speed humps in Denmark Street, Merrylands in accordance with the attached plan be constructed, subject to funding availability.
2. The affected and concerned residents be notified of the outcome.

ITEM CTC-24-093 - BLAXCELL STREET AND LISGAR STREET, SOUTH GRANVILLE - INTERSECTION SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of speed cushions, median islands and associated works on Lisgar Street at the intersection of Blaxcell Street in accordance with the attached plan be supported.
2. The concerned resident be notified of the outcome.

ITEM CTC-24-094 - WALTERS ROAD AND SECOND AVENUE, BERALA - ROAD SAFETY CONCERNS***Resolved by Exception***

The Traffic Committee recommends that:

1. The installation of speed cushions, median islands and associated works on Second Avenue at the intersection of Walters Road, Berala in accordance with the attached plan be supported.
2. The concerned resident be notified of the outcome.

ITEM CTC-24-095 - REGENT STREET, REGENTS PARK - REQUEST FOR BANNING RIGHT TURNS INTO AMY STREET***Resolved by Exception***

The Traffic Committee recommends that:

1. Council undertake community consultation for implementing part time or full-time right turn ban from Regent Street into Amy Street, Regents Park.
 2. Prepare a Traffic Management Plan in consultation with for submission to Transport for NSW for approval.
-

ITEM CTC-24-092 - PITT STREET, MERRYLANDS - PROPOSED PEDESTRIAN FENCING

The Traffic Committee recommends that:

1. The installation of a pedestrian fence in Pitt Street, Merrylands at the front of No.171 in accordance with the attached plan be approved.
2. The adjacent owners/residents be notified of the outcome.

Moved Ms Irene Xu, **Seconded** Leading Senior Constable Raymond Yeung

General Business

The following general business was raised:

The Portico and Portico Parade, Toongabbie

Leading Senior Constable William Graham advised concerns regarding members of the public making U-turns at The Portico and Portico Parade intersection in Toongabbie. Council was requested to repaint the existing line marking in this location.

Rosewall Street and Hopman Street, Greystanes

Mr Elias Elias raised the concerns of a resident in relation to the recently installed 'no stopping' signs at the intersection of Rosewall Street and Hopman Street, Greystanes. Resident raised concerns as to why it was installed when the Committee did not support the installation of 'no stopping' signs in the cul-de-sac of Hopman Street. It is noted that the treatment at the intersection of Rosewall and Hopman Streets is to reinforce the road rules and is a statutory requirement. It is not mandatory in a cul-de-sac and Council received objections from affected residents to the proposal.

Butu Wargun Drive, Pemulwuy

Mr Elias Elias raised concerns of the two roundabouts connected by a bus way previously closed on Butu Wargun Drive. This was opened to assist with construction taking place nearby. At the request of the Police, it has been requested that this road be closed due to delinquent behaviour. Council has received a request from residents to keep this road open for their utilisation. It is suggested that this remains closed to ensure heavy vehicles do not access the residential zone.

Beresford Road, Greystanes

Mr Daniel Cavallo provided the committee with an update on a matter of urgency raised at the 6 March 2024 Council Meeting regarding the investigation of road safety improvements outside Beresford Road Public School. Council officers met with the Deputy Principal of the school and provided road safety information to share with the school community. Council officers are reviewing the effectiveness of existing road safety measures at this location, including practices relating to permits with respect to

development and construction. A detailed report will be provided to the Traffic Committee for consideration at the next meeting in June 2024.

Former Local Member of Granville Representation

The Chairperson referred to the resolution of the previous Traffic Committee meeting regarding the departure of former member Mr Chris Worthington, confirming that a letter had been drafted to thank him for his service to the Traffic Committee.

NEXT MEETING

Next Meeting 5 June 2024 at 9.30am

MEETING CLOSE

The meeting terminated at 10:27am.

Signed:

Chairperson

PART 1

Recommended for Approval
under Delegated Authority

Item No: CTC-24-096

OXFORD STREET, BERALA - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Oxford Street, Berala due to speeding concerns.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of 'BL2' centre and 'EL1' edge lines on Oxford Street, Berala be approved.**
- 2. Council request Auburn Police Area Command to undertake speed surveillance in Oxford Street, Berala.**
- 3. The concerned resident be notified of the outcome.**

REPORT

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 report (CTC-24-028) on the road safety concerns in Oxford Street was presented to the Cumberland Traffic Committee on 7 February 2024, and the traffic committee recommended that:

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

3. *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.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have now undertaken further investigation as per Council resolution and the recommendation (item 3) by traffic committee for line marking in Oxford Street, Berala.

Based on the previous traffic count data, the average daily traffic was 924 vehicles/day and the recorded 85th percentile speed was 55.4 km/hr.

Considering the high recorded 85th percentile speed in Oxford Street, Berala, Council proposes to install 'BL2 (former 'BB')' centre line and 'E1' edge lines to streamline traffic flow at this location.

CONSULTATION

Consultation has not been undertaken as the line marking does not impact on available on-street parking.

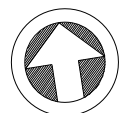
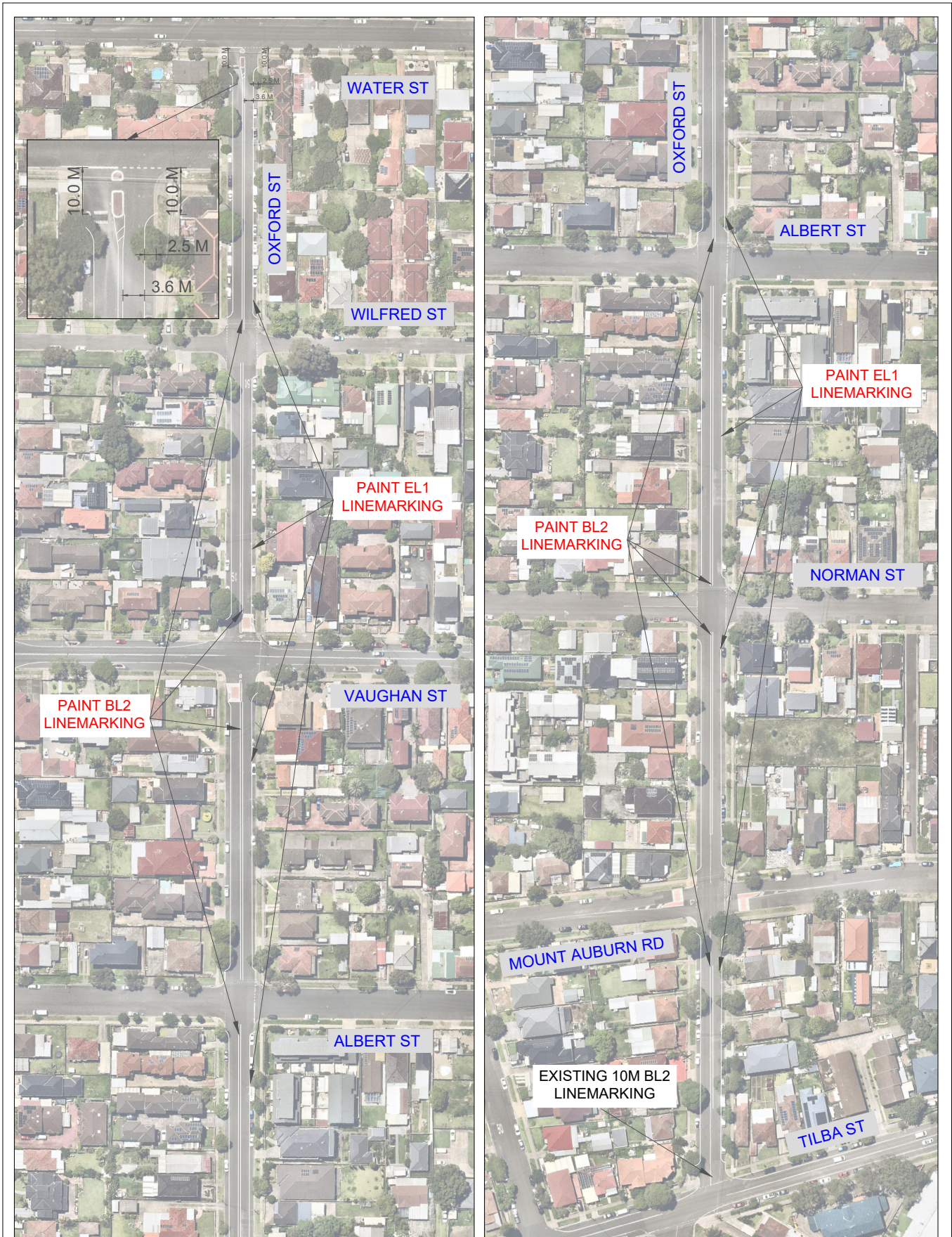
ATTACHMENTS

1. Plan – Oxford Street, Berala – Proposed Line Marking [↓](#)
2. Previous Report – CTC-24-028 – Oxford Street, Berala – Road Safety Concerns
[↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-096**

Attachment 1

**Plan – Oxford Street, Berala –
Proposed Line Marking**



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-096

Attachment 2

Previous Report – 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:

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

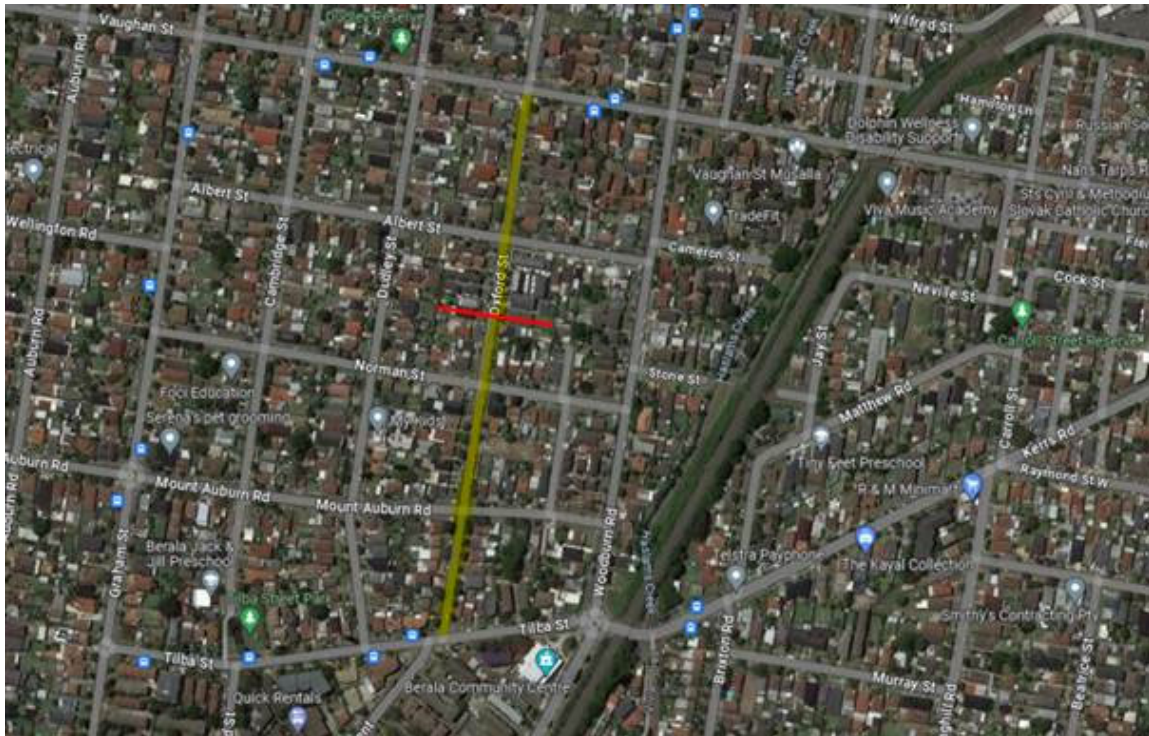
REPORT

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.

ATTACHMENTS

Nil

Item No: CTC-24-097

ELM ROAD, AUBURN - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council officers presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Elm Road, Auburn due to speeding concerns.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of 'BL2' centre and edge lines on Elm Road, Auburn be approved.**
- 2. The concerned residents be notified of the outcome.**

REPORT

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.

A report (CTC-24-034) on the road safety concerns in Elm Road was presented to the Cumberland Traffic Committee on 7 February 2024, and the traffic committee recommended 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.*

3. *The concerned residents be notified of the outcome.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have now undertaken further investigation as per Council resolution and recommendation (item 2) by the traffic committee for line marking in Elm Road, Auburn.

Elm Road has 'BL2' centre lines marked at its intersections with Cumberland Road, Gordon Road and Park Road which are also controlled by 'Stop' signs and line marking. Also, there are median islands provided on Elm Road at the Park Road and Cumberland Road intersections. There are concrete speed humps provided on Elm Road at its intersection with Cumberland Road.

Based on the previous traffic count data, the average daily traffic was 629 vehicles/day and the recorded 85th percentile speed was 50.9 km/hr. It was also noted that there was one reported crash at the intersection of Elm Road and Gordon Road.

Following review by Council officers and community interest in the matter, Council proposes to install 'BL2 (former 'BB')' centre line and 'E1' edge lines to streamline traffic flow.

CONSULTATION

Consultation has not been undertaken as the line marking does not impact on available on-street parking.

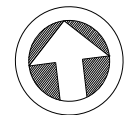
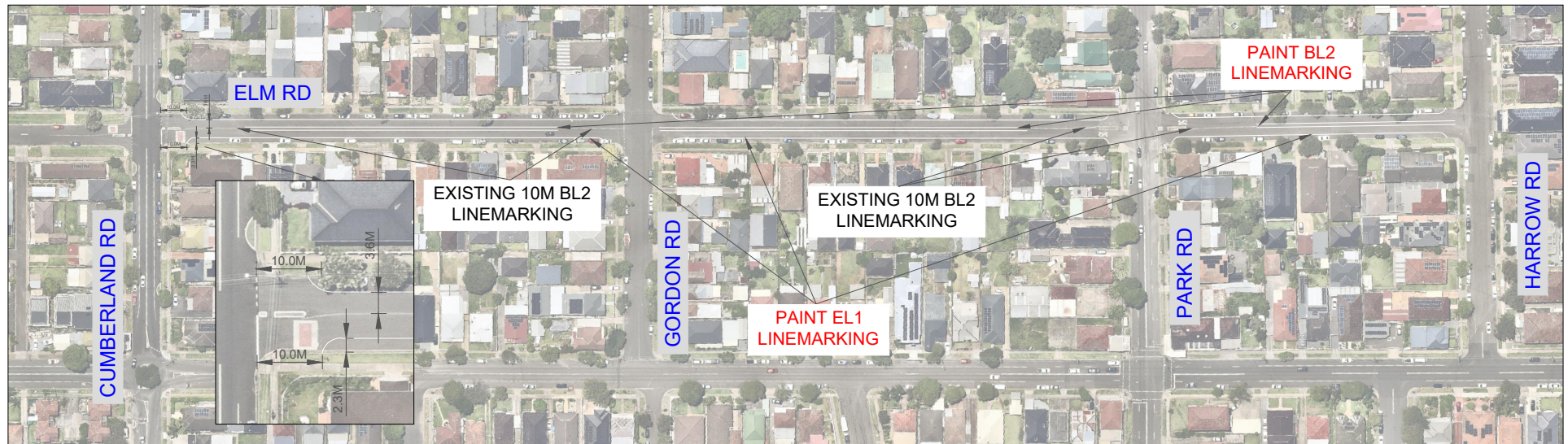
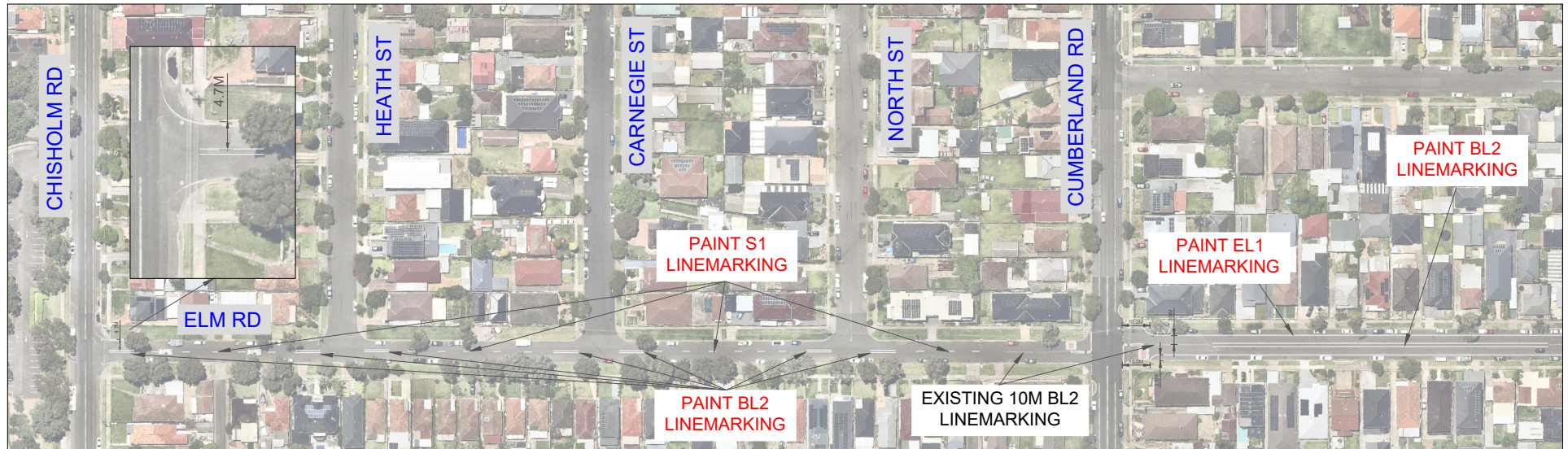
ATTACHMENTS

1. Plan – Elm Road, Auburn - Proposed Line Marking [↓](#)
2. Previous Report – CTC-24-034 – Elm Road, Auburn – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-097

Attachment 1

Plan – Elm Road, Auburn -
Proposed Line Marking



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-097

Attachment 2

Previous Report – CTC-24-034 –
Elm Road, Auburn – Road Safety
Concerns

Item No: CTC-24-034

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:

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.
3. The concerned residents be notified of the outcome.

Moved Leading Senior Constable Raymond Leung, **Seconded** Ms Irene Xu

REPORT

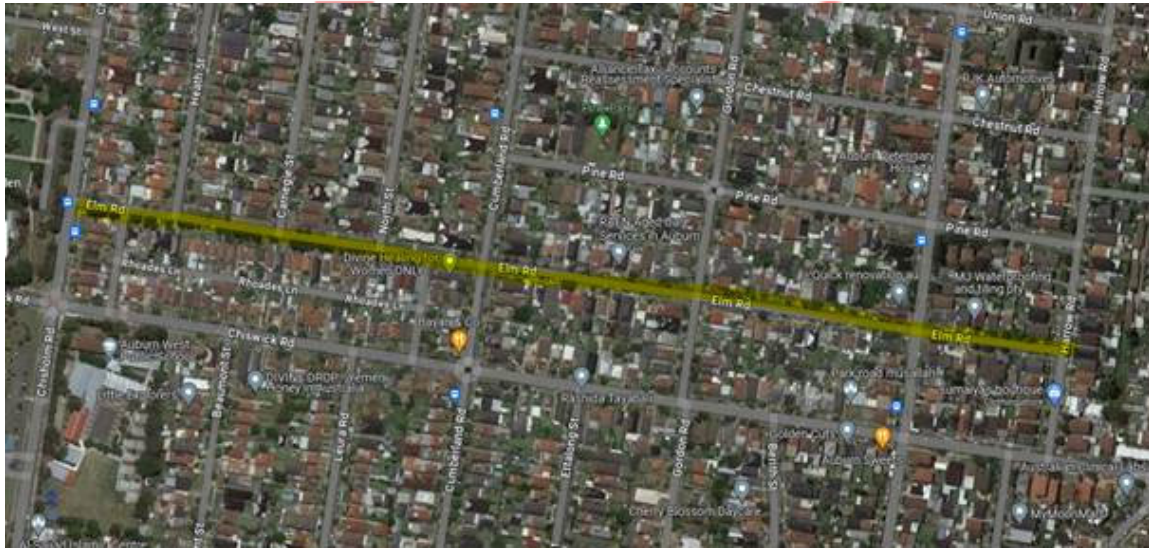
Council has received a petition from the residents for the installation of traffic calming devices on Elm Road, Auburn due to speeding concerns.

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

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

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

The LATM assessments are summarised in the tables below:

Table 1 – Elm Road, Auburn - LATM Assessment Points

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

Table 2 – Elm Road, Auburn– Action

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

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

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

CONSULTATION

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

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

ATTACHMENTS

1. Petition from residents

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-034

Attachment 1 Petition from residents

Dear whom it may concern,

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

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

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

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

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

Please contact me if you require further information.

Regards,



REFERRED TO:

~~3 OCT 2023~~

File No:

~~CUMBERLAND COUNCIL~~

CUMBERLAND COUNCIL

File No:

3 OCT 2023

REFERRED TO:

Name	Address	Signature
	Elm Road, Auburn	
	ELM. RD	
	AUBURN	
	Elm rd. Auburn.	
	Elm Rd Auburn	
	ELM Rd Auburn	
	Elm Rd, Auburn	
	ELM Rd.	
	ELM RD	
	ELM RD	
	ELM RD	
	ELM RD	

Item No: CTC-24-098

THE AVENUE, GRANVILLE - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council officers presented a report at the Traffic Committee on 7 February 2024 regarding road safety concerns on The Avenue, Granville.

Council, at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in The Avenue, Granville.**
- 2. The concerned resident be notified of the outcome.**

REPORT

Council officers presented a report at the traffic committee on 7 February 2024 on the road safety concerns on The Avenue, Granville.

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 between William Street and Railway Parade is approximately 480m long with a width of approximately 12m. Parking is permitted on both sides of the road unless signposted otherwise.

A report (CTC-24-029) was presented to Cumberland Traffic Committee on 7 February 2024 reviewing the previous traffic count and additional crash data and the Local Area Traffic Management analysis undertaken.

The Traffic Committee recommended that:

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

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

Council officers have undertaken a review of the conditions in The Avenue, Granville. The traffic count data indicated that the recorded 85th percentile speed was 54.2 km/hr.

Following review by Council officers and community interest in the matter, Council will undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in The Avenue, Granville to improve safety.

CONSULTATION

No consultation has been undertaken as the matter relates to the temporary provision of variable messaging signs.

ATTACHMENTS

1. Previous Report – CTC-24-029 – The Avenue, Granville – Road Safety Concerns
[↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-098

Attachment 1

Previous Report – 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:

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

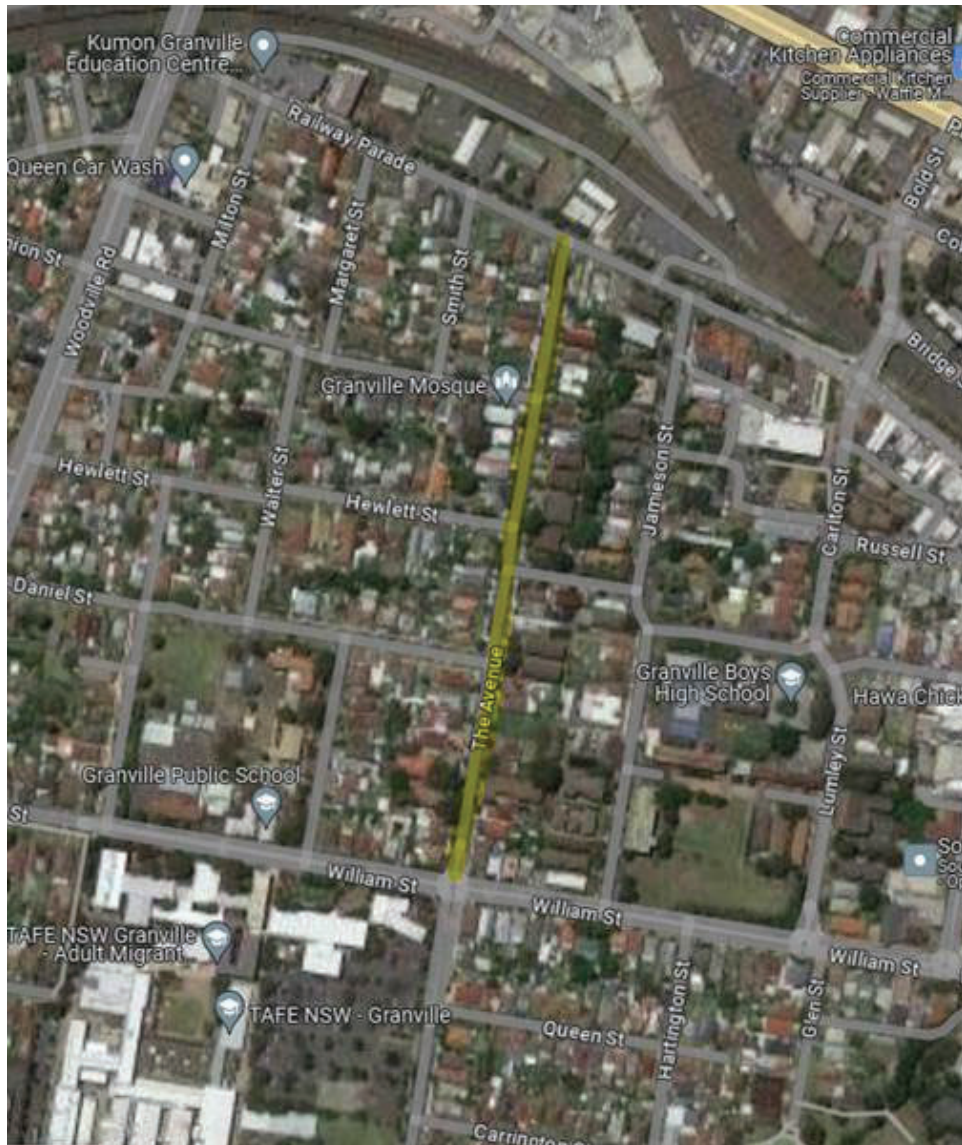
REPORT

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

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

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

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



Locality Plan

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

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

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

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

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

The LATM assessments are summarised in the tables below:

Table 1 – The Avenue, Granville - LATM Assessment Points

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

Table 2 – The Avenue, Granville– Action

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

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

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

CONSULTATION

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

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

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Item No: CTC-24-099

VILLIERS STREET, MERRYLANDS - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council officers presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Villiers Street, Merrylands due to speeding concerns.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The proposed line marking on Villiers Street, Merrylands in accordance with the attached plan be approved.**
- 2. Council request Cumberland Police Area Command to monitor the street during School Zone times.**
- 3. The concerned residents be notified of the outcome.**

REPORT

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.

A report (CTC-24-033) on the road safety concerns in Villiers Street was presented to the Cumberland Traffic Committee on 7 February 2024, and the traffic committee recommended that:

- 1. 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.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have now undertaken further investigation as per Council resolution and recommendation (item 2) by the traffic committee for line marking in Villiers Street, Merrylands.

Based on the previous traffic count data, the average daily traffic was 392 vehicles/day and the recorded 85th percentile speed was 48.4 km/hr. It was also noted that there were no reported crashes in Villiers Street.

Considering the above and community interest in the matter, Council proposes to install 'BL2' (former 'BB') centre lines at the intersections and 'DL1' (former S1) dividing (centre) lines in midblock sections of Villiers Street to streamline traffic flow.

CONSULTATION

Consultation has not been undertaken as the line marking does not impact on available on-street parking.

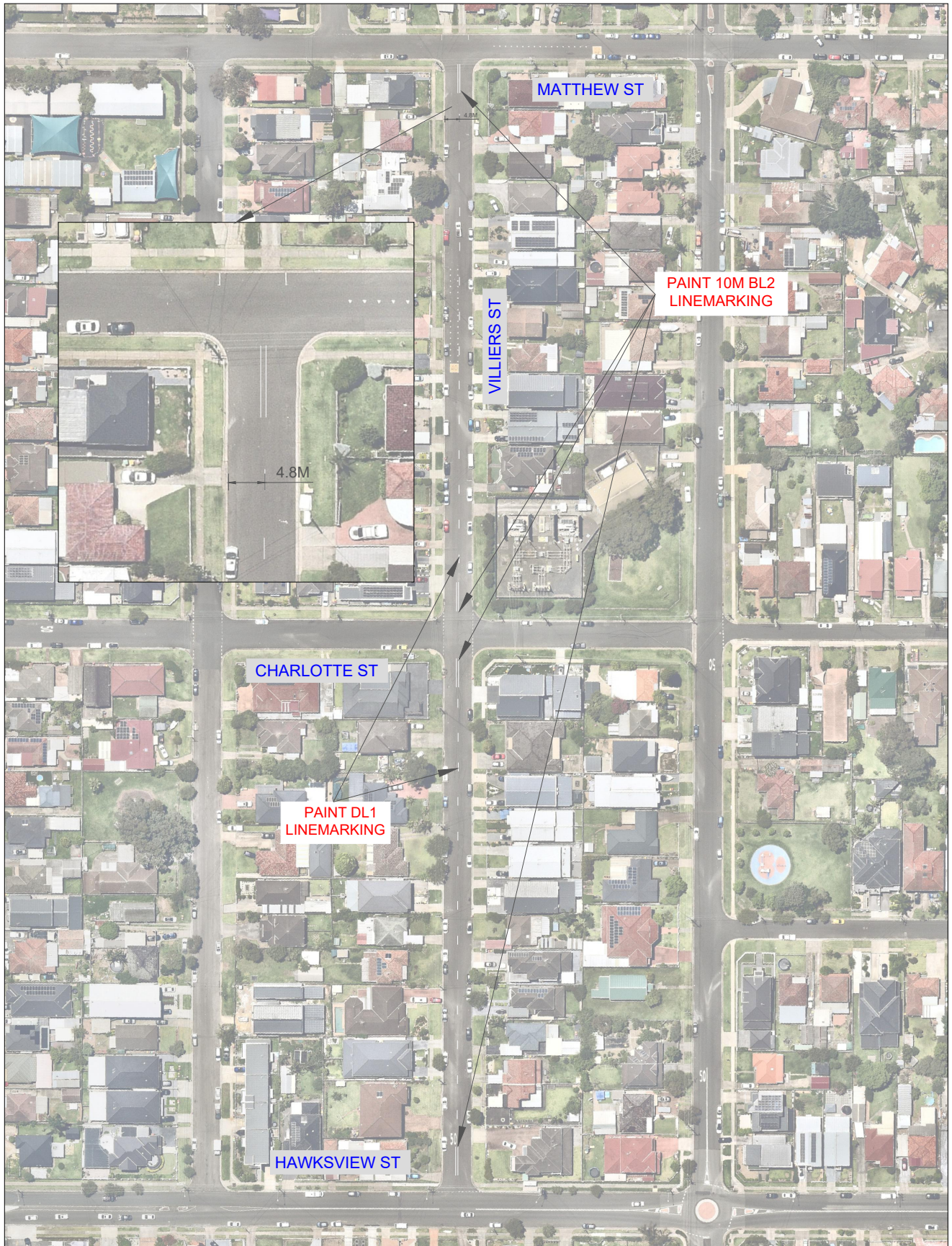
ATTACHMENTS



1. Plan – Villiers Street, Merrylands - Proposed Line Marking [↓](#)
2. Previous Report – CTC-24-033 – Villiers Street, Merrylands – Road Safety Concerns [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-099**

Attachment 1

**Plan – Villiers Street, Merrylands -
Proposed Line Marking**



 <div>CUMBERLAND CITY COUNCIL</div>	TITLE: VILLIERS STREET, MERRYLANDS - PROPOSED LINEMARKING		
	Scale:	NTS	
	Drawn By:	A.P	

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-099

Attachment 2

Previous Report – CTC-24-033 –
Villiers Street, Merrylands – Road
Safety Concerns

Item No: CTC-24-033

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:

1. 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

REPORT

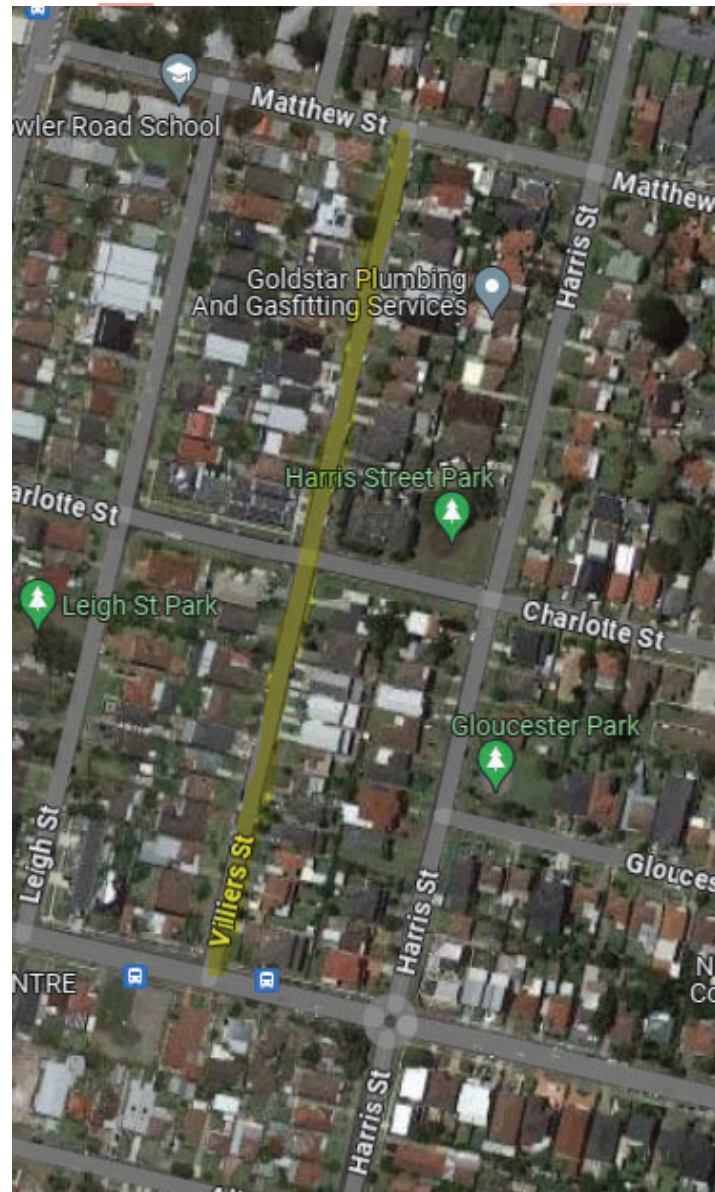
Council has received requests from a local resident for the installation of traffic calming devices on Villiers Street, Merrylands due to speeding concerns.

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

Item No: CTC-24-100

HILLTOP ROAD, MERRYLANDS - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council officers presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Hilltop Road, Merrylands.

Council, at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in Hilltop Road, Merrylands between Coleman Street and Burnett Street.**
- 2. The concerned resident be notified of the outcome.**

REPORT

Hilltop Road, Merrylands between Coleman Street and Burnett Street is classified as 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.

A report (CTC-24-035) was presented to Cumberland Traffic Committee on 7 February 2024 reviewing the previous traffic count and additional crash data and the Local Area Traffic Management analysis undertaken.

The Traffic Committee recommended 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 resident be notified of the outcome.*

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

Following review by Council officers and given the continued community concerns in the street, Council will organise Variable Message Signs (VMS) at this section of Hilltop Road, Merrylands, to increase awareness to motorists.

CONSULTATION

No consultation has been undertaken as the matter relates to the temporary provision of variable messaging signs.

ATTACHMENTS

1. Previous Report – CTC-24-035 – Hilltop Road, Merrylands – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-100

Attachment 1

Previous Report – CTC-24-035 –
Hilltop Road, Merrylands – Road
Safety Concerns

Item No: CTC-24-035

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:

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

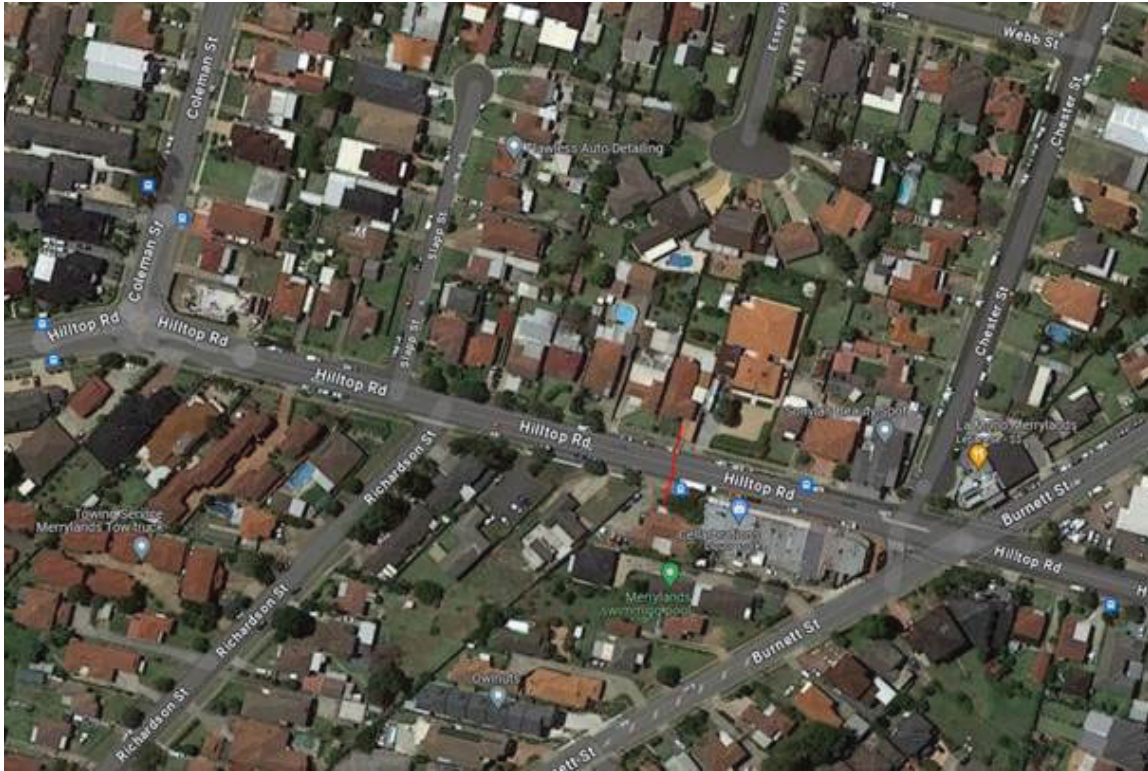
REPORT

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

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

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

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



Locality Plan

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

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

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

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

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

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

The LATM assessments are summarised in the tables below:

Table 1 – Hilltop Road, Merrylands - LATM Assessment Points

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

Table 2 – Hilltop Road, Merrylands– Action

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

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

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

CONSULTATION

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

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

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Item No: CTC-24-101

CLARENCE STREET, MERRYLANDS – ROAD SAFETY CONCERNS – CONSULTATION RESULT

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a local resident for the installation of speed humps on Clarence Street, Merrylands due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council provide 'BL2' centre line marking in Clarence Street, Merrylands in accordance with the attached plan.**
- 2. Council request Cumberland Police Area Command to undertake random speed surveillance in Clarence Street, Merrylands.**
- 3. Council notify the concerned residents of the outcome.**

REPORT

Cumberland Traffic Committee (CTC) at its meeting in November 2023 considered a report (CTC-23-190) regarding road safety concerns in Clarence Street, Merrylands. CTC recommended and Council subsequently resolved to undertake consultation with the residents of Clarence Street, Merrylands to assess support or otherwise of resident for installation of traffic calming devices in the street and report back to the Traffic Committee.

In accordance with Council's resolution, a consultation was carried out with the residents in Clarence Street in February 2024. A total of 68 letters were distributed to the residents / owners with an attached survey form.

Council received nine responses (13.2% of the total letters sent) by the closing date, six (66.7%) supported the proposed speed humps and three (33.3%) opposed to the proposal.

Based on the survey results, although majority of the residents who responded to the survey supported the proposed speed humps in the street, speed humps could not be installed in the street with an appropriate interval of 100-120m as per the relevant guidelines due to the location of objections received from some residents.

In accordance with previous traffic count, the average daily traffic in Clarence Street is 2,503 vehicles/day, which meets the volume warrants for centre line marking in accordance with the relevant guidelines.

In response to the community interest on the matter, it is proposed that 'BL2' centre line marking be provided in Clarence Street, Merrylands. In addition, it is proposed that Cumberland Police Area Command be requested to undertake random speed surveillance in the street.

CONSULTATION

The proposal was notified to the impacted residents for a period of 14 days from 29 February 2024 to 15 March 2024. A total of 68 letters were distributed to the residents / owners with an attached survey form.

Council received nine (9) responses (13.2% of the total letters sent) by the closing date, six (66.7%) supported the proposed speed humps and three (33.3%) opposed to the proposal.

The line marking proposal in this report does not impact on any properties and further consultation has not been undertaken on this proposal.

ATTACHMENTS



1. Plan – Clarence Street, Merrylands – Proposed 'BL2' Centre Line Marking [↓](#)
2. Previous report CTC-23-190 [↓](#)
3. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-101

Attachment 1

Plan – Clarence Street,
Merrylands – Proposed ‘BL2’
Centre Line Marking



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: CLARENCE STREET, MERRYLANDS - PROPOSED LINEMARKING		
	Scale:	NTS	
	Drawn By:	A.P	

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-101

Attachment 2
Previous report CTC-23-190

Item No: CTC-23-190

CLARENCE STREET, MERRYLANDS – ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. Council undertake consultation with the residents of Clarence Street, Merrylands between Merrylands Road and Leeds Street to assess support or otherwise for the installation of speed humps.
2. Report back to the Cumberland Traffic Committee in April 2024.

REPORT

Clarence Street is a local road that runs in a north-south direction between Merrylands Road and Burnett Street. Clarence Street is approximately 1 km long and has a width of approximately 12m. The posted speed limit is 50km/hr and parking are permitted on both sides of the road unless signposted. Clarence Street provides access to Holroyd School and there is 40km/hr School Zone at the front of the school.

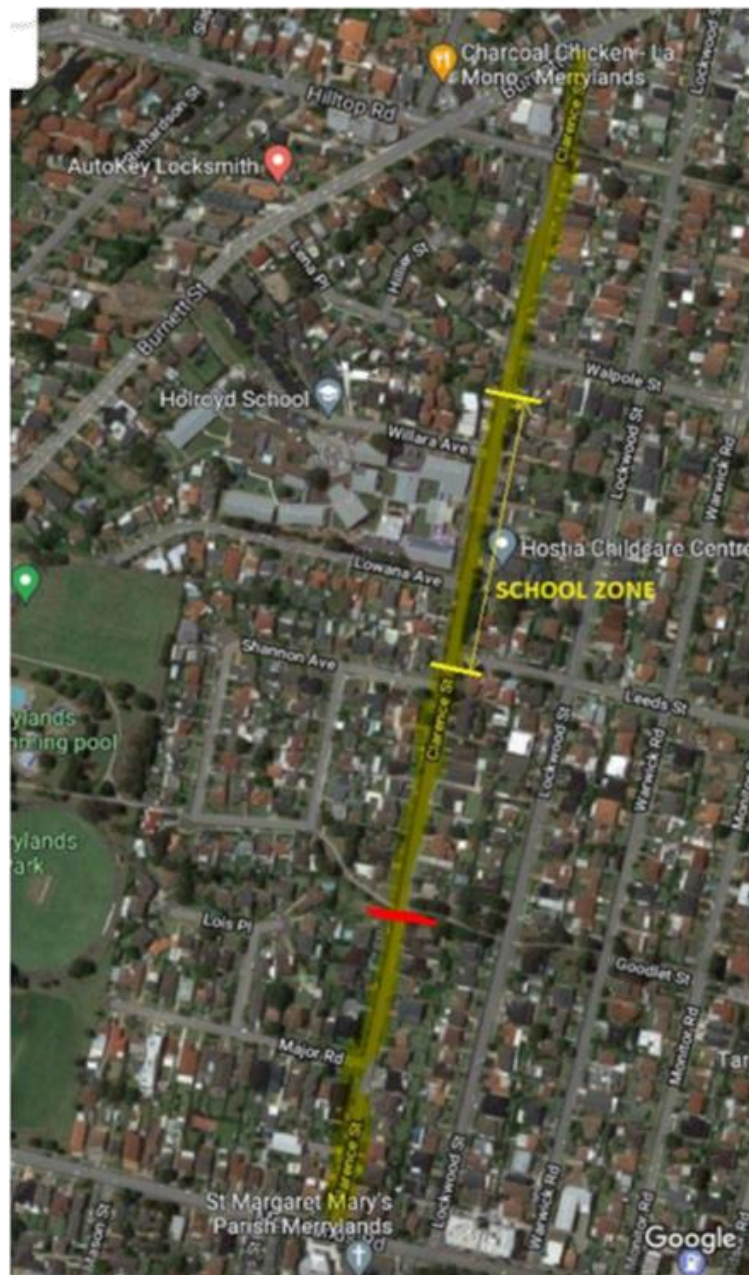
There is morning (6:30AM-9:30AM) and evening (3:00PM-7:00PM) right turn bans at the Clarence Street intersection for vehicles on Merrylands Road on weekdays.

Merrylands Road is line marked for 4 lanes of traffic, 2 lanes in each direction in this section.

Council has received concerns from a local resident regarding vehicles speeding in Clarence Street towards Merrylands Road.

Council officers have investigated the street. A raised threshold is in place on Clarence Street south of Walpole Street. The 40km/hr School Zone commences approximately 30m south of Walpole Street and is provided up to a location between Leeds Street and Shannon Avenue which covers the frontage of Holroyd School. In accordance with the resident's concerns, Council officers have considered Clarence Street section south of Leeds Street for the analysis.

The map below shows the location of Clarence Street, Merrylands. The School Zone location is indicated in the map.



A traffic count was undertaken on Clarence Street in March 2023. The traffic count location is shown in red on the map above.

Traffic count data:

Average Daily Traffic = 2,503 veh/day
85th Percentile speed = 58.9 km/hr

The latest Centre for Road Safety accident data on Clarence Street indicated that there were two reported accidents in this section in the last 5 years ending December 2022. All of them are related to pedestrian movement. One accident occurred at Merrylands Road and the other occurred midblock in Clarence Street.

Council officers have undertaken a further review of the traffic conditions on Clarence Street in August 2023 in accordance with Council's Local Area Traffic Management (LATM) Policy. The LATM assessments are summarised in the tables below:

Table 1 – Clarence Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	25
Crash warrant in the last 5 years	15	5
Road Characteristics	35	10
Community Support & other factors	5	5
Total	100	45

Table 2 – Clarence 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 58.9 km/h which is significantly high compared to the speed limit of 50km/hr of the street. Also, there is a School Zone in Clarence Street.

Based on the above, it is proposed to undertake consultation with the residents of Clarence Street for the installation of speed humps.

CONSULTATION

Subject to endorsement of the recommendation, consultation will be undertaken with residents to assess support or otherwise for the installation of speed humps.

At the meeting, the Local Traffic committee recommended that Council undertake consultation with the residents of Clarence Street, Merrylands between Merrylands Road and Leeds Street to assess support or otherwise for the installation of speed humps and Report back to the Cumberland Traffic Committee in April 2024.

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-101

Attachment 3
Submissions

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 February 2024 in relation to the proposed traffic calming measures on Clarence Street and I am in favour of the below option.

1. I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device. **NO WAY !!** ☐

2. I do not support the installation of any traffic calming on Clarence Street, Merrylands. ☒

Further Comments:

We have many objections to this proposal and do in no way agree for these changes to take place. Emergency services (Fire Engines use our street all day long, and ambulance quite frequently) The thudding of their vehicles would be way too loud & constant.

(Signed)

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We have recently had to endure the thudding of trucks & cars going over some potholes between ours and the neighbours houses, that council took over a month to repair. Both the neighbours & ourselves nearly went crazy with the thudding especially when we were trying to sleep at night. We do not want any speed humps for this reason.

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160

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ABN 22 798 563 329

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RECEIVED
07 MAR 2024

REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name _____

Address _____

Phone _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 February 2024 in relation to the proposed traffic calming measures on Clarence Street and I am in favour of the below option.

1. I support the installation of speed humps on Clarence Street, Merrylands, and I raise no objection to consider my property frontage for placement of a device. ☒

2. I do not support the installation of any traffic calming on Clarence Street, Merrylands. ☐

Further Comments:

Excellent idea, the volume of traffic
has increased since I moved here in 1968.

The speed of traffic 24 hrs a day 7 days a
week is incredible.
Parking outside your own
residence is a problem with some residents nearby
having between 5 and 7 vehicles per property parked on
the street. (Signed)

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REF: DCTC/2411/21

CLARENCE STREET MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

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1. **I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device.** ☐

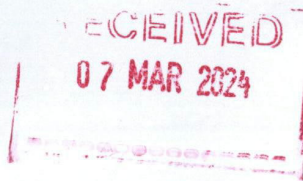
2. **I do not support the installation of any traffic calming on Clarence Street, Merrylands.** ☒

Further Comments:

I don't see any problems with current condition

(Signed)

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REF: DCTC/2411/21 ✓

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

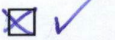
Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 February 2024 in relation to the proposed traffic calming measures on Clarence Street and I am in favour of the below option.

1. I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device.



2. I do not support the installation of any traffic calming on Clarence Street, Merrylands.



Further Comments:

I BELIEVE THERE SHOULD BE ONE
BETWEEN LEEDS ST and WA

THIS IS SCHOOL AREA BOTH SIDES & I HAVE WITNESSED
SEVERAL NEAR MISSES AS
CARS ARE LEAVING THESE
SCHOOL.

(Signed)

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RECEIVED
08 MAR 2024

REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 February 2024 in relation to the proposed traffic calming measures on Clarence Street and I am in favour of the below option.

1. **I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device.** ☐

2. **I do not support the installation of any traffic calming on Clarence Street, Merrylands.** ☒

Further Comments:

*Am concerned that the fire truck has to use
Clarence street in emergency to attend a fire - I am sure
the speed humps would be a nuisance for the brigade*

(Signed)

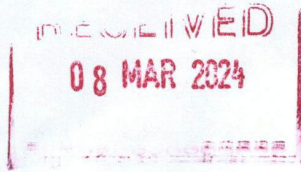
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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 February 2024 in relation to the proposed traffic calming measures on Clarence Street and I am in favour of the below option.

1. I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device. ☒

2. I do not support the installation of any traffic calming on Clarence Street, Merrylands. ☐

Further Comments:

Ideally the traffic measure should be
located at the rough fare (west side of Clarence St)
and the park opposite (east side of Clarence St).

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 February 2024 in relation to the proposed traffic calming measures on Clarence Street and I am in favour of the below option.

1. I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device. ☒

2. I do not support the installation of any traffic calming on Clarence Street, Merrylands. ☐

Further Comments: We 100% support the installation of speed humps on this road because drivers use this to drive very fast as it is a straight and wide road, so racers often use it as a racing road. In addition, there are weddings where they use this road to perform two-wheeled vehicles running at very fast speeds with the maximum sound of the vehicle's engine, with the appla of the wedding crowd. About 5 months ago, my car was parked in front of my house and another car drove very fast and hit it, then they ran away. We have wished the council would take action to bu a speed humps on this road for a long time but we don't understand why the council he only raised that issue now. If it is possible that we wish one of the installation humps is on o property frontage and please take the action as quickly as possible because we don't want to s any accident happen on this road in the future. Thank you. (Signed)

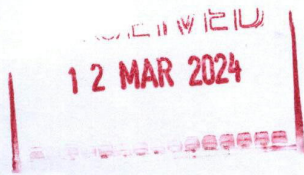
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REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

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1. I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device. ☒

2. I do not support the installation of any traffic calming on Clarence Street, Merrylands. ☐

Further Comments:

I've seen even red P plates travelling over 50km/h on this street and some preventative measures should be taken before some one get hit by speeding cars or buses.

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REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _

Address: _

Phone: _

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1. I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device.



2. I do not support the installation of any traffic calming on Clarence Street, Merrylands.

**Further Comments:**

placement of device should not
restrict parking opportunity for
1 car minimum outside property

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There is urgent significant need to
implement traffic calming on
Clarence Street due to constant
speed

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CUMBERLAND
CITY COUNCIL



REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

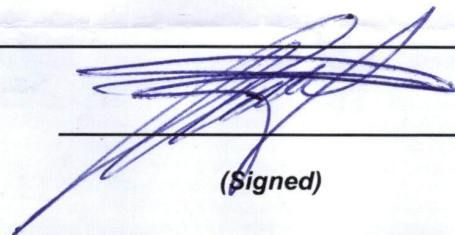
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1. ***I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device.*** ☒

2. ***I do not support the installation of any traffic calming on Clarence Street, Merrylands.*** ☐

Further Comments:



(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/21

CLARENCE STREET. MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

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2. **I do not support the installation of any traffic calming on Clarence Street, Merrylands.** ☐

Further Comments:

(Signed) _____

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RECEIVED
26 MAR 2024

REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _

Address: _

Phone: _

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

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1. I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device. ☐

2. I do not support the installation of any traffic calming on Clarence Street, Merrylands. ☒

Further Comments:

1. IT HAMPERS EMERGENCY VEHICLES

2. IT WILL CREATE EXTRA NOISE AS CARS ACCELERATE
AND DECELERATE FOR HUMP

(Signed)

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REF: DCTC/2411/21

CLARENCE STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Nam

Addr

Phor

Please indicate your views on the proposed traffic measures on Clarence Street, Merrylands as described in Council's letter dated 29 February 2024 and submit your response by **15 March 2024**.

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1. *I support the installation of speed humps on Clarence Street, Merrylands and I raise no objection to consider my property frontage for placement of a device.* ☒

2. *I do not support the installation of any traffic calming on Clarence Street, Merrylands.* ☐

Further Comments:

THANK - you.

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.

Item No: CTC-24-102

DESMOND STREET, MERRYLANDS WEST - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

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

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

RECOMMENDATION

The Traffic Committee recommends that:

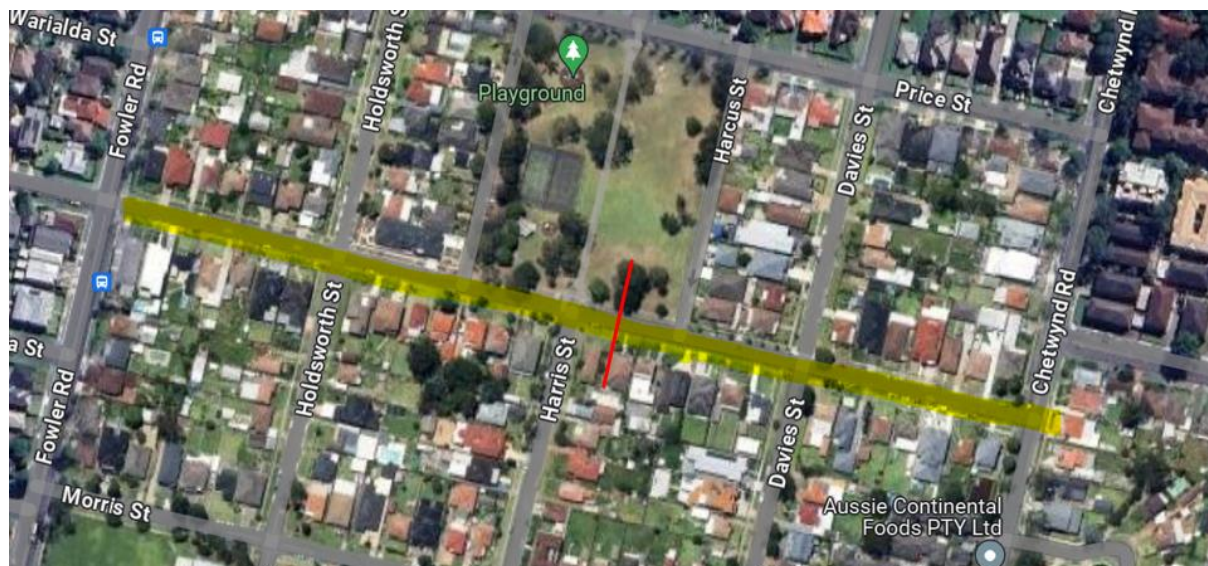
- 1. Council provide 'DL1' dividing lines in Desmond Street, Greystanes as per the attached plan.**
- 2. Council request Cumberland Police Area Command to undertake random speed surveillance in Desmond Street, Merrylands West.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Desmond Street, Merrylands West between Chetwynd Road and Fowler Road due to speeding concerns.

Desmond Street is a local road that runs in an east-west direction with a posted speed limit of 50km/h. This section of the street is approximately 500m long and has a width of approximately 10m. Parking is permitted on both sides of the street unless signposted.

A traffic count was undertaken on Desmond Street, Merrylands West in October 2023. The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Desmond Street, Merrylands West:

- Average Daily Traffic (ADT) = 1,865 vehicles/day
- 85th percentile speed = 56.5 km/h
- Mean (average) vehicle speed = 50.2 km/h

The latest Centre for Road Safety accident data indicated that there were no accidents on Desmond Street in the last 5 years ending September 2023 in relation to speeding.

Council officers have investigated the request for the installation of traffic calming devices on Desmond 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 Desmond 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 – Desmond Street, Merrylands West - 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 – Desmond Street, Merrylands 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 is 56.5 km/h, which is above the speed limit 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. However, based on the high recorded 85th percentile speed, it is proposed to provide 'DL1' dividing lines in the centre of Desmond Street, Merrylands West, to assist with road safety.

It is also proposed that Cumberland Police Area Command undertake random speed surveillance in Desmond Street, Merrylands West.

CONSULTATION

Consultation has not been undertaken as the line marking does not impact on available on-street parking.

ATTACHMENTS



1. Plan - Desmond Street Merrylands West - Proposed Centre Line Marking [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-102**

Attachment 1

**Plan - Desmond Street
Merrylands West - Proposed
Centre Line Marking**



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: DESMOND STREET, MERRYLANDS WEST - PROPOSED LINEMARKING		
	File Number:	Date: 27/05/2024	
	Drawn By: A.P	Scale: NTS	

Item No: CTC-24-103

HAWKSVIEW STREET, GUILDFORD AND MERRYLANDS – ROAD SAFETY CONCERN

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Cumberland Traffic Committee considered a report on the installation of traffic calming devices on Hawksview Street, Guildford on 7 February 2024.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines further review into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Installation of edge line marking in Hawksview Street between Chetwynd Road and Oxford Street overpass be approved in accordance with the plan attached in the report.**
- 2. 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.**

REPORT

Hawksview Street is a regional road that runs in an east-west direction with a posted speed limit of 50km/h. The street has a width of approximately 12.5m. Parking is permitted on both sides of the road unless signposted.

Due to concerns from the residents, safety in Hawksview Street was investigated and reported to traffic committee in the past. Previous history of reports is detailed in the attachment, 'Previous Report - CTC-24-051 – Hawksview Street, Guildford and Merrylands – Road Safety Concern'.

Cumberland Traffic Committee considered a report (CTC-24-051) on the installation of traffic calming devices on Hawksview Street, Guildford on 7 February 2024. The traffic committee recommended that:

- 1. Installation of edge line marking in Hawksview Street between Chetwynd Road and Oxford Street overpass be approved in accordance with the plan attached in the report.*
- 2. 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.*

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

In accordance with previous considerations, the Cumberland Traffic Committee (CTC) at its meeting held in November 2023 noted that the installation of speed humps along Hawksview Street will most likely encourage road users to divert onto surrounding local streets.

As recommended by the CTC in February 2024, installation of a speed camera at a suitable location along Hawksview Street will encourage traffic to slow down in the street. Council officers have lodged an online request on the NSW Government's Safer Roads website for a speed camera installation. Council will also continue 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.

In addition, as recommended by CTC, it is also proposed that edge lines be installed in Hawksview Street to supplement the existing 'BL2' (double continuous centre lines) line marking, as provided on the plan associated with this report.

CONSULTATION

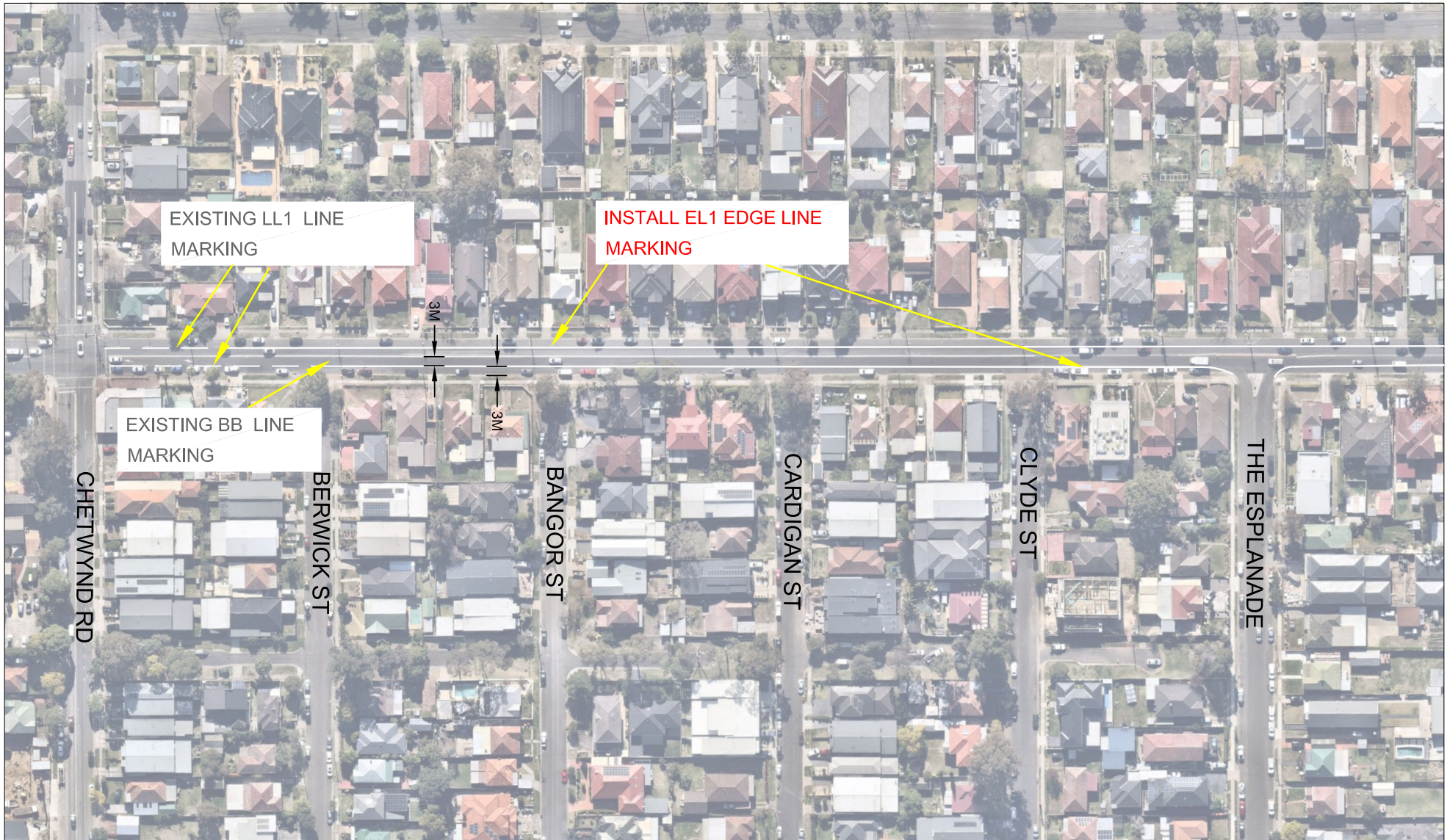
Consultation has not been undertaken as the line marking does not impact on available on-street parking.

ATTACHMENTS

1. Plan - Proposed Edge Line Marking [↓](#)
2. Previous Report - CTC-24-051 – Hawksview Street, Guildford and Merrylands – Road Safety Concern [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-103

Attachment 1
Plan - Proposed Edge Line
Marking





DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-103

Attachment 2

Previous Report - CTC-24-051 –
Hawksview Street, Guildford and
Merrylands – Road Safety
Concern

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:

1. 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.
2. 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 Cllr Glenn Elmore, **Seconded** Cllr 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:

1. *The existing 'S1' line marking in Hawksview Street be replaced with 'BB' line marking.*
2. *Council undertake a detailed review of conditions in Hawksview Street, Merrylands and report back to the Traffic Committee in August 2023.*
3. *Council liaise with the State Member for Granville, Ms Julia Finn MP, regarding any review of traffic conditions on Hawksview Street.*

2 August 2023

CTC considered a report (CTC-23-135) on the road safety concerns with a traffic condition review in Hawksview Street. The CTC recommended:

1. *The installation of traffic calming devices in Hawksview Street in Guildford and Merrylands, between Guildford Overpass and Chetwynd Road, be approved in principle.*
2. *Council prepare speed hump design and undertake consultation with directly affected and adjacent residents.*
3. *Council report back to the Traffic Committee the outcomes of consultation on the proposal in November 2023.*
4. *The Member for Granville be notified of the recommendation.*
5. *The State Government be requested to review the location for a speed camera.*

This recommendation was also resolved by Council.

1 November 2023

CTC considered a report (CTC-23-193) on the road safety concerns and traffic conditions in Hawksview Street, Guildford/ Merrylands. The following comments were discussed during the meeting:

- *The Cumberland Traffic Committee notes the submission received from the State Member for Granville to the Hon. John Graham (MLC), Minister for Roads.*
- *The Cumberland Traffic Committee notes that the installation of speedhumps along Hawksview Street will most likely encourage road users to divert onto surrounding local streets.*
- *The Cumberland Traffic Committee recommends that Council consider providing edge line marking.*

Council noted the above comments at its meeting in December 2023 and resolved that the matter be deferred and report back to the Cumberland Traffic Committee in February 2024.

Based on the discussions of the Traffic Committee and Council resolution, Council officers have prepared plans for the edge line marking in Hawksview Street between Chetwynd Road and Oxford Street overpass to improve the road delineation of Hawksview Street.

CONSULTATION

Consultation has not been undertaken as the proposed edge line marking has no impact to the local residents.

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

1. Proposed Edge Linemarking
2. Previous Report - CTC-23-135 - Hawksview Street, Guildford, and Merrylands - Road Safety Concerns

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-051

Attachment 1 Proposed Edge Linemarking





DOCUMENTS ASSOCIATED WITH REPORT CTC-24-051

Attachment 2

Previous Report - CTC-23-135 -
Hawksview Street, Guildford, and
Merrylands - Road Safety
Concerns

Item No: CTC-23-193

HAWKSVIEW STREET, GUILDFORD AND MERRYLANDS - ROAD SAFETY CONCERN

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The matter be deferred and reported back to the Cumberland Traffic Committee in February 2024

REPORT

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

Council has received concerns from local residents regarding road safety on Hawksview Street, Guildford/ Merrylands. The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past, a summary of the reports and recommendations are listed below:

Background

7 June 2023

CTC considered a report (CTC-23-087) on the road safety concerns of a fatal accident in Hawksview Street. Based on the report, Council resolved in July 2023 that:

1. *The existing 'S1' line marking in Hawksview Street be replaced with 'BB' line marking.*
2. *Council undertake a detailed review of conditions in Hawksview Street, Merrylands and report back to the Traffic Committee in August 2023.*
3. *Council liaise with the State Member for Granville, Ms Julia Finn MP, regarding any review of traffic conditions on Hawksview Street.*

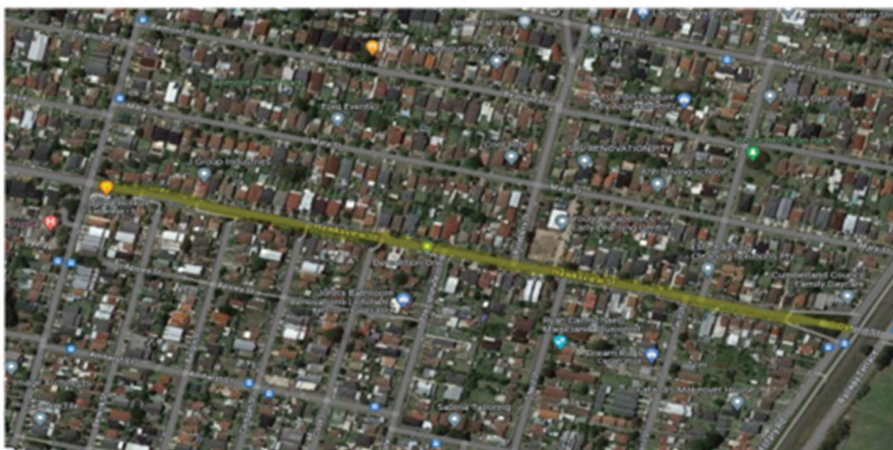
2 August 2023

CTC considered a report (CTC-23-135) on the road safety concerns with a detailed review of Hawksview Street. Based on the report, Council resolved in September 2023 that:

1. *The installation of traffic calming devices in Hawksview Street in Guildford and Merrylands, between Guildford Overpass and Chetwynd Road, be approved in principle.*

2. Council prepare speed hump design and undertake consultation with directly affected and adjacent residents.
3. Council report back to the Traffic Committee the outcomes of consultation on the proposal in November 2023.
4. The Member for Granville be notified of the recommendation.
5. The State Government be requested to review the location for a speed camera.

The map below show the location/ section of Hawksview Street, Guildford/ Merrylands between Guildford Overpass and Chetwynd Road.



The latest Centre for Road Safety accident data indicated that there were eight (8) reported accidents in Hawksview Street between Guildford Overpass and Chetwynd Road in the last 5 years ending December 2022. All of them were the result of turning vehicles failing to give way at intersections.

In accordance with the item 2 of the recommendation above, Council prepared concept plans for speed humps and consultation was undertaken with the residents of Hawksview Street between Chetwynd Road and Oxford Street Overpass in September 2023.

A total of 50 letters were distributed to the residents/ owners with an attached survey form with a plan of the proposed speed humps. Council received 7 responses (14% of the total letters sent) by the closing date, 6 supporting the proposal and 1 opposing the proposed speed humps with various reasons such as emergency vehicles delay, amenity and future detours.

Based on the above result, the majority of the responses received supported the proposal. Therefore, it is proposed that the proposed speed humps in Hawksview Street be approved.

In relation to the resolution for a speed camera at this location, the request has been forwarded to Transport for NSW for consideration. At this stage, no response has been received by Council.

CONSULTATION

The proposal was notified to the adjacent and impacted residents for a period of 14 days from 21 September 2023 to 6 October 2023.

Council received 7 responses (14% of the total response sent) by the closing date, 6 (86%) supported the proposal and 1 (14%) opposed to the proposed speed humps with various reason such as emergency vehicles delay, amenity and future detours.

At the meeting, the Local Traffic committee recommended that the matter be deferred and reported back to the Cumberland Traffic Committee in February 2024.

Discussion:

- The Cumberland Traffic Committee notes the submission received from the State Member for Granville to the Hon. John Graham (MLC), Minister for Roads.
- The Cumberland Traffic Committee notes that the installation of speedhumps along Hawksview Street will most likely encourage road users to divert onto surrounding local streets.
- The Cumberland Traffic Committee recommends that Council consider providing edge line marking.

ATTACHMENTS

1. Plan – Hawksview Street – Proposed Speed Humps
2. Previous Report - CTC-23-135 - Hawksview Street, Guildford, and Merrylands - Road Safety Concerns.
3. Extract Council Minute of CTC-23-135
4. Submissions

Item No: CTC-24-104

THE ESPLANADE, GUILDFORD - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council presented a report at the traffic committee on 7 February 2024 on the road safety concerns on The Esplanade, Guildford.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of 'BL2' centre and edge lines on The Esplanade, Guildford in accordance with the attached plan be approved.**
- 2. Council request Cumberland Police Area Command to undertake speed surveillance in The Esplanade, Guildford.**
- 3. The concerned resident be notified of the outcome.**

REPORT

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. there is no line marking in the street.

A report (CTC-24-032) on the road safety concerns in The Esplanade was presented to the Cumberland Traffic Committee on 7 February 2024, and the traffic committee recommended that:

- 1. 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.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have now undertaken further investigation as per Council resolution and recommendation (item 2) by the traffic committee for line marking in The Esplanade.

Based on the traffic count data, the average daily traffic in The Esplanade is 1,261 vehicles/day and the recorded 85th percentile speed was 57.1 km/hr.

Considering the high recorded 85th percentile speed in The Esplanade and community interest in the matter, Council proposes to install 'BL2' centre line (double lines) and 'E1' edge lines to streamline traffic flow.

CONSULTATION

Consultation has not been undertaken as the line marking does not impact on available on-street parking.

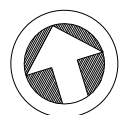
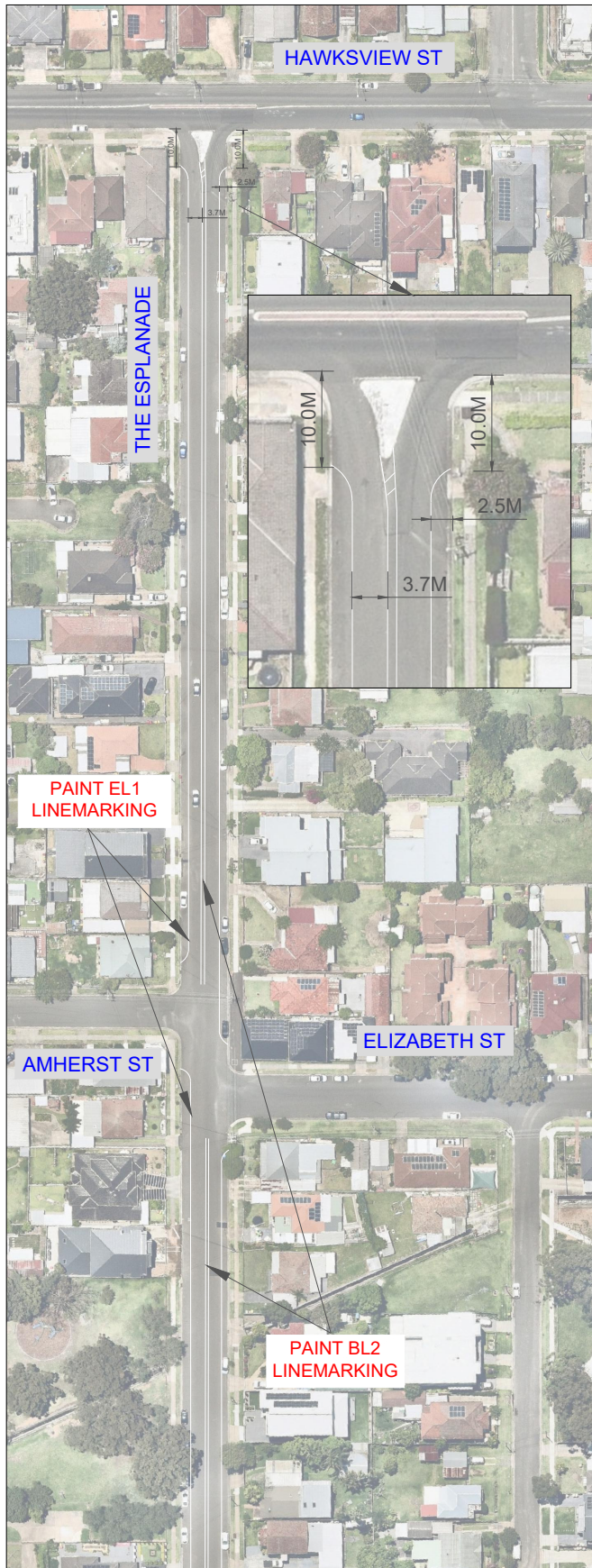
ATTACHMENTS

1. Plan - The Esplanade, Guildford – Proposed Line Marking [↓](#)
2. Previous Report - CTC-24-032 - The Esplanade, Guildford – Road Safety Concerns [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-104**

Attachment 1

**Plan - The Esplanade, Guildford –
Proposed Line Marking**



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-104

Attachment 2

Previous Report - CTC-24-032 -
The Esplanade, Guildford – Road
Safety Concerns

Item No: CTC-24-032

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:

1. 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** Cllr Glenn Elmore

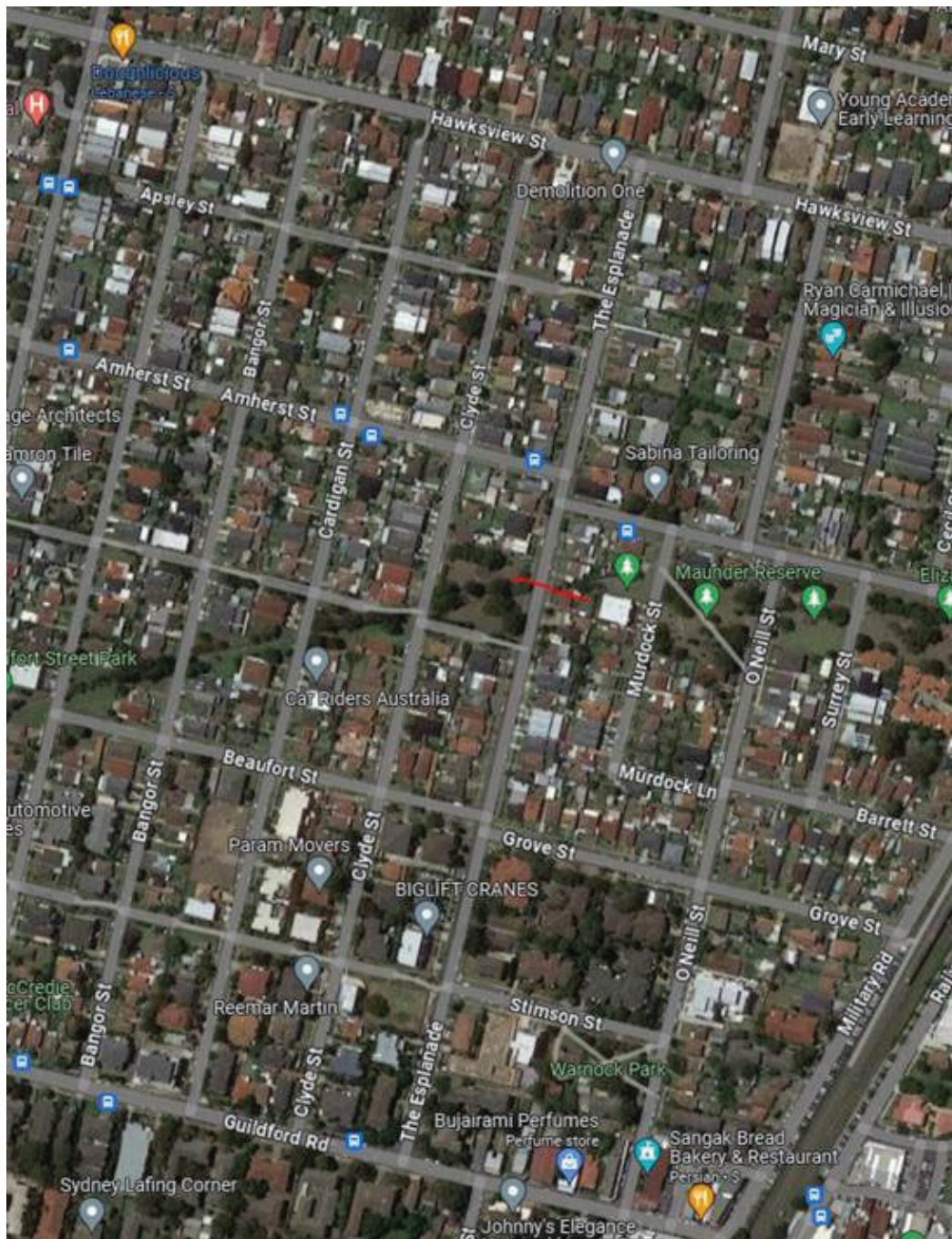
REPORT

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

Item No: CTC-24-105

LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Cumberland Traffic Committee considered a report on the road safety concerns on Lance Crescent, Greystanes on 7 February 2024.

This report outlines further investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in Lance Crescent, Greystanes.**
- 2. The concerned resident be notified of the outcome.**

REPORT

Cumberland Traffic Committee considered a report on the road safety concerns on Lance Crescent, Greystanes on 7 February 2024.

The traffic committee recommended that:

- 1. The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.*
- 2. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in Lance Crescent.*
- 3. The concerned resident be notified of the outcome.*

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

Council officers have undertaken a review of the conditions in Lance Crescent, and are provided as follows:

- Average Daily Traffic (ADT) = 582 vehicles/day
- 85th percentile speed (recorded) = 46.4 km/hr
- Mean Speed (recorded) = 39.2 km/hr
- Speed limit of the street = 50 km/hr

The recent Centre for Road Safety Crash data received indicated that there was one non-injury reported crash in Lance Crescent in 5 year period ending September 2023. The crash happened at the intersection of Old Prospect Road and Lance Crescent. There were no other speed related crashes in Lance Crescent during the same period.

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.

Following review by Council officers and 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

No consultation has been undertaken as the matter relates to the temporary provision of variable messaging signs.

ATTACHMENTS

1. Previous Report - CTC-20-047 – Lance Crescent, Greystanes – Road safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-105

Attachment 1

Previous Report - CTC-20-047 –
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:

1. The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.
2. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in Lance Crescent.
3. The concerned resident be notified of the outcome.

REPORT

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report (ECTC-23-159) on the road safety concerns in Lance Crescent, Greystanes.

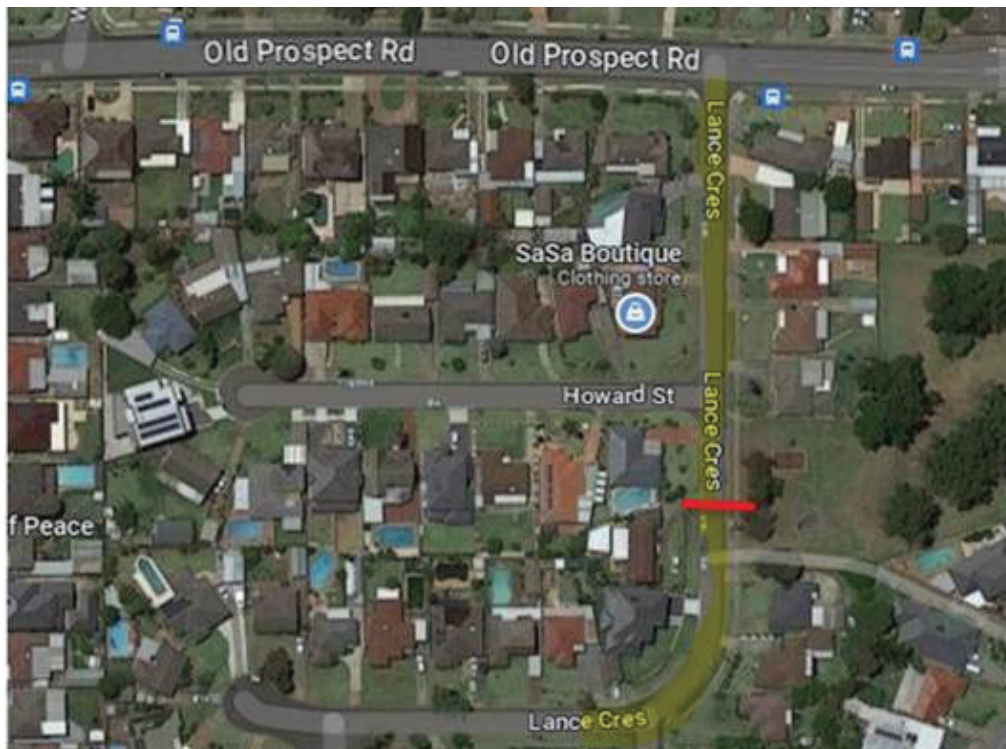
The traffic committee recommended that:

1. *The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.*
2. *The concerned resident be notified of the outcome.*

Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the traffic committee.

This report reviews the traffic count and additional crash data and the Local Area Traffic Management analysis undertaken previously.

The map below shows the location of Lance Crescent.



Locality Plan

Traffic count data (July 2023) on Lance Crescent, Greystanes is provided below:

- Average Daily Traffic (ADT) = 582 veh/day
- 85th percentile speed = 46.4 km/h
- Mean (average) vehicle speed = 39.2 km/h

The latest Centre for Road Safety crash data indicated that there were no reported accidents in Lance Crescent, Greystanes in the last 5 years ending June 2023.

Based on Council's LATM assessment policy, Lance Crescent scored 21 points out of 100. The traffic count data indicated that the recorded 85th percentile speed was 46.4 km/h, which is below the speed limit of the street. Based on the above assessment, traffic calming devices are not warranted in the street. However, given the community interest on the matter, Council will continue to monitor traffic conditions on Lance Crescent by undertaking further speed monitoring with the assistance of Variable Message Signs (VMS).

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required and monitoring will not directly impact on properties.

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

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 - ECTC-23-159 - Lance Crescent, Greystanes - Road Safety Concerns

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-047

Attachment 1

Previous report - ECTC-23-159 -
Lance Crescent, Greystanes -
Road Safety Concerns

Item No: ECTC-23-159

LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.
2. The concerned resident be notified of the outcome.

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Lance Crescent, Greystanes due to speeding concerns.

Lance Crescent is a local road runs in a north – south direction between Old Prospect Road and Braeside Road. The section of interest is south of Old Prospect Road towards the bend in Lance Crescent at Adrian Street, it has a width of approximately 7.1m.

The speed limit in the street is 50km/h, parking is permitted on both sides of the road in accordance with the Road Rules unless otherwise signposted.

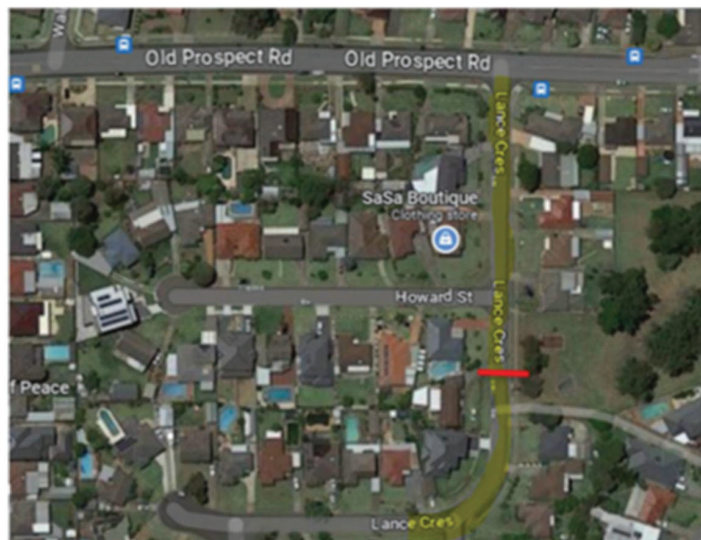
There is a 90-degree bend in Lance Crescent near Adrian Place. Concerns were raised by a resident regarding speeding in the street particularly towards the bend in Lance Crescent at Adrian Street.

Cumberland Traffic Committee at its meeting in August 2023 considered a report on road safety at the bend in Lance Crescent and recommended parking restrictions and line marking in the bend and the intersection of Lance Crescent and Adrian Place.

Council officers have investigated the request for the installation of traffic calming devices on Lance Crescent between Old Prospect Road and the bend at Adrian Place in accordance with Council's Local Area Traffic Management (LATM) Policy.

The latest Centre for Road Safety accident data indicated that there were no reported accidents in Lance Crescent in the last 5 years ending September 2022.

The map below shows the location of Lance Crescent between Old Prospect Road and Adrian Place:



A traffic count was undertaken in Lance Crescent in July 2023. The traffic count location is shown in red on the map above.

The results of the traffic count indicated the following:

Traffic count Data on Lance Crescent, Greystanes:

Average Daily Traffic (ADT) = 582 veh/day,

85th percentile speed = 46.4 km/h,

Mean (average) vehicle speed = 39.2 km/h.

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

The LATM assessments are summarised in the tables below:

Table 1 – Lance Crescent between Howard Street and Adrian Place - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	0
Road Characteristics	35	11
Community Support & other factors	5	5
Total	100	21

Table 2 – Lance Crescent between Howard Street and Adrian Place – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices

41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street. Therefore, the request for the installation of traffic calming devices on Lance Crescent cannot be supported.

The traffic count indicated that the recorded 85th percentile speed is 46.4 km/h, which is below the speed limit of the street. Therefore, Council will take no further action based on the above results.

CONSULTATION

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

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

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Item No: CTC-24-106

ELDRIDGE ROAD, GREYSTANES - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Cumberland Traffic Committee considered a report on the road safety concerns on Eldridge Road, Greystanes on 7 February 2024.

This report outlines further investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council request Cumberland Police Area Command to undertake random speed surveillance during school hours.**
- 2. The concerned resident be notified of the outcome.**

REPORT

Background

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. Holroyd High School is located close by, and a School Zone is provided for majority of the Eldredge Street. There is 'BL2' (double continuous centre lines) marked along Eldridge Street.

Cumberland Traffic Committee considered a report (CTC-24-043) on the road safety concerns on Eldridge Road, Greystanes on 7 February 2024.

The traffic committee recommended that;

- 1. The installation of traffic calming devices on Eldridge Road, Greystanes not be supported.*
- 2. Council request Cumberland Police Area Command to undertake speed surveillance during school hours.*

3. *The concerned resident be notified of the outcome.*

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

Council officers have undertaken a review of the conditions in Eldridge Road, Greystanes.

Based on the traffic counts undertaken in Eldridge Road, the average daily traffic in the street is 988 vehicles/day and the recorded 85th percentile speed was 52.9 km/hr.

The recorded 85th percentile speed value is within acceptable limits, however, further analysis of the speed profile in the street indicated that there was speeding during 40km/hr School Zone times.

Given the community interest on the matter, Council will continue to monitor traffic conditions on Eldridge Road. It is also proposed that the Cumberland Police area Command monitor the street during the school times.

CONSULTATION

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

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

ATTACHMENTS

1. Previous Report - CTC-20-043 – Eldridge Road, Greystanes – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-106

Attachment 1

Previous Report - CTC-20-043 –
Eldridge Road, Greystanes –
Road Safety Concerns

Item No: CTC-24-043

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:

1. The installation of traffic calming devices on Eldridge Road, Greystanes not be supported.
2. Council request Cumberland Police Area Command to undertake speed surveillance during school hours.
3. The concerned resident be notified of the outcome.

Moved Leading Senior Constable William Graham, **Seconded** Ms Irene Xu.

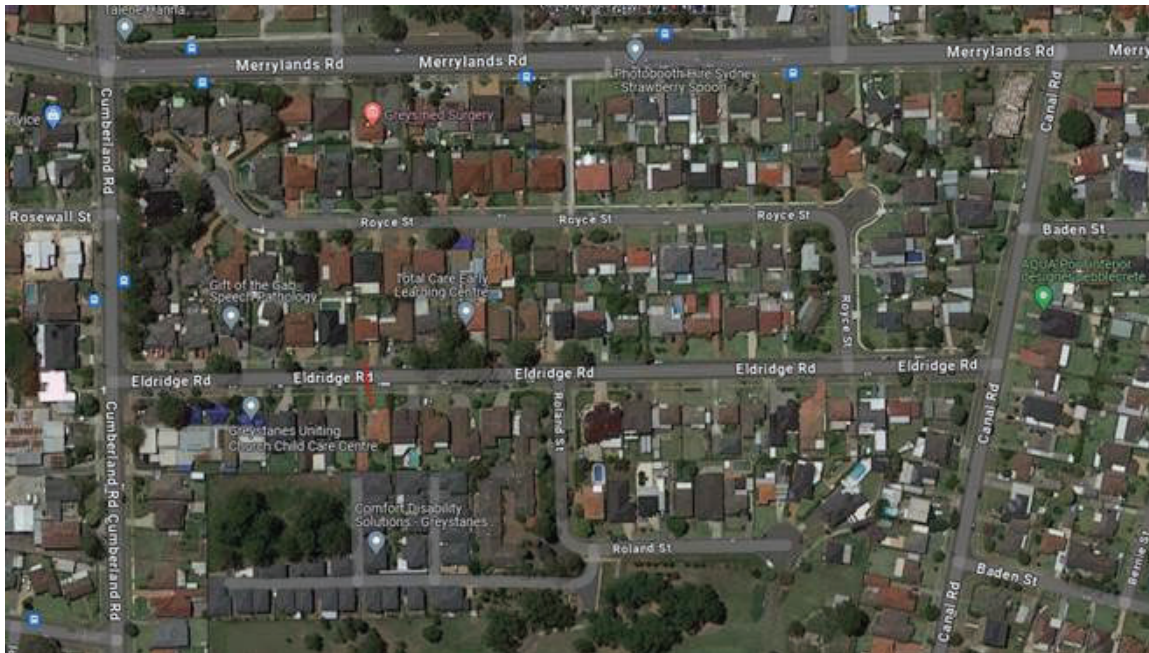
REPORT

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

Item No: CTC-24-107

OATLANDS STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council officers presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Oatlands Street, Wentworthville due to speeding concerns.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of 'BL2' centre and 'E1' edge lines on Oatlands Street, Wentworthville be approved.**
- 2. The concerned residents be notified of the outcome.**

REPORT

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. A report (CTC-24-045) on the road safety concerns in Oatlands Street was presented to the Cumberland Traffic Committee on 7 February 2024, and the Traffic Committee recommended that:

- 1. 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.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have now undertaken further investigation as per Council resolution and recommendation (item 2) by the traffic committee for line marking in Oatlands Street, Wentworthville.

Based on the previous traffic count data, the average daily traffic was 722 vehicles/day and the recorded 85th percentile speed was 56.2 km/hr.

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.

Following review by Council officers and community interest in the matter, Council proposes to install 'BL2' (former 'BB') centre line and 'E1' edge lines to streamline traffic flow.

CONSULTATION

Consultation has not been undertaken as the line marking does not impact on available on-street parking.

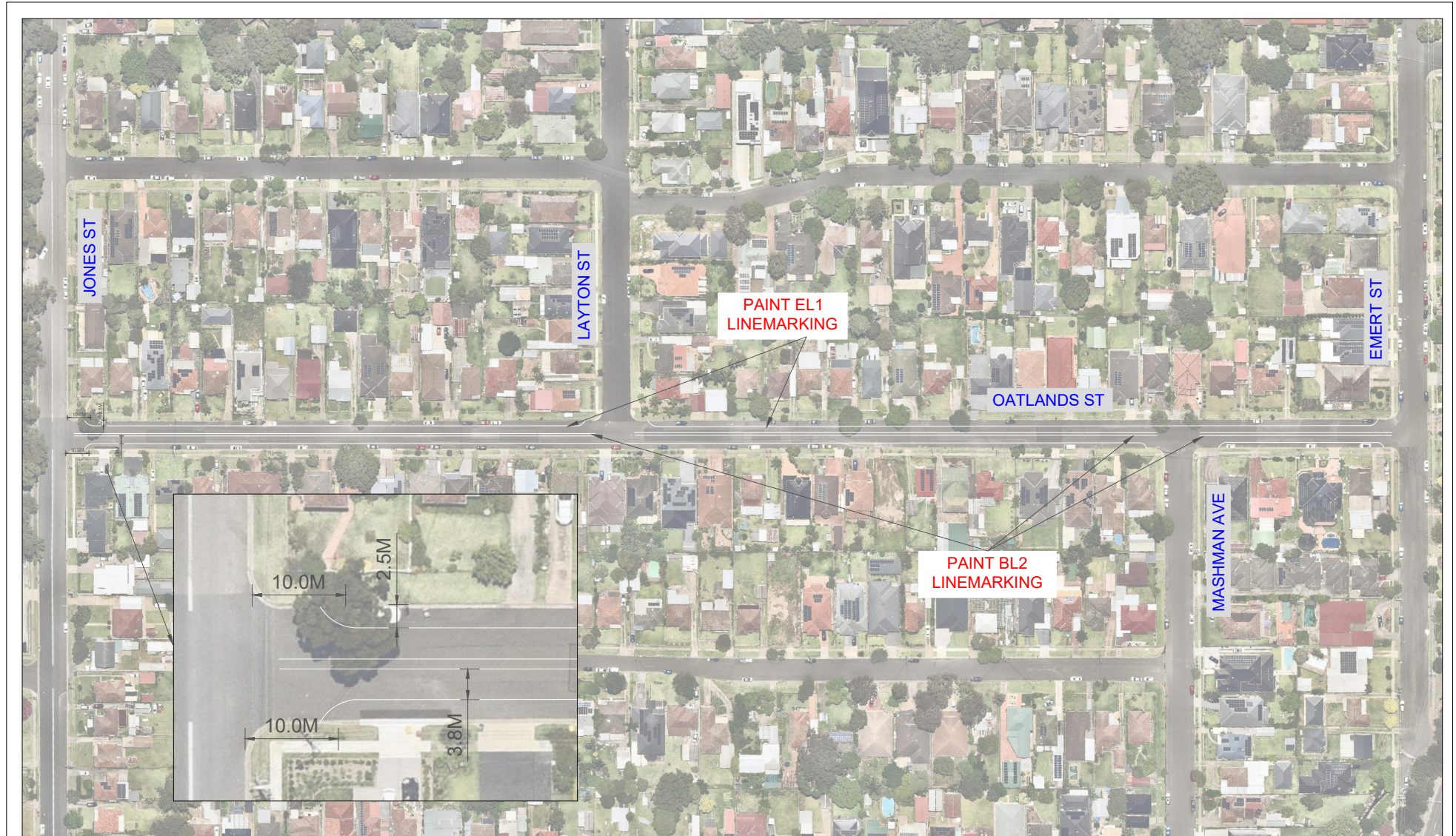
ATTACHMENTS

1. Plan – Oatlands Street, Wentworthville - Proposed Line Marking [↓](#)
2. Previous Report – CTC-24-045 – Oatlands Street, Wentworthville – Road Safety Concerns [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-107**

Attachment 1

**Plan – Oatlands Street,
Wentworthville - Proposed Line
Marking**



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-107

Attachment 2

Previous Report – 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:

1. 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** Cllr Glenn Elmore

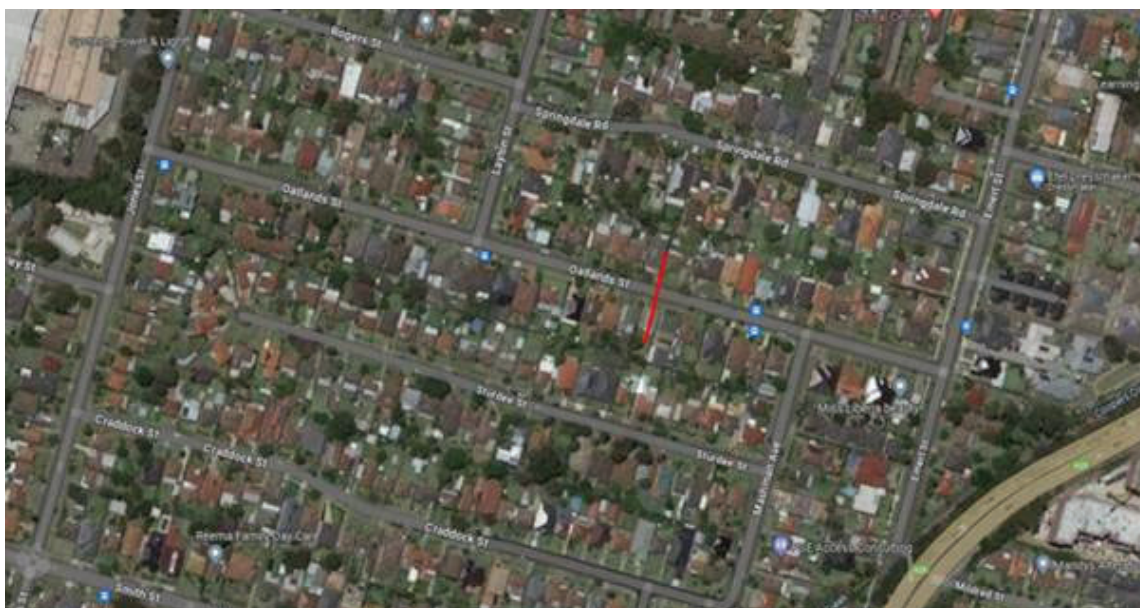
REPORT

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

Item No: CTC-24-108

PASTORAL CIRCUIT, PEMULWUY – EXTENSION OF THE EXISTING ‘NO STOPPING’ RESTRICTIONS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from a resident requesting that consideration be given to the extension of the existing ‘No Stopping’ restrictions on the northern side of Pastoral Circuit, Pemulwuy along the side boundary of No.112 Driftway Drive.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The relocation of the existing ‘No Stopping’ sign outside No.112 Pastoral Circuit, Pemulwuy in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

Pastoral Circuit is a local road that forms a loop by connecting with Driftway Drive with a speed limit of 50 km/h. It has a width of approximately 6m and parking is permitted on both sides of the road unless otherwise signposted.

Recently, council received a request from a resident for the extension of the existing ‘No Stopping’ sign in Pastoral Circuit, Pemulwuy along the side boundary of No.112 Driftway Drive.

The map below shows the location.



Locality Plan

Currently, the existing 'No Stopping' sign is located approximately 3 metres west of the driveway of No. 112 Driftway Drive. The resident alleges that cars often park in this space and partially block the driveway.



In order to reinforce the road rules at this location, it is proposed to extend the existing 'No Stopping' restrictions as per attached drawing.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 17 April 2024 to 1 May 2024.

There was one response received in support of the proposal.

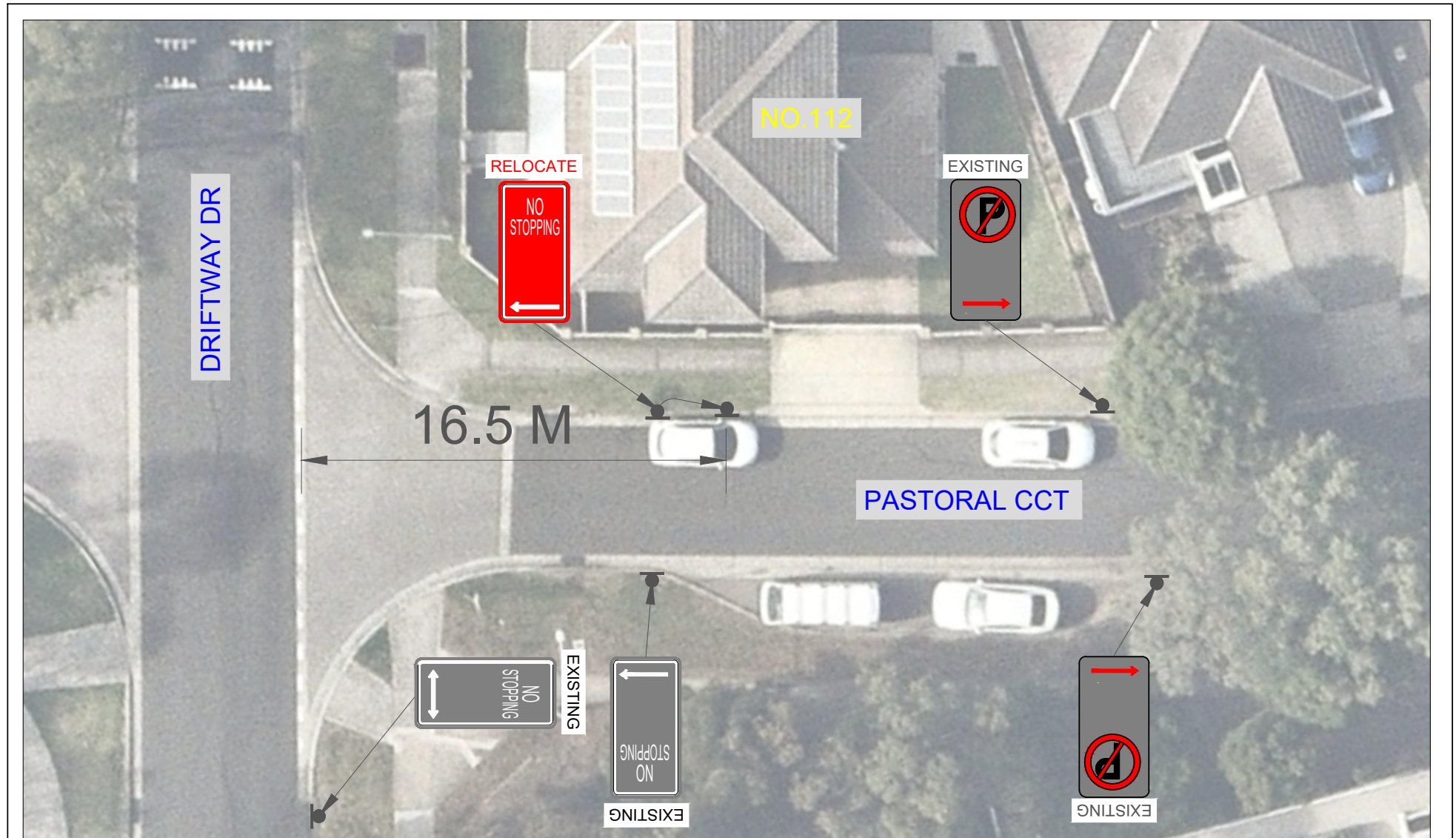
ATTACHMENTS

1. Plan – Pastoral Circuit, Pemulwuy – Proposed Parking Restrictions [↓](#)
2. Submission [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-108

Attachment 1

Plan – Pastoral Circuit, Pemulwuy
– Proposed Parking Restrictions



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-108

Attachment 2
Submission

Sent: Wed, 15 May 2024 18:24:47 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Parking Restrictions - DCTC/2411/38

Dear Council,

Reference Number: DCTC/2411/38

I am lodging a submission requesting to extend the existing "No Stopping" sign on the northern side of Pastoral Circuit, Pemulwuy near Driftway drive. As mentioned in my earlier request, vehicles are blocking my driveway making it difficult and unsafe to leave from my driveway.

Warm regards,

Item No: CTC-24-109

BRAESIDE ROAD, GREYSTANES - MODIFICATIONS TO THE EXISTING 'NO STOPPING' RESTRICTIONS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received an enquiry from Our Lady Queen of Peace Catholic Primary School regarding the existing 'No Stopping' restrictions on Braeside Road, Greystanes outside the school.

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

RECOMMENDATION

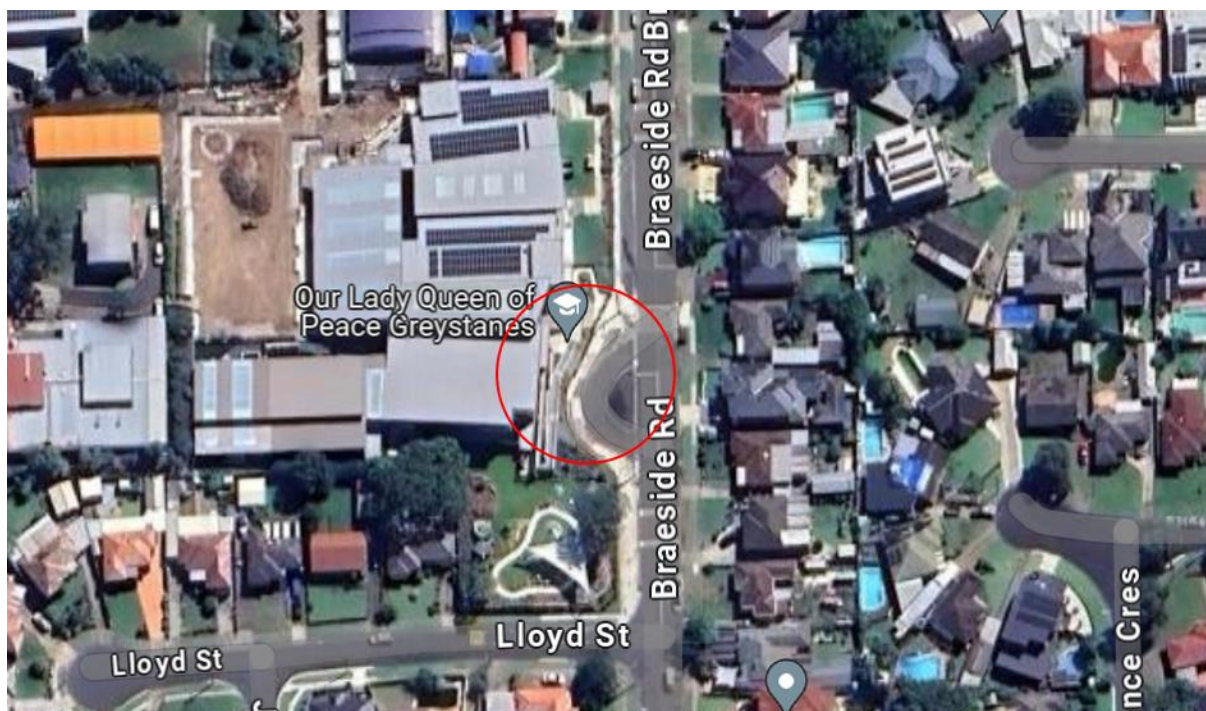
The Traffic Committee recommends that:

- 1. The replacement of the existing part-time 'No Stopping' signs on Braeside Road, Greystanes at the pick-up/drop-off bay area with part-time 'No Parking' signs in accordance with the attached plan be approved.**
- 2. Our Lady Queen of Peace Catholic Primary School be notified of the outcome.**

REPORT

Council has received a request from Our Lady Queen of Peace Catholic Primary School to replace the existing 'No Stopping' restrictions on Braeside Road, Greystanes, outside the school with 'No Parking' restrictions.

Braeside Road is a local collector road that runs north-south, connecting Merrylands Road and Old Prospect Road, with a posted speed limit of 50 km/h. A designated pick-up and drop-off zone during school hours was provided in the bay area outside Our Lady Queen of Peace Catholic Primary School. However, 'No Stopping' restrictions during school hours were recently installed in the bay area as part of the raised pedestrian crossing work outside the school.



Locality Plan

The implementation of the 'No Stopping' restrictions at this location removed opportunities for parents to pick up and drop off their children and contradicts the supplementary sign 'Passenger set Down or Pick Up permitted'. As a result, the school requested that part-time 'No Parking' restrictions be reinstated in the bay area.



Council officers inspected the site and observed that the existing parking restriction was signposted as 'No Stopping, 8am – 9am, 2:15pm – 3:15pm, School Days,' with an additional supplementary sign underneath advising 'Passenger set down or pick up permitted.'

To assist with the operation of this bay, Council proposes to replace the existing part-time 'No Stopping' signs with 'No Parking' signs and to replace the existing supplementary signs with TfNSW approved signs to deliver a clearer message.

CONSULTATION

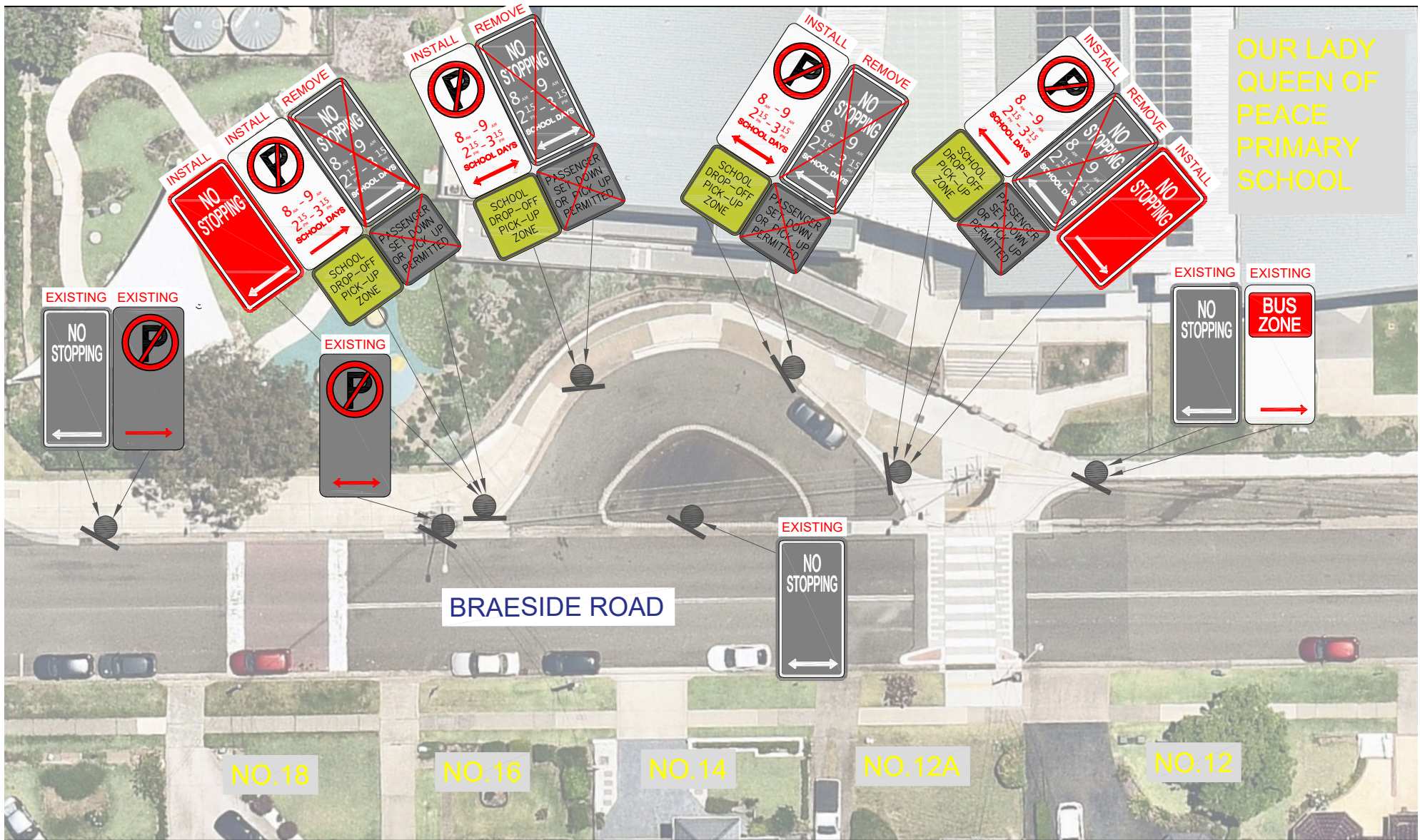
Consultation has not been undertaken as the proposed change was initiated by Our Lady Queen of Peace Catholic Primary School and no residents will be impacted by the changes.

ATTACHMENTS

1. Braeside Road, Greystanes - Plan [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-109

Attachment 1
Braeside Road, Greystanes -
Plan



Item No: CTC-24-110

SANDRA STREET AND FIONA STREET, WOODPARK – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Sandra Street and Fiona Street, Woodpark.

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

RECOMMENDATION

The Traffic Committee recommends that:

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

REPORT

The concerned section of Sandra Street is a local road that runs in an east-west direction between Dell Street and Fiona Street with a speed limit of 50 km/h. It has a width of approximately 7m and parking is permitted on both sides of the road unless otherwise signposted.

Fiona Street is a local road that runs in a north-south direction between Sandra Street and Woodpark Road with a speed limit of 50 km/h. It has a width of approximately 7m and parking is permitted on both sides of the road unless otherwise signposted.

Sandra Street and Fiona Street forms a T- intersection with priority to Sandra Street.

The map below shows 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.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 13m 'No Stopping' restrictions and 10m 'BB' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

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

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 15 April 2024 to 30 April 2024. There were no responses received.

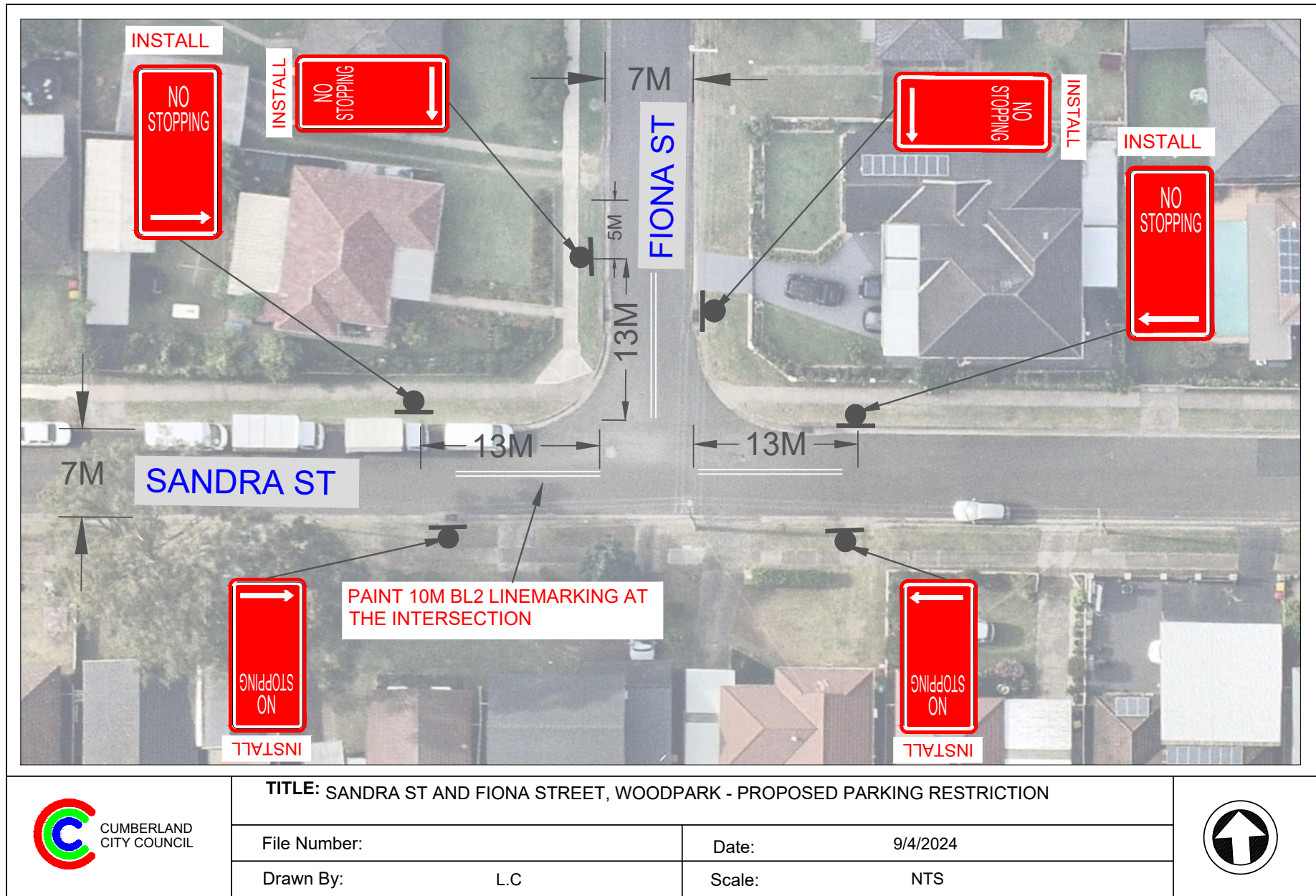
ATTACHMENTS

1. Plan – Sandra Street and Fiona Street, Woodpark – Proposed 'No Stopping' restrictions and BB Line Markings [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-110**

Attachment 1

**Plan – Sandra Street and Fiona
Street, Woodpark – Proposed ‘No
Stopping’ restrictions and BB Line
Markings**



Item No: CTC-24-111

LOMOND STREET, GUILDFORD WEST – EXTENSION OF THE EXISTING ‘NO STOPPING’ RESTRICTIONS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a resident regarding parked vehicles on the western side of Lomond Street near the intersection of Dennistoun Avenue, Guildford.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The extension of the existing ‘No Stopping’ signage on the western side of Lomond Street near No. 34 in accordance with the attached plan be approved.**
- 2. The affected/concerned residents be notified of the outcome.**

REPORT

Lomond Street is a local road that runs in a north - south directions. Lomond Street has a speed limit of 50 km/h. It has a width of approximately 10m. Parking is permitted on both sides of the road unless otherwise signposted.

The section being investigated is between Dennistoun Avenue and Leach Road near the existing roundabout located on the southern end of Lomond Street. This section of Lomond Street has approximately 50m existing BL2 linemarking associated with the roundabout at the intersection of Lomond Street and Dennistoun Avenue. The current travel lane width for the BL2 marked area is approximately 4.2m for the northbound direction and 5.8m for the southbound direction.

The map below shows the area:



Figure 1 – 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 September 2023.

In accordance with NSW Road Rule, Rule 208:

(6) if the road has a continuous dividing line or a dividing strip, the driver must position the vehicle at least 3 metres from the continuous dividing line or dividing strip ...

An investigation revealed that vehicles parked on the western side of Lomond Street next to the existing BL2 linemarking are unable to maintain the 3-metre clearance in accordance with the above road rule.

The council also received complaints from residents alleging that when vehicles park at this location, the sight distance for motorists leaving the site is severely restricted.

To improve safety and reinforce the road rules, it is proposed to extend the existing 'No Stopping' sign on the western side of Lomond Street near No. 34 by 19 metres north as per the attached plan.

CONSULTATION

The proposal was notified to the impacted/ concerned residents for a period of 14 days starting from 8 May 2024 to 22 May 2024.

There was one objection received. The reason of the objection was due to the loss of on street parking space.

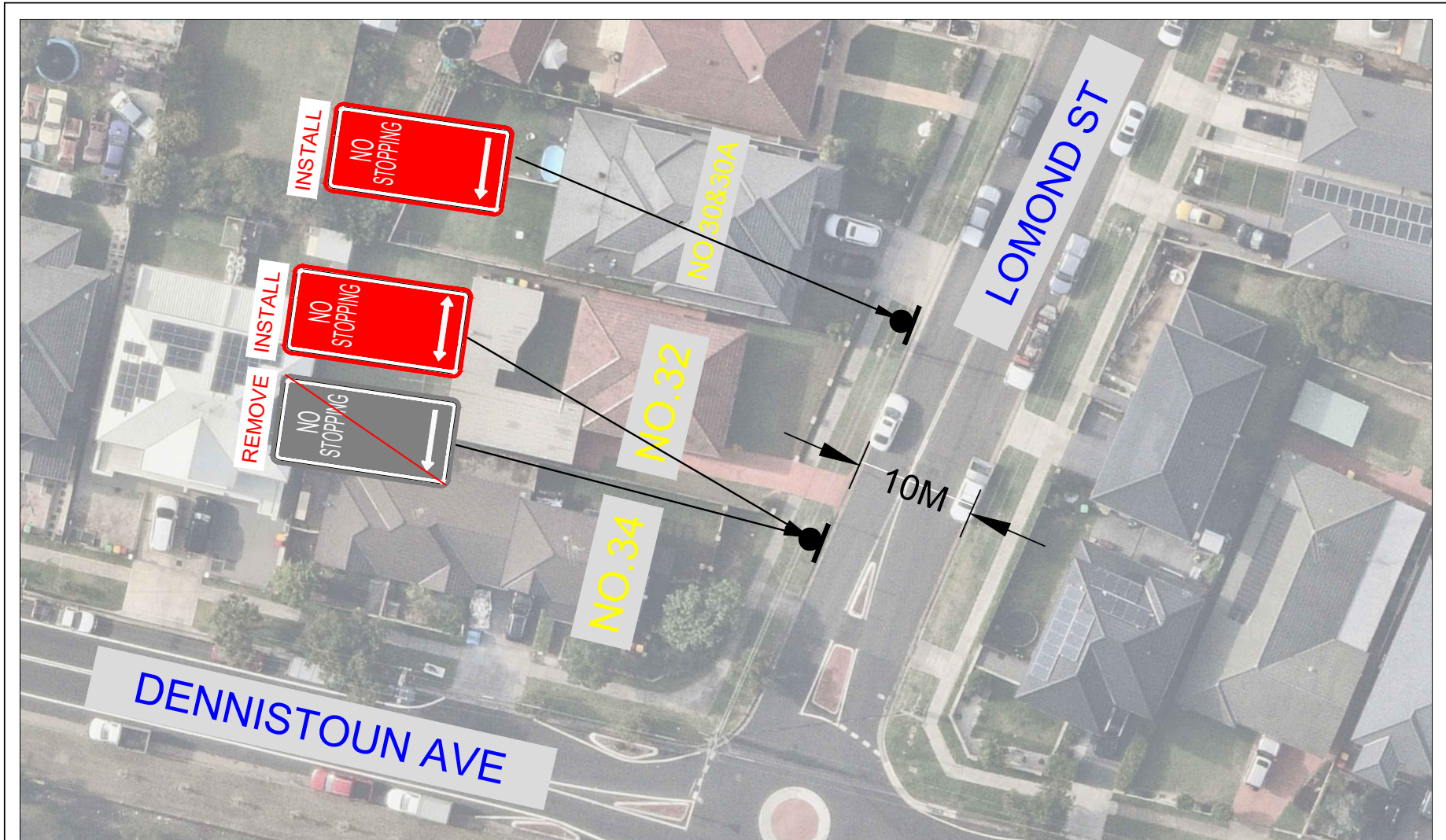
ATTACHMENTS



1. Plan – Lomond Street, Guildford West – Proposed ‘No Stopping’ Sign Extension.
[↓](#)
2. Submission [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-111

Attachment 1

Plan – Lomond Street, Guildford
West – Proposed ‘No Stopping’
Sign Extension.



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: LOMOND ST, GUILDFORD - PARKING RESTRICTON EXTENSION		
	File Number:	Date:	
	Drawn By: L.C	Scale: NTS	

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-111

Attachment 2
Submission

Subject: [EXTERNAL] DCTC/2411/58

Hello,

I'm the resident and owner of

You must be aware the scarcity of the parking in our street due to the congested number of duplexes in the section of our street.

If you extend the no stopping sign it'll be a toll on an already exhausted street parking situation and more tension between neighbours will arise.

Next time don't approve so many double duplexes near a street entry with a round about.

Our families have lived here for over 50 years and never have we experienced such a congestion in our street.

Please reconsider this proposal, I whole heartedly object.

Item No: CTC-24-112

BURSILL STREET AND TALBOT ROAD, GUILDFORD – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Bursill Street and Talbot Road, Guildford.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of a ‘No Stopping’ sign at the intersection of Bursill Street and Talbot Road, Guildford in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

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

Talbot Road is a local road that runs in a north-south direction between Bursill Street and Guildford Road with a speed limit of 50 km/h. It has a width of approximately 9.5m and parking is permitted on both sides of the road unless otherwise signposted.

Bursill Street and Talbot Road forms a T- intersection with priority to Bursill Street.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety accident data indicated that there were 2 reported accidents at this intersection in the last 5 years ending September 2023. The accidents details are list in the table below:

Date	Location	Description
01/09/2019	Bursill Street at Talbot Road	Vehicles failed to give way
04/10/2022	Talbot Road, 20m from Bursill Street	Vehicle lost control

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

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 17 April 2024 to 1 May 2024.

There were no responses received.

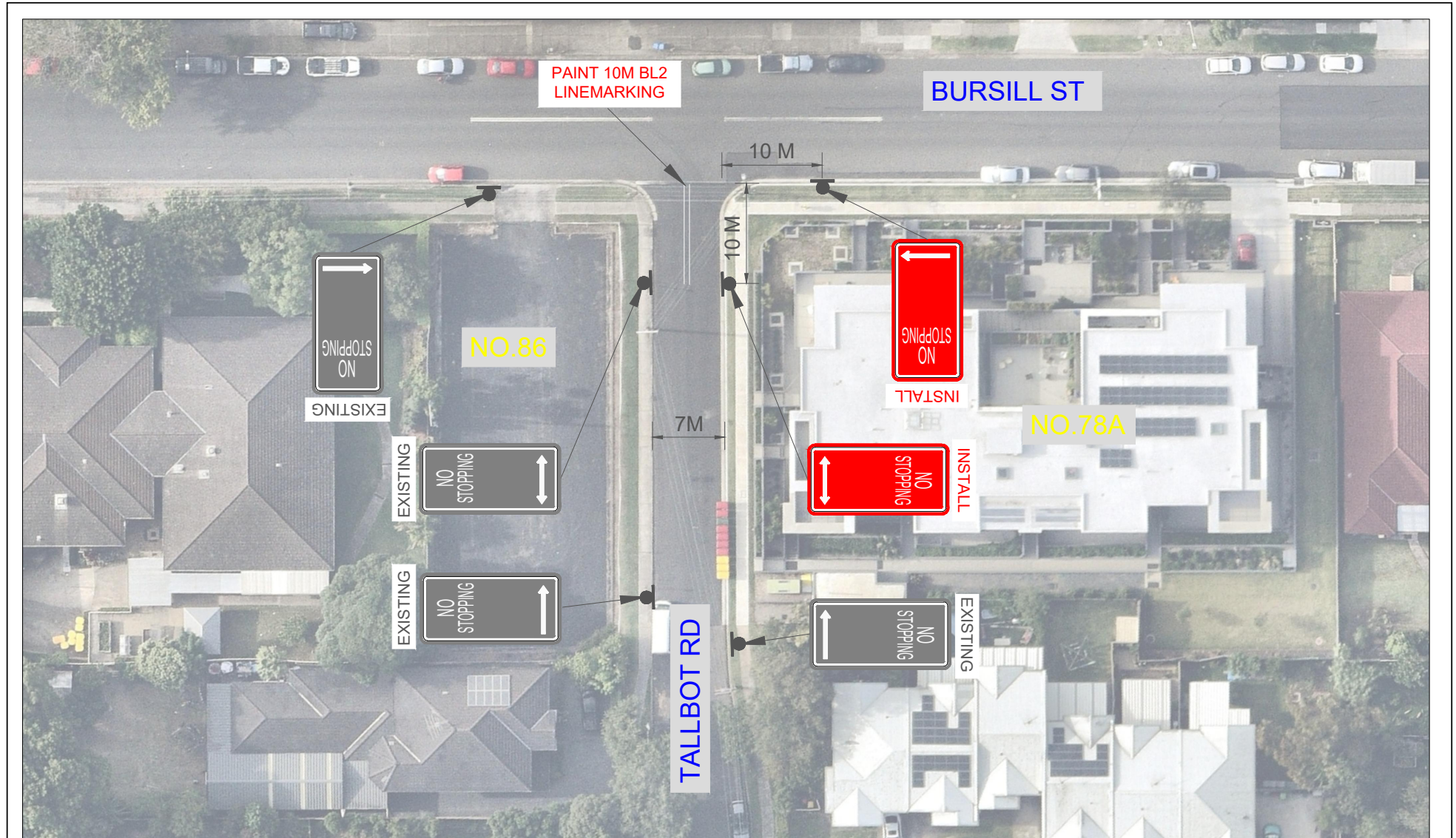
ATTACHMENTS



1. Plan – Bursill Street and Talbot Road, Guildford – Proposed 'No Stopping' Restrictions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-112

Attachment 1

Plan – Bursill Street and Talbot
Road, Guildford – Proposed ‘No
Stopping’ Restrictions



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: BURSILL STREET AND TALLBOT ROAD, GUILDFORD - PARKING RESTRICTIONS AT THE INTERSECTION		
	File Number:	Date: 02/04/2024	
	Drawn By: A.P	Scale: NTS	

Item No: CTC-24-113

MILITARY ROAD AND BYRON ROAD, GUILDFORD – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Military Road and Byron Road, Guildford.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BL2’ line marking at the intersection of Military Road and Byron Road, Guildford in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

Military Road is a Collector Road that runs in an east-west direction between Merrylands Road and Loftus Road with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless otherwise signposted.

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

Military Road and Byron Road forms a T- intersection with priority to Military Road.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety crash data indicated that there was 1 reported crash at this intersection in the last 5 years ending September 2023. The crash details are list in the table below:

Date	Location	Description
19/08/2022	Military Rd at Byron Rd	Type of the accident is unknown

Recent Crash

Council was notified of a crash that occurred at this intersection on Saturday 27 April 2024.

Based on Police records, a vehicle failed to give way to an e-bicycle at the intersection. Vehicle was turning right from Byron onto Military Rd. and the E-bike was on Military Road.

In accordance with the provisions of the Austroads Guide to Road Design Part 3, the absolute minimum stopping sight distance (SSD) for a vehicle travelling at 50 kph is 49 metres and the desirable minimum SSD is 55 metres.

An inspection confirmed that when vehicles, especially heavy vehicles, are parked on the northern side of Military Road at Byron Road, the SSD is significantly reduced compared to the standard requirement.

Therefore, it is proposed that full-time 'No Stopping' restrictions and line marking be provided at the intersection of Military Road at Byron Road to improve the sight distance and safety for vehicles exiting Byron Road.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days from 3 May 2024 to 17 May 2024. No response was received.

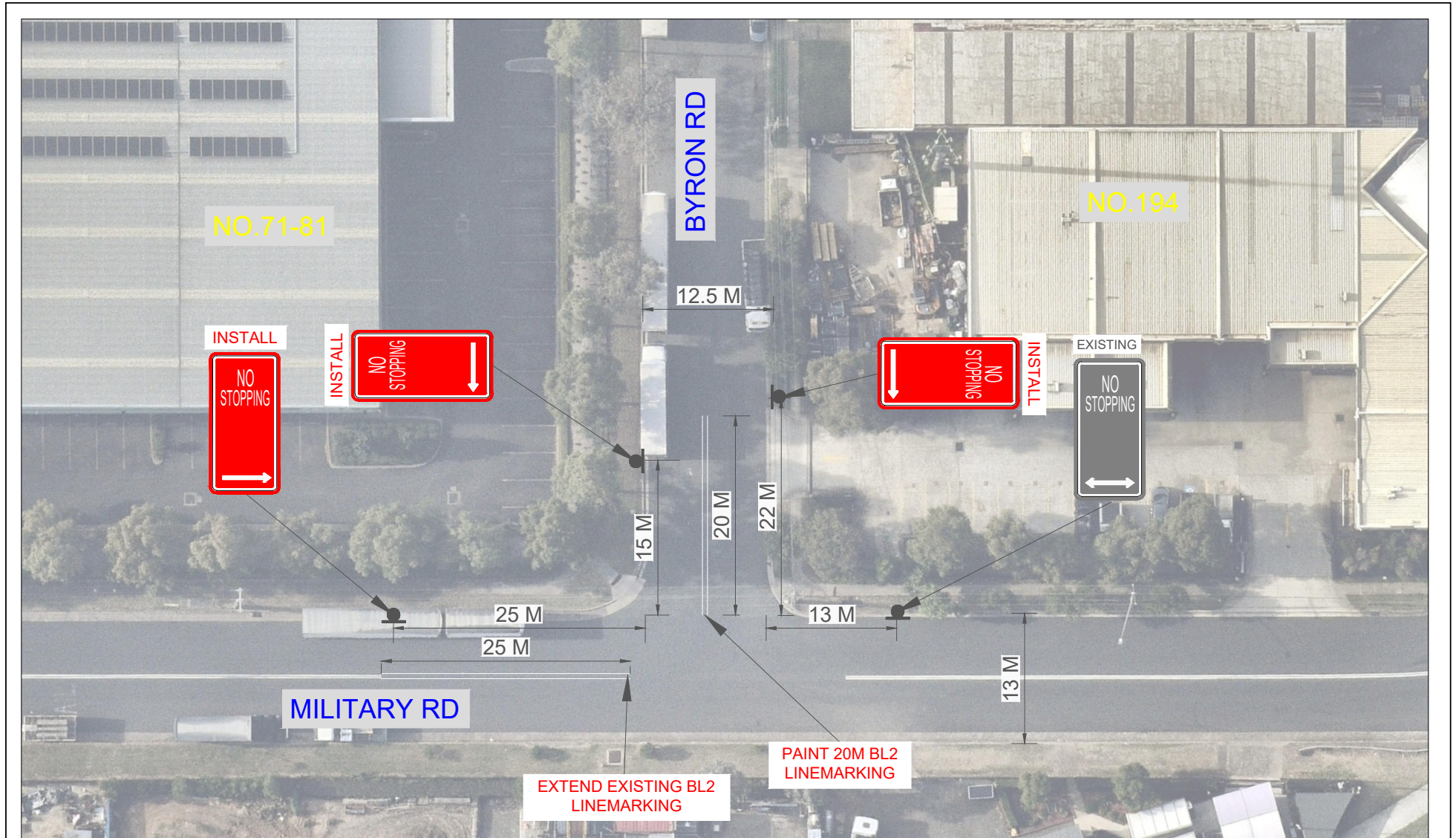
ATTACHMENTS



1. Plan – Military Road and Byron Road, Guildford – Proposed 'No Stopping' Restrictions and BL2 Line Markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-113

Attachment 1

Plan – Military Road and Byron
Road, Guildford – Proposed ‘No
Stopping’ Restrictions and BL2
Line Markings



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: MILITARY ROAD AND BYRON ROAD, GUILDFORD - PARKING RESTRICTIONS AT THE INTERSECTION		
	File Number:	Date: 30/04/2024	
	Drawn By: A.P	Scale: NTS	

Item No: CTC-24-114

KERRS ROAD AND BERNARD STREET, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Kerrs Road and Bernard Street, Lidcombe.

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

RECOMMENDATION

The Traffic Committee recommends that:

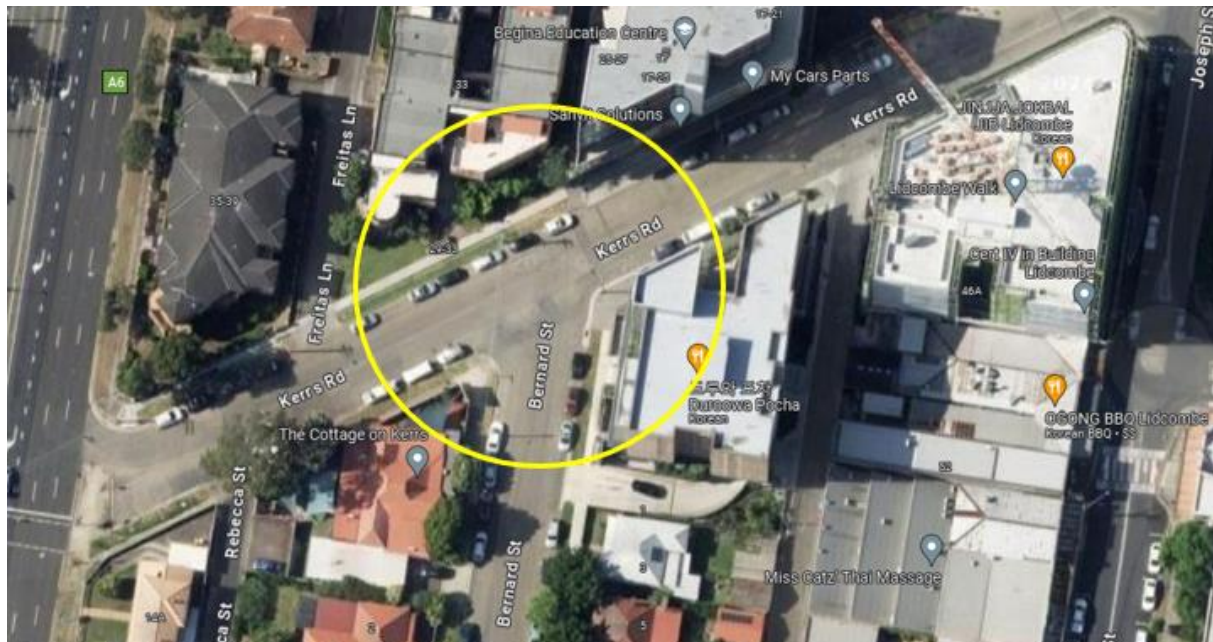
- 1. The installation of ‘No Stopping’ signs and ‘BL2’ line marking at the intersection of Kerrs Road and Bernard Street, Lidcombe in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

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

Bernard Street is a local road that runs in a north-south direction between Kerrs Road and Raymond Street with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless otherwise signposted. Kerrs Road and Bernard Street forms a T- intersection with priority to Kerrs Road.

The map below shows the intersection.



Locality Plan

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

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 10m 'No Stopping' restrictions and 'BL2' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 2 May 2024 to 16 May 2024.

There were no responses received.

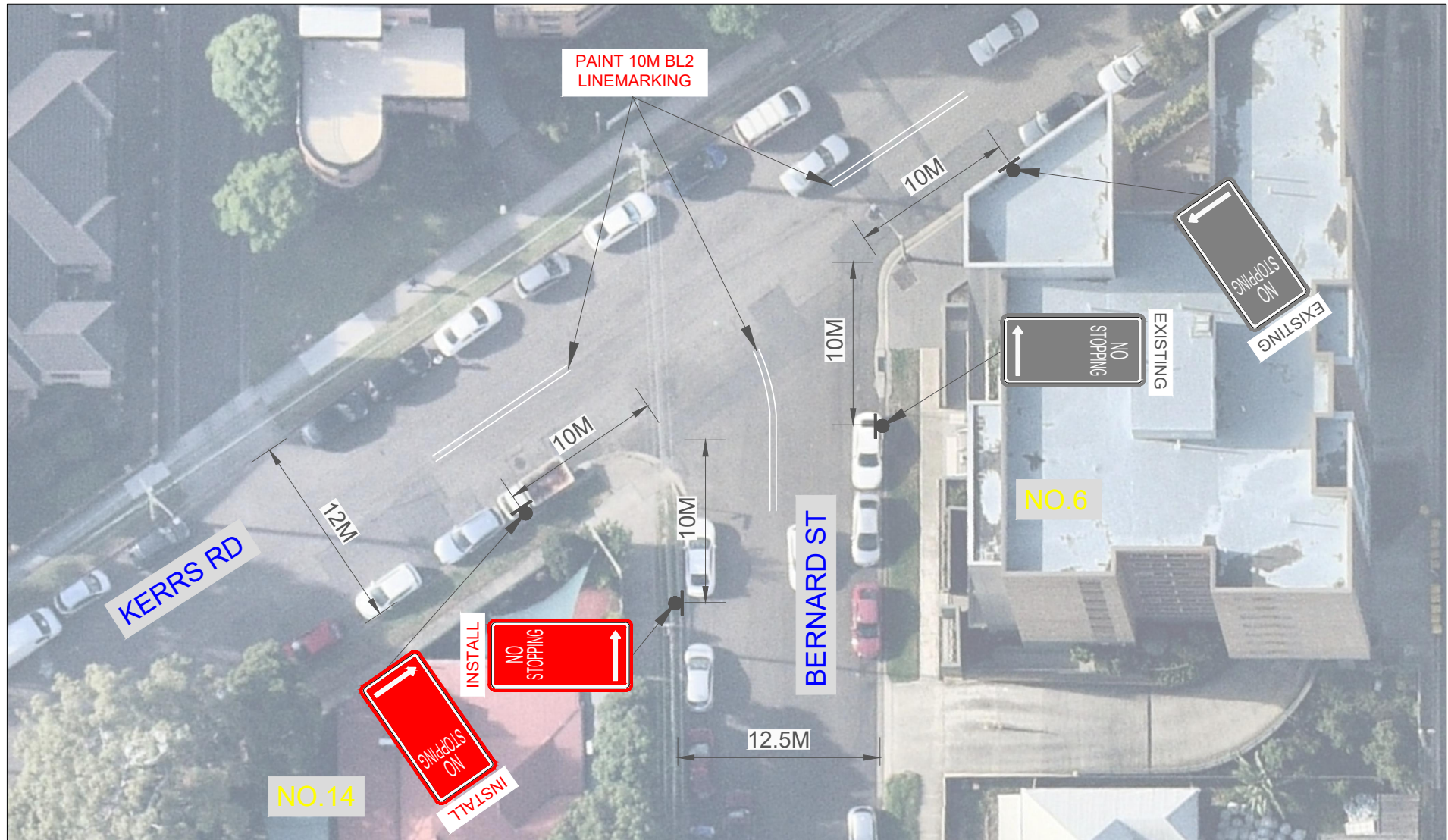
ATTACHMENTS

1. Plan – Kerrs Road and Bernard Street, Lidcombe – Proposed 'No Stopping' restrictions and BL2 Line Markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-114

Attachment 1

Plan – Kerrs Road and Bernard
Street, Lidcombe – Proposed ‘No
Stopping’ restrictions and BL2
Line Markings



TITLE:

KERRS ROAD AND BERNARD STREET, LIDCOMBE - PARKING RESTRICTIONS AND BL2 LINEMARKING AT THE INTERSECTION

File Number:

Date: 30/04/2024

Drawn By: A.P

Scale: NTS



Item No: CTC-24-115

AUBURN ROAD, BERALA - PARKING ARRANGEMENT REVIEW

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council received a request from Berala Public School to convert a section of the existing pick-up and drop-off area into a 5-minute parking zone outside the school.

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

RECOMMENDATION

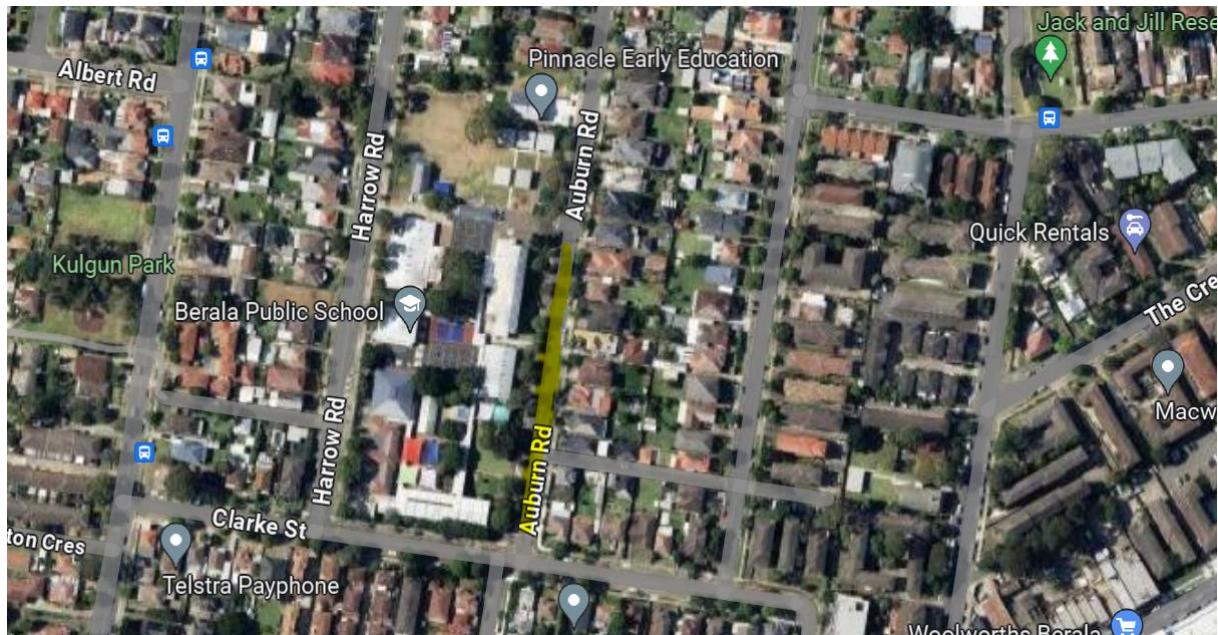
The Traffic Committee recommends that:

- 1. The existing part-time 'No Parking' restrictions on the western side of Auburn Road outside Berala Public School be converted to '5 Minute 8am-9:30am, 2:30pm-4pm School Days' in accordance with the attached plan.**
- 2. The school be notified of the outcome.**

REPORT

Council received a request from Berala Public School to convert a section of the existing pick-up and drop-off area into a 5-minute parking zone outside the school.

Auburn Road, Berala is a local road that runs in a north-south direction with a speed limit of 50km/h. It has a school zone at the southern end from Clarke Street, with a 40 km/h speed limit during school hours. The street is approximately 12.5 metres wide and currently has 'No Parking' restrictions on the western side outside Berala Public School, providing a pick-up and drop-off area for school.

**Locality Plan**

A site meeting was conducted with the school administration and Council officers. The school has indicated a need for parents to park their vehicles and escort their children to and from school. Currently, parents are parking in the 'No Parking' area, creating safety and enforcement issues.

To improve safety and provide convenience for parents, it is proposed to convert 47m of the existing part-time 'No Parking' restrictions to a 5-minute parking zone during school hours to facilitate pick-up and drop-off activities.

CONSULTATION

Consultation is not required as the proposed changes only impact the school, and the school initiated the proposal.

ATTACHMENTS



1. Plan – Auburn Road, Berala – Parking Arrangement Review [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-115

Attachment 1

Plan – Auburn Road, Berala –
Parking Arrangement Review



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: Proposed Changes to the Existing Drop Off & Pick Up Zone Outside Berala Public School		
	Scale:	NTS	
	Date:	21/05/24	
	Drawn By:	P.L	

Item No: CTC-24-116

MARY STREET, LIDCOMBE – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received an application for a ‘Works Zone’ on Mary Street, Lidcombe associated with the development at 31 Mary Street, Lidcombe.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. The 18m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ signs be installed on the frontage of the development site on Mary Street, Lidcombe in accordance with the attached plan, subject to Council’s standard conditions for the period of 9 months and subsequent extension if required.
- i)
2. The applicant be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges.

REPORT

Council has received an application for a ‘Works Zone’ on Mary Street, Lidcombe associated with the development at 31 Mary Street, Lidcombe. The proposed development involves construction of a six (6) storey mixed use development comprising of an eighty (80) place childcare centre, four (4) residential apartments for National Disability Insurance Scheme rental with a rooftop communal terrace, an indoor recreation facility and basement car parking for twenty-five (25) vehicles of a childcare centre and swim centre.

The temporary “Works Zone” is approximately 18m in length and proposed to commence in May 2024 for 9 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of three (3) on-street unrestricted parking spaces on the southern side of Mary Street, Lidcombe during the operation of the “Works Zone”.

CONSULTATION

The proposal is outside the property being developed and no consultation is considered necessary as the request was made by the builder.

ATTACHMENTS

1. Plan – Mary Street, Lidcombe – Proposed Temporary ‘Works Zone’ Signage [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-116

Attachment 1

Plan – Mary Street, Lidcombe –
Proposed Temporary ‘Works
Zone’ Signage



CUMBERLAND
CITY COUNCIL

TITLE:

MARY ST, LIDCOMBE
PROPOSED 'WORKS ZONE' SIGNAGE



DESIGNED : T.T.

SCALE : N.T.S.

DRAWING N

CHECKED : S.S.

DATE : 26/04/2024

CTC-24-0XX

Item No: CTC-24-117

PLATFORM STREET, LIDCOMBE – PROPOSED PARKING RESTRICTIONS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a Child Care Centre located at No.93 Platform Street, Lidcombe for the provision of timed parking outside the property.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The proposed installation of ‘1/4P 7AM-9AM, 3PM-6PM, Mon-Fri’ outside No. 93 Platform Street, Lidcombe in accordance with the attached plan be approved.**
- 2. The affected / concerned business owners be notified of the outcome.**

REPORT

Platform Street is a local road that runs in a north-south direction with a speed limit of 50km/h. It has a width of 8.5m with unrestricted parking on both sides of the street unless otherwise signposted.

Council has received a request from a Child Care Centre located at No.93 Platform Street, Lidcombe, for the installation of timed parking restrictions outside the property.

The business owner has advised that due to the high parking demand in the area, the existing unrestricted on-street parking spaces are occupied for most of the day, thereby limiting parking opportunities for parents accessing the centre.

The map below shows the location.



Locality Plan

Council officers have investigated the matter which revealed that due to the high demand of parking in the area, vehicles often park for long periods of time in the street preventing parents from the Child Care Centre using the spaces outside the centre.

To assist the business in the area, it is proposed to install 1/4 hour parking restrictions between the hours of 7am to 9am and 3pm to 6pm from Monday to Friday which would increase parking turnover at this location.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 24 April 2024 to 8 May 2024.

There was one response received which supported the proposal.

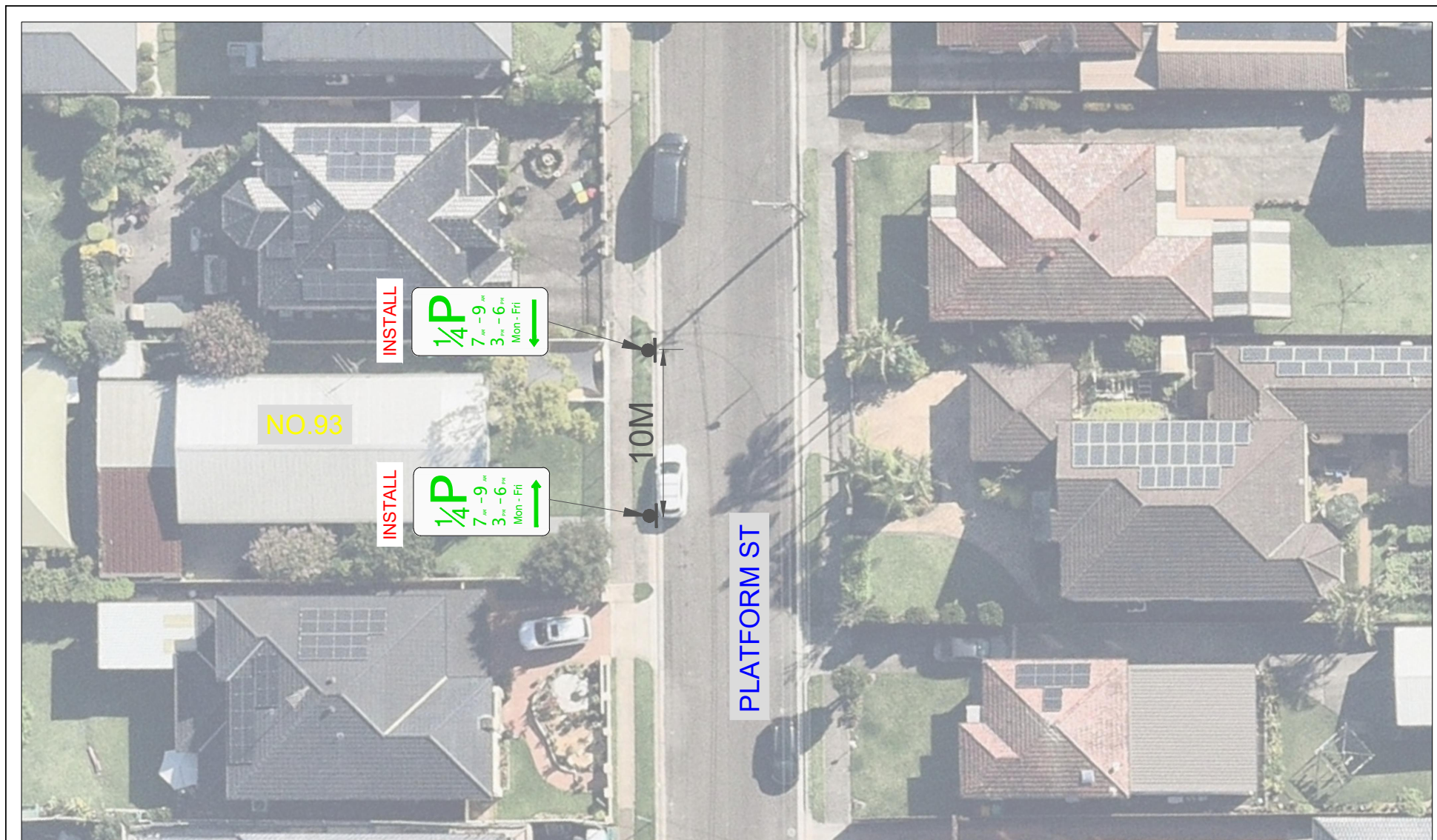
ATTACHMENTS

1. Plan – Platform Street, Lidcombe – Proposed Parking Restrictions [↓](#)
2. Submission [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-117

Attachment 1

Plan – Platform Street, Lidcombe
– Proposed Parking Restrictions



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-117

Attachment 2
Submission

Subject: [EXTERNAL] Parking restriction lodgment reference number DCTC/2411/49

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

To Whom It May Concern,

We have received a letter from Cumberland city council proposal to provide Bettey Elaine kindergarten located on 93 platform st Lidcombe with 10m $\frac{1}{4}$ 7-9am 3-6pm Monday to Friday parking restriction outside.

We would like to lodge the submission for 93 platform ST Lidcombe NSW 2141.

By designating this parking restriction, families will have easier and safer access to the kindergarten, allowing for a safer and more efficient drop-off and pick-up process. Additionally, it would discourage long-term parking and ensure that the area remains available for its intended purpose.

Thank you for considering our request. We are hopeful that with your support, we can create a safer and more accessible environment for all members of the Lidcombe community.

Item No: CTC-24-118

MAGOWAR ROAD, GIRRAWEEEN - PROPOSED PARKING RESTRICTIONS – CONSULTATION RESULTS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received concerns from local residents and businesses for the installation of time limited parking restrictions on Magowar Road, Girraween.

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

RECOMMENDATION

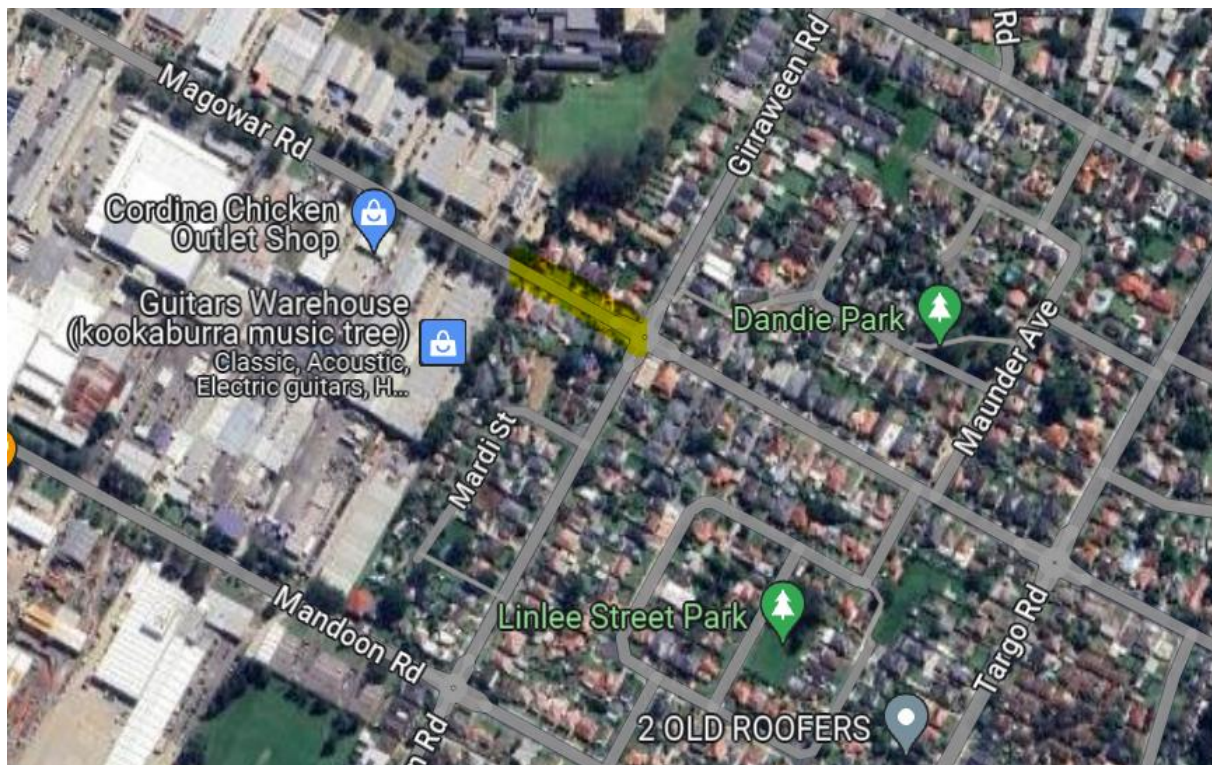
The Local Traffic Committee recommended that:

- 1. Council undertake further consultation with the residents directly impacted by the proposed parking restrictions and report back to traffic committee if objections are received.**
- 2. Council notify concerned resident of the outcome.**

REPORT

Magowar Road is a local road that runs in an east – west direction between Pendle Way and Toongabbie Road with 50 km/hr speed limit. The section of interest is approximately 260m west from Girraween Road. This section has a width of approximately 12.2m and parking is permitted on both sides of the road in accordance with the Road Rules unless signposted.

Magowar Road between Girraween Road and Toongabbie Road has a combination of low-residential properties and industrial/ commercial sites. There are 10 single dwellings located within this section of the Road and the rest of the street are commercial sites.



In response to resident concerns about parking difficulties in this section of the street, Council conducted a consultation regarding parking options in May 2024. A total of 50 letters with attached survey forms were distributed. The survey offered three options for selection:

1. Support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girraween Road.
2. Support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes.
3. I do not support any parking changes in Magowar Road.

Council received 13 responses (80% of the total letters sent) by the closing date including one response received from the same address but with different option selected. Out of the 13 responses there were 14 selections made, as one of the responses selected more than one preferred option.

The survey result is summarised in the table below.

	Option 1 Timed parking	Option 2 Residential parking scheme	Option 3 Object to the proposal	Total
No of selections	2	6	6	14
Percentage	14.3%	42.9%	42.9%	100%

An analysis of the survey data indicated that the majority of objections were from business owners in the western section of the street. However, the proposed parking restrictions mainly affect the residential part, which is in the eastern section of the street. Therefore, the responses from residential properties have been summarised below:

	Option 1 Timed parking	Option 2 Residential parking scheme	Option 3 Object to the proposal	Total
No of residential response	2	2	2	6
Percentage	33%	33%	33%	100%

Among the responses from residents (excluding business owners), the three options were evenly distributed. Based on the overall survey results, 42.9% of the responses objected to any parking restrictions on the street, 42.9% supported the provision of a residential parking scheme, and only 14.3% supported timed parking restrictions.

With the majority of responses indicating support for timed parking and/or a residential parking scheme, it is recommended that further consultation with residents be undertaken on a proposed parking arrangement for the residential section on Magowar Road between Girraween Road and the industrial area.

CONSULTATION

The proposal was consulted with residents of Magowar Road for a period of 14 days from 30 April 2024 to 14 May 2024. A total of 50 letters with an attached survey form were distributed to the residents / business owners. Details of the consultation outcomes are provided in the report.

ATTACHMENTS

1. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-118

Attachment 1
Submissions



REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed time limited parking in Magowar Road, Girraween as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed timed parking in Magowar Road and I am in favour of the below option.

1. **I support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girraween Road.** ☐

2. **I support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes.** ☒

Note: The RPS aims to allow unrestricted on-street parking for residents while restricting others including residential visitors and commuters without permit to time limited on-street parking.

3. **I do not support any parking changes in Magowar Road.** ☐

Further Comments:

The Parking situation is horrible. Many times
big vans / trucks park outside our house. We can
take our cars out. They park and come out after
couple of days (especially on long weeks
ends)

(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.



REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: _

Address:

Phone:

Please indicate your views on the proposed time limited parking in Magowar Road, Girrawee as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed timed parking in Magowar Road and I am in favour of the below option.

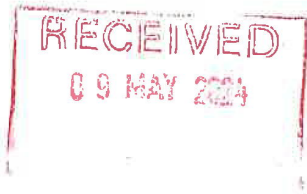
1. **I support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girrawee Road.** ☐
2. **I support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes.** ☐
Note: The RPS aims to allow unrestricted on-street parking for residents while restricting others including residential visitors and commuters without permit to time limited on-street parking.
3. **I do not support any parking changes in Magowar Road.** ☒

Further Comments:

MY COMPANY IS DIRECTLY SITUATED NEXT TO RESIDENTIAL HOUSES
IT IS NOT PRACTICE TO ENFORCE TIME PARKING - WE HAVE 40 STAFF
STAFF LEAVE AT 5.30 PM AND ARE NOT PARKED ON WEEKENDS. - THIS BUILDING
HAS BEEN HERE SINCE 1970 - MANY RESIDENTS HAVE NOT.

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: _____

Address: _____

Phone: (_____) _____

Please indicate your views on the proposed time limited parking in Magowar Road, Girrawee as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed timed parking in Magowar Road and I am in favour of the below option.

1. I support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girrawee Road. ☒
2. I support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes. ☒
Note: The RPS aims to allow unrestricted on-street parking for residents while restricting others including residential visitors and commuters without permit to time limited on-street parking.
3. I do not support any parking changes in Magowar Road. ☐

Further Comments:

IT WOULD GIVE US ALL A CHANCE TO PARK OUTSIDE
OUR HOMES

(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.

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: __

Address: __

Phone: _

Please indicate your views on the proposed time limited parking in Magowar Road, Girrawee as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed timed parking in Magowar Road and I am in favour of the below option.

1. **I support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girrawee Road.** ☒
2. **I support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes.** ☐
Note: The RPS aims to allow unrestricted on-street parking for residents while restricting others including residential visitors and commuters without permit to time limited on-street parking.
3. **I do not support any parking changes in Magowar Road.** ☐

Further Comments:

I also support time limited parking in the commercial section of magowar Road. There are many people who own trucks that live in surrounding houses & apartment blocks. They are parking on magowar Rd 24/7 leaving little space for legitimate business use.

(Signed)

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REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed time limited parking in Magowar Road, Girrawee as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed timed parking in Magowar Road and I am in favour of the below option.

1. I support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girrawee Road. ☐
2. I support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes. ☒
Note: The RPS aims to allow unrestricted on-street parking for residents while restricting others including residential visitors and commuters without permit to time limited on-street parking.
3. I do not support any parking changes in Magowar Road. ☐

Further Comments:

WOULD FAVOUR OF CONSIDERATION OF A ROUNDABOUT AT
MAGOWAR RD & TOONGABBIE ROAD 'T' INTERSECTION.

(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.

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed time limited parking in Magowar Road, Girrawee as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed timed parking in Magowar Road and I am in favour of the below option.

1. **I support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girrawee Road.** ☐
2. **I support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes.** ☐
Note: The RPS aims to allow unrestricted on-street parking for residents while restricting others including residential visitors and commuters without permit to time limited on-street parking.
3. **I do not support any parking changes in Magowar Road.** ☒

Further Comments:

WE ARE PAYING RATES THE SAME AS RESIDENTIAL LOTS
SO WHY SHOULDN'T WE BE ABLE TO PARK ON OUR
STREET.

(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.

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed time limited parking in Magowar Road, Girrawee as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed timed parking in Magowar Road and I am in favour of the below option.

1. **I support the installation of time limited parking (2,3 or 4 Hours) in the residential section of Magowar Road west of Girrawee Road.** ☐
2. **I support the installation of time limited parking (2,3 or 4 Hours) only with a Resident Parking Scheme if the section qualifies under Council's Policy on Resident Parking Schemes.** ☐
Note: The RPS aims to allow unrestricted on-street parking for residents while restricting others including residential visitors and commuters without permit to time limited on-street parking.
3. **I do not support any parking changes in Magowar Road.** ☒

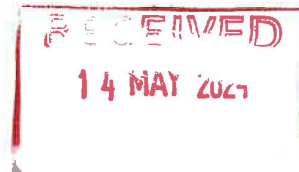
Further Comments:

(Signed)

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ABN 22 798 563 329

Welcome Belong Succeed

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: __

Address:

Phone: __

Please indicate your views on the proposed time limited parking in Magowar Road, Girrawee as described in Council's letter dated 30 April 2024 and submit your response by **14 May 2024**.

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Welcome Belong Succeed



REF: DCTC/2411/44

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CUMBERLAND
CITY COUNCIL

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ABN 22 798 563 329

Welcome *Belong Succeed*

CUMBERLAND
CITY COUNCILRECEIVED
15 MAY 2024

REF: DCTC/2411/44

MAGOWAR ROAD, GIRRAWEE – PROPOSED TIME LIMITED PARKING

Name: _____

Address: _____

Phone: _____

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CUMBERLAND
CITY COUNCIL

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Item No: CTC-24-119

HIBISCUS STREET, GREYSTANES – PROPOSED ‘NO PARKING’ PARKING RESTRICITONS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received concerns from residents regarding parked vehicles in Hibiscus Street near the intersection with Dahlia Street, Guildford.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of the ‘No Parking’ signs on the eastern side of Hibiscus Street as per attached plan be approved.**
- 2. The affected/concerned residents be notified of the outcome.**

REPORT

Hibiscus Street is a local road running east-west, with a speed limit of 50 km/h and a width of approximately 7 meters. Parking is permitted on both sides of the road according to Road Rules unless otherwise signposted.

Currently, there are a few businesses and shops located at the corner of Hibiscus Street and Dahlia Street. Council has received complaints from local residents about vehicles visiting these shops parking in this section of Hibiscus Street causing safety concerns.

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

6 April 2022

CTC considered a report (CTC-22-066) regarding the proposed parking restrictions and line marking on Hibiscus Street and recommended that:

The installation of 'No Stopping' signs and 'BB' line marking at the intersection of Dahlia Street and Hibiscus Street, Greystanes in accordance with the attached plan be approved.

19 October 2022

Due to further complaints received from the residents, CTC considered a report (CTC-22-160) regarding the relocation of 'No Stopping' sign at the intersection on Hibiscus Street and recommended that:

- 1. The relocation of the existing 'No Stopping' sign on the eastern side of Hibiscus Street, Greystanes at its intersection with Dahlia Street in accordance with the attached plan be approved.*
- 2. The affected residents be notified of the outcome.*

Map below shows the location of Hibiscus Street, Greystanes:

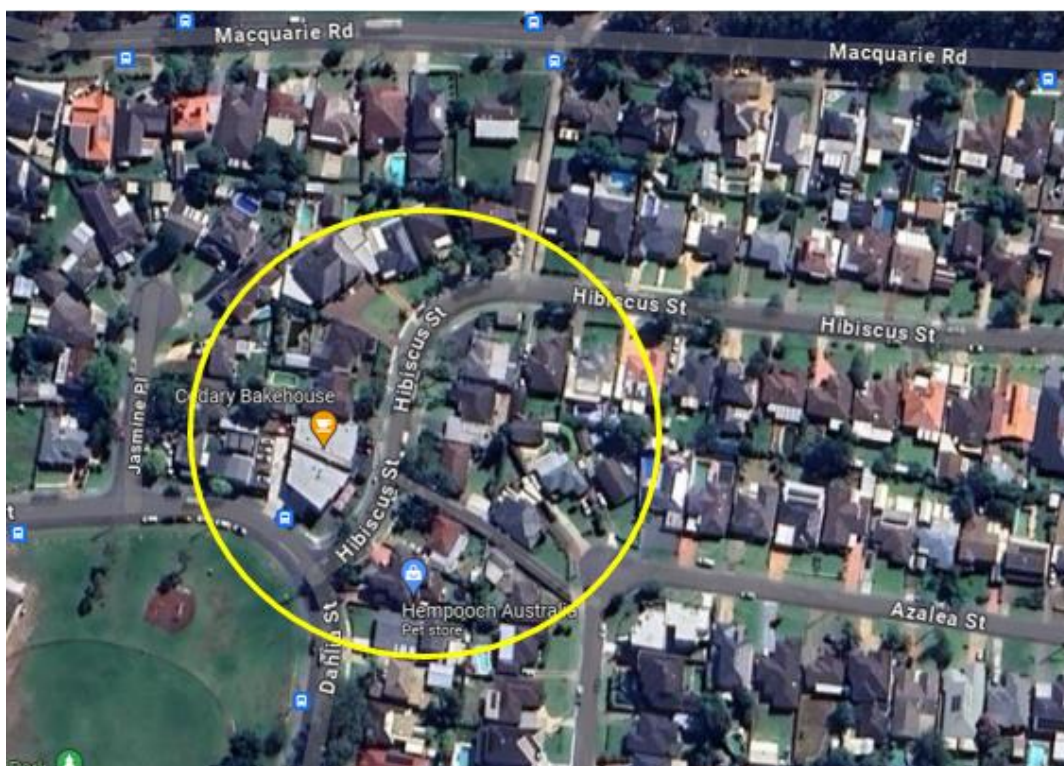


Figure 1 – Locality Plan

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

Following the relocation of the existing 'No Stopping' sign, Council has received complaints from the residents of Hibiscus Street about the parking conditions. The residents allege that the business on the corner generates significant traffic and vehicles visiting the business often park on both sides of the street restricting two-way traffic movement.

In response to these concerns, a consultation was carried out with the residents and businesses at the corner. A total of 22 letters with attached survey forms were distributed to the residents and business owners, proposing 'No Parking' restrictions on the eastern side of Hibiscus Street, including the bend outside No.54. Council received 13 responses (59% of the total letters sent). Of these, 10 responses (76.9%) supported the proposal, and 3 (23.1%) opposed it. It should be noted that all 3 opposing responses were not from the directly affected residents, and all the affected residents who responded to the survey supported the proposed parking restrictions.

Based on the survey results, considering that the majority supported the proposal, it is proposed to install the 'No Parking' signs on the eastern side of Hibiscus Street as per the attached plan to improve safety in this section of Hibiscus Street.

CONSULTATION

The proposal was notified to the impacted/ concerned residents for a period of 14 days starting from 8 May 2024 to 22 May 2024. Council received 13 responses (59% of the total letters sent). Of these, 10 responses (76.9%) supported the proposal, and 3 (23.1%) opposed the proposal.

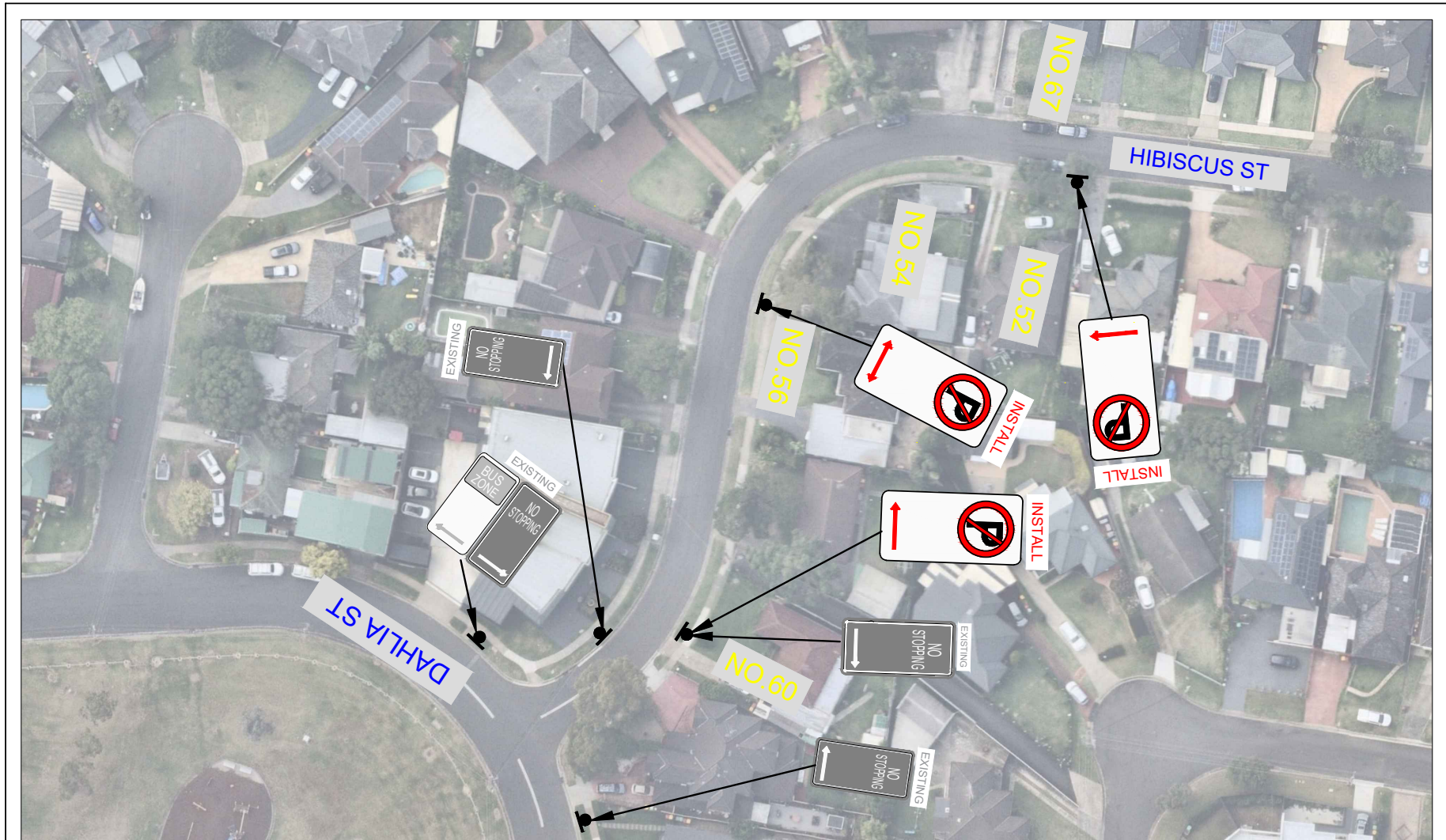
ATTACHMENTS



1. Plan – Hibiscus Street, Greystanes – Proposed 'No Parking' Signs [↓](#)
2. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-119

Attachment 1

Plan – Hibiscus Street,
Greystanes – Proposed ‘No
Parking’ Signs



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: HIBISCUS ST, GREYSTANES- PROPOSED NO PARKING RESTRICTIONS		
	File Number:	Date:	
	Drawn By: L.C	Scale: NTS	

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-119

Attachment 2
Submissions

Date: Tuesday, 30 April 2024 4:03:40 PM

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

Good afternoon hope your well.

I am the owner occupancy of - My neighbours have notified me that they are looking to pull some signs around Hibiscus Street and possibly in front of my house. The Bakery is extremely busy Tuesday to Sunday and already struggling to park as it is, taking away more parking spots will make this more difficult!! It's hard enough as they have put a bus stop as long as 3 houses which can fit 6 cars.

This is really unfair it goes ahead, before you take action come to our doors to discuss !

Date: Tuesday, 30 April 2024 2:02:55 PM

Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

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

Hi Lizzie,

I hope this email finds you well.

I am writing express my concern regarding the installation of 'no parking' signs on Hibiscus Street. While I understand the importance of managing parking in our community, I would like to highlight a few reasons as to why the signs will have a detrimental impact:

1. Children between the ages of 3-12 attend The Learning Spot on a daily basis. The Learning Spot is a School Readiness and Primary tutoring centre that caters for the students in the local community. With parking restrictions in place, parents are unable to safely drop off and pick up their young children.
2. Our clients are parents with young families. They need adequate parking to be able to put their children in and out of the car safely including prams and other essentials.
3. With limited access to parking in the area, the proposed parking restrictions will severely effect The Learning Spot and our neighbours Cedary Bakehouse.
4. Clients and customers have complained regarding the lack of parking in the area as 'no parking' signs have been previously installed.

Given these points, I respectfully request that these parking signs be reconsidered.

I would like to suggest exploring alternative solutions that prioritise safety for our young students and neighbours at Cedary Bakehouse.

Date: Monday, 29 April 2024 1:20:02 PM

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

Hi Lizzie,

Thanks for taking the time to discuss with me our concerns in relation to the letter received dated 18/04/2024.

As discussed, I have requested to have a meeting with Soma and yourself as there are many more layers and issues for safer roads around the Hibiscus Street roads that have to be taken into account.

Given the issues at hand, I think it would be beneficial to have the meeting onsite. We can have the meeting at Cedary Bakehouse – Shop 4, 81 Hibiscus St, Greystanes.

In anticipation of our meeting, I have listed the below points I would like to discuss with you both:

- There is insufficient parking at this point as a consequence of the “No parking” signs installed a few years ago.
- The tenants of Shops 1 and 2 is the Learning Spot. It is an education centre for children under the age of 5. The proposed parking restrictions will cause significant risk to the children’s safety at drop-off and pick-up. They are already extremely limited with the spots available to them.
- Vehicles already double park. People park anywhere as no parking for commercial properties.
- The proposed parking restrictions will impact the businesses. Customers have already complained as to the limited space and in circumstances whereby the property was approved for commercial use years ago, neighbours have always been aware of the use of the retail stores situated at 81-83 Hibiscus.
- I am worried about the lack of duty of care that will occur once more signs are installed.
- Residents are also complaining that the proposed No Standing Signs will not allow them to park their vehicles on the road as they have more than one vehicle in each household.

In regard to the traffic , there needs to be a more in-depth analysis as to other measures that can be implemented to increase safety and minimise risk. Such examples are as follows:

- A Round about at the intersection of Dahli and Hibiscus street which will control vehicles between the two.
- Consider speed humps to slow down traffic along Dahlia Street.
- A Zebra crossing to the park from the Commercial properties (Dahlia Street).
- Consider indent parallel parking into the Alpha Park along Dahlia street as is on the Alpha Rd. This also accommodates all those using the field for soccer matches and cricket.
- Potentially consider making Hibiscus one-way to allow the safer flow of traffic.

In addition to the above traffic matters, there are other improvements that I would like to propose:

- Increase the bins at Alpha Park. Currently as a courtesy to the locals, the staff at cedary bakehouse continually collect the overflow of rubbish retained by members of the public. This however is unsustainable.
- Consider the addition of picnic tables and shelter for residents who attend sporting events at Alpha Park and picnic with their families.

My main focus is the duty of care to the families and children who attend the Bakery and School. With the newly certified Childcare up the road opening in the near future, there is likely to be an increase of members of the community using the area, attending the bakery and the learning spot in addition to using the park. This will all lead to more traffic flow in the area.

I look forward to hearing from you as to a mutually convenient time to meet.

Thanks for your time.

Date: Monday, 22 April 2024 2:17:01 PM
Attachments: [image343996.png](#)

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Hi i live at AND DONT WANT THE NO
PARKING OUTSIDE MY PROPERTY AS THERE IS 7 PEOPLE THAT LIVE HERE
AND WE HAVE 5 CARS AND 2 CARS PARK OUTSIDE THE PROPERTY AS
THERE IS NO ROOM TO PARK IN DRIVEWAY .IS THERE ANYCHANCE YOU
CAN START THE NO PARKING AT THE END OF NUMBER
INSTEAD OF THE END OF Thankyou xx

Hi,

Thanks for your phone call this afternoon and asking about the letter that we sent recently for consultation – Hibiscus Street, Greystanes.

Please find the consultation soft copy attached. You can print and send back the survey form or you can reply back my email letting me know your selected option and comments.

If you have any questions please do not hesitate to let me know.

Yours sincerely,

Date: Friday, 3 May 2024 10:04:04 PM
Attachments: [image_123650291.JPG](#)

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

I am writing to you today regarding the planned implementation of no stopping signage on Hibiscus Street, specifically in front of my residence at _____

While I understand the potential need for such signage on one side of the street, particularly in front of Cedary Bakehouse, I respectfully request that you reconsider the placement of the proposed sign in front of my property.

For the past seven years, my family (which includes five independent children with full-time jobs who rely heavily on their vehicles) has utilised the two parking spaces directly outside our home without causing any obstruction to traffic flow. These spaces are essential for our family's daily needs.

Therefore, I kindly request that the proposed no stopping sign be placed to the left of my property, as indicated in the attached image. This would allow us to continue utilizing the two parking spaces and avoid any undue hardship for my family.

If you require further information, please do not hesitate to

Thank you for your time and consideration.

Sincerely,

RECEIVED
26 April 2024CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/126

HIBISCUS STREET, GREYSTANES – CONSULTATION FOR PROPOSED PARKING RESTRICTION

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed parking restriction in Hibiscus Street as described in Council's letter dated 18 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 18 April 2024 in relation to the proposed parking restriction on Hibiscus Street and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction and

I raise no objection to consider my property frontage for placement.



2. I do not support the installation of parking restriction on Hibiscus Street.



Comments: Please note that the 'No Parking' signs at the Cnr Dahlia St & Hibiscus Street, outside the cafe are ALWAYS ignored, making our corner extremely dangerous with many small children running around. This corner needs to be policed, especially on Saturdays and Sundays !!

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ABN 22 798 563 329

Welcome Belong Succeed

RECEIVED
26 APR 2024

The parking situation in Hibiscus St Greystanes is a risk and the safety of the residents is compromised 6 days a week when Cedary is open. The high volume of cars is too great for Hibiscus St.

Cars regularly park on both sides of the road making it hard for traffic to get through, driveways are regularly blocked & it is difficult to turn into and reverse out of our driveways. There have been countless near misses and the time will come when there will be a fatality if the situation is not rectified. We fully support the No Parking signs as it will make a positive difference to current conditions.

RECEIVED
26 APR 2024

It's a good idea.

RECEIVED
26 APR 2024

This reconsideration of 'No Parking Restriction' will certainly make it safer for us as we reverse our cars down our driveway and parked vehicles on that side make it difficult to turn either way and could result in an accident when vehicles are parked on that side of the road. We fully support the No Parking Signs. Since the Celdary Restaurant and the Pre-learning School on the corner the traffic and parking situation in this narrow Hibiscus Street has been a nightmare for us.

Yours

Sincerely

Thank you for giving me the opportunity to comment on the parking in Hibiscus Street. As an older resident who lives right in the middle of this parking area I feel that this should be addressed firstly as a safety issue and also that we are able to enter and exit our own properties with safety which is not the case now. At present I have to try to leave my property before 7.30 a.m. to leave for work in the morning as if I leave later it is very hard to exit my property and to get to the end of the street which is only a few houses away but the way the cars are parked it is nearly impossible.

Also on the weekend when I go out again I have to leave early to be able to get out that is if a car is not parked over my driveway blocking my exit path. The street access between 7.30a.m. to 2.00p.m. is inaccessible which is a major concern when I am unable to leave my property to attend medical or shopping appointments. It is a daily occurrence where cars will park over my driveway and on the the road opposite my driveway effectively meaning I cannot leave my residence. These cars are not my neighbours cars and are associated with the bakery at the end of the street despite repeated requests the cars are never moved. I recently had a fall and my daughter could not access my property to take me to hospital my concern was if I called Emergency Services they also would not be able to access our street I feel that maybe you should look at the no parking signs but also maybe parking on one side of the street as the street is quite narrow compared to other streets in our district. Another concern that needs to be addressed is the rubbish left in front of my home e.g. dirty nappies tissues napkins pizza boxes are dumped and just left daily this is just not acceptable and very unhygienic. There is a bin provided in front of the bakery but that is always full of pizza boxes from the shop.

Yours sincerely

RECEIVED
24 APR 2024

To whom it may concern,

I'm a homeowner in Hibiscus St, Greystanes & I definitely support the installation of "No Parking" parking restriction

AND

I raise no objection at all to consider my property frontage for placement.

Comment: it's dangerous & no respect for the residents at all, cars are parked across driveways, it's virtually become a one way road. Parking rangers are needed.

Reference Number: DCTC/2311/126

Forgot to add, as long as this doesn't just resolve the issue near the shop & just move the problem further up the street. There's plenty of parking available at the park!!!!!! Shop owners need to make their customers aware of!!!!!!

RECEIVED
02 MAY 2024

IN response to your letter
regarding PARKING restriction on
Hibiscus st your reference Dcty/231121
I Agree with all of your recommend
Please Police ALL restriction as
it is a safety Problem.

Thank you for the opportunity to comment on the proposed "no parking" installations on the western side of Libanus Street Greystones.

Whilst we agree with the proposal, I am concerned that the ability to park in front of our property will be even more difficult as you will take the problem + spread it further up the Street. Is there consideration for a resident parking ~~scheme~~ scheme instead?? Or no parking... 7am - 3pm Tuesday to Sunday?? The parking is terrible + the lack of respect for residents is ~~poor~~ unbelievable!

Whatever you do please make sure you benefit the residents.

Regards



From: [Jodie Hayward](#)
To: [Lizzie Cheng](#)
Subject: Re: [EXTERNAL] Fwd: URGENT LIZZIE CHENG
Date: Tuesday, 30 April 2024 7:36:52 PM
Attachments: [image630181.png](#)

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

Well I think it's a fantastic idea from what you have sent out to the community with the parking situation for safety reasons for everybody and all the kids that play across the road

Sent from iphone Mobile

On Tue, 30 Apr 2024 at 9:36 AM, Lizzie Cheng <lizzie.cheng@cumberland.nsw.gov.au> wrote:

Hi Jodie,

Thanks for sending through your comments.

Martin is my colleague so the emails that you exchanged is available to me. We understand the concerns that people raised about Hibiscus Street, Council is now investigating again due to further concerns since last time.

The issue will be compiled into a report and submit to Council in June Local Traffic Committee, and the committee and Council will make a recommendation about it.

If you have any further questions please do not hesitate to let us know.

Yours sincerely,

**LIZZIE CHENG**

TRAFFIC AND TRANSPORT PLANNER

[16 Memorial Avenue](#), PO Box 42 Merrylands NSW 2160

T +61 2 8757 9920

E lizzie.cheng@cumberland.nsw.gov.auW www.cumberland.nsw.gov.au**From:** Jodie Hayward <jodz768@gmail.com>**Sent:** Thursday, April 25, 2024 3:37 PM**To:** Lizzie Cheng <lizzie.cheng@cumberland.nsw.gov.au>**Subject:** [EXTERNAL] Fwd: URGENT LIZZIE CHENG

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

This is the email I sent on Wednesday but I sent it to records. Thank u for getting back to me

Sent from iphone Mobile

----- Forwarded message -----

From: Jodie Hayward <jodz768@gmail.com>**Date:** Tue, 23 Apr 2024 at 6:43 PM**Subject:** Fwd: URGENT LIZZIE CHENG**To:** Records Department <council@cumberland.nsw.gov.au>

Sent from iphone Mobile

Sorry to bother you but I can't call-in because I'm very sick with Covid. I can't send back this letter. I only received today because I haven't been able to go outside gym my letterbox which is referring to hibiscus Street Road safety concerns reference number DCTC/ 2311/126. I'm contacting you as I can't send in this form but I'm really angry about it only because last year I had contacted a Martin many of times plus the local MP to get something done with the signs at the front because of this reason and no one would listen to me and I have so many trouble getting out anyway long story short Martin sent me a email saying that I was getting a stop sign my driveway so they didn't park near my driveway and that was it. Don't ask for anything else. It's not gonna happen blah blah blah and I'm just waiting to let you know this and if only listen to me earlier and the reason I'm contacting you is because it says that you have exclusive engineer traffic and transport And no one better you're the big guy sort of thing. My name is Jodie hayward

[60 hibiscus Street Greystanes](#)

0424 718 706

And unfortunately I can't send in my request form or whatever because it's due tomorrow and as I said I'm at home with Covid and sick so if you would like I'm more than happy to forward all the emails between Martin and I last year in September with photos and video clips as well Yeah get back to me thank you

I just sent you an attachment of a clip and that's just a little one of what happens in the street

Disclaimer

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Item No: CTC-24-120

NAYING DRIVE, PEMULWUY – PROPOSED ‘NO PARKING’ PARKING RESTRICITONS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from a resident regarding parked vehicles parking on the eastern side of Naying Drive, Pemulwuy.

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

RECOMMENDATION

That the Traffic Committee recommends that:

- 1. The installation of the ‘No Parking’ sign on the eastern side of Naying Drive, Pemulwuy between Daruga Avenue and Watkin Tench Parade as per the attached plan be approved.**
- 2. The affected/concerned residents be notified of the outcome.**

REPORT

Naying Drive is a local road running in a north-south direction with a speed limit of 50 km/h. The road is approximately 6 metres wide, with indented parking bays on the western side. "No Stopping" restrictions are applied to other sections on the western side, while parking on the eastern side is currently unrestricted.

Council has received concerns from local residents about road safety and parking on Naying Drive. Residents allege that the width of the street prevents two-way traffic when vehicles are parked on the eastern side.



Locality Plan

The latest Centre for Road Safety accident data shows no reported accidents at this section of Naying Drive in the last five years ending September 2023.

Council officers investigated and found that when cars are parked on the eastern side of Naying Drive, two-way traffic cannot be maintained and vehicles cannot give way to oncoming traffic because the indented parking bays are often occupied and there are no driveways in Naying Drive for vehicles to pull over.

Council distributed 50 letters to the residents in Naying Drive between Daruga Avenue and Watkin Tench Parade and received 12 responses (24% of the total letters sent) by the closing date. All submissions supported the proposed parking restrictions.

In order to improve safety in Naying Drive, it is proposed to install 'No Parking' signs on the eastern side of Naying Drive as per attached plan.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 1 May 2024 to 14 May 2024. Council distributed 50 letters and received 12 responses. All submissions supported the proposed parking restrictions.

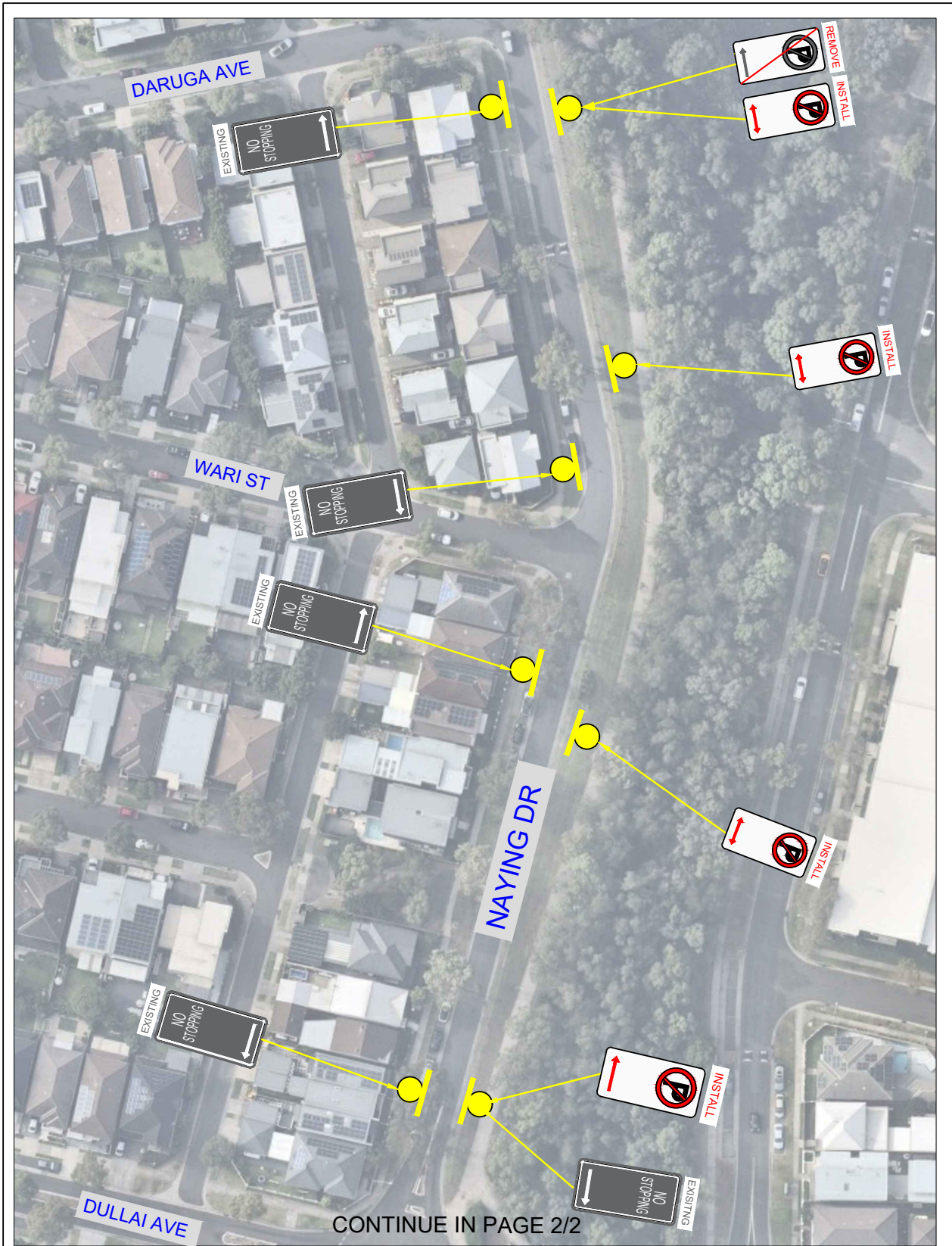
ATTACHMENTS

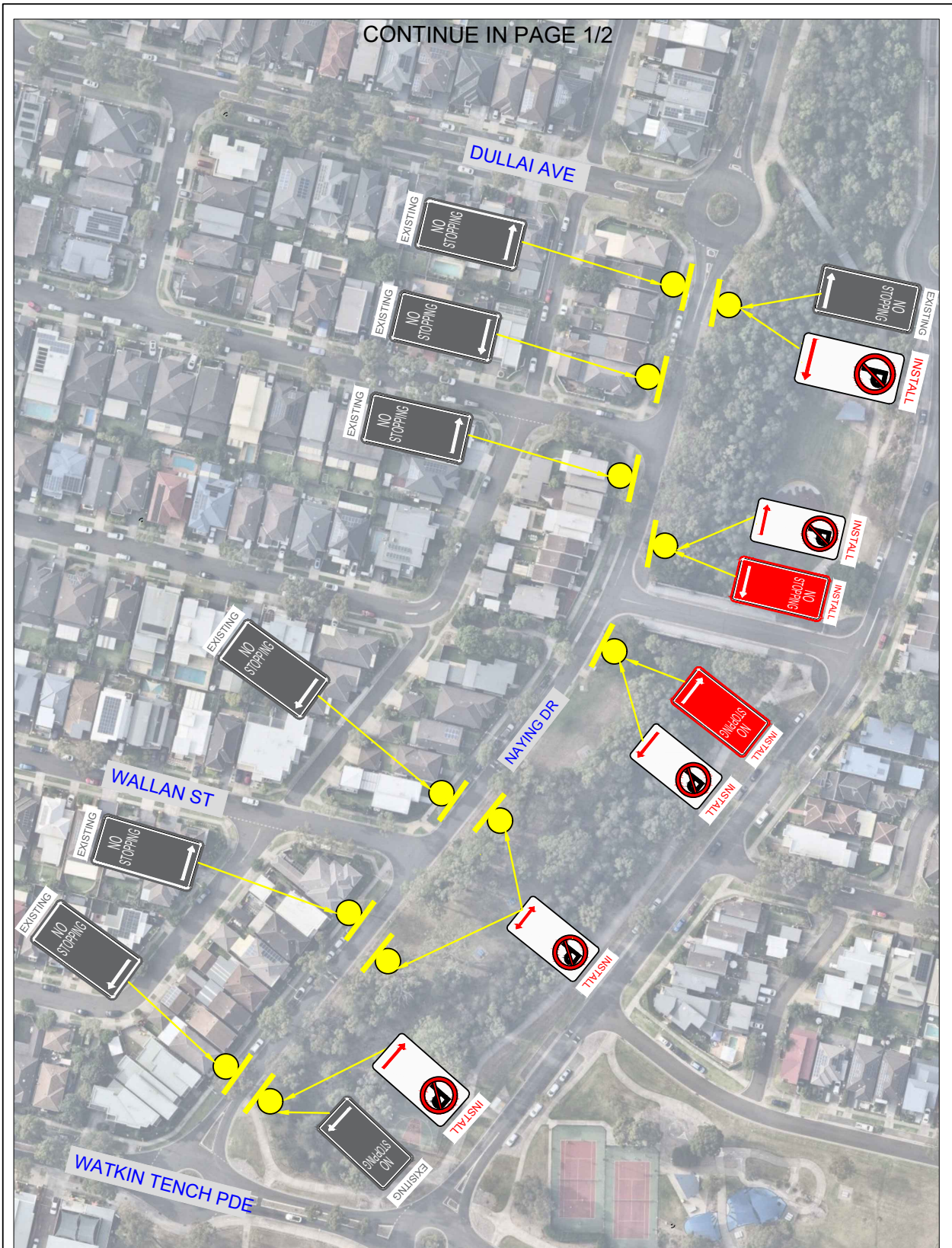
1. Plan – Naying Drive, Pemulwuy – Proposed 'No Parking' Signs [↓](#)
2. Submissions [↓](#)



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-120

Attachment 1

Plan – Naying Drive, Pemulwuy –
Proposed ‘No Parking’ Signs





 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: NAYING DRIVE, PEMULWUY - PROPOSED 'NO PARKING' - PAGE 2/2	
	Date: 30/4/24	
	Scale: NTS	
	Drawn By: L.C	

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-120

Attachment 2
Submissions

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/52

NAYING DRIVE. PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _

Address: _

Phone: _

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

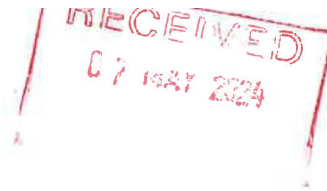
1. support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒

2. I do not support the installation of parking restriction on the eastern side of Naying Drive.

Comments: I strongly support the installation of "No Parking restrictions" on the eastern side of Naying Dr. A very ~~responsible~~ irresponsible family parks their vehicles on the nature strip along the Naying Drive just 20m away from the roundabout. The whole neighbourhood is disturbed and concerned about vehicles parked middle of the road. The area must be restricted for parking as it's currently pose a safety concern. many annoyed residents are pressing their horns as they drive by, which is really disturbing to the residents.

(Signed)

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

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _

Address

Phone: _

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒
2. I do not support the installation of parking restriction on the eastern side of Naying Drive. ☐

Comments: All of Naying Drive should be No Parking to
prevent people from parking in dangerous places
You have to go onto the wrong side of the road
to get around if someone parks on that side.
It blocks the whole lane. The only lane for
that direction.
It's dangerous and irresponsible
to allow any vehicle to park on
that side of Naying Drive. No Parking is a MUST I have
nearly had a head on collision because of someone
parking there.

(Signed)

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16 Memorial Avenue, PO Box 42, Merrylands NSW 2160

9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au

ABN 22 798 563 329

ome Belong Succeed

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. **I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive.** ☒
2. **I do not support the installation of parking restriction on the eastern side of Naying Drive.** ☐

Comments: Hope this can be Done Sooner Then Later
As it HAS BEEN (LATELY) A common for A car or
VAN to be PARKED on the eastern side making
it DIFFICULT to go Down The Street

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.

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒

2. I do not support the installation of parking restriction on the eastern side of Naying Drive. ☐

Comments: The greatest traffic danger in the area has been missed in your report. An accident, at the least, and even the loss of life can be seen at the Naying Drive / Watkin T roundabout. Here, people commonly park in the roundabout and it is common place that cars turn out of the cafe/sym/childcare complex in the wrong direction head on into opposing traffic.

This is where the accident will occur and needs to be looked at as well as your suggested modifications. (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.



CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. ***I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive.*** ☒
2. ***I do not support the installation of parking restriction on the eastern side of Naying Drive.*** ☐

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.

CUMBERLAND
CITY COUNCILRECEIVED
10 MAY 2024

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address: _____

Phone: 4 _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒

2. I do not support the installation of parking restriction on the eastern side of Naying Drive. ☐

Comments: There is a car & van that park just
before the round about at Dullai Ave.
This has forced me to drive on the wrong
side of the road on many occasions (everytime they
park there) and I've had to wait for a clear
road to pass around and risk having an accident
if someone comes from down

(Signed)

Dullai St and can't be seen.

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.



CUMBERLAND
CITY COUNCIL



REF: DCTC/2411/52

NAYING DRIVE. PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒
2. I do not support the installation of parking restriction on the eastern side of Naying Drive. ☐

Comments: _____

(Signed)

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16 Memorial Avenue, PO Box 42, Merrylands NSW 2160
T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

Welcome Belong Succeed



CUMBERLAND
CITY COUNCIL

RECEIVED
15 MAY 2024

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒

2. I do not support the installation of parking restriction on the eastern side of Naying Drive. ☐

Comments: _____

(Signed)

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ABN 22 798 563 329

Welcome *Belong* Succeed

The letter came with an additional form titled: 'Naying Drive Pemulwuy - Consultation for Proposed Parking Restrictions (Eastern Side)', REF: OCTC/2411/52, asking that I choose one of two options and provide optional comments by the due date of Tuesday 14 May 2024. Please consider the following as my response:

I choose the first of the two options provided on the form... I.e. "I support the installation of 'No Parking' parking restriction on the Eastern side of Naying Drive".

Please come back to me if you have any questions.

CUMBERLAND
CITY COUNCILRECEIVED
13 MAY 2024

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒
2. I do not support the installation of parking restriction on the eastern side of Naying Drive. ☐

Comments: _____

I BELIEVE THAT THE NEW PARKING
RESTRICTIONS WILL REDUCE TRAFFIC RISKS,
ESPECIALLY GIVEN THE NARROW ROAD.

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CUMBERLAND
CITY COUNCIL

RECEIVED
17 MAY 2024

REF: DCTC/2411/52

NAYING DRIVE, PEMULWUY – CONSULTATION FOR PROPOSED PARKING RESTRICTIONS (EASTERN SIDE)

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed parking restrictions in Naying Drive as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed parking restriction on Naying Drive and I am in favour of the below option.

1. I support the installation of 'No Parking' parking restriction on the eastern side of Naying Drive. ☒
2. I do not support the installation of parking restriction on the eastern side of Naying Drive. ☐

Comments: The recent installation of "NO Stopping"
signs in corner condition lane via dollai ave &
where it has severely impacted parking availability
in our neighborhood, causing frustration & safety concern
Please reconsider the placement of these signs &
explore alternative solutions!

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

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ABN 22 798 563 329

Welcome Belong Succeed

Attached is my response.

In summary, I'm in full agreement to the proposed parking restrictions. We find vehicles now parked in this area which not only cause traffic congestion (given the narrow road) but also pose grave HSE risks for residents and drivers alike.

Because once a vehicle is parked, the road becomes like a one way road (single passage) and other passing vehicles (in either direction), one has to stop completely and give way to the other.

I will also post my written response, later this afternoon.

Thank you,

Item No: CTC-24-121

PYE STREET, WESTMEAD – REMOVAL OF REDUNDANT ‘BUS ZONE’ SIGNAGE

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from CDC Bus to remove the redundant ‘Bus Zone’ outside No. 20 Pye Street, Westmead.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The removal of the redundant ‘Bus Zone’ signage outside No. 20 Pye Street, Westmead as per the attached plan be approved.**
- 2. The installation of ‘2P 8:30am – 6pm Monday to Friday, 8:30am – 12:30pm Saturday, Permit Holder Excepted’ signage as per the attached plan be approved.**
- 3. The affected / concerned residents be notified of the outcome.**

REPORT

Pye Street is a local road that runs in an east-west direction with a speed limit of 50 km/h. It has a width of approximately 14m and parking is permitted on both sides of the road in accordance with Road Rules unless signposted.

Council has received a request from CDC Bus to remove the redundant Bus Zone signage outside No. 20 Pye Street, Westmead, as it is no longer in use.



Considering that the existing 'Bus Zone' signage outside No. 20 Pye Street is no longer required, it is proposed to remove the 'Bus Zone' signage at this section of Pye Street, Westmead, and reinstate the part-time 2P restrictions to align with the surrounding area.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 9 May 2024 to 23 May 2024.

There were no responses received.

ATTACHMENTS



1. Plan – Pye Street, Westmead – Removal of a Redundant 'Bus Zone' and Signposting '2P' Signage [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-121

Attachment 1

Plan – Pye Street, Westmead –
Removal of a Redundant ‘Bus
Zone’ and Signposting ‘2P’
Signage



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: PYE STREET, WESTMEAD - BUS ZONE REMOVAL AND PARKING REINSTATEMENT		
	File Number:	Date: 08/05/2024	
	Drawn By: A.P	Scale: NTS	

Item No: CTC-24-122

DUNMORE STREET, WENTWORTHVILLE – REQUEST FOR A MARKED PEDESTRIAN CROSSING

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council officers presented a report at the traffic committee on 7 February 2024 on the request from a resident for the provision of a marked pedestrian crossing on Dunmore Street, Wentworthville west of Emert Street.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of pedestrian warning signs on all approaches to the roundabout at the intersection of Dunmore Street and Emert Street, Wentworthville, as per the attached plan be approved.**
- 2. The concerned resident be notified of the outcome.**

REPORT

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. A report (CTC-24-037) on the pedestrian crossing request on Dunmore Street was presented to the Cumberland Traffic Committee on 7 February 2024, and the traffic committee recommended that:

- 1. The provision of a marked pedestrian crossing on Dunmore Street, Wentworthville not be supported at this time.*
- 2. The installation of pedestrian warning signs on all approaches to the roundabout as per the attached plan be approved.*

3. *The concerned resident be notified of the outcome.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have undertaken further analysis of the pedestrian counts which is listed below:

Period	Vehicles	Pedestrians			
		Adults	Elderly & students	Total	Total with factoring 2 for elderly & children
6:00 – 7:00	288	2	0	2	2
7:00 – 8:00	490	6	1	7	8
8:00 – 9:00	729	7	4	11	15
9:00 – 10:00	509	5	1	6	7
10:00 – 11:00	443	6	0	6	6
11:00 – 12:00	432	0	0	0	0
12:00 – 13:00	446	1	0	1	1
13:00 – 14:00	415	1	0	1	1
14:00 – 15:00	527	3	0	3	3
15:00 – 16:00	698	5	3	8	11
16:00 – 17:00	653	2	0	2	2
17:00 – 18:00	776	10	3	13	16
18:00 – 19:00	650	10	0	10	10

A review of the pedestrian counts with consideration of the TfNSW guidelines indicates that the location does not meet the warrants for a pedestrian crossing. It is noted that Council is currently preparing further guidance on pedestrian crossings that may be used in the future to assess the matter. In the meantime, following review by Council officers and community interest in the matter, it is proposed that pedestrian warning signs be installed at the Dunmore Street / Emert Street roundabout. The attached plan shows details of the signs and locations for the proposal.

CONSULTATION

Consultation has not been undertaken as the signage does not impact on any property or on-street parking.

ATTACHMENTS

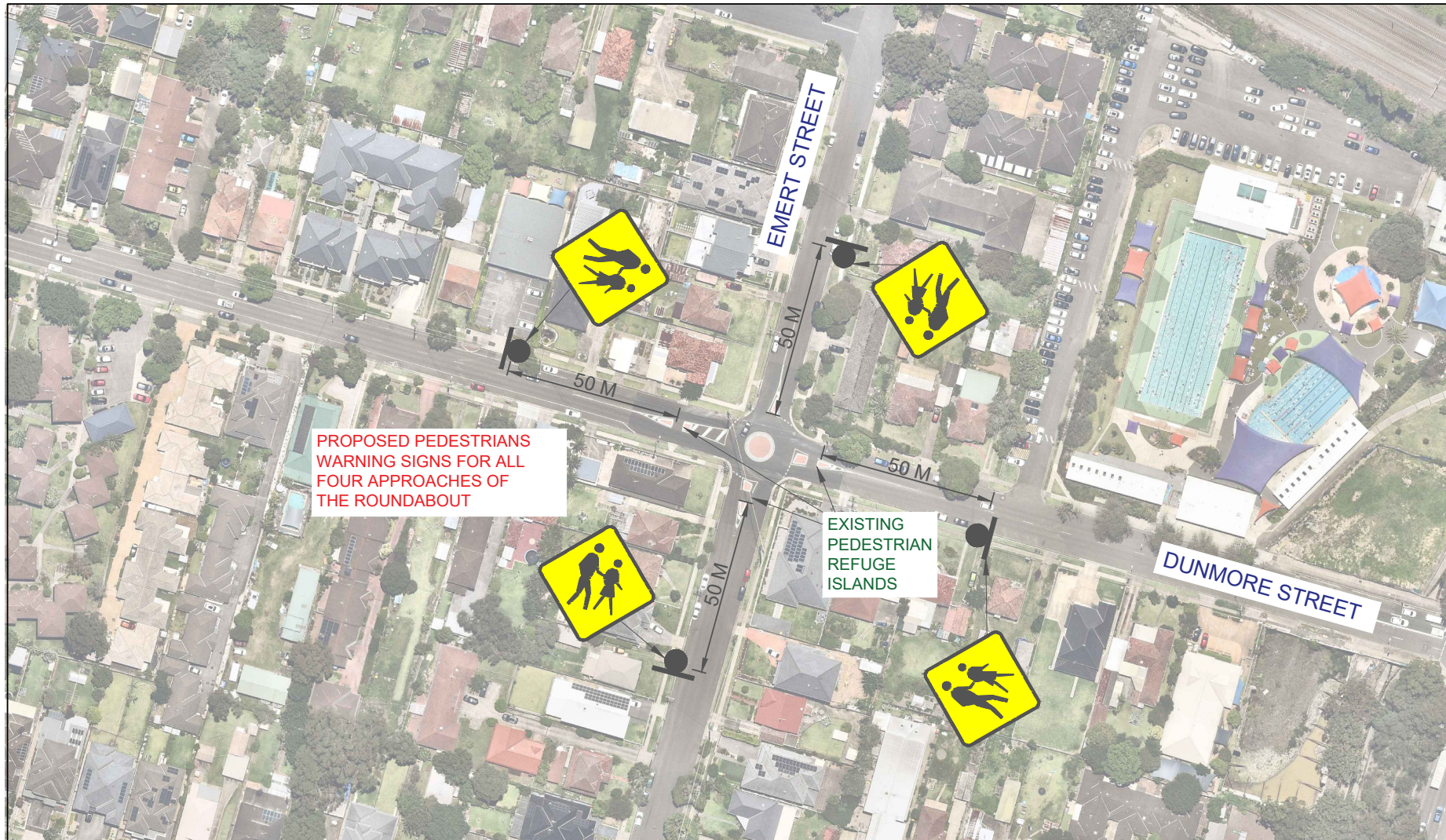
1. Plan – Dunmore Street & Emert Street, Wentworthville – Pedestrian Warning Signs [↓](#)

2. Previous Report – CTC-24-037 – Dunmore Street, Wentworthville – Request for a Marked Pedestrian Crossing [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-122

Attachment 1

Plan – Dunmore Street & Emert
Street, Wentworthville –
Pedestrian Warning Signs



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-122

Attachment 2

Previous Report – CTC-24-037 –
Dunmore Street, Wentworthville –
Request for a Marked Pedestrian
Crossing

Item No: CTC-24-037

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.
3. The concerned resident be notified of the outcome.

Moved Ms Irene Xu, **Seconded** Cllr 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.



The latest Centre for Road Safety accident data indicated that there were no reported accidents on Dunmore Street in the last 5 years ending June 2023 involving pedestrians.

Transport for NSW has now provided guidelines to Local Governments to utilise reduced warrants on local roads, subject to satisfying safety requirements outlined in the Australian Standards and Austroads Guidelines.

It is also noted that Council resolved the following on the matter in December 2023:

As Transport for NSW (TfNSW) now permits local governments to develop their own Policy and Guidelines (including Warrants) for marked pedestrian crossings, it allows implementation to our communities of safety contributions for local needs.

Council therefore requests that a workshop be arranged to brief Councillors on:

- 1. Transport for NSW Pedestrian Crossing warrant system.*
- 2. Pedestrian Crossing Guideline effective from 13 September 2022.*
- 3. Whether a local Pedestrian Crossing Warrant Policy is necessary and/or desirable.*
- 4. Recommendations on clauses to be included in a local policy if it is determined it is required.*

Council undertook a pedestrian count at the Dunmore Street location on Wednesday, 15 November 2023. The results of the count are presented in the table below.

Period	Vehicles	Pedestrians		
		Adults	Elderly & students	Total
6:00 – 7:00	288	2	0	2
7:00 – 8:00	490	6	1	7
8:00 – 9:00	729	7	4	11
9:00 – 10:00	509	5	1	6
10:00 – 11:00	443	6	0	6
11:00 – 12:00	432	0	0	0
12:00 – 13:00	446	1	0	1
13:00 – 14:00	415	1	0	1
14:00 – 15:00	527	3	0	3
15:00 – 16:00	698	5	3	8
16:00 – 17:00	653	2	0	2
17:00 – 18:00	776	10	3	13
18:00 – 19:00	650	10	0	10

Based on the above table, the hourly pedestrian numbers are very low and do not satisfy the reduced hourly pedestrian numbers of 20 as suggested by the TfNSW

Guide to Councils. Therefore, the provision of a marked pedestrian crossing cannot be justified at this location at this time. Council will continue to monitor the conditions and will investigate further if required.

In response to the issues raised, it is proposed to install pedestrian warning signs on all approaches to the roundabout to highlight the presence of pedestrians in the area.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required and the proposed pedestrian warning signs will not directly impact on properties.

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

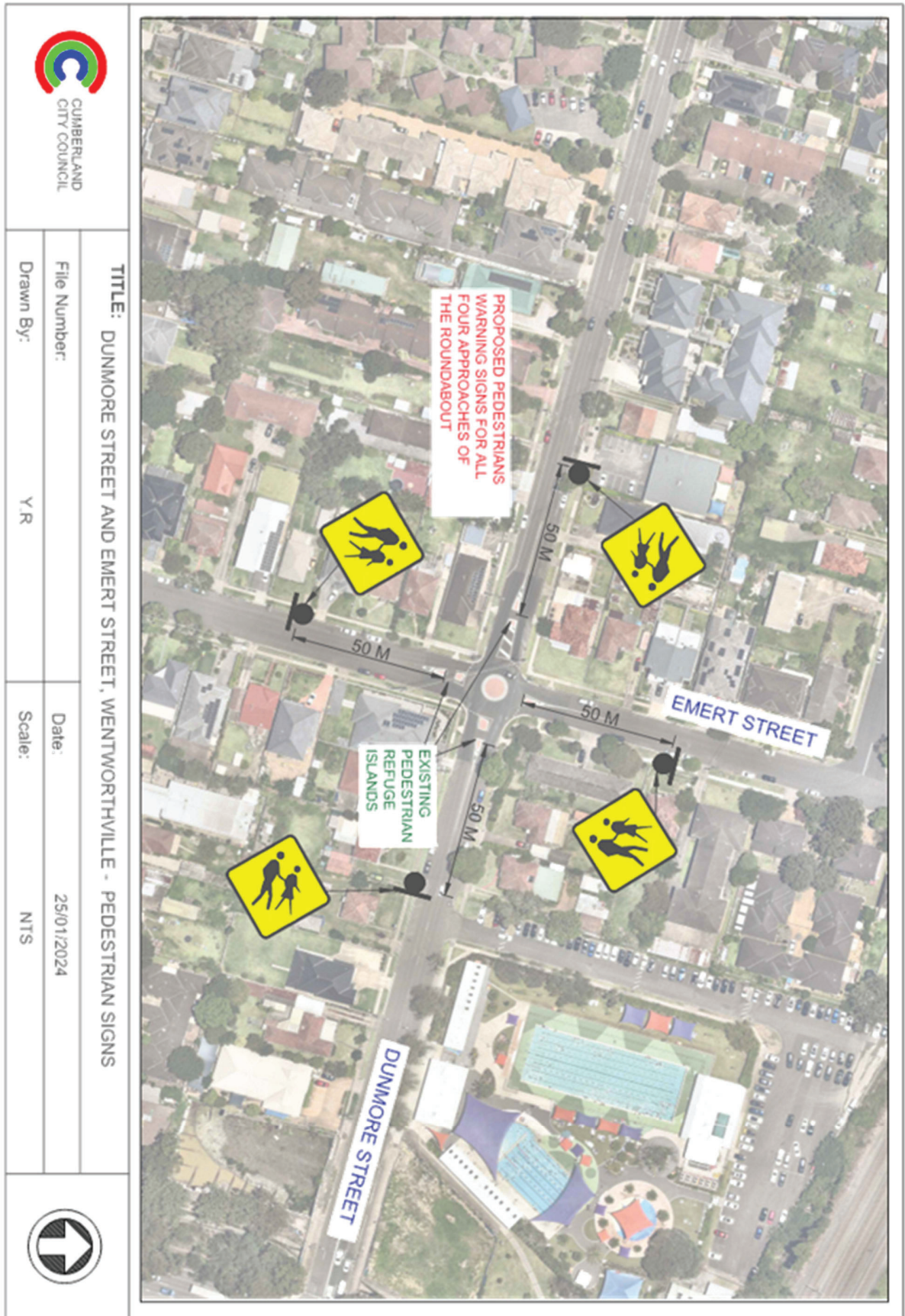
At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

1. Plan - Pedestrian warning signs

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-037

Attachment 1 Plan - Pedestrian warning signs



Item No: CTC-24-123

ENID AVENUE, GRANILLE – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received an application for a ‘Works Zone’ on Enid Avenue, Granville associated with the development at 31-33 Enid Avenue, Granville.

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

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- 1. The 12m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ signs be installed on the frontage of the development site on Enid Avenue, Granville in accordance with the attached plan subject to Council’s standard conditions for the period of 5 months and subsequent extension if required.**
- 2. The applicant be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges.**

REPORT

Council has received an application for a ‘Works Zone’ on Enid Avenue, Granville associated with the development at 31-33 Enid Avenue, Granville. The proposed development involves construction of a six (6) storey residential building comprising of 49 double co-living rooms over basement car parking.

The temporary “Works Zone” is approximately 12m in length and proposed to commence in July 2024 for 5 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of two (2) on-street unrestricted parking spaces on the western side of Enid Avenue, Granville during the operation of the “Works Zone”.

CONSULTATION

The proposal is outside the property being developed and no consultation is considered necessary as the request was made by the builder.

ATTACHMENTS

1. Plan – Enid Avenue, Granville – Proposed Temporary ‘Works Zone’ Signage [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-123

Attachment 1

Plan – Enid Avenue, Granville –
Proposed Temporary ‘Works
Zone’ Signage



CUMBERLAND
CITY COUNCIL

TITLE:

ENID AVE, GRANVILLE
PROPOSED 'WORKS ZONE' SIGNAGE



DESIGNED : T.T.

SCALE : N.T.S.

DRAWING N

CHECKED : S.S.

DATE : 27/05/2024

CTC-24-0XX

Item No: CTC-24-124

PATRICIA STREET, MAYS HILL – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received an application for a ‘Works Zone’ on Patricia Street, Mays Hill associated with the development at 14-16 Patricia Street, Mays Hill.

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

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- 1. The 30m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ signs be installed on the frontage of the development site on Patricia Street, Mays Hill in accordance with the attached plan subject to Council’s standard conditions for the period of 10 months and subsequent extension if required.**
- 2. The applicant be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges.**

REPORT

Council has received an application for a ‘Works Zone’ on Patricia Street, Mays Hill associated with the development at 14-16 Patricia Street, Mays Hill. The proposed development involves construction of a four (4) storey residential flat building containing 29 affordable housing units over one level of basement car parking.

The temporary “Works Zone” is approximately 30m in length and proposed to commence in June 2024 for 10 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of five (5) on-street unrestricted parking spaces on the western side of Patricia Street, Mays Hill during the operation of the “Works Zone”.

CONSULTATION

The proposal is outside the property being developed and no consultation is considered necessary as the request was made by the builder.

ATTACHMENTS

1. Plan – Patricia Street, Mays Hill – Proposed Temporary ‘Works Zone’ Signage [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-124

Attachment 1

Plan – Patricia Street, Mays Hill –
Proposed Temporary ‘Works
Zone’ Signage



CUMBERLAND
CITY COUNCIL

TITLE:

PATRICIA ST, MAYS HILL
PROPOSED 'WORKS ZONE' SIGNAGE



DESIGNED : T.T.

SCALE : N.T.S.

DRAWING N

CHECKED : S.S.

DATE : 27/05/2024

CTC-24-0XX

Item No: CTC-24-125

BOOMERANG STREET AND RANDLE STREET, GRANVILLE - ROAD SAFETY CONCERNS

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

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

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council install pedestrian refuge warning signs in Randle Street, Granville.**
- 2. The concerned resident be notified of the outcome.**

REPORT

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

Randle Street is a local road that runs in an east – west direction with a default speed limit of 50km/h. The street is approximately 340m long and has a width of approximately 11.5m. Parking is permitted on both sides of the road unless signposted.

Boomerang Street is a local road that runs in a north-south direction with a default speed limit of 50km/h. The street is approximately 400m long and has a width of approximately 7.8m. Parking is permitted on both sides of the road unless signposted.

Boomerang Street and Randle Street form a four-way intersection where priority is given to Boomerang Street. Give-way signage and BL2 line marking have been provided at this intersection.

The resident alleged that vehicles are turning from Randle Street onto Boomerang Street at an excessive speed.

In response to this request, a traffic count was undertaken on Boomerang Street and Randle Street, Granville in 2024. The traffic count locations are shown in red on the map below.



Locality Plan

Traffic count data on Boomerang Street, Granville (northbound):

- Average Daily Traffic (ADT) = 788 veh/day
- 85th percentile speed = 45 km/h
- Mean (average) vehicle speed = 38.7 km/h

Traffic count data on Randle Street, Granville (eastbound):

- Average Daily Traffic (ADT) = 2,741 veh/day
- 85th percentile speed = 44.1 km/h
- Mean (average) vehicle speed = 37.3 km/h

The above data indicated that vehicles on Randle Street (eastbound) and Boomerang Street (northbound) were travelling at an acceptable speed.

The latest Centre for Road Safety accident data indicated that there was 1 reported accident on Boomerang Street in the last 5 years ending September 2023 in relation to speeding. The accident details are list in the table below:

Date	Location	Description
26/2/2021	Intersection of Boomerang Street and William Street	Vehicle lost control and hit an object

Council officers have investigated the request for the installation of traffic calming devices on Boomerang 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 Boomerang 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 – Boomerang Street, Granville - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	5
Road Characteristics	35	12
Community Support & other factors	5	5
Total	100	32

Table 2 – Boomerang Street, 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.

Council officers also investigated the possibility of providing a concrete median island on Boomerang Street north of Randle Street. However, investigation revealed that it would restrict turning movements for an 8.8m truck due to the narrowness of the road.

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

With consideration of the review by Council officers and community interest in the matter, it is proposed to install pedestrian refuge warning signs in Randle Street to bring awareness to motorists and enhance safety at the pedestrian refuge located west of Boomerang Street.

CONSULTATION

Consultation has not been undertaken as the warning signs do not impact on-street parking or property frontages.

ATTACHMENTS

Nil

PART 2

RECOMMENDATION TO COUNCIL

Item No: CTC-24-126

THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council officers presented a report at the Traffic Committee on 7 February 2024 on the road safety concerns on The Boulevarde, Lidcombe.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the proposal for further consideration.

RECOMMENDATION

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.

REPORT

The Boulevarde, Lidcombe is a local road that runs in an east-west direction between the State Road, Olympic drive and Nottingham Road. It is approximately 330 m long and 12.5m wide with a speed limit of 50km/hr.

A report (CTC-24-048) was presented to Cumberland Traffic Committee on 7 February 2024 reviewing the previous traffic count and additional crash data and the Local Area Traffic Management analysis undertaken.

The Traffic Committee recommended that:

- 1. 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.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Given the community interest on the matter, it is proposed that Council undertake consultation with the residents along The Boulevarde regarding traffic calming devices as previously recommended and report the findings back to the Traffic Committee.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous Report – CTC-24-048 – The Boulevarde, Lidcombe – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-126

Attachment 1

Previous Report – 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:

1. 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

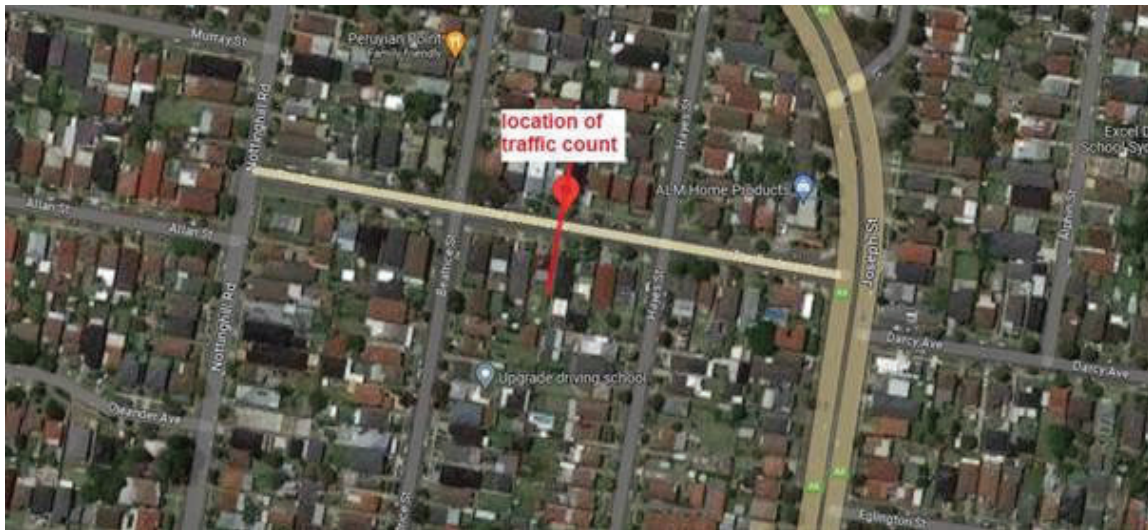
Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report (ECTC-23-162 attached) on the road safety concerns in The Boulevard, Lidcombe.

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 Boulevard, Lidcombe is provided below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
March 2021	1,843 veh/day	55.4 km/h
March 2023	1,771 veh/day	52.9 km/h

The latest Centre for Road Safety crash data indicated that there were no reported accidents in The Boulevard, Lidcombe in the last 5 years ending June 2023.

Based on the Council officer assessment using the Local Area Traffic Management (LATM) policy, The Boulevard scored 23 points out of 100. The traffic count data indicated that the recorded 85th percentile speed was 52.9 km/h which is slightly high compared to the speed limit of the street. It is also noted that the speeds have reduced since 2021 traffic counts.

Based on the above assessment, traffic calming devices are not warranted in the street. However, given the community interest in the proposal, Council will undertake consultation with the residents along The Boulevard regarding traffic calming devices and report the findings back to the Traffic Committee.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

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 - ECTC-23-162 - The Boulevard, Lidcombe - Road Safety Concerns

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-048

Attachment 1

Previous report - ECTC-23-162 - The Boulevarde, Lidcombe - Road Safety Concerns

Item No: ECTC-23-162

THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The Cumberland Traffic Committee recommends that the installation of traffic calming devices on The Boulevard, Lidcombe not be supported.

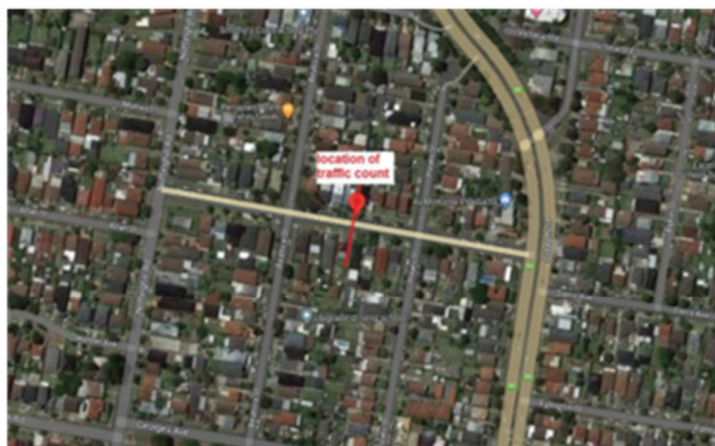
REPORT

Cumberland Traffic Committee at its meeting in June 2021 considered a report (CTC-21-166) regarding road safety concerns on The Boulevard, Lidcombe. Council resolved that:

1. The installation of traffic calming devices on The Boulevard, Lidcombe not be supported.
2. Council provides 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevard, Lidcombe in accordance with attached plan.
3. Council review conditions in The Boulevard and report back to traffic committee in August 2022.

Following the above, the centre line marking was completed as per item 2 above.

A traffic count was undertaken on The Boulevard in March 2023. The traffic count location is shown in red on the map below.



Council officers have reviewed the traffic count data and compared it with the previous traffic count data undertaken in March 2021.

Both results are detailed in the table below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
March 2021	1,843 veh/day	55.4 km/h
March 2023	1,771 veh/day	52.9 km/h

The traffic data from the table above indicated that both traffic volume (ADT) and the recorded 85th percentile speeds in The Boulevarde has reduced since 2021.

The latest Centre for Road and Safety accident data on Rickard Street indicated that there were no reported accidents in the last 5 years ending September 2022.

Council's officers have undertaken a further review of the traffic conditions on The Boulevarde in June 2023 in accordance with Council's Local Area Traffic Management (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – The Boulevarde - LATM Assessment Points

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

Table 2 – The Boulevarde – Action

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

The traffic count indicated that the recorded 85th percentile speed was 52.9km/h which is within acceptable range for a local street with a 50km/h speed limit.

Based on the above assessment, traffic calming devices are not warranted on the street. Council will monitor traffic conditions in The Boulevarde.

CONSULTATION

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

Consultation will be undertaken if recommended by the Traffic Committee.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

1. Previous report – CTC-21-166

DOCUMENTS
ASSOCIATED WITH
REPORT ECTC-23-162

Attachment 1
Previous report – CTC-21–166

Item No: EECTC-21-166

THE BOULEVARDE, LIDCOMBE – ROAD SAFETY CONCERNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received speeding concerns in The Boulevarde, Lidcombe from a local resident who has requested the installation of traffic calming devices in the street.

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

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of traffic calming devices on The Boulevarde, Lidcombe not be supported.
2. Council provide 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevarde, Lidcombe in accordance with attached plan.
3. Council review conditions in The Boulevarde and report back to traffic committee in August 2022.

REPORT

The Boulevarde is a local road that runs in an east-west direction between the State road Olympic Drive and 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.

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Council undertook traffic counts in The Boulevard in May 2021. The location is shown by a red line in the map above.

The data from the traffic count is given below:

Average Daily Traffic = 1,843 Veh/day
85th %tile speed = 55.4 km/hr

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

Based on the 'Centre for Road Safety' crash data, there was 1 reported crash at the intersection of The Boulevard and Hayes Street in the 5-year period ending September 2020. There were two reported accidents at the intersection of The Boulevard and the State Road Olympic Drive / Joseph Street during the same period.

The results of the traffic counts, recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on The Boulevard in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy. The LATM assessments are summarised in the tables below:

Table 1 – The Boulevard - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	5
Road Characteristics	35	8
Community Support & other factors	5	5
Total	100	33

Table 2 – The Boulevarde – Action

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

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

The recorded 85th percentile speed in The Boulevarde was 55.4 km/hr which is higher than the speed limit, however, due to the very low accident rate and low points scored in the LATM assessment, it is considered that no physical device is warranted.

It is proposed to provide 'BB' centre line in The Boulevarde to streamline traffic.

ATTACHMENTS

1. Plan - The Boulevarde, Lidcombe - Proposed Line Marking

DOCUMENTS
ASSOCIATED WITH
REPORT EECTC-21-166

Attachment 1
Plan - The Boulevarde, Lidcombe
- Proposed Line Marking

Page 81



Item No: CTC-24-127

WALPOLE STREET, MERRYLANDS - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

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

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

RECOMMENDATION

The Traffic Committee recommends that Council undertake consultation with the residents along Walpole Street, Holroyd 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.

REPORT

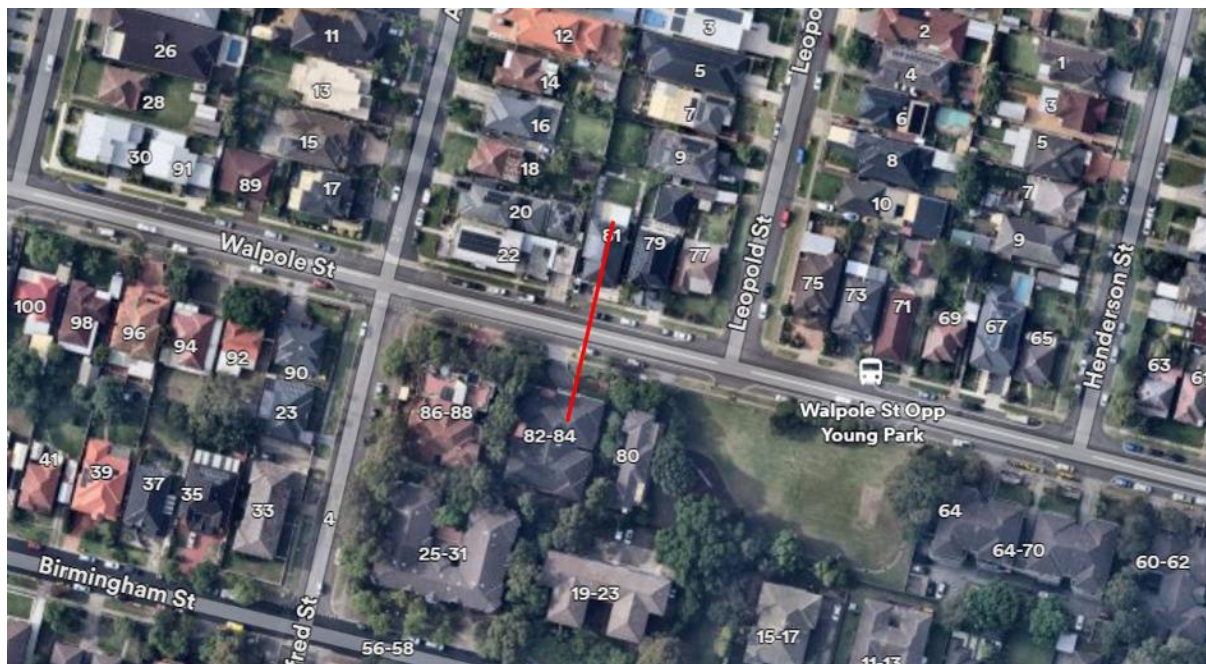
Walpole Street section under consideration is a local road that runs between Pitt Street and Clarence Street, Merrylands. This section of Walpole Street is approximately 900m long and approximately 12.7m wide.

There are roundabouts constructed at the intersections of Walpole Street with Warwick Road and Windsor Road. In this analysis, Council has analysed the Walpole Road section between Pitt Street and Windsor Road which is approximately 530m long.

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

A traffic count was undertaken in March 2024. The traffic count location is shown in red on the map below.

The map below shows the location of Walpole Street.



Locality Plan

Traffic Count Data on Walpole Street, Holroyd:

- Average Daily Traffic (ADT) = 4,611 veh/day,
- 85th percentile speed = 58 km/h,
- Mean (average) vehicle speed = 50.1km/h.

The latest Centre for Road Safety crash data indicated that there was one reported crash at this section of Walpole Street in the last 5 years ending September 2023 in relation to speeding. The accident details are list in the table below:

Date	Location	Description
16/08/2020	Walpole Street at Windsor Road	Vehicle lost control and hit an object

It should be noted that at the time of the accident in 2020, there was already a roundabout at the intersection of Walpole Street and Windsor Road.

Council officers have investigated the request for the installation of traffic calming devices on Walpole 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 Walpole 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 – Walpole Street, Holroyd - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	25
Crash warrant in the last 5 years	15	5
Road Characteristics	35	16
Community Support & other factors	5	5
Total	100	51

Table 2 – Walpole Street, Holroyd – 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 58 km/h which is above the speed limit for a local street with a 50 km/h speed limit. Therefore, it is proposed that Council undertake consultation with the residents in the section of Walpole Street to assess support or otherwise for speed humps in the street.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee and approved by Council.

ATTACHMENTS

Nil

Item No: CTC-24-128

GLOUCESTER AVENUE, MERRYLANDS - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council officers presented a report at the Traffic Committee on 7 February 2024 on the road safety concerns on Gloucester Avenue, Merrylands.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the proposal for further consideration.

RECOMMENDATION

The Traffic Committee recommends that Council undertake consultation with the residents along Gloucester Avenue, Merrylands 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.

REPORT

Gloucester Avenue is a local road that runs in an east-west direction with a 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 otherwise signposted.

A report (CTC-24-044) was presented to Cumberland Traffic Committee on 7 February 2024 reviewing the previous traffic counts and additional crash data.

The Traffic Committee recommended that:

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

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have further reviewed the available data. Based on September 2023 traffic count data, the recorded 85th percentile speed was 50.4km/hr. While the recorded 85th percentile speed was 50.4km/hr which is within the acceptable range for the street with a speed limit of 50km/hr, the narrow road width (approximately 7m) and short length of the street raises safety concerns for residents. It is also noted that the provision of linemarking in accordance with the technical guidelines to address safety concerns would impact on the provision of on-street parking given the width of the road at this location.

Following the review by Council officers and community interest on the matter, it is proposed that Council undertake consultation with the residents along Gloucester Avenue, Merrylands regarding traffic calming devices.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous Report – CTC-24-044 – Gloucester Avenue, Merrylands – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-128

Attachment 1

Previous Report – 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:

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

REPORT

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

Gloucester Avenue is a local road that runs in an east-west direction with a default speed limit of 50km/h. The street is approximately 250m long and has a width of approximately 7m. Parking is permitted on both sides of the road in accordance with Road Rules unless signposted otherwise.

Cumberland Traffic Committee considered a report on the traffic conditions in Gloucester Avenue in February 2021 and recommended that the installation of speed humps in Gloucester Avenue, Merrylands not be approved.

A traffic count was undertaken on Gloucester Avenue, Merrylands in September 2023.

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



Locality Plan

Comparison of the two traffic count data taken in 2020 and 2023 is given below:

	October 2020	September 2023
Average Daily Traffic (ADT)	542 Veh/day	532 Veh/day
85th percentile speed	50.4 km/h	50.4 km/h
Mean (average) vehicle speed km/h.	41.4 km/h	40.4 km/h

The latest Centre for Road Safety accident data indicated that there was one reported crash on Gloucester Avenue in the last 5 years ending June 2023 as shown in Table below. The crash occurred on Gloucester Avenue at 50 m east of Harris Street trying to turn right at a driveway and losing control.

Date	Location	Description
15/03/2022	Gloucester Avenue 50m east of Harris Street, Merrylands	Vehicle lost control

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

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Gloucester Avenue

in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Gloucester Avenue, Merrylands - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	5
Road Characteristics	35	16
Community Support & other factors	5	5
Total	100	31

Table 2 – Gloucester Avenue, Merrylands– Action

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

The traffic count data indicated that the recorded 85th percentile speed was 50.4 km/h which is within acceptable range for a local street with a 50 km/h speed limit. It should also be noted that the recorded 85th percentile speeds have not changed since the 2020 traffic count.

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

CONSULTATION

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

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

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Item No: CTC-24-129

GRASSMERE STREET, GUILDFORD - ROAD SAFETY CONCERNS – CONSULTATION RESULT

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

Note: *Recommendation to Council*

SUMMARY

Council has undertaken consultation with residents for the proposed speed humps/cushions in Grassmere Street, Guildford.

This report outlines the outcome of the review.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of speed humps on Grassmere Street, Guildford be supported in principle.**
- 2. Council prepare speed hump design, undertake consultation with directly affected and adjacent residents and report back to the Traffic Committee.**

REPORT

Grassmere Street is a local street that runs in a north – south direction with a posted speed limit of 50 km/h. It has a width of approximately 10.5m and parking is permitted on both side of the road unless signposted.

Council has received concern from local residents regarding road safety on Grassmere Street, Guildford. The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past, a summary of the reports and recommendations are listed below:

1 April 2020

Council Traffic Committee (CTC) at its meeting in April 2020 considered a report (CTC-20-063) regarding road safety concerns and related speed humps request on Grassmere Street, and CTC recommended that:

The Cumberland Traffic Committee recommends 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.

25 February 2021

Council Traffic Committee (CTC) at its meeting in February 2021 considered a report (CTC-21-026) regarding road safety concerns on Grassmere Street, and CTC recommended that:

1. *The proposed installation of speed humps on Grassmere Street, Guildford not be approved.*
2. *Council review conditions in Grassmere Street, Guildford in February 2022.*

4 August 2021

Council undertook consultation with residents of Grassmere Street and reported to the August CTC (CTC-21-200), and CTC recommended that:

1. *The proposed installation of speed humps on Grassmere Street, Guildford not be approved.*
2. *Council approve 'S1' centre line marking on Grassmere Street between Guildford Road and Mountford Avenue in accordance with attached plan.*
3. *Council request assistance from Cumberland Police Area Command for speed surveillance in Grassmere Street, Guildford.*

18 October 2023

Council received further complaints regarding the matter, and it was reported to CTC (ECTC-23-158) in October 2023. CTC recommended that:

1. *The installation of traffic calming devices on Grassmere Street, Guildford not be supported.*
2. *Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.*
3. *Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford*

1 November 2023

Following the CTC meeting, the report was reported to Council in November 2023 (EECTC-23-158), Council resolved:

That the matter be referred back to the Traffic Committee.

7 February 2024

Following the Council resolution, the deferred report was then reported back to CTC in February 2024 (CTC-24-053), and CTC recommended that:

- 1. The 'BB' Centre line marking on Grassmere Street, Guildford in accordance with the attached plan be approved.*
- 2. 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.*

Council at its meeting held on 6 March 2024, approved the above CTC recommendation.

Traffic calming devices along Grassmere Street

In accordance with the above resolution, consultation was carried out with the residents of Grassmere Street in April 2024.

Council distributed 43 letters to the residents in Grassmere Street and received 7 responses (16% of the total letters sent) by the closing date. 6 responses (85.7%) supported the proposed speed humps and 1 response (14.3%) opposed to the proposal.

Based on the above result, as majority of the responses supported the proposal, it is recommended that the installation of speed humps be supported, and Council prepare the design of the speed humps and report back to the CTC.

Intersection of Grassmere Street and Guildford Road

There were concerns raised at the above intersection. Traffic calming measures in Grassmere Street as proposed in this report will improve safety at this intersection.

Also, Transport for NSW has commenced works on the proposed improvements at the intersection of Woodville Road and Guildford Road. These improvements involve traffic signal infrastructure improvements (completed now) and associated road surface works in the vicinity. Grassmere Street and Guildford Road intersection is approximately 75m from the Woodville Road intersection and will be impacted by any changes to line marking at this intersection.

Council is liaising with Transport for NSW to ascertain suitable traffic measures at the intersection of Guildford Road and Grassmere Street and a report will be presented to the Traffic Committee in August 2024.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 9 April 2024 to 23 April 2024.

A total of 43 letters were distributed with an attached survey form and a plan to the residents / owners. Council received 7 responses (16% of the total letters sent) by the closing date. 6 responses (85.7%) supported the proposed speed humps and 1 response (14.3%) opposed to the proposal.

ATTACHMENTS

1. Previous Report – CTC-24-053 [↓](#)
2. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-129

Attachment 1
Previous Report – CTC-24-053

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.
2. 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 Cllr Glenn Elmore, **Seconded** Cllr 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:

1. *The installation of traffic calming devices on Grassmere Street, Guildford not be supported.*
2. *Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.*
3. *Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.*

Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the Traffic Committee.

This report reviews the traffic count and additional crash data and the Local Area Traffic Management (LATM) analysis undertaken previously.

The map below shows the location of Grassmere Street, Guildford.



Locality Plan

Comparison of traffic count data on Grassmere Street, Guildford is provided below:

Traffic Count Date	Average Daily Traffic	85 th 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.
2. Previous report - ECTC-23-158 - Grassmere Street, Guildford - Road Safety Concerns

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-053

Attachment 1

Plan - Grassmere Street,
Guildford – ‘BB’ centre line
marking.



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-053

Attachment 2

Previous report - ECTC-23-158 -
Grassmere Street, Guildford -
Road Safety Concerns

Item No: ECTC-23-158

GRASSMERE STREET, GUILDFORD - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on Grassmere Street, Guildford not be supported.
2. Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.
3. Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.

Moved Mr Chris Worthington **Seconded** Cllr Diane Colman.

REPORT

Cumberland Traffic Committee at its meeting in February 2021 considered a report (CTC-21-026) on the outcome of the resident consultation undertaken regarding speed humps on Grassmere Street, Guildford.

Council resolved that the installation of traffic calming devices on Grassmere Street, Guildford not be supported and Council review conditions in Grassmere Street, Guildford in February 2022.

A traffic count was undertaken on Grassmere Street in March 2023. The traffic count location is shown in red on the map below.



Council officers have reviewed the traffic count data and compared it with the previous traffic count data undertaken in December 2020.

Both results are detailed in the table below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
March 2020	890 veh/day	59.4 km/h
March 2023	965 veh/day	55.8 km/h

The traffic count data from the table above indicated that the traffic volume (ADT) in Grassmere Street has increased slightly and the recorded 85th percentile speeds have reduced significantly since 2020.

The latest Centre for Road and Safety accident data on Grassmere Street indicated that there were four reported accidents at the intersection of Guildford Road and Grassmere Street in the last 5 years ending September 2022. These were intersection related accidents and not related to speeding. There were no other reported midblock accident in Grassmere Street.

Council officers have undertaken a further review of the traffic conditions on Grassmere Street in accordance with Council's Local Area Traffic Management (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Grassmere Street - LATM Assessment Points

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

Table 2 – Grassmere Street – Action

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

The traffic count indicated that the recorded 85th percentile speed was 55.8km/h which is higher than the speed limit of the street. The speed data will be forwarded to Cumberland PAC for enforcement.

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

CONSULTATION

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

Consultation will be undertaken if recommended by the Traffic Committee.

At the meeting, the Local Traffic committee recommended that , Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.

ATTACHMENTS

1. Previous Report - CTC-21-026

DOCUMENTS ASSOCIATED WITH REPORT ECTC-23-158

Attachment 1
Previous Report - CTC-21-026

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;

1. The proposed installation of speed humps on Grassmere Street, Guildford not be approved.
2. Council review conditions in Grassmere Street, Guildford in February 2022.

REPORT

Cumberland Traffic Committee at its electronic meeting on 1 April 2020 considered a report (CTC-20-063) regarding installation of speed humps on Grassmere Street, Guildford. Council recommended that *Council undertake consultation with the residents of Grassmere Street, Guildford to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.*

Council at its meeting on 20 May 2020 approved the above recommendation.

Following Council's meeting, consultation was undertaken with residents on Grassmere Street.

Page 209



Traffic Committee
3 February 2021

There are 30 properties in Grassmere Street and 44 letters with attached survey forms distributed to the residents / owners. The survey form had three options as below:

1. I support speed humps in Grassmere Street and raise No Objection to install a speed hump outside my property.
2. I support speed humps in Grassmere Street, but I Object to install speed hump outside my property.
3. I do not support the installation of speed humps on Grassmere Street.

There were only 6 responses received by the closing date. Four (4) of the submissions supported the installation of speed humps outside their properties, one (1) objected to install speed humps outside their property and one (1) objected to the proposed speed humps in Grassmere Street.

Residents that supported and objected to the proposal have provided the following comments in the table below:

#	Resident Comments
Supported	
1	I hope the speed humps go ahead, it is totally ridiculous not to put them in. I witness all the time that cars are blasted if they are doing 50km/h and the speeders overtake them and abuse them. This is not acceptable.
2	Its been a long time coming, desperately needed in the street. Now to do something about the congestion in Guildford Rd near Woodville Rd in am and pm peak hours.
Objected	
1	There is a stormwater drain in front of our house. I do not want a speed hump outside my house.
2	As long as they are not high and in front of my property.

Based on the above result, the proposed installation of speed humps on Grassmere Street not be approved due to lack of community support.

ATTACHMENTS

Nil

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-129

Attachment 2
Submissions

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/37

GRASSMERE STREET, GUILDFORD – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Grassmere Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Grassmere Street and I am in favour of the below option.

1. I support the installation of speed humps on Grassmere Street and

I raise no objection to consider my property frontage for placement of a speed hump. ☒

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

Comments: _____

Yes please, I've been asking for this to happen for a few years as the traffic coming down this street is horrendous during peak hour. The sooner this happens the better.

(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



CUMBERLAND
CITY COUNCIL



REF: DCTC/2411/37

GRASSMERE STREET, GUILDFORD – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Grassmere Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Grassmere Street and I am in favour of the below option.

1. **I support the installation of speed humps on Grassmere Street and**

I raise no objection to consider my property frontage for placement of a speed hump.



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



Comments: _____

(Signed) _____

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RECEIVED
17 APR 2024



CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/37

GRASSMERE STREET, GUILDFORD – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Grassmere Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Grassmere Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Grassmere Street and***

I raise no objection to consider my property frontage for placement of a speed hump.



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



Comments: _____

(Signed)

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ABN 22 798 563 329

Welcome Belong Succeed

RECEIVED

17 APR 2024



CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/37

GRASSMERE STREET CHILDREN CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed speed humps in Grassmere Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Grassmere Street and I am in favour of the below option.

1. I support the installation of speed humps on Grassmere Street and

I raise no objection to consider my property frontage for placement of a speed hump.



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



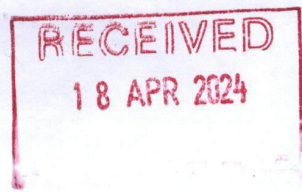
Comments:

To much Speeding in the Street to avoid traffic.

P.S- I think You must add a keep clear area on the intersection to enter Grassmere St from Guildford Road because it gets blocked off alot in traffic & unable to enter the street

(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.



CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/37

GRASSMERE STREET, GUILDFORD – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Grassmere Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Grassmere Street and I am in favour of the below option.

1. I support the installation of speed humps on Grassmere Street and

I raise no objection to consider my property frontage for placement of a speed hump. ☐

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

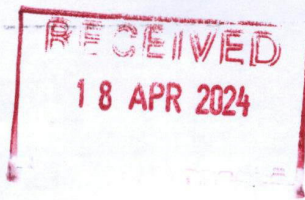
Comments: I have not seen any cars driving
over speed limit on this street

(Signed)

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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/2411/37

GRASSMERE STREET, GUILDFORD – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Grassmere Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Grassmere Street and I am in favour of the below option.

1. I support the installation of speed humps on Grassmere Street and

I raise no objection to consider my property frontage for placement of a speed hump. ☒

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

Comments: _____

Anything to reduce speeding in our
Street - Cars heading to Woodville Rd
enter Grassmere st to avoid the Traffic Lights
Can I also mention - one of the humps in
Mountford ave was poorly completed

(Signed) _____

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/37

GRASSMERE STREET, GUILDFORD – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Grassmere Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Grassmere Street and I am in favour of the below option.

1. I support the installation of speed humps on Grassmere Street and
I raise no objection to consider my property frontage for placement of a speed hump. ☒

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

Comments: _____

(Signed)

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ABN 22 798 563 329

Welcome *Belong* Succeed

Item No: CTC-24-130

HUNT STREET, GUILDFORD WEST - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Hunt Street, Guildford West.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Cumberland Local Traffic Committee recommends that Council undertake consultation with the residents along Hunt Street, Guildford West 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.

REPORT

Hunt Street is a local road that runs in an east-west direction between Lomond Street and Fairfield Road 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 report (CTC-24-031) on the road safety concerns in Hunt Street was presented to the Cumberland Traffic Committee on 7 February 2024, and the traffic committee recommended that:

- 1. 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.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have now undertaken further review into the conditions in Hunt Street as per the Council resolution.

Based on the previous traffic count data, the average daily traffic was 762 vehicles/day and the recorded 85th percentile speed was 57 km/hr.

Considering high recorded 85th percentile speed in Hunt Street and continued community interest on the matter, Council proposes to undertake consultation with the residents in Hunt Street, Guildford West to assess community support or otherwise for the installation of traffic calming devices in the street.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous Report – CTC-24-031 – Hunt Street, Guildford West – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-130

Attachment 1

Previous Report – 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:

1. 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

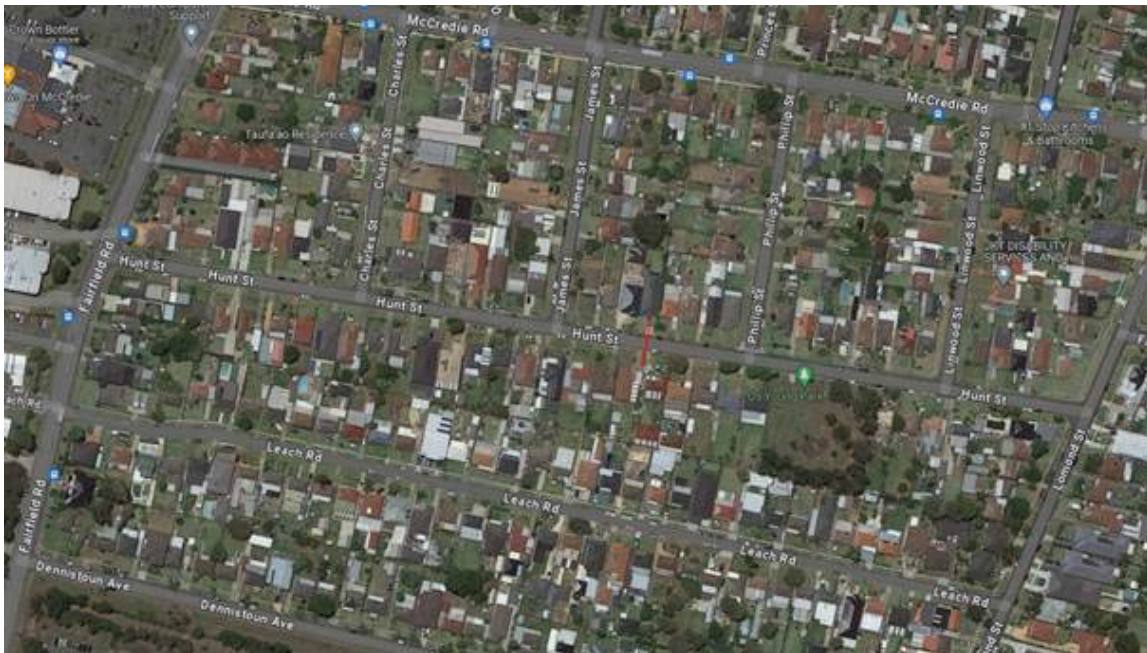
REPORT

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

Item No: CTC-24-131

MCCREDIE ROAD, GUIDLFORD WEST - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council presented a report at the Traffic Committee on 7 February 2024 on the road safety concerns on McCredie Road, Guildford West.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines the outcome of further review into this matter.

RECOMMENDATION

The Cumberland Local Traffic Committee recommends that that Council undertake consultation with the residents along McCredie Road between Fowler Road and Lomond Road 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.

REPORT

McCredie Road is a local road that runs in an east-west direction with a speed limit of 50km/h. This section of street is approximately 390m long and has a width of approximately 11m. There are 'BL2' 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.

A report (CTC-24-046) on the road safety concerns in McCredie Road section was presented to the Cumberland Traffic Committee on 7 February 2024, and the traffic committee recommended that:

- 1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.*
- 2. Council review conditions in McCredie Road, Guildford West in February 2025, and report back to Traffic Committee if required.*

3. *Council to review existing line marking and signage on McCredie Road and renew if required.*
4. *Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in McCredie Road.*
5. *The concerned resident be notified of the outcome.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have now undertaken further investigation on the matter. Based on the previous traffic count data, the average daily traffic was 6,808 vehicles/day and the recorded 85th percentile speed was 54.4 km/hr. Considering the high recorded 85th percentile speed in McCredie Road, between Fowler Road and Lomond Street, and community interest on the matter, Council proposes to undertake consultation with the residents in the section of McCredie Road to assess community support or otherwise for the installation of traffic calming devices in the street.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous Report – CTC-24-046 – McCredie Road, Guildford – Road Safety Concerns [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-131**

Attachment 1

**Previous Report – CTC-24-046 –
McCredie Road, Guildford – 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:

1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
2. Council review conditions in McCredie Road, Guildford West in February 2025, and report back to Traffic Committee if required.
3. Council to review existing line marking and signage on McCredie Road and renew if required.
4. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in McCredie Road.
5. The concerned resident be notified of the outcome.

Moved Ms Irene Xu, **Seconded** Cllr 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:

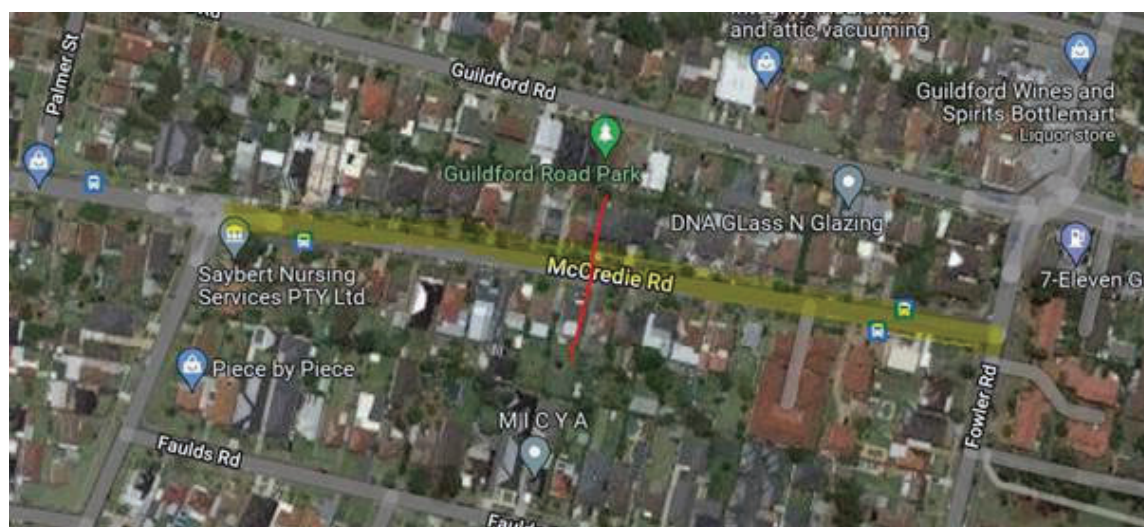
1. *The installation of traffic calming devices on McCredie Road, Guildford West not be supported.*
2. *Council review conditions in McCredie Road, Guildford West, and report back to Traffic Committee in April 2024.*

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	85 th Percentile Speed
August 2022	7,108 veh/day	55.8 km/h
June 2023	6,808 veh/day	54.4 km/h

The Centre for Road Safety crash data indicated that there were no reported accidents in The Boulevard, Lidcombe in the last 5 years ending September 2022. Based on additional crash data received recently, there were no reported accidents in the section of McCredie Road between September 2022 and June 2023.

Based on Council's LATM assessment policy, McCredie Road section scored 39 points out of 100 which warrants a review of conditions.

The traffic count data indicated that the recorded 85th percentile speed was 54.4 km/h which is higher than the speed limit of the street. It is also noted that the speeds have reduced since 2022 traffic counts from 55.8 to 54.4 km/h.

Based on the above assessment, traffic calming devices are not warranted in the street. However, given the community interest in the matter, Council will undertake further speed monitoring with the assistance of Variable Message Signs (VMS) along McCredie Road, and consider additional speed limit signage in McCredie Road.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required, and the provision of signage and monitoring will not directly impact on properties.

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

At the meeting, the Local Traffic Committee recommended that Council review existing line marking and signage on McCredie Road and renew if required.

ATTACHMENTS

1. Previous report - ECTC-23-160 - McCredie Road, Guildford West - Road Safety Concerns

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-046

Attachment 1

Previous report - ECTC-23-160 - McCredie Road, Guildford West - Road Safety Concerns

Item No: ECTC-23-160

MCCREDIE ROAD, GUIDLFORD WEST - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
2. Council review conditions in McCredie Road, Guildford West, and report back to Traffic Committee in April 2024.

Moved Mr Chris Worthington **Seconded** Cllr Diane Colman.

REPORT

Cumberland Traffic Committee (CTC) at its meeting in November 2022 considered a report (CTC-22-197) regarding road safety concerns on McCredie Road, Guildford West. Council resolved that:

1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
2. Council review traffic conditions in McCredie Road, Guildford West in August 2023, and report back to Traffic Committee.

The concerns were raised in the McCredie Road section between Fowler Road and Lomond Street. A traffic count was undertaken in this section in June 2023. The traffic count location is shown in red on the map below.



Council officers have reviewed the traffic count data and compared it with the previous traffic count data undertaken in August 2022.

Both results are detailed in the table below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
--------------------	-----------------------	-----------------------------------

August 2022	7,108	55.8 km/h
June 2023	6,808	54.4 km/h

The traffic data from the table above indicated that both traffic volume (ADT) and recorded 85th percentile speeds in McCredie Road are slightly lower than the data collected in 2022.

The latest Centre for Road Safety accident data indicated that there were two reported accidents in this section of McCredie Road in the 5 years ending September 2022. Both accidents were related to a loss of control and hitting an object.

Council officers have undertaken a further review of the traffic conditions in McCredie Road in accordance with Council's Local Area Traffic Management (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – McCredie Road - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	5
Road Characteristics	35	14
Community Support & other factors	5	5
Total	100	39

Table 2 – McCredie Road – Action

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

The traffic count indicated that the recorded 85th percentile speed was 54.4 km/h which is within acceptable limit for the street.

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

CONSULTATION

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

Consultation will be undertaken if recommended by the Traffic Committee.

At the meeting, the Local Traffic committee recommended that Council review conditions in McCredie Road, Guildford West, and report back to Traffic Committee in April 2024.

ATTACHMENTS

1. Previous Report (CTC-22-197)

DOCUMENTS
ASSOCIATED WITH
REPORT ECTC-23-160

Attachment 1
Previous Report (CTC-22-197)

Item No: CTC-22-197

MCCREDIE ROAD, GUILDFORD - ROAD SAFETY CONCERNS

Responsible Division:	Environment & Planning
Officer:	Executive Manager Development and Building
File Number:	
Electorate:	Fairfield
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council***SUMMARY**

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

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

RECOMMENDATION

The Cumberland Traffic Committee recommends that;

1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
2. Council review conditions in McCredie Road and report back to traffic committee in August 2023.

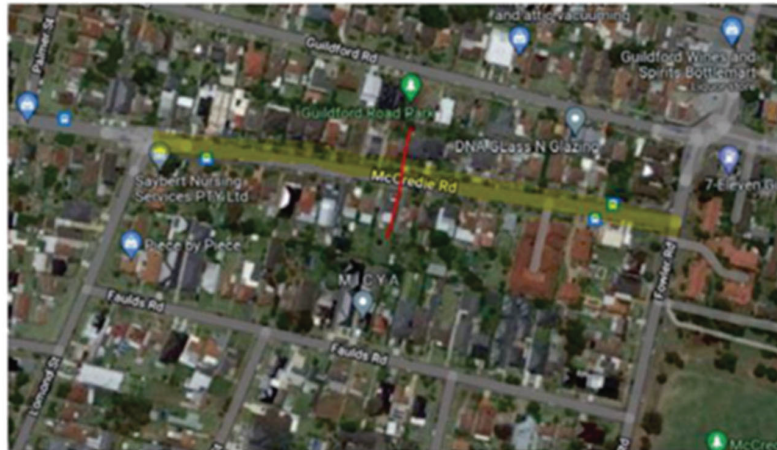
REPORT

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

McCredie Road runs in an east-west direction between Fowler Road and the cul-de-sac west of Sturt Street. The section between Fowler Road and Fairfield Road is a regional road. The concerns were raised in the McCredie Road section between Fowler Road and Lomond Street. This section of road is approximately 390m long and 11m wide. The speed limit is 50km/h and parking is permitted on both sides of the road in accordance with the Road Rules unless signposted otherwise.

Edge line markings are provided on both sides at this section of McCredie Road. A roundabout associated with pedestrian openings in the splitter islands is provided at the intersection of McCredie Road and Lomond Street. There is also a pedestrian refuge provided on McCredie Road at its intersection with Fowler Road.

The map below shows the location of McCredie Road:



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

The latest Centre for Road Safety accident data indicated that there was one reported accident in McCredie Road in the 5 years ending March 2022.

A traffic count was undertaken on McCredie Road in mid-2022. The traffic count location is shown in red on the map above.

The results of the traffic count indicated the following:

Traffic count Data on McCredie Road:

*Average Daily Traffic (ADT) = 7,108 veh/day,
85th percentile speed = 55.8 km/h,
Mean (average) vehicle speed = 48.1km/h.*

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



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

Item No: CTC-24-132

FOWLER ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Cumberland Traffic Committee considered a report on the speeding concerns on Fowler Road, Guildford West between McCredie Road, and Dennistoun Avenue on 7 February 2024.

This report outlines further investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of a ‘Vehicle Activated Sign (VAS) indicating “Speed Limit” & “Slow Down” messages for southbound traffic in Fowler Road between McCredie Road and Dennistoun Avenue be approved in-principle.**
- 2. Council consult with adjoining residents and prepare a plan for the installation of the VAS at suitable location and forward to Transport for NSW for concurrence.**
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in Fowler Road, Guildford West.**
- 4. The concerned resident be notified of the outcome.**

REPORT

Cumberland Traffic Committee considered a report on the speeding concerns on Fowler Road, Guildford West between McCredie Road, and Dennistoun Avenue on 7 February 2024.

The traffic committee recommended that:

- 1. The installation of traffic calming devices on Fowler Road, Guildford not be supported.*

2. *Installation of 'BB' Centre line marking replacing the existing 'S1' Separator (dashed) Centre line in Fowler Road between McCredie Road and Dennistoun Avenue be approved.*
3. *Council review conditions in Fowler Road, Guildford in August 2024, and report back to Traffic Committee if required.*
4. *Council request Cumberland Police Area Command to undertake speed surveillance in Fowler Road, Guildford West.*
5. *The concerned resident be notified of the outcome.*

Council considered the Traffic Committee recommendations at its meeting on 6 March 2024 and resolved that *'the matter be returned to the Traffic committee for further consideration'*.

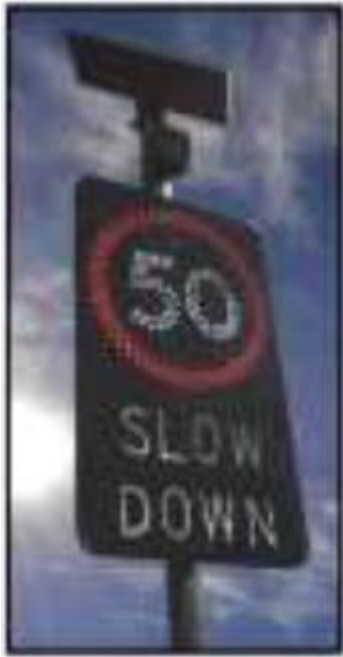
It is noted that concerns were raised by a resident at the Council meeting regarding the proposed line marking. In addition, it was indicated that speed humps in the Fowler Road section currently has 'S1' separator dividing lines (dashed line) and edge lines marked. It has also 'BL2' (former 'BB') centre lines marked at the intersections.

Based on recent traffic count in November 2023, the following data is provided:

Average Daily Traffic (ADT) veh/day		2,569
85 th %tile speed (recorded) km/hr	Both directions	60.3
	Northbound	57.8
	Southbound	61.2

The traffic count data indicated that the average daily traffic was 2,569 vehicles/day and the recorded 85th percentile speed (both directions) was 60.3km/h which is significantly higher (20%) than the speed limit of the street. The recorded 85th percentile speed of southbound traffic was 61.2km/hr, which was 3.4km/hr greater than the value recorded for northbound traffic.

In response to road conditions at this location, it is proposed to install a 'Vehicle Activated Sign (VAS)' indicating the words; 'Speed Limit' & 'Slow Down' messages at a suitable location for the southbound traffic. Vehicle activated signs activate if an approaching vehicle is detected to be exceeding a preset speed value in accordance with the speed limit of the street. A suitable location to be determined based on visibility for road users and the need to avoid underground utilities. An example of a VAS is shown below:



It is also proposed that Council review conditions in the street 6 months after the installation of the 'Vehicle Activated Sign (VAS)'.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous Report - CTC-20-024 - Fowler Road, Guildford West - Proposed Line Marking [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-132**

Attachment 1

**Previous Report - CTC-20-024 -
Fowler Road, Guildford West -
Proposed Line Marking**

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.
2. Installation of 'BB' Centre line marking replacing the existing 'S1' Separator (dashed) Centre line in Fowler Road between McCredie Road and Dennistoun Avenue be approved.
3. Council review conditions in Fowler Road, Guildford after completing work identified in Item 2, and report back to Traffic Committee in August 2024.
4. Council request Cumberland Police Area Command to undertake speed surveillance in Fowler Road, Guildford West.
5. 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** Cllr 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.

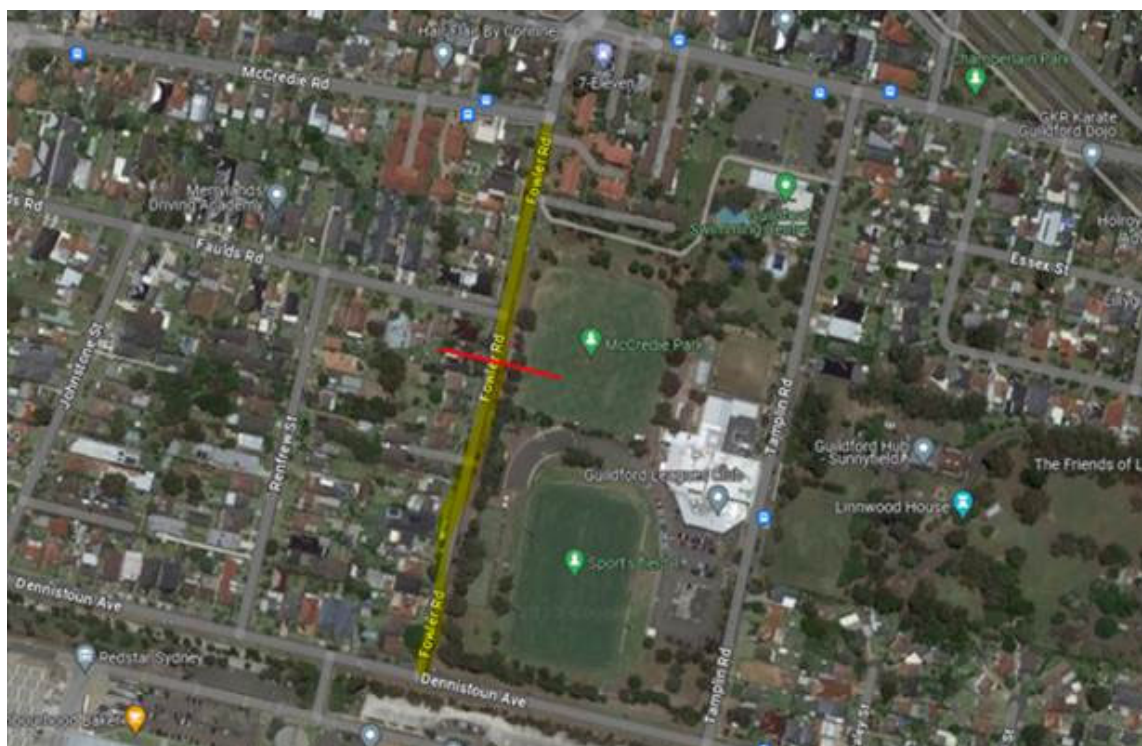
Fowler Road is a local road that runs in a north-south direction with a posted speed limit of 50km/h. The section between McCredie Road and Dennistoun Avenue is approximately 430m long and has a width of approximately 12.3m.

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.

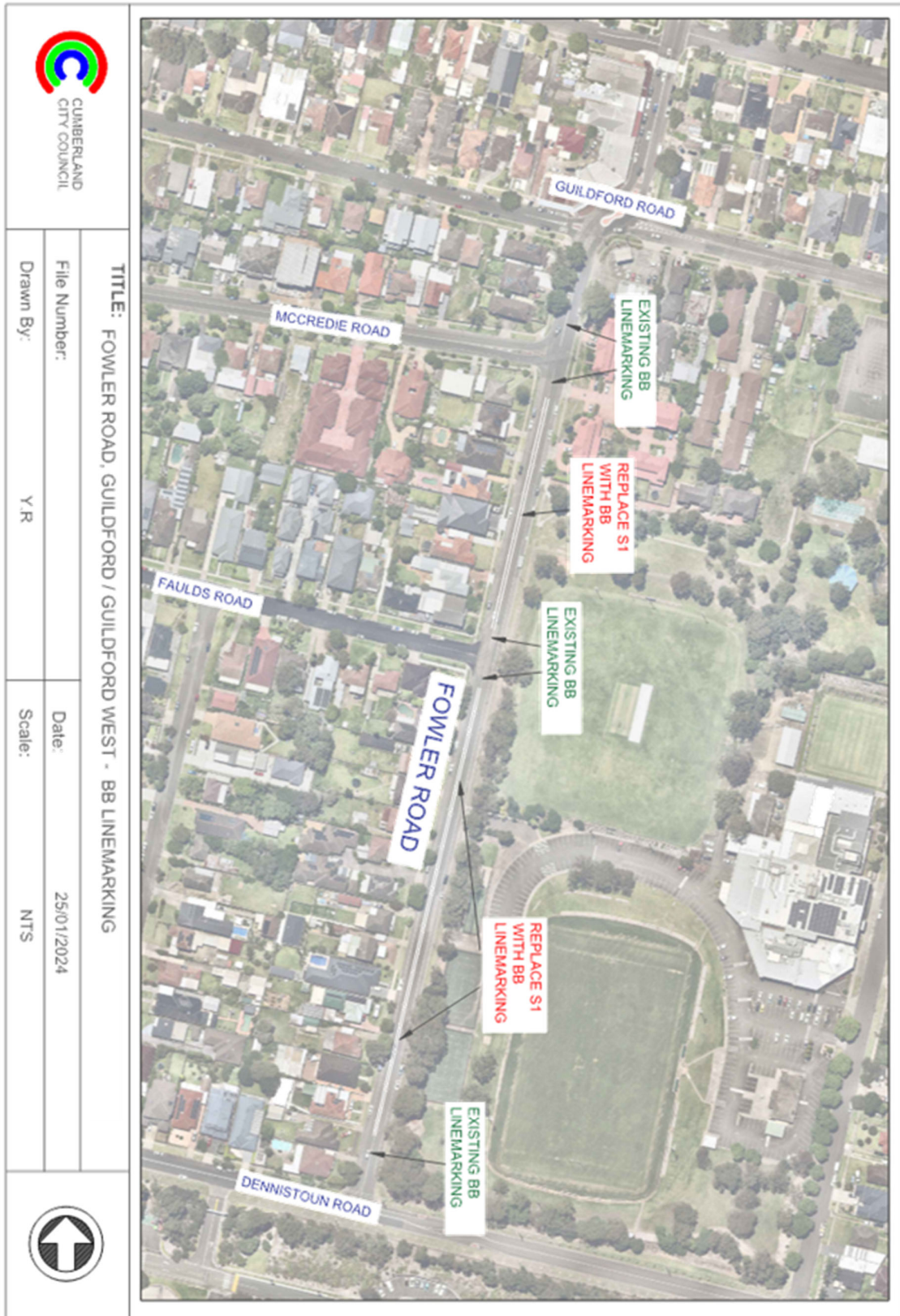
Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Proposed BB linemarking
2. Previous Report - CTC-20-024 - Fowler Road, Guildford West - proposed Line marking

DOCUMENTS ASSOCIATED WITH REPORT CTC-24-027

Attachment 1 Proposed BB linemarking



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-027

Attachment 2

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

Item No: CTC-20-024

FOWLER ROAD, GUILDFORD WEST - PROPOSED LINE MARKING

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

SUMMARY

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

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

RECOMMENDATION

That the Traffic Committee:

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

REPORT

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

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

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

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

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



Traffic Committee
5 February 2020

COMMENTS

"[Insert comments here]"

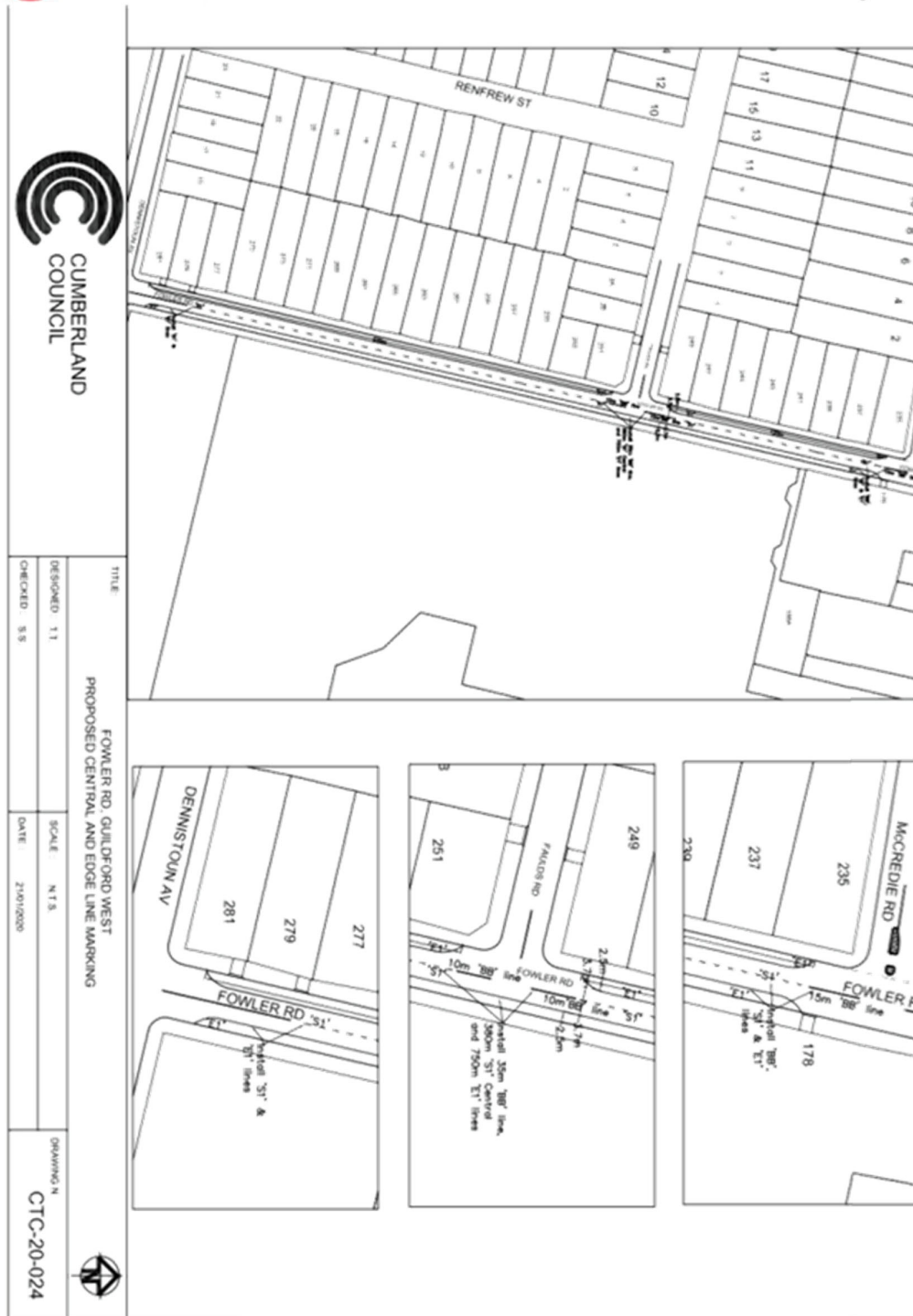
ATTACHMENTS

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

DOCUMENTS ASSOCIATED WITH REPORT CTC-20-024

Attachment 1

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



Item No: CTC-24-133

BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION

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

Note: *Recommendation to Council*

SUMMARY

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

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The updated plan for speed humps along Brighton Street, Greystanes, in accordance with the attached plan be approved.**
- 2. Council consult affected residents at the new location of the relocated speed hump.**
- 3. Council consider alternate road safety measures at locations where the provision of speed humps has not been supported by residents.**

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 its golf course are situated on the eastern side of Brighton Street, with residential properties on the western side. Currently, 'BL2' line marking is in place on 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. A summary of the reports and recommendations are listed 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, 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 a further consultation with the residents of Brighton Street in January 2023, due to the lack of responses received from the residents, Council undertook the consultation again in October 2023. The matter was then reported to CTC in November 2023 (CTC-23-186).

The Cumberland Traffic Committee recommended that;

The matter be deferred and report back to the Cumberland Traffic Committee in February 2024.

4 February 2024

Following the CTC recommendation in November 2023, the report was submitted back to the CTC in February 2023 (CTC-24-050).

The Cumberland Traffic Committee recommended that;

- 1. The installation of speed humps on Brighton Street, Greystanes in accordance with the attached plan be supported.*
- 2. Council undertake consultation with the adjacent and directly affected residents for the installation of speed humps and report back to Traffic committee.*

In accordance with the above, Council undertook consultation with directly affected residents on Brighton Street in April 2024, providing a detailed speed hump design. This report summarises the results of the consultation.

In April 2024, consultation was carried out with the residents of Brighton Street. A total of 11 letters, each with an attached survey form and plan, were distributed to the residents/owners.

Council received 7 responses (64% of the total letters sent) by the closing date. 4 responses (57%) supported the proposed speed humps, and 3 responses (43%) opposed the proposal. Within the 4 responses who supported, there was one response indicated that due to neighbour's health condition, he is supportive to the relocation of the speed hump location further up or down the street.

Council officers have reviewed the plan following the consideration of submissions and have removed two speed humps while slightly relocating another speed hump. Council officers will consider alternate road safety measures at locations where the speed humps have been removed from the plan.

An amended plan is attached for consideration by the Traffic Committee. Subject to endorsement, further consultation will be undertaken with the affected residents where the speed hump is proposed to be relocated.

CONSULTATION

The proposal was notified to the residents in Brighton Street for a period of 14 days from 9 April 2024 to 23 April 2024.

Council received 7 responses (64% of the total letters sent) by the closing date. 4 responses (57%) supported the proposed speed humps, and three responses (43%) opposed them.

ATTACHMENTS

1. Brighton Street, Greystanes - Amended Speed Hump Plan [↓](#)
2. Submissions [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-133**

Attachment 1

**Brighton Street, Greystanes -
Amended Speed Hump Plan**



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-133

Attachment 2
Submissions

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/41

BRIGHTON STREET, GREYSTANES– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.

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

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

Comments:

I strongly oppose the location of the speed hump in front of my house because our bedrooms are right at the front of the house and it will be greatly impact our lives with the noise created by the passing vehicles. I also do not understand why a distance of 130m before the first speed-hump. Doesn't this allows a lot of distance for the speeding vehicles to travel. It would be ideal if they are not given this much space to speed up and then slow-

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down for the hump. Could you please consider another spot, perhaps in front of 11-13 Brighton st.

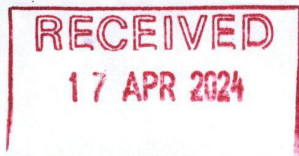
16 Memorial Avenue, PO Box 42, Merrylands NSW 2160

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

ABN 22 798 563 329

Thank you.

Welcome Belong Succeed



REF: DCTC/2411/41

BRIGHTON STREET, GREYSTANES– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _

Address: _

Phone: _

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.

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

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

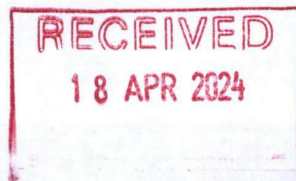
Comments: I totally agree with a yes decision
for speed humps. The traffic is getting
faster & I am afraid that someone is
going to ^{come to} grief soon. We had police presence
a while ago but havnt seen them of late

(Signature)

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16 Memorial Avenue, PO Box 42, Merrylands NSW 2160
T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

Welcome Belong Succeed

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/41

BRIGHTON STREET, GREYSTANES– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.

1. I support the installation of speed humps on Brighton Street as per the attached plan. ☐
2. I do not support the installation of speed humps on Brighton Street. ☒

Comments: _____

I HAVE STATED PREVIOUSLY THAT I OBJECT TO A
SPEED HUMP DIRECTLY OUTSIDE MY PROPERTY. MOVE
IT SOMEWHERE ELSE OR IS-A-ALL CHICKENS. NO NOISE!
I WILL NOT SLEEP WITH BUMPING NOISES ALL NIGHT!

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/41

BRIGHTON STREET, GREYSTANES– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.

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

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

Comments: I support the install of speed humps

my driveway comes in on an angle and
I have to reverse a trailer into my
property, could there be enough space
from my driveway so as I can reverse
the trailer. Thanking you

(Signed)

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REF: DCTC/2411/41

BRIGHTON STREET, GREYSTANES- CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

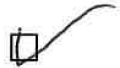
Address

Phone:

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 8 April 2024 and submit your response by **Tuesday 23 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 9 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.

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



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



Comments: Thank you, this was required for a very
long time. Hopefully this will make the street safe
for families. And keep the street racers and loud music
makers away from the street

(Signed)

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File No:



7 MAY 2024

REFERRED TO:

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/41

BRIGHTON STREET, GREYSTANES- CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Address:

Phone:

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.

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

☐

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

☒

Comments: I STRONGLY OPPOSE THE INSTALLATION OF
SPEED HUMPS WITH IN APPROX 100 METERS
EITHER SIDE OF OUR PROPERTY ON THE GROUNDS
OF ① HEALTH REASONS FOR MY WIFE + ② POLLUTION
③ OUR PROPERTY WILL BE DEVALUED.

(Signed)

Some of the
Information
Infrastructure
you is volu
determinat
confidential.
privacy plea

TO BE HANDLED IN
AS OUR REPLY.

Personnel information for the purposes of the Privacy and Personal
is being collected by Cumberland City Council's Works and
acy of responses to this survey. The supply of the information by
tion Council will be unable to include your responses in its
stored in Council's Central Records System and will be kept
ent to your personal information. For more information about your
Officers.

Box 42, Merrylands NSW 2160
cumberland.nsw.gov.au W Cumberland.nsw.gov.au

ABN 22 798 563 329

Welcome Belong Succeed

brighton street consultation DCTC/2311/126

1 message

Fri, May 3, 2024 at 11:49 AM

Dear Lizzie ,

I am writing to you in reply to the proposed speed humps in Brighton St .

I have voted 3 times in the past , for a " no " to the speed humps in our beautiful , quiet , peaceful street .

The reason I object to any speed humps in front of or near our property , is on the grounds of " health reasons " . I was hoping not to have to air my wife and my ailments , but this is the fourth time we've received a letter about this , and it appears it's not going away .

I was 70 years old last January , and have lived where I live now , all of my life , as did my parents before me .

I suffer with and am being treated for asthma , blood pressure , acute insomnia , anxiety , diabetes , cholesterol , heart disease and depression .

I married my wife when she was 16 , and she moved here from england , and she's lived here with me for 46 years , and she suffers with rheumatoid arthritis which she receives chemo for on a weekly basis , incredibly bad migraine headaches and osteoporosis .

I can't believe that in this day and age of " let's get rid of pollution , we're sticking in speed humps everywhere . brakes pollution slowing to a speed hump , noise pollution bumping over the hump , fumes pollution accelerating away from the hump .

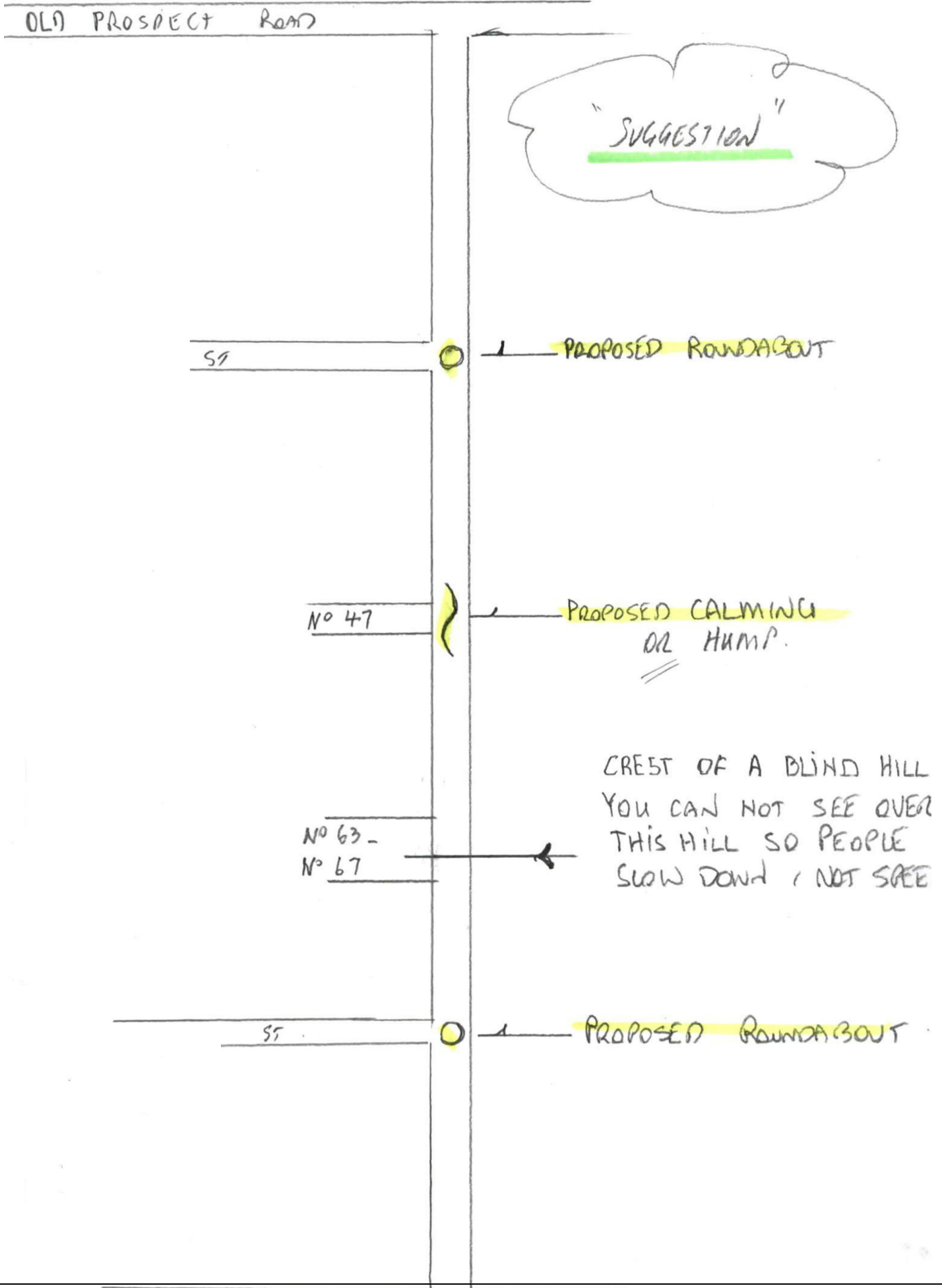
if it gets to the stage that we have to destroy our street with humps , then so be it , but , I STRONGLY OBJECT TO THE SPEED HUMP YOU ARE PROPOSING ON THE BOUNDARY OF OUR PLACE , NUMBER 63 TO 67 AND NUMBER 69 . THIS IS RIGHT IN FRONT OF OUR BED ROOM !!

we're going to get the braking of cars coming from old prospect rd , the acceleration of cars heading toward old prospect road , and the noise of the bumps in between !! IT NEEDS TO BE MOVED DOWN AT LEAST A FEW MORE HOUSES TOWARD ESTER STREET or eliminated all together , as its almost at the crest of a blind hill and cars normally slow down there any how , as you can't see over the hill .

i have put together a proposal of what i think ,
a roundabout in front of ester street ,
a roundabout in front of eva street ,
and a "calming" or hump in front of number 47 .

* the roundabouts
are in front of no
bodys place , so
everybodys happy ,
and i guess the guy
in number 47 voted
yes , so give him a
" calming " or hump .

* what happens between eva st and old prospect road and esther st and whalans road , i will not get involved in .





REF: DCTC/2411/41

BRIGHTON STREET, GREYSTANES– CONSULTATION FOR PROPOSED SPEED HUMPS

Please indicate your views on the proposed speed humps in Brighton Street as described in Council's letter dated 30 April 2024 and submit your response by **Tuesday 14 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 April 2024 in relation to the proposed speed humps in Brighton Street and I am in favour of the below option.

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



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



Comments: One of the proposed speed humps is in front of our property. Any minor inconvenience is a small price to pay to ensure the safety of the residents who are endangered by the frequent reckless and high speed driving that occurs on the street. Thank you for taking action.

(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.

Item No: CTC-24-134

TERRY STREET, GREYSTANES - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council officers presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Terry Street, Greystanes and proposed concept for speed humps.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report reviews the proposal.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The amended design of speed humps on Terry Street, Greystanes in accordance with the attached plan be approved in principle.**
- 2. Council undertake consultation with the adjacent residents of the new speed hump locations and report back to the Traffic Committee if objections are received.**

REPORT

Terry Street is a local road that runs in an east-west 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. Terry Street has centre line and edge lines marked previously following resident concerns.

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 in the attached previous report to Cumberland Traffic Committee (CTC-24-049) in February 2024.

Following further concerns, Council officers prepared an amended concept plan for consultation with the residents which was reported at the CTC meeting in February 2024. The Traffic Committee recommended 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.*

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

It is proposed that the amended concept plan be approved in principle and considered for consultation with directly affected and adjacent residents.

CONSULTATION

Consultation has not been undertaken with the updated plan. Future consultation will be undertaken if recommended by the Traffic Committee and approved by Council.

ATTACHMENTS

1. Plan – Terry Street - Proposed Line Marking [↓](#)
2. Previous Report – CTC-24-049 – Terry Street Greystanes – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-134

Attachment 1
Plan – Terry Street - Proposed
Line Marking



TITLE: TERRY ST, GREYSTANES - PROPOSED SPEED HUMPS

File Number:

Date: 4/12/23

Drawn By: L.C

Scale: NTS



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-134

Attachment 2

Previous Report – CTC-24-049 –
Terry Street Greystanes – 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.*

- 2. Council undertake further 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 further 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 attached plan be approved.*
- 2. Council undertake consultation with directly affected residents and report back to traffic committee if objections are received.*

5 April 2023

Following the resolution in November 2021, a consultation was carried out with the residents of Terry Street in October 2022. The result was reported to CTC in April 2023 (CTC-23-070).

The Cumberland Traffic Committee recommended that:

- 1. The installation of traffic calming devices on Terry Street, Greystanes not be supported.*
- 2. Council review traffic conditions in Terry Street, Greystanes, and report back to the Traffic Committee in April 2024.*
- 3. All consulted residents be notified of the outcome of the Traffic Committee's recommendation.*

Following the above, Council received further concerns from a resident. Council officers have amended the previous speed hump design with the consideration to the

feedbacks/objections received. It is proposed to consult the adjacent residents with updated speed hump plan.

CONSULTATION

Consultation has not been undertaken with the updated plan. Future consultation will be undertaken if recommended by the Traffic Committee.

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



TITLE: TERRY ST, GREYSTANES - PROPOSED SPEED HUMPS 'YES NO'

File Number:

Drawn By: L.C

Date: 4/12/23

Scale: NTS



DOCUMENTS ASSOCIATED WITH REPORT CTC-24-049

Attachment 2 Previous Report - CTC-23-070

Item No: CTC-23-070

TERRY STREET, GREYSTANES - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on Terry Street, Greystanes not be supported.
2. Council review traffic conditions in Terry Street, Greystanes, and report back to the Traffic Committee in April 2024.
3. All consulted residents be notified of the outcome of the Traffic Committee's recommendation.

REPORT

Cumberland Traffic Committee (CTC) at its meeting in November 2021 considered a report (Item No. CTC-21-241) regarding road safety concerns on Terry Street, Greystanes. Council resolved to undertake consultation with the residents/ owners of directly affected properties of Terry Street, Greystanes with the proposed speed humps to determine support and report back to Cumberland Traffic Committee.

Consultation was carried out with the residents of Terry Street. In October 2022, a total of 8 letters were distributed to the affected residents/ owners with an attached survey form and a detailed plan of the proposed speed hump locations. Council received 3 responses by the closing date, 2 in support and 1 objecting to the proposed speed humps.

The resident objecting to the proposal claimed that the proposed speed humps will have an impact on his/her existing health due to a medical condition.

Due to the above objection, Council proposes to not provide speed humps in Terry Street.

It is also proposed to review traffic conditions in Terry Street in 12 months.

CONSULTATION

The proposal was notified to the directly impacted resident for a period of 14 days from 25 October to 11 November 2022.

A total of 8 letters were distributed with an attached survey form and a detailed plan for the proposed speed hump locations to the residents/ owners. Council received 3 responses by the closing date, 2 in support and 1 objecting to the proposed speed humps.

The resident objecting to the proposal claimed that the proposed speed humps will have an impact on his/her existing health due to a medical condition.

At the meeting, The Local Traffic Committee recommended that all consulted residents be notified of the outcome of the Traffic Committee's recommendation.

ATTACHMENTS

1. Previous Report - CTC-21-241
2. Submissions

DOCUMENTS ASSOCIATED WITH REPORT CTC-23-070

Attachment 1 Previous Report - CTC-21-241

Item No: CTC-21-241

TERRY STREET, GREYSTANES – PROPOSED SPEED HUMPS

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

SUMMARY

Cumberland City Council at its meeting on 19 May 2021 considered a report (vide CTC-21-091 – Cumberland Traffic Committee April 2021) regarding installation of speed humps on Terry Street, Greystanes. Council resolved to undertake further consultation with the residents.

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

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed installation of speed humps on Terry Street, Greystanes in accordance with the attached plan be approved.
2. Council undertake consultation with directly affected residents and report back to traffic committee if objections are received.

REPORT

Cumberland City Council at its meeting on 19 May 2021 considered a report (vide Cumberland Traffic Committee report - CTC-21-091) regarding installation of speed humps on Terry Street, Greystanes. Council resolved to undertake further consultation with residents.

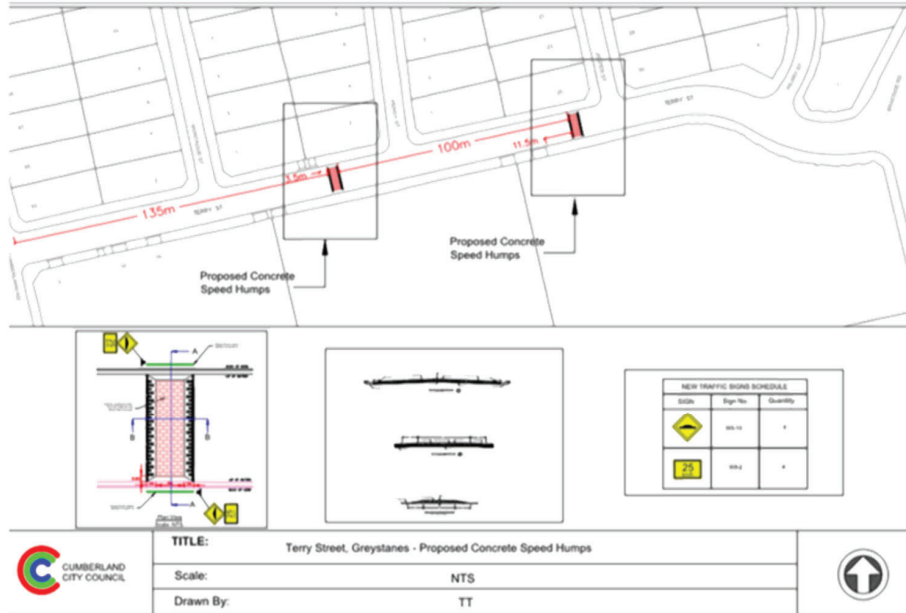
However, Council has received further concerns from residents in the street regarding ongoing speeding.

Following the above concerns, Council officers have prepared a plan showing speed humps in Terry Street, Greystanes. The speed humps have been located suitably based on constraints on the road. Council will consult the directly affected properties and report back to traffic committee if objections are received. This will be included in a future Works Program if approved.

The attached plan shows the proposed locations.

ATTACHMENTS

1. Plan – Terry Street, Greystanes – Proposed speed humps



Item No: CTC-24-135

DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Cumberland Traffic Committee considered a report on the installation of traffic calming devices on Damien Avenue, Greystanes on 7 February 2024.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report outlines further review into this matter.

RECOMMENDATION

The Cumberland Traffic Committee recommends that Council:

- 1. Undertake design and location of speed humps in Damien Avenue, Greystanes,**
- 2. Consult with affected and adjacent residents on the proposed design and report the outcomes to Traffic Committee.**

REPORT

Damien Avenue is a local street that runs in a north – south direction with a speed limit of 50 km/h. It has a width of approximately 7.4m and parking is permitted on both side of the road unless otherwise signposted.

A report (CTC-24-038) on the road safety concerns in Damien Avenue was presented to the Cumberland Traffic Committee on 7 February 2024, and the Traffic Committee recommended that:

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

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

Council officers have undertaken a further review on this matter and undertook consultation with residents of Damien Avenue to assess support from the residents for the installation of speed humps in the street.

A total of 118 letters, accompanied by survey forms, were distributed to residents/owners. By the closing date, Council received 33 responses, representing 14% of the total letters sent. Among these, 20 responses (60.6%) supported the proposal, while 13 (39.4%) objected to the proposed speed humps.

It should be noted that within the 20 supportive responses, two indicated opposition to placing the speed humps in front of their properties. Additionally, four submissions highlighted that vehicles are using Damien Avenue as an alternative to avoid traffic on the Cumberland Highway as Damien Avenue runs parallel to it.

With the majority of respondents supporting the provision of speed humps on the street, it is proposed to prepare concept plans for speed humps in Damien Avenue and undertake consultation with affected and adjacent residents on the street.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 16 April 2024 to 30 April 2024.

A total of 118 letters were distributed with an attached survey form to the residents / owners. There were 33 responses (14% of the total letters sent) received by the closing date, 20 responses (60.6%) were in support and 13 (39.4%) objected to the proposal.

ATTACHMENTS

1. Previous report – CTC-24-038 – Damien Avenue, Greystanes – Road Safety Concerns [↓](#)
2. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-135

Attachment 1

Previous report – CTC-24-038 –
Damien Avenue, Greystanes –
Road Safety Concerns

Item No: CTC-24-038

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:

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

REPORT

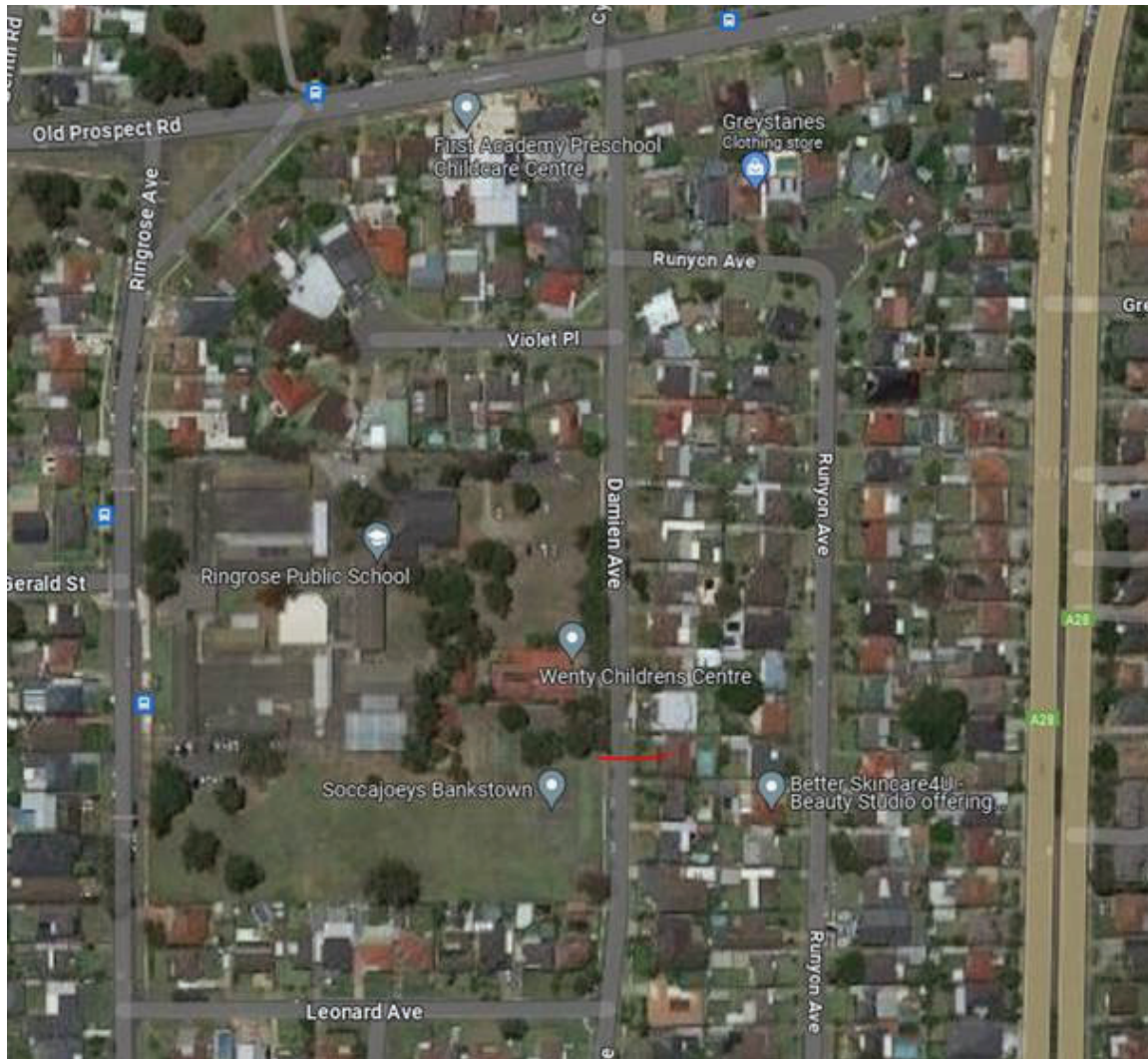
Council has received requests from a local resident for the installation of traffic calming devices on Damien Avenue, Greystanes due to speeding concerns.

Damien Avenue is a local road that runs in a north-south direction with a speed limit of 50km/h. The street is approximately 1.1km long and has a width of approximately 7.4m. Parking is permitted on both sides of the road in accordance with Road Rules unless signposted otherwise.

A School Zone exists at the northern end of Damien Avenue, and a 40km/h speed limit applies during school hours.

A traffic count was undertaken on Damien Avenue, Greystanes in October 2023.

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



Locality Plan

Traffic Count Data on Damien Avenue, Greystanes is provided below:

- Average Daily Traffic (ADT) = 1,434 veh/day
- 85th percentile speed = 52.9 km/h
- Mean (average) vehicle speed = 43.9 km/h

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

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

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

The LATM assessments are summarised in the tables below:

Table 1 – Damien Avenue, Greystanes - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	0
Road Characteristics	35	14
Community Support & other factors	5	5
Total	100	29

Table 2 – Damien Avenue, Greystanes– Action

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

The traffic count data indicated that the recorded 85th percentile speed was 52.9 km/h which is within acceptable range for a local street with a 50 km/h speed limit.

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

CONSULTATION

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

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

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 CTC-24-135

Attachment 2
Submissions

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. I support the installation of speed humps on Damien Avenue and**I raise no objection to consider my property frontage for placement of a speed hump.** ☐**2. I do not support the installation of speed humps on Damien Avenue.**Comments: I DO NOT SUPPORT THIS, NOR DO IWANT A SPEED HUMP IN FRONT OF MY PROPERTY

(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.



CUMBERLAND
CITY COUNCIL



REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _

Address

Phone:

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. ***I support the installation of speed humps on Damien Avenue and***

I raise no objection to consider my property frontage for placement of a speed hump.



2. ***I do not support the installation of speed humps on Damien Avenue.***



Comments: _____

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE GREYSTANES CONSULTATION FOR SPEED HUMPS

Name

Address

Phone

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.



2. **I do not support the installation of speed humps on Damien Avenue.**



Comments: I'm surprised that nobody has been killed on
our street! Speed humps would slow the hoons
down & keep this street safe.

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ABN 22 798 563 329

Welcome Belong Succeed



CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _

Address

Phone:

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. I support the installation of speed humps on Damien Avenue and

I raise no objection to consider my property frontage for placement of a speed hump.



2. I do not support the installation of speed humps on Damien Avenue.



Comments: _____

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CUMBERLAND
CITY COUNCIL

24 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.

☐

2. **I do not support the installation of speed humps on Damien Avenue.**

☒

Comments: We object to any speed humps in
front of our property frontage!
Our suggestion would be that NSW Police
monitor & patrol street for speeding vehicles
and impose fines!

(Signed)

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CUMBERLAND
CITY COUNCIL

24 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _

Address

Phone:

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.



2. **I do not support the installation of speed humps on Damien Avenue.**



Comments: the street is narrow, the cars drive past at a high speed,
it is dangerous for every residents and their pets, I personally
had 2 cats got ran over and died due to wreckless drivers.
I support strongly having speed humps to be placed in order
to reduce risks for everyone.

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CUMBERLAND
CITY COUNCIL

24 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

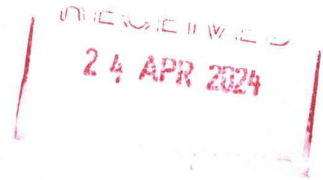
Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. I support the installation of speed humps on Damien Avenue and***I raise no objection to consider my property frontage for placement of a speed hump.*****2. I do not support the installation of speed humps on Damien Avenue.****Comments:** _____

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REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: __

Address: _____

Phone: __

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.

☐

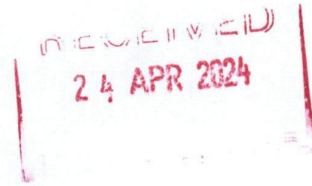
2. **I do not support the installation of speed humps on Damien Avenue.**

☒

Comments: HAVING LIVED IN DAMIEN AVE. FOR NEARLY 40 YEARS WE
HAVE NEVER EXPERIENCED ANY ISSUES WITH SPEEDING CARS. IN FACT,
WITH THE NUMBER OF PARKED CARS IN THE STREET, IT'S DIFFICULT TO EXCEED
THE SPEED LIMIT DUE TO CONSTANTLY HAVING TO STOP AND GIVE WAY TO
OTHER TRAFFIC. SPEED HUMPS WOULD IMPEDE TRAFFIC FLOW ^{FURTHER} AND INCREASE
STREET NOISE CAUSED BY TRAFFIC (TRAILERS AND THE LIKE) HITTING THE HUMPS

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. I support the installation of speed humps on Damien Avenue and

I raise no objection to consider my property frontage for placement of a speed hump.

☐

2. I do not support the installation of speed humps on Damien Avenue.

☒

at this time

^{Most}
Comments: traffic comes of the Cumberland Hwy down Rem Rd.
then turn right down Damien Ave to get onto Old Prospect Rd.
what Damien + surrounding streets need are lines to mark
parking spaces so cars are not parking over the drive ways
making it hard to get in + out + unable to see what is coming
down the road.

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ABN 22 798 563 329

Welcome Belong Succeed

CUMBERLAND
CITY COUNCIL

24 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.

☐

2. **I do not support the installation of speed humps on Damien Avenue.**

☒

Comments: Our street is narrow and difficult enough
to drive down due to all the cars parked on
both sides. This is the real danger to driving in the
street. I have not witnessed any bad speeding.

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CUMBERLAND
CITY COUNCIL

24 APR 2024

REF: DCTC/2411/43

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I raise no objection to consider my property frontage for placement of a speed hump.

☐

2. **I do not support the installation of speed humps on Damien Avenue.**

☒

Comments: _____

I HAVE LIVED AT 41 DAMIEN AVE FOR 37 YEARS.

OVER THAT TIME THERE HAS BEEN OCCASIONS WHEN
CARS DO WHEEL SPINS UP THE HILL FROM IN FRONT OF
MY HOUSE. THIS STOPS AS RESIDENTS GROW UP.

SPEED HUMPS WILL ENCOURAGE WHEEL SPINS AND
IS NOT PREFERRED

(Signed)

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CUMBERLAND
CITY COUNCIL

24 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.

☐

2. **I do not support the installation of speed humps on Damien Avenue.**

☒

Comments: DAMIEN AVE IT IS A VERY NARROW

STREET, SPEED HUMPS ARE VERY NOISEY

NOTE THIS LETTER NOT RECEIVED ON TIME

BECAUSE WE HAVE RECEIVED IT IN OUR MAIL BOX

ON THE 19/04/2024

(Signed)

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CUMBERLAND
CITY COUNCIL

REC'D
24 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE. GREYSTANES – CONSULTATION FOR SPEED HUMPS

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Address:

Phone:

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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.



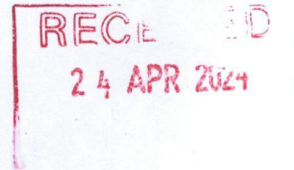
2. **I do not support the installation of speed humps on Damien Avenue.**



Comments: However, please install acceptable tall humps
and not mountains that hurts normal people cars.
Also, please fix the lights in Damien Avenue
at my address as I have previously communicated.

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

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1. ***I support the installation of speed humps on Damien Avenue and***

I raise no objection to consider my property frontage for placement of a speed hump.



2. ***I do not support the installation of speed humps on Damien Avenue.***



Comments: _____

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ABN 22 798 563 329

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RECEIVED
26 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name

Address

Phone

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

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1. I support the installation of speed humps on Damien Avenue and

I raise no objection to consider my property frontage for placement of a speed hump.



2. I do not support the installation of speed humps on Damien Avenue.



Comments: We would very thankful if something or anything
is done to prevent the speeding in this street as
it will avoid someone getting hurt
THANKING YOU VERY MUCH

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.



2. **I do not support the installation of speed humps on Damien Avenue.**



Comments: Speed humps are a great idea

- However, I tow trailers on a daily basis. As long as the speed hump is a good distance away from our driveway. I need the space to reverse vehicle + Trailer in and out and I usually take up both sides of the road to back it into my driveway.

(Signed)

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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.

☐

2. **I do not support the installation of speed humps on Damien Avenue.**

☒

Comments: Do not think this is required, already

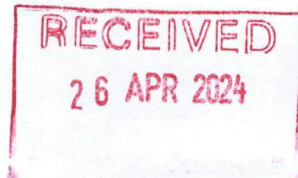
a tight street

(Signed)

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2. I do not support the installation of speed humps on Damien Avenue. ☐

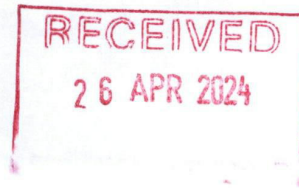
Comments: Whole heartedly support especially
in front of the shops @ NO 40. Cars come
flying down the hill or flying around the
corner.

(Signed) _____

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CUMBERLAND
CITY COUNCIL



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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump. ☒

2. **I do not support the installation of speed humps on Damien Avenue.** ☐

Comments: SPEED IS THE MAIN FACTOR AND THE USE OF
DAMIEN AVE AS AN ALTERNATE ROUTE WHEN
CUMBERLAND HIGHWAY IS BUSY WHICH MAKES THE
ROAD TOO BUSY WHERE IS A SCHOOL AND DAY CARE
IN THE STREET

(Signed)

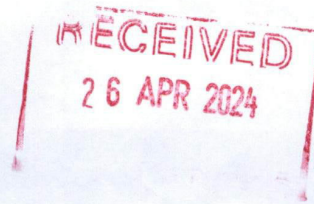
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Welcome *Belong* Succeed



CUMBERLAND
CITY COUNCIL



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I raise no objection to consider my property frontage for placement of a speed hump. ☒

2. I do not support the installation of speed humps on Damien Avenue. ☐

Comments:

I fully support the proposal of speed humps in Damien Ave But if possible not in my front of my place for fearing a car at speed hits the bump and land on my front lawn & damage.

(Signed)

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1. I support the installation of speed humps on Damien Avenue and**I raise no objection to consider my property frontage for placement of a speed hump.****2. I do not support the installation of speed humps on Damien Avenue.****Comments:** the road & st is unsafethere are drivers speeding frequently
to protect community - speed humps are critical**(Signed)**

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CUMBERLAND
CITY COUNCILRECEIVED
29 APR 2024

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

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☐

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☒

Comments: _____

I RATHER HAVE FOOT PASSAGE
ON THE FOOTPATH

/ (Signed)

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Comments: _____

(Signed)

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Comments: The concerned resident must live at the top
end of Damien Ave ie from park to old prospect rd
as there is no chance on earth of someone being able
to speed at the bottom end ie no 1 - NO 96. I cannot
even get my speed up to 40 on the street due to
cars parked on both sides of the road allowing only
one car to pass. You are

(Signed)

constantly stopping + starting. Speed humps past park
number 90? or not from NO 1

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speed humps will reduce parking issue

GB

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Welcome to the City of Cumberland

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

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1. I support the installation of speed humps on Damien Avenue and**I raise no objection to consider my property frontage for placement of a speed hump.** ☐**② I do not support the installation of speed humps on Damien Avenue.** ☒Comments: WE DONT WANT SPEED HUMPS TO BE INSTALLED.

INSTEAD THERE SHOULD BE NO LEFT TURN FROM
CUMBERLAND HIGHWAY ON REIN ROAD. THE RESIDENT
OF DAMIEN STREET DONT SPEED BUT THOSE DRIVER WHO
WANT TO GET ON OLD PROSPECT ROAD SPEED UP FROM
OTHER PLACES FOR SHORT-CUT TO OLD PROSPECT ROAD.

(Signed)

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1. I support the installation of speed humps on Damien Avenue and

I raise no objection to consider my property frontage for placement of a speed hump.



2. I do not support the installation of speed humps on Damien Avenue.



Comments: We support the installation of speed humps in
Damien Avenue, Greystanes. It is not just the speed of
cars & trucks but the increase in traffic because of rat runs.
Rat runs are due to cars avoiding Cumberland Hwy & driving
down Damien Ave instead which is parallel to Cumberland Hwy

* My car has been hit by a
truck doing a rat run (on my CCTV)
plus nearly being hit by a car.

(Signed)

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Welcome to Greystanes

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. I support the installation of speed humps on Damien Avenue and

I raise no objection to consider my property frontage for placement of a speed hump. ☒

2. I do not support the installation of speed humps on Damien Avenue. ☐

Comments: However, I prefer that the speed humps
are placed away from my property
frontage.

(Signed)

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T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

Welcome Belong Succeed



CUMBERLAND
CITY COUNCIL



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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.



2. **I do not support the installation of speed humps on Damien Avenue.**



Comments: It would be advisable to install a speed hump just
before & after the school as we have noticed alot
of cars racing down this road during the day & at night
time. Thank you.

(Signed) _____

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CITY COUNCIL



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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.



2. **I do not support the installation of speed humps on Damien Avenue.**



Comments: This is a much needed requirement to the
street. So many speeding vehicles come through the
street and its become unsafe for my kids to play outside.

(Signed)

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CUMBERLAND
CITY COUNCIL



REF: DCTC/2411/43

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1. **I support the installation of speed humps on Damien Avenue and**

I raise no objection to consider my property frontage for placement of a speed hump.

☐

2. **I do not support the installation of speed humps on Damien Avenue.**

☒

Comments: if installation goes ahead please do not put them on
the bend near my house. There is no need for speed humps (you
can only fit one car down the road after the shops as there are
always cars parked each side!).

(Signed)

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CUMBERLAND
CITY COUNCIL

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Comments: _____

(Signed)

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Attn
Lizzie Cheng


CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/43

DAMIEN AVENUE CRENSHAW

Name: [Redacted]
Address: [Redacted]
Phone: [Redacted]

Please respond to the proposed speed humps in Damien Avenue as described in Council's letter dated 15 April 2024 and submit your response by **Tuesday 30 April 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 15 April 2024 in relation to the proposed speed humps in Damien Avenue and I am in favour of the below option.

1. I support the installation of speed humps on Damien Avenue and
I raise no objection to consider my property frontage for placement of a speed hump. ☐

2. I do not support the installation of speed humps on Damien Avenue. ☒

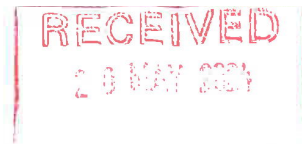
Comments: Your letter was only received today. May 2
Damien Ave is a very narrow road. There are cars
parked on either side of the road. I don't have concerns
about speeding motorists on Damien Avenue

[Redacted Signature]
(Signed)

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

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CITY COUNCIL

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I raise no objection to consider my property frontage for placement of a speed hump.



2. I do not support the installation of speed humps on Damien Avenue.



Comments: _____

(Signed)

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Item No: CTC-24-136

OLD PROSPECT ROAD, GREYSTANES - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Old Prospect Road, Greystanes due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends that:

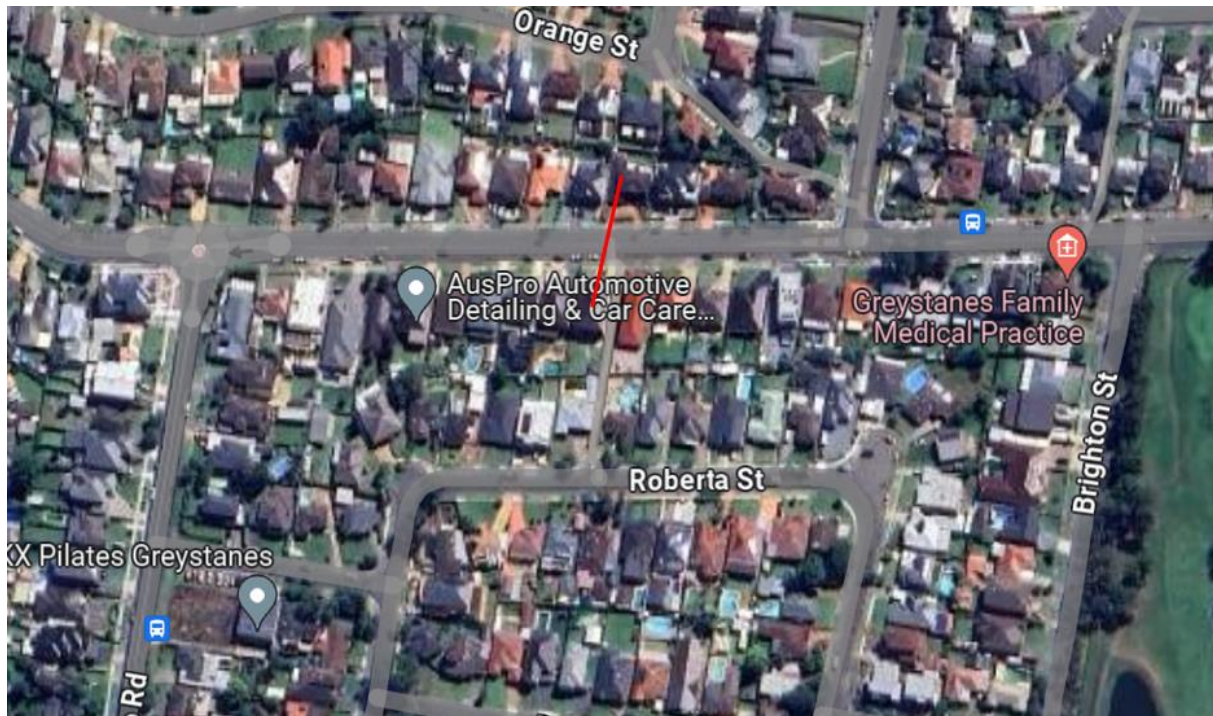
- 1. Council undertake consultation with the residents in the section of Old Prospect Road between Gozo Road and Brighton Street to assess their support or otherwise for the installation of speed humps in the section of the street.**
- 2. The concerned resident be notified of the outcome.**

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Old Prospect Road, Greystanes particularly between Gozo Road and Brighton Street due to speeding concerns.

Old Prospect Road is a Collector road that runs in an east-west direction with a posted speed limit of 50km/h. The section between Gozo Road and Brighton Street is approximately 380m long and has a width of approximately 12.5m. Parking is permitted on both sides of the street unless signposted.

A traffic count was undertaken on Old Prospect Road, Greystanes in May 2024. The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Old Prospect Road, Greystanes:

- Average Daily Traffic (ADT) = 8,639 veh/day,
- 85th percentile speed = 54.1 km/h,
- Mean (average) vehicle speed = 49.4 km/h.

The latest Centre for Road Safety accident data indicated that there were no recorded accidents at this section of Old Prospect Road in the last 5 years ending September 2023 in relation to speeding.

Council officers have investigated the request for the installation of traffic calming devices on Old Prospect 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 Old Prospect 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 – Old Prospect Road, Greystanes - 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	14
Community Support & other factors	5	5
Total	100	34

Table 2 – Old Prospect 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.

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

However, due to the recorded 85 %tile speed being high compared to the speed limit in the street, and continued community concerns, Council will undertake consultation of the residents in this section of Old Prospect Road, Greystanes.

CONSULTATION

Consultation will be undertaken if recommended by Council.

ATTACHMENTS

Nil

Item No: CTC-24-137

WOMBAT STREET, PEMULWUY - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council officers presented a report at the traffic committee on 7 February 2024 on the road safety concerns on Wombat Street, Pemulwuy.

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The existing rubber speed cushions in Wombat Street be converted to full-width concrete speed humps.**
- 2. Council notify concerned resident of the outcome.**

REPORT

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.

A report (CTC-24-030) was presented to Cumberland Traffic Committee on 7 February 2024 reviewing the traffic condition in Wombat Street, Pemulwuy.

The Traffic Committee recommended that:

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

3. Council notify concerned residents with the outcome.

Council at its meeting held on 20 March 2024, resolved that *this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.*

Council officers have further reviewed the conditions in Wombat Street and considered the community interest on the matter. With consideration of these factors, it is proposed to replace the existing rubber speed cushions in Wombat Street with full-width concrete speed humps.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous Report – CTC-24-030 – Wombat Street, Pemulwuy – Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-137

Attachment 1

Previous Report – 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:

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

REPORT

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

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

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

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



Locality Plan

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

The results of the traffic count indicated the following:

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

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

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

The LATM assessments are summarised in the tables below:

Table 1 – Wombat Street - LATM Assessment Points

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

Table 2 – Wombat Street – Action

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

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

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

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

CONSULTATION

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

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

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Item No: CTC-24-138

PENDLE WAY, PENDLE HILL - PROPOSED TEMPORARY ROAD CLOSURE FOR 'THAI PONGAL FESTIVAL 2025'

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

Note: *Recommendation to Council*

SUMMARY

For the committee to consider 11-hour closure of Pendle Way, Pendle Hill for 'Thai Pongal Festival 2025'.

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

RECOMMENDATION

The Traffic Committee recommends that the temporary closure of Pendle Way, Pendle Hill (from Gilba Road to Civic Avenue) between the hours of 2:00am and 8:00pm Sunday 19 January 2025 be approved subject to the following conditions:

- 1. All affected businesses, residents and emergency stakeholders being notified/consulted of the closure.**
- 2. Complying with the notification requirements of the Roads Act 1993, i.e. placing public notices in a newspaper and erecting notices on the road.**
- 3. Bus operators be consulted of the closure.**
- 4. Approval of a Traffic Management Plan by Transport for NSW and the Transport Management Centre.**

REPORT

Council has received an application for the temporary closure of Pendle Way, Pendle Hill between Gilba Road and Civic Avenue from 3:00am to 2:00pm Sunday 19 January 2025 for the Thai Pongal Festival.

Pendle Way, Pendle Hill is a local collector road that runs in a north-south direction linking Pendle Hill Station to the north and Great Western Highway to the south. Shops and small businesses are occupying along this section of street with time restricted and parking permitted on both side of the road.

Transit Systems bus service operates 705 Blacktown to Parramatta via Pendle Hill Station daily. The event organiser has consulted with the bus operator and received no objection. It is also noted that CDC Bus operates school afternoon drop off on Monday to Friday from Girraween High School to Pendle Hill Station via Joyce Street and this service will not be affected by the Sunday Road closure.

The road closure will be between 3:00 am and 2:00pm Sunday 19 January 2025.

The draft Traffic Management Plan with Traffic Control Plans for the community event is attached.

The Traffic Management Plan will be forwarded to Transport for NSW for approval.

CONSULTATION

The event organisers will carry out consultation with all affected businesses and residents and any objection received will be forwarded to Council for consideration.

ATTACHMENTS

1. Plan – Traffic Management & Traffic Control Plan– Thai Pongal Festival 2025 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-138

Attachment 1

Plan – Traffic Management &
Traffic Control Plan– Thai Pongal
Festival 2025

ACCREDITED

AFFORDABLE

ASSURANCE

AAA TRAFFIC — CONTROL —

Traffic Management Plan



Transport
for NSW



WWW.JAS-ANZ.ORG/REGISTER



(creditor)water
management

AAA Traffic Control Pty Ltd

ABN 53 648 829 994
10 Coventry Pl, Mount Druitt NSW 2770
(02) 9675 7731
info@aaattrafficcontrol.com.au



Traffic Management Plan

Site Location:

Pendle Way, Pendle Hill

Client:

Jaffna Hindu Old Boys Association NSW Inc

Document Number:

11824

RMS Prepare a Work Zone Traffic Management Plan

Certificate#:

TCT1028313

Date:

18/09/2023

Prepared by:

Tyrone Pritchard



ABN 53 648 829 994

Ph. 02 9675 7731 | f 02 9675 7744

E. info@aaatraficcontrol.com.au | w www.aaatraficcontrol.com.au

A. 10 Coventry Place | Mount Druitt NSW 2770

Po. PO Box 1113 | St Marys NSW 1790

ACCREDITED
AFFORDABLE
ASSURANCE

ACCREDITED BY:



Transport
for NSW

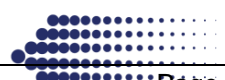


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1. Introduction

AAA Traffic Control Pty Ltd has been engaged by Jaffna Hindu Old Boys Association NSW Inc to design and implement a Traffic Management Plan at the subject site. This document is prepared to provide a safe work procedure regarding local traffic, pedestrian and neighbouring residents or business which might be affected by this project.

1.1 Site Description

The site Location is Pendle Way, Pendle Hill. The site is located within the jurisdiction of the Cumberland City Council and the Wentworthville Police Area Command.



1.2 Road(s) Conditions

Pendle Way is a local road with 2 lanes (1 in each direction) with parking available within the kerb lanes on either side of the road. It is to be advised that work vehicles park within the kerb lane of Pendle Way. During the road closure, traffic controllers will be in place to detour vehicles around the area.

1.3 Major Features of the Area

The site location is surrounded by residential areas as well as businesses around the area. Delivery and work vehicles are to follow the guidelines in this document to minimise the impact on local communities and the required permits are to be obtained from all involved authorities for use of anything relating to the site.

1.4 Public Transport Facilities

Public transport will be affected during the road closure. Delivery trucks are to be scheduled to minimise traffic throughout Pendle Way and the roads surrounding the area.

2. Project Details

2.1 Project Summary

Project: Thai Pongal Festival

Hours of Operations: 2:00 am – 8:00 pm
(Time of Event 7:00 am – 6:00 pm) on the 19/01/2025.

Scope of works: Thai Pongal Festival is to be held on Pendle Way, meaning that a road closure is needed. Traffic Control will be in place to implement the road closure.

2.2 Revisions

Rev	Date	Description
0	18.09.2023	Initial Submission
1	17.01.2024	Change of times of event and TGS
2	20/03/2024	Update of details

3. Proposed Traffic Management

3.1 General

A. Site Vehicles

- Site vehicles are to enter and exit the site area in a forward-facing direction.
- All drivers will be made aware of the approved routes prior to commencing work at the site as part of the site induction. All reverse movements to be supervised by traffic controllers.
- Vehicles will be scheduled in such a manner as to not require queuing on the road network surrounding the site. Drivers to follow the drivers code of conduct.

B. Road Occupancy

- Approval from Transport NSW is required, as well as Bus approval.
- All Traffic Guidance Schemes (TGS) associated within this TMP will comply with relevant Australian Standards and Transport for NSW Traffic Control at Worksites Manual

C. Parking for site workers

- Site workers and the community are strictly advised to park within the kerb lane of Pendle Way, or within the surrounding roads during the event.
- There is no parking available for the community within the site compound.

D. Surrounding Roads

- Site vehicles are to use approved routes only for access to and from the site
- Event traffic to be scheduled where possible outside of peak times to minimise impact to existing traffic increases.
- All vehicular movements associated with this work to avoid school hours

3.2 Construction Vehicle Routes



Access to/from the site will take place at one location, this will be via the Great Western Highway.

Vehicles will approach site using state/regional roads unless otherwise stated in this document.

A. Vehicle Entry / Exit Routes

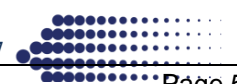
The Great Western Highway is the closest state/regional road to site. The site location is on the North side of the Great Western Highway.

Entry Routes

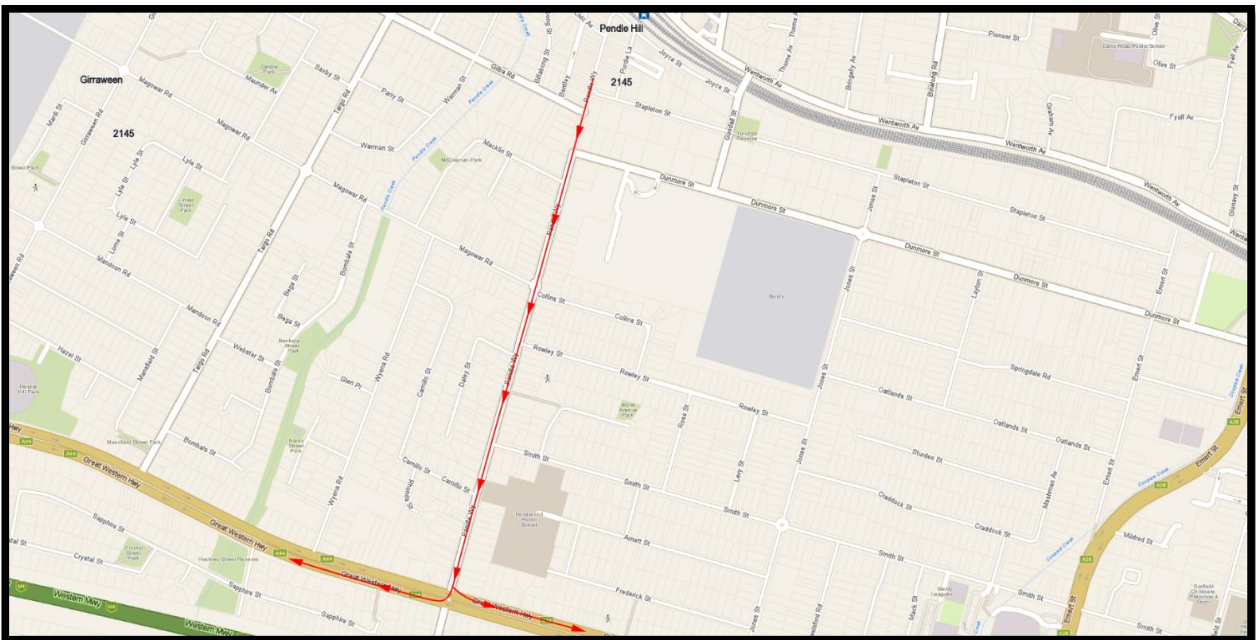
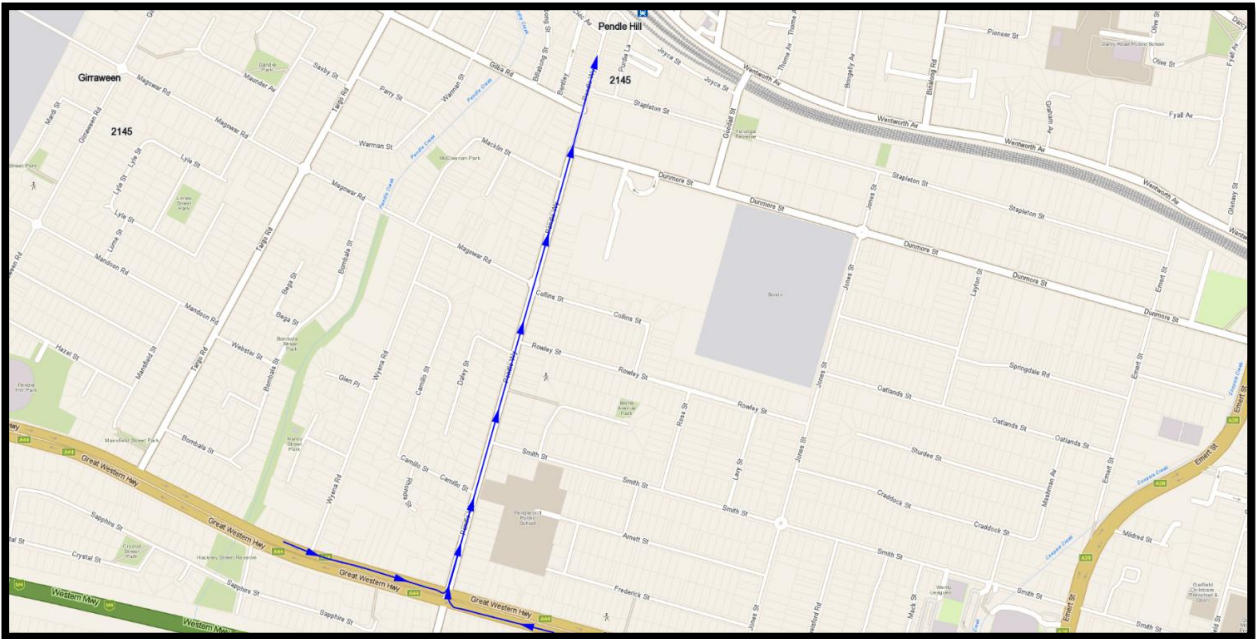
Vehicles traveling on the Great Western Highway are to turn either left (if travelling east bound) or right (if travelling west bound) on to Pendle Way, and follow the road until reaching the event.

Exit Route

From Site, vehicles are to travel south bound on Pendle way until reaching the end, then either turn left (if travelling east bound) or right (if travelling west bound) on to the Great Western Highway.



B. Vehicle Entry/Exit Routes Map



3.3 Loading/Unloading Vehicles

- All vehicle loading / unloading to be contained within site.

3.4 Pedestrian Management

- The Site is located in a residential area with moderate high pedestrian traffic.
- Traffic controllers will be in place to conduct pedestrian management if necessary.
- Pedestrian access to be maintained throughout the works.

4. Project Impact and Conclusion

4.1 Residents / Surrounding Property Owners.

- There are residents / property owners / businesses within the vicinity of site.
- Notification letters to be distributed prior to the event.

4.2 Pedestrian & Cyclists

- Existing Pedestrian and Cyclist's access through the site are to be maintained throughout this event. Pedestrian and cyclist's access to be maintained via onsite traffic controllers managing activity were required.
- It is estimated that there will be 300 – 400 festival attendees, although that number may fluctuate.

4.3 Emergency Services

- Access along Pendle Way, and all the surrounding roads will be maintained throughout the works. Priority will be given to emergency vehicles as per normal procedure.

4.4 Local Traffic

- Access on Pendle Way and the surrounding roads around the area will be affected by the road closure. Site vehicles are to exit/enter site using normally occurring gaps in traffic to reduce impact to traffic flows.
- Event traffic to be scheduled outside peak traffic times such as school zone hours. This is done in order to minimise impact to existing traffic increases.
- Traffic controllers to manage traffic during all stages of the event.

4.5 Public Transport

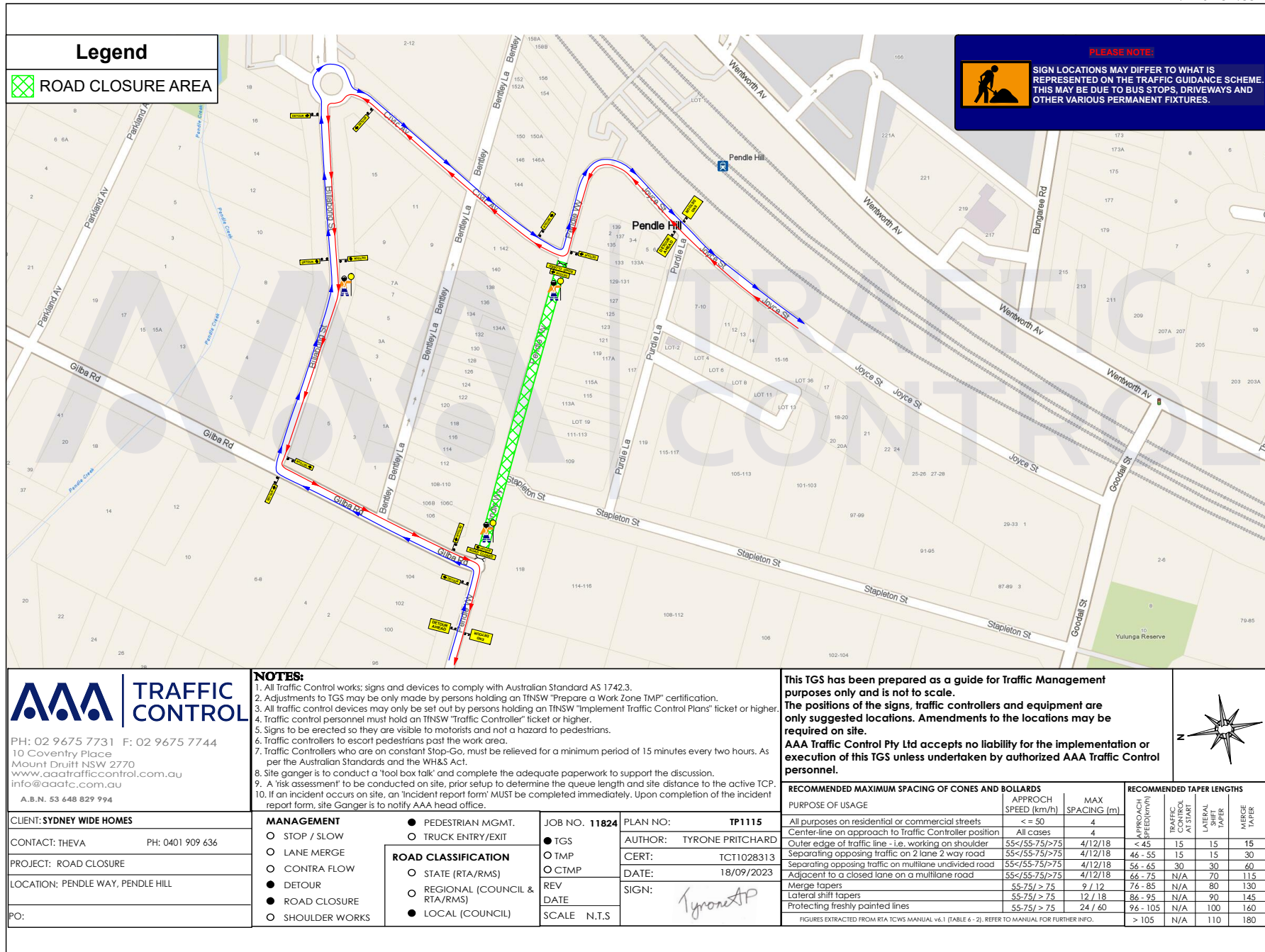
- There will be an impact on public transport as there is bus stops located within the road closure area. A detour route is to be implemented to ensure that busses can still operate. Bus Approval is to be obtained before the event, as well as parking reserve on Civic Ave & Billabong St to ensure busses have sufficient space to go through these roads.

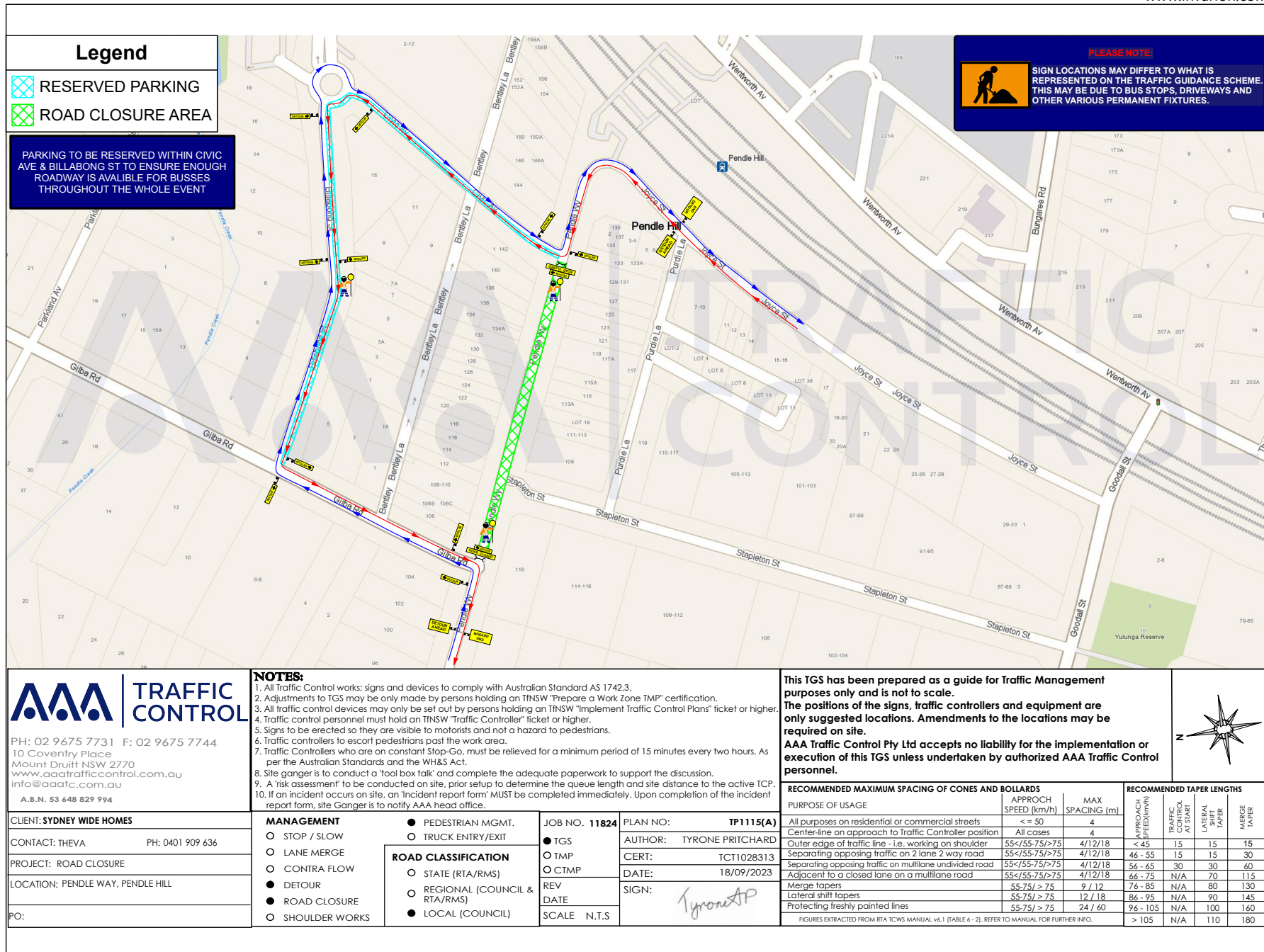
4.6 Impact on Community & Businesses

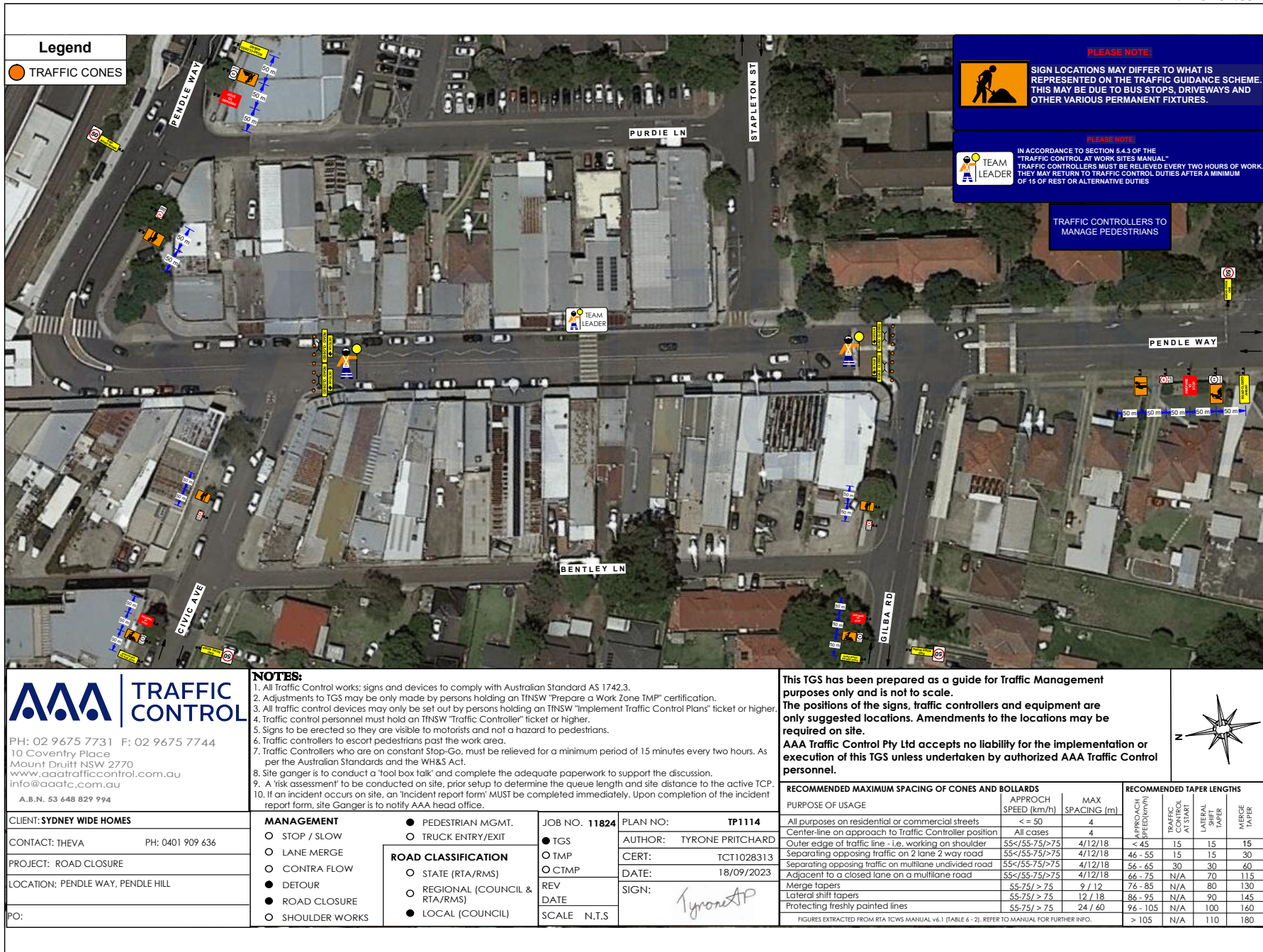
- There will be a significant impact to the community and businesses due to the road closure. Vehicles will have to detour around the event throughout the duration of the event.

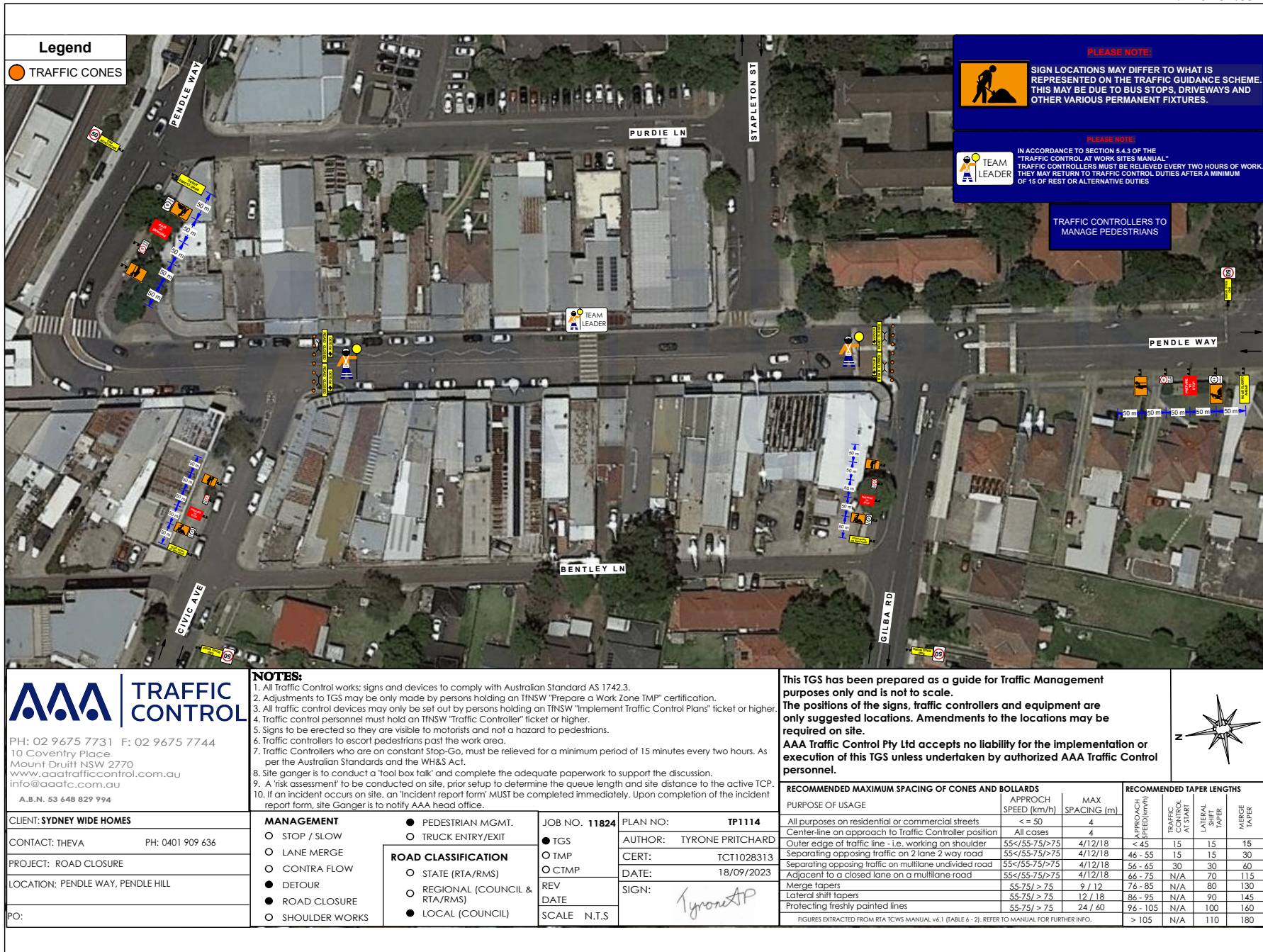
Appendix A – Traffic Control Plan

TP1114 – TP1115













 <p>TRAFFIC CONTROL</p> <p>PH: 02 9675 7731 F: 02 9675 7744 10 Coventry Place Mount Druitt NSW 2770 www.aaatraficcontrol.com.au info@aaatc.com.au A.B.N. 53 648 829 994</p>		<p>NOTES:</p> <ol style="list-style-type: none"> All Traffic Control works, signs and devices to comply with Australian Standard AS 1742.3. Adjustments to TGS may be only made by persons holding an TINSW "Prepare a Work Zone TMP" certification. All traffic control devices may only be set out by persons holding an TINSW "Implement Traffic Control Plans" ticket or higher. Traffic control personnel must hold an TINSW "Traffic Controller" ticket or higher. Signs to be erected so they are visible to motorists and not a hazard to pedestrians. Traffic controllers to escort pedestrians past the work area. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act. Site ganger is to conduct a "tool box talk" and complete the adequate paperwork to support the discussion. A "risk assessment" to be conducted on site, prior setup to determine the queue length and site distance to the active TCP. If an incident occurs on site, an "Incident report form" MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office. 		<p>This TGS has been prepared as a guide for Traffic Management purposes only and is not to scale. The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site. AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorized AAA Traffic Control personnel.</p>																																																	
<p>CLIENT: SYDNEY WIDE HOMES</p> <p>CONTACT: THEVA PH: 0401 909 636</p> <p>PROJECT: ROAD CLOSURE</p> <p>LOCATION: PENDLE WAY, PENDLE HILL</p> <p>PO:</p>		<p>MANAGEMENT</p> <ul style="list-style-type: none"> ○ STOP / SLOW ○ LANE MERGE ○ CONTRA FLOW ● DETOUR ● ROAD CLOSURE ○ SHOULDER WORKS 		<p>● PEDESTRIAN MGMT.</p> <p>○ TRUCK ENTRY/EXIT</p> <p>ROAD CLASSIFICATION</p> <ul style="list-style-type: none"> ○ STATE (RTA/RMS) ○ REGIONAL (COUNCIL & RTA/RMS) ● LOCAL (COUNCIL) 		<p>JOB NO. 11824</p> <p>PLAN NO: TP1114(A)</p> <p>AUTHOR: TYRONE PRITCHARD</p> <p>CERT: TCT1028313</p> <p>DATE: 18/09/2023</p> <p>REV</p> <p>DATE</p> <p>SCALE N.T.S</p> <p>SIGN: <i>Tyrone</i></p>		<table border="1"> <thead> <tr> <th>PURPOSE OF USAGE</th> <th>APPROACH SPEED (km/h)</th> <th>MAX SPACING (m)</th> <th>RECOMMENDED TAPER LENGTHS</th> </tr> </thead> <tbody> <tr> <td>All purposes on residential or commercial streets</td> <td><= 50</td> <td>4</td> <td></td> </tr> <tr> <td>Center line on approach to Traffic Controller position</td> <td>All cases</td> <td>4</td> <td></td> </tr> <tr> <td>Outer edge of traffic line - i.e. working on shoulder</td> <td>55</55-75>75</td> <td>4/12/18</td> <td><45 15 15 15</td> </tr> <tr> <td>Separating opposing traffic on 2 lane 2 way road</td> <td>55</55-75>75</td> <td>4/12/18</td> <td>46-55 15 15 30</td> </tr> <tr> <td>Separating opposing traffic on multilane undivided road</td> <td>55</55-75>75</td> <td>4/12/18</td> <td>56-65 30 30 60</td> </tr> <tr> <td>Adjacent to a closed lane on a multilane road</td> <td>55</55-75>75</td> <td>4/12/18</td> <td>66-75 N/A 20 115</td> </tr> <tr> <td>Merge tapers</td> <td>55-75 > 75</td> <td>9 / 12</td> <td>76-85 N/A 80 130</td> </tr> <tr> <td>Lateral shift tapers</td> <td>55-75 > 75</td> <td>12 / 18</td> <td>86-95 N/A 90 145</td> </tr> <tr> <td>Protecting freshly painted lines</td> <td>55-75 > 75</td> <td>24 / 60</td> <td>96-105 N/A 100 160</td> </tr> <tr> <td></td> <td></td> <td></td> <td>> 105 N/A 110 180</td> </tr> </tbody> </table> <p><small>FIGURES EXTRACTED FROM RTA TOWNS MANUAL V4.1 (TABLE 4 - 3), REFER TO MANUAL FOR FURTHER INFO.</small></p>		PURPOSE OF USAGE	APPROACH SPEED (km/h)	MAX SPACING (m)	RECOMMENDED TAPER LENGTHS	All purposes on residential or commercial streets	<= 50	4		Center line on approach to Traffic Controller position	All cases	4		Outer edge of traffic line - i.e. working on shoulder	55</55-75>75	4/12/18	<45 15 15 15	Separating opposing traffic on 2 lane 2 way road	55</55-75>75	4/12/18	46-55 15 15 30	Separating opposing traffic on multilane undivided road	55</55-75>75	4/12/18	56-65 30 30 60	Adjacent to a closed lane on a multilane road	55</55-75>75	4/12/18	66-75 N/A 20 115	Merge tapers	55-75 > 75	9 / 12	76-85 N/A 80 130	Lateral shift tapers	55-75 > 75	12 / 18	86-95 N/A 90 145	Protecting freshly painted lines	55-75 > 75	24 / 60	96-105 N/A 100 160				> 105 N/A 110 180
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Appendix B – Drivers Code of Conduct

- Driver Code of Conduct -

Objectives of the Drivers Code of conduct

- To minimise the impact of the construction on the local and regional road network;
- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure truck drivers use specified routes

Code of Conduct

All vehicle drivers must:

- Take care for his or her own personal health and safety.
- Consider the impact on the health and safety of other persons.
- Notify their employer if they are not fit for work prior to commencing their shift.
- Obey all applicable road rules and laws at all times.
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Hold a current Australian State or Territory issued driver's licence.
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Not use mobile phones when driving a vehicle or operating equipment.
- Drinking or eating is not allowed while operating the vehicle.
- Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
 - Details of the other vehicles and registration numbers
 - Names and addresses of the other vehicle drivers
 - Names and addresses of witnesses
 - Insurers details
- Give the following information to the involved parties:
 - Name, address and company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

Item No: CTC-24-139

LIDCOMBE TOWN CENTRE PUBLIC DOMAIN PLAN - PROPOSED ON-STREET PARKING ARRANGEMENTS FOR JOSEPH STREET PRECINCT

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

Note: *Recommendation to Council*

SUMMARY

Council is currently working on the implementation of the Lidcombe Town Centre Public Domain Plan which has been adopted by Council at its meeting on 2 August 2023. The first stage of works under the Plan is identified as Joseph Street Precinct, which has received funding under the WestInvest program.

This report outlines the community consultation undertaken for the proposed changes in the Joseph Street Precinct.

RECOMMENDATION

The Traffic Committee recommends that the proposed changes to on-street parking arrangements for the Joseph Street Precinct in the Lidcombe Town Centre be approved.

REPORT

A report (CTC-24-055) on the Lidcombe Town Centre Public Domain was presented to the Cumberland Traffic Committee on 7 February 2024, and the Traffic Committee recommended and Council subsequently approved that:

- 1. The proposed changes to on-street parking arrangements for the Joseph Street Precinct in the Lidcombe Town Centre be supported in-principle.*
- 2. Consultation is undertaken with the community and businesses on the proposed on-street parking arrangements.*

Council undertook consultation on the finalised concept plan for the Joseph Street Precinct Upgrade from 26 March 2024 to 30 April 2024. As part of this consultation, Council officers visited businesses in the precinct to seek their feedback on the concept plan. There was strong support for the concept plan, with general feedback on parking issues in the area provided.

As no specific concerns on the proposed parking arrangements as part of the Joseph Street Precinct Upgrade were raised by affected businesses, it is recommended that the proposed changes to on-street parking arrangements be approved.

CONSULTATION

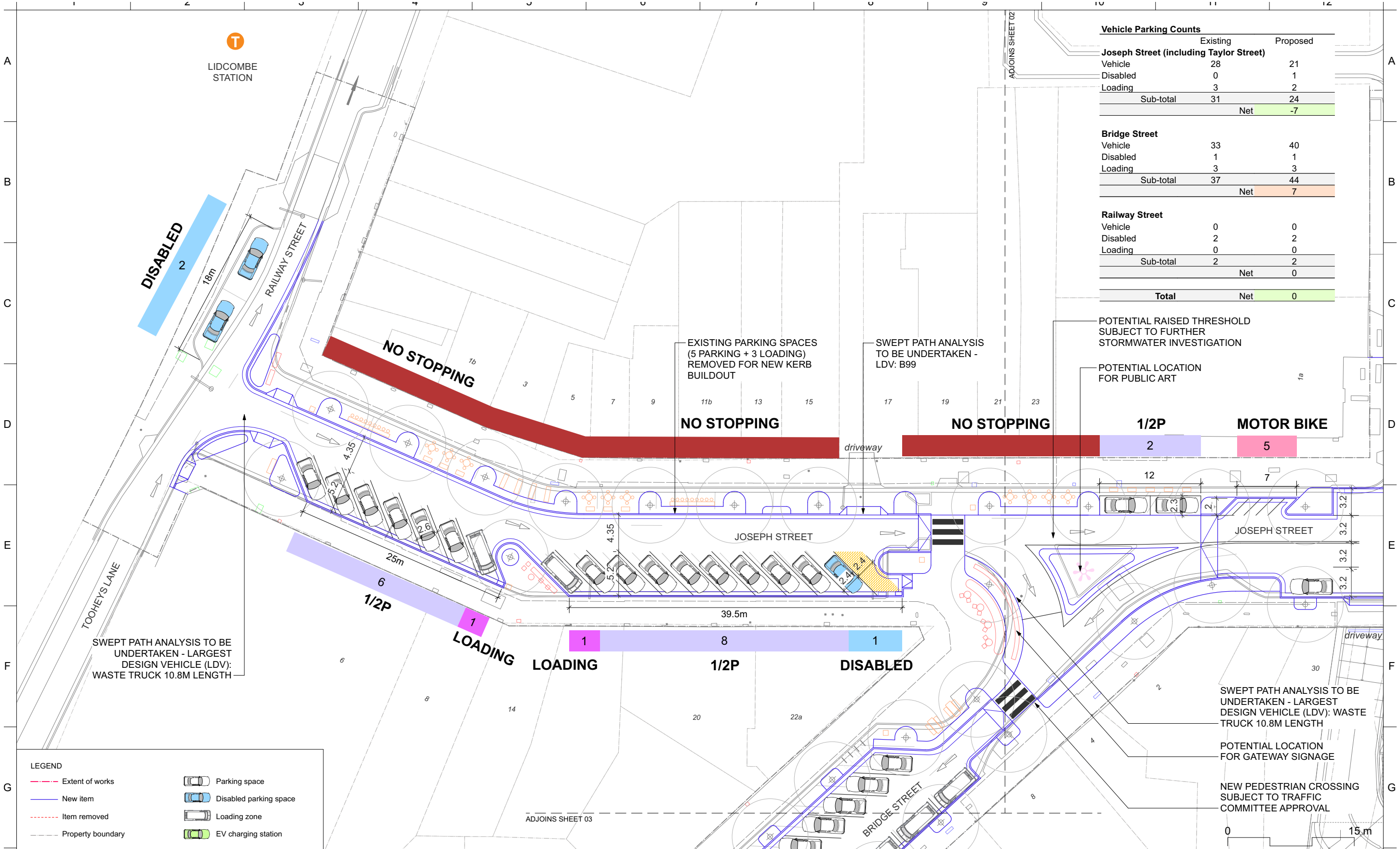
Information on consultation for the proposal is outlined in the main body of the report.

ATTACHMENTS

1. Joseph Street Precinct - Proposed On-Street Car Parking Arrangements [↓](#)
2. Business Engagement Report - Joseph Street Precinct Upgrade Concept Plan [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-139

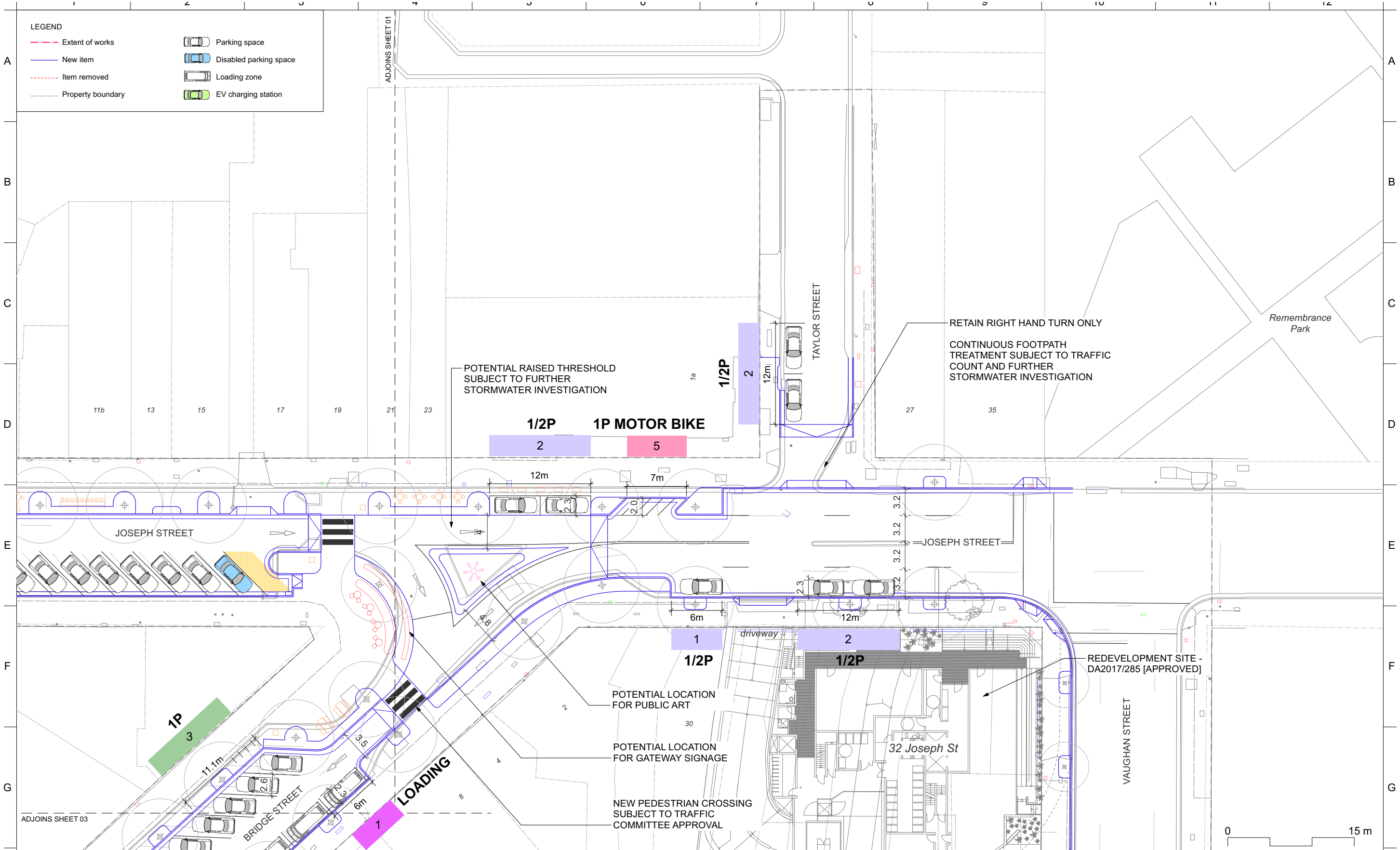
Attachment 1
Joseph Street Precinct -
Proposed On-Street Car Parking
Arrangements



Vehicle Parking Counts		
	Existing	Proposed
Joseph Street (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		
Vehicle	0	0
Disabled	2	2
Loading	0	0
Sub-total	2	2
Net		0
Total	Net	0

LEGEND	
	Extent of works
	New item
	Item removed
	Property boundary
	Parking space
	Disabled parking space
	Loading zone
	EV charging station

GENERAL NOTES				SURVEY		CIVIL ENGINEERS		LIGHTING & ELECTRICAL ENGINEERS		LANDSCAPE ARCHITECT		CLIENT		DRAWING STATUS		PROJECT	
1. Do not scale from this drawing. Use figured dimensions only. 2. Verify all dimensions on site. Refer any discrepancies to the Principal's Representative for resolution before proceeding. 3. If this drawing is unclear, ask for direction from the Principal's Representative. 4. Site check the location of utilities and services prior to the commencement of works. Refer any discrepancies to the Principal's Representative for resolution.				FILE NAME: S-Joseph Street.dwg GEOSURV LEVEL 1/11 MONTGOMERY ST, KOGARAH NSW 2217 PH: 1300 554 675		WOOLACOTT'S CONSULTING ENGINEERS PO BOX 814 ATARMON NSW 2064 (02) 9448 2800		LIGHTING, ART & SCIENCE PTY LIMITED PO BOX 373, CROWS NEST 2065 (02) 9436 0998		simm PO Box 880, Darlinghurst NSW 1300 5M/15 Foster Street, Surry Hills, NSW www.spackmanmossopmichaels.com info@sm2group.com.au TEL: 02 9361 4549		1 Susan Street Auburn NSW 2144 PH: 02 8757 9000 E: council@cumberland.nsw.gov.au		FOR COORDINATION DESIGNED MD / SJ / SL DRAWN MD / SJ / SL CHECKED MS SHEET SIZE A1		Joseph Street Precinct Upgrade	
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REV DESCRIPTION DATE APPROVED				DIMENSION STANDARD Unless noted otherwise: - all levels are shown in metres - all dimensions are computer generated to 1mm.		ACCESS CONSULTANTS MORRIS GODING ACCESS CONSULTING STUDIO 6, LEVEL 1 56 BOWMAN STREET PYRMONT NSW, 2009 (02) 9692 9322										DRAWING DRAFT PARKING PLAN	
																DRAWING NUMBER L.PP.101	
																ISSUE 1	



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3

DRAFT PARKING PLAN

23.01.2024

MS

2

FINAL CONCEPT PLAN

22.12.2023

MS

1

DRAFT CONCEPT PLAN

04.12.2023

MS

REV

DESCRIPTION

DATE

APPROVED

REVISION HISTORY

GENERAL NOTES

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SURVEY

FILE NAME: S-Joseph Street.dwg

GEOSURV

LEVEL 1/11 MONTGOMERY ST, KOGARAH NSW 2217

PH: 1300 554 675

SURVEY DRAWING DATE

GRID

GDA 2020

17.12.2023

DATUM

A.H.D.

DIMENSION STANDARD

Unless noted otherwise:
– all levels are shown in metres
– all dimensions are computer generated to 1mm.

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WOOLACOTT'S CONSULTING ENGINEERS

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ATARMON NSW 2064

(02) 8448 2800

TRAFFIC ENGINEERS

THE TRANSPORT PLANNING PARTNERSHIP SUITE 402, 22

ATCHISON STREET

ST LEONARDS NSW 2065

ACCESS CONSULTANTS

MORRIS GODING ACCESS CONSULTING

STUDIO 6, LEVEL 1

56 BOWMAN STREET PYRMONT NSW, 2009

(02) 9692 9322

LIGHTING & ELECTRICAL ENGINEERS

LIGHTING, ART & SCIENCE PTY LIMITED

PO BOX 373, CROWS NEST 2065

(02) 9436 0998

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NSW 2000

(02) 9270 1000

ARBORIST

Koala Arbor

0418 117 313

LANDSCAPE ARCHITECT

simm

PO Box 880, Darlinghurst NSW 1300

5M/15 Foster Street, Surry Hills, NSW

www.spackmanmossopmichaels.com

info@sm2group.com.au

TEL: 02 9361 4549

CLIENT

CUMBERLAND CITY COUNCIL

1 Susan Street

Auburn NSW 2144

PH: 02 8757 9000

E: council@cumberland.nsw.gov.au

DRAWING STATUS

FOR COORDINATION

DESIGNED

MD / SJ / SL

DRAWN

MD / SJ / SL

CHECKED

MS

SHEET SIZE

A1

SMM PROJECT NO.

23078

DATE DRAWN

23 January 2024

SCALE

1:200 AT A1

SIZE ON ORIGINAL

ORIGINAL IN COLOUR

PROJECT

Joseph Street Precinct Upgrade

PROJECT ADDRESS

Joseph Street, Lidcombe

DRAWING

DRAFT PARKING PLAN

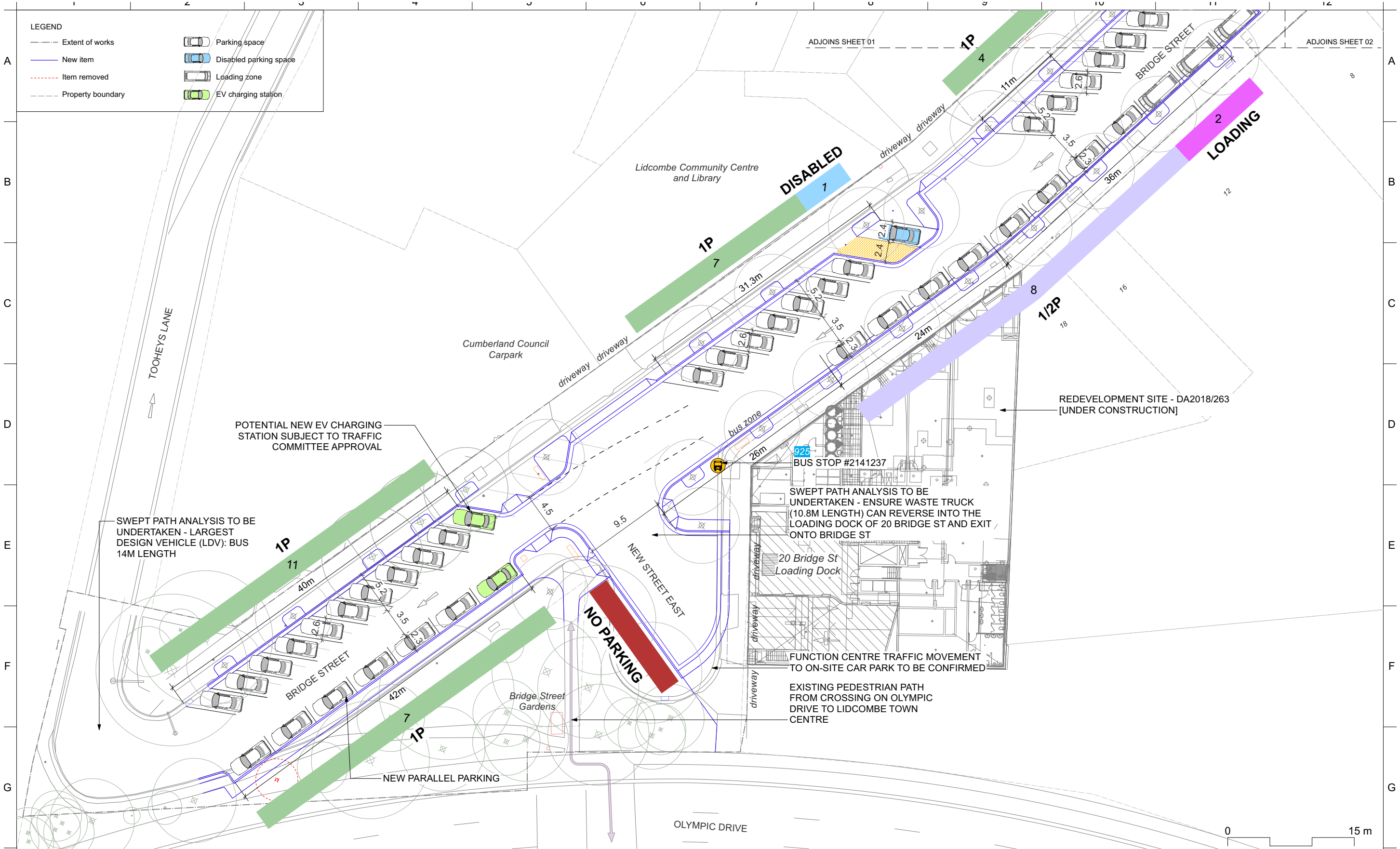
DRAWING NUMBER

L.PP.102

ISSUE

1

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<div>3 2 1</div> <div>DRAFT PARKING PLAN FINAL CONCEPT PLAN DRAFT CONCEPT PLAN</div>			<div>23.01.2024 22.12.2023 04.12.2023</div> <div>MS MS MS</div>	<div>GENERAL NOTES</div> <div>1. Do not scale from this drawing. Use figured dimensions only. 2. Verify all dimensions on site. Refer any discrepancies to the Principal's Representative for resolution before proceeding. 3. If this drawing is unclear, ask for direction from the Principal's Representative. 4. Site check the location of utilities and services prior to the commencement of works. Refer any discrepancies to the Principal's Representative for resolution.</div>	<div>SURVEY</div> <div>FILE NAME: S-Joseph Street.dwg GEOSURV LEVEL 1/11 MONTGOMERY ST, KOGARAH NSW 2217 PH: 1300 554 675</div> <div>SURVEY DRAWING DATE GRID GDA 2020 17.12.2023</div> <div>DATUM A.H.D.</div>	<div>CIVIL ENGINEERS</div> <div>WOOLACOTT'S CONSULTING ENGINEERS PO BOX 814 ATARMON NSW 2064 (02) 8448 2800</div> <div>TRAFFIC ENGINEERS</div> <div>THE TRANSPORT PLANNING PARTNERSHIP SUITE 402, 22 ATCHISON STREET ST LEONARDS NSW 2065</div> <div>ACCESS CONSULTANTS</div> <div>MORRIS GODING ACCESS CONSULTING STUDIO 6, LEVEL 1 56 BOWMAN STREET PYRMONT NSW, 2009 (02) 9692 9322</div>	<div>LIGHTING & ELECTRICAL ENGINEERS</div> <div>LIGHTING, ART & SCIENCE PTY LIMITED PO BOX 373, CROWS NEST 2065 (02) 9436 0998</div> <div>QUANTITY SURVEYING</div> <div>MBM SYDNEY LEVEL 5, 1 CHIFLEY SQUARE SYDNEY NSW 2000 (02) 9270 1000</div> <div>ARBORIST</div> <div>Koala Arbor 0418 117 313</div>	<div>LANDSCAPE ARCHITECT</div> <div>simm</div> <div>PO Box 880, Darlinghurst NSW 1300 5M/15 Foster Street, Surry Hills, NSW www.spackmanmossopmichaels.com info@sm2group.com.au TEL: 02 9361 4549</div>	<div>CLIENT</div> <div>CUMBERLAND CITY COUNCIL</div> <div>1 Susan Street Auburn NSW 2144 PH: 02 8757 9000 E: council@cumberland.nsw.gov.au</div>	<div>DRAWING STATUS</div> <div>FOR COORDINATION</div> <div>DESIGNED MD / SJ / SL DRAWN MD / SJ / SL CHECKED MS SHEET SIZE A1</div> <div>SMM PROJECT NO. 23078 DATE DRAWN 23 January 2024 SCALE 1:200 AT A1 SIZE ON ORIGINAL ORIGINAL IN COLOUR</div> <div>NORTH</div> <div>PROJECT</div> <div>Joseph Street Precinct Upgrade</div> <div>PROJECT ADDRESS</div> <div>Joseph Street, Lidcombe</div> <div>DRAWING</div> <div>DRAFT PARKING PLAN</div> <div>DRAWING NUMBER L.PP.103</div> <div>ISSUE 1</div>

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-139

Attachment 2

Business Engagement Report -
Joseph Street Precinct Upgrade
Concept Plan



CUMBERLAND
CITY COUNCIL

Business Engagement Report

Joseph Street Precinct Upgrade

Community Engagement Team

10 April 2024



Engagement Summary

A Business Audit and Engagement Session was conducted on Wednesday 3 of April to gather feedback and converse with local businesses on Joseph Street and Bridge Street, Lidcombe.



Council - engaged with a total of **40** business owners.



Approximately **36** members of the community provided feedback on outdoor dining on Joseph Street in Lidcombe.



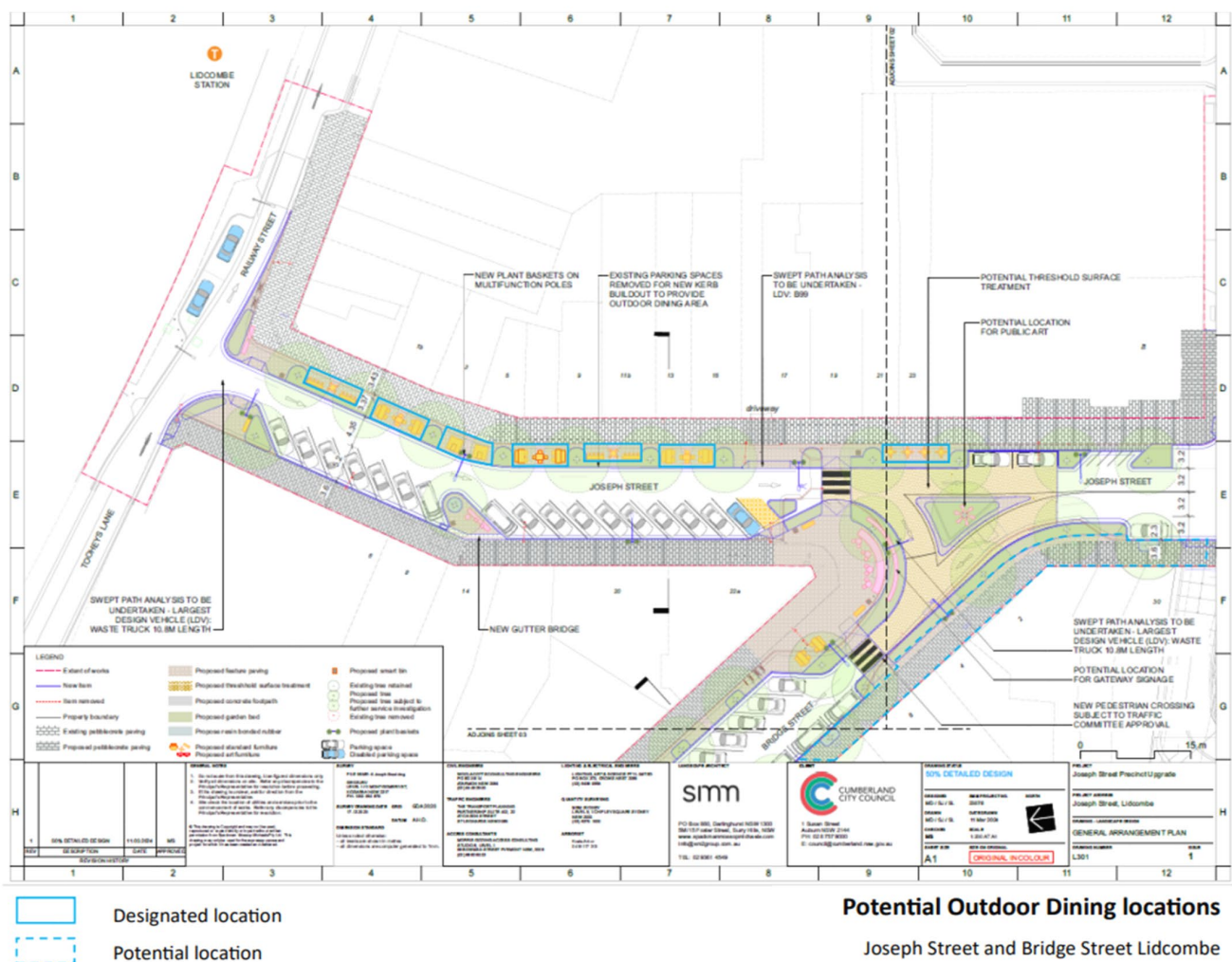
90% of the respondents were male

10% of the respondents were female



Methodology

Council staff engaged with Lidcombe's local businesses in Joseph Street and Bridge Road 3 April 2024. The engagement was conducted face to face targeting both the North and South sides of Joseph Street Precinct. Business owners, employees, and members of the community provided additional information to Council.





Engagement at a Glance

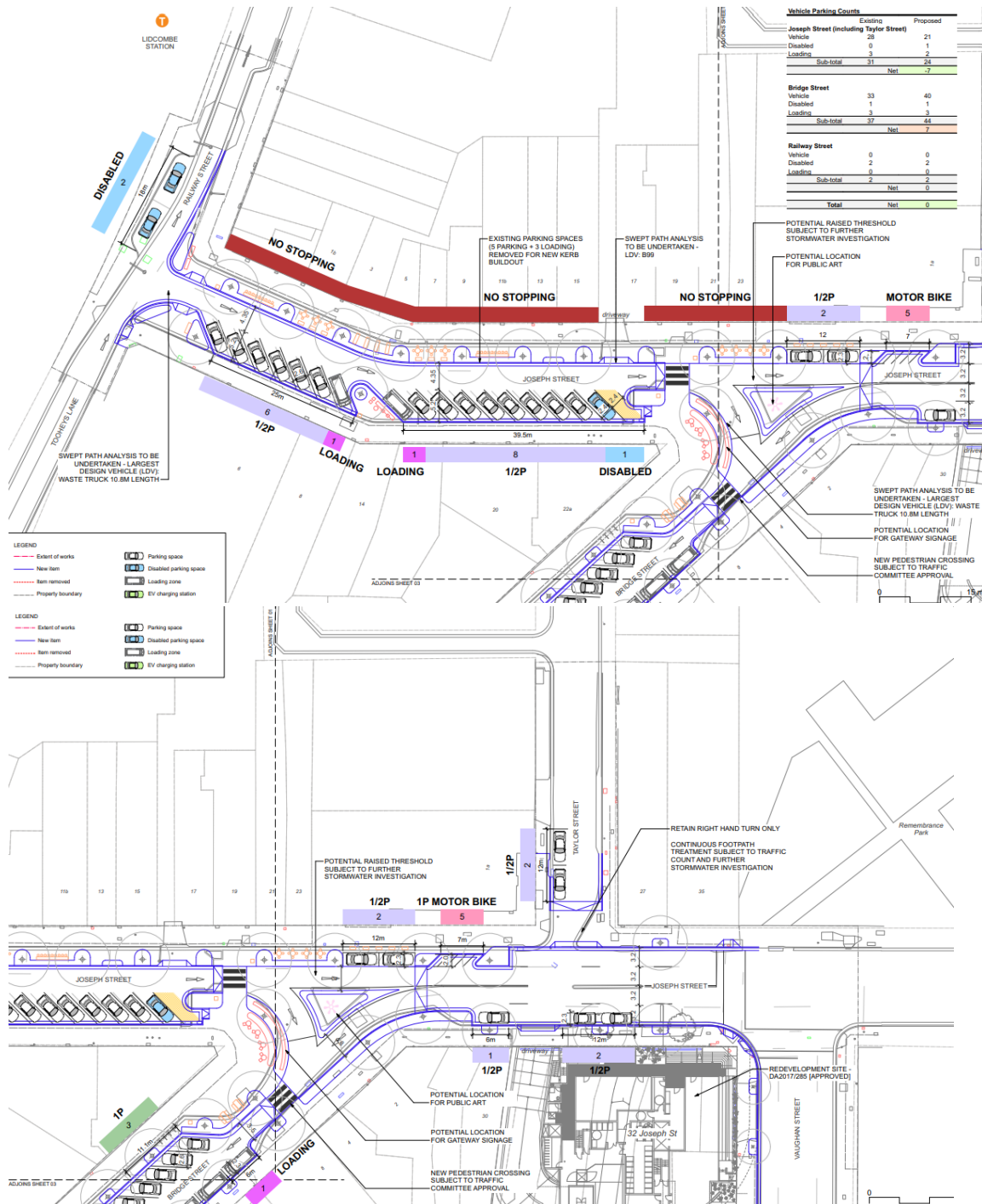
The business community in Joseph Street and Bridge Road Lidcombe were informed and exposed to the comparison of existing parking plans and new parking plans, both online and in-person engagement. This is so stakeholders can provide feedback and for Council to gain insight on the communities' perspective.

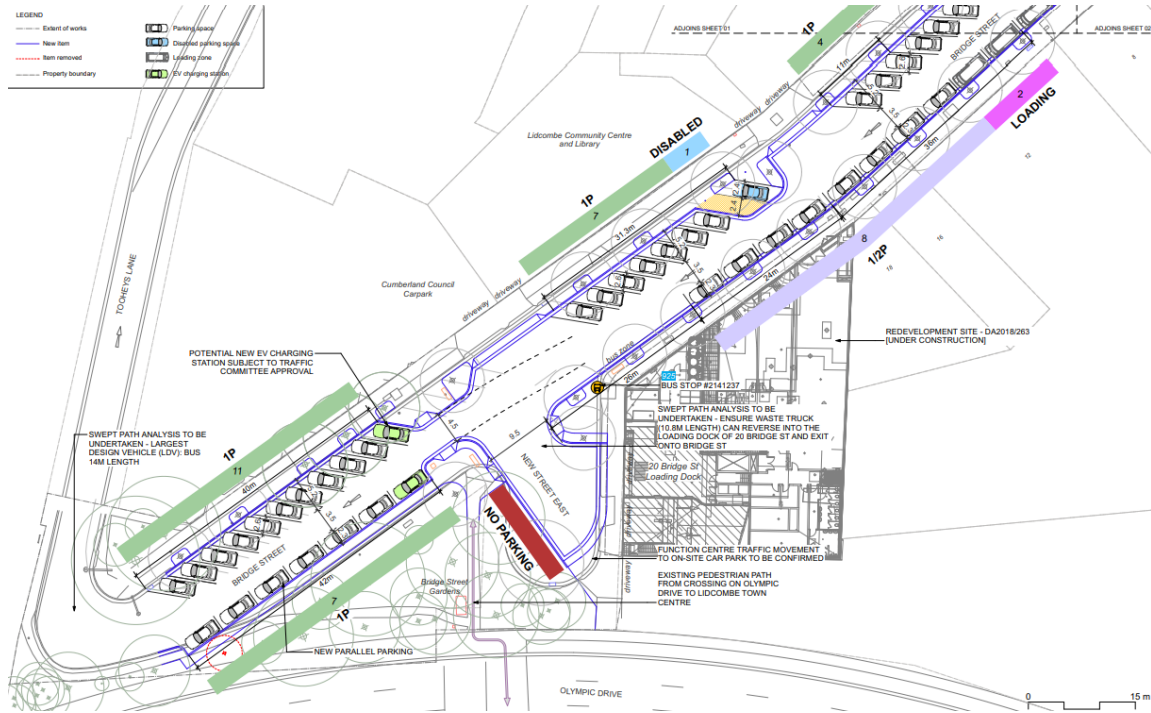
Existing Parking





New Parking







Promotion: Corflute and flyers

The artwork design was created to be printed as a corflute and flyer. This was put in place to reach a wider audience. Corflutes were placed in Joseph Street Precinct on the following date:

- 26 March 2024

Flyers were handed out to the businesses so they could give feedback on the consultation on the following date:

- 3 April 2024



“

have
your
say

”



Project Update for Joseph Street Precinct Upgrade

Based on the adopted Lidcombe Town Centre Public Domain Plan, Council has finalised the concept plans for Joseph Street Precinct and would like your feedback.

www.cumberland.nsw.gov.au/haveyoursay



Scan here for your translation

ابحث هنا عن ترجمتك.

உங்கள் மொழியைப் படிக்க இங்கே அலகிடவும் (scan).

तपाईंको भाषामा अनुवादित पुस्तिका हेर्न यहाँ स्क्रान गर्नुहोस्।

Çeviriniz için burayı tarayın.

번역은 여기를 스캔하십시오.

Cumberland City Council

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160. T 8757 9000 W cumberland.nsw.gov.au
E council@cumberland.nsw.gov.au F Cumberland City Council Sydney @ [cumberlandcitycouncil](https://www.facebook.com/cumberlandcitycouncil)

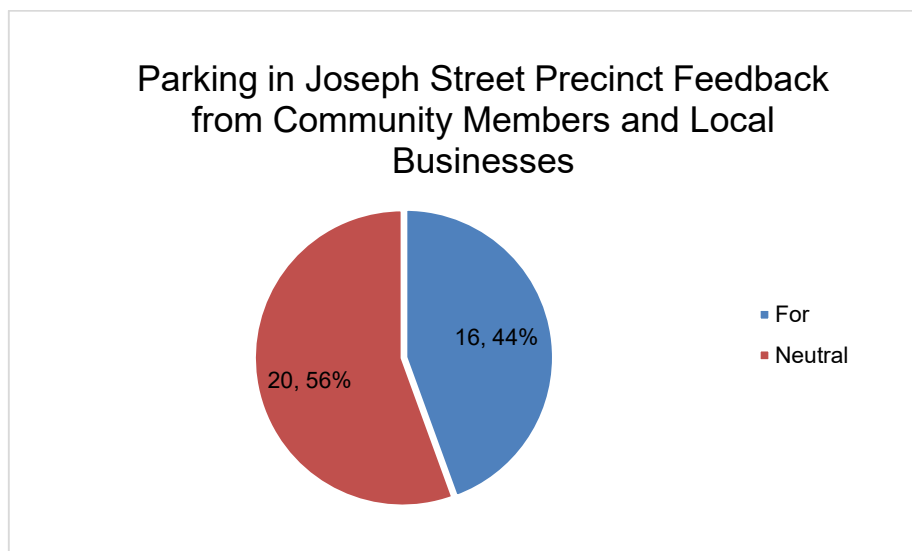


What we heard

There were a total of 40 businesses visited during the pop-up engagement. Out of the 40 shops, 4 of them were closed. The number of businesses against was 0.

Sentiment Feedback

The sentiment analysis shows that most of the feedback was either in support (44%) or neutral (56%) to the proposed changes to the parking on Joseph Street Precinct. Neutral feedback accounts for respondents with suggestions and language barriers.



General feedback:

- Responses overall indicate contentment with Joseph Street's planned upgrades.
- Responses raise heavy traffic issues, jams, and interruption to flow due to the change in traffic light duration.
- Responses indicate a wanted increase in parking spaces in the Joseph Street precinct.
- Responses raise concerns about limited parking in the area.
- Responses suggest longer grace periods and parking times.
- Responses indicate concerns about widening footpaths impacting parking spaces and loading zones.



Conclusion

The overall sentiment was positive, the community members and business owners that contributed their feedback engagement showed high levels of participation and provided suggestions openly for the future of the Joseph Street Precinct, Lidcombe.

The above feedback will be shared with the Environment and Planning team to be included in the Joseph Street Precinct Upgrade report and to determine future implications.

END OF REPORT.

Item No: CTC-24-140

BELGIUM STREET, AUBURN - REQUEST FOR ROAD WIDENING

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

Note: *Recommendation to Council*

SUMMARY

Council has received requests from residents in Belgium Street, Auburn concerning various issues including the narrow width of the street.

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

RECOMMENDATION

The Traffic Committee recommends that consultation be undertaken with residents on the options for indented parking bays on Belgium Street, Auburn, and a further report be provided to the Traffic Committee.

REPORT

Belgium Street is a local road that runs in a north-south direction between Wellington Road and Albert Road, with a speed limit of 50 km/h. The street is approximately 400m in length and has a width of approximately 7.1m. Parking is permitted on both sides of the road in accordance with Road Rules unless otherwise signposted. Belgium Street consists mainly of low-density houses, with some duplexes and granny flats.

Council has received requests from residents on Belgium Street to widen the road due to its narrowness. Residents allege that two-way traffic cannot be maintained when vehicles are parked on both sides of the street, and they experience difficulties entering or exiting their properties due to parked vehicles. Residents are also concerned about constant speeding issues on Belgium Street and damage to vehicles' side mirrors caused by speeding motorists.

The matter was investigated and reported to Cumberland Traffic Committee (CTC) in November 2023 (CTC-23-189) and Traffic Committee recommended that:

- 1. The installation of parking restrictions in Belgium Street, Auburn not be supported due to community objections.*
- 2. Council note the alternate options provided to respond to issues identified in the report.*

3. *Council investigate the option of indented parking in Belgium Street, Auburn, and provide a further report to the Cumberland Traffic Committee.*
4. *Council notify concerned residents of the outcome.*

In accordance with the recommendation, Council officers have explored all available angle parking options, such as 30-degree, 45-degree, and 90-degree. Based on the calculations, 90-degree parking generates more parking spaces than the other options. Therefore, the 90-degree on-street parking option was selected as the most appropriate design for Belgium Street.

Following this analysis, two options for 90-degree indented parking bays were developed. The details of these options are listed in the table below, with an initial concept plan of the options attached to the report. Based on the options provided, the proposed 90-degree indented parking bay on the eastern side of Belgium Street will result in the loss of fewer parking spaces.

	Treatment	Number of parking provided	Travel lane width
Base Option	Maintain the existing parking arrangement	73	3m
Option 1	90-degree indented parking bay on the eastern side of Belgium Street	64	4.2m
Option 2	90-degree indented parking bay on the western side of Belgium Street	61	4.2m

Given the community interest in the matter, it is proposed that further consultation is undertaken with residents to seek their feedback on the options provided for indented parking, and a further report provided to the Traffic Committee.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS



1. Belgium Street - Indented Parking Bays - Option 1 [↓](#)
2. Belgium Street - Indented Parking Bays - Option 2 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-140

Attachment 1

Belgium Street - Indented Parking
Bays - Option 1





 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: BELGIUM ST, AUBURN - PROPOSED ANGLE PARKING		
	File Number:	Date:	
	Drawn By: L.C	Scale: TS	

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-140

Attachment 2

Belgium Street - Indented Parking
Bays - Option 2



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: BELGIUM ST, AUBURN - PROPOSED ANGLE PARKING		
	File Number:	Date:	
	Drawn By: L.C	Scale: TS	

Item No: CTC-24-141

LOCKWOOD STREET AND LEEDS STREET, MERRYLANDS - PROPOSED ROUNDABOUT

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

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of a roundabout at the intersection of Lockwood Street and Leeds Street, Merrylands due to safety concerns.

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

RECOMMENDATION

The Traffic Committee recommended that:

- 1. The installation of a roundabout at the intersection of Lockwood Street and Leeds Street, Merrylands be approved in principle.**
- 2. Council undertake consultation with directly affected and adjacent residents and report back to Traffic Committee with the consultation result and final design plans for approval.**
- 3. Council apply for funding under a future suitable program for the construction of the roundabout.**

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 otherwise signposted.

Leeds Street is a local road that runs in an east-west direction with a posted speed limit of 50 km/h. It has a width of approximately 10m and parking is permitted on both sides of the road unless signposted.

Lockwood Street and Leeds Street form an intersection, with priority given to Lockwood Street. Currently, there are 'Stop' signs and line marking on the Leeds Street approaches at this intersection with 'BL2' line marking provided on Lockwood Street.



Locality Plan

Council has received concerns from a local resident regarding road safety at the intersection of Lockwood Street and Leeds Street. The resident alleged that there have been many reported and unreported crashes at this intersection.

The latest Centre for Road Safety crash data indicates that there were four reported crashes at the intersection of Lockwood Street and Leeds Street in the five years, ending in September 2023. The accident details are listed in the table below.

Date	Location	Description
01/07/2019	Lockwood Street and Leeds Street	Vehicle failed to give way
24/12/2021	Lockwood Street and Leeds Street	Vehicle failed to give way
10/01/2022	Lockwood Street and Leeds Street	Vehicle failed to give way
25/05/2023	Lockwood Street and Leeds Street	Vehicle failed to give way

Considering the number of reported crashes at this intersection, it is proposed that a roundabout be installed at this location to improve safety.

CONSULTATION

Consultation has not been undertaken with the plan. Future consultation will be undertaken if recommended by the Traffic Committee and approved by Council.

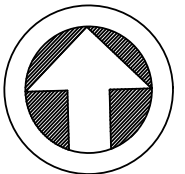
ATTACHMENTS

1. Concept Plan – Lockwood street and Leeds Street, Merrylands - Proposed Roundabout [↓](#)
2. Plan - Swept Path Analysis [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-141

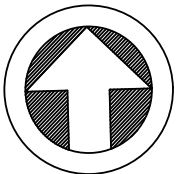
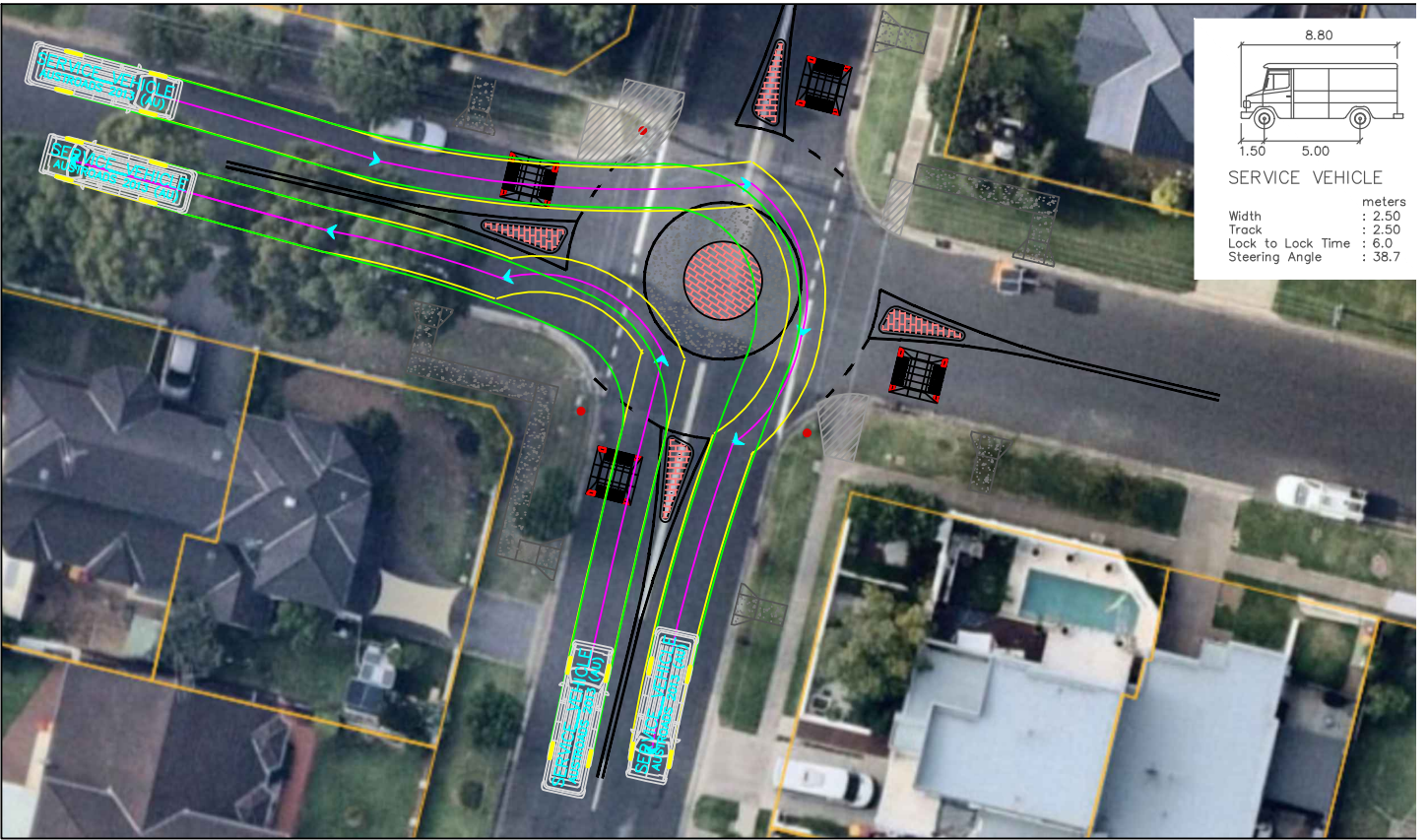
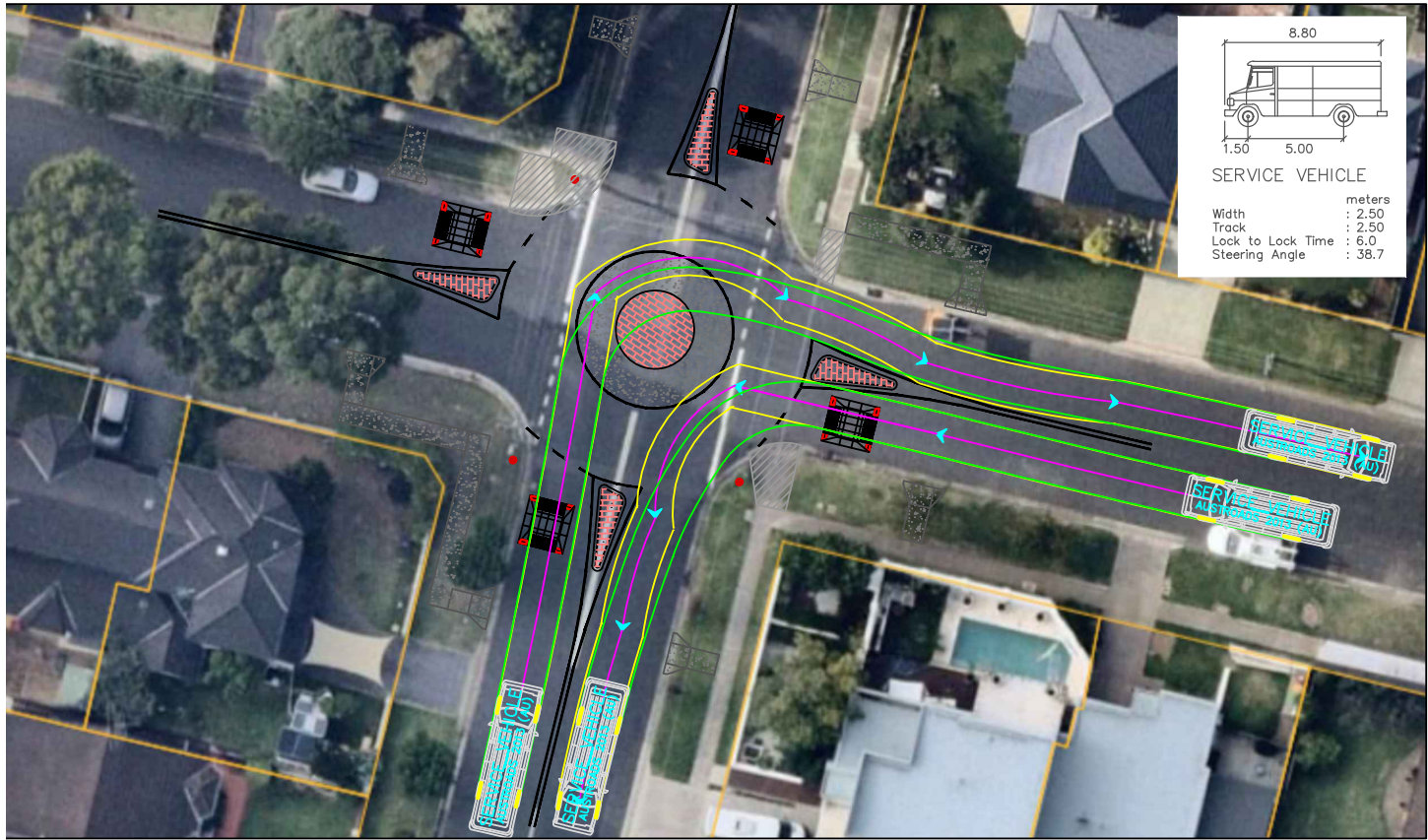
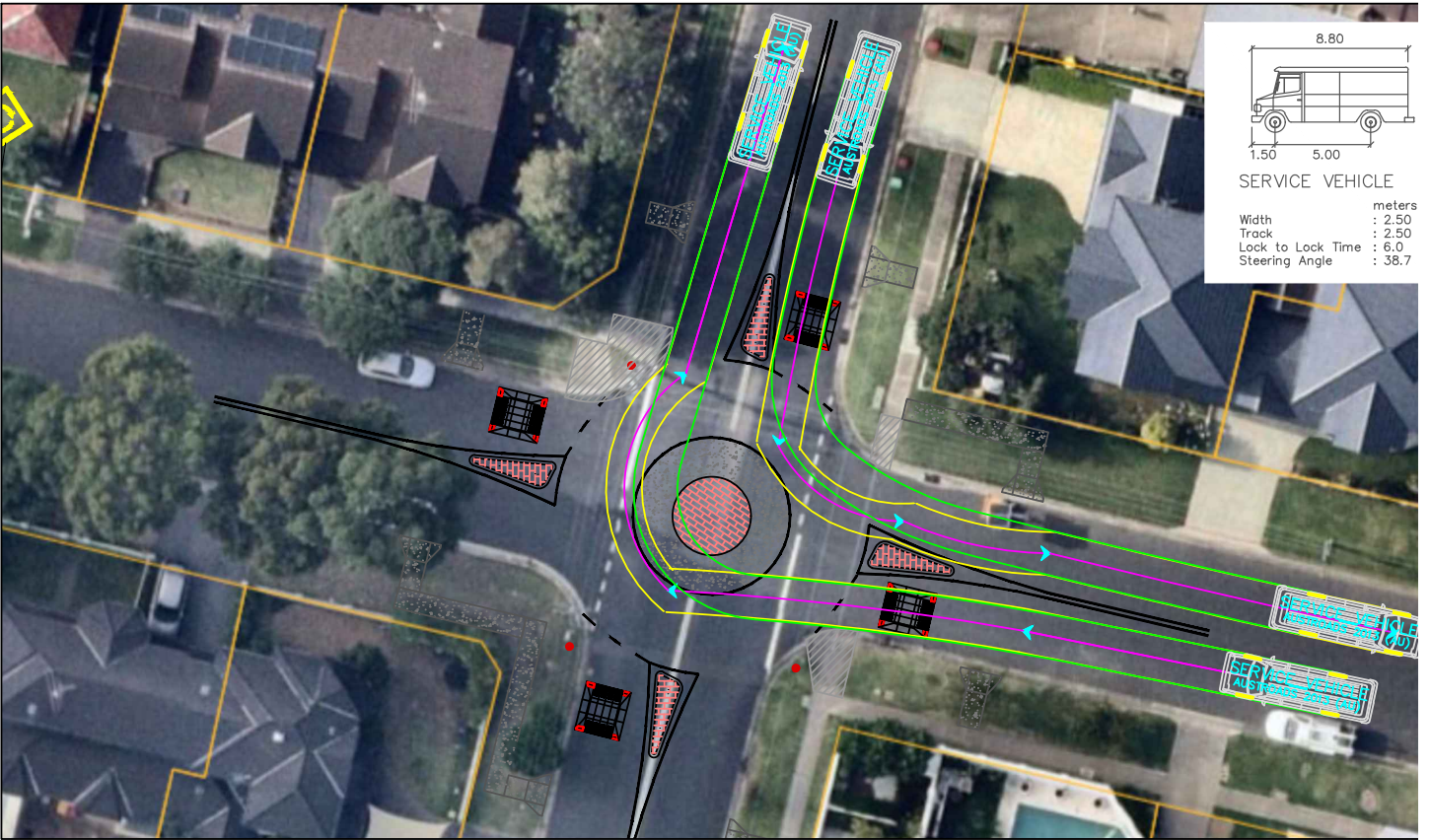
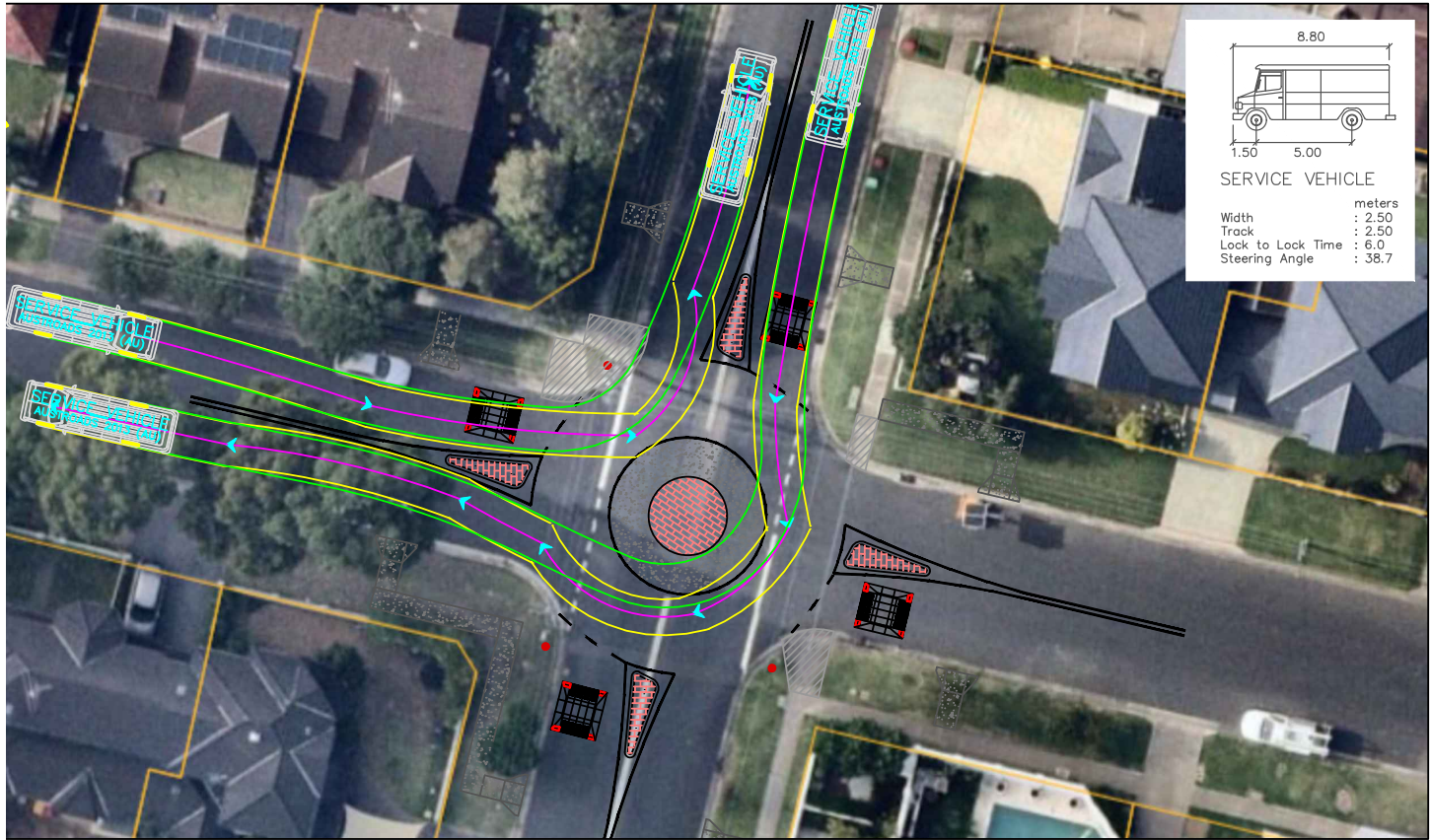
Attachment 1

Concept Plan – Lockwood street
and Leeds Street, Merrylands -
Proposed Roundabout



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-141

Attachment 2
Plan - Swept Path Analysis



Item No: CTC-24-142

WARWICK ROAD & BURNETT STREET, MERRYLANDS – REQUEST FOR BANNING TURNING MOVEMENTS INTO WARWICK ROAD

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

Note: *Recommendation to Council*

SUMMARY

Cumberland City Council received a request from a resident for banning turning movements at the intersection of Burnett Street and Warwick Road, Merrylands.

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

RECOMMENDATION

The Traffic Committee recommends:

- 1. Council undertake community consultation for implementing part time or full-time right turn ban from Warwick Road into Burnett Street and prepare a Traffic Management Plan in consultation with Transport for NSW for submission and approval.**
- 2. Council prepare a signage plan and report back to the Traffic Committee following the approval of the Traffic Management Plan by Transport for NSW.**

REPORT

Council received a request from a resident for banning turning movements at the intersection of Burnett Street and Warwick Road, Merrylands.

Burnett Street is a regional road carrying over 19,000 vehicles/day and links Burnett Street to another regional road Merrylands Road.

Warwick Road is a local road that runs in a northerly direction from Merrylands Road to Burnett Street.

Burnett Street and Warwick Road form a T-intersection with 'Give Way' sign and line marking on Warwick Road.

Site observations

Council officers have inspected the site and the following observations are made:

- “Give way” sign and line marking in Warwick Road.
- Existing right turn ban from Burnett Street into Warwick Road.
- The lane line marking with ‘No Stopping’ restriction on the eastern side of Burnett Street between the M4 Exit ramp and Warwick Road (approximately 75m).
- “BL2” centre lines marked in Burnett Street in the vicinity of Warwick Road intersection.
- Edge line marking on Burnett Street west of Warwick Road allowing parking along the kerbside. Parking is allowed in Burnett Street for over 300m (except at the side road intersections) between Warwick Road and Hilltop Road.

The map below show the locality of Burnett Street and Warwick Road, Merrylands.



This report assesses the feasibility of the turn bans and the impacts on surrounding streets. Site observations have indicated that:

- Vehicles exiting from the M4 ramp speed through in a westbound direction towards the intersection with Warwick Road.
- Vehicles turning left into Warwick Road travel along kerb side lane.
- Traffic exiting Warwick Road into Burnett Street, particularly the right turns, have difficulty in judging the available gap to complete the manoeuvre.
- Traffic coming out of the M4 Exit ramp may be speeding down Burnett Street. The section of Burnett Street southwest of the ramp has two lanes in each direction.

Crash data

Based on Centre for Road Safety crash data, there were 2 reported crashes at the intersection of Burnett Street and Warwick Road intersection in the last five years ending September 2023. It should be noted that the available crash data does not show minor crashes or near misses.

Date	Location	Degree	Description
15/12/2019	Intersection of Burnett St & Warwick Rd	Injury	Right through from right
13/08/2020	Intersection of Burnett St & Warwick Rd	Injury	Other same direction

Turning movement data

Council undertook intersection turning movement volumes on Wednesday 1 May 2024 and the data is shown below:

HOURLY FLOW TIME PERIOD	Warwick Rd approach		Burnett St - Eastern approach		Burnett St - Western approach
	<i>left turn</i>	<i>Right turn</i>	<i>Left Turn</i>	<i>Straight through</i>	<i>Straight through</i>
7:00 - 8:00	15	104	112	546	1,136
8:00 - 9:00	12	122	220	638	1,145
9:00 - 10:00	12	84	159	439	838
10:00 - 11:00	14	88	138	406	623
11:00 - 12:00	8	85	124	667	662
12:00 - 13:00	13	73	223	917	733
13:00 - 14:00	14	79	181	598	681
14:00 - 15:00	11	83	201	799	699
15:00 - 16:00	15	95	345	916	696
16:00 - 17:00	9	101	307	913	794
17:00 - 18:00	22	86	243	842	806
18:00 - 19:00	13	84	206	732	750

Turning movement options

Following review by Council officers, the following options are available for consideration singly or in combination:

1. Banning left turn movements from Burnett Street into Warwick Road.

Warwick Road is conveniently located to allow left turn movements into the street as Burnett Street east of the street has two lanes and kerbside parking is banned. Also, banning the left turn into Warwick Road will direct traffic into the other side roads. Due to the kerbside parking availability on Burnett Street west of Warwick Road, this is likely to force turning vehicles along the centre lane and may cause 'rear end' crashes or delays to the large volume of traffic in the regional road, Burnett Street.

Based on the above, this option is not considered suitable.

2. Banning right turn movements out of Warwick Road into Burnett Street.

Banning right turns out of Warwick Road may divert some traffic into the other streets; however, it is considered to be a safer option in preventing the right turns into Burnett Street against four lanes of traffic.

The right turn ban may be implemented during the peak periods only or full time.

It is proposed that Council undertake consultation with the residents, and motorists to assess support or otherwise to consider appropriate times to ban the right turn movements from Warwick Road.

Process for banning movements

In accordance with the Transport for NSW guidelines (TfNSW), Council does not have delegation to ban movements of any vehicular traffic without preparing and receiving approval from TfNSW of a Traffic Management Plan (TMP).

The TMP deals with various impacts of banning any movement, including impact on emergency vehicle access, other streets in the vicinity and justification for the decision to ban. In preparing the TMP, the proposal is required to be advertised and public comments summarised and addressed.

The impacts of the proposal may have to be modelled using appropriate software and justification for the request analysed.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-143

NORMAN STREET, MERRYLANDS – ROAD SAFETY CONCERNS – CONSULTATION RESULT

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

Note: *Recommendation to Council*

SUMMARY

Council has received a request from a local resident for the installation of speed humps on Norman Street, Merrylands due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council prepare design of speed humps in Norman Street, Merrylands, undertake consultation with the directly affected and adjacent residents and report back to Traffic Committee.**
- 2. Council notify the concerned residents of the outcome.**

REPORT

Cumberland Traffic Committee (CTC) at its meeting in March 2023 considered a report (ECTC-23-046) regarding road safety concerns in Norman Street, Merrylands. CTC recommended and Council subsequently resolved (on 5 April 2023) as follows:

- 1. The Cumberland Traffic Committee resolved and recommends to Council that the installation of traffic calming devices on Norman Street, Merrylands not be supported.*
- 2. That Council review conditions in Norman Street, Merrylands and report back to the Traffic Committee in April 2024.*
- 3. That the resident be notified of Council's decision.*

Council has received continued concerns from the residents of Norman Street and undertook consultation with the residents to assess support or otherwise of residents for installation of traffic calming devices in the street.

The consultation was carried out with the residents of Norman Street in May 2024. A total of 53 letters were distributed to the residents / owners with an attached survey form.

Council received 20 responses (75% of the total letters sent) by the closing date. 15 (75%) supported the proposed speed humps, 4 (20%) opposed to the proposal and 1 (5%) had no preference marked. With the 14 supporting responses received, there was one response that indicated their objection to the speed hump being placed in front of their property frontage.

There were also some comments received from the residents. 5 submissions raised concerns about the narrow road width of Norman Street and the existing on-street parking conditions, 3 submissions raised concerns about the bypass traffic that Norman Street is experiencing. Council also received verbal communication from a concerned resident who does not live on the street, who suggested that the safety issue is not caused by speeding motorists but by the narrowness of the street.

Based on the survey results, the majority of the residents who responded to the survey supported the proposed speed humps in the street. Therefore, it is recommended that Council prepare a design and consult with the resident who will be directly impacted by the proposed speed humps.

CONSULTATION

The proposal was notified to the impacted residents for a period of 14 days from 2 May 2024 to 16 May 2024. A total of 53 letters were distributed to the residents / owners with an attached survey form.

Council received 20 responses (75% of the total letters sent) by the closing date. 15 (75%) supported the proposed speed humps, 4 (20%) opposed the proposal and 1 (5%) response had no preference marked.

ATTACHMENTS

1. Previous Report CTC-23-046 [↓](#)
2. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-143

Attachment 1
Previous Report CTC-23-046

Item No: ECTC-23-046

NORMAN STREET, MERRYLANDS - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Executive Manager Development and Building
File Number:	T
Electorate:	Granville
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 Norman Street, Merrylands due to speeding concerns.

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

RECOMMENDATION

- 1. That the Cumberland Traffic Committee recommends that the installation of traffic calming devices on Norman Street, Merrylands not be supported.**
- 2. That Council review conditions in Norman Street, Merrylands and report back to traffic committee in April 2024.**

REPORT

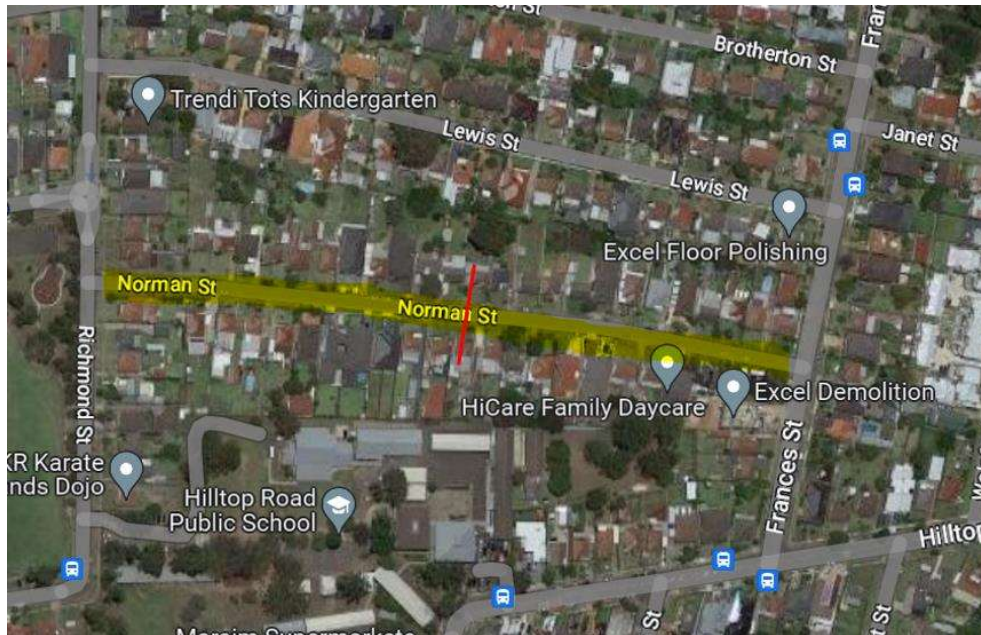
Council has received a request from a local resident for the installation of traffic calming devices on Norman Street, Merrylands due to speeding concerns.

Norman Street is a local road runs in east-west directions from Frances Street to Richmond Street. Norman Street is approximately 400m long and 7.5m wide. The speed limit is 50km/h and parking are permitted on both sides of the road in accordance with the Road Rules unless otherwise signposted.

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

The latest Centre for Road Safety accident data indicated that there were 1 reported accident (emerging from driveway) in Norman Street in the 5 years ending March 2022.

The map below shows the location of Norman Street:



A traffic count was undertaken on Norman Street in December 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 Norman Street, Merrylands:

Average Daily Traffic (ADT) = 828 veh/day,
85th percentile speed = 49.7 km/h,
Mean (average) vehicle speed = 41 km/h.

The result of the traffic count recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on Norman 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 – Norman Street - 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	13
Community Support & other factors	5	5
Total	100	28

Table 2 – Norman 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 49.7 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, therefore, the request for the installation of traffic calming devices / speed humps on Norman Street cannot be supported.

Council will review the conditions in the street after 12 months.

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

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-143

Attachment 2
Submissions



RECEIVED
15 MAY 2024

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Norman Street, Merrylands as described in Council's letter dated 2 May 2024 and submit your response by **16 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 2 May 2024 in relation to the proposed traffic calming measures on Norman Street and I am in favour of the below option.

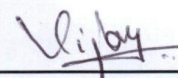
1. I support the installation of speed humps on Norman Street, Merrylands.



2. I do not support the installation of any traffic calming on Norman Street, Merrylands.



Further Comments:



(Signed)

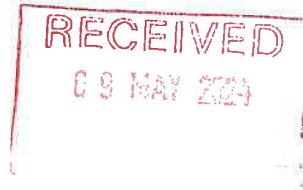
Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring 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 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au

ABN 22 798 563 329

Welcome Belong Succeed



REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed traffic measures on Norman Street, Merrylands as described in Council's letter dated 2 May 2024 and submit your response by **16 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 2 May 2024 in relation to the proposed traffic calming measures on Norman Street and I am in favour of the below option.

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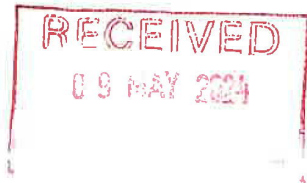


2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

**Further Comments:**

Our Biggest Problem is the street being
narrow & now we have a lot more
People living & every house hold has at least 4
Cars Parked on the street we had all of our
side mirrors hit by another car.

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Norman Street, Merrylands as described in Council's letter dated 2 May 2024 and submit your response by **16 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 2 May 2024 in relation to the proposed traffic calming measures on Norman Street and I am in favour of the below option.

1. I support the installation of speed humps on Norman Street, Merrylands.



2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

**Further Comments:**

Council should consider ~~streets~~ the width of streets before approving Granny flats & Duplexes. As there is more cars parked out on streets especially on narrow streets. =

(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.

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

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1. I support the installation of speed humps on Norman Street, Merrylands.



2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

**Further Comments:**

As parents to 5 young children, traffic is of concern as well as a footpath on both sides of the street. It is very difficult to push a pram on grass esp w winter and ~~not~~ not wanting to cross road for travel to preschool.
PLEASE CONSIDER!

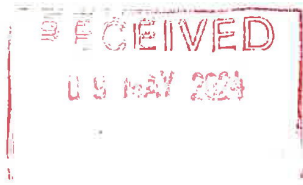
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ABN 22 798 563 329

Welcome Belong Succeed



REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

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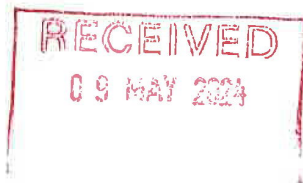
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☐

Further Comments:

(Signed)

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1. I support the installation of speed humps on Norman Street, Merrylands. ☐

2. I do not support the installation of any traffic calming on Norman Street, Merrylands. ☒

Further Comments:

I have lived in Norman St since 1960 the problem
at the moment is not speed in our Street but
traffic parked both sides of the road which makes it difficult
to drive down our street it would
be better to have parking only one side. (Signed)

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☐

Further Comments:

(signed)

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CUMBERLAND
CITY COUNCIL

10 MAY 2024

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

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Further Comments:

(Signed)

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CUMBERLAND
CITY COUNCILRECEIVED
14 MAY 2024

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

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1. I support the installation of speed humps on Norman Street, Merrylands.



2. I do not support the installation of any traffic calming on Norman Street, Merrylands.



Further Comments:

I think there needs to be the installation of no stopping signs near the end of the road, particularly on the Frances St end.

Its difficult to turn & get in and out of the road when there are people parked near the ~~end~~ of the road.

There have been times when 3 cars are stuck because ^(Signed) cars cannot turn into norman st while another car is coming out.

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Welcome Belong Succeed

CUMBERLAND
CITY COUNCILRECEIVED
15 MAY 2024

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

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1. I support the installation of speed humps on Norman Street, Merrylands.

☐

2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

☒

Further Comments:

I have not noticed any speeding vehicles in Norman St
as the parked cars cause the drivers to slow down

Speed humps are unnecessary and will only cause noise
from vehicles engines

(Signed)

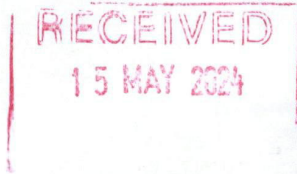
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1. I support the installation of speed humps on Norman Street, Merrylands.



2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

**Further Comments:**

We get a lot of bypass traffic, some of these traffic
drive through at very high speeds

(Signed)

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CUMBERLAND
CITY COUNCIL

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1. I support the installation of speed humps on Norman Street, Merrylands.

SEE COMMENTS BELOW TO SUPPORT

2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

Further Comments:

* NOT TO BE INSTALLED OUTSIDE NUMBER 10.

* DO NOT TAKE UP ANY PARKING AS THERE ARE ALREADY TOO MANY CARS PARKED ON THE ROAD (DUE TO DUPLEX & MULTI TENANCY BEING APPROVED)

(Signed)

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CUMBERLAND
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REF: DCTC/2411/50

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1. I support the installation of speed humps on Norman Street, Merrylands.



2. I do not support the installation of any traffic calming on Norman Street, Merrylands.



Further Comments:

I have been living in Norman St for over 12 years and have noticed a considerable increase in traffic flow over the years including speeding and parked cars on the street (especially at the ~~end of~~ junction of Francis Street). It is an accident waiting to happen unless urgent action is taken. It has now become increasingly unsafe for my children to walk to school or the park, or even play in the front yard without adult supervision due to speeding traffic. I fully support installation of speed humps and perhaps no stopping signs at both ends of Norman Street. (Signed)

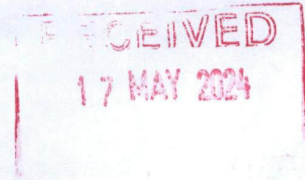
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CUMBERLAND
CITY COUNCIL



REF: DCTC/2411/50

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2. I do not support the installation of any traffic calming on Norman Street, Merrylands. ☒

Further Comments:

Humps would increase noise and pollution on the street.

(Signed)

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Welcome Belong Succeed



1080 7901

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

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☒

2. **I do not support the installation of any traffic calming on Norman Street, Merrylands.**

☐

Further Comments:

Please see attached

(Signed)

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TO WHOM IT MAY CONCERN

Without Prejudice.

I have lived in Norman Street for 52yrs having purchased the property in 1972. Whilst there were less cars back then and over the preceding years Norman St. has always been a bypass for traffic using Hilltop Rd traveling to Centenary Rd. Many used Norman St avoiding the lights at the corner of Douglas & Centenary Rd.
Also traffic coming from Centenary Rd making their way to hilltop Rd, Burnett St and M4 and vice versus

It would appear that this is clearly still the case. However vehicles have got larger and faster over the years and some driver attitudes have appeared to not have changed in my opinion.

I have noted the installation of Automatic Traffic Counters (ATC's) installed on the road over the last 12mths no doubt to measure the volume of traffic using this route. I do not know if this method can measure speed that vehicles are going.
I am aware that vehicles may in fact be travelling at the correct speed most of the time as it is difficult to estimate that correctly by sight, however at certain times of the day and afternoon conditions change regarding number of cars and other vehicles parked, and where they are parked in relation to each other at that time. (vehicles can be parked opposite each other, in driveways. In driveways with their rear out to the gutter line and often over the footpath.)

The width of the road is approx. 7.350mm and average width of vehicle 2.200mm at times only 2.900mm clearance between vehicles, there is not much clearance to pass.
It is not an uncommon sight to see broken mirrors lying beside parked vehicles in the morning or even the sound of a vehicle being hit during the night.

Travelling east in the morning with the sun in your face and west in the afternoon into the sun in your eyes is very hard too see. I have done this for many years going and coming home from work,

There have over the past 2 or 3 yrs been some serious accidents involving vehicles colliding with parked cars and one finishing up on its roof.
The most recent being 25th April 2024 on Anzac Day about 6:15pm where a motorbike rider was travelling down Norman St towards Centenary Rd, I heard the crash outside my place No 33. According to the rider a vehicle backed out onto the road and hit into his bike, The driver of the car failed to stop. He finished up losing control and colliding into the back of a parked car some 50 metres down the road. Police were called but he never wanted them to attend. I do not know how fast he was travelling but there were deep rubber marks on the road where he accelerated for about for about 5metres and lost control.

There have over the past few years been a number of developments in the street and this has without a doubt impacted severely on the parking situation that we have and will continue unless measures are taken.

With each build of a Duplex you loose 1 street car space with the addition of a driveway. Each Duplex has 2 car spaces 1 in garage and one space behind.

However 90% of the time the garage is used for storage as it is too small for a car to fit into because of type of vehicle being used and lack of being able to get out of vehicle comfortably once inside garage

Each duplex has up to 6 bed rooms. In some cases these bedrooms are privately rented out so there is a potential of additional vehicles associated with those people.

Family children have grown up and attained the age of 17 and acquired their license and have purchased additional vehicles.

Additional granny flats are being approved separate or as part of the development .

Cars park right up to the splay of the drive way and when you come out of your driveway you some times do not have enough room to turn onto the road and need to back back and approach at a different angle. Same as driving into your drive way.

On several instances you have to edge forward to see what is coming or wait for a vehicle to pass so you know it is safe.

At times there is no side park to pull into when another car is approaching.

When the most recent Duplexes were being built the builder put up" No Stopping signs"

This was a great idea as I used this many times to let vehicles pass. However after construction finished these signs were taken down. Apparently they were put up illegally to stop people parking there during construction.

Since the developments there has been an increase of different types of vehicles and machinery parked on the street which includes trucks, camper vans. Mulches.

I have researched the benefits of installing speed humps and it would seem that they will help reduce the speed of most vehicles down from 50 to 40kph. This however may not or does not have much of an effect on 4x4 type vehicles as they are built to go over large rocks and rough terrain. (At a much lower speed I would think) .

I have supported the installation of speed humps, however in addition could consideration be given to the provision of the following as I consider they may be a benefit to our situation:

(a) Provision of No standing signs to allow a clear area for passing cars. This could be done between drive ways that are close to one another.

(b) A white line about 500mm from the splay of your driveway indicating parking too close. This would allow you space to turn into the flow of traffic when driving out and into your driveway.

(c) Reduce the speed by displaying a 40 speed limit to the street.

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

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1. I support the installation of speed humps on Norman Street, Merrylands.

☐

2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

☐

Further Comments:

In the not too distant future this street will become a younger residential area and council need to help support some kind of safety measures for this street.

(Signed)

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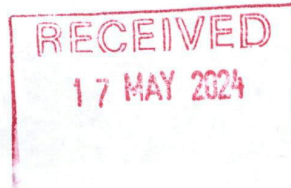
Welcome Belong Succeed

Page 1 of 2 + 11 Photos.

14th May 2024

Cumberland City Council

Cumberland Traffic Committee
In Reply to Ref: DCTC2411/50



Dear Sir/Madame, TO WHOM IT MAY CONCERN & WITHOUT PREJUDICE

Please the following reply of submissions re Safety concerns Norman Street Merrylands.

1. Finding a solution to the existing issues re Norman Street Merrylands. Several suggestions were offered Prior to petition being submitted, most were declined at the first instance either being discriminative and it not being a viable solution.
2. At Council we have teams of experts that are there to promote help and guidance to resolve issues for the betterment of the children/residents that continually use this street.
3. The excessive congestion of parked vehicles on both sides of Norman Street, including the mix of vehicles (reserved for personal parking), Cars, smaller trucks, larger trucks, campervans close to 8 foot wide, trailers full of work equipment or powered units. (See photos attached)
4. We need housing and progress within our community but where we had 1 dwelling & 3 beds which = maybe 3-4 cars to garage; we are now replacing it with 2 dwellings 10-12 beds which now = a possible 12-20 cars to garage. Unfortunately when these Duplexes are built the garages are too small to hold a normal size vehicle so then the garages become something else rather than just a garage. Hence those vehicles move to parking on the street because they won't fit in the dwellings garage. You can drive in the garages but then you can't get out of your vehicle because there's no room to do so.
1. Parked vehicles losing mirrors from passing vehicles is a weekly occurrence we have had 4 accidents in our immediate area including the lady next door, Council concreter hit her power pole and no one wants to own the damages. Another recent accident happened Anzac day 25th April 2024 about 6.30pm motor bike hit a parked car. The rider had an injured ankle.
2. A suggestion for Council to follow; To contact your Rubbish Collection Colleagues and question them as to the issues in Norman Street, this is normally a 5 am collection otherwise it's left to a later time.
3. People that rent rooms out are not going to answer your letter with helpful submissions or an educated helpful solution it's just not going to happen. You need experts to look at the issue at hand with a risk assessment in mind as a starting point.
4. Width of Norman Street is 7.350 meters, the average vehicle width 2.2 meters that includes the mirrors and then you need wiggle room so we'll allow 2.3 meters each side of the street = 4.6 meters that then leaves 2.75 meters for cars to travel on Norman Street. Note here we are not allowing for small trucks or heavy vehicles that are used to service the Street.
5. The suggested petition was suggested by Julia Finns office after I submitted quite a lot of information and this being the result.
6. The additional speeding traffic that use this street are normally taking a short cut from Merrylands to either Great Western Highway or the M4 or M7 and via-versa.
7. My concerns are for the children that use Ted Burge Sportsground and the playground area that is directly opposite the western end of Norman St, and the children that attend (to and from) Hilltop Road Public School.
8. At present the street is being used as a one way street because moving traffic at certain times and days can ONLY move down the centre of the street owing to the parked vehicles both sides of the street being totally crowded by vehicles.
9. We now are looking at the LOSS of parking in the street because where 1 X driveway existed we now have 2 driveways and not necessarily double driveways but also singles which again cut back on the amount of parking that was previously available.
10. Thank You for allowing my submissions including photos, although lengthy I feel I have validated some of the problems that exist in our street.
Hoping that we can find a favourable solution to our problems in Norman Street.

























CUMBERLAND
CITY COUNCIL

RECEIVED
20 MAY 2024

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Council's _____

Please indicate your views on the proposed traffic measures on Norman Street, Merrylands, in response to Council's letter dated 2 May 2024 and submit your response by **16 May 2024**.

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1. I support the installation of speed humps on Norman Street, Merrylands. ☒

2. I do not support the installation of any traffic calming on Norman Street, Merrylands. ☐

Further Comments:

I'm happy to make it a one way street to and also
cars to be parked on one side as it's hard to
drive through street with cars parked and trucks park

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Norman Street, Merrylands as described in Council's letter dated 2 May 2024 and submit your response by **16 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 2 May 2024 in relation to the proposed traffic calming measures on Norman Street and I am in favour of the below option.

1. I support the installation of speed humps on Norman Street, Merrylands.



2. I do not support the installation of any traffic calming on Norman Street, Merrylands.



Further Comments:

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CUMBERLAND
CITY COUNCILRECEIVED
20 MAY 2024

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Norman Street, Merrylands as described in Council's letter dated 2 May 2024 and submit your response by **16 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 2 May 2024 in relation to the proposed traffic calming measures on Norman Street and I am in favour of the below option.

1. I support the installation of speed humps on Norman Street, Merrylands.

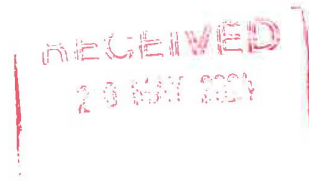


2. I do not support the installation of any traffic calming on Norman Street, Merrylands.

**Further Comments:**

SPEED HUMPS WILL PROPEFULLY PREVENT THE HIGH
VOLUME OF TRAFFIC WE RECEIVE. IT WILL HOPEFULLY
ALSO DETER DRIVERS WHO SPEED. WE HAVE YOUNG
CHILDREN AND HAVE SEEN
SIDE MIRRORS HIT ON NUMEROUS
ACCASSIONS BECAUSE OF KECKLESS DRIVERS. (Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/50

NORMAN STREET, MERRYLANDS – PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed traffic measures on Norman Street, Merrylands as described in Council's letter dated 2 May 2024 and submit your response by **16 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 2 May 2024 in relation to the proposed traffic calming measures on Norman Street and I am in favour of the below option.

1. **I support the installation of speed humps on Norman Street, Merrylands.**

☐

2. **I do not support the installation of any traffic calming on Norman Street, Merrylands.**

☒**Further Comments:**

I don't believe Normanst has an issue any longer, (Lots of New) ^{Day} Her
Due to the increased of tenants in the street, there's a lot more
cars parked in the street so the cars have to pull on the side to let other
to get through. However Francisst has a lot of traffic flowing & school children
walking & crossing and on the other end
Richmondst where the School Primary may be a problem
due to young children walking (Signed)

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↓ Primary School

I definitely think Francisst Hilltop Rd has more of an issue.
* We have a lot of young children walking & crossing due to have
a Primary School and a high increase of "child cars" in the area

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

Item No: CTC-24-144

BERESFORD ROAD, GREYSTANES - NOTICE OF MOTION - TRAFFIC IMPROVEMENT IN GREYSTANES

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

Note: *Recommendation to Council*

SUMMARY

Council has resolved following a Notice of Motion to investigate traffic improvement to Beresford Road, Greystanes outside Beresford Public school between Namoi Street and MacLeay Street to improve safety outcomes and reduce congestion and liaise with school principal.

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

RECOMMENDATION

The Traffic Committee recommends that the information contained in this report be noted.

REPORT

Council at a meeting held on 6 March 2024 resolved on a Notice of Motion – ‘Matter of Urgency – Traffic Improvement in Greystanes’ resolved:

‘That Council immediately investigate traffic improvement to Beresford Rd, Greystanes outside of Beresford Road Public school between (Namoi Street and MacLeay Street) to improve safety outcomes and reduce congestion and liaise with the school principal’.

This report details actions taken at this location in the past and actions taken subsequent to the above resolution.

Background Information

Beresford Road is a local road that runs in a North-South direction between Old Prospect Road and Great Western Highway.

The section under consideration is between Namoi Street and Macleay Street which is approximately 325m long. There are roundabouts provided on Beresford Road at its intersections with Namoi Street and Macleay Street.

Beresford Road Public School is located on the east of this section. Greystanes High School is located on the western side of Beresford Road north of Bathurst Street. The

map below shows the location of Beresford Road Public School and the section of Beresford Road under consideration.



Based on Centre for Road Safety crash data, there were no reported crashes in Beresford Road between Namoi Street and Macleay Street. It should be noted that the crash data does not include any minor crashes.

The following site observations have been made in this section of Beresford Road:

1. Beresford Road has an approximately 485m long School Zone just north of Namoi Street extending up to the boundary of Greystanes High School. The School Zone also has flashing lights on both ends and appropriately signposted.
2. Raised pedestrian crossing combined with children crossing flags on Beresford Road south of Bathurst Street. This crossing also has a crossing supervisor during school times.
3. The existing at level pedestrian crossing on Bathurst Street near Beresford Road was raised under the Federal Stimulus Program in 2022.

4. Roundabouts on Beresford Road at its intersections with Namoi Street and Macleay Street.

Recent Crash on 27 February 2024

There was a crash that occurred on Beresford Road outside the school approximately 20m south of the existing raised pedestrian crossing where a student was injured.

Following the crash, Council officers were contacted by the Beresford Road Public school and Leading Senior Constable William Graham of Cumberland Police Area Command who confirmed the crash. Council officers inspected the street and undertook an audit of existing signage in the area.

It was alleged that there was a construction happening at a residence nearby and insufficient traffic control measures were implemented by the builder. Council rangers also visited the site.

Subsequent to the crash, the following activities have been undertaken:

- Council has repainted all the faded lines and replaced all faded signs.
- Council officers have been in contact with the school administration to provide road safety information to be provided to the parents and students.
- Council officers have reviewed the approval associated with the nearby residential construction site to ensure that all appropriate measures are being undertaken.

Council will continue to monitor the location outside the school for further traffic improvements required and report any further proposals to the Traffic Committee.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-145

HAMILTON STREET AND BERKELEY STREET, SOUTH WENTWORTHVILLE - PROPOSED TREATMENT AT THE ROUNDABOUT

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

Note: *Recommendation to Council*

SUMMARY

Council has received safety concerns from a resident at the intersection of Hamilton Street and Berkeley Street, South Wentworthville.

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

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The proposed speed cushions in Berkeley Street, South Wentworthville as per attached plan be approved.**
- 2. The concerned resident be notified of the outcome.**

REPORT

Berkeley Street a local that runs in a north-south direction from Bartlett Street to a cul-de-sac road at its northern end. It has a speed limit of 50 km/h. The width of the street is approximately 12.5m and parking is permitted on both sides of the road unless otherwise signposted.

Hamilton Street is a local road that runs in an east-west direction between Monterey Street and Frances Street with a speed limit of 50 km/h. It has a width of approximately 9.8m and parking is permitted on both sides of the road unless otherwise signposted.

Hamilton Street and Berkeley Street form a four-way intersection controlled by 'Give Way' signage and line marking, with priority given to Hamilton Street. Currently, a roundabout exists on Hamilton Street at the intersections of Alto Street and Richmond Street. The distance between the above two roundabouts is approximately 200m.

The map below shows the intersection.



A resident alleges that an accident occurred recently. A car traveling northbound on Berkeley Street lost control and crashed into the property at No. 42, located at the northeast corner at the intersection of Hamilton Street and Berkeley Street.

The latest Centre for Road Safety accident data indicated that there was no accident at this intersection in the last 5 years ending September 2023 in relation to speeding.

In response to the concerns, traffic counts were undertaken at this intersection in May 2024. The traffic count locations are shown in red in the map above.

Traffic count data on Hamilton Street, South Wentworthville:

- Average Daily Traffic (ADT) = 3,542 veh/day
- 85th percentile speed = 51.2 km/h
- Mean (average) vehicle speed = 43.9 km/h

Traffic count data on Berkeley Street, South Wentworthville:

- Average Daily Traffic (ADT) = 232 veh/day
- 85th percentile speed = 43.9 km/h
- Mean (average) vehicle speed = 36.7 km/h

Council consulted with residents about a proposal to install speed cushions on Berkeley Street at both approaches to Hamilton Street. A total of nine letters with attached survey forms were distributed to residents.

Council received two responses, one in support and one objecting to the proposal as shown on the plan. However, both responses indicated that additional traffic calming devices are needed on Hamilton Street, particularly at the approaches to the existing roundabouts due to vehicles entering and leaving the roundabout at excessive speeds.

Based on the above, Council proposed to install a speed cushion in Berkeley Street on both approaches to Hamilton Street to improve safety at the intersection.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days from 6 May 2024 to 25 May 2024.

Two submissions were received, with one in support and one objecting to the proposal.

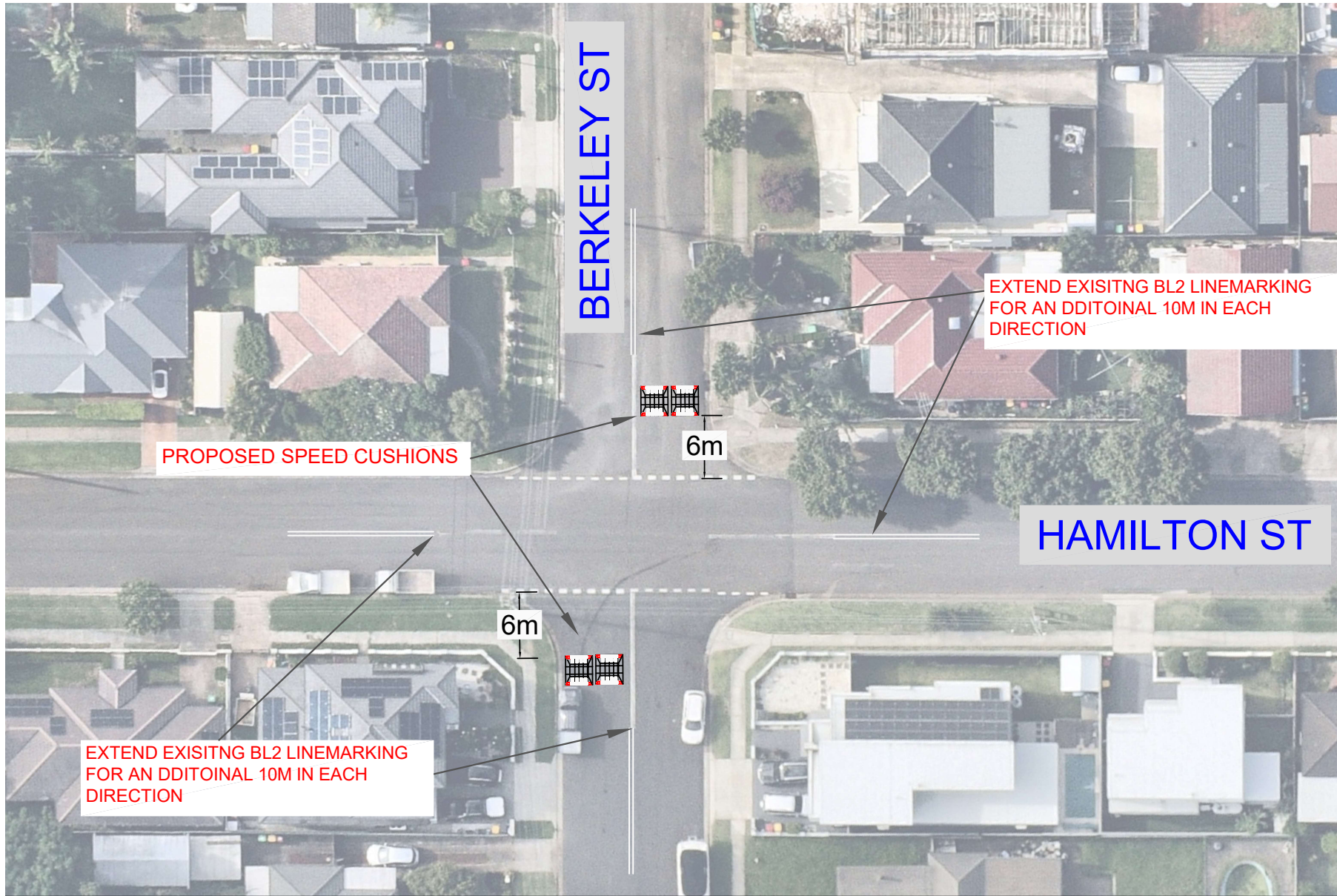
ATTACHMENTS

1. Plan – Berkeley Street & Hamilton Street, South Wentworthville - Proposed Speed Cushions [↓](#)
2. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-145

Attachment 1

Plan – Berkeley Street & Hamilton
Street, South Wentworthville -
Proposed Speed Cushions



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-145

Attachment 2
Submissions

CUMBERLAND
CITY COUNCILRECEIVED
14 MAY 2024

REF: DCTC/2411/45

**BERKELEY STREET AND HAMILTON STREET, SOUTH WENTWORTHVILLE –
PROPOSED TRAFFIC CALMING MEASURES**

Name: _____

Address _____

Phone: _____

Please indicate your views on the road safety concerns and installation of traffic calming measures at the intersection of Berkeley Street and Hamilton Street, South Wentworthville as described in Council's letter dated 7 May 2024 and submit your response by **21 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 7 May 2024 in relation to road safety concerns and the installation of traffic calming measures at the intersection of Berkeley Street and Hamilton Street and I am in favour of the below option.

1. **I support the installation of speed cushions in Berkeley Street in accordance with the attached plan.** ☐

2. **I do ~~not~~ support installation of ~~any~~ traffic calming measures at the intersection of Berkeley Street and Hamilton Street,** however, not in accordance with the attached plan. ☐

Hamilton Street is a busy thoroughfare, and it is not only frequented by local residents driving vehicles, but it is also used by people driving large heavy trucks. People often drive carelessly, while also exceeding the speed limit, and ^{they} do not reduce their speed as they approach the roundabouts. Therefore, the speed cushions would be more effective if they were installed on both sides of Hamilton Street.

(Signed)

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T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

Welcome Belong Succeed

CUMBERLAND
CITY COUNCIL

REF: DCTC/2411/45

**BERKELEY STREET AND HAMILTON STREET, SOUTH WENTWORTHVILLE –
PROPOSED TRAFFIC CALMING MEASURES**

Name: _____

Address: _____

Phone: _____

Please indicate your views on the road safety concerns and installation of traffic calming measures at the intersection of Berkeley Street and Hamilton Street, South Wentworthville as described in Council's letter dated 7 May 2024 and submit your response by **21 May 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 7 May 2024 in relation to road safety concerns and the installation of traffic calming measures at the intersection of Berkeley Street and Hamilton Street and I am in favour of the below option.

1. **I support the installation of speed cushions in Berkeley Street in accordance with the attached plan.** ☒
2. **I do not support installation of any traffic calming measures at the intersection of Berkeley Street and Hamilton Street.** ☐

Further Comments on road safety in Berkeley Street and Hamilton Street:

WE STRONGLY APPROVE FOR SPEED
CUSHIONS TO BE INSTALLED, TO ENSURE
A SAFER COMMUNITY FOR ME + MY
NEIGHBORS.

(Signed)

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Please fold along the solid line and secure it by stapling or taping

✓
WOULD LIKE ADDITIONAL
SPEED HUMPS CONSIDERED
FOR HAMILTON ST. IN THE FUTURE.


PLEASE FOLD AND SECURE THE ENVELOPE SECTION BELOW

.....

Delivery Address:
PO Box 42
MERRYLANDS NSW 2160

No stamp required
if posted in Australia




Cumberland City Council
Reply Paid 42
MERRYLANDS NSW 2160

.....

FYI

I received a call from
placed on Hamilton Street, not only on Berkeley St.

He requested speed humps be

I informed him that I will include his comment in the report if we decide to report this to the
CTC.

Item No: CTC-24-146

JOSEPH STREET, LIDCOMBE - TEMPORARY ROAD CLOSURE FOR MOON FESTIVAL CELEBRATIONS

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

Note: *Recommendation to Council*

SUMMARY

Council has received an application from Council's Events Section requesting the closure of Joseph Street, Lidcombe between Railway Street and Bridge Street to facilitate 2024 Moon Festival Celebrations.

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

RECOMMENDATION

The Traffic Committee recommends that the temporary road closure of Joseph Street between Railway Street and Bridge Street be approved in accordance with the attached traffic guidance scheme between the hours of 7:00AM, Saturday 21 September 2024 and 1:00AM, Sunday 22 September 2024 subject to:

- 1. All affected businesses and emergency stakeholders being notified of the closure.**
- 2. Complying with the notification requirements of the Roads Act 1993, i.e., placing public notices in a newspaper and erecting notices on the road.**
- 3. Approval of a Traffic Management Plan by Transport Management Centre.**

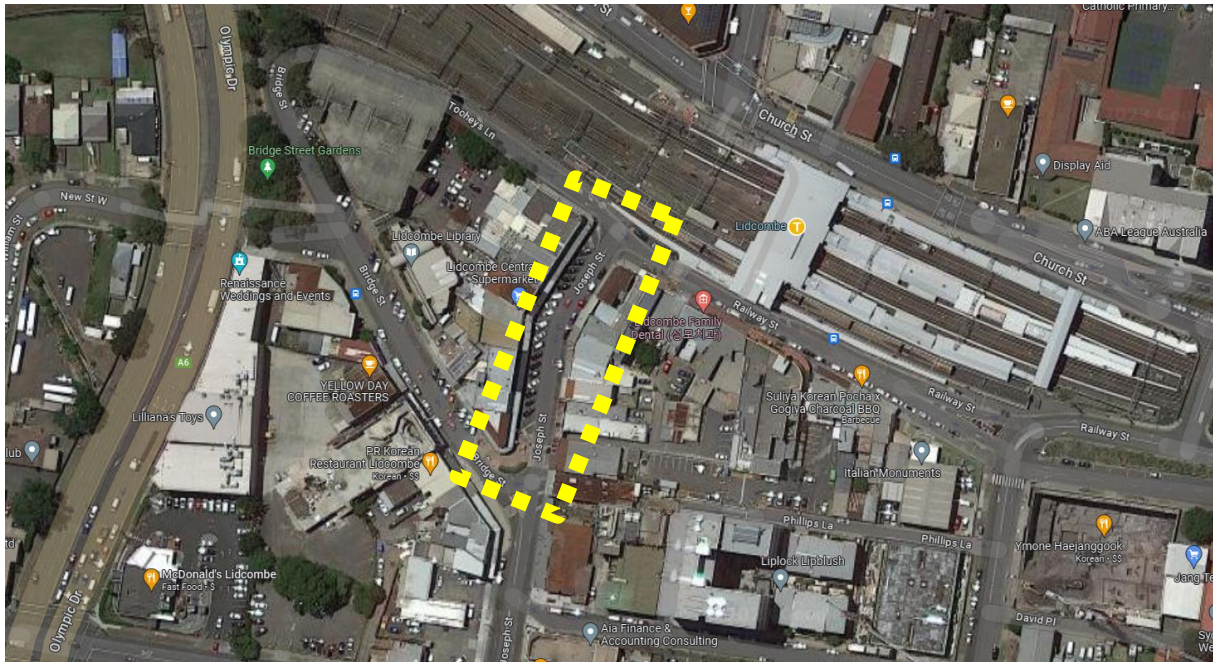
REPORT

Council proposes to hold the 2024 Moon Festival Celebrations in three areas include Auburn, Barela and Lidcombe. Road closure is required for the street festival event on Joseph Street, Lidcombe.

The event will commence from 6:00PM and finishing at 10:00PM on Saturday 21 September 2024. The road closure is required on Joseph Street between Railway Street and Bridge Street, from 7:00AM, Saturday 21 September 2024 to 1:00AM, Sunday 22 September 2024 to facilitate event patrons to assemble and evacuate the area safely.

The event is classified as a Class 3 event in accordance with the Special Event Guidelines.

The map below shows the street network around Joseph Street in this area.



The attached Traffic Guidance Scheme (TGS) shows the signage and the road section to be closed.

The TGS and Traffic Management Plan (TMP) will be submitted to Transport for NSW for approval.

CONSULTATION

Council's Events team will carry out the following notification activities, subject to Traffic Committee endorsement of the temporary road closure:

- Council media release.
- Letter box notifications are sent to local residents and businesses in the area.
- Council's traffic contractor will have VMS boards present.

ATTACHMENTS

1. Traffic Guidance Scheme [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-146**

**Attachment 1
Traffic Guidance Scheme**



TRAFFIC MANAGEMENT PLAN

‘Moon Festival 2025’

Version: V 1

Date: 2 May 2024

Written by: Momtchil Vassilev,

Reviewed by: Simon Clark.

Approved by: _____

Date of Approval: _____ Signature: _____

Assure Event Safety Services
Trading name of Australian Concert
and Entertainment Security
ABN 16 002 990 794 | ACN 002 990 794

P (02) 9699 7711
F (02) 9699 7755
safe@assuresafety.com.au
www.assuresafety.com.au

National Head Office
79 - 81 Regent Street,
Redfern NSW 2016 Australia

NSW ML No. 404776913
ASIAL Member 003749
NTIS 90024





1: EVENT DETAILS

1.1 Event Summary

Cumberland Council – the Event Organiser for “Moon Festival 2025” – engaged Assure Event Safety Services (Assure) to prepare this Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGSs, please see Appendix) to provide traffic and transport planning support for the “Moon Festival 2025” event – The event is expected to have 1000 pax in the context of attendance and is not expected to have adverse traffic flow effects. Event details are as follows:

- Event Name: ‘Moon Festival’,
- Event Location: Joseph St at Railway St & Bridge St Lidcombe
- Event Date: Saturday, 21st of September 2024,
- Start Times: 17:00hrs, TGS start time: 07:00hrs,
- Finish Times: 21:00hrs, TGS finish time: 01:00hrs,
- The Event Is: On-Street,
- Preliminary classification: Class 3 (subject to Local Traffic Committee – LTC assessment),

1.2 Contact Names:

Event Organiser: Cumberland Council

Contact: Michael Brown

E-Mail: Michael.Brown@cumberland.nsw.gov.au

Tel: (02) 8757 9780

NSW Police: Cumberland PAC

Contact: Snr Cst Will Graham – Cumberland PAC – Traffic Services

E-Mail: 48859@police.nsw.gov.au

Tel: (02) 9897 4199

TfNSW/TMC – PIU - tmc_piu@tmc.transport.nsw.gov.au

Supplier of Traffic Control Signs and Devices (as noted in TGSs) - Assure Event Safety

Contact: Simon Clark, 0402 696 255, sclark@avertrisk.com.au

Supplier of Traffic Controllers for public roads – Assure Event Safety

Contact: Simon Clark, 0402 696 255, sclark@avertrisk.com.au



1.3 Brief Description of the Event

Annual community event. Also known as the Moon Cake Festival and traditionally as the Mid-Autumn Festival, the Moon Festival is a harvest celebration that takes place on the 15th day of the eighth month of the Lunar Calendar.

Celebrated in China, Vietnam, Taiwan, and other East and Southeast Asian countries, the Moon Festival dates back to the Zhou Dynasty where people would pay homage to the moon and participate in many traditions including eating moon cakes, reuniting with family, giving thanks and making and carrying commemorative lanterns.

2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any activity. Safety risk identification, assessment and control process is a legal obligation (as per the WHS Act and Regulation 2017) and should be aligned with AS/NZS ISO 31000 - Risk Management and the Code of Practice 'How to Manage Work Health & Safety Risks'. Broader event risk management is best practice and fundamental part of due diligence. ARIA is the Event Manager and risk manager for the overall event operations and shall ensure that the risk management methodology and culture are applied throughout all stages and aspects of the event activities. Assure uses TGSs and TMP as specialised traffic risk control measures but notes that TGSs and TMP alone cannot entirely substitute a thorough AS/NZS ISO 31000 - based event risk assessment.

This TMP is based on the RMS 'Guide to Traffic & Transport Management for Special Events' (Version 3.5 July 19, 2018). TGSs in the Appendix are designed by Momtchil Vassilev Card No 0021956646. The TMP and TGSs were reviewed by Simon Clark. TGSs are designed in reference to RMS 'Traffic control at work sites technical manual (Version 6, September 2020) and AS 1742 'Manual of Uniform Traffic Control Devices' (series). Reference was also made to 'Hostile Vehicle Guidelines for Crowded Places' [ANZCTC] and 'Australia's Strategy for Protecting Crowded Places from Terrorism 2017' [ANZCTC].

Risk Matrixes:

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out -patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.

Consequence Note: *Not all three consequence descriptors necessarily apply to each risk item.*

LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	Medium



TMP RISK REGISTER 2 May 2024						
#	Hazard / Risk Source	Risk	Inherent Risk	Risk Controls	Residual Risk	Risk Owner
1	Free access public event.	Higher than expected crowd numbers overwhelming the local area.	C2 MEDIUM	<input type="checkbox"/> CC to advertise public transport options – leave early and use trains, CC stress that local car parks are available, but can be full to capacity; very limited street parking in local area, <input type="checkbox"/> CC consider using VMS for event conditions messaging and for contingency messaging (VMS placements and messages to be developed further as planning progresses), <input type="checkbox"/> CC use social media for live contingency messaging, <input type="checkbox"/> Assure Traffic Manager monitor traffic volumes and effectiveness of TGS.	D2 LOW	CC, Assure:
2	Event area adjacent to busy public roads.	Pedestrian or worker hit by vehicle.	C3 HIGH	<input type="checkbox"/> CC communicate safety rules about driving within the road closed areas to all stallholders and performers, <input type="checkbox"/> Apply TGS as drawn, <input type="checkbox"/> Assure traffic manager apply road closure as per TGS, <input type="checkbox"/> Traffic controllers to escort stakeholder and local resident vehicles, <input type="checkbox"/> Assure TCs deter drivers from breaching the road closure, <input type="checkbox"/> Assure traffic manager follow industry best practice steps before reopening Joseph Street (keep the road closed as long as it is required).	E2 LOW	CC, Assure:
3	Crowded place – mass gathering.	Terrorist attack using a vehicle as a weapon.	C5 HIGH	<input type="checkbox"/> CC complete ANZCTC Crowded Places – Self-Assessment Checklist and discuss results with NSW Police, <input type="checkbox"/> CC security provider/crowd controllers to remain vigilant for suspicious activities, persons or vehicles, <input type="checkbox"/> CC to invite local Police to carry out walk-throughs and be visible in the area.	D5 HIGH	CC:

The register will be progressively updated and enhanced following further stakeholder consultation.



2.2 Public Liability Insurance

Evidence of Cumberland Council's Public Liability Insurance will be inserted in due time.

2.3 Police

Consultation with NSW Police Force (NSWPF) was undertaken via e-mail correspondence.

Cumberland Council will complete Schedule 1 Form 'Notice of Intention to Hold a Public Assembly' if/as required due time and Assure remains available to include it under this section.

2.4 Fire & Rescue NSW and NSW Ambulance

Assure is available to distribute copies of the final TMP to local Fire & Rescue NSW representative and NSW Ambulance Service (on the designated NSW Ambulance events e-mail address). Emergency services will have unobstructed access to the event venue/site via removal of the barrier boards.

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Locations

No route applicable as the event is at a fixed site. The event will take on the Joseph St. Pedestrian access along the North-South axis of the western footpath will be available via the closed roadway. The section of Joseph St. (in TGS) allows for good line-of-sight.

3.2 Parking

Parking for patrons who drive in will be available in the surrounding streets. Assure does not believe that specific parking arrangements are required given the expected attendance numbers.

3.3 Construction, Traffic Calming & Traffic Generating Developments

Assure undertook inspections of the road considered in this document. Assure also did not identify any traffic calming devices.

Assure will rely on Cumberland Council's for information about any planned activities in the local area that may have impact on the event traffic planning. Assure will check www.livetraffic.com closer to the event dates for any additional scheduled roadworks works or special events.

3.4 Trusts, Authorities, or Government Enterprises

The event is managed by Council and internal policies will be followed. Assure will include a TMC-PIU Road Occupancy Licence to this section in due time.

3.5 Impact on/of Public Transport



No impact on public transport is anticipated. Research has been conducted via transportnsw.info and the local bus routes do not utilise any of the impacted roads.

3.6 Reopening Roads after Moving Events

This event is a static event.

3.7 Traffic Management Requirements Unique to this Event

There are no unique requirements (as defined on p.59 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.5, July 1, 2018)

3.8 Contingency Plans

The only foreseeable, but very unlikely contingency is related to underestimating the amount of public attending the event. Should this occur patrons can be directed to step onto the closed road.

3.9 Heavy Vehicle Impacts

Negligible impact on heavy vehicles. Ref: <http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>

3.10 Special Event Clearways (SEC)

Assure does not propose use of SEC for this event. Joseph St will be isolated using traffic cones or T-top bollards prior to implementing the TGS to ensure adequate space is available for the planned event.

4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for Local Residents, Businesses, Hospitals & Emergency vehicles

Disruption to local residents will be negligible. No Hospitals would be affected by event traffic and transport operations. Emergency services will be notified of the event by Cumberland Council.

4.2 Advertising Traffic Management Arrangements

Cumberland Council will advertise as per Council policies for public notification. Assure does not believe that broad advertising is required as the proposed traffic control scheme does not have major impact on any local businesses or residents.

4.3 Special Event Warning Signs

No special event warnings signs proposed to be used due to the nature of the operation – very short term and low impact.

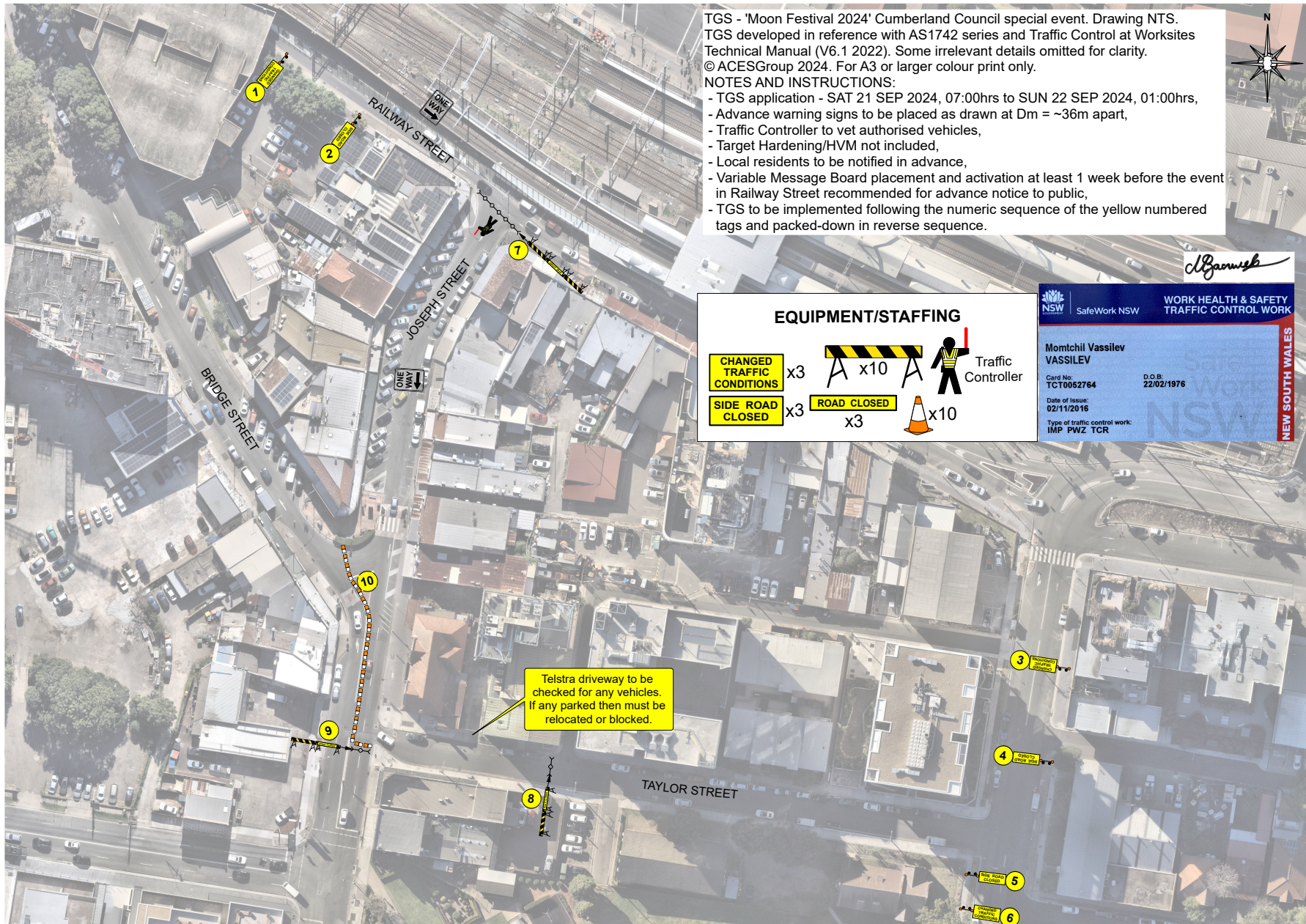


4.4 Permanent Variable Message Signs [PVMS]

No PVMS support necessary.

4.5 Portable Variable Message Signs [VMS]

No VMS required.



Item No: CTC-24-147

TEMPORARY ROAD CLOSURES IN THE AUBURN CBD FOR RAMADAN FOOD FESTIVAL 2025

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

Note: *Recommendation to Council*

SUMMARY

Council has received an application from Council's Events Section requesting the closure of selected roads in the Auburn CBD to facilitate 'Ramadan Street Festival 2025'.

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

RECOMMENDATION

The Traffic Committee recommends that the temporary closure of Auburn Road between Queen Street and Beatrice Street and the eastern section of Mary Street, between Harrow Road and Auburn Road, Auburn between 7:00 AM on Saturday 8 March 2025 and 5:00 AM on Sunday 9 March 2025 be approved subject to:

- 1. All affected businesses and emergency stakeholders being notified of the closure.**
- 2. Complying with the notification requirements of the Roads Act 1993, i.e., placing public notices in a newspaper and erecting notices on the road.**
- 3. Approval of a Traffic Management Plan by the Transport Management Centre.**
- 4. Temporary bus routes and bus zones replacing the existing bus zones in the closed area be provided in consultation with the bus operator.**

REPORT

Council proposes to hold the annual 'Ramadan Street Festival' in the Auburn CBD in March 2025.

'Ramadan Street Festival 2025' provides free access to cultural event celebrating the local community. Council is committed to delivering the event to focus interest on the local area, while keeping a community spirit and attracting visitors from the

Sydney metropolitan area.

The event will involve street stalls with food and merchandise.

Council is planning to deliver a one-night street food festival in Auburn, consistent with recent Ramadan festival operations in 2024. This event being an annual event, no issues were encountered during the event held in previous years.

The Traffic Guidance Scheme (TGS) are attached. Transport for NSW will be forwarded the Traffic Management Plan with the updated details for approval.

Road Closures

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 closure is as follows.

- Auburn Road between Queen Street and Beatrice Street
- Eastern section of Mary Street, between Harrow Road and Auburn Road

The map below shows the road closures in yellow.



CONSULTATION

Council's Event team will carry out the following notification activities, subject to Traffic Committee endorsement of the temporary road closure:

- Council media release.

- Letter box notifications are sent to local residents and businesses in the area.
- Council's traffic contractor will have VMS boards present.

ATTACHMENTS

1. Traffic Guidance Scheme (TGS) – Ramadan Food Festival 2025 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-147

Attachment 1

Traffic Guidance Scheme (TGS) –
Ramadan Food Festival 2025



TRAFFIC MANAGEMENT PLAN

'Ramadam Food Festival 2025'

Version: 1 [DRAFT for stakeholder feedback and consultation]

Date: 2 May 2024

Written by: Momtchil Vassilev,

Reviewed by: Simon Clark.

Assure Event Safety Services
Trading name of Australian Concert
and Entertainment Security
ABN 16 002 990 794 | ACN 002 990 794

P (02) 9699 7711
F (02) 9699 7755
safe@assuresafety.com.au
www.assuresafety.com.au

National Head Office
79 - 81 Regent Street,
Redfern NSW 2016 Australia

NSW ML No. 404776913
ASIAL Member 003749
NTIS 90024





1: EVENT DETAILS

1.1 Event Summary

Objective

'Ramadan Food Festival 2025' is a free access cultural event celebrating the local community. The event is aimed at local demographic as well as broader Sydneysider attendance. The event will be managed by Cumberland Council (CC) with traffic control services supplied by ACES Group. This Traffic Management Plan (TMP) will assist in the identification, provision and management of the traffic and road management measures necessary to support the event. This plan is prior knowledge of the road network through the provision of past events. Various aspects of the local road network were considered during this inspection and consultation undertaken about key traffic management concepts for the event. Event details:

Name of event: 'Ramadan Food Festival 2025',
 Location of event: Auburn Road and adjacent streets,
 Event Date: Saturday, 8th of March 2025
 Event Start Time: 18:00 hrs. Road closures from 07:00 hrs on event day to facilitate clear kerb lanes and bump-in,
 Event Finish Time: 00:00 hrs,
 Event Bump-in Start Time: Saturday, 8th of March 2025, 07:00
 Event Bump-out Finish Time: Sunday, 9th of March 2025, 00:30 to 05:00 hrs,
 Event Class: 2,
 Expected attendance: 5,000 throughout the event afternoon and evening.

1.2 Contact Names:

Organisation / Title	Contact	Phone	Mobile
Event Organiser - CC	Chloe Babbage – Events Coordinator	8757 9785	TBA.
NSW Police.	Duty Sergeant - Auburn Police Station.	9646 8699	TBA.
Traffic Coordinator (on-site).	Momtchil 'Momo' Vassilev - Assure Event Safety Services (traffic staff and core TGS signage)	9735 1221	0416 120 848

1.3 Brief Description of the Event

'Ramadan Food Festival 2025' is a Council event. CC is committed to delivering the event to focus interest on the local area, while keeping a community spirit and attracting visitors from the Sydney metropolitan. The event will involve street stalls with food and merchandise. Attendance projections are not available at the time of writing; however, Assure believes that some 5,000 pax will attend the event throughout the day (migrating crowd with four hours average time spent on site).



2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any undertaking. The risk identification, assessment and control process is a legal obligation (as per the Work Health & Safety Act 2011 and Regulation 2017 NSW) and should be aligned with ISO 31000:2018 'Risk Management – Guidelines' and the Code of Practice 'How to Manage Work Health & Safety Risks'. Cumberland Council (CC) is the Event Organiser and Event Manager (as per RMS 'Guide to Traffic & Transport management for Special Events'). CC is a key stakeholder in terms of consent for the festival together with NSW Police and should ensure that the risk management methodology and culture are applied throughout all stages and aspects of the event activities. Assure uses TGSs and TMP as specialised control measures for the control of specific traffic-related risk, but notes that TGSs and TMP alone cannot entirely substitute a thorough ISO 31000:2018 - based event risk assessment encompassing all event operations.

This TMP is based on the RTA/RMS 'Guide to Traffic & Transport Management for Special Events' (version 3.4 August 2, 2006) and aligned with its format. The TGS in the Appendix is drawn by Momtchil Vassilev - PWZTMP Card № 0051720255. Assure also made reference to Austroads 'Guide to Traffic Management – Part 9: Traffic Operations' and RTA-RMS 'Guide to Traffic Generating Developments'.

A fundamental factor is the event patron travel mode, which for any event is – walking, public transport, taxi, uber, kiss and ride or drive. Origin and destination assessment cannot be practicably undertaken due to unavailability of information, and due to the high range of variables involving human nature/human decision-making. Assure will undertake traffic volume and patron travel modal distribution forecasting in due time and include them in V2 of this plan. As a default strategy – CC should advertise the event as a public transport event with focus on Sydney Trains services.

TMP Risk Matrixes:

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out -patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.



LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	High



TMP RISK REGISTER 2 May 2024						
#	Hazard / Risk Source	Risk	Inherent Risk	Risk Controls	Residual Risk	Risk Owner
1	Free access public event.	Higher than expected crowd numbers overwhelming the local area.	C2 MEDIUM	<input type="checkbox"/> CC to advertise public transport options – leave early and use trains – Auburn Train Station, T1 and T2 services, CC stress that local car parks are available, but can be full to capacity; very limited street parking in local area, <input type="checkbox"/> CC consider using VMS for event conditions messaging and for contingency messaging (VMS placements and messages to be developed further as planning progresses), <input type="checkbox"/> CC use social media for live contingency messaging, <input type="checkbox"/> Assure Traffic Manager monitor traffic volumes and effectiveness of TGS, <input type="checkbox"/> CC request Police assistance with request to TMC for potential changing of traffic signals phasing to alleviate congestion (giving priority as required in the circumstances – vehicles vs pedestrians), <input type="checkbox"/> CC to have crowd control barriers (stacks of 10) near the road closures of Queen Street, Kerr Parade, and Harrow Road/Mary Street – Traffic Controllers to set crowd control barriers (flat foot type) along kerbs to contain pedestrians on footpaths near the road closures.	D2 LOW	CC, Assure: _____ _____ _____ _____ _____ _____ _____
2	Event area adjacent to busy public roads.	Pedestrian or worker hit by vehicle.	C3 HIGH	<input type="checkbox"/> CC communicate safety rules about driving within the road closed areas to all stallholders and performers, <input type="checkbox"/> Apply TGS as drawn, <input type="checkbox"/> Assure traffic manager apply road closure as per TGS, <input type="checkbox"/> Traffic controllers to escort stakeholder and local resident vehicles, <input type="checkbox"/> Assure TCs deter drivers from breaching the road closure, <input type="checkbox"/> Assure traffic manager follow industry best practice steps before reopening Church Street (keep the road closed as long as it is required).	E2 LOW	CC, Assure: _____ _____ _____ _____ _____
3	Crowded place – mass gathering.	Terrorist attack using a vehicle as a weapon.	C5 HIGH	<input type="checkbox"/> CC complete ANZCTC Crowded Places – Self-Assessment Checklist and discuss results with NSW Police, <input type="checkbox"/> CC security provider/crowd controllers to remain vigilant for suspicious activities, persons or vehicles, <input type="checkbox"/> CC to invite local Police to carry out walk-throughs and be visible in the area.	D5 HIGH	CC: _____ _____ _____ _____

Note: table to be updated following further consultation.



2.2 Public Liability Insurance

ACES Group included below:



CERTIFICATE OF CURRENCY

In our capacity as Insurance Brokers, we hereby certify that the under mentioned Insurance Contracts are current as at 23 August 2023. This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy below.

CLASS: Professional Indemnity

POLICY NUMBER: 47-ZEP-306038-05

INSURED: Australian Concert and Entertainment Security Pty Ltd

POLICY PERIOD: From: 31st August 2023 at 4:00pm Local Standard Time
To: 31st August 2024 at 4:00pm Local Standard Time

LIMIT OF LIABILITY: \$20,000,000 all policy sections and \$40,000,000 in the aggregate

EXCESS: \$25,000 each and every claim

RETROACTIVE DATE: Unlimited

PROFESSIONAL SERVICES:

1. Risk, Safety & Security consultancy services;
2. Crowd management planning;
3. Traffic management;
4. Training services;
5. Venue & site management services;

SECURITY: Berkshire Hathaway Specialty Insurance Company



Johnnie Keymer
Portfolio Manager, Professional & Financial Lines

NOTICE TO OUR VALUED CLIENTS

Clients who are not fully satisfied with our service should contact our customer relations/complaints officer, Rocco Pirrello (phone 02 8274 8162).

GSA Insurance Brokers also subscribe to the Insurance Brokers Dispute Limited (IBDL), a free customer service, and the General Insurance Brokers Code of Practice. Should you require further information please do not hesitate to contact our office.

PO Box 101,
Grosvenor Place NSW 1220

Tel: +61 2 8274 8100
Fax: +61 2 9252 5882

'The Old Presbytery' 137 Harrington Street, Sydney NSW 2000

www.gsaib.com.au

General Security Australia Insurance Brokers Pty Ltd (GSA)
ABN: 34 084 437 AFSL: 238477



CERTIFICATE OF CURRENCY

In our capacity as Insurance Brokers, we hereby certify that the undermentioned Insurance Contracts are current as at 30 August 2023.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy below.

CLASS: Public & Products Liability

INSURED: Australian Concert and Entertainment Security Pty Ltd (ACE Security),
ACES Group, Secure Domain, Avert Risk Management Services,
Assure Event Safety Services, Affirm Training, Event Force, Alleviate
Event Administration & Logistics, Australian Concert and Entertainment
Services Pty Ltd

INSURER: Lloyd's of London

POLICY NUMBER: 11398X11

SITUATION: 79-81 Regent Street, Redfern, NSW 2016

EXPIRY DATE: 4:00pm on 31 August 2024

LIMIT OF LIABILITY: \$50,000,000 any one occurrence
\$50,000,000 in the aggregate in relation to Products Liability

**GEOGRAPHICAL
LIMITS:** Worldwide excluding USA & Canada

Yours faithfully,



James Rossi
Account Manager

NOTICE TO OUR VALUED CLIENTS

We are dedicated to delivering the best possible service to you.

You can view our FSG, Privacy Policy, feedback and complaints process here -
<https://www.gsailb.com.au/notice-to-our-valued-clients>

PO Box 101,
Grosvenor Place NSW 1220

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GSA Insurance Brokers Pty Ltd (GSA)
ABN: 34 084 437 196 AFSL: 238477



2.3 Police

Assure will consult with NSW Police Force. CC will complete a Schedule 1 'Notice of Intention to Hold a Public Assembly' and submit it to NSW Police. Completed form will be included herein when it becomes available.

2.4 Fire & Rescue NSW and NSW Ambulance

Assure is available to distribute copies, or delegate the distribution of copies, of this TMP to local Fire & Rescue NSW and NSW Ambulance. Emergency services' vehicles traveling in response mode will have unobstructed access through the soft road closures (under traffic controller escort for pedestrian safety) of the event and thus would not be adversely affected.

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Locations

The local area involves CBD type roads with 40 km/hr speed limit and various road design features supporting movement of pedestrians (wide footpaths with street furniture, pedestrian zebra type crossings, traffic calming devices – raised crossings). The sections of road affected by the road closures don't deprive general road users from following time-efficient routes in N-E and E-W travel directions.

3.2 Parking

Public Car parking

Parking will be limited to the Auburn Car Park (1 Susan St, Auburn NSW 2144, access via Susan Street) and legally available kerbside parking spots. No off-street parking option is discussed for this event.

3.3 Construction, Traffic Calming & Traffic Generating Developments

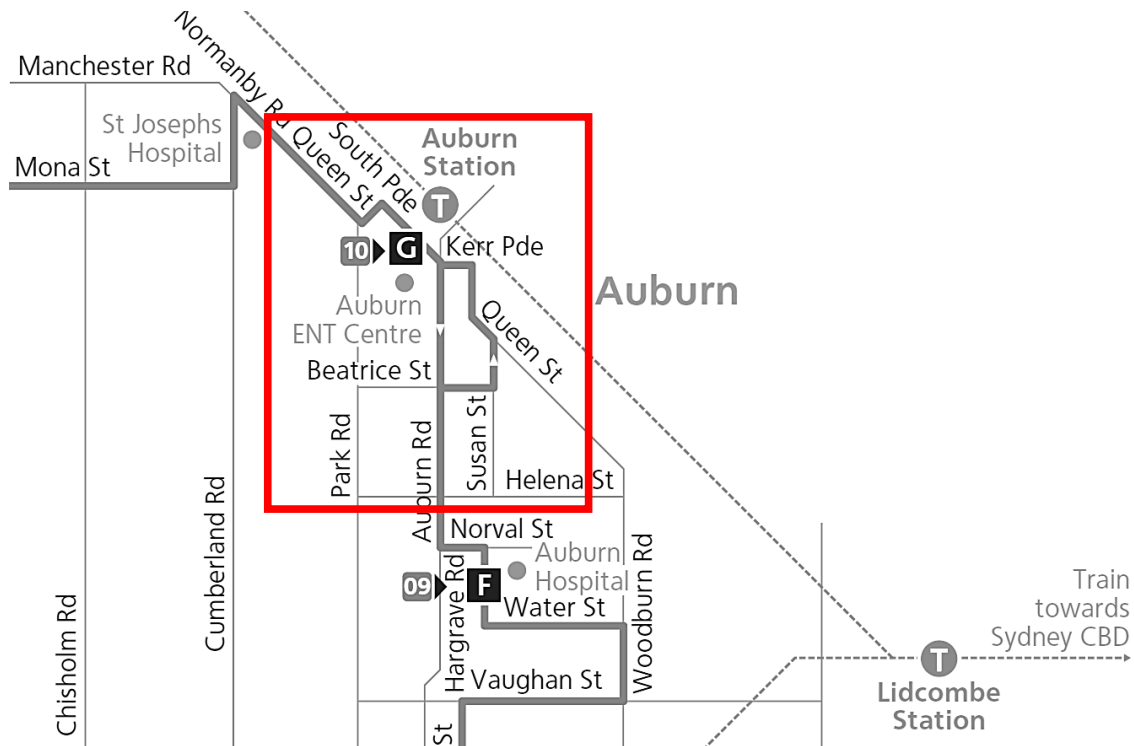
Assure is not aware of any traffic calming devices that can adversely affect the event. Assure will continuously check for any developments that could adversely interact with the event traffic management.

3.4 Trusts, Authorities, or Government Enterprises

Cumberland Council (CC) is the key consent authority for this event. Evidence of consent from NSW Police will be included when available. Road Occupancy Licence (ROL) will be obtained by Assure in due time.

3.5 Impact on/of Public Transport

The event road closures will have an impact on Bus Service 908 (ref: http://www.transdevnsw.com.au/uploads/908-S2_web.pdf). Assure will undertake consultation with CC and Transport for NSW to determine impact and appropriate strategy for bus stop relocation.



Ten service will be affected by the road closures, eight of which involving disability access. Consultation will be critical to determine viable disability access alternative locations for public use of service 908 during the event.

10 Saturday Merrylands to Bankstown

Saturday		♿	♿	♿	♿	♿	♿	♿	♿	♿
map ref	Route Number	908	908	908	908	908	908	908	908	908
K	Merrylands Station	...	...	09:35	10:35	11:35	12:35	13:35	14:35	15:35
J	Granville TAFE William Street	...	...	09:40	10:40	11:40	12:40	13:40	14:40	15:40
I	Rawson Road & Excelsior Street	...	...	09:49	10:49	11:49	12:49	13:49	14:49	15:49
H	Clyde Street & Monna Street	W07:56	W08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56
G	Auburn Station South Parade	08:04	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04
F	Auburn Hospital Hargrave Road	08:08	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08
E	Berala Station Campbell Street	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16
D	Regents Park Station Amy Street	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24
C	Ferrier Road & Auburn Road	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32
B	Bankstown Central	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45
A	Bankstown Interchange	08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48

3.6 Reopening Roads

ACES Group – Assure Traffic Manager will conduct operational safety checks before streets are re-opened (soft road closures removed). The opening will only occur after: 1. The carriageways are clear of event infrastructure



and clean, 2. The roadways are clear from pedestrians, 3. Traffic control vehicle has been used to drive up and down the avenue and direct any pedestrians away and any obstructions removed. Opening will be done by removing barrier boards from the outbound lanes (outbound from the closed section out), then removing the inbound barriers and finally removing any signage. Roads will remain closed until deemed safe to open.

3.7 Traffic Management Requirements Unique to this Event

No unique requirements (as defined on p.55 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.4, August 2, 2006). The following outline specific arrangements and considerations for this event:

Measures to ameliorate the impact of re-assigned traffic

The road closures are contained to the local area and viable detours are available with negligible trip time increase due to the detours. Station Road and South Parade would still be available for road users crossing the train line while Beatrice Street and South parade/Auburn Road/Kerr Parade will facilitate East-West traffic flows. ADT readings for the local area are not available via <http://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html#/?z=16&lat=-33.83599176445159&lon=151.02936409260838> at time of writing. Reference to UBD indicates that the roads proposed to be closed are classed as 'trafficable roads', but not alternate or main routes.

Traffic controllers

ACES Group traffic control staff holding Traffic Controller qualification will staff the road closures and will be thoroughly briefed about specific access arrangements for stallholders and emergency services.

Pedestrians and Cyclists

Pedestrian access will be available through all road closures. Pedestrians attending the event, especially those arriving by train, have safe paths entailing 40 km/hr High Pedestrian Activity area, signalised crossings and zebra type pedestrian crossings (many of which raised). Cyclists will be either detoured with general road users or asked by the traffic controllers to dismount and walk through the event site.

Performers and Stallholders

Stallholders and performers will be granted access to the road closed zone under the following conditions:

- Only vehicles authorised by CC allowed in (except emergency services vehicles),
- Drive at 5 km/hr and maintain one way flow (exit at opposite side of the road closed section),
- Never leave the vehicle unattended with the engine running (apply park brake, lock gear box, turn engine off and remove the keys),
- Vehicles only allowed on site during bump-in and bump-out and only for a limited period – the time it takes to unload/load.

Traffic controllers will monitor compliance with these conditions.

3.8 Contingency Plans

The following contingencies are considered (ref. Appendix B, Table B 1 of Austroads "Guide to Traffic Management, Part 9: Traffic Operations"):

- Condition: Severe weather (heavy rain, hail, storm, lightning) -
Response: Assure traffic manager to prioritise instruct traffic controllers to expect increase of kiss and ride type stopping near the event area. Mass egress is likely, but only for a part of the event crowd and



- most public may choose to stay in the area and seek shelter in local shops etc. The event does not utilise grassland off-street parking so traffic impact is negligible,
- Condition: Major MVA (Motor Vehicle Accident; blocked lanes) on Queen Street or South Parade/Auburn Road/Kerr Parade -
Response: CC to use all available means to communicate to event patrons to expect delays or use alternative modes of travel. CC and Assure Traffic Manager to monitor LiveTraffic updates and adjust accordingly,
 - Condition: Absence of trained personnel (e.g. licensed TCs) on event day,
Response: Rostering already allows for this contingency. Assure traffic manager to prioritise briefing and deployment until additional staff can arrive.

3.9 Heavy Vehicle Impacts

Assure found that Rawson Street is an RMS-approved 25 m B-double route (ref: <http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>). No notable heavy vehicle impact. Given that the event is on a weekend and road closures located south of Rawson Street.

3.10 Special Event Clearways (SEC)

SEC are not proposed. The road closure is designed to cater for vehicles parked under existing kerb conditions. Assure will develop signage to be placed along kerbside poles two days before the event road closures advising of the road closure. Consultation with CC determined that if cars are left at kerb parking spots, this would not significantly affect the event. CC would seek assistance from NSW Police to contact owners and ask them to move their vehicles if critically required.



4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for Local Residents, Businesses, Hospitals & Emergency vehicles

No adverse effect to residents. Consultation with Council indicates that most local businesses are supportive of the event.

4.2 Advertising Traffic Management Arrangements

Assure recommends that Cumberland Council advertises the event as per Council policy.

4.3 Special Event Warning Signs

Custom signs will be displayed along sections of roads that fall within the road closures at least one week before the event. Please also see Section 4.4 below.

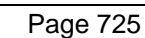
4.4 Permanent Variable Message Signs [PVMS]

No PVMS support required or likely to be supported by TMC for this event.

4.5 Portable Variable Message Signs [VMS]

Assure recommends that at least four VMS boards are considered by CC for advance warning of road users about the road closures. The VMS would be placed strategically on Auburn Road (NB and SB approaches).

TGS - 01



Cumberland Council Ramadan Food Festival

TGS - 02



Item No: CTC-24-148

NEW STREET, AUBURN - PROPOSED TEMPORARY ROAD CLOSURE FOR ST RAYMOND MARONITE CHURCH ANNUAL COMMUNITY EVENT

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

Note: *Recommendation to Council*

SUMMARY

Council received a request from St. Raymond Maronite Church to temporarily close New Street, Auburn, between Wellington Road and Hillview Street, from 12:00 PM Saturday 16 November 2024 to 12:00 AM Sunday 17 November 2024 (12 hours) for their annual community event.

This report gives details of the closure.

RECOMMENDATION

That the Traffic Committee recommends that Council approve the temporary full road closure of New Street, Auburn between Wellington Road and Hillview Street from Saturday 16 November 2024 12:00 PM to Sunday 17 November 2024 12:00 AM, subject to approval from Transport for NSW for the Traffic Management Plan and Traffic Guidance Scheme.

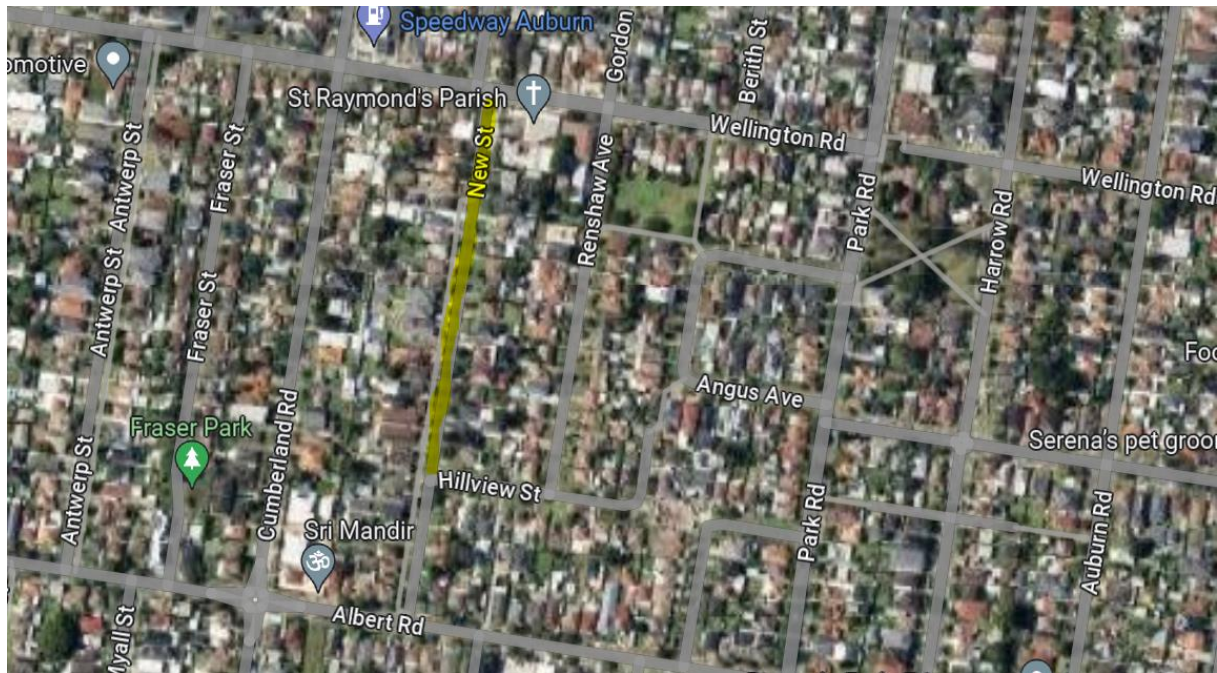
REPORT

Council received a request from St. Raymond Maronite Church to temporarily close New Street, Auburn, between Wellington Road and Hillview Street, from 12:00 PM Saturday 16 November 2024 to 12:00 AM Sunday 17 November 2024 (12 hours) for their annual community event.

This is an annual community gathering to celebrate the cultural and spiritual heritage of the St. Raymond Maronite Church. Families of the parish, community members, and guests numbering of approximately 100 persons are expected to attend the event.

The event is located in New Street, which will be adorned with decorations and setups for various activities. Residents will have access to their properties at all times.

The plan shows the location of closure:



A copy of Traffic Guidance Scheme (TGS) is attached.

CONSULTATION

The event organiser will carry out consultations with the residents in New Street, Auburn.

ATTACHMENTS

1. St Raymond Maronite Church Annual Community Event - Traffic Guidance Scheme [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-148**

Attachment 1

**St Raymond Maronite Church
Annual Community Event - Traffic
Guidance Scheme**



- Attendees: Approx. 100
- Bump-in: 12pm on the 16th November 2023
- Bump-out: 12am on the 17th November 2023
- Activity: Placement of Rides and Attractions (All will be vehicle mounted with no damage to the road)
- Safety: Water Filled Barriers or Vehicles to be used to block road access.

Speed = 50 |

Taper = 15r

D = 15 |
Signage Spaci

PLAN NOT TO SCA

Comments:

On-street Party
Road Closure

BASTA

Date: 24/05/2024

Prepared by: Raphael Khoury

Project: New Street, Auburn

Client: Danny

Note:

- Access for Emergency Service Vehicles to be prioritised at all time.
- Traffic Controllers to manage vehicles entering /exiting the work zone
- All signage to be in accordance with TfNSW Traffic Control at Work Sites Manual and AS1742.3

Disclaimer:

This plan was prepared by BASTA Traffic Plans in accordance with Austr Standards and the TfNSW Traffic Control at Work Sites Version 6 2022. is designed for the safe loading and unloading of materials on the subje BASTA Traffic Plans holds no responsibility for the implementation of th All ROL and Council permits are the responsibility of the client to obtain

Item No: CTC-24-149

CARLTON STREET, GRANVILLE - PROPOSED TEMPORARY ROAD CLOSURE FOR GRANVILLE RAILWAY DISASTER MEMORIAL

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

Note: *Recommendation to Council*

SUMMARY

Cumberland City Council organising the “Granville Railway Disaster Memorial” event has proposed the temporary closure of Carlton Street, Granville between Railway Parade and Council car park entry adjacent to Russell Street. The memorial event is scheduled on Saturday 18 January 2025 from 7:00 AM to 1:00 PM.

This report gives details of the closure.

RECOMMENDATION

The Traffic Committee recommends that:

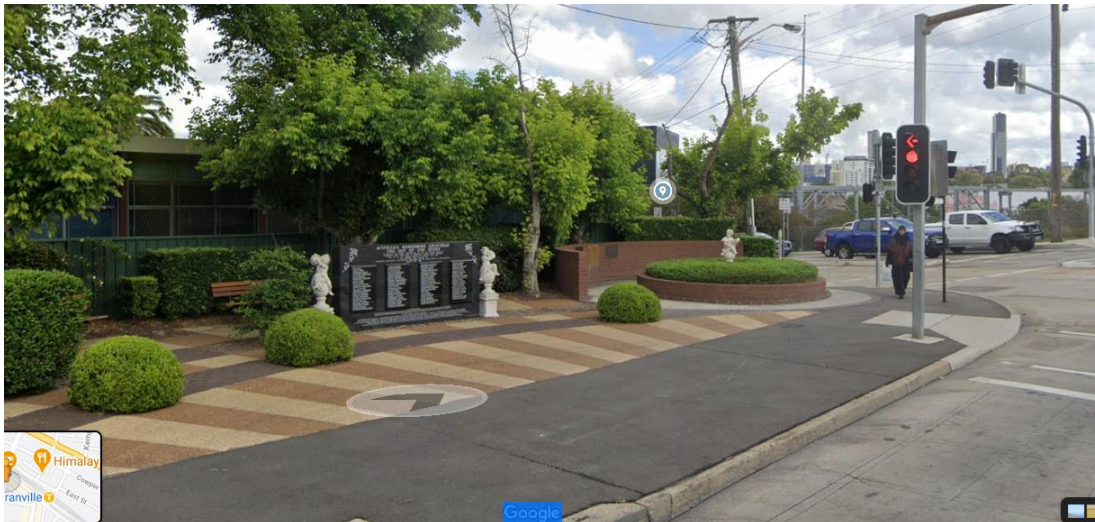
- 1. Council approve the temporary full road closure of Carlton Street, Granville between Railway Parade and Council car park entry adjacent to Russell Street from 5:00 AM to 2:00PM on Saturday 18 January 2025 subject to approval from Transport for NSW for the Traffic Management Plan and Traffic Guidance Scheme.**
- 2. The Traffic Management Plan and Traffic Guidance Scheme be forwarded to City of Parramatta for concurrence.**

REPORT

Cumberland Council organising the “Granville Railway Disaster Memorial” event has proposed the temporary closure of Carlton Street, Granville between Railway Parade and Council car park entry adjacent to Russell Street. The memorial event is scheduled on Saturday 18 January 2025 from 7:00 AM to 1:00 PM. The traffic guidance scheme will be implemented from 5:00AM to 2:00PM.

This is an annual memorial service to commemorate the lives lost due to the 1977 Granville Rail Disaster. Families of the victims, survivors and rescue personnel numbering 100 to 150 persons are expected to attend the event.

The Railway Disaster memorial is located on the south western corner of the Carlton Street & Railway Parade traffic lights. Please see a street view of the memorial below:



The event organisers have identified that as in previous years, the attendees will meet at the Granville Townhall and march along Carlton Street towards the memorial.

The plan overleaf shows the location of closure:



Following the event conducted previous years, event debriefings by Council staff observed that the events were successful without any issues.

Copies of the Traffic Management Plan (TMP) and Traffic Guidance Scheme (TGS) are attached.

CONSULTATION

Council's Event team will carry out the following notification activities, subject to Traffic Committee endorsement of the temporary road closure:

- Council media release.
- Letter box notifications are sent to local residents and businesses in Granville and surrounding areas to advise them of changes to traffic.
- Council's traffic contractor will have VMS boards present.

ATTACHMENTS

1. Granville Railway Disaster Memorial 2025 – Traffic Management Plan [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-149

Attachment 1

Granville Railway Disaster
Memorial 2025 – Traffic
Management Plan



TRAFFIC MANAGEMENT PLAN

‘Granville Railway Disaster Memorial 2025’

Version: V 1

Date: 2 May 2024

Written by: Momtchil Vassilev,

Reviewed by: Simon Clark.

Approved by: _____

Date of Approval: _____ Signature: _____

Assure Event Safety Services
Trading name of Australian Concert
and Entertainment Security
ABN 16 002 990 794 | ACN 002 990 794

P (02) 9699 7711
F (02) 9699 7755
safe@assuresafety.com.au
www.assuresafety.com.au

National Head Office
79 - 81 Regent Street,
Redfern NSW 2016 Australia

NSW ML No. 404776913
ASIAL Member 003749
NTIS 90024





1: EVENT DETAILS

1.1 Event Summary

Cumberland Council – the Event Organiser for “Granville Railway Disaster Memorial”– engaged Assure Event Safety Services (Assure) to prepare this Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGSs, please see Appendix) to provide traffic and transport planning support for the “Granville Railway Disaster Memorial” event –The event is expected to have 100 - 150 pax in the context of attendance and is not expected to have adverse traffic flow effects. Event details are as follows:

- Event Name: ‘Granville Railway Disaster Memorial’,
- Event Location: Carlton St at Railway Pde & Russell St Granville
- Event Date: Saturday, 18th of January 2024,
- Start Times: 07:00hrs, TGS start time: 05:00hrs,
- Finish Times: 13:00hrs, TGS finish time: 14:00hrs,
- The Event Is: On-Street,
- Preliminary classification: Class 3 (subject to Local Traffic Committee – LTC assessment),

1.2 Contact Names:

Event Organiser: Cumberland Council

Contact: Michael Brown

E-Mail: Michael.Brown@cumberland.nsw.gov.au

Tel: (02) 8757 9780

NSW Police: Cumberland PAC

Contact: Snr Cst Will Graham – Cumberland PAC – Traffic Services

E-Mail: 48859@police.nsw.gov.au

Tel: (02) 9897 4199

TfNSW/TMC – PIU - tmc_piu@tmc.transport.nsw.gov.au

Supplier of Traffic Control Signs and Devices (as noted in TGSs) - Assure Event Safety

Contact: Simon Clark, 0402 696 255, sclark@avertrisk.com.au

Supplier of Traffic Controllers for public roads – Assure Event Safety

Contact: Simon Clark, 0402 696 255, sclark@avertrisk.com.au



1.3 Brief Description of the Event

Annual memorial service to commemorate the lives lost due to the 1977 Granville rail disaster.

Expected patron profile will be families of the victims, survivors & rescue personal of 100-150 pax

Media presence will be minimal.

2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any activity. Safety risk identification, assessment and control process is a legal obligation (as per the WHS Act and Regulation 2017) and should be aligned with AS/NZS ISO 31000 - Risk Management and the Code of Practice 'How to Manage Work Health & Safety Risks'. Broader event risk management is best practice and fundamental part of due diligence. ARIA is the Event Manager and risk manager for the overall event operations and shall ensure that the risk management methodology and culture are applied throughout all stages and aspects of the event activities. Assure uses TGSs and TMP as specialised traffic risk control measures but notes that TGSs and TMP alone cannot entirely substitute a thorough AS/NZS ISO 31000 - based event risk assessment.

This TMP is based on the RMS 'Guide to Traffic & Transport Management for Special Events' (Version 3.5 July 19, 2018). TGSs in the Appendix are designed by Momtchil Vassilev Card No 0021956646. The TMP and TGSs were reviewed by Simon Clark. TGSs are designed in reference to RMS 'Traffic control at work sites technical manual (Version 6, September 2020) and AS 1742 'Manual of Uniform Traffic Control Devices' (series). Reference was also made to 'Hostile Vehicle Guidelines for Crowded Places' [ANZCTC] and 'Australia's Strategy for Protecting Crowded Places from Terrorism 2017' [ANZCTC].

Risk Matrixes:

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out -patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.

Consequence Note: *Not all three consequence descriptors necessarily apply to each risk item.*

LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	Medium



RISK REGISTER - 2.05.2024						
#	Hazard / Risk Source	Risk	Inherent	Risk Controls	Residual	Owner/Check
1	Road closures applied at locations not suitable for detour – causing road users to make U-turns or 3-point turns at the closure in order to turn around.	Motor vehicle Accident (MVA) – vehicle-vehicle collision.	B2 MEDIUM	<input type="checkbox"/> Road closures to be applied as per TGS - road closures to be in place at locations where direct detour is available to minimise road users making hazardous movements such as U-turns and 3-point turns (note TCAWS), <input type="checkbox"/> Roads on approach to road closures to be signposted as per TGS, <input type="checkbox"/> Traffic controllers to monitor traffic conditions and report to Traffic Manager if any urgent amendments required.	E2 LOW	CC: _____ _____ _____ _____ _____ _____
2	Pedestrians crossing roads adjacent to the event site. Event attendees congregating on narrow footpaths of the railway bridge/overpass.	Motor vehicle Accident (MVA) – pedestrian hit by a vehicle.	C4 HIGH	<input type="checkbox"/> Avoid road closure application of the section of the bridge due to high traffic volume impact on the local area, <input type="checkbox"/> Avoid footpath closure approach due to heavy requirements for signposting with no guarantee of pedestrian scheme success, <input type="checkbox"/> CC communicate to attendees that flower throwing ceremony will take part in sections – e.g. not all attendees partaking at the same time, <input type="checkbox"/> CC engage security/crowd controllers to direct participants to one side of each footpath of the bridge hence allowing for 50 % unobstructed footpath width for general public/pedestrians, <input type="checkbox"/> CC security/crowd controllers to stop pedestrians on red signal for pedestrians – deter jaywalking.	D2 LOW	CC: _____ _____ _____ _____ _____ _____
4	Mass gathering.	Hostile Vehicle attack.	C5 HIGH	<input type="checkbox"/> Consultation to take place with NSW Police, <input type="checkbox"/> Barriers to be placed as per recommendations from NSW Police if seen required given the short duration of the soft road closure.	D5 HIGH	CC: _____ _____ _____ _____ _____ _____

The register will be progressively updated and enhanced following further stakeholder consultation.



2.2 Public Liability Insurance

Evidence of Cumberland Council's Public Liability Insurance will be inserted in due time.

2.3 Police

Consultation with NSW Police Force (NSWPF) was undertaken via e-mail correspondence.

Cumberland Council will complete Schedule 1 Form 'Notice of Intention to Hold a Public Assembly' if/as required due time and Assure remains available to include it under this section.

2.4 Fire & Rescue NSW and NSW Ambulance

Assure is available to distribute copies of the final TMP to local Fire & Rescue NSW representative and NSW Ambulance Service (on the designated NSW Ambulance events e-mail address). Emergency services will have unobstructed access to the event venue/site via removal of the barrier boards.

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Locations

No route applicable as the event is at a fixed site. The event will take place on the footpath outside the Granville Train Disaster Memorial Garden. Pedestrian access along the North-South axis of the western footpath will be available via the closed roadway. The section of Carlton St. (in TGS) allows for good line-of-sight.

3.2 Parking

Parking for patrons who drive in will be available in the surrounding streets & the Granville Library carpark. Assure does not believe that specific parking arrangements are required given the expected attendance numbers.

3.3 Construction, Traffic Calming & Traffic Generating Developments

Assure undertook inspections of the road considered in this document. Assure also did not identify any traffic calming devices.

Assure will rely on Cumberland Council's for information about any planned activities in the local area that may have impact on the event traffic planning. Assure will check www.livetraffic.com closer to the event dates for any additional scheduled roadworks works or special events.

3.4 Trusts, Authorities, or Government Enterprises

The event is managed by Council and internal policies will be followed. Assure will include a TMC-PIU Road Occupancy Licence to this section in due time.



3.5 Impact on/of Public Transport

No impact on public transport is anticipated. Research has been conducted via transportnsw.info and the local bus routes do not utilise any of the impacted roads.

3.6 Reopening Roads after Moving Events

This event is a static event.

3.7 Traffic Management Requirements Unique to this Event

There are no unique requirements (as defined on p.59 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.5, July 1, 2018) however the TGS intent and Traffic Controller duties are described as follows (please refer to TGSs):

- a) T1-23 "Changed Traffic Conditions" & T1-6 "Detour Ahead" will be placed at both the north & south approaches of Carlton St. Then a closure will be implemented between Railway Pde & Russell St (barriers boards and traffic controller will be used for the closure).
- b) TC 1 Duties – No STOP/SLOW traffic control. Remain vigilant and grant access – open the barriers board on Lane 1 NB - for authorised event vehicles. Wave (using a flashing wand) general traffic along Railway Pde. And avoid informative conversations with general road users (as they can create a traffic hazard). Maintain escape route at all times and comply with PPE requirements. Have a current SafeWork NSW Traffic Control Work Training Card. In addition to the above, TGS is a special event TGS specifically designed for the purpose of event operations and with consideration to local traffic environment and conditions.
- c) TC 2 Duties – No STOP/SLOW traffic control. Wave (using a flashing wand) general traffic along Russell St. (avoid answering any questions to road users who can stop to ask and create a traffic hazard). Maintain escape route at all times and comply with PPE requirements. Have a current SafeWork NSW Traffic Control Work Training Card. In addition to the above, TGS is a special event TGS specifically designed for the purpose of event operations and with consideration to local traffic environment and conditions.

3.8 Contingency Plans

The only foreseeable, but very unlikely contingency is related to underestimating the amount of public attending the event. Should this occur patrons can be directed to step onto the closed road.

3.9 Heavy Vehicle Impacts

Negligible impact on heavy vehicles. Ref: <http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>



3.10 Special Event Clearways (SEC)

Assure does not propose use of SEC for this event. Carlton St will be isolated using traffic cones or T-top bollards prior to implementing the TGS to ensure adequate space is available for the planned event.

4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for Local Residents, Businesses, Hospitals & Emergency vehicles

Disruption to local residents will be negligible with a detour distance of 423 m for northbound vehicles & 346 m for southbound vehicles. No Hospitals would be affected by event traffic and transport operations. Emergency services will be notified of the event by Cumberland Council.

4.2 Advertising Traffic Management Arrangements

Cumberland Council will advertise as per Council policies for public notification. Assure does not believe that broad advertising is required as the proposed traffic control scheme does not have major impact on any local businesses or residents.

4.3 Special Event Warning Signs

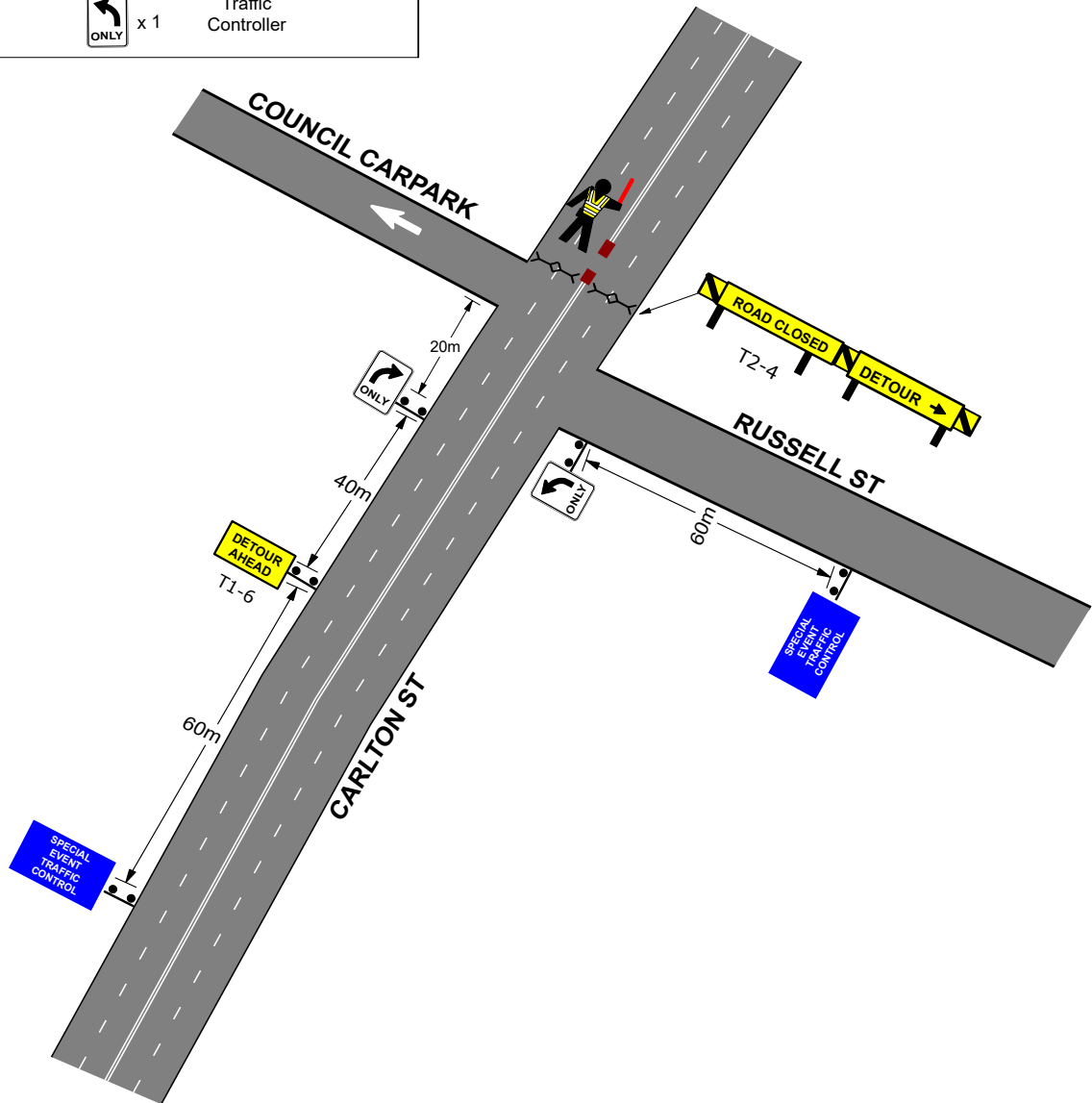
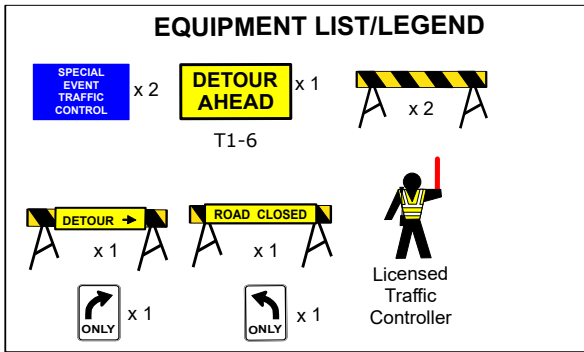
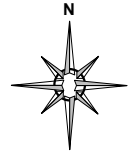
No special event warnings signs proposed to be used due to the nature of the operation – very short term and low impact.

4.4 Permanent Variable Message Signs [PVMS]

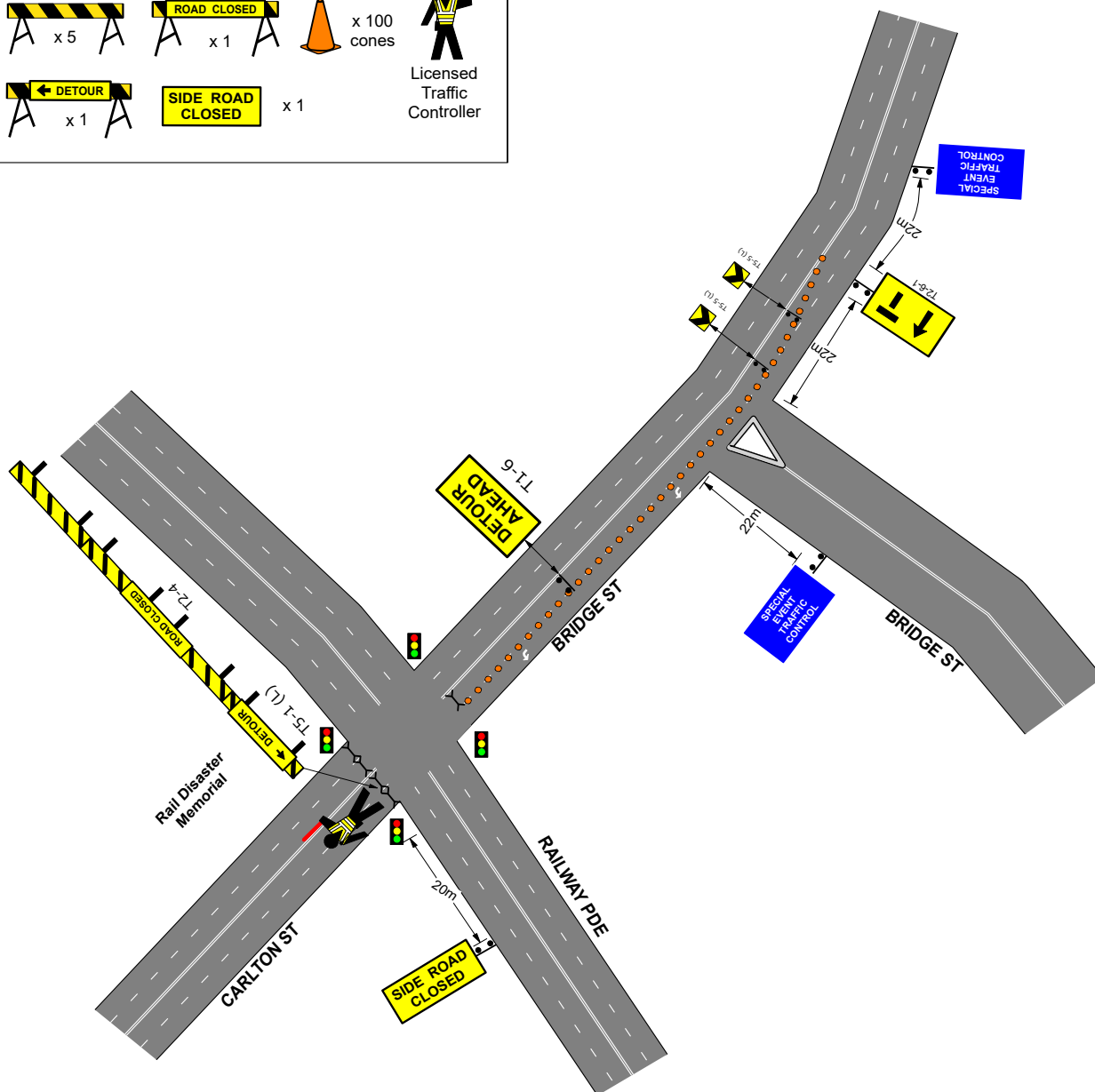
No PVMS support necessary.

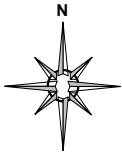
4.5 Portable Variable Message Signs [VMS]

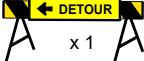
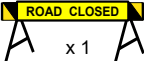
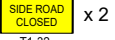

No VMS required.

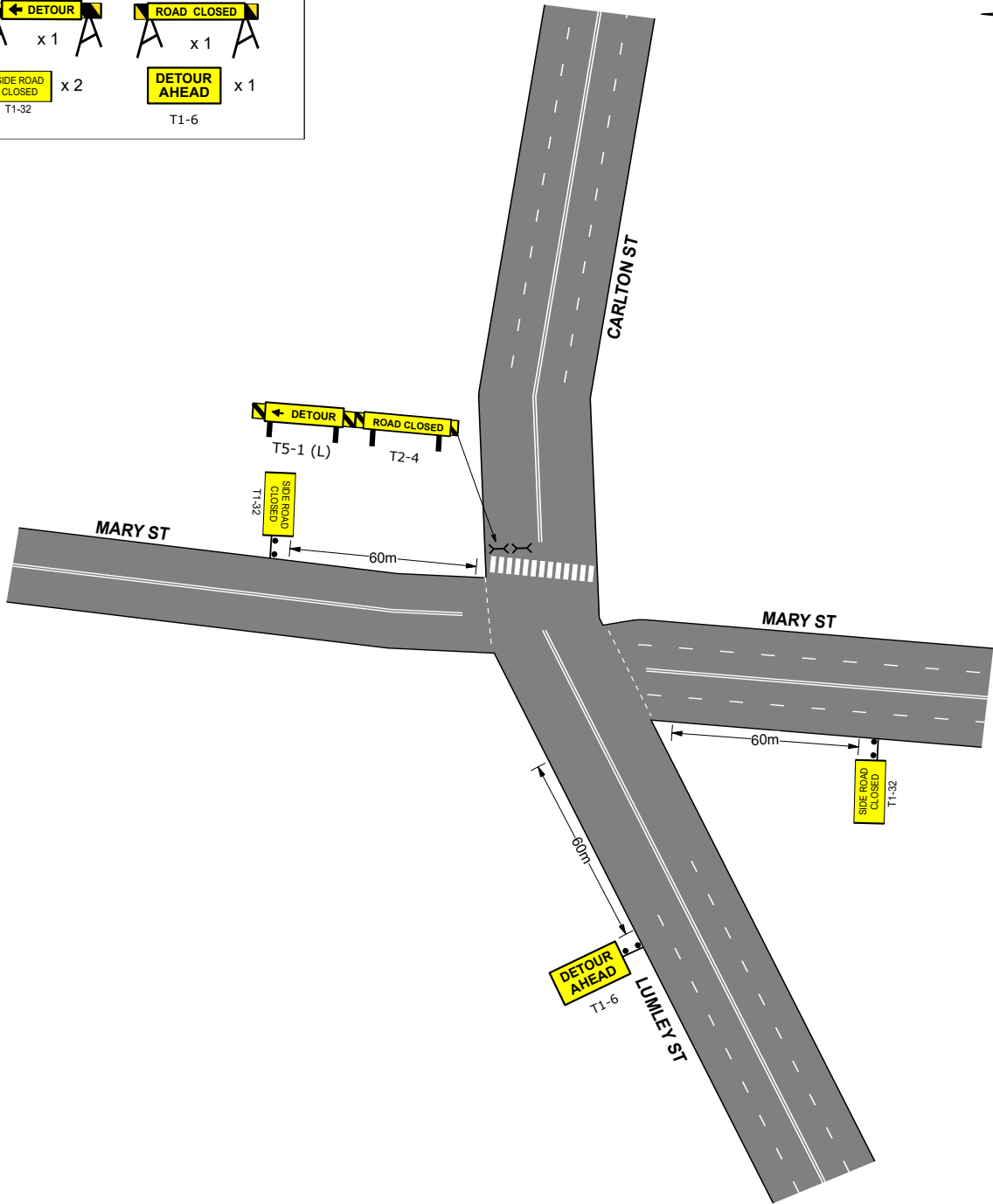


Carlton St at Russell St Granville			Railway Disaster Memorial		TGS 01	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Date Updated	02/05/24
TMC					Scale:	Not to Scale
POLICE					Drawn:	Momtchil Vassilev TCT0052764
COUNCIL					ASSURE SAFETY Event Safety Services	
TC STAFF	Install equipment	Implement closure	1	0500 - 1400		

Page 748



EQUIPMENT LIST/LEGEND	
 x 1	 x 1
 x 2 T1-32	 x 1 T1-6



Carlton St at Mary St Granville			Railway Disaster Memorial		TGS 03	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	Date Updated	02/05/24
TMC					Scale:	Not to Scale
POLICE					Drawn:	Momtchil Vassilev TCT0052764
COUNCIL					ASSURE SAFETY Event Safety Services	
TC STAFF	Install equipment	Implement closure	N/A	0500 - 1400		

Item No: CTC-24-150

MERRYLANDS ROAD, MERRYLANDS - TEMPORARY ROAD CLOSURE FOR 'NOWRUZ' PERSIAN NEW YEAR CELEBRATIONS

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

Note: *Recommendation to Council*

SUMMARY

Council has received an application from Council's Events Section requesting the closure of Merrylands Road, Merrylands between Treves Street and Miller Street to facilitate 2025 Nowruz Celebrations.

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

RECOMMENDATION

The Traffic Committee recommends that the temporary road closure of Merrylands Road between Treves Street and Miller Street be approved in accordance with the attached traffic guidance scheme between the hours of 7:00AM, Saturday, 22 March 2025 and 2:00AM, Sunday, 23 March 2025 subject to:

- 1. All affected businesses and emergency stakeholders being notified of the closure.**
- 2. Complying with the notification requirements of the Roads Act 1993, i.e., placing public notices in a newspaper and erecting notices on the road.**
- 3. Approval of a Traffic Management Plan by the Transport Management Centre.**

REPORT

Following inaugural celebration by Cumberland City Council of 'Nowruz', the Persian New Year at The Granville Centre in 2024, the event will be held in the new public space Merrylands Civic Square.

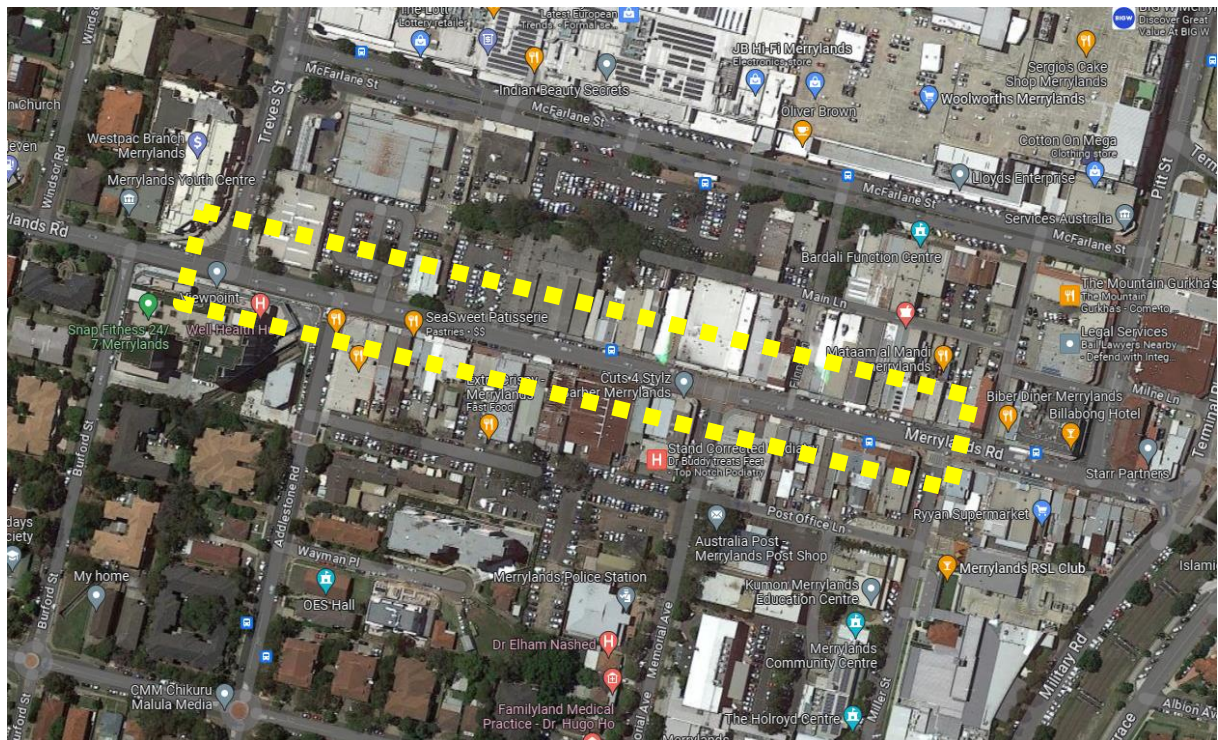
The closure of Merrylands Road between Treves Street and Miller Street for this event aims to provide additional event celebration space and crucially to provide opportunities for local town centre businesses to achieve maximum benefit from the event by being located in or close to the event site. This local business engagement

outcome is linked to funding being received by NSW Government so is crucial to the event delivery.

The road closure will be on Merrylands Road between Treves Street and Miller Street, from 7:00AM, Saturday, 22 March 2025 to 2:00AM, Sunday, 23 March 2025.

The event is classified as Class 3 in accordance with the Special Event Guidelines.

The map below shows the street network around Merrylands Road in this area.



The attached Traffic Guidance Scheme (TGS) shows the signage and the road section to be closed.

The TGS and Traffic Management Plan (TMP) will be forwarded to Transport for NSW for approval.

CONSULTATION

Council's Events team will carry out the following notification activities, subject to Traffic Committee endorsement of the temporary road closure:

- Council media release.
- Letter box notifications are sent to local residents and businesses in the area.
- Council's traffic contractor will have VMS boards present.

ATTACHMENTS

1. Nowruz Event - Traffic Guidance Scheme [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-150**

**Attachment 1
Nowruz Event - Traffic Guidance
Scheme**



TRAFFIC MANAGEMENT PLAN

'Nowruz Festival 2025'

Version: V 1

Date: 3 May 2024

Written by: Momtchil Vassilev,

Reviewed by: Simon Clark.

Approved by: _____

Date of Approval: _____ Signature: _____

Assure Event Safety Services
Trading name of Australian Concert
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Redfern NSW 2016 Australia

NSW ML No. 404776913
ASIAL Member 003749
NTIS 90024





1: EVENT DETAILS

1.1 Event Summary

Cumberland Council – the Event Organiser for “Norwuz Festival 2025”– engaged Assure Event Safety Services (Assure) to prepare this Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGSs, please see Appendix) to provide traffic and transport planning support for the “Norwuz Festival 2025” event –The event is expected to have 1000 pax in the context of attendance and is not expected to have adverse traffic flow effects. Event details are as follows:

- Event Name: ‘Norwuz Festival’,
- Event Location: Merrylands Rd, Merrylands.
- Event Date: Saturday, 22nd of March 2025,
- Start Times: 19:00hrs, TGS start time: 07:00hrs,
- Finish Times: 22:00hrs, TGS finish time: 02:00hrs,
- The Event Is: On-Street,
- Preliminary classification: Class 3 (subject to Local Traffic Committee – LTC assessment),

1.2 Contact Names:

Event Organiser: Cumberland Council

Contact: Michael Brown

E-Mail: Michael.Brown@cumberland.nsw.gov.au

Tel: (02) 8757 9780

NSW Police: Cumberland PAC

Contact: Snr Cst Will Graham – Cumberland PAC – Traffic Services

E-Mail: 48859@police.nsw.gov.au

Tel: (02) 9897 4199

TfNSW/TMC – PIU - tmc_piu@tmc.transport.nsw.gov.au

Supplier of Traffic Control Signs and Devices (as noted in TGSs) - Assure Event Safety

Contact: Simon Clark, 0402 696 255, sclark@avertrisk.com.au

Supplier of Traffic Controllers for public roads – Assure Event Safety

Contact: Simon Clark, 0402 696 255, sclark@avertrisk.com.au



1.3 Brief Description of the Event

Annual community event. Experience a night of vibrant celebrations with traditional music, performances and dancers at Cumberland Council's Nowruz event on Saturday 22 March. The Nowruz community event which will be taking over the streets of Merrylands between Treves Street and Memorial Avenue, is a celebration that marks the start of spring on the astronomical vernal equinox.

Nowruz, meaning "New Day" in Persian, marks the arrival of spring and the beginning of the Persian New Year. Celebrated for over 3,000 years, Nowruz has deep cultural and historical roots in various communities, particularly in the Middle East, Central Asia and parts of Southeast Europe.

2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any activity. Safety risk identification, assessment and control process is a legal obligation (as per the WHS Act and Regulation 2017) and should be aligned with AS/NZS ISO 31000 - Risk Management and the Code of Practice 'How to Manage Work Health & Safety Risks'. Broader event risk management is best practice and fundamental part of due diligence. ARIA is the Event Manager and risk manager for the overall event operations and shall ensure that the risk management methodology and culture are applied throughout all stages and aspects of the event activities. Assure uses TGSs and TMP as specialised traffic risk control measures but notes that TGSs and TMP alone cannot entirely substitute a thorough AS/NZS ISO 31000 - based event risk assessment.

This TMP is based on the RMS 'Guide to Traffic & Transport Management for Special Events' (Version 3.5 July 19, 2018). TGSs in the Appendix are designed by Momtchil Vassilev Card No 0021956646. The TMP and TGSs were reviewed by Simon Clark. TGSs are designed in reference to RMS 'Traffic control at work sites technical manual (Version 6, September 2020) and AS 1742 'Manual of Uniform Traffic Control Devices' (series). Reference was also made to 'Hostile Vehicle Guidelines for Crowded Places' [ANZCTC] and 'Australia's Strategy for Protecting Crowded Places from Terrorism 2017' [ANZCTC].

Risk Matrixes:

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out -patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.

Consequence Note: *Not all three consequence descriptors necessarily apply to each risk item.*

LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	Medium



TMP RISK REGISTER 3 May 2024						
#	Hazard / Risk Source	Risk	Inherent Risk	Risk Controls	Residual Risk	Risk Owner
1	Free access public event.	Higher than expected crowd numbers overwhelming the local area.	C2 MEDIUM	<input type="checkbox"/> CC to advertise public transport options – leave early and use trains, CC stress that local car parks are available, but can be full to capacity; very limited street parking in local area, <input type="checkbox"/> CC consider using VMS for event conditions messaging and for contingency messaging (VMS placements and messages to be developed further as planning progresses), <input type="checkbox"/> CC use social media for live contingency messaging, <input type="checkbox"/> Assure Traffic Manager monitor traffic volumes and effectiveness of TGS.	D2 LOW	CC, Assure:
2	Event area adjacent to busy public roads.	Pedestrian or worker hit by vehicle.	C3 HIGH	<input type="checkbox"/> CC communicate safety rules about driving within the road closed areas to all stallholders and performers, <input type="checkbox"/> Apply TGS as drawn, <input type="checkbox"/> Assure traffic manager apply road closure as per TGS, <input type="checkbox"/> Traffic controllers to escort stakeholder and local resident vehicles, <input type="checkbox"/> Assure TCs deter drivers from breaching the road closure, <input type="checkbox"/> Assure traffic manager follow industry best practice steps before reopening Joseph Street (keep the road closed as long as it is required).	E2 LOW	CC, Assure:
3	Crowded place – mass gathering.	Terrorist attack using a vehicle as a weapon.	C5 HIGH	<input type="checkbox"/> CC complete ANZCTC Crowded Places – Self-Assessment Checklist and discuss results with NSW Police, <input type="checkbox"/> CC security provider/crowd controllers to remain vigilant for suspicious activities, persons or vehicles, <input type="checkbox"/> CC to invite local Police to carry out walk-throughs and be visible in the area.	D5 HIGH	CC:

The register will be progressively updated and enhanced following further stakeholder consultation.



2.2 Public Liability Insurance

Evidence of Cumberland Council's Public Liability Insurance will be inserted in due time.

2.3 Police

Consultation with NSW Police Force (NSWPF) was undertaken via e-mail correspondence.

Cumberland Council will complete Schedule 1 Form 'Notice of Intention to Hold a Public Assembly' if/as required due time and Assure remains available to include it under this section.

2.4 Fire & Rescue NSW and NSW Ambulance

Assure is available to distribute copies of the final TMP to local Fire & Rescue NSW representative and NSW Ambulance Service (on the designated NSW Ambulance events e-mail address). Emergency services will have unobstructed access to the event venue/site via removal of the barrier boards.

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Locations

No route applicable as the event is at a fixed site. The event will take on the Merrylands Rd. Pedestrian access along the North-South and east-west axis of the footpath will be available via the closed roadway. The section of Merrylands Rd. (in TGS) allows for good line-of-sight.

3.2 Parking

Parking for patrons who drive in will be available in the surrounding streets. Assure does not believe that specific parking arrangements are required given the expected attendance numbers.

3.3 Construction, Traffic Calming & Traffic Generating Developments

Assure undertook inspections of the road considered in this document. Assure also did not identify any traffic calming devices.

Assure will rely on Cumberland Council's for information about any planned activities in the local area that may have impact on the event traffic planning. Assure will check www.livetraffic.com closer to the event dates for any additional scheduled roadworks works or special events.

3.4 Trusts, Authorities, or Government Enterprises

The event is managed by Council and internal policies will be followed. Assure will include a TMC-PIU Road Occupancy Licence to this section in due time.

3.5 Impact on/of Public Transport



No impact on public transport is anticipated. Research has been conducted via transportnsw.info and the local bus routes do not utilise any of the impacted roads.

3.6 Reopening Roads after Moving Events

This event is a static event.

3.7 Traffic Management Requirements Unique to this Event

There are no unique requirements (as defined on p.59 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.5, July 1, 2018)

3.8 Contingency Plans

The only foreseeable, but very unlikely contingency is related to underestimating the amount of public attending the event. Should this occur patrons can be directed to step onto the closed road.

3.9 Heavy Vehicle Impacts

Negligible impact on heavy vehicles. Ref: <http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>

3.10 Special Event Clearways (SEC)

Assure does not propose use of SEC for this event. Joseph St will be isolated using traffic cones or T-top bollards prior to implementing the TGS to ensure adequate space is available for the planned event.

4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for Local Residents, Businesses, Hospitals & Emergency vehicles

Disruption to local residents will be negligible. No Hospitals would be affected by event traffic and transport operations. Emergency services will be notified of the event by Cumberland Council.

4.2 Advertising Traffic Management Arrangements

Cumberland Council will advertise as per Council policies for public notification. Assure does not believe that broad advertising is required as the proposed traffic control scheme does not have major impact on any local businesses or residents.

4.3 Special Event Warning Signs

No special event warnings signs proposed to be used due to the nature of the operation – very short term and low impact.



4.4 Permanent Variable Message Signs [PVMS]

No PVMS support necessary.

4.5 Portable Variable Message Signs [VMS]

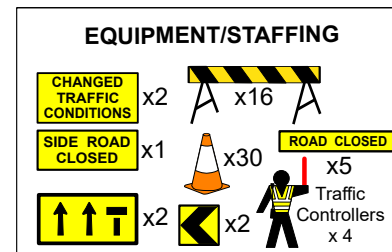
Assure recommends two VMS at each end of the closure points to provide local residents advance notice of the closure. Assure is available to provide wording for the VMS.



TGS - 'Nowruz 2025' Cumberland Council special event. Drawing NTS.
TGS developed in reference with AS1742 series and Traffic Control at Worksites
Technical Manual (V6.1 2022). Some irrelevant details omitted for clarity.
© ACESGroup 2023. For A3 or larger colour print only.

NOTES AND INSTRUCTIONS:

- TGS application - SAT 22 MAR 2025, 07:00 to SUN 23 MAR 2025, 02:00hrs,
- Advance warning signs to be placed as drawn at Dm = ~40m apart,
- Merge taper of Lane 3 out of 2 to be set in line with TCAWS merging eastbound traffic into lane 2 for left turn only,
- Traffic Controllers to vet authorised vehicles,
- Target Hardening/HVM not included,
- Local residents to be notified in advance,
- Variable Message Board placements and activation at least 1 week before the event in Merrylands Road recommended for advance notice to public,
- TGS to be implemented following the numeric sequence of the yellow numbered tags and packed-down in reverse sequence.



Item No: CTC-24-151

STATION STREET, WENTWORTHVILLE – PROPOSED ROAD CLOSURES FOR DIWALI FESTIVAL EVENT

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

Note: *Recommendation to Council*

SUMMARY

For the committee to consider the 14-hour closure of Station Street, Wentworthville for the Diwali Festival Event.

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

RECOMMENDATION

The Traffic Committee recommends that the temporary road closure of Station Street, Wentworthville between Dunmore Street and McKern Street between the hours of 7:00am Saturday 9 November 2024 to 1:00am Sunday 10 November 2024 be approved subject to the following conditions:

- 1. All affected businesses, residents and emergency stakeholders being notified of the closure.**
- 2. Complying with the notification requirements of the Roads Act 1993, i.e. placing public notices in a newspaper and erecting notices on the road.**
- 3. Bus operators shall be consulted of the closure.**
- 4. Approval of a Traffic Management Plan by Transport for NSW and the Transport Management Centre be obtained.**

REPORT

Council has received an application for the temporary closure of Station Street, Wentworthville between Dunmore Street and Perry Street from 7:00am Saturday 9 November 2024 to 1:00am Sunday 10 November 2024 for the Diwali Festival event.

Station Street, Wentworthville is a local road that runs in a north-south direction linking Wentworthville Station to the north and Great Western Highway to the south. Shops and small businesses are occupying along the street with time restricted parking is permitted on both side of the road. Transit Systems bus 818 and ComfortDelGro

Australia bus S8 are operating on Station Street from Monday to Friday. No bus services operate on Saturdays.

The Station Street closure for the Diwali Festival event has occurred in the past (pre Covid) and Council has not received any complaints from the public. It is an annual event, which will be held and managed by Cumberland City Council. It is noted that the event is scheduled to be carried out on Saturday 9 November 2024 between the hours of 6:00pm and 9:00pm.

The Traffic Control Plan for the Diwali Festival event is attached.

A Traffic Management Plan will be forwarded to Transport for NSW for approval.

CONSULTATION

Council's Events team will carry out the following notification activities:

- The event will be advertised via Council's website and social media page, local papers and through any other community/business networks.
- Business Consultation will occur in the area (in particular with any businesses directly affected by the closure
- Resident Notification Letters will be sent at least 8 weeks prior to the event being held.
- Messaging around 'Changes to Traffic' will also be available on Council's website – The Diwali Event Web Page

ATTACHMENTS

1. Traffic Control Plan – Diwali Festival [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-151

Attachment 1
Traffic Control Plan – Diwali
Festival



TRAFFIC MANAGEMENT PLAN

‘Diwali Festival 2024’

Version: 1

Date: 29 April 2024

Written by: Momtchil Vassilev,

Reviewed by: Simon Clark.

Assure Event Safety Services
Trading name of Australian Concert
and Entertainment Security
ABN 16 002 990 794 | ACN 002 990 794

P (02) 9699 7711
F (02) 9699 7755
safe@assuresafety.com.au
www.assuresafety.com.au

National Head Office
79 - 81 Regent Street,
Redfern NSW 2016 Australia

NSW ML No. 404776913
ASIAL Member 003749
NTIS 90024





1: EVENT DETAILS

1.1 Event Summary

Objective

'Diwali Festival 2024' is a free access cultural event celebrating the local community. The event will attract visitors to the area as well as involve local resident participation. The event will be managed by Cumberland Council (CC) with traffic control services and security/crowd control supplied by ACES Group. This Traffic Management Plan (TMP) will assist in the identification, provision and management of the traffic and road management measures necessary to support the event. Event details:

Name of event:	'Diwali Festival 2024',
Location of event:	Friend Park, 3A McKern St, Wentworthville, NSW 2145 (including section of Station Street - closed for traffic and occupied by mobile stages and stalls),
Event Date:	Saturday, 9 th of November 2024,
Event Start Time:	17:30 hrs. Road closures from 07:00 hrs to facilitate bump-in,
Event Finish Time:	22:00 hrs,
Event Bump-in Start Time:	Saturday, 9 th of November 2024, 07:00 to 17:00 hrs,
Event Bump-out Finish Time:	Saturday, 9 th of November 2024, 22:30 to Sunday, 10 th of November 2024 01:00 hrs,
Event Class:	2,
Expected attendance:	6,000 throughout the event evening.

1.2 Contact Names:

Organisation / Title	Contact	Phone	Mobile
Event Organiser - CC	Chloe Babbage – Events Coordinator	8757 9211	TBA.
NSW Police.	Will Graham – Leading Senior Constable, Traffic Officer, Cumberland PAC	9897 4199	TBA.
Traffic Manager.	Momtchil 'Momo' Vassilev - Assure Event Safety Services (traffic staff and core TCP signage)	9699 7711	0416 120 848
Bus services (TBA).	TBA.	TBA.	TBA.

1.3 Brief Description of the Event

The 'Diwali Festival 2024' is an event designed for CC and the local community, aiming to bring together local residents and Sydneysiders for a celebration of culture. The festival will feature captivating cultural performances on two mobile stages, creating an enjoyable experience for attendees. In addition, Station Street will be lined with an array of enticing food and merchandise stalls. While attendance projections are not currently available, Assure anticipates a crowd of approximately 6,000 people to participate in the event.



2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any undertaking. The risk identification, assessment and control process is a legal obligation (as per the Work Health & Safety Act 2011 and Regulation 2017 NSW) and should be aligned with ISO 31000:2018 'Risk Management – Guidelines' and the Code of Practice 'How to Manage Work Health & Safety Risks'. Cumberland Council (CC) is the Event Organiser and Event Manager (as per RMS 'Guide to Traffic & Transport management for Special Events'). CC is a key stakeholder in terms of consent for the festival together with NSW Police, and should ensure that the risk management methodology and culture are applied throughout all stages and aspects of the event activities. Assure uses TCPs and TMP as specialised control measures for the control of specific traffic-related risk, but notes that TCPs and TMP alone cannot entirely substitute a thorough ISO 31000:2018 - based event risk assessment encompassing all event operations.

This TMP is based on the RTA/RMS 'Guide to Traffic & Transport Management for Special Events' (v3.5, 2018) and aligned with its format. Assure also made reference to Austroads 'Guide to Traffic Management – Part 9: Traffic Operations' and RTA-RMS 'Guide to Traffic Generating Developments'.

A fundamental factor is the event patron travel mode, which for this event is – walking, public transport, taxi, and uber. Origin and destination assessment cannot be practicably undertaken due to unavailability of information, and due to the high range of variables involving human nature/human decision-making. Assure will undertake traffic volume and patron travel modal distribution forecasting in due time and include them in V2 of this plan. As a default strategy – CC should advertise the event as a public transport event with focus on Sydney Trains services.

TMP Risk Matrixes:

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out -patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.



LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	High



TMP RISK REGISTER 29 April 2024						
#	Hazard / Risk Source	Risk	Inherent Risk	Risk Controls	Residual Risk	Risk Owner
1	Free access public event.	Higher than expected crowd numbers and low car-pooling overwhelming the local area.	C2 MEDIUM	<input type="checkbox"/> CC to advertise public transport options – leave early and use trains (very limited street parking in local area), <input type="checkbox"/> CC consider using VMS for event conditions messaging and for contingency messaging, <input type="checkbox"/> CC use social media for live contingency messaging, <input type="checkbox"/> Assure Traffic Manager monitor traffic volumes and effectiveness of TGS, <input type="checkbox"/> CC request Police assistance with request to TMC for potential changing of traffic signals phasing to alleviate congestion, <input type="checkbox"/> CC to have crowd control barriers (stacks of 10) ear each road closure – Traffic Controllers to set crowd control barriers (flat foot type) along kerbs to contain pedestrians on footpaths near the road closures.	E1 LOW	CC, Assure: _____ _____ _____ _____ _____
2	Event area adjacent to a public road.	Pedestrian or worker hit by vehicle.	C3 HIGH	<input type="checkbox"/> CC communicate safety rules about driving within the road closed areas to all stallholders and performers, <input type="checkbox"/> Apply TGS as drawn, <input type="checkbox"/> Assure traffic manager apply road closure as per TGS, <input type="checkbox"/> Traffic controllers to escort stakeholder and local resident vehicles, <input type="checkbox"/> Assure TCs deter drivers from breaching the road closure, <input type="checkbox"/> Assure traffic manager follow industry best practice steps before reopening Station Street (keep the road closed as long as it is required).	E2 LOW	CC, Assure: _____ _____ _____ _____ _____
3	Crowded place – mass gathering.	Terrorist attack using a vehicle as a weapon.	C5 HIGH	<input type="checkbox"/> CC complete ANZCTC Crowded Places – Self-Assessment Checklist and discuss results with NSW Police, <input type="checkbox"/> Assure traffic manager to part traffic control vehicle at southern road closure of Station Street (other two closures with have mobile stages), <input type="checkbox"/> ACES Group security/crowd controllers to remain vigilant for suspicious activities, persons or vehicles, <input type="checkbox"/> CC to invite local Police to carry out walk-throughs and be visible in the area.	D5 HIGH	CC: _____ _____ _____ _____ _____

Note: table to be updated following further consultation.



2.2 Public Liability Insurance

ACES Group PLI included below.



CERTIFICATE OF CURRENCY

In our capacity as Insurance Brokers, we hereby certify that the undermentioned Insurance Contracts are current as at 30 August 2023.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy below.

CLASS:	Public & Products Liability
INSURED:	Australian Concert and Entertainment Security Pty Ltd (ACE Security), ACES Group, Secure Domain, Avert Risk Management Services, Assure Event Safety Services, Affirm Training, Event Force, Alleviate Event Administration & Logistics, Australian Concert and Entertainment Services Pty Ltd
INSURER:	Lloyd's of London
POLICY NUMBER:	11398X11
SITUATION:	79-81 Regent Street, Redfern, NSW 2016
EXPIRY DATE:	4:00pm on 31 August 2024
LIMIT OF LIABILITY:	\$50,000,000 any one occurrence \$50,000,000 in the aggregate in relation to Products Liability
GEOGRAPHICAL LIMITS:	Worldwide excluding USA & Canada

Yours faithfully,



James Rossi
Account Manager

NOTICE TO OUR VALUED CLIENTS

We are dedicated to delivering the best possible service to you.

You can view our FSG, Privacy Policy, feedback and complaints process here - <https://www.qsaib.com.au/notice-to-our-valued-clients>

PO Box 101,
Grosvenor Place NSW 1220

Tel: +61 2 8274 8100
Fax: +61 2 9252 5882

'The Old Presbytery' 137 Harrington Street, Sydney NSW 2000

www.qsaib.com.au

GSA Insurance Brokers Pty Ltd (GSA)
ABN: 34 084 437 196 AFSL: 238477



CERTIFICATE OF CURRENCY

In our capacity as Insurance Brokers, we hereby certify that the under mentioned Insurance Contracts are current as at 23 August 2023. This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy below.

CLASS: Professional Indemnity

POLICY NUMBER: 47-ZEP-306038-05

INSURED: Australian Concert and Entertainment Security Pty Ltd

POLICY PERIOD: From: 31st August 2023 at 4:00pm Local Standard Time
To: 31st August 2024 at 4:00pm Local Standard Time

LIMIT OF LIABILITY: \$20,000,000 all policy sections and \$40,000,000 in the aggregate

EXCESS: \$25,000 each and every claim

RETROACTIVE DATE: Unlimited

PROFESSIONAL SERVICES:

1. Risk, Safety & Security consultancy services;
2. Crowd management planning;
3. Traffic management;
4. Training services;
5. Venue & site management services;

SECURITY: Berkshire Hathaway Specialty Insurance Company



Johnnie Keymer
Portfolio Manager, Professional & Financial Lines

NOTICE TO OUR VALUED CLIENTS

Clients who are not fully satisfied with our service should contact our customer relations/complaints officer, Rocco Pirrello (phone 02 8274 8162).

GSA Insurance Brokers also subscribe to the Insurance Brokers Dispute Limited (IBDL), a free customer service, and the General Insurance Brokers Code of Practice. Should you require further information please do not hesitate to contact our office.

PO Box 101,
Grosvenor Place NSW 1220

Tel: +61 2 8274 8100
Fax: +61 2 9252 5882

'The Old Presbytery' 137 Harrington Street, Sydney NSW 2000

www.gsaib.com.au

General Security Australia Insurance Brokers Pty Ltd (GSA)
ABN: 34 084 437 AFSL: 238477



2.3 Police

Assure will consult with NSW Police Force. CC will complete a Schedule 1 'Notice of Intention to Hold a Public Assembly' and submit it to NSW Police. Completed form will be included herein when it becomes available.

2.4 NSW Fire & Rescue and NSW Ambulance

Assure is available to distribute copies, or delegate the distribution of copies, of this TMP to local Fire & Rescue NSW and NSW Ambulance Service as well as State Emergency Service (SES). Emergency services' vehicles traveling in response mode will have unobstructed access through the soft road closures (under traffic controller escort for pedestrian safety) of the event and thus would not be adversely affected.

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Locations

Figure 1 – Local area aerial map with event site and road closure footprint overlay:





3.2 Parking

Public Car parking

Parking will be very limited to legally available kerbside parking spots. No off-street parking option is discussed. The previous events did not present any resident complaints regarding blocked driveways or other parking issues. The local area also has a few off-street car parks.

3.3 Construction, Traffic Calming & Traffic Generating Developments

Assure is not aware of any traffic calming devices that can adversely affect the event. Assure will continuously check for any developments that could adversely interact with the event traffic management.

3.4 Trusts, Authorities, or Government Enterprises

Cumberland Council (CC) is the key consent authority for this event. Evidence of consent from NSW Police will be included when available. Road Occupancy Licence (ROL) will be obtained by Assure in due time.

3.5 Impact on/of Public Transport

There will be negligible impact on Public Transport Services from this event. Bus service 818 does not operate on weekends (ref: http://www.transitsystems.com.au/sydney/pdf/818_Timetable_28APR14.pdf). Bus services 705 and 708 do not use streets closed for the event (ref: <https://transportnsw.info/documents/timetables/13-705-Blacktown-to-Parramatta-via-Seven-Hills-20180430-20180602.pdf> and <https://transportnsw.info/documents/timetables/13-708-Constitution-Hill-to-Parramatta-via-Pendle-Hill-20180430-20180602.pdf>). Sydney Trains T1 and T5 (Wentworthville Station) lines are unlikely to experience undue loading due to the event size and expected attendance.

3.6 Reopening Roads

ACES Group – Assure Traffic Manager will conduct operational safety checks before streets are re-opened (soft road closures removed). The opening will only occur after: 1. The carriageways are clear of event infrastructure and clean, 2. The roadways are clear form pedestrians, 3. Traffic control vehicle has been used to drive up and down the avenue and direct any pedestrians away and any obstructions removed. Opening will be done by removing barrier boards from the outbound lanes (outbound from the closed section out), then removing the inbound barriers and finally removing any signage.

3.7 Traffic Management Requirements Unique to this Event

No unique requirements (as defined on p.55 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.4, August 2, 2006). The following outline specific arrangements and considerations for this event:

Measures to ameliorate the impact of re-assigned traffic

Closing the Station Street and Pritchard Street is critical to public safety for this event. These are local area streets with Station Street, being an alternate route (ref: UBD), leads to a No Through Road at the NW end of The Kingsway. The proposed road closures would trigger a NB detour via Garfield Street that leads to efficient link to A28 at the intersection of A28 and Dunmore Street. The SB detour is likely to experience low traffic volumes as it would receive traffic form The Kingsway (servicing kiss and ride at the train station) and any road users who chose not to use the A28-Great Western Hwy junction, but rather travel through the local area. The SB detour allows road



users to progress via Lane Street and return to the potential original route along Station Street. The detour signposting is limited due to the low impact and short section of road closed.

Traffic controllers

ACES Group traffic control staff holding SafeWork NSW Traffic Control Work Training Card qualification will staff the road closures and will be thoroughly briefed about specific access arrangements for stallholders and emergency services.

Pedestrians and Cyclists

Pedestrian access will be available through all road closures. Cyclists will be either detoured with general road users or asked by the traffic controllers to dismount and walk through the event site.

Performers and Stallholders

Stallholders and performers will be granted access to the road closed zone under the following conditions:

- Only vehicles authorised by CC allowed in (except local residents using the car park at 27-29 Station Street and emergency services vehicles),
- Drive at 5 km/hr and maintain one way flow (exit at opposite side of the road closed section),
- Never leave the vehicle unattended with the engine running (apply park brake, lock gear box, turn engine off and remove the keys),
- Vehicles only allowed on site during bump-in and bump-out and only for a limited period – the time it takes to unload/load.

Traffic controllers will monitor compliance with these conditions.

3.8 Contingency Plans

The following contingencies are considered (ref. Appendix B, Table B 1 of Austroads “Guide to Traffic Management, Part 9: Traffic Operations”):

- Condition: Severe weather (heavy rain, hail, storm, lightning) -
Response: Assure traffic manager to prioritise instruct traffic controllers to expect increase of kiss and ride type stopping near the event area. Mass egress is likely, but only for a part of the event crowd and most public may choose to stay in the area and seek shelter in local shops etc. The event does not utilise grassland off-street parking so traffic impact is negligible,
- Condition: Major MVA (Motor Vehicle Accident; fatalities, multiple blocked lanes) on Dunmore Street -
Response: CC to use all available means to communicate to event patrons to expect delays or use alternative modes of travel. CC and Assure Traffic Manager to monitor LiveTraffic updates and adjust accordingly,
- Condition: Absence of trained personnel (e.g. licensed TCs) on event day,
Response: Rostering already allows for this contingency. Assure traffic manager to prioritise briefing and deployment until additional staff can arrive.

3.9 Heavy Vehicle Impacts

No notable heavy vehicle impact. Assure verified that that the closest heavy vehicle approved route is the A28 and the road closures are highly unlikely to impact heavy vehicle traffic. Ref:

<http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>).



3.10 Special Event Clearways (SEC)

SEC are not proposed – highly unlikely to be supported by TMC and cost prohibitive. The road closure is designed to cater for vehicles parked under existing kerb conditions – allowing ample time for vehicle owners to remove their vehicles (linking to kerb parking condition signs and timeframes). Assure will develop signage to be placed along kerbside pole two days before the event advising of the road closure. Consultation with CC determined that event if cars are left at kerb parking spots, this would significantly affect the event. CC would seek assistance from NSW Police to contact owners and ask them to move their vehicles if critically required.

4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for Local Residents, Businesses, Hospitals & Emergency vehicles

No adverse effect. Access for users of the private car parking (driveway between 27 and 29 Station Street) will be facilitated by traffic controller escort. The locality does not suggest adverse effect to many local residents caused by the road closures. Local businesses will be notified by CC to seek alternative arrangements for deliveries (example: Wentworthville Hotel can receive deliveries via Lane Street and the adjacent car parking).

4.2 Advertising Traffic Management Arrangements

Assure recommends that Cumberland Council advertises the event as per Council policy.

4.3 Special Event Warning Signs

Custom signs will be displayed along sections of roads that fall within the road closures at least two days before the event. Please also see Section 4.4 below.

4.4 Permanent Variable Message Signs [PVMS]

No PVMS support required or likely to be supported by TMC for this event.

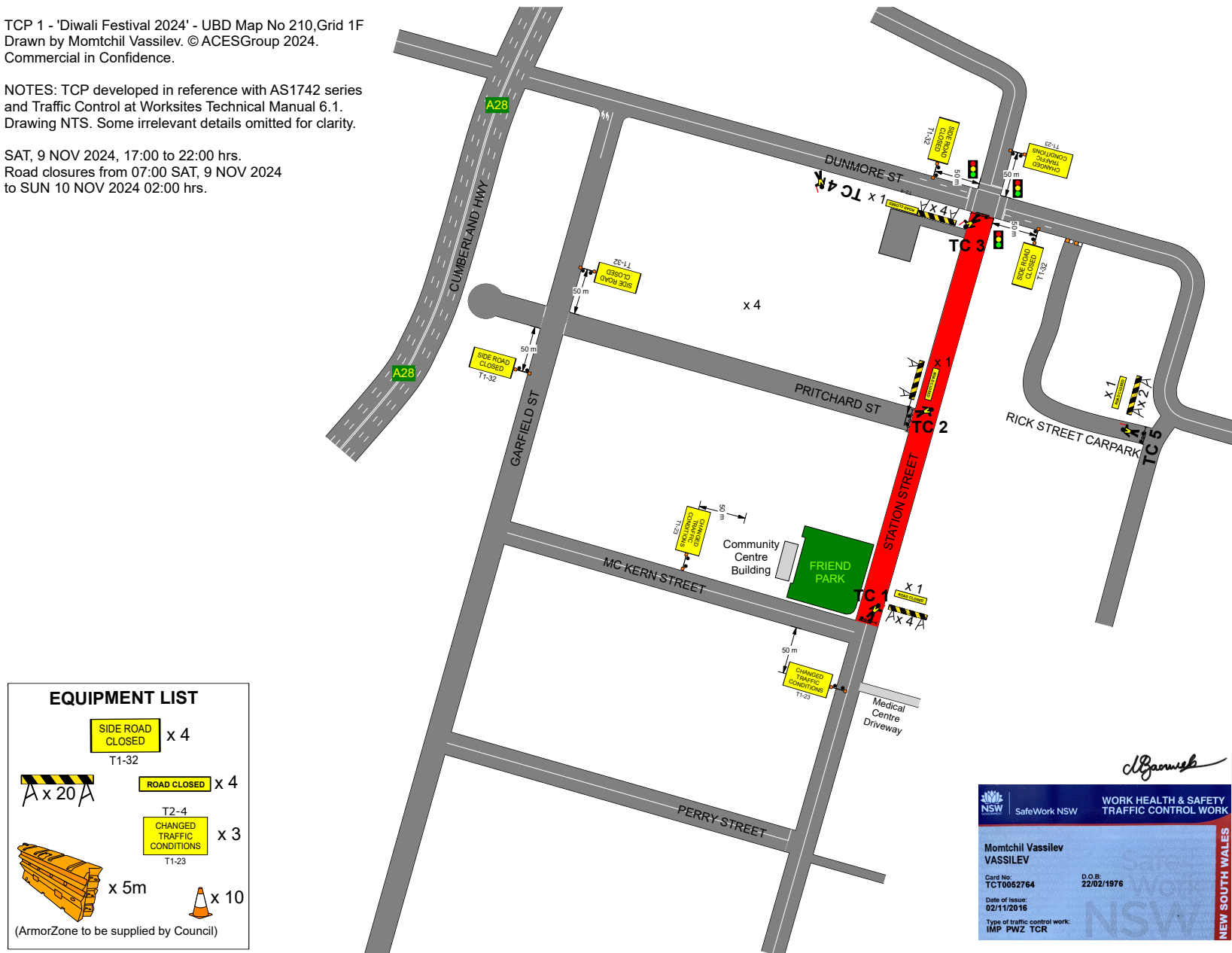
4.5 Portable Variable Message Signs [VMS]




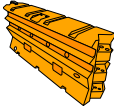

Assure recommends that two VMS boards are considered by CC for advance warning of road users about the road closures. The VMS would be placed strategically on Station Street and Assure available to develop VMS messages.

TCP 1 - 'Diwali Festival 2024' - UBD Map No 210, Grid 1F
Drawn by Momtchil Vassilev. © ACESGroup 2024.
Commercial in Confidence.

NOTES: TCP developed in reference with AS1742 series
and Traffic Control at Worksites Technical Manual 6.1.
Drawing NTS. Some irrelevant details omitted for clarity.

SAT, 9 NOV 2024, 17:00 to 22:00 hrs.
Road closures from 07:00 SAT, 9 NOV 2024
to SUN 10 NOV 2024 02:00 hrs.



EQUIPMENT LIST	
 x 4	T1-32
 x 20	T2-4
 x 3	T1-23
 x 5m	
 x 10	
(ArmorZone to be supplied by Council)	

Barusch

NSW SafeWork NSW WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

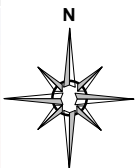
Montchil Vassilev
VASSILEV

Card No: TCT0052764 D.O.B: 22/02/1976

Date of Issue: 02/11/2016

Type of traffic control work: IMP PWZ TCR

NEW SOUTH WALES



Item No: CTC-24-152

TEMPORARY ROAD CLOSURE FOR 'AUSTRALIA DAY' CELEBRATIONS

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

Note: *Recommendation to Council*

SUMMARY

For the Committee to consider the two (2) hour closure of a short section of Pitt Street, Merrylands to facilitate 2025 Australia Day Celebrations in Holroyd Gardens at the corner of Pitt Street & Walpole Street.

The event will be managed by Council.

RECOMMENDATION

The Traffic Committee recommends that the temporary two-hour closure of Pitt Street in accordance with the attached traffic control plan between 8:30PM and 10:30PM on Sunday January 26, 2025 be approved, subject to concurrence and approval of a Traffic Management Plan (TMP) by Transport for NSW.

REPORT

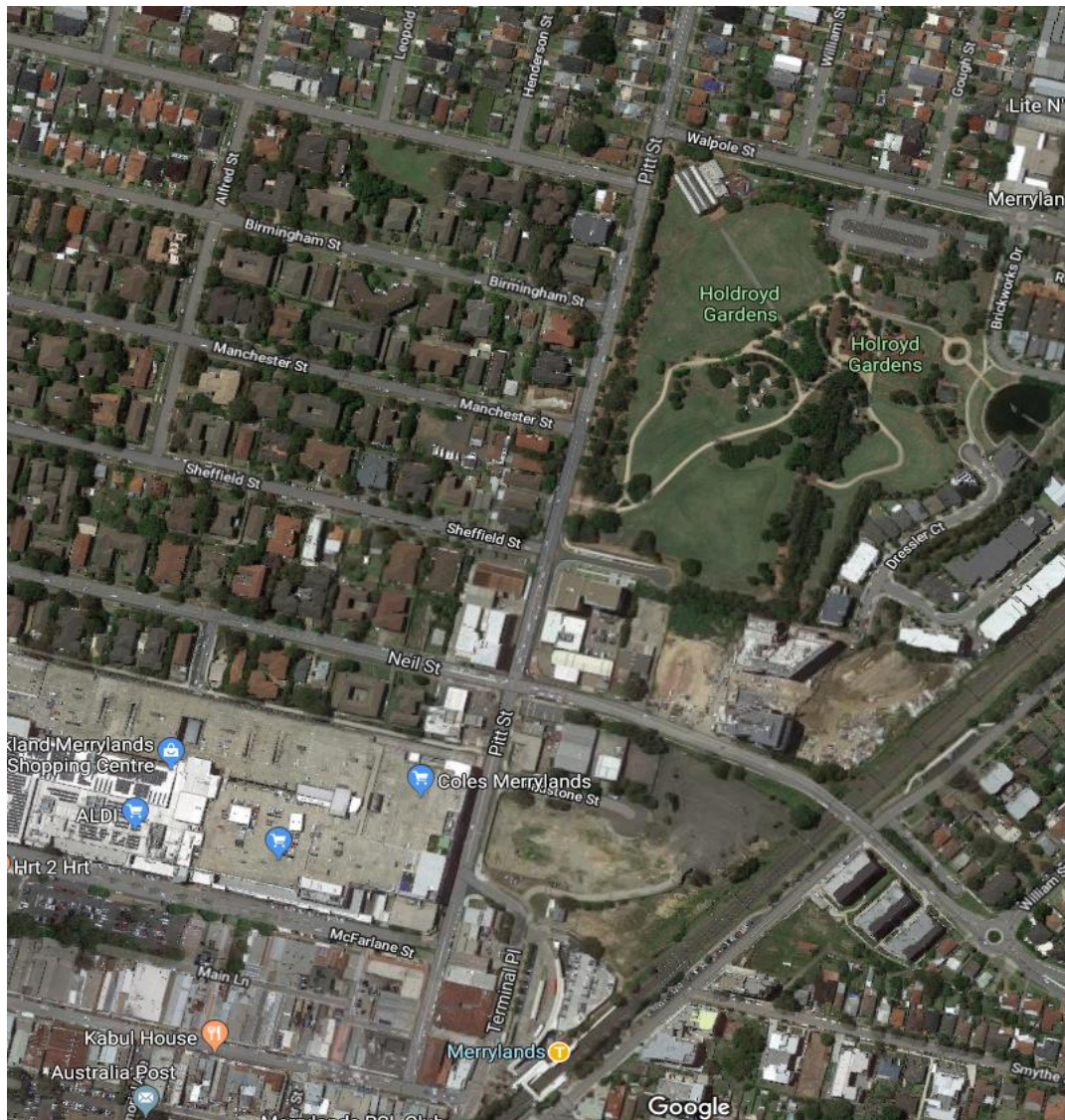
Australia Day is celebrated annually in Holroyd Gardens at the corner of Pitt Street & Walpole Street. The event will be managed by Council.

Australia Day will be celebrated on Sunday January 26, 2025 commencing from 6:00PM and finishing at 9:00PM. Approximately 1,000 people are expected to attend the event throughout the duration. There will be fireworks at the end of the event.

The road closure will be on Pitt Street between the two eastern and western approaches of the staggered intersection of Walpole Street. The road closures will be between 8:30PM and 10:30PM to facilitate event patrons to evacuate the area safely and cross Pitt Street to access their parked cars or walk to Merrylands station which is less than 900m from Holroyd Gardens.

The event is classified as Class 3 in accordance with the Special Event Guidelines.

The map below shows the street network and Holroyd Gardens.



The Traffic Management Plan and Traffic Guidance are attached.

The Traffic Management Plan (TMP) will be submitted to Transport for NSW for approval.

ATTACHMENTS

1. Traffic Management Plan - Australia Day 2025 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-152

Attachment 1
Traffic Management Plan -
Australia Day 2025



TRAFFIC MANAGEMENT PLAN

‘Australia Day 2025’

Version: 1

Date: 2 May 2024

Written by: Momtchil [‘Momo’] Vassilev & Simon Clark

Reviewed by: Travis Semmens

Approved by: _____

Date of Approval: _____ Signature: _____

Assure Event Safety Services
Trading name of Australian Concert
and Entertainment Security
ABN 16 002 990 794 | ACN 002 990 794

P (02) 9699 7711
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National Head Office
79 - 81 Regent Street,
Redfern NSW 2016 Australia

NSW ML No. 404776913
ASIAL Member 003749
NTIS 90024





1: EVENT DETAILS

1.1 Event Summary

'Australia Day 2025' is a free public event promoted by Cumberland Council (from here in referred to as CC). The event attracts visitors from the broad Sydney region, who are known to opt to drive to the event. This year the Gardens will come alive with stage entertainment, food, and a fireworks display.

- Event Name: 'Australia Day 2025',
- Event Location: Holroyd Gardens - Pitt St & Walpole Street, Merrylands NSW 2160,
- Event Date: Saturday, 26th January 2025
- Start Time: 18:00 hrs,
 - Park Closes: 20:00 hrs,
 - Fireworks: 20:50 hrs,
- Finish Time: 21:00 hrs,
 - Egress through:
 - Pitt Street gate,
 - Walpole Street carpark,
 - Internal gate near brickworks,
- Event TGS Start: 20:30 hrs,
- Event TGS Finish: 22:30 hrs,
- The Event Is: Off-Street,
- Preliminary classification: Class 3 (subject to change following input from LTC),
- Event Capacity: anticipated throughout event days 1,000 pax
- Transport: 1. Train and shuttle bus, 2. Walk, 3. Set-down/pick-up, 4. Drive and park, 5. Walk, 6. Bicycle,
- Access: Free.

1.2 Contact Names:

Role:	Org:	Rep:	Mob/Tel:	E-Mail:
Event Organiser.	CC.	Chloe Babbage	02 8757 9211	Chloe.Babbage@cumberland.nsw.gov.au
Gardens & Road Crew.	CC.	Paul Clark – Gardens manager.	TBC.	TBC.
Police.	NSWPF, Cumberland PAC.	Will Graham	02 9897 4060	48859@police.nsw.gov.au
Security/ Crowd Management	TBC.	TBC.	TBC.	TBC.
Traffic Planner.	Assure - Avert.	Momtchil Vassilev ['Momo'].	0416 120 848.	momo@avertrisk.com.au



1.3 Brief Description of the Event

Free access public event for up to 1,000 pax throughout the event period. The event is organised and promoted by Cumberland Council (CC). Traffic management and control resources are organised by Council. Consultation between CC and Assure indicated that a large number of the patrons travel by car – drive. Experience has suggested that local network congestion occurs due to the increase of traffic as patrons unfamiliar with the local area drive to and from the event. The event site includes the Holroyd Gardens as well as local roads being subject to high pedestrian activity. CC indicated that although appropriate speed limits are in place, there are concerns about pedestrian and vehicle interaction at this area. The above concerns form the objectives of this plan:

- ☐ To minimise risk of pedestrian being hit by a vehicle, or a Motor vehicle Accident (MVA) involving vehicle-vehicle collision,
- ☐ To set a strategy for CC to educate the public/patrons that CC has made provisions for transport options and driving to the event should be avoided,
- ☐ To minimise impact on the non-event community,
- ☐ To minimise impact on the local road network by using means available to CC.

2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any activity. The safety risk identification, assessment and control process is a legal obligation (as per the WHS Act 2011 and Regulations 2017) and should be aligned with ISO 31000 - Risk Management and the Code of Practice 'How to Manage Work Health & Safety Risks'. Broader event risk management is best practice and a fundamental part of due diligence. CC are the risk managers for 'Australia Day 2025' and should ensure that the risk management methodology and culture are embedded in event operations. Assure uses TGSs and TMPs as specialised traffic risk control measures, but notes that TGSs and TMPs alone cannot entirely substitute for a thorough ISO 31000 - based event risk assessment. This TMP is based on the RMS 'Guide to Traffic & Transport Management for Special Events' (Version 3.5 July 1, 2018) and formatted to meet its sections for ease of use and reference. TGSs in the Appendix are designed by Momtchil Vassilev Card № 0021956646. The TMP and TGSs were reviewed by Simon Clark. TGSs are designed in reference to RMS 'Traffic Control at Worksites' – TCAWS manual (Version 6.1, February 2022) and AS 1742 'Manual of Uniform Traffic Control Devices' (series), 'Guide to Traffic Management – Part 9: Traffic Operations' and RTA-RMS 'Guide to Traffic Generating Developments'.



TMP risk assessment tables and matrix:

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out -patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.

LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	Very High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	Medium



RISK REGISTER - 2.05.2024						
#	Hazard / Risk Source	Risk	Inherent	Risk Controls	Residual	Owner/Check
1	Roads subject to high pedestrian traffic due to event activities position at each side of the road	Motor vehicle Accident (MVA) – pedestrian hit by a vehicle.	B3 HIGH	<input type="checkbox"/> CC consider applying soft road closure of as per TGS's (see Appendix of this document), <input type="checkbox"/> CC advertise transport options via all available means to encourage use of trains and shuttle bus service, <input type="checkbox"/> CC to advertise road closures via VMS (Variable Message Boards) and online in advance.	E2 LOW	CC:
2	Traffic controllers potentially interacting with/directing road users.	Motor vehicle Accident (MVA) – vehicle-vehicle collision.	B3 HIGH	<input type="checkbox"/> TGSs to be applied as drawn with Traffic Controller (TC) positions away from advance warning signs applied, <input type="checkbox"/> CC instruct TC to stay clear from roads, <input type="checkbox"/> CC advertise event transport and traffic control arrangements in advance, <input type="checkbox"/> Variable Message Signs (VMS) to be applied as per Section 4.5 of this document.	D2 LOW	CC:
3	Patrons driving to the event.	Car parks full. Patrons parking on roads contrary to kerb parking conditions. Patrons parking on resident driveways. Traffic congestion at roads close to the event area due to decreased carriageway width.	B2 MEDIUM	<input type="checkbox"/> CC advertise event transport and traffic control arrangements in advance, <input type="checkbox"/> CC use web site to instruct patrons not to park on resident driveways and that Council Rangers will be patrolling areas adjacent to the event and will infringe offenders, <input type="checkbox"/> Rangers to be highly visible (marked patrol vehicle, informs, checks of areas on foot) as deterrent to patrons from parking illegally, <input type="checkbox"/> Variable Message Signs (VMS) to be applied as per Section 4.5 of this document, <input type="checkbox"/> CC provide free/courtesy access to the event for local residents.	D2 LOW	CC:



RISK REGISTER - 2.05.2024						
#	Hazard / Risk Source	Risk	Inherent	Risk Controls	Residual	Owner/Check
4	Patrons driving to the event.	Congestion of local road network.	B3 HIGH	<input type="checkbox"/> CC apply TGS 1 and in particular T-top bollards or cones placed to ensure clear carriageway and visibility on approach, <input type="checkbox"/> CC advertise event transport and traffic control arrangements in advance, <input type="checkbox"/> CC set clear communication to event patrons that parking no site is very limited and not guaranteed – public transport options to be used (direct patrons to: https://transportnsw.info/trip#/), <input type="checkbox"/> Rangers to be highly visible (marked patrol vehicle, informs, checks of areas on foot) as deterrent to patrons from parking illegally, <input type="checkbox"/> Variable Message Signs (VMS) to be applied as per Section 4.5 of this document.	D2 LOW	CC: _____ _____ _____ _____ _____ _____ _____

NOTES:

- Not all three consequence descriptors necessarily apply to each risk scenario. Rating in the risk register is in priority order from top to bottom:
 1. WHS,
 2. Traffic Impact,
 3. Property Damage.
- The register will be progressively updated and enhanced following further stakeholder consultation.



2.2 Public Liability Insurance

Evidence of CC Public Liability Insurance will be inserted in this section when available.

2.3 Police

Consultation with NSW Police is critical to the successful planning of events. CC will consult with Police Area Command Police Station representatives during the planning for 'Australia Day 2025'. In addition, a Schedule 1 Form 'Notice of Intention to Hold a Public Assembly' will be completed by a CC representative, sent to NSW Police Force (NSWPF) and inserted into this section of the plan.

2.4 Fire & Rescue NSW and NSW Ambulance

CC will distribute copies of the event TMP to Fire & Rescue NSW for reference and to NSW Ambulance Service – Western Sydney Sector (on the designated events e-mail address). Emergency services will have unobstructed access to the event site as per existing arrangements.

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Locations

The event will involve local roads with soft road closure to ensure pedestrian safety. The proposed road closure affects a local road – detour paths and end detour are not seen necessary to the local road. The event site and its proximity to Merrylands Train Station have also been considered. Event site footprint is indicated on the map below.





3.2 Parking

The event will be advertised as 'Public Transport/Limited Parking' event.

- a) On street parking limited to available kerb spaces. Local area kerb conditions have no time restriction,
- b) CC organised Variable Message Signs will advise parking on Burnett St with a shuttle bus doing a loop from the drop off pickup location on Walpole St to Burnett St,
- c) The Walpole Street car park will be closed to public between 5am and 9.30pm on Friday 26 January, and be available for event participants only.

3.3 Construction, Traffic Calming & Traffic Generating Developments

Assure undertook inspections of the roads considered in this document. To date, Assure did not identify any notable traffic calming devices that may adversely affect event traffic. Assure will check www.livetraffic.com closer to the specific event dates for any scheduled works or special events that could affect 'Australia Day 2025' traffic.

3.4 Trusts, Authorities, or Government Enterprises

CC will manage relevant approvals internally and in consultation with NSW Police. Assure is available to apply for Road Occupancy permit as relevant to TGS 1 and TGS 2. Relevant details will be included in this section in due time.

3.5 Impact on/of Public Transport

Assure does anticipate notable impact on public transport.

Research has been conducted via transportnsw.info and there are three bus routes that utilise Pitt St being

802 - Liverpool to Parramatta via Green Valley

804 - Liverpool to Parramatta via Hinchinbrook

806 - Liverpool to Parramatta via Abbotsbury

CC will consult with bus representatives during the planning for 'Australia Day 2025'

3.6 Reopening Roads after Moving Events

Reopening of all roads shall occur in the following sequence:

1. CC confirm that the road may be opened (event finished, most patrons left site, most car parking locations emptied),
2. The designated event Traffic Manager/Team Leader will instruct traffic controllers to check in their areas of deployment for any obstructions on the road and confirm road is clear,
3. The designated event Traffic Manager/Team Leader will drive along the closed sections of the roads with traffic control vehicle with roof-mounted lights on and warn pedestrians to stay clear, while checking for any obstructions or any observable hazard to road users,
4. Upon direction from the designated event Traffic Manager/Team Leader, traffic controllers on points will open outbound lanes (in relation to the closed section) - barrier boards and any security mitigation measures removed,
5. Inbound lanes barrier boards will be removed,
6. Advance warning signs will be removed.



3.7 Traffic Management Requirements Unique to this Event

Traffic management requirements are discussed throughout this document and there are no additional unique requirements (as defined on p.55 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.5 July 1, 2018). Assure utilised this section to include specific arrangements for the event as relevant.

Event Load-In and Load-Out

Event load-in and load-out traffic will enter and exit the event areas via nominated driveways. Event vehicles are likely to be of LCV (Light Commercial Vehicle) size and are unlikely to cause notable disruption to road users.

Event Travel & Transport - Travel Mode Distribution Scenarios

Special event transport planning experience suggests many variables due to the high unpredictability of patron decisions on the day. Assure is not aware of any methods that can provide a projection of 'Australia Day 2025' patron travel choices with any certainty given the nature of the event.

Drive – Previous years have shown a large number of patrons driving to the event and parking in surrounding local streets. Event advertising and Variable Message Signs will advertise Burnett St as a parking location with CC providing a shuttle bus to assist in getting patrons from the parking location to the event site.

Set-down/pick-up – CC will provide a dedicated "Drop off/Pick up" zone on Walpole St. The location is on the western side of the exit gate of the Holdroyd Gardens car park. This location was chosen to ensure the safety of patrons as when they are entering the event site the vehicles that are exiting the car park will be of a slower speed and to further assist entry there is a pedestrian gate.

Public transport -

The projected hourly demand is manageable considering local buses and Sydney Trains capacities,

Shuttle Bus –

CC will be running a shuttle bus service from the event "Drop off/Pick up" zone on Walpole St to Auburn Train Station, Merrylands Train Station & Wentworthville Train Station. This will be supported by CC supplied VMS system.

Walk and Bicycle -

These two travel modes can be serviced by existing footpaths and road network. CC will make arrangements for bicycle rack/parking to be available on site.

Pedestrian Management

TGS 1 is proposed in the interest of patron safety as there are limited zebra style crossings allowing the safe crossing of pedestrians

Public Safety – Target Hardening

CC should consult with NSW Police Force in relation to target hardening options in the spirit of NSW Police 'Safe Places Vehicle Management' publication.



3.8 Contingency Plans

The following contingencies are considered (ref. Appendix B, Table B 1 of Austroads "Guide to Traffic Management, Part 9: Traffic Operations"):

- Condition: Severe weather (heavy rain, hail, storm, lightning) -
Response: CC to apply Emergency Management Plan response procedures as applicable. No general impact on 'Australia Day 2025' transport and traffic operations due to use of sealed surface car parking and roads. Mass evacuation however would call for escalation to NSW Police for halting traffic while evacuees cross adjacent roads (in addition to traffic controllers available),
- Condition: Major MVA (Motor Vehicle Accident; fatalities, multiple blocked lanes) on nearby roads -
Response: CC inform the Police if required – e.g. vehicles cannot be removed and obstruct the road,
- Condition: Absence of trained personnel (e.g. licensed TCs) on event day,
Response: Traffic controller rostering to allow for this contingency. Traffic team leader to prioritise briefing and deployment until additional staff can arrive.

3.9 Heavy Vehicle Impacts

Negligible impact on heavy vehicles. Ref: <http://www.rms.nsw.gov.au/business-industry/heavyvehicles/maps/restricted-access-vehicles-map/map/>

3.10 Special Event Clearways (SEC)

SEC would be highly beneficial for the smooth operation of the event as they are the only legal method for ensuring the street kerb parking spaces are vehicle-free for the installation of stalls. SEC would attract fees from the Transport Management Centre (TMC) and are unlikely to be supported for this scale of event.

To ensure space is available CC should arrange for T-top bollard placements on the night before the event along kerbsides within close proximity to the event area.

4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for Local Residents, Businesses, Hospitals & Emergency vehicles

The event will not pose adverse impact on hospitals. Although increased volumes could occur Assure does not believe that queuing could propagate further to a level to affect Health services adversely. Access for local residents and businesses will not be restricted (also see notes regarding Ranger patrols and event advertising in relation to No Parking on driveways). Emergency services/combatt agencies vehicles travelling in response mode will not be restricted by the proposed traffic control arrangements – Traffic Controllers on road closures will grant access without delay. Target hardening measure will be removable on short notice.

4.2 Advertising Traffic Management Arrangements

CC should advertise the event and focus on the following points in order of priority:

1. If you live locally – walk,
2. Don't rely on parking near the Gardens site – it is limited and subject to availability,



3. Leave home early and use public transport – trains and event shuttle buses (buses free),
4. Allow ample time to arrive to the event and avoid leaving at the published finish time,
5. If getting a lift – don't stop at no stopping areas, use event set-down and pick-up area or other appropriate road sections.

Advertising would be achieved via the following key channels:

1. Event/CC web site,
2. Advertising via special event advance warning signage – corflute signs placed at all main entries to the Gardens and adjacent areas,
3. Online social media (<https://www.facebook.com/pg/cumberlandcouncilsydney/events>).

4.3 Special Event Warning Signs

Assure recommends advance advertising signs – corflute – made to Size A sign size and fonts (ref. AS 1742). The signs should have information about the road closures, dates and times, and be applied at all main entries to the Gardens and adjacent areas at least one week before the event.

4.4 Permanent Variable Message Signs [PVMS]

No PVMS support necessary.

4.5 Portable Variable Message Signs [VMS]

Assure recommends that two VMS are used.

- Walpole St between William St & Gough St (Facing Westbound)
- Pitt St before Sheffield St (Facing Northbound)

The VMS should be in place 1 week before the event. VMS advance messages:

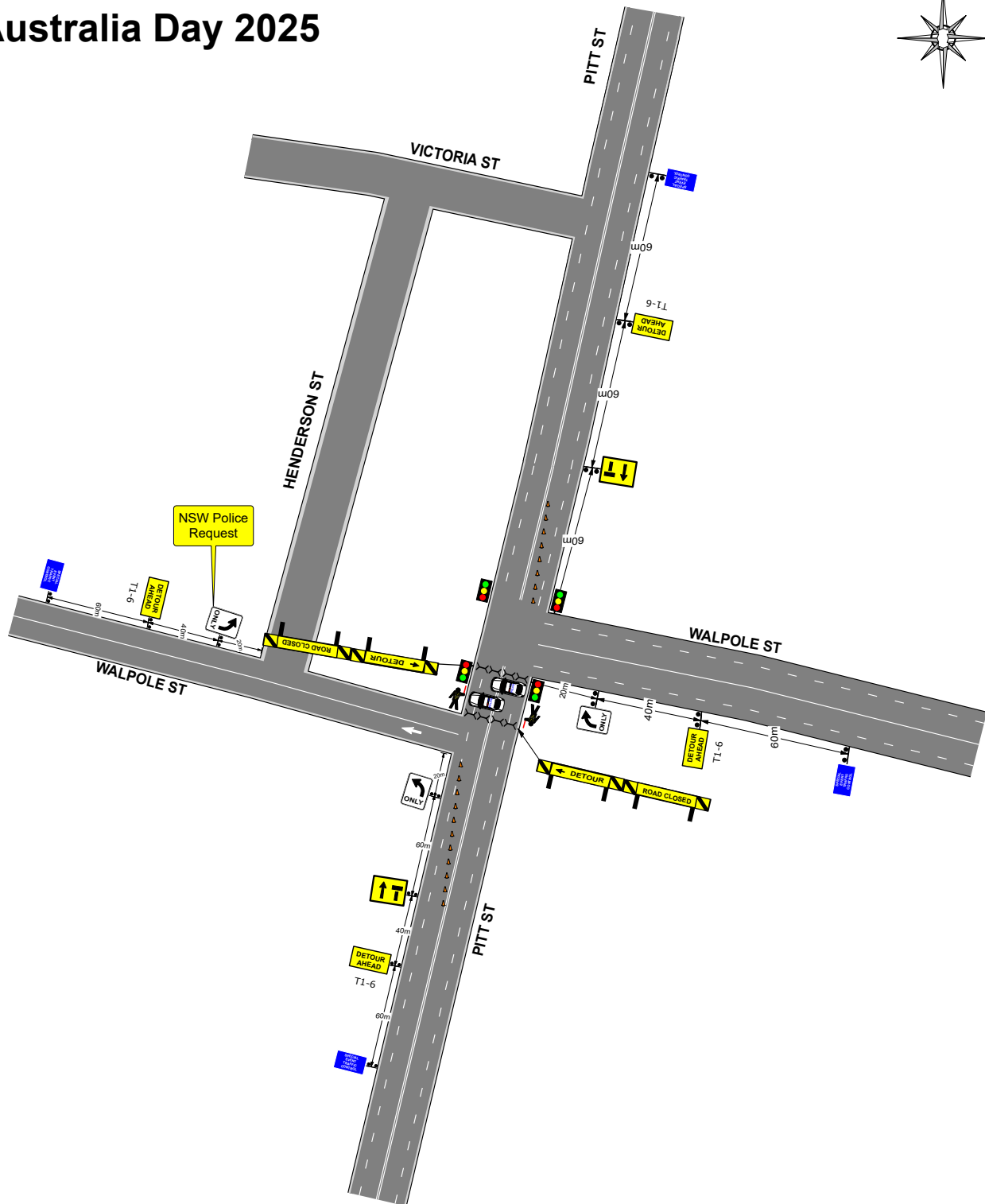
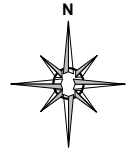
Message №	Frame №	Text	Duration
1	1	AUS DAY 2025 ROAD CLOSURES	3 sec.
	2	CHECK COUNCIL WEB SITE	3 sec.

VMS event day message:

Message №	Frame №	Text	Duration
1	1	SPECIAL EVENT AHEAD	2 sec.
	2	EXPECT DELAYS	2 sec.
2	1	REDUCE SPEED	2 sec.
	2	WATCH FOR PEDESTRIANS	2 sec.

APPENDIX – TGSs [TGS Binder attached]

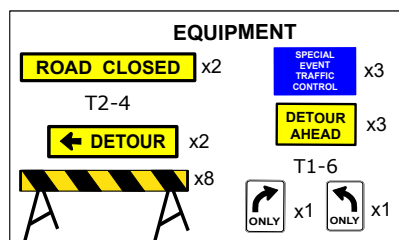
Cumberland Council Australia Day 2025



TGS 01 - 'Australia Day 2025'
Sun 26 January 2025.
Pitt St & Walpole St. Merrylands.
Road closure from to be implemented from 2030.
With patron egress to occur at 2050 & 2200

Detour path not signposted due to short duration.

Drawing NTS. Some irrelevant details omitted for clarity.



clBarnes

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Momtchil Vassilev
VASSILEV

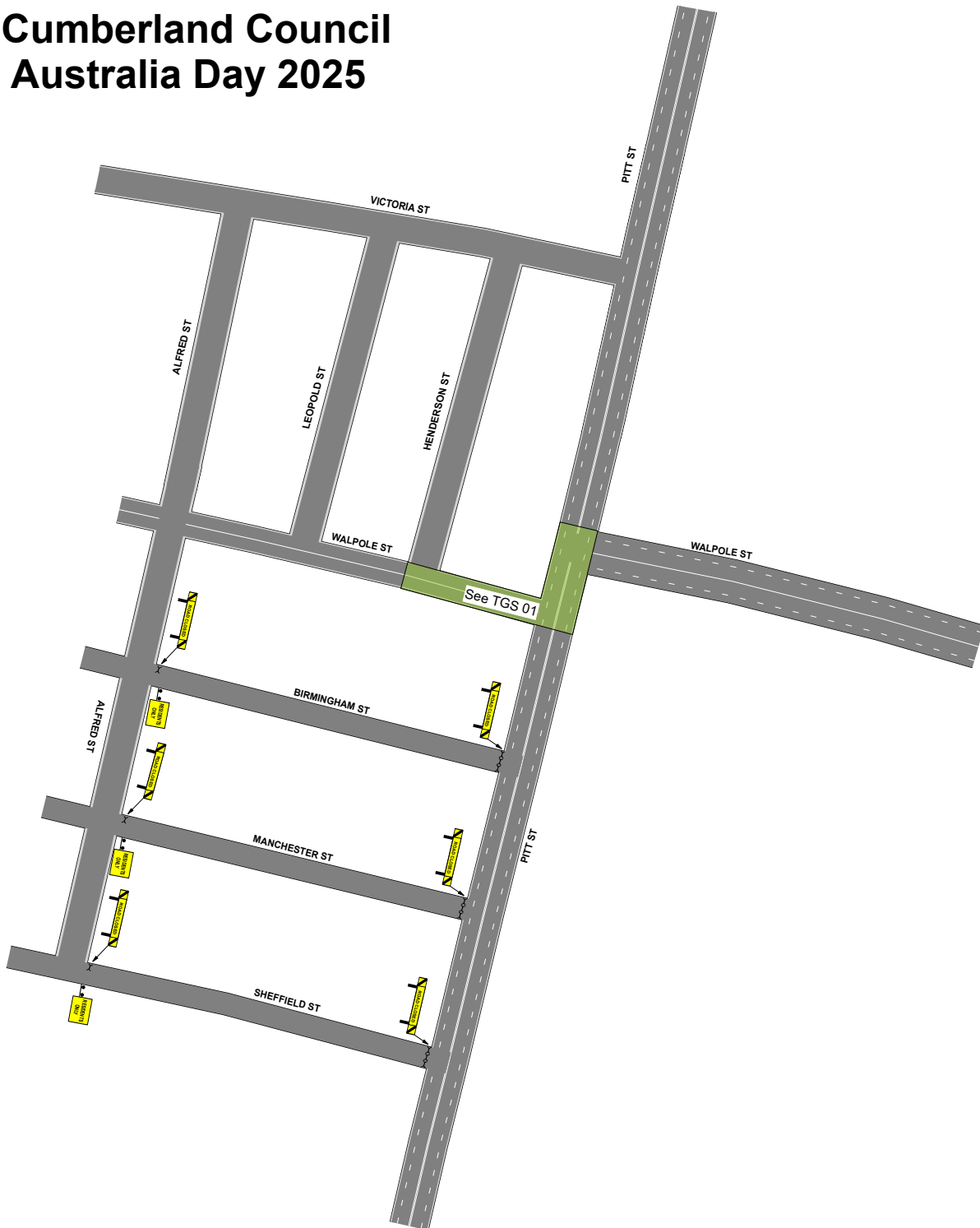
Card No: TCT0062764 D.O.B: 22/02/1976

Date of Issue: 02/11/2016

Type of traffic control work: IMP PWZ TCR

NEW SOUTH WALES

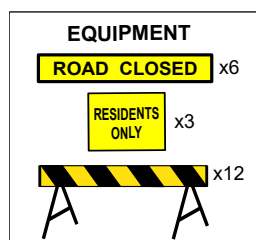
Cumberland Council Australia Day 2025



TGS 02 - 'Australia Day 2025'
Sat 26 January 2025.
Pitt St & Walpole St. Merrylands.
Road closure from to be implemented from 2030.
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Detour path not signposted due to short duration.

Drawing NTS. Some irrelevant details omitted for clarity.



Signature

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Momtchil Vassilev VASSILEV

Card No: TCT0052764 D.O.B: 22/02/1976

Date of Issue: 02/11/2016

Type of traffic control work: IMP PWZ TCR

NEW SOUTH WALES

Item No: CTC-24-153

DRAFT 'LOCAL TRAFFIC AND TRANSPORT POLICY AND GUIDELINE'

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

Note: *Recommendation to Council*

SUMMARY

Council has undertaken a review of traffic related policies and guidelines to ensure that best practice can be achieved in relation to road safety and relevant Australian Standards and Austroads Guides. Following this review, Council officers have prepared a draft Local Traffic and Transport Policy and Guideline for consideration.

RECOMMENDATION

The Traffic Committee recommends that the draft Local Traffic and Transport Policy and Guideline be provided for consideration by Council.

REPORT

Council has undertaken a review of traffic related policies and guidelines to ensure that best practice can be achieved in relation to road safety and relevant Australian Standards and Austroads Guides. Following this review, Council officers have prepared a draft Local Traffic and Transport Policy and Guideline for consideration.

The purpose of the Policy and Guideline is to inform stakeholders on Council's requirements to deliver best practice traffic and transport solutions and safety for the benefit of the Cumberland community. The documents cover three areas: Local Area Traffic Management; pedestrian crossings; and Permit Parking Schemes.

It is noted that stakeholder consultation is in progress on the draft documents, and further refinements may be undertaken on the Policy and Guideline following consideration by the Traffic Committee but prior to consideration by Council.

CONSULTATION

Subject to endorsement by Council, consultation on the draft Policy and Guideline would be undertaken in accordance with policy requirements.

ATTACHMENTS

1. Draft Local Traffic and Transport Policy [↗](#)
2. Draft Local Traffic and Transport Guideline [↗](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-153

Attachment 1
Draft Local Traffic and Transport
Policy

CUMBERLAND
CITY COUNCIL

Local Traffic and Transport Policy

AUTHORISATION & VERSION CONTROL

Policy Number	TBC
Policy Owner	Director Environment and Planning
Date Adopted	Draft
Version No	1
Document ID Number:	TBC
Review Date	TBC

INTRODUCTION

The Cumberland Local Traffic and Transport Policy informs all stakeholders on Council's requirements to deliver best practice traffic and transport solutions and safety for the benefit of the Cumberland community.

PURPOSE

The purpose of this policy is:

- Provide requirements on a range of traffic and transport matters dealt with by Council;
- Ensure consistency of approach throughout the Cumberland Local Government Area (LGA);
- Support works that build on strategies, plans and guidelines regarding planning for Cumberland; and,
- Meet relevant statutory obligations on traffic and transport matters.

SCOPE

The Local Traffic and Transport Policy and Guideline applies to all works within the road reserve that is owned and/or managed by Council, Council owned assets and Council landholdings. This includes local area traffic management, pedestrian crossings and permit parking schemes.

POLICY STATEMENT

Cumberland City Council is committed to ensuring the best traffic and transport principles and practices are applied to support growth and development in the Cumberland LGA. This includes matters related to local area traffic management, pedestrian crossings and permit parking schemes.

PRINCIPLES

The Cumberland Local Traffic and Transport Policy and Guideline aims to:

- a. Support Council's Community Strategic Plan goal to enhance the natural and built environment;
- b. Facilitate infrastructure improvements by Council or developers within Cumberland;
- c. Support traffic and transport requirements to meet the needs of the Cumberland community. These requirements include traffic, public and private transport, active transport and pedestrian safety;
- d. Improve road safety for the community and road users; and
- e. Ensure that the design of infrastructure meets local needs and relevant plans, policies, guidelines and codes.

REQUIREMENTS

Local traffic and transport services cover a range of activities to support growth and development in Cumberland LGA. This includes matters related to local area traffic management, pedestrian crossings and permit parking schemes.

To ensure best practice, consistency in approach, and alignment with relevant policy and statutory considerations, a framework has been developed for the design and implementation of local traffic and transport services. This framework is outlined in this Policy document and supporting Guideline.

This document also complements other planning and design frameworks, such as the Cumberland Local Environmental Plan and Cumberland Development Control Plan, relevant Acts and Regulations, and relevant engineering guides and standards.

The Local Traffic and Transport Guideline stipulate the operational procedures and requirements of the Local Traffic and Transport Policy. The General Manager will have delegated authority to approve, review and update the Local Traffic and Transport Guideline, as may be required from time to time. This may occur to accommodate any legislative changes, facilitate process improvements, and respond to updates from relevant strategies and plans.

RELATED LEGISLATION

- State Environmental Planning Policy (Industry and Employment) 2021;
- Local Government Act 1993;
- Local Government (General) Regulation 2005;
- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Regulation 2021;
- Road Transport Act 2008;
- Road Transport (General) Regulation 2021;
- Road Rules 2014;
- Roads Act 1993;
- Roads Regulation 2008;
- Heavy Vehicle National Law (HVNL)
- Disability and Discrimination Act 1992

RELATED DOCUMENTS AND COUNCIL POLICY

- Cumberland Local Environmental Plan
- Cumberland Development Control Plan
- Relevant Public Domain Plans
- Community Strategic Plan
- National Construction Code (NCC)
- Workcover Code of Practice (Overhead protective structures)
- Various Codes and Standards Relevant Australian Standards and Specifications
- Engineering Services Policy and Guideline

AREA TO WHICH THIS POLICY APPLIES

The Policy applies to all land within the Cumberland Local Government Area.

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-153**

**Attachment 2
Draft Local Traffic and Transport
Guideline**

CUMBERLAND
CITY COUNCIL

Local Traffic and Transport Guideline

AUTHORISATION & VERSION CONTROL

Guideline Number	TBC
Guideline Owner	Director Environment and Planning
Date Approved	Draft
Version No	1
Document ID	ECM Number
Review Date	N/A

INTRODUCTION

PURPOSE

The Cumberland Local Traffic and Transport Guideline is provided to support the Cumberland Local Traffic and Transport Policy. It informs all stakeholders on Council's requirements to deliver best practice traffic and transport solutions and safety for the benefit of the Cumberland community.

AIMS OF THE GUIDELINE

This Guideline aims to:

- a. Support Council's Community Strategic Plan goal to enhance the natural and built environment;
- b. Facilitate infrastructure improvements by Council or developers within Cumberland;
- c. Support traffic and transport requirements to meet the needs of the Cumberland community. These requirements includes traffic, public and private transport, active transport and pedestrian safety;
- d. Improve road safety for the community and road users; and
- e. Ensure that the design of infrastructure meets local needs and relevant plans, policies, guidelines and codes.

STRUCTURE OF THE LOCAL TRAFFIC AND TRANSPORT GUIDELINE

This Guideline provides further information on the scope outlined within the Policy regarding Local Area Traffic Management; Pedestrian Crossings; and Permit Parking Scheme.

PART A: LOCAL AREA TRAFFIC MANAGEMENT

A1: MISSION STATEMENT

It shall be the mission of Cumberland City Council to provide traffic calming solutions to road users of streets that adversely impact the neighbourhood quality of life and the safety of the residents in that neighbourhood.

Council will work closely with residents and road users to properly identify the concerns, conduct appropriate studies to quantify any problems and develop options for dealing with the quantified problems.

A2: OBJECTIVE

The objective of this policy is to ensure that a consistent policy is developed of moderating the adverse effects of vehicular traffic on the suburban environment and urban lifestyle of residents in Cumberland LGA and also setting precedence on a formal process in deriving a safe, secure and vibrant City.

The key objectives of Local Area Traffic Management (LATM) schemes are:

- Improve safety and convenience for pedestrian, cyclists, the elderly and other vulnerable road users;
- Reduce noise and air pollution;
- Provide space for non-traffic activities;
- Improve the visual environment;
- Environmentally friendly streets;
- Discourage the use of inappropriate routes by vehicles;
- Create and maintain quality residential environments;
- Facilitate street activity and social interaction at appropriate locations; and
- Reduce traffic space demands so that road geometry can be made less excessive, thus saving on construction costs.

A3: APPROACH TO TRAFFIC CALMING ANALYSIS

Traffic calming is the application of techniques at a specific location which result a reduction in vehicular speeds, traffic volumes, traffic noise and accidents. The techniques may include educational programs, neighbourhood speed watch programs, improvements in traffic signage, increased enforcement, and reduction of speed limits or physical alterations to the roadway to change driving patterns. The support of the residents where traffic calming is being considered is important to the success of any neighbourhood traffic management program and they must therefore be an integral part of any process.

It is the goal of the Cumberland City Council to achieve solutions to traffic related problems in a manner least intrusive to the neighbourhood. To accomplish this goal Council has developed this approach to ensure a systematic and comprehensive framework to each situation.

A3.1 Approach for Standard Traffic Calming Analysis

An analysis is necessary to determine if there is a traffic issue which can be effectively addressed by installing traffic calming practices. The two most common concerns the program addresses are speeding and cut through traffic in residential areas.

An analysis may be initiated by one of the following methods:

- Residents may request for an analysis by Council, or

- The General Manager, Director or Manager may authorise an analysis of a traffic problem area identified by Council officers, or
- Council may direct or request Council officers to conduct an analysis.

Upon receipt of a request or a direction to conduct an analysis, Council officers will make a preliminary site visit and review available data, including crash reports to determine if there is a readily apparent safety problem. Speed studies and traffic volume counts may also be conducted at this time. Should it be determined that the location is not appropriate for a traffic calming project requiring physical alterations to the roadway or that the concerns can be addressed in some other form, a meeting or alternate form of communication will be held with the party initiating the request or, in the case of Council directive or request, a report will be prepared stating the conclusions and recommendations of Council officers.

Any design or works undertaken in response to the outcomes of the analysis are to be undertaken in accordance with the accordance with relevant standards and guidelines.

A3.2 Approach for an Area Wide Traffic Calming Analysis

If there is a justification for an area wide calming project or there is specific direction to proceed with one, the following process will be followed.

Traffic Calming Study

The geographic area that would be impacted by modifications to traffic patterns will be identified.

All residents and property owners within the identified impacted area will be contacted advising them of the traffic calming study and surveyed as to their observation of any specific traffic related problems.

Speed, traffic volume and accident investigations will be conducted, if not done in the preliminary evaluation, to determine the extent of safety problems.

Site surveys will be made to inventory site specific information which may contribute to traffic concerns. Area inventory shall include review of visual obstructions, street grades, street widths, street network, sidewalk network, major thoroughfare plan, sidewalk and bicycle plans, existing traffic control, parking prohibitions, speed limits, school zones, and future projects which may affect the traffic in the study area.

A neighbourhood meeting may be held inviting all persons in the identified area of impact and any neighbourhood associations in the area. The purpose is to present findings of the study and gather input as to desired actions to address concerns.

A preliminary report will be prepared indicating results of studies, surveys, and resident requests. The report will contain staff recommendations for action and cost estimates. The preliminary report will be provided to residents and other impacted parties for review and final comment prior to being submitted to Council.

Report to Council

Based on the outcome of the warrant system, the request for traffic calming may require a report to Council, if it meets the warrant, or a response will be made direct to the person who has made the request.

Upon completion of the report, it will be submitted to Council with a Council officer recommendation. The report will explain the results of the traffic calming study, indicate the presence of safety concerns, and

determine if warrants for installing traffic calming are met.

Traffic Calming Project Design

If a traffic calming project is authorised by Council, the Council officer will work in accordance with relevant standards and guidelines to develop a plan to address the traffic concerns which were warranted by the Traffic Calming Study. Consultation may also be undertaken as part of this work.

A4. CRITERIA AND WARRANTS FOR INSTALLING TRAFFIC CALMING MEASURES

Council's warrants system incorporates the following features:

- A point scoring system which incorporates increments to reflect the magnitude of each criteria to determine priorities for traffic management;
- A higher weighting is given to the more important criteria, typically traffic speed, crashes and adjacent land use activity;
- Different street types and classifications are scored differently for the same data;
- Both individual streets and local traffic areas can be treated and can be prioritised;
- The system is readily understood and completely transparent;
- The system allows for potential projects to be quickly identified or rejected with a cut-off point reflecting budget funding for the candidate sites; and
- The system incorporates flexibility to separately fund traffic management projects as part of street reconstruction streetscape or urban renewal initiatives.

A4.1 Key Warrant Criteria

The essential criteria included in the warrants system include:

- Traffic speed – best represented by the 85th percentile speed;
- Traffic volume – should include both vehicles per day (overall demand) and highest hourly volume (peak hour demand);
- Reported crashes – include fatalities, serious injuries and other crashes as separate criteria; and
- Activity generators – considered in terms of likely pedestrian and bicycle generation, especially by children.

Other criteria that may be considered, subject to the availability of traffic data, includes:

- Through traffic – expressed as a proportion of the total volume; and
- Heavy vehicles – expressed as a proportion of the total volume.

The table below documents the criteria recommended for Cumberland, and the weighting of those criteria using the point scoring values.

Traffic Study Data (60 points)		
Criteria	Value	Points
Traffic volumes	>2000 vpd	15
	>1000 vpd	10
	> 500 vpd	5
	<500 vpd	0
85 th percentile speed	> 10 kph above posted speed	15
	> 7 kph above posted speed	10
	> 5 kph above posted speed	5
	< 5 kph above posted speed	0
Median speed	> 10 kph above posted speed	15
	> 7 kph above posted speed	10
	> 5 kph above posted speed	5
	< 5 kph above posted speed	0
Number of reported crashes in last five years	>5 crashes	15
	Between 3 to 5 crashes	10
	Between 1 to 2 crashes	5
	No crashes	0
Local Characteristics (40 points)		
Criteria	Value	Points
Parking	Heavy - 80% occupied	4
	Moderate - 50% occupied	2
	Low - 30% occupied	1
	Rarely Occupied	0
Land use and area characteristics	High Density - residential / commercial / industrial / school / town centre	4
	Medium density - residential / commercial / industrial / senior homes / hospitals / nursing homes	2
	Low density - residential / commercial / industrial / sporting complex / parks / car parks	1
	All others	0
Bus routes	Frequent routes - minimum 5 per day	4
	Infrequent routes - less than 5 per day	2
	School bus routes	1
	No bus routes	0
Heavy vehicle restrictions	3T restriction	4
	5T restriction	2
	10T restriction	1
	Others	0
Footpaths	No footpaths	4
	Partial footpath or on one side	2
	Others	0
Pedestrian facilities	Any formal crossing	4
	Any crossing facility (refuges)	2
	Others	0
Road width	Less than 6 m	4
	Between 6m and 10 m	2
	Between 10 m and 15 m	1
	Others	0
Road length	Greater than 500 m	4
	Between 100 m and 500 m	2
	Others	0
Existing traffic calming devices	Heavy	0
	Moderate	1
	Low / none	3

Source of community request	Petition	5
	Elected officials	5
	Ratepayers / residents / businesses	5
Total (maximum=100)		
Percentage		
Rank		

A4.2 Recommended Actions

The following table indicates the recommended action(s) that may be taken according to the points achieved through the assessment matrix shown in the above table. It is noted that some or all of the recommended actions may be considered, based on the outcomes of the assessment and traffic data collected.

Points (out of 100)	Recommended Action(s)
61-100	<ul style="list-style-type: none"> Report to Cumberland Traffic Committee with a recommendation of providing traffic calming Report to Cumberland Traffic Committee on linemarking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines Consider community and stakeholder consultation on potential improvements
41-60	<ul style="list-style-type: none"> Monitor and review traffic data after 6 months Report to Cumberland Traffic Committee on linemarking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines Consider community and stakeholder consultation on potential improvements
25-40	<ul style="list-style-type: none"> Monitor and review traffic data after 12 months Report to Cumberland Traffic Committee on linemarking and associated improvements to support traffic calming and road safety as an initial response, subject to technical guidelines Consider community and stakeholder consultation on potential improvements
<25	<ul style="list-style-type: none"> Do nothing
Speed	<ul style="list-style-type: none"> Regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5km/h, the street is to be referred to the Local Area Command of the NSW Police for monitoring and/or enforcement Opportunities for linemarking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines

PART B: PEDESTRIAN CROSSINGS

B1: PURPOSE

The purpose of this Guideline is to set out criteria to be used for assessing the suitability of a site for the installation of a pedestrian (zebra) crossings on Council managed roads.

B2: CONSIDERATIONS FOR PEDESTRIAN CROSSINGS

B2.1 Initiation of Investigations

The development, review and implementation of pedestrian (zebra) crossings may be commenced through Council initiated analysis, through site specific investigations or through Government programs.

B2.2 Numerical Warrants

The following warrant has been prepared for assessing the need for pedestrian (zebra) crossings on Council managed roads while addressing points of high pedestrian and vehicle interaction.

A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point meets the following criteria:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be equal to or greater than 20, and vehicle volumes be equal to or greater than 200, where unaccompanied children and elderly or mobility impaired pedestrians count as two pedestrians.

Where the above numerical warrants are met, Council intends to prioritise the installation of pedestrian crossings at areas of high demand, including schools, community facilities, parks, hospitals, town centres, neighbourhood shops and public transport facilities.

A pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as:

- Where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities; or
- Where there is a vulnerable group, such as children, the elderly or mobility impaired; or
- Where the provision of a pedestrian crossing is identified in a Council strategy, plan, policy and/or specification; or
- Where there are strategic considerations for the provision of a pedestrian crossing.

B2.3 Other Considerations

In addition to the numerical warrant, further site assessment may be required to determine the suitability of a pedestrian crossing. This includes consideration of:

- Suitable sight-distance being available for pedestrians and motorists;
- Suitable road geometry, including suitable horizontal and vertical road grade and suitable camber;
- Suitable adjacent footpath connectivity and accessibility;
- Suitable speed profile;
- Suitable location to achieve lighting requirements;
- Suitable traffic volume and number of trafficable lanes;
- Proximity to alternate pedestrian facilities;

- Proximity to pedestrian generators;
- Adverse impact to flooding and drainage conditions;
- Crash history;
- Proportion of heavy vehicle volumes; and
- Impact to traffic with consideration of the Movement and Place Framework.

Typically, pedestrian crossings may be considered on roads where there is a single trafficable lane or where the posted speed limit is 50 kilometres per hour or less.

In exceptional circumstances, a pedestrian (zebra) crossing may be considered at locations where there is a slight deviation from meeting the warrant, provided that the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities for a vulnerable group such as children, the elderly or mobility impaired.

Design and suitability requirements for the pedestrian (zebra) crossing are to remain the same as detailed in relevant Australian Standards, Austroads Guidelines, TfNSW technical directions or similar and Council specifications. It is further noted that pedestrian accidents may not reduce with the installation of a pedestrian crossing in isolation. Therefore, these pedestrian devices should be considered with supporting 'No Stopping' zones, kerb extensions or installed as a raised pedestrian (zebra) crossing to ensure vehicles approach at appropriate speeds and to improve the visibility of pedestrians.

B2.4 Alternate Pedestrian Facilities

Council may also consider the installation of alternate pedestrian facilities in lieu of a pedestrian (zebra) crossing where a strong pedestrian desire line is identified but where a pedestrian (zebra) crossing may otherwise be unsuitable. These devices include pedestrian refuges, kerb extensions, shared zones, children's crossings outside schools and continuous footpath treatments.

PART C: PERMIT PARKING SCHEME

C1: INTRODUCTION

The Permit Parking Scheme aims to provide Cumberland with a strategically planned and coordinated approach to permit parking areas. It is acknowledged that a resident, who lives in a street where parking is in demand and who has no access to off-street parking, or cannot reasonably provide such facilities, is severely disadvantaged.

A Permit Parking Scheme is a technique to manage the competition for available kerbside parking. It involves designating a proportion of the available kerbside parking space as period parking (i.e. time restricted). This period parking can be established with various time limits and authorised residents can be granted an exemption from the time limit. It should be emphasised that a Permit Parking Scheme does not give special entitlement to parking spaces in any street, but it does allow long term parking in a restricted area without a resident receiving a parking infringement.

A Permit Parking Scheme is established in accordance with the 'Permit Parking Guidelines' by Transport for NSW and relevant legislation.

C2: PURPOSE

The purpose of the Permit Parking Scheme is:

- To facilitate better parking availability for adjacent residents via the permit system; and
- To improve amenity for residents who have limited or no off street parking available.

C3: PRINCIPLES

The Permit Parking Scheme is applicable to the areas which experience high demand for parking due to factors such as:

- Commuter parking;
- Commercial centres;
- Major hospitals;
- Transport terminals; and
- Adjacent to business and industrial areas.

Parking permits are not available:

- For residents of new higher density residential developments constructed after the introduction of the Permit Parking Scheme;
- For the residents who are outside of the permit scheme areas;
- For boats, caravans, buses, trucks and/or vehicles greater than or equal to 4.5 tonnes GVM; and
- For visitors (except in the Granville Area), retailers or business owners.

Resident parking permits are not transferable and are only valid if affixed to the vehicle displaying the same vehicle registration number as shown on the parking permit.

C4: ASSESSMENT OF NEW REQUESTS / APPLICATIONS

The warrant system set for Cumberland is unique to this organisation and based on research carried out by Council officers. It may also be informed by the preparation of a Parking Strategy as outlined in the 'Permit Parking Guidelines'.

As part of the assessment, a Parking Survey will be carried out which seeks to obtain information

from residents on car parking and usage requirements. From the above survey, the area needs to meet the criteria identified in the following table in order to qualify for the Permit Parking Scheme.

Survey Analysis	Result	Criteria for Resident Parking Scheme	Criterion Met
A. Number of properties responded to survey	X	> 70% of total number of properties. Only one submission per property (either from the owner or occupier) shall be considered AND	Y/N
B. Total number of vehicles owned, including company vehicles	X		
C. Total number of off-street parking	X		
D. Average vehicles per property (B/A)	X		
E. Average internal parking per property (C/A)	X	Average internal parking per property < 1.0 AND	Y/N
F. Percentage number of properties that do not have any off-street parking	X	Percentage number of properties that cannot provide any off-street parking > 30% AND	Y/N
G. Percentage of residents in favour of Permit Parking Scheme	X	Percentage of residents in favour of Permit Parking Scheme > 70% AND	Y/N
H. Percentage of residents that would qualify for Permit Parking Scheme	X	Percentage of residents that qualify for the Permit Parking Scheme > 50% AND	Y/N
I. Percentage (average) that on-street parking spaces occupied at two normal visits	X	Percentage (average) that on-street parking spaces occupied at two normal visits > 50%	

Once the street is eligible for a Permit Parking Scheme, individual residents will need to meet the eligibility criteria.

The number of permits issued per household and the eligibility criteria will be determined as part of the implementation process.

Should a Permit Parking Scheme be introduced, the following eligibility requirements apply:

- The applicant must be a resident within Council's Permit Parking Scheme area;
- Proof of residency and vehicle registration details are to be submitted;
- Completed application forms are to be submitted; and
- Fees are to be paid in accordance with Council's fees and charges.

Item No: CTC-24-154

TEMPORARY OPTIONAL DELEGATIONS ON TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TO COUNCILS FROM TRANSPORT FOR NSW

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

Note: *Recommendation to Council*

SUMMARY

Council officers at the traffic committee meeting held on 7 February 2024 presented a report informing the committee of the new temporary delegation to Councils by Transport for NSW (TfNSW).

Council at its meeting held on 20 March 2024, resolved that this item considered by the Cumberland Local Traffic Committee at the 7 February 2024 meeting as provided in this report, be returned to the Committee for further consideration.

This report explains the temporary delegation.

RECOMMENDATION

The Local Traffic Committee recommends that the information contained in this report be noted.

REPORT

Transport for NSW issued a 'Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works, Temporary Delegation to Councils' under Roads Act 1993 and Road Transport Act 2013 on 12 December 2023. This temporary delegation is valid until 30 June 2026 unless revoked earlier.

The delegation provides the policy and framework for Councils to exercise the traffic functions delegated to them. Councils may only exercise their delegated functions in accordance with the delegation within the specified conditions. Under these delegations, Transport for NSW continues to manage the State Road network.

This temporary delegation delegates certain functions, subject to conditions in addition to previous delegation for controlling traffic on Council roads. This includes:

- Delegating power to Councils to install some traffic devices without approval from Transport for NSW under a streamlined process.

- Delegating power to Councils to create pedestrian crossings, bike lanes, street trees and parking changes without going to the Traffic Committee or Transport for NSW.

Further information regarding this can be found within Attachment 2.

It is noted that the temporary delegations are optional and do not need to be enacted by the Traffic Committee or Council.

At this time, Council officers are not recommending the enacting of these temporary optional delegations. The current arrangements provide an appropriate process that enables consultation with key stakeholders and the community, and the ability for the Traffic Committee or elected Council to be part of decision making on key traffic related matters.

Should Council wish to proceed with these delegations, an amendment of the Cumberland Traffic Committee Terms of Reference would be required and need to be resolved by Council.

CONSULTATION

Consultation is not required as it relates to delegations from Transport for NSW regarding traffic matters.

ATTACHMENTS

1. Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works, Temporary Delegation to Councils [↓](#)
2. Temporary Delegation to Councils – Transport for NSW Information [↓](#)
3. Current Regulation of Traffic Delegation to Councils [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-154

Attachment 1

Instrument of Delegation and
Authorisation – Traffic
Management and Pedestrian
Works, Temporary Delegation to
Councils



INSTRUMENT OF DELEGATION AND AUTHORISATION

TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TEMPORARY DELEGATION TO COUNCILS No.2

Roads Act 1993
Road Transport Act 2013

On behalf of Transport for NSW, I, Josh Murray, Secretary of the Department of Transport:

- a) **REVOKE** the instrument of 24 February 2023 titled "*Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils*"; and
- b) **REVOKE**, in the "*Roads and Maritime Services - Delegation to Councils*" dated 31 October 2011 ("the 2011 Delegation"), clause 6 of that Instrument (which relates to the prohibition on a sub-delegate from carrying out a function under Division 2 of Part 8 of the *Roads Act 1993*), **SUBJECT TO** the condition in paragraph 11 of **Schedule 4** of this Instrument; and
- c) **DELEGATE** under section 31(1) of the *Transport Administration Act 1988* (the 'Act') and all other enabling powers, the functions set out in **Schedule 1** to the councils set out in **Schedule 2**, **SUBJECT TO** the conditions set out in **Schedule 4**; and
- d) **AUTHORISE** those delegates, under section 31(2) of the Act, to sub-delegate the functions set out in **Schedule 1** to the persons set out in **Schedule 3**,

A failure to comply with the conditions set out in **Schedule 4** renders the delegation inoperative with respect to the functions being carried out.

In addition, I **AUTHORISE** under section 122(b) of the *Road Transport Act 2013*, the councils set out in **Schedule 2**, to install or display (or interfere with, alter or remove) any prescribed traffic control device as set out in the TfNSW "*Traffic Signs Database*" and indicated as "*Delegated to Council for Authorisation – Yes*", as required to give effect to functions exercised under this delegation, including any portable traffic control lights, but NOT any internally illuminated traffic control device.

This Instrument commences on the date it is made, and paragraphs (c) and (d) above will continue in force until 30 June 2026 unless revoked earlier.



Josh Murray
Secretary
Department of Transport

Date: 12/12/2023

SCHEDULE 1 - FUNCTIONS

1. The functions and powers of Transport for NSW under section 115(2) of the *Roads Act 1993* to regulate traffic on a public road for purposes other than those set out in therein, being the following types of works:
 - (a) Works to regulate parking;
 - (b) Pedestrian crossings;
 - (c) Pedestrian refuges;
 - (d) Conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings;
 - (e) Footpaths and continuous footpaths;
 - (f) Temporary or permanent works to enable alfresco dining;
 - (g) Temporary or permanent works to improve or expand footpaths or pedestrian space;
 - (h) Kerb buildouts to reduce crossing distance or manage vehicle speed;
 - (i) Kerb modifications or median islands for tree planting, landscaping or water sensitive urban design;
 - (j) Treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points;
 - (k) Works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, shared paths, separated footpaths and contra flow access for bicycle riders.

SCHEDULE 2 - DELEGATES

A council constituted under the *Local Government Act 1993*.

SCHEDULE 3 – SUB-DELEGATES

The general manager of a council, or an employee of the council.

SCHEDULE 4 - CONDITIONS

A delegate or its sub-delegates may only exercise the functions in Paragraph 1 of Schedule 1 of this Instrument:

1. On unclassified public roads for which the delegate is the roads authority, and within the delegate's local government area under the *Local Government Act 1993*;
2. On a road or part of a road with a speed limit of 50km/h or less, except in relation to
 - (a) Works to regulate parking; or
 - (b) Conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings; or
 - (c) Works relating to footpaths, shared paths or separated footpaths;
3. Where there is no change to the operation of any clearway, bus lane, bus only lane, bus layover or transit lane in the carrying out of the works;
4. Without altering the number of continuous travel lanes, including lanes that may operate only at peak times, except where carrying out works to manage vehicle speed by way of chicanes or slow points.

Traffic Signals

A delegate or its sub delegate may not exercise any function in Paragraph 1 of Schedule 1 under this Instrument :

5. Within 20m of a traffic signal, unless the works are within areas or lanes currently used or available at any time for parking; or
6. Within 60m of a traffic signal, where the works being carried out
 - (a) reduce in length or modify the operating hours of any existing auxiliary, through or merge lane (including kerbside approach lanes managed by No Stopping or No Parking controls), or
 - (b) install any new crossing on the road which the signal controls.

Bus Routes

7. A delegate or its sub-delegates may only exercise the functions in Paragraph 1 of Schedule 1 on a road that is a regular bus route (as prescribed and indicated on a map published on the TfNSW website for the purposes of this Instrument called "*Bus Route Map*") where :

- (a) The design vehicle is no smaller than the length of the buses indicated for the road on the Bus Route Map; and
- (b) There is no reduction in the extent or operating hours of a bus zone, and no reduction in existing space available for entry and exit of buses from the bus zone; and
- (c) Local bus operators have been consulted on the design of the works (other than works to regulate parking) and have been supplied with swept path drawings on request; and
- (d) Local bus operators have been notified in writing of impending works under this delegation (other than works to regulate parking) with a minimum of 14 days notice.

Standards

- 8. A delegate or its sub delegates must use any relevant Transport for NSW established standards, specifications and Technical Directions, and relevant Austroads guidelines and Australian Standards when designing and carrying out works under this Instrument
- 9. A delegate or its sub delegates may not use this Instrument to carry out any novel designs or works where there are no established standards, technical directions, or guidelines, and any such works must be referred to Local Traffic Committee through existing processes.

Notification of Local Traffic Committee

- 10. A delegate or its sub-delegate must table a "for information only" record of the works carried out under this Instrument, including any consultation with bus operators (where applicable) at the relevant Local Traffic Committee as soon as practicable after completion of the works. The record of the works must also be made public on the Council website.

Sub-delegates carrying out Regulation of Traffic functions under the 2011 Delegation

- 11. A sub delegate may only carry out a function under Division 2 of Part 8 of the *Roads Act 1993* using the 2011 Delegation if the proposed works to be carried out or functions to be exercised have been referred to Local Traffic Committee under that Delegation, and the proposal has received unanimous support from the members of the Local Traffic Committee.

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-154**

Attachment 2

**Temporary Delegation to Councils
– Transport for NSW Information**



Transport for NSW

Temporary delegation to councils

On this page

[Downloads](#)[Frequently asked questions](#)[The delegation instrument](#)[Other](#)

Transport for NSW (Transport) has issued a temporary delegation of its powers under the Roads Act 1993 to give councils an alternative approval pathway for specified low-risk works to make streets more liveable, and support walking and cycling.

What is being delegated?

Subject to the criteria and conditions set out in the Temporary Delegation instrument, councils will be able to design and implement the following (as specified in Schedule 1 of the instrument):

- works to regulate parking
- pedestrian crossings
- pedestrian refuges
- conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings
- footpaths and continuous footpaths

- temporary or permanent works to enable alfresco dining
- temporary or permanent works to improve or expand footpaths or pedestrian space
- kerb buildouts to reduce crossing distance or manage vehicle speed
- kerb modifications or median islands for tree planting, landscaping or water sensitive urban design
- treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points
- works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, shared paths and contra flow access for bicycle riders

The delegated works are subject to conditions relating to permitted locations, circumstances, bus operations, design guidance, compliance, and reporting. Please refer to Schedule 4 of the instrument for full details.

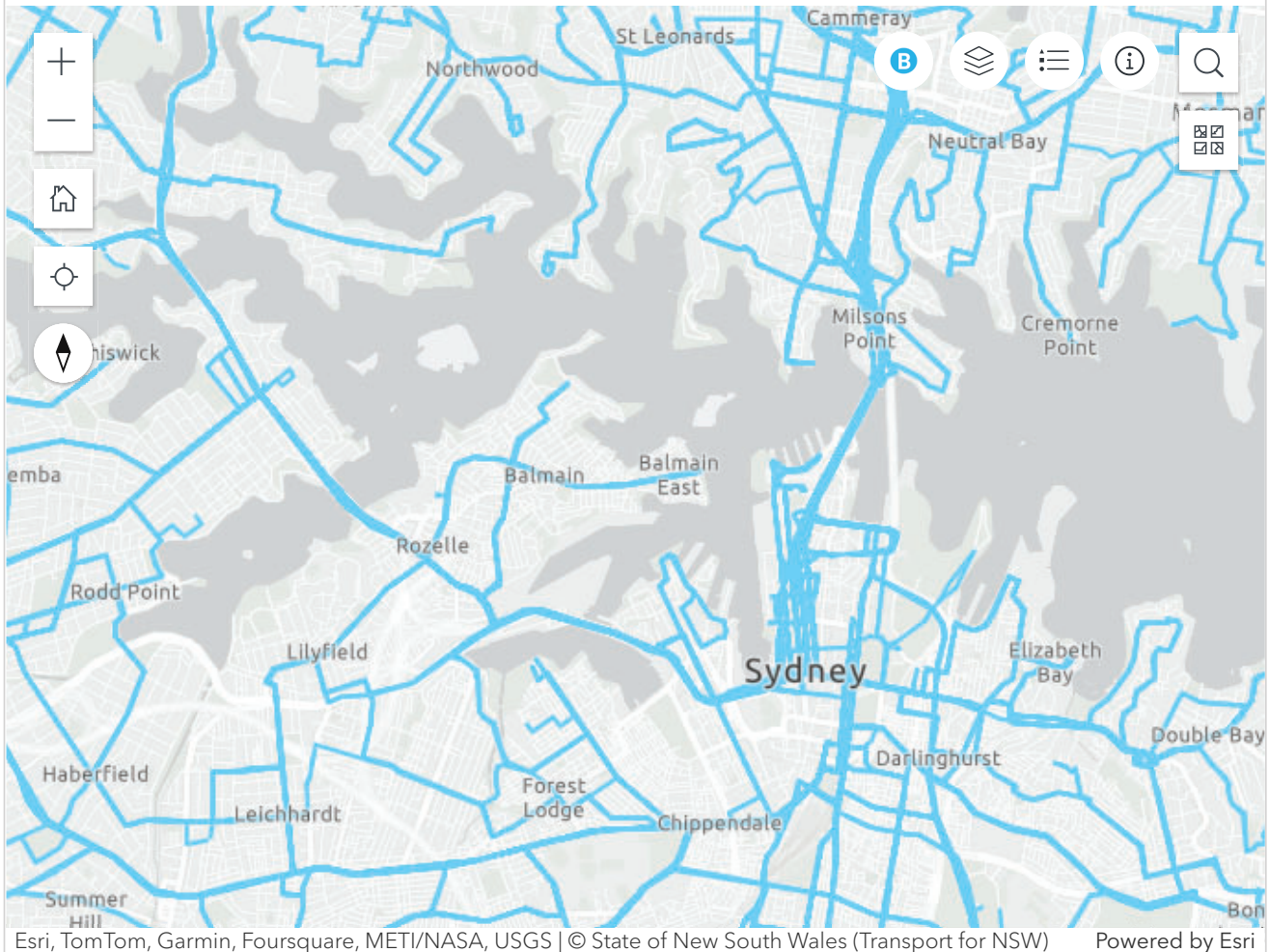
Read more about [delegations and traffic committees \(/operations/roads-and-waterways/committees-communities-and-groups/committees-and-groups/delegations\)](#).

Downloads

- [Instrument of delegation and authorisation: Temporary delegation to councils \(PDF, 108.08 KB\) \(/system/files/media/documents/2023/instrument-of-delegation-and-authorisation-temporary-delegation-to-councils_0.pdf\)](#)



Bus Route Map



Esri, TomTom, Garmin, Foursquare, METI/NASA, USGS | © State of New South Wales (Transport for NSW) Powered by Esri

Transport for NSW

Frequently asked questions

The delegation instrument

- **What is the effect of the Temporary Delegation?**
The Temporary Delegation gives Councils an option to carry out works on unclassified roads without prior referral to the Local Traffic Committee, provided other conditions are met.
- **How long is the Temporary Delegation in force?**
The Temporary Delegation will operate until 30 June 2026 unless amended or revoked sooner.
- **Do works have to be removed after 30 June 2026?**
No. The temporary delegation can be used for both temporary and permanent works.

- **Can councils continue to refer minor works to their Local Traffic Committee?**
Yes. Use of the Temporary Delegation is entirely optional. Councils are welcome to refer works covered by the Temporary Delegation to their Local Traffic Committee.
- **Will TfNSW provide advice on works covered by the Temporary Delegation?**
Yes. TfNSW representatives remain available to meet with Councils to provide advice or guidance on any proposal, and will continue to attend Local Traffic Committees.

Works covered

What works are covered by the Temporary Delegation?

The Temporary Delegation applies to:

- works to regulate parking
- pedestrian crossings
- pedestrian refuges
- conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings
- footpaths and continuous footpaths
- temporary or permanent works to enable alfresco dining
- temporary or permanent works to improve or expand footpaths or pedestrian space
- kerb buildouts to reduce crossing distance or manage vehicle speed
- kerb modifications or median islands for tree planting, landscaping or water sensitive urban design
- treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points
- works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, separated paths, shared paths and contra flow access for bicycle riders
- **Are roundabouts covered by the temporary delegation?**
No. These proposals must be referred to Local Traffic Committee and may also require additional approvals. Only works and functions specified in Schedule 1

of the Temporary Delegation instrument are delegated, and only then if they comply with the conditions set out in Schedule 4.

- **Are events covered by the Temporary Delegation?**

No. Events and their associated regulation of traffic should be implemented under existing processes. Very small road events that qualify as 'neighbourhood activities' can be approved by Councils under Clause 79 of the Roads Regulation 2018.

- **Can councils use the Temporary Delegation to temporarily close roads for outdoor dining?**

No. Councils wishing to temporarily close unclassified roads to traffic for the purposes of outdoor dining may use either their existing Local Traffic Committee or Section 166 of the Liquor Act. If the Liquor Act is used, a Council must give 7 days notice of the decision.

- **Are parking changes included in the Temporary Delegation?**

Yes. Changes to parking are now authorised through the Temporary Delegation as part of its December 2023 update (subject to meeting all relevant criteria and conditions).

- **What conditions apply?**

Works are restricted to unclassified roads, generally with a speed limit of 50km/h or less, except for parking management and improvements to existing pedestrian crossings. Refer to Schedule 4 of the Temporary Delegation instrument.

Where it applies

- **Does the Temporary Delegation apply to regional roads?**

Yes, provided those roads are unclassified and meet all other conditions of the Temporary Delegation.

- **How should the setback from traffic signals be calculated?**

Measurement should start from the nearest set of traffic signals and follow only roads directly controlled by the signals. Works on side streets near intersections should be reviewed carefully to identify any potential impacts.

- **What conditions apply around traffic signals?**

Specific conditions apply within 60m of a traffic signal, with more restrictive conditions within 20m. Refer to Schedule 4 of the Temporary Delegation for more detail.

- **Can the Temporary Delegation be used on light rail corridors?**

No. Light rail routes are declared as transitways, and hence are classified roads. Works may only be undertaken on a road or part of a road that is not a declared transitway.

- **Can the Temporary Delegation be used on bus routes?**

Yes, but works on bus routes shown on the Bus Route Map are subject to additional conditions, including mandatory consultation with bus operators and use of appropriate design vehicles. Refer to Schedule 4 of the Temporary Delegation.

Carrying out works

- **Is community or stakeholder consultation required when using the Temporary Delegation?**

Councils can apply their own policies and processes for engaging the community and stakeholders. Note that special conditions apply to bus routes - see Schedule 4 of the Temporary Delegation instrument.

- **What if there are inconsistencies in standards and guidance?**

Inconsistency in standards and guidelines is common in complex environments. Where standards may be inconsistent or cannot be met, councils should take a risk-based approach. They should document their considerations and design process and are welcome to seek advice from their TfNSW representative.

- **Are Road Safety Audits required?**

Road Safety Audits are no longer mandatory. However, councils are encouraged to use good professional judgement and consider advice on the use of Road Safety Audits in design guidelines.

- **Who can conduct a Road Safety Audit?**

A database of registered road safety auditors is available at

<https://www.roadsafetyregister.com.au/>

(<https://www.roadsafetyregister.com.au/>). Accredited TfNSW staff may be able to assist councils with audits, particularly in regional areas, and can be contacted via the register or their TfNSW representative on the Local Traffic Committee.

- **Are Road Safety Audits required for conversion of existing crossings or children's crossings to raised (wombat) crossings?**

No.

- **Who must Councils advise of works undertaken?**

For all works, councils must table an information-only record of the works at their Local Traffic Committee as soon as practicable after completion. The record must be public.

For applicable works on bus routes, councils must consult with and notify bus operators. If councils are unable to contact operators directly or if requested by the operator, consultation can be undertaken via TfNSW by emailing:

busapprovals@transport.nsw.gov.au
(<mailto:busapprovals@transport.nsw.gov.au>).

Other

The Temporary Delegation also contains an Authorisation under the Road Transport Act 2013. What can it be used for?

The Authorisation may only be used to install remove or alter 'prescribed traffic control devices' to carry out the works listed in the Temporary Delegation. Unrelated use of prescribed traffic control devices must be referred to the Local Traffic Committee.

What is the effect of the change to sub-delegation?

Councils can now delegate to a staff member the carrying out of works to regulate traffic immediately after their review and unanimous support by LTC. For example, if LTC reviews a temporary road closure for an event, and the review is supportive, it is no longer necessary to wait for full council endorsement of the LTC report before the work is done.

Can I contact anyone if I have any other questions?

Councils should seek advice from the TfNSW representative on their Local Traffic Committee but may also email delegated_works@transport.nsw.gov.au (mailto:delegated_works@transport.nsw.gov.au).

nsw.gov.au

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Transport for NSW recognise and celebrate the diversity of Aboriginal peoples and their ongoing cultures and care of Country. We pay respect to traditional custodians and Elders past and present.



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-154

Attachment 3
Current Regulation of Traffic
Delegation to Councils

ROADS AND MARITIME SERVICES

DELEGATION TO COUNCILS

REGULATION OF TRAFFIC


TRANSPORT ADMINISTRATION ACT**DELEGATION - SECTION 50**


I, **PETER DUNCAN**, Chief Executive of Roads and Maritime Services ("RMS") pursuant to Section 50 of the *Transport Administration Act 1988* and all other enabling powers delegated by instruments of delegation to councils dated 23 February 2009 ("the delegation") HEREBY REVOKES the delegation and DELEGATES to the councils constituted under the *Local Government Act 1993* listed in Schedule 1 and Schedule 2 respectively ("delegates") the functions of RMS set out in Schedule 3 ("the functions") subject to the limitations set out in Schedule 4 and authorises delegates to sub-delegate the functions to the persons in Schedule 5 ("sub-delegates") subject to the limitations in Schedule 4.

Dated this 31 day of October 2011.

The SEAL of ROADS AND)
MARITIME SERVICES)
was hereunto) L. S.
affixed in the presence of:)

SIGNED


Peter Duncan
Chief Executive
Roads and Maritime Services



SCHEDULE 1**(Delegates)**

The Council of the Municipality of Ashfield
Auburn Council
Bankstown City Council
The Council of the Shire of Baulkham Hills
Blacktown City Council
Blue Mountains City Council
The Council of the City of Botany Bay
Burwood Council
Camden Council
Campbelltown City Council
City of Canada Bay Council
Canterbury City Council
Fairfield City Council
Hawkesbury City Council
Holroyd City Council
The Council of the Shire of Hornsby
The Council of the Municipality of Hunters Hill
Hurstville City Council
Kogarah Municipal Council
Ku-ring-gai Council
Lane Cove Council
Leichhardt Municipal Council
Liverpool City Council
Manly Council
Marrickville Council
Mosman Municipal Council
North Sydney Council
Parramatta City Council
Penrith City Council
Pittwater Council
Randwick City Council
Rockdale City Council
Ryde City Council
Strathfield Municipal Council
Sutherland Shire Council
The City of Sydney
Warringah Council
Waverley Council
Willoughby City Council
Woollahra Municipal Council

SCHEDULE 2**(Delegates)**

A council other than those listed in Schedule 1 constituted under the *Local Government Act 1993*

SCHEDULE 3**(Functions)**

The exercise of all the functions of RMS under:

- 1 Division 2 of Part 8 (Regulation of traffic by roads authorities) of the *Roads Act 1993*.
- 2 Division 1 of Part 4 (Traffic control devices) of the *Road Transport (Safety and Traffic Management) Act 1999*.
- 3 Division 2 of Part 5 (Special event parking schemes) of the *Road Transport (Safety and Traffic Management) Regulation 1999*.

SCHEDULE 4

(Limitations)

1. A council and its sub-delegate must not exercise a function:
 - (1) Outside the area constituted under the *Local Government Act 1993* for which council is the council, or
 - (2) On a road classified as a Freeway, Controlled Access Road, Tollway, Transitway or those roads classified under the *Roads Act 1993*, which are indicated as State Roads in the *Schedule of Classified Roads and State and Regional Roads* published on the RMS internet website (except where exercising a function in respect of portable traffic control light signals).
2. A council and its sub-delegate may only exercise a function in respect of any prescribed traffic control device (defined in clause 131 of the *Road Transport (Safety and Traffic Management) Regulation 1999* for the purposes of section 50 of the *Road Transport (Safety and Traffic Management) Act 1999*) being –
 - (1) any prescribed traffic control device contained in RMS's *Traffic Signs Database* located on its internet website and indicated as "*Delegated to Council for Authorisation – Yes*", and
 - (2) any portable traffic control lights,and under no circumstances, that is, despite (1) above, will a council or its sub-delegate be permitted to exercise a function in respect of any internally illuminated traffic control device.
3. A council and its sub-delegate must not exercise a function in respect of the following signs:
 - Permissive parking signs
 - No Parking signs
 - No Stopping signson any public road or road or road related area (or any part thereof), which falls within a 1 km radius of any train station listed in RMS's document published on its internet website, titled *Schedule of Nominated Train Stations*, and which has current unrestricted parking, without the approval of RMS.
4. (1) A council listed in Schedule 1 and its sub-delegate must not exercise a function in respect of the following activities including the referral of the matter to the Local Traffic Committee until a Traffic Management Plan, which must include an assessment of the impact of the exercise of the function and proposed measures to ameliorate such impact, has been approved by RMS:

(a) The prohibition of the passage of traffic on a public road or road or road related area to any one or more of the following classes of traffic:

- pedestrians
- vehicles
- motor vehicles

by physical means or regulatory signs (whether a prescribed traffic control device or otherwise) or both;

(b) the installation or display of the following traffic control signs on roads or road related areas:

- No Right Turn
- No Left Turn
- No Entry
- No Turns
- Left Turn Only
- Right Turn Only
- No Trucks
- No Buses
- No Pedestrians

or the installation or display of any other sign or road marking prohibiting or compelling a turning movement;

(c) changing a two-way street into a one-way street or reversing the direction of a one-way street;

(d) the construction of a median strip including a painted island which prevents a turn by a vehicle at the intersection of public roads or roads or road related areas;

(e) reduction in the number of traffic lanes on a public road or road or road related area by physical means or regulatory signs (whether a prescribed traffic control device or otherwise) or both.

(2) A Traffic Management Plan is not required if council certifies to RMS in writing that a No Trucks or No Buses traffic control sign is to be erected solely for the purpose of protecting a road from damage by the passage of motor vehicles.

5. A council and its sub-delegate must not exercise a function in respect of portable traffic control light signals unless:
 - (1) the signals are used in connection with the carrying out of road work on public roads as authorised by the *Roads Act 1993*; and
 - (2) no fixed equipment or fixed cables are used.
6. A sub-delegate must not exercise a function in respect of Division 2 of Part 8 (Regulation of Traffic by Roads Authorities) of the *Roads Act 1993*.
7. A council or its sub-delegate must not exercise a function until they have notified the Commissioner of Police and RMS of any decision taken to exercise a function except where:
 - (1) the advice of the Local Traffic Committee is unanimous; and
 - (2) the council or its sub-delegate propose to follow such advice.
8. Where a council or its sub-delegate has notified or should have notified the Commissioner of Police and RMS of a decision to exercise a function, the council or its sub-delegate must not exercise a function for a period of fourteen (14) days from the date of notification.
9. Where an appeal has been made to the Chairperson of a Regional Traffic Committee in respect of a decision taken by a council or its sub-delegate to exercise a function, a council or its sub-delegate must not exercise the function until the Chairperson of the Regional Traffic Committee determines the appeal.
10. Where the Chairperson of the Regional Traffic Committee has determined an appeal, the council and its sub-delegate must not exercise the function in respect of which an appeal has been made, otherwise than in accordance with the determination of the Chairperson.
11. Before installing or displaying a prescribed traffic control device, a council and its sub-delegate must authorise installation or display (or interference with, alteration or removal) of the device in writing in accordance with section 51 of the *Road Transport (Safety and Traffic Management) Act 1999*.
12. A council or its sub-delegate shall keep a record of installation, display, alteration or removal of a traffic control device. Such a record must include the following:
 - Type and location of the traffic control device;
 - Time and date of completion of installation, display, alteration or removal of the traffic control device.

13. Where a council or its sub-delegate wishes to exercise a function in respect to a “Roadwork Speed Limit” traffic sign (Speed Series (R4) Sign No. R4-212 contained in RMS’s Traffic Signs Database located on its internet website, the following conditions apply:
- (1) When the installation period of a ‘Roadwork Speed Limit’ sign is to be for 6 working days or less:
 - a) authorisation of the use of the ‘Roadwork Speed Limit’ sign must be carried out by council or a sub-delegate who holds a current Traffic Control at Worksites certificate issued by RMS; and
 - b) the nearest office of RMS is to be notified in writing of Council’s intention to implement a roadwork speed limit prior to works commencing; and
 - c) the nearest Police Station is to be notified in writing of Council’s intention to implement a roadwork speed limit prior to works commencing.
 - (2) When the installation period of a ‘Roadwork Speed Limit’ sign is to be for more than 6 working days:
 - a) authorisation of the use of the ‘Roadwork Speed Limit’ sign must be carried out by council or a sub-delegate who holds a current Traffic Control at Worksites Certificate issued by RMS, and
 - b) the nearest office of RMS is to be notified in writing of Council’s intention to implement a roadwork speed limit 7 days prior to works commencing; and
 - c) the nearest Police Station is to be notified in writing of Council’s intention to implement a roadwork speed limit 7 days prior to works commencing.
 - (3) The need for a ‘Roadwork Speed Limit’ sign shall be determined in accordance with the document, “*Traffic Control at Worksites*” Version 3.1 dated April 2006 (RTA Publication No 03.290) issued by the former Roads & Traffic Authority of NSW;
 - (4) ‘Roadwork Speed Limit’ signs shall be installed in accordance with the “*Traffic Control at Worksites*” document (as already referred to);
 - (5) Records maintained by a council and its sub-delegate in respect to a ‘Roadwork Speed Limit’ sign must include:
 - a) council’s or its sub-delegate’s written authorisation of the installation [The sub-delegate’s Traffic Control at Worksites Certificate number must be shown.],
 - b) the location,
 - c) the installation time and date, and
 - d) the removal time and date.

- (6) The 'Roadwork Speed Limit' sign is to be removed as soon as practicable after the road works have been completed.
14. A council and its sub-delegate must not exercise a function in respect to any of the roads within Sydney Olympic Park including the roads that are coloured mauve on the drawing marked "Sydney Olympic Park Authority, Sydney Olympic Park, Drawing Number HS-J-L-006" dated 29 May 2001 and deposited in the Office of the Sydney Olympic Park Authority (being all the roads referred to in section 41 of the *Sydney Olympic Park Authority Act 2001*).

SCHEDULE 5**(Sub-delegates)**

- 1 A councillor.
- 2 The general manager.
- 3 An employee of the council.