A meeting of the Traffic Committee will be held at 9:30 AM at the Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Wednesday, 6 August 2025.

Business as below:

Yours faithfully

Peter J. Fitzgerald
General Manager

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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-25-135	AURELIA STREET / THE PORTICO, TOONGABBIE – PROPOSED MOTOR BIKE PARKING SPACES			×		×	
CTC-25-136	CHISHOLM ROAD, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE				×		×
CTC-25-137	BANDO ROAD, GIRRAWEEN – APPLICATION FOR 'WORKS ZONE' SIGNAGE			×		×	
CTC-25-138	RICHARDSON STREET, MERRYLANDS - PROPOSED TIMED PARKING RESTRICTION		×			×	
CTC-25-139	MILLER STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		×			×	
CTC-25-140	JOHN STREET, EDITH STREET & ELIMATTA STREET, LIDCOMBE – PROPOSED SAFETY MEASURES AT THE INTERSECTIONS				×		×
CTC-25-141	OSGOOD STREET, GUILDFORD – PROPOSED 'NO STOPPING' RESTRICTIONS		×			×	
CTC-25-142	BRIDGE ROAD AND HUDSON STREET, WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS		×			×	
CTC-25-143	FARNELL STREET, MERRYLANDS BETWEEN WOODVILLE ROAD AND EXCELSIOR STREET – ROAD SAFETY CONCERNS		×			×	
CTC-25-144	JOYCE STREET, PENDLE HILL – APPLICATION FOR 'WORKS ZONE' SIGNAGE			×		×	
CTC-25-145	RAILWAY TERRACE, MERRYLANDS – ROAD SAFETY CONCERNS		×			×	
CTC-25-146	MERRYLANDS ROAD, MERRYLANDS – PARKING ARRANGEMENT REVIEW		×			×	
CTC-25-147	GREATREX AVENUE AND PHILLIPS AVENUE, REGENTS PARK – PROPOSED INTERSECTION TREATMENT				×		×
CTC-25-148	ENID AVENUE, GRANVILLE – EXTENSION OF 'NO STOPPING' RESTRICTION		×			×	
CTC-25-149	JONATHAN STREET, GREYSTANES – PROPOSED 'BUS ZONE' SIGNAGE			×		×	
CTC-25-150	PATRICIA STREET, MAYS HILL – PROPOSED 'NO STOPPING' AND TIMED PARKING RESTRICTIONS		×			×	
CTC-25-151	MARY STREET, GRANVILLE – PROPOSED TIMED PARKING RESTRICTIONS		×			×	
CTC-25-152	ST JOHN ROAD, AUBURN – APPLICATION FOR 'WORKS ZONE' SIGNAGE				×		×
CTC-25-153	MCCREDIE ROAD, SMITHFIELD – PROPOSED 'NO PARKING' RESTRICTION		×			×	
CTC-25-154	CLYDE STREET, SOUTH GRANVILLE - PROPOSED ACCESSIBLE PARKING SPACE		×			×	

CTC-25-155	PORTICO PARADE, TOONGABBIE - REQUEST FOR ACCESSIBLE PARKING			×		×	
CTC-25-156	VAUGHAN STREET, LIDCOMBE - REQUEST FOR A PEDESTRIAN CROSSING				×		×

Part 2 - Recommendation to Council

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-25-157	RESPONSE TO NOTICE OF MOTION - LIDCOMBE OVERHEAD BRIDGE SERVICING CHURCH STREET AND RAILWAY STREET				×		×
CTC-25-158	WARWICK ROAD AT WALPOLE STREET, MERRYLANDS - ROAD SAFETY CONCERNS		×			×	
CTC-25-159	MILNER ROAD AT RHODES AVENUE, GUILDFORD - ROAD SAFETY CONCERNS		×			×	
CTC-25-160	JONES STREET AT DUNMORE STREET, PENDLE HILL - ROAD SAFETY CONCERNS		×			×	
CTC-25-161	GOZO ROAD, GREYSTANES – ROAD SAFETY CONCERNS			×		×	
CTC-25-162	GUILDFORD ROAD, GUILDFORD - PROPOSED PARKLET		×			×	
CTC-25-163	NIJONG DRIVE, PEMULWUY - REQUEST FOR A PEDESTRIAN CROSSING			×		×	
CTC-25-164	HARRIS STREET AT HAWKSVIEW STREET, GUILDFORD - ROAD SAFETY CONCERNS		×			×	
CTC-25-165	MERRYLANDS EAST PUBLIC SCHOOL - SAFETY CONCERNS IN THE SURROUNDING ROAD NETWORK		×			×	
CTC-25-166	MARTIN STREET AT RAWSON STREET, LIDCOMBE - ROAD SAFETY CONCERNS				×		×
CTC-25-167	PARK ROAD AT MARY STREET, AUBURN - ROAD SAFETY CONCERNS		×			×	
CTC-25-168	OLD PROSPECT ROAD, GREYSTANES – PROPOSED ROAD CLOSURES FOR SYDNEY WATER ROAD WORKS			×		×	
CTC-25-169	LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS – CONSULTATION RESULT			×		×	
CTC-25-170	OXFORD STREET AND HIGHLAND STREET, GUILDFORD - PROPOSED ROUNDABOUT - CONSULTATION RESULTS		×			×	
CTC-25-171	DELHI STREET & SIMLA STREET, LIDCOMBE – PROPOSED INTERSECTION TREATMENT				×		×
CTC-25-172	DESMOND STREET AND DAVIES STREET, MERRYLANDS – PROPOSED ROUNDABOUT		×			×	
CTC-25-173	RESPONSE TO NOTICE OF MOTION - TOONGABBIE BRIDGE			×		×	
CTC-25-174	MEADOWS STREET, THOMAS STREET AND MAY STREET, MERRYLANDS – PROPOSED MEDIAN ISLAND AND 'NO STOPPING' RESTRICTIONS		×			×	

CTC-25-175	DELHI STREET, LIDCOMBE – REQUEST FOR TRAFFIC CALMING				×		×
CTC-25-176	PENDLE WAY, PENDLE HILL - PROPOSED TEMPORARY ROAD CLOSURE FOR THAI PONGAL FESTIVAL 2026			×		×	
CTC-25-177	JUNCTION STREET, AUBURN - STRATEGIC CYCLEWAY - PROPOSED CYCLEWAY LINK				×		×
CTC-25-178	WHALANS ROAD, GREYSTANES - ROAD SAFETY CONCERNS – CONSULTATION RESULT			×		×	
CTC-25-179	DAMIEN AVENUE, GREYSTANES – ROAD SAFETY CONCERN – CONSULTATION RESULT			×		×	
CTC-25-180	TEMPORARY ROAD CLOSURES FOR COUNCIL EVENTS		×			×	
CTC-25-181	ROSEBERRY STREET BETWEEN HAWKSVIEW STREET AND MYALL STREET, MERRYLANDS – CONSULTATION RESULTS		×			×	
CTC-25-182	LOCKWOOD STREET BETWEEN WALPOLE STREET AND BURNETT STREET, MERRYLANDS – CONSULTATION RESULTS		×			×	
CTC-25-183	GELIBOLU PARADE, AUBURN – REQUEST FOR ACCESSIBLE PARKING SPACE				×		×
CTC-25-184	NEW INSTRUMENT AND DELEGATIONS ON PRESCRIBED TRAFFIC CONTROL DEVICES AND REGULATION OF TRAFFIC TO COUNCILS FROM TRANSPORT FOR NSW				×		×
CTC-25-185	RESPONSE TO NOTICE OF MOTION - MULTI-STOREY PARKING SOLUTIONS FOR PENDLE HILL			×		×	
CTC-25-186	GELIBOLU PARADE, AUBURN - PROPOSED TEMPORARY ROAD CLOSURE FOR GALLIPOLI MOSQUE				×		×

Minutes of the Traffic Committee meeting held at Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Wednesday, 4 June 2025.

OPENING OF MEETING:
The meeting was opened by the Chairperson - Clr. Joseph Rahme at 9.32am.

PRESENT:

MEMBERS	
Clr Joseph Rahme (Chairman)	Cumberland City Council
Mr George Campbell	Local Member for Auburn
Clr Glenn Elmore	Local Member for Granville
Dr Diane Colman – Arrived 9.35am	Local Member for Prospect
Leading Senior Constable William Graham – Joined online 9.39am, Left 9.47am	Cumberland Police Area Command
Mr Matthew Tangonan	Transport for NSW
OBSERVERS	
Clr Steve Christou	Councillor
COUNCIL OFFICERS	
Daniel Cavallo	Director Environment & Planning
Elias Elias	Manager Engineering & Building
Soma Somaskanthan	Executive Engineer Traffic and Transport
Siva Sivakumar	Manager Special Projects
Scott Kavanagh	Coordinator Engineering Services
Nancy Nguyen	Engineering & Building Administration Officer
Ann-Marie Dinh	Business Admin Trainee
Paulette Maroon	Governance Officer (Minute Taker)
Joyti Sharma	Governance Officer

APOLOGIES:

Leading Senior Constable Raymond Yeung	Auburn Police Area Command - *Leading Senior Constable William Graham represented both Police Area Commands.*
Local Member for Fairfield – no representative nominated	Local Member for Fairfield - *No items in the State electorate.*
Ms Hannah Shilling/ Mr James Duguid	Transit Systems - No objections received.
CDCBus	No objections received
Transdev	No objections received

DECLARATIONS OF INTEREST

Clr Rahme declared a Less Than Significant, Non-Pecuniary Interest in item – CTC-25-100 Factory Street And Its Intersections With Side Streets, Granville – Proposed Intersection Treatments, as he lives within close proximity of the location.

CONFIRMATION OF PREVIOUS MINUTES

That the Cumberland Traffic Committee confirm the minutes of the Cumberland Traffic Committee held on 2 April 2025 be confirmed as per Council's resolution 28 May 2025.

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-25-099	KIMBERLEY STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE		×			×	
CTC-25-100	FACTORY STREET AND ITS INTERSECTIONS WITH SIDE STREETS, GRANVILLE – PROPOSED INTERSECTION TREATMENTS		×			×	
CTC-25-101	MERRYLANDS ROAD, MERRYLANDS – PROPOSED RELOCATION OF EXISTING BUS STOP		×			×	
CTC-25-102	LYTTON STREET AND JORDAN STREET, WENTWORTHVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS		×			×	
CTC-25-103	MONTEREY STREET AND HAMILTON STREET, SOUTH WENTWORTHVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING		×			×	
CTC-25-104	CALLIOPE STREET AND BYRON ROAD, GUILDFORD – PROPOSED INTERSECTION TREATMENT		×			×	
CTC-25-105	FAIRFIELD ROAD, GUILDFORD WEST – PROPOSED PARKING RESTRICTIONS		×			×	
CTC-25-106	HARROW ROAD, AUBURN - PROPOSED 'NO PARKING WEDDING OR FUNERAL VEHICLES EXCEPTED' SIGNAGE				×		×
CTC-25-107	OXFORD STREET, GUILDFORD – PROPOSED EXTENSION OF EXISTING 'NO STOPPING' RESTRICTION		×			×	
CTC-25-108	HOWE STREET, WESTMEAD – PROPOSED PARKING RESTRICTIONS		×			×	
CTC-25-109	MAGOWAR ROAD, GIRRAWEEN – PROPOSED 'NO STOPPING' PARKING RESTRICTIONS			×		×	
CTC-25-110	PERCY STREET, AUBURN - PROPOSED 'NO STOPPING' SIGNAGE				×		×

CTC-25-111	MAGOWAR ROAD AT MACKLIN STREET AND WYENA ROAD, PENDLE HILL – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING			×		×	
CTC-25-112	ELVINA STREET AND GOZO ROAD, GREYSTANES – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING			×		×	
CTC-25-113	STURT STREET, SMITHFIELD – PROPOSED 1/2 P TIMED PARKING AND 'NO STOPPING' RESTRICTIONS		×			×	
CTC-25-114	BENNETT STREET, WENTWORTHVILLE – PROPOSED AMENDMENTS TO EXISTING PARKING RESTRICTIONS			×		×	
CTC-25-115	IRIS STREET, GUILDFORD – PROPOSED PARKING RESTRICTIONS		×			×	
CTC-25-116	PERCY STREET, AUBURN – PROPOSED PARKING RESTRICTIONS ASSOCIATED WITH A DEVELOPMENT APPLICATION				×		×
CTC-25-117	ALBERT STREET AND FRANK STREET, GUILDFORD – ROAD SAFETY CONCERNS		×			×	
CTC-25-118	JOHN ST, LIDCOMBE – APPLICATION FOR 'WORKS ZONE' SIGNAGE				×		×
CTC-25-119	RANDLE STREET AND BENNALONG STREET, GRANVILLE – ROAD SAFETY CONCERNS		×			×	

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-25-120	THE ESPLANADE, ELIZABETH STREET AND AMHERST STREET, GUILDFORD - ROAD SAFETY CONCERNS		×			×	
CTC-25-121	VAUGHAN STREET, LIDCOMBE – REQUEST FOR MEDIAN ISLAND OUTSIDE MCDONALD'S DRIVEWAY				×		×
CTC-25-122	WARWICK ROAD & BURNETT STREET, MERRYLANDS – REQUEST FOR BANNING TURNING MOVEMENTS AT THE INTERSECTION		×			×	
CTC-25-123	OLD PROSPECT ROAD AND ETTALONG STREET, GREYSTANES – TEMPORARY ROAD CLOSURES ASSOCIATED WITH 'OUR LADY QUEEN OF PEACE FESTA'			×		×	
CTC-25-124	BRISTOL STREET, MERRYLANDS WEST – ROAD SAFETY CONCERNS		×			×	
CTC-25-125	HARGRAVE ROAD, AUBURN – PROVISION OF A PEDESTRIAN CROSSING OUTSIDE AUBURN HOSPITAL				×		×

CTC-25-126	OCTAVIA STREET, TOONGABBIE – PROVISION OF A PEDESTRIAN CROSSING AT THE INTERSECTION WITH AURELIA STREET			×		×	
CTC-25-127	TALBOT ROAD, GUILDFORD - PROPOSED PEDESTRIAN FENCING		×			×	
CTC-25-128	OLYMPIC DRIVE, LIDCOMBE – PROPOSED SAFETY FENCE				×		×
CTC-25-129	PRINCES STREET AND KING STREET, GUILDFORD WEST – PROPOSED ROUNDABOUT		×			×	
CTC-25-130	EXCELSIOR STREET, WYNYARD STREET AND EVE STREET, GUILDFORD - ROAD SAFETY CONCERNS - CONSULTATION RESULT		×			×	
CTC-25-131	PALMER STREET, GUILDFORD WEST – PROPOSED ROUNDABOUT AND PEDESTRIAN CROSSING		×			×	
CTC-25-132	PARK ROAD AND ANGUS AVENUE, AUBURN – PROPOSED INTERSECTION TREATMENT				×		×
CTC-25-133	PARK ROAD AT MOUNT AUBURN ROAD AND ANGUS AVENUE, AUBURN – PROPOSED ROUNDABOUT				×		×
CTC-25-134	GUILDFORD ROAD, GUILDFORD – ROAD SAFETY CONCERNS		×			×	

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:

CTC-25-099, CTC-25-100. CTC-25-101, CTC-25-102, CTC-25-103, CTC-25-104, CTC-25-105, CTC-25-107, CTC-25-108, CTC-25-109, CTC-25-110, CTC-25-111, CTC-25-112. CTC-25-113, CTC-25-114, CTC-25-115, CTC-25-117, CTC-25-118, CTC-25-119.

Moved Clr Glenn Elmore, **Seconded** Mr Matthew Tangonan

ITEM CTC-25-099 - KIMBERLEY STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE

Resolved by Exception

The Traffic Committee recommends that:

1. The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Kimberley Street, Merrylands in accordance with the attached plan subject to Council's standard conditions for the period of 6 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

ITEM CTC-25-100 - FACTORY STREET AND ITS INTERSECTIONS WITH SIDE STREETS, GRANVILLE – PROPOSED INTERSECTION TREATMENTS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'Give Way' control signs and associated line marking at the intersections of Factory Street, Granville with side streets in accordance with the attached plans be approved.

2. The affected / concerned residents be notified of the outcome.

ITEM CTC-25-101 - MERRYLANDS ROAD, MERRYLANDS – PROPOSED RELOCATION OF EXISTING BUS STOP

Resolved by Exception

The Traffic Committee recommends that:

1. The relocation of existing Bus Stop and associated signage in front of No.535 Merrylands Road, Merrylands in accordance with the attached plan be approved.

2. The cost of the works shall be borne by the applicant.

3. The applicant is to be notified of the outcome.

ITEM CTC-25-102 - LYTTON STREET AND JORDAN STREET, WENTWORTHVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs at the intersection of Lytton Street and Jordan Street, Wentworthville in accordance with the attached plan be approved.

2. The affected and concerned residents be notified of the outcome.

ITEM CTC-25-103 - MONTEREY STREET AND HAMILTON STREET, SOUTH WENTWORTHVILLE – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs and 'BL2' line marking at the intersection of Monterey Street and Hamilton Street, South Wentworthville in accordance with the attached plan be approved in principle.

2. Council consult with affected residents and report back to the Traffic Committee if objections are received.

ITEM CTC-25-104 - CALLIOPE STREET AND BYRON ROAD, GUILDFORD – PROPOSED INTERSECTION TREATMENT

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'Give Way' and 'No Stopping' signs with associated line marking at the intersection of Calliope Street and Byron Road, Guildford in accordance with attached plan be approved.

2. The affected / concerned residents be notified of the outcome.

ITEM CTC-25-105 FAIRFIELD ROAD, GUILDFORD WEST - PROPOSED PARKING RESTRICITONS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of '1P 8:30 am to 6pm Mon- Sat' on the western side of Fairfield Road, Guildford West outside No.121 and part of No. 123-131, as provided in the attached plan, be approved.

2. Council notifies the business owners of the outcome.

ITEM CTC-25-107 - OXFORD STREET, GUILDFORD – PROPOSED EXTENSION OF EXISTING 'NO STOPPING' RESTRICTION

Resolved by Exception

The Traffic Committee recommends that:

1. The extension of the existing 'No Stopping' restrictions on Oxford Street, Guildford outside Granville South Public School in accordance with attached plan be approved.

2. Granville South Public School be notified of the outcome.

ITEM CTC-25-108 - HOWE STREET, WESTMEAD – PROPOSED PARKING RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

1. The proposed 'No Parking' signage outside No. 5 Howe Street, Westmead in accordance with the attached plan be approved.

2. The cost of the works shall be borne by the applicant.

3. The applicant is to be notified of the outcome.

ITEM CTC-25-109 - MAGOWAR ROAD, GIRRAWEEN – PROPOSED 'NO STOPPING' PARKING RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs between No. 147 and No. 149 Magowar Road, Girraween in accordance with the attached plan be approved.

2. The affected / concerned businesses be notified of the outcome.

ITEM CTC-25-110 - PERCY STREET, AUBURN - PROPOSED 'NO STOPPING' SIGNAGE

Resolved by Exception

The Traffic Committee recommends:

1. The proposed 'No Stopping' signs outside No. 11-13 Percy Street, Auburn in accordance with the attached plan be approved.

2. Council notify the affected businesses of the outcome.

ITEM CTC-25-111 - MAGOWAR ROAD AT MACKLIN STREET AND WYENA ROAD, PENDLE HILL – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs, 'BL2' line markings in Magowar Road and at the intersection of Macklin Street and Wyena Road, Pendle Hill in accordance with the attached plan be approved.

2. The affected / concerned residents be notified of the outcome.

ITEM CTC-25-112 - ELVINA STREET AND GOZO ROAD, GREYSTANES – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs, 'BL2' line markings, and the modification of 'EL1' line markings at the intersection of Elvina Street and Gozo Road, Greystanes, in accordance with the attached plan, be approved in principle.

2. Council consults with affected residents and report back to the Traffic Committee if objections are received.

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

ITEM CTC-25-113 - STURT STREET, SMITHFIELD – PROPOSED 1/2 P TIMED PARKING AND 'NO STOPPING' RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of '1/2 P 8:30 am to 6pm' and 'No Stopping' restrictions on the eastern side of Sturt Street, Smithfield as per the attached plan be approved.

2. Council notify business owners of the outcome.

ITEM CTC-25-114 - BENNETT STREET, WENTWORTHVILLE – PROPOSED AMENDMENTS TO EXISTING PARKING RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Parking, 8:30 am to 9:30 am Mon- Fri, 2:30 pm to 4:00 pm, school days and amendment to existing P 15 minutes as per the attached plan be approved.

2. Council notifies Our Lady of Mount Carmel Primary School of the outcome.

ITEM CTC-25-115 - IRIS STREET, GUILDFORD – PROPOSED PARKING RESTRICTIONS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Parking' and 'No Stopping' signage on the eastern side of Iris Street, Guildford, outside Tom Uren Park, in accordance with the attached plan, be approved in principle.

2. Council consult affected residents and report back to the Traffic Committee if objections are received.

ITEM CTC-25-117 - ALBERT STREET AND FRANK STREET, GUILDFORD – ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'Give Way' signage and associated linemarking on Frank Street at Albert Street, Guildford West, be approved according to the attached plan.

2. The installation of 'No Stopping' signage and 'BL2' linemarking on Frank Street at Albert Street, Guildford West, be approved according to the attached plan.

3. The concerned and affected residents be consulted and report back to Traffic Committee if objections are received.

ITEM CTC-25-118 - JOHN ST, LIDCOMBE – APPLICATION FOR 'WORKS ZONE' SIGNAGE

Resolved by Exception

The Traffic Committee recommends that:

1. The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on John Street, Lidcombe in accordance with the attached plan subject to Council's standard conditions for the period of 6 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.

ITEM CTC-25-119 - RANDLE STREET AND BENNALONG STREET, GRANVILLE – ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

1. The proposed 'BL2' centre lines on the Bennelong Street approaches to its intersection with Randle Street, in accordance with the attached plan, be approved.

2. The concerned resident be notified of the outcome.

ITEM CTC-25-106 - HARROW ROAD, AUBURN - PROPOSED 'NO PARKING WEDDING OR FUNERAL VEHICLES EXCEPTED' SIGNAGE

The Traffic Committee recommends that:

1. The proposed 'No Parking, Wedding or Funeral Vehicles Excepted' signs outside No.43-47 Harrow Road, Auburn in accordance with the attached plan be approved.

2. Council notify the property owner of the outcome.

Moved Mr George Campbell, **Seconded** Mr Matthew Tangonan

ITEM CTC-25-116 - PERCY STREET, AUBURN – PROPOSED PARKING RESTRICTIONS ASSOCIATED WITH A DEVELOPMENT APPLICATION

The Traffic Committee recommends that:

1. The request for a pedestrian crossing on Percy Street, Auburn outside the International Maarif Schools of Australia (IMSA) Gallipoli Campus, Auburn and associated signage be approved in principle.
2. The costs associated with the installation of the signage shall be borne by the applicant at no cost to Council.
3. The applicant provides final design plans for Council approval prior to construction.
4. The applicant be notified of Council's resolution.

Council Officer noted that CTC-25-116 was included in *Part 1 Recommended for Approval under Delegated Authority* however this item will be moved to *Part 2 Recommendation to Council.*

Moved Matthew Tangonan, **Seconded** Clr Glen Elmore

Part 2 - Recommendation to Council in accordance with Part 2 of the Terms of Reference for the Cumberland Local Traffic Committee.

Note: Part 2 recommendations of the Traffic Committee are subject to Council's endorsement. For final decisions regarding these matters, please refer to the Council Meeting Minutes where these matters were reported to Council for determination.

ITEMS RESOLVED BY EXCEPTION

The Committee resolved by exception the below items on the Traffic Committee Agenda as per the recommendations in the reports:

CTC-25-120, CTC-25-121, CTC-25-122, CTC-25-124, CTC-25-125, CTC-25-126, CTC-25-127, CTC-25-128, CTC-25-129, CTC-25-130, CTC-25-131, CTC-25-132, CTC-25-133, CTC-25-134.

Moved Clr Glenn Elmore, **Seconded** Mr Matthew Tangonan

ITEM CTC-25-120 - THE ESPLANADE, ELIZABETH STREET AND AMHERST STREET, GUILDFORD - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of 'No Stopping' signs and centre line marking at the intersection of The Esplanade, Amherst Street and Elizabeth Street, and the proposed speed cushions on the Elizabeth Street approach to its intersection with The Esplanade, Guildford, in accordance with the attached plan, be approved in principle.

2. Council undertake consultation with affected residents and report back to the Traffic Committee if objections are received.

3. Concerned and affected residents be notified of the outcome.

ITEM CTC-25-121 - VAUGHAN STREET, LIDCOMBE – REQUEST FOR MEDIAN ISLAND OUTSIDE MCDONALD'S DRIVEWAY

Resolved by Exception

The Traffic Committee recommends that:

1. A 600 mm wide, 25m long median island on Vaughan Street, Lidcombe, outside the McDonalds carpark driveway, be approved in principle.

2. Council undertake consultation with affected stakeholders and a further report be provided to the Traffic Committee if objections are received.

ITEM CTC-25-122 - WARWICK ROAD & BURNETT STREET, MERRYLANDS – REQUEST FOR BANNING TURNING MOVEMENTS AT THE INTERSECTION

Note: Clr Colman separately advised Council Officers during the meeting of Less Than Significant, Non-Pecuniary Interest in item – CTC-25-122 Warwick Road & Burnett Street, Merrylands – Request for Banning Turning Movements at the Intersection, as she lives within close proximity of the location.

Resolved by Exception

The Traffic Committee recommends that:

1. Council installs "No Right Turn, 6 AM – 10AM, 3PM – 7PM, Monday to Friday" signage on Warwick Road, Merrylands at its intersection with Burnett Street as per the attached plan.

2. Council installs advisory sign indicating "No Right Turn at Burnett St, 6 AM-10 AM, 3 PM-7 PM, MON-FRI" on Warwick Road at its intersection with Walpole Street as per the attached plan.

3. Council notify the residents who sent submissions during the consultation of the outcome.

4. Council provide information to road users and local residents of the traffic movement changes prior to commencement.

ITEM CTC-25-124 - BRISTOL STREET, MERRYLANDS WEST – ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that Council undertake consultation with the residents of Bristol Street, Merrylands West, between Cusack Street and Fowler Road, to assess support or otherwise for the provision of speed humps in the street.

ITEM CTC-25-125 - HARGRAVE ROAD, AUBURN – PROVISION OF A PEDESTRIAN CROSSING OUTSIDE AUBURN HOSPITAL

Resolved by Exception

The Traffic Committee recommends that:

1. A raised pedestrian crossing on Hargrave Road, Auburn, outside Auburn Hospital be approved in principle.

2. Council investigate the two locations as indicated in the report and prepare concept plans for consultation with affected residents and Auburn Hospital Administration.

3. A further report on the consultation results and preferred location with concept plan be provided for consideration by the Traffic Committee.

ITEM CTC-25-126 - OCTAVIA STREET, TOONGABBIE – PROVISION OF A PEDESTRIAN CROSSING AT THE INTERSECTION WITH AURELIA STREET

Resolved by Exception

The Traffic Committee recommends that:

1. A raised pedestrian crossing on Octavia Street, Toongabbie, outside the car park of Girraween Park, as provided in the attached plan, be approved in principle.

2. Council forward final design plans to Transport for NSW for concurrence.

3. Council undertake consultation with affected residents and other stakeholders and report back to the Traffic Committee if objections are received.

ITEM CTC-25-127 - TALBOT ROAD, GUILDFORD - PROPOSED PEDESTRIAN FENCING

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of a pedestrian fence on the eastern side of Talbot Road along the side boundary of No. 265 Guildford Road, Guildford, in accordance with the attached plan, be approved.

2. The concerned business owner be notified of the outcome.

ITEM CTC-25-128 - OLYMPIC DRIVE, LIDCOMBE – PROPOSED SAFETY FENCE

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of safety fence at the bend in Olympic Drive, Lidcombe outside No.13 in accordance with the attached plan be approved.

2. The concerned resident be notified of the outcome.

ITEM CTC-25-129 - PRINCES STREET AND KING STREET, GUILDFORD WEST – PROPOSED ROUNDABOUT

Resolved by Exception

The Traffic Committee recommends that:

1. That the installation of a roundabout at the intersection of King Street and Princes Street, Guildford West, be supported in principle.

2. Council prepare a concept plan for the proposed roundabout and undertake consultation with affected residents, with a further report provided to the Traffic Committee if objections are received.

ITEM CTC-25-130 - EXCELSIOR STREET, WYNYARD STREET AND EVE STREET, GUILDFORD - ROAD SAFETY CONCERNS - CONSULTATION RESULT

Resolved by Exception

The Traffic Committee recommends that:

1. The proposed intersection treatment at the intersection of Excelsior Street, Wynyard Street and Eve Street, Guildford in accordance with the attached plan be approved.

2. Council notify affected and concerned residents of the outcome.

ITEM CTC-25-131 - PALMER STREET, GUILDFORD WEST – PROPOSED ROUNDABOUT AND PEDESTRIAN CROSSING

Resolved by Exception

The Traffic Committee recommends that:

1. The proposed roundabout and pedestrian crossing on Palmer Street, Guildford be approved in principle, subject to final plans being reviewed and accepted by Council.

2. The applicant is to consult with local residents on the proposal prior to the receipt of final plans with Council for review, with the outcomes of consultation provided to Council.

3. The cost of the works shall be borne by the applicant.

4. The applicant is to be notified of the outcome.

ITEM CTC-25-132 - PARK ROAD AND ANGUS AVENUE, AUBURN – PROPOSED INTERSECTION TREATMENT

Resolved by Exception

The Traffic Committee recommends that:

1. The provision of a marked merge bay and associated parking restrictions on Park Road at the intersection with Angus Avenue, Auburn, be supported in principle.

2. Council undertake consultation with affected residents and report back to the Traffic Committee if objections are received.

ITEM CTC-25-133 - PARK ROAD AT MOUNT AUBURN ROAD AND ANGUS AVENUE, AUBURN – PROPOSED ROUNDABOUT

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of a roundabout at the intersection of Park Road and Mount Auburn Road, Auburn, in accordance with the attached plan, be supported in principle.

2. Council undertake consultation with adjacent residents and provide a further report to the Traffic Committee.

ITEM CTC-25-134 - GUILDFORD ROAD, GUILDFORD – ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of a speed hump in Guildford Road, Guildford, outside No.270, as provided in the attached plan, be supported in principle.

2. Council undertake consultation on the proposal and provide a further report to the Traffic Committee if objections are received.

3. Concerned and affected businesses be notified of the outcome.

ITEM CTC-25-123 - OLD PROSPECT ROAD AND ETTALONG STREET, GREYSTANES – TEMPORARY ROAD CLOSURES ASSOCIATED WITH 'OUR LADY QUEEN OF PEACE FESTA'

The Traffic Committee recommends that the temporary closures of Old Prospect Road and Ettalong Road, Greystanes between the hours of 2:00pm and 5:00pm Sunday 28 September 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 and amending the Plan appropriately as recommended by the above authorities, including comments from NSW Police.

Moved Snr Constable William Graham, **Seconded** Clr Glen Elmore

General Business

Nil.

NEXT MEETING

Next Meeting 6 August 2025 at 9:30 AM

MEETING CLOSE

The meeting terminated at 9.48am.

Signed:
Chairperson

PART 1

Recommended for Approval under Delegated Authority

Item No: CTC-25-135

AURELIA STREET / THE PORTICO, TOONGABBIE – PROPOSED MOTOR BIKE PARKING SPACES

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received request from a business owner for converting the existing 'No Stopping' zone on the bend to parking spaces.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of '1P, MOTOR CYCLE ONLY' signs at the bend outside 12 The Portico in accordance with the attached plan be approved.**

2. **The concerned business owner be notified of the outcome.**

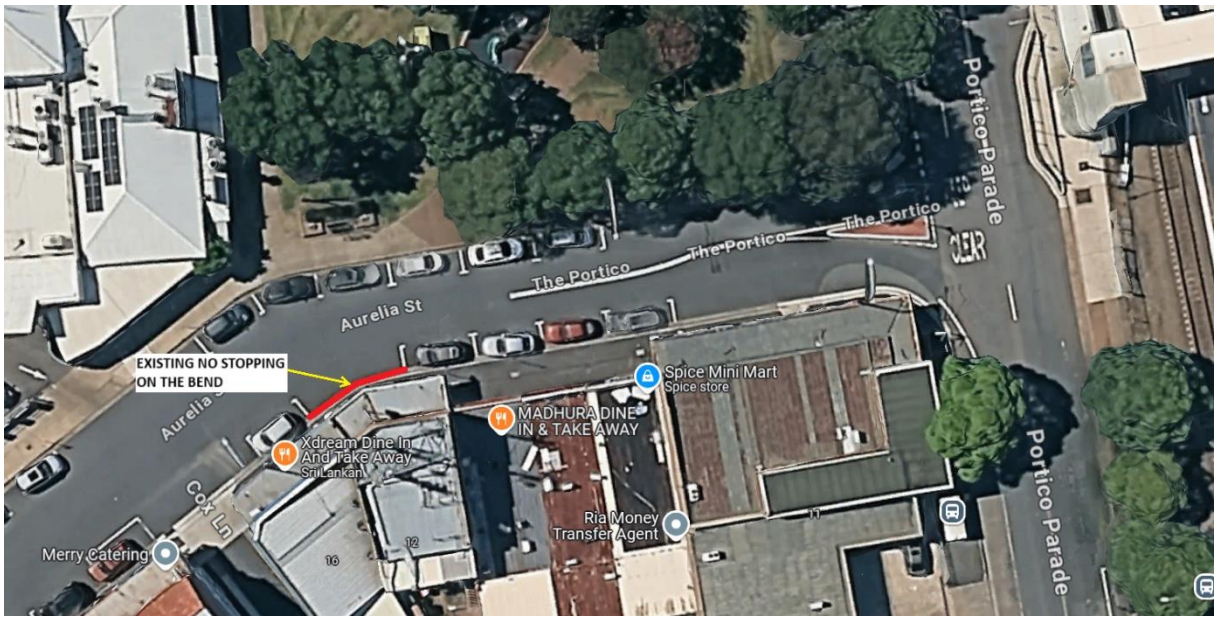
REPORT

Aurelia Street and The Portico are local roads with widths of over 12 m and speed limit of 50 km/hr in the Toongabbie shopping strip. They are linked at the bend outside 12 The Portico. Parking bays are marked in the streets.

The meeting point of these streets is outside No. 12 The Portico with a slight bend. There are 'No Stopping' signs installed for approximately 9.6 m covering the bend. The signs were installed to prevent passing vehicles hitting parked vehicles projecting out into the travel lane due to the bend in the road.

Council has received a request from a business owner for converting the existing 'No Stopping' zone on the bend to parking spaces.

The map below shows the location.



Upon investigation of the request, it was determined that any vehicle parked in the existing 'No Stopping' area may protrude into the travel lane causing safety concerns for passing vehicles. However, this space could be utilised for limited motorcycle parking spaces.

The attached plan shows signage for motorcycle parking on either side of the bend. This will also require relocating the 'No Stopping' signs.

CONSULTATION

Consultation with the adjacent businesses was undertaken by Council's Place and Economy Team on 23 July 2025. Council received an objection from a business raising concerns about pedestrian safety and the complexity of the bend.

It should be noted that this location is not intended for pedestrian crossing. Council staff have undertaken a turning path assessment at the bend, which confirmed that the proposed motorcycle parking restrictions will not impact on road safety.

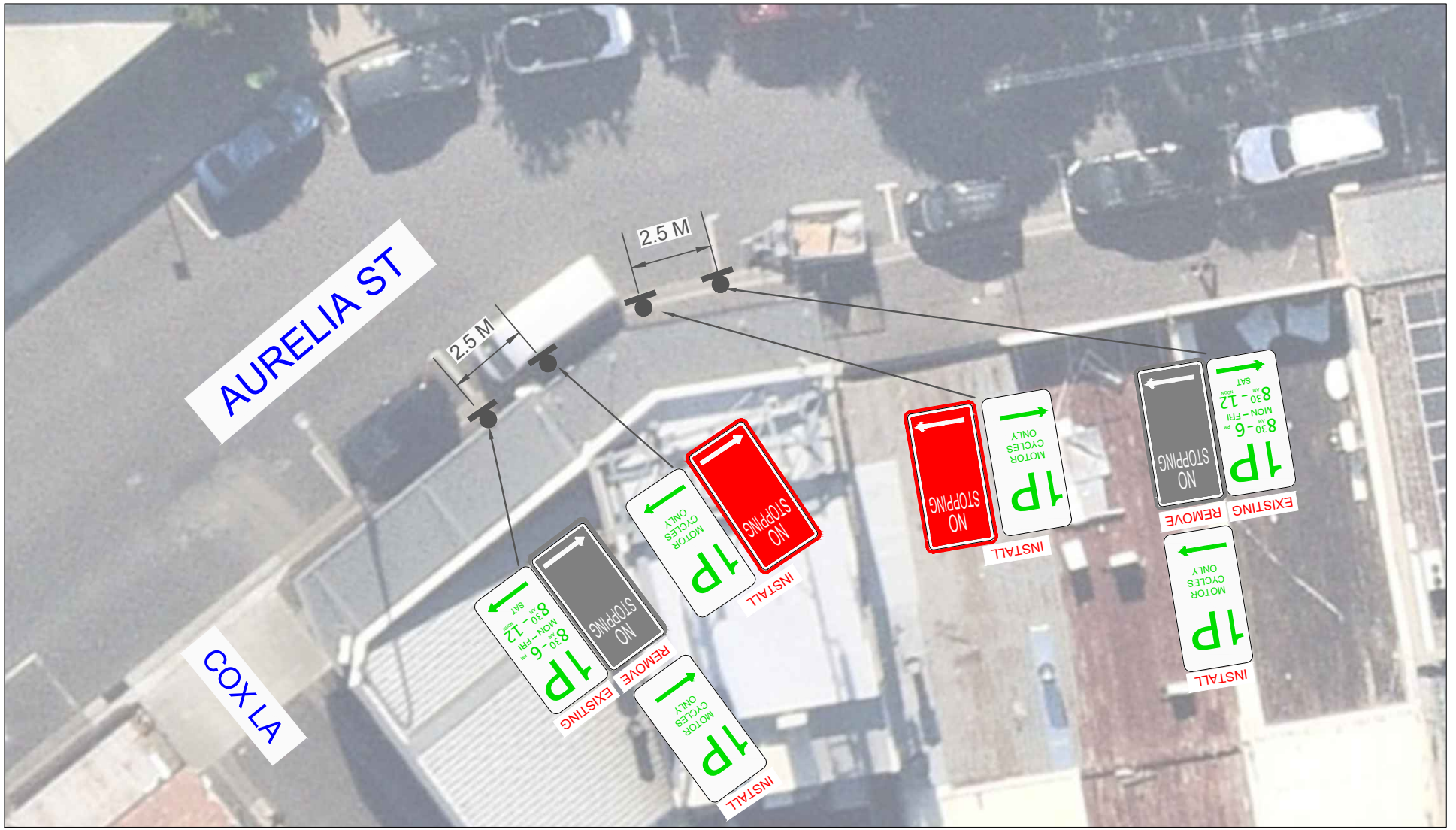
ATTACHMENTS

1. Plan – Aurelia Street, Toongabbie – Proposed Motorcycle Parking ⇩
2. Submission ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-135

Attachment 1

Plan – Aurelia Street, Toongabbie – Proposed Motorcycle Parking



CUMBERLAND CITY COUNCIL	**TITLE:** AURELIA ST, TOONGABBIE - PROPOSED MOTOR CYCLE PARKING		
	File Number:	Date:	19/6/2025
	Drawn By: M.J	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-135

Attachment 2

Submission

From:
To: Records Department
Subject: [EXTERNAL] Aurelia street,Toongabbie -Proposed Motorcycle Parking Cycle Parking
Date: Thursday, 24 July 2025 2:43:34 PM
Attachments: doc00193220250724141730.pdf

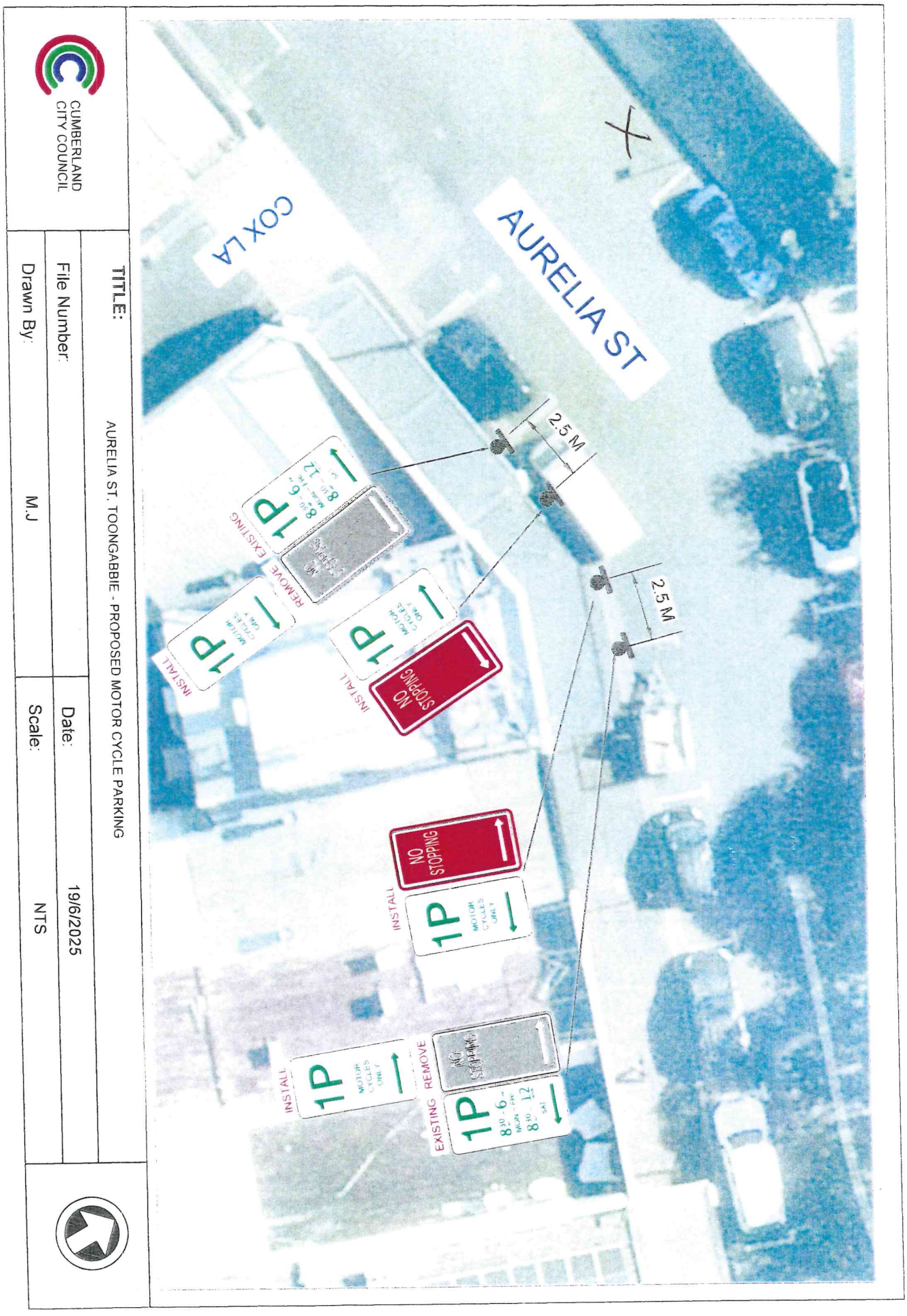
CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Cumberland City Council

Re: Aurelia st,Toongabbie
Proposed Motor Cycle Parking

Dear Sir/Madam
We would object to your proposed Motorcycle Parking located between Aurelia st,Toongabbie.
This is a corner location,used by pedestrians attempting to walk to the station safely using the safest place and visabity, accidents have occurred with trucks,cars and occasionally pedestrians.
In our option it will create an immediate hazard on a complicated corner, accident will increase ,crossing the road more challenging and unsafe for whole community.
We would recommend across the road(see X on plan) or to rear in Coxs Lane,where cyclists can disembark safely and pedestrians risk is minimised.
We would be happy to meet and discuss further.

Yours Sincerely


CUMBERLAND CITY COUNCIL
TITLE:
AURELIA ST, TOONGABBIE - PROPOSED MOTOR CYCLE PARKING
File Number:
Drawn By:
M.J
Date:
19/6/2025
Scale:
NTS
COX LA
AURELIA ST
2.5 M
2.5 M
EXISTING
REMOVE
INSTALL
NO STOPPING
1P
MOTOR CYCLES ONLY

Item No: CTC-25-136

CHISHOLM ROAD, AUBURN – 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 Chisholm Road, Auburn associated with the redevelopment at 104 Chisholm Road, Auburn

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Chisholm Road, Auburn in accordance with the attached plan, subject to Council's standard conditions for the period of 6 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 Chisholm Road, Auburn associated with the redevelopment at 104 Chisholm Road, Auburn. The redevelopment involves construction of a single storey residential dwelling.

The temporary "Works Zone" is approximately 12m in length and proposed to commence in August 2025 for 6 months. The proposed times are 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) unrestricted parking spaces on Chisholm Road, Auburn during the operation of the "Works Zone".

CONSULTATION

Consultation is not required as the request is from the builder for the frontage of the property.

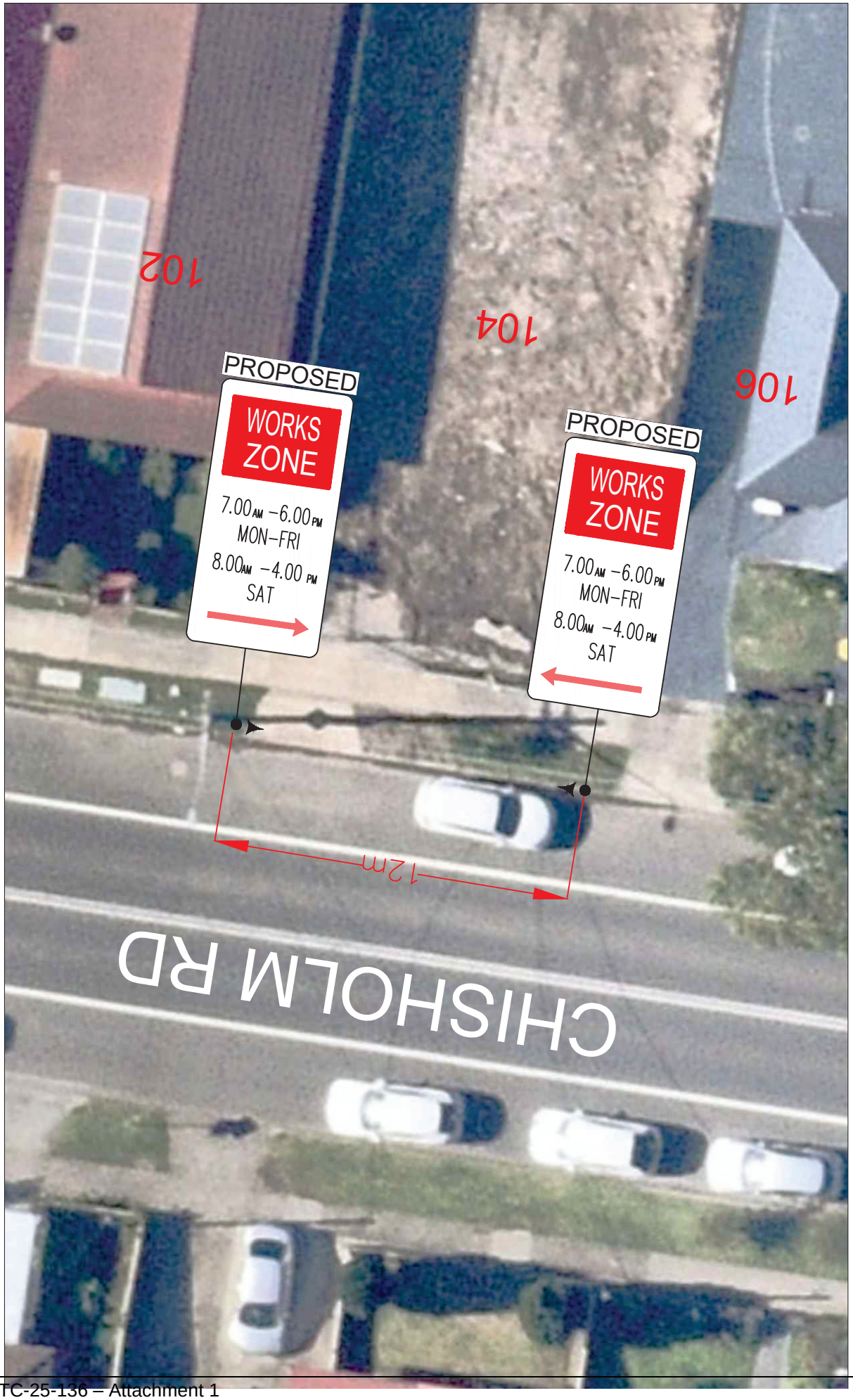
ATTACHMENTS

1. Plan – Chisholm Road, Auburn – Proposed Temporary 'Works Zone' Signage ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-136

Attachment 1

Plan – Chisholm Road, Auburn – Proposed Temporary ‘Works Zone’ Signage



TITLE: CHISHOLM RD, AUBURN
PROPOSED 'WORKS ZONE' SIGNAGE

DESIGNED : T.T.
CHECKED : S.S.
SCALE : N.T.S.
DATE : 7/07/2025
DRAWING N CTC-25-0XX

CUMBERLAND CITY COUNCIL

Item No: CTC-25-137

BANDO ROAD, GIRRAWEEN – APPLICATION FOR 'WORKS ZONE' SIGNAGE

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received an application for a 'Works Zone' on Bando Road, Girraween associated with Girraween Public School Stage 2 redevelopment.

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 approved in principle on the frontage of the redevelopment site on Bando Road, Girraween in accordance with the attached plan, subject to Council's standard conditions for the period of 6 months and subsequent extension if required.**

2. **Girraween Public School will be notified of the proposed parking restriction changes prior to the commencement of works.**

3. **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 Bando Road, Girraween associated with Girraween Public School Stage 2 redevelopment.

The temporary 'Works Zone' is approximately 18m in length, proposed on the western side of the school entrance and replacing the current 18m Stage 1 'Works Zone' on the eastern side of the school entrance. It is proposed to commence in January 2026 for 4 months and subsequent extension if required. The proposed times are 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) 'No Parking, 8am-9:30am, 2:30pm-4pm, School Days' parking spaces on Bando Road outside Girraween Public School during the operation of the 'Works Zone'.

It is proposed the existing accessible parking space will be temporarily relocated to the eastern side of the school entrance during the operation of the 'Works Zone'.

It is also proposed the current 18m Stage 1 'Works Zone' be temporary converted to 'No Parking, 8am-9:30am, 2:30pm-4pm, School Days' to provide extra school drop-off / pick-up area in early January 2026.

CONSULTATION

The request is within the school frontage and requested by the builder. The builder will liaise directly with Girraween Public School.

ATTACHMENTS

1. Plan – Bando Road Girraween – Proposed Temporary 'Works Zone' Signage ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-137

Attachment 1

Plan – Bando Road Girraween – Proposed Temporary ‘Works Zone’ Signage

CUMBERLAND CITY COUNCIL

TITLE: BANDO ROAD, GIRRAWEEN PROPOSED 'WORKS ZONE' SIGNAGE		
DESIGNED : T.T.	SCALE : N.T.S.	DRAWING N CTC-25-0XX
CHECKED : S.S.	DATE : 1/07/2025	

Item No: CTC-25-138

RICHARDSON STREET, MERRYLANDS - PROPOSED TIMED PARKING RESTRICTION

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 a request from Goodstart Childcare Centre located at No.9 Richardson Street, Merrylands for the installation of 15-minute parking restriction on the eastern side of Richardson Street, Merrylands outside its property to facilitate parking turnover at this location.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of '1/4 P 7:30 am to 6 pm Mon- Fri' signage on the eastern side of Richardson Street, Merrylands outside No.9 as per the attached plan be approved.**

2. **The property owner and the neighbouring residents be advised of the outcome.**

REPORT

Council has received a request from Goodstart Childcare Centre located at No.9 Richardson Street, Merrylands for the consideration of time parking in front of tit property.

Richardson Street is a local road that runs in a north south direction and has a speed limit of 50km/h. The street is approximately 10.5m wide with unrestricted parking on both sides of the street.

The photo below shows the frontage of the Child Care Centre.

It is alleged that some vehicles are parked outside the Childcare Centre for extended periods, making it difficult for parents to find parking during drop-off and pick-up times.

To improve parking turnover and support better access for parents, it is proposed to introduce a 1/2 P restriction (7:30 AM – 6:00 PM, Monday to Friday) in accordance with the attached plan.

CONSULTATION

Consultation is not required as the request was initiated by the Childcare Centre and the proposed parking restrictions are located directly outside the Centre with no impact on other residents. However, adjacent residents will be notified prior to the installation of the signage.

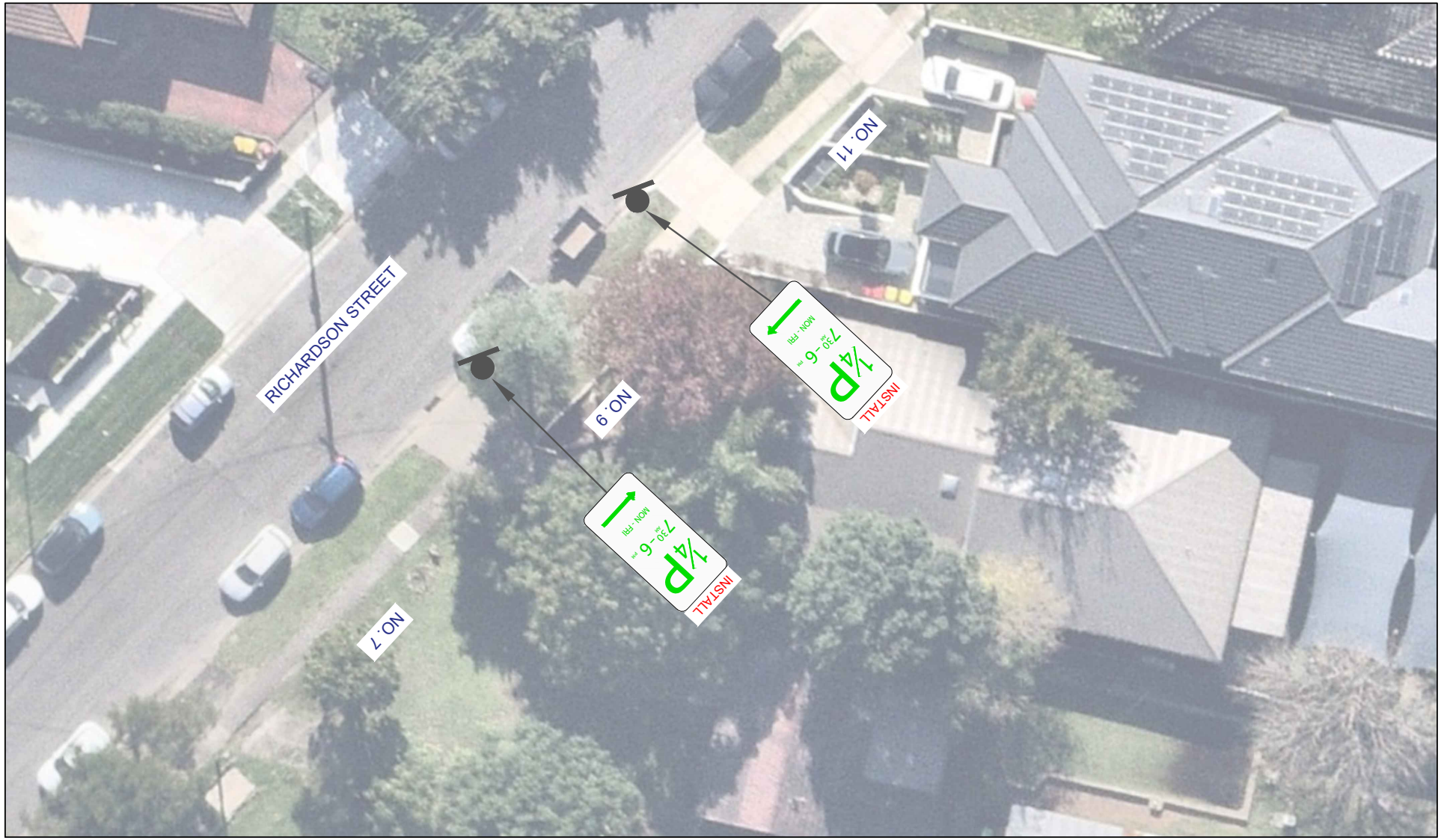
ATTACHMENTS

1. Plan – Richardson Street, Merrylands – Proposed ‘1/2 P’ Parking Restrictions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-138

Attachment 1

Plan – Richardson Street, Merrylands – Proposed ‘1/2 P’ Parking Restrictions



CUMBERLAND CITY COUNCIL

TITLE: 9 RICHARDSON STREET, MERRYLANDS - PROPOSED TIMED PARKING RESTRICTION

File Number:		Date:	10/07/2025
Drawn By:	Y.R	Scale:	NTS

Item No: CTC-25-139

MILLER STREET, MERRYLANDS – APPLICATION FOR 'WORKS ZONE' SIGNAGE

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 an application for a 'Works Zone' on Miller Street, Merrylands associated with the Merrylands RSL redevelopment.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The 36m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on Miller Street, Merrylands in accordance with the attached plan subject to Council's standard conditions for the period of 6 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 Miller Street, Merrylands associated with the Merrylands RSL redevelopment.

The temporary "Works Zone" is approximately 36m in length and proposed to commence in August 2025 for 6 months and subsequent extension if required. The proposed times are between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

The temporary 'Works Zone' will be on the eastern side of Miller Street, Merrylands which currently have 'No Stopping' signs installed along this section of the road.

There will be no impact of on-street parking on Miller Street, Merrylands during the operation of the "Works Zone".

Council have granted temporary ‘Works Zone’ approvals in the same area in previous years.

CONSULTATION

Consultation is not required as the request is from the builder for the frontage of the property.

ATTACHMENTS

1. Plan – Miller Street, Merrylands – Proposed Temporary ‘Works Zone’ signage. ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-139

Attachment 1

Plan – Miller Street, Merrylands – Proposed Temporary ‘Works Zone’ signage.

MILLER ST
36m
MERRYLANDS RSL
NO STOPPING
REMOVE EXISTING
NO STOPPING
WORKS ZONE
7.00AM – 6.00PM MON–FRI
8.00AM – 4.00PM SAT
PROPOSED
NO STOPPING
WORKS ZONE
7.00AM – 6.00PM MON–FRI
8.00AM – 4.00PM SAT
PROPOSED
NO STOPPING
WORKS ZONE
7.00AM – 6.00PM MON–FRI
8.00AM – 4.00PM SAT
PROPOSED
NO STOPPING
EXISTING
TITLE:
MILLER ST, MERRYLANDS
PROPOSED 'WORKS ZONE' SIGNAGE
DESIGNED : T.T.
CHECKED : S.S.
SCALE : N.T.S.
DATE : 11/07/2025
DRAWING N CTC-25-0XX
CUMBERLAND CITY COUNCIL

Item No: CTC-25-140

JOHN STREET, EDITH STREET & ELIMATTA STREET, LIDCOMBE – PROPOSED SAFETY MEASURES AT THE INTERSECTIONS

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 concerns from residents regarding the intersection of John Street with Edith Street and Elimatta Street, Lidcombe.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of 'Give Way' control signs and associated line marking at the intersections of John Street with Edith Street and Elimatta Street, Lidcombe, in accordance with the attached plan be approved.**

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

REPORT

John Street is a collector road that runs in a north-south direction with a speed limit of 60 km/h. It has a width of approximately 12.5 m and parking is permitted on both sides of the road unless signposted.

Edith 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 12 m and parking is permitted on both sides of the road unless signposted. The map below shows Factory Street and the intersections:

Elimatta 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 12 m and parking is permitted on both sides of the road unless signposted.

John Street, Edith Street and Elimatta Street form a staggered intersection with priority to John Street. No 'Give Way' signs or line marking are provided on both side streets.

The map below shows the intersections.

Locality Plan

Council has received concerns from a resident regarding safety at the intersection of John Street and Edith Street.

Council has investigated the staggered intersections of John Street with Edith Street and Elimatta Street.

The latest crash data indicated that there were two reported crashes at the intersection of John Street and Edith Street, Lidcombe in the 5 years ending June 2024. There were no crashes at the John Street and Elimatta Street intersection.

The crash details are shown in the table below:

Date	Location	Description
17/01/2020	At the intersection of Edith St & John St	Injury crash - Pedestrian nearside
10/08/2021	At the intersection of Edith St & John St	Injury crash - Cross Traffic

Council has previously investigated these intersections and reported to Cumberland Traffic Committee in March 2022 (CTC-22-051). The Traffic Committee recommended installation of ‘No Stopping’ signs and ‘BB’ centre lines at the intersection of John

Street, Elimatta Street and Edith Street. Subsequently, the signs and line marking were installed.

Following further concerns from residents after a recent crash, Council officers have inspected the location and considered various options to enhance safety.

Based on *Australian Standard AS 1742.2-2022 – Part 2: Traffic Control Devices for General Use,* controls are required at all non-signalised intersections in the following manner:

a) GIVE WAY signs shall be provided at all intersections with four or more legs.

b) GIVE WAY signs shall be provided at any three-way intersections where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example, at a Y-intersection.

c) GIVE WAY signs should be used for road safety reasons at unsignalized T-intersections in both rural and urban areas where the major road is an arterial or collector type road.

d) STOP signs shall be provided instead of GIVE WAY signs at items (a), (b) and (c) on any controlled approach where intersection sight distance is limited by a permanent obstruction as determined in accordance with Clause 2.5.3. Stop signs shall not be used where intersection sight distance is adequate for GIVE WAY signs.

With consideration of these requirements, ‘Stop’ signs are not warranted at these intersections, as the sight distance for vehicles turning from the side streets onto John Street is not limited. However, in accordance with warrant (c) of AS1742.2 – Part 2, the provision of ‘Give Way’ signage and associated line marking can be considered at the intersections.

To address continued safety concerns from the residents and enhance safety of the intersection, it is proposed that ‘Give Way’ signs with associated line marking be installed in Edith Street and Elimatta Street at their intersections with John Street.

CONSULTATION

Consultation has not been undertaken as the Give Way signage and associated line marking at these intersections do not affect any on-street parking space.

ATTACHMENTS

1. Plan – John Street, Edith Street and Elimatta Street, Lidcombe – Proposed ‘Give Way’ Signage and Line Marking ⇩
2. Previous Report – CTC-22-051 ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-140

Attachment 1

Plan – John Street, Edith Street and Elimatta Street, Lidcombe – Proposed ‘Give Way’ Signage and Line Marking

CUMBERLAND CITY COUNCIL	**TITLE:** EDITH STREET AND ELIMATTA STREET, LIDCOMBE - PROPOSED GIVE WAY		
File Number:		Date:	12/6/2025
Drawn By:	M.J	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-140

Attachment 2

Previous Report – CTC-22-051

Item No: CTC-22-051

JOHN STREET, LIDCOMBE AT THE INTERSETION OF ELIMATTA STREET AND EDITH STREET– PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING

Responsible Division:	Environment & Planning
Officer:	Engineering Administration Officer
File Number:	T-28-01/06
Electorate:	*Auburn*
Police Area Command (PAC):	*Auburn*

SUMMARY

Council has received concerns from a resident requesting intersection treatment at the staggered intersection of John Street with Elimatta Street and Edith Street.

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

RECOMMENDATION

The Traffic Committee recommends:

1. **The installation of 'No Stopping' signs and 'BB' centre lines at the intersection of John Street, Elimatta Street and Edith Street in accordance with the attached plan be approved.**

2. **The adjacent residents be notified of the outcome.**

REPORT

John Street is a collector road that runs in a north-south direction with a speed limit of 60 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Elimatta 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 12m and parking is permitted on both sides of the road unless signposted.

Edith 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 12m and parking is permitted on both sides of the road unless signposted.

John Street, Elimatta Street and Edith Street form a staggered intersection with priority to John Street. No 'Give Way' signs or line marking are provided on Elimatta Street and Edith Street (Figure 1).

Figure 1 – Locality Plan

A review of the Centre for Road Safety Accident database indicated that there were no reported accidents at this staggered intersection in the last five years ending March 2021.

During site inspections, it was observed that there are no 'No Stopping' signs at this staggered intersection. It will be unsafe if vehicles park close to the intersection, particularly John Street being a collector road carrying large volume of traffic.

The installation of statutory 'No Stopping' signs would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection. It would also improve sight distance requirements. It is also proposed to install "BB" centre lines on the approaches to the intersection.

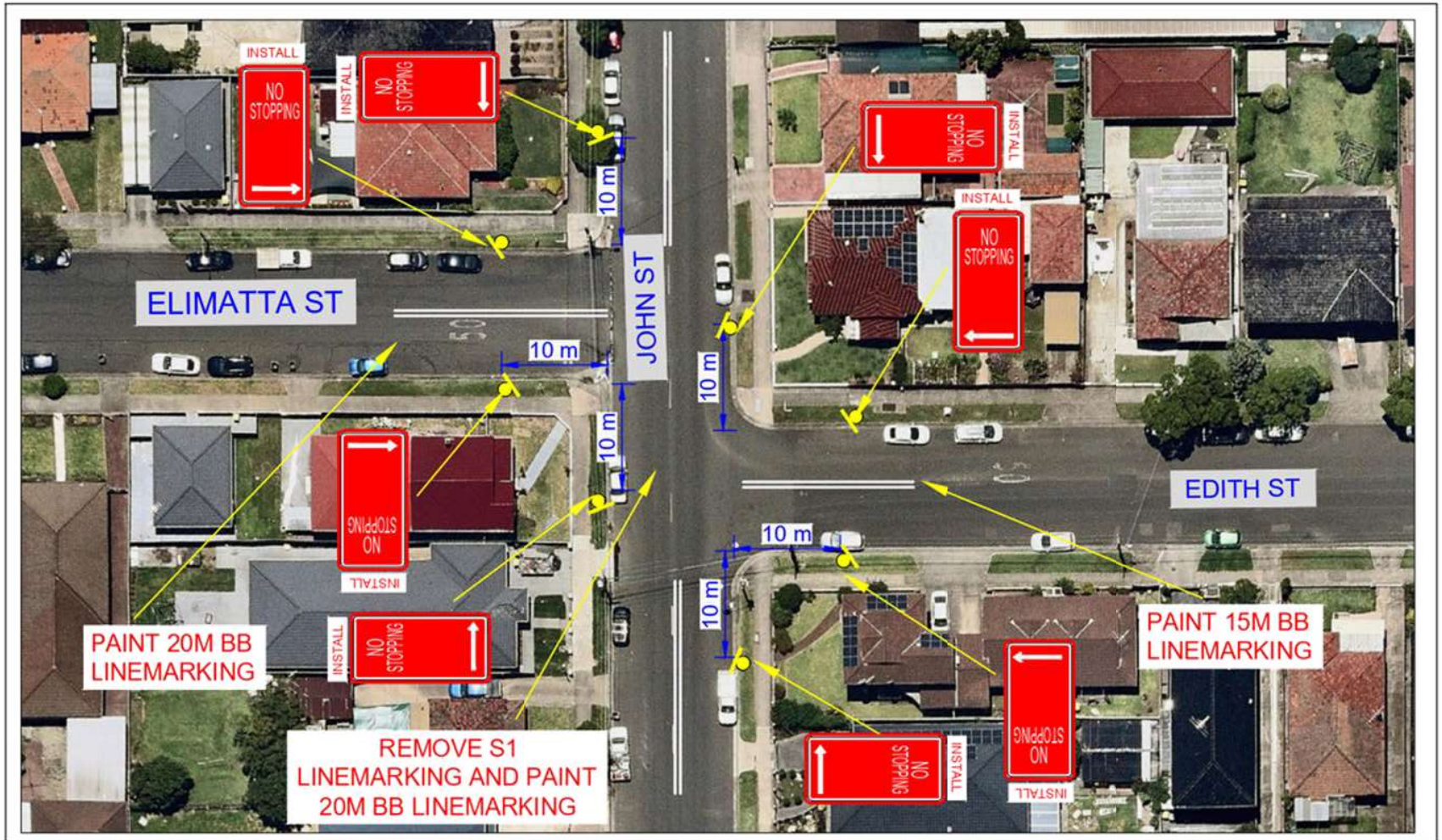
ATTACHMENTS

1. Plan – John Street, at the intersection of Elimatta Street and Edith Street – Proposed 'No Stopping' parking restrictions and 'BB' centre line marking

DOCUMENTS ASSOCIATED WITH REPORT CTC-22-051

Attachment 1

Plan – John Street, at the intersection of Elimatta Street and Edith Street – Proposed ‘No Stopping’ parking restrictions and ‘BB’ centre line marking



CUMBERLAND CITY COUNCIL	TITLE: JOHN ST, LIDCOMBE - No Stopping and BB linemarking		
	File Number:	Date:	2/2/22
	Drawn By: M.J	Scale:	NTS

Item No: CTC-25-141

OSGOOD STREET, GUILDFORD – PROPOSED 'NO STOPPING' RESTRICTIONS

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 resident of Osgood Street, Guildford West regarding the kerb extension outside No.44.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed 'No Stopping' restrictions on Osgood Street, Guildford at the kerb extension outside No.44 in accordance with attached plan be approved.**

2. **The impacted and concerned residents be notified of the outcome.**

REPORT

Osgood Street is a local road that runs in an east–west direction with a posted speed limit of 50 km/h. It connects Woodville Road at the western end and Excelsior Street at the eastern end. The carriageway is approximately 10.6 metres wide and narrows at both ends due to kerb extensions. Parking is permitted on both sides unless otherwise signposted.

The kerb extensions at both ends of Osgood Street were constructed by the former Parramatta City Council to narrow the roadway and reduce vehicle speeds. These treatments were installed along with centre lines and concrete median islands. Council has received requests from residents raising concerns about vehicles parking too close to the centreline and median islands, potentially creating safety hazards.

The map below illustrates the area:

Locality Plan

The latest Centre for Road Safety accident data indicated that there were no reported accidents in the 5 years.

In order to reinforce the NSW Road Rules and reduce the risk of head on collisions, it is proposed to install ‘No Stopping’ signs at the kerb extension sections in Osgood Street as shown in the attached plan.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 12 June 2025 to 27 June 2025. No response was received.

ATTACHMENTS

1. Plan - Osgood Street, Guildford – Proposed 'No Stopping' Restrictions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-141

Attachment 1

Plan - Osgood Street, Guildford – Proposed 'No Stopping' Restrictions

CUMBERLAND CITY COUNCIL	**TITLE:** OSGOOD STREET, GUILDFORD - PROPOSED 'NO STOPPING' RESTRICTIONS		
	File Number:	Date:	3/06/2025
	Drawn By: Y.R	Scale:	NTS

Item No: CTC-25-142

BRIDGE ROAD AND HUDSON STREET, WESTMEAD – PROPOSED 'NO STOPPING' RESTRICTIONS

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 residents at the intersection of Bridge Road and Hudson Street, Westmead.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of 'No Stopping' signs at the intersection of Bridge Road and Hudson Street, Westmead in accordance with the attached plan be approved.**

2. **The affected / concerned residents be notified of the outcome.**

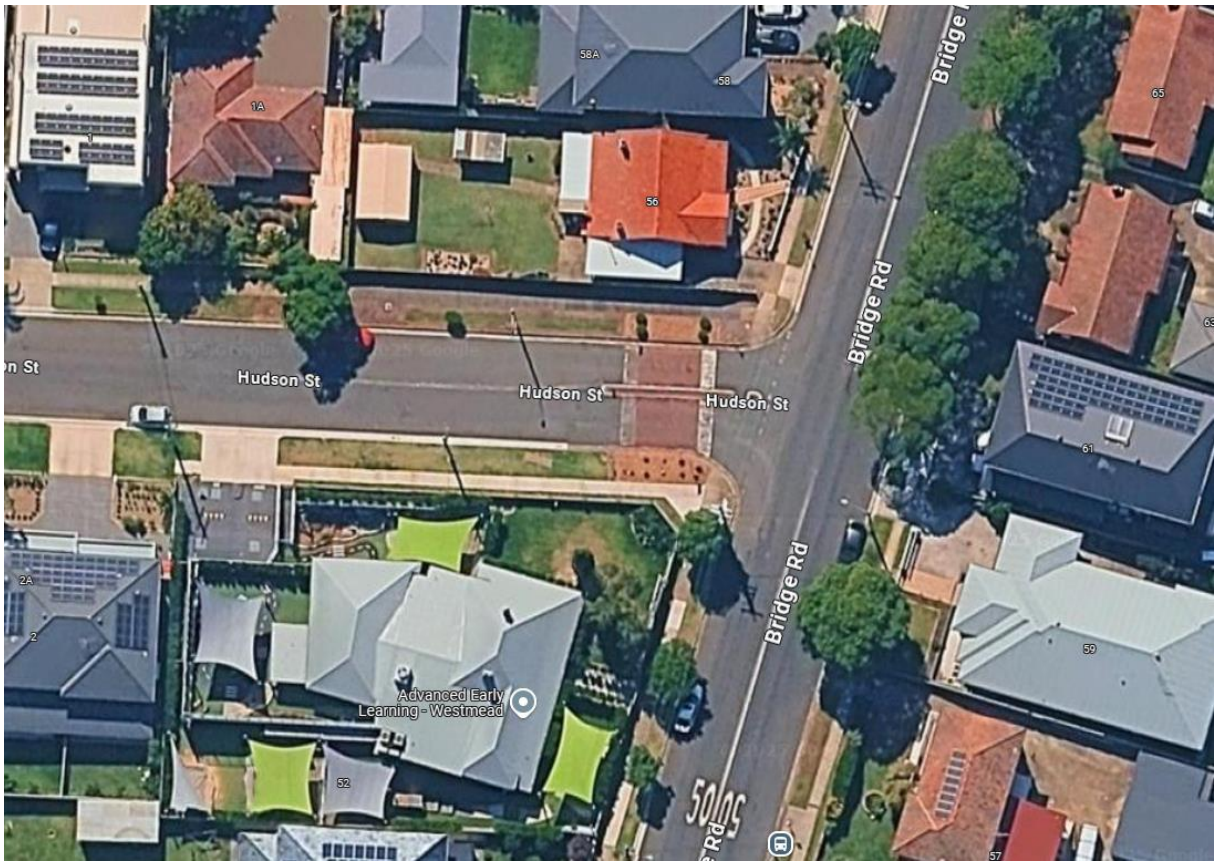
REPORT

Bridge Road is a collector road that runs in a north-south direction through Westmead with a sign-posted speed limit of 50 km/h. It has a width of approximately 12.7 m and parking is permitted on both sides of the road unless otherwise signposted.

Hudson Street is a local road that runs in an east-west direction between Lytton Street and Bridge Road with a speed limit of 50 km/h. It has a width of approximately 10.5 m and parking is permitted on both sides of the road unless otherwise signposted. A speed hump with a median island is currently in place on Hudson Street at the intersection with Bridge Road.

Bridge Road and Hudson Street form an angled T-intersection with priority to Bridge Road.

The map below shows the intersection.



Locality Plan

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

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

Due to the existing concrete median island in Hudson Street at the intersection, 'No Stopping' signs are proposed beyond 10 metres on Hudson Street to ensure that vehicles can travel through this section without obstruction or encroaching into the opposing lane. Proposed ‘No Stopping’ restrictions will be 10 metres in length along Bridge Road in accordance with the NSW Road Rules.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days from 12 June 2025 to 27 June 2025. There were no responses received.

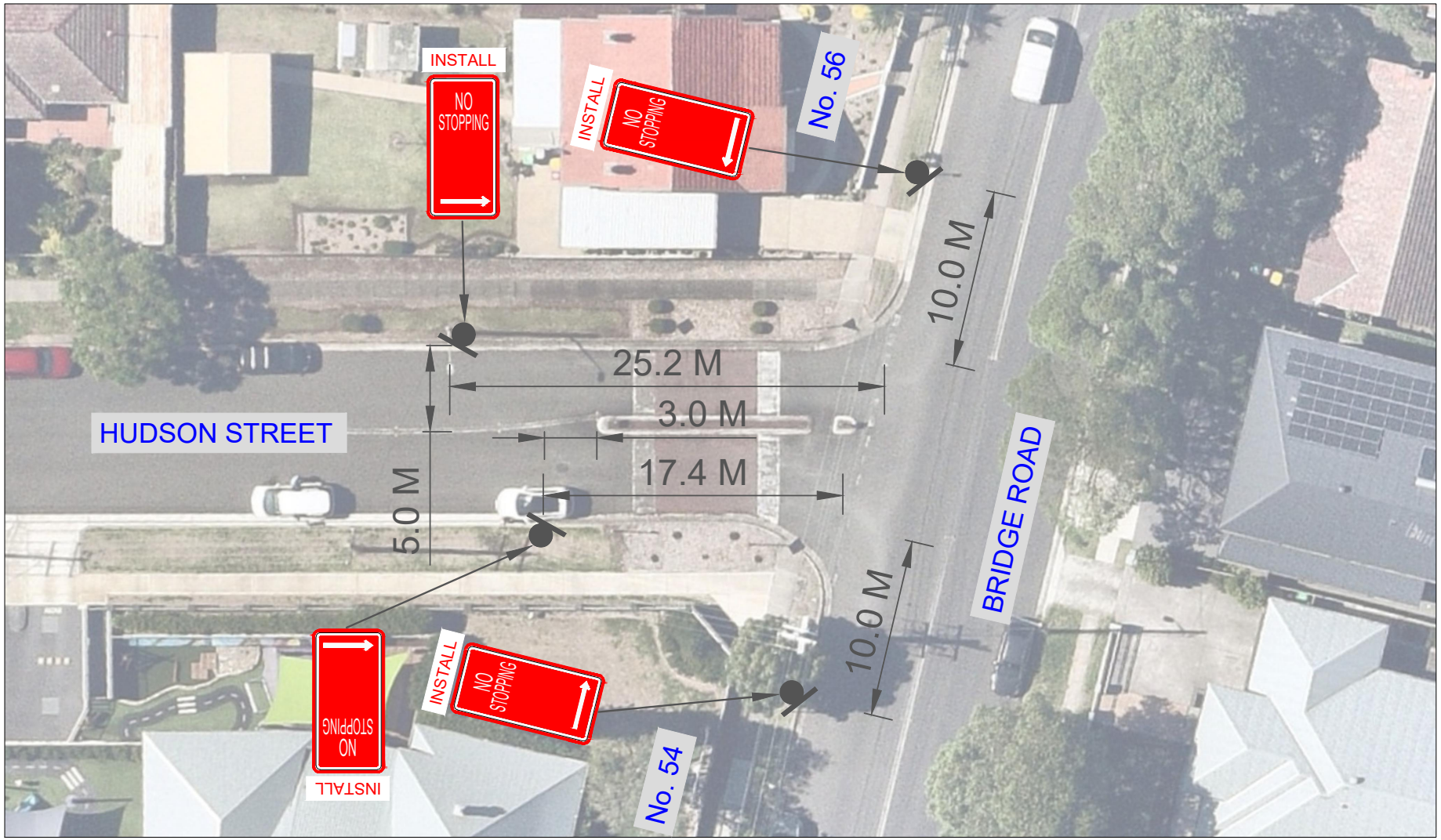
ATTACHMENTS

1. Plan – Bridge Road and Hudson Street, Westmead – Proposed ‘No Stopping’ Restriction ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-142

Attachment 1

Plan – Bridge Road and Hudson Street, Westmead – Proposed ‘No Stopping’ Restriction



CUMBERLAND CITY COUNCIL

TITLE: HUDSON STREET AND BRIDGE ROAD, WESTMEAD - PROPOSED NO STOPPING RESTRICTION

File Number:		Date:	8/05/2025
Drawn By:	Y.R	Scale:	NTS

Item No: CTC-25-143

FARNELL STREET, MERRYLANDS BETWEEN WOODVILLE ROAD AND EXCELSIOR STREET – 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 a request from a local resident for the installation of traffic calming devices on Farnell Street, between Woodville Road and Excelsior Street, Merrylands due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **Provision of Centre Line Marking (BL2) in Farnell Street, Merrylands between Woodville Road and Excelsior Street in accordance with the attached plan be approved.**

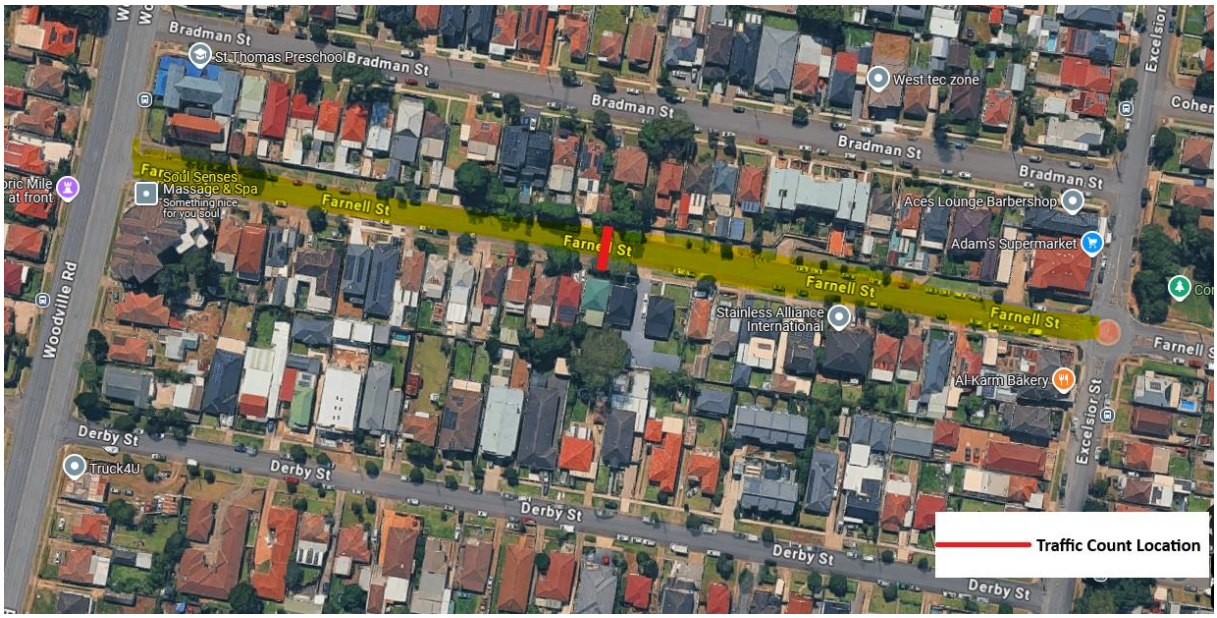
2. **Council request Cumberland Police Area Command to undertake speed surveillance in Farnell Street, Merrylands.**

REPORT

Council recently received a request from a local resident for the installation of traffic calming devices on Farnell Street between Woodville Road and Excelsior Street, Merrylands due to speeding concerns.

The stretch between Woodville Road and Excelsior Street is approximately 360 metres long and 10.5 metres wide, with a speed limit of 50 km/h. Parking is allowed on both sides of the road unless otherwise signposted.

The map below shows the location of Farnell Street between Woodville Road and Excelsior Street:



The latest Centre for Road Safety accident data indicated that there were no reported accidents at this section of Farnell Street, Merrylands.

A traffic count was undertaken on Farnell Street outside No.82 in May 2025. The traffic count location is shown in red on the map above.

The results of the traffic count on Chelsea Street, Merrylands indicated the following:

- Average Daily Traffic (ADT) = 1617 veh/day
- 85th percentile speed = 55.4 km/h
- Mean (average) vehicle speed = 47 km/h

Council officers have investigated the request for the installation of traffic calming devices on Farnell Street in accordance with Council's Local Traffic and Transport Policy and Guideline.

The results of the traffic counts and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Farnell Street in accordance with the Local Area Traffic Management (LATM) criteria.

The LATM assessments are summarised in the tables below:

Table 1 – Farnell Street - LATM Assessment Points

Criteria	**Maximum Score**	**Score Achieved**
Traffic Study Data	60	15
Local Characteristics and Other Factors	40	22
Total	**100**	**37**

Table 2 – Farnell Street – Action

Points (out of 100)	**Recommended Action(s)**
61-100	• Report to Cumberland Traffic Committee with a recommendation of providing traffic calming • Report to Cumberland Traffic Committee on line marking 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	• Monitor and review traffic data after 6 months • Report to Cumberland Traffic Committee on line marking 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	• **Monitor and review traffic data after 12 months** • **Report to Cumberland Traffic Committee on line marking 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	• Do nothing
Speed	• Regardless of the total points scored, should the 85th percentile speed exceeds 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 line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.

The traffic count indicated that the recorded 85th percentile speed was 55.4 km/h which is more than 5 km/h above the speed limit of the street. The matter will be referred to the Cumberland Police Area Command for speed monitoring and enforcement.

Based on the above assessment, it is proposed to provide ‘BL2’ line marking in Farnell Street between Woodville Road and Excelsior Street to improve safety.

CONSULTATION

Consultation is not required as the proposed ‘BL2’ line marking will not affect parking availability for residents along this section of Farnell Street.

ATTACHMENTS

1. Plan - Proposed BL2 line marking ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-143

Attachment 1

Plan - Proposed BL2 line marking

CUMBERLAND CITY COUNCIL	**TITLE:** FARNELL STREET, MERRYLANDS - PROPOSED LINE MARKING		
	File Number:	Date:	25/7/2025
	Drawn By: M.J	Scale:	NTS

Item No: CTC-25-144

JOYCE STREET, PENDLE HILL – APPLICATION FOR 'WORKS ZONE' SIGNAGE

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received an application for a 'Works Zone' on Joyce Street, Pendle Hill associated with development at 22-24 Joyce Street, Pendle Hill.

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 approved in principle on the frontage of the redevelopment site on Joyce Street, Pendle Hill in accordance with the attached plan, subject to Council's standard conditions for the period of 6 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 Joyce Street, Pendle Hill associated with the development at 22-24 Joyce Street, Pendle Hill. The proposed development involves construction a 5-storey mixed use development containing 5 commercial suites, 7 residential apartments with 4 apartments nominated as affordable housing, roof top communal open space and two levels of basement carparking.

The temporary 'Works Zone' is approximately 12m in length and proposed to commence in August 2025 for 6 months and subsequent extension if required. The proposed times are 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) '1P' parking spaces on Joyce Street, Pendle Hill during the operation of the 'Works Zone'.

CONSULTATION

Consultation is not required as the request is from the builder for the frontage of the property.

ATTACHMENTS

1. Plan – Joyce Street, Pendle Hill – Proposed Temporary 'Works Zone' signage ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-144

Attachment 1

Plan – Joyce Street, Pendle Hill – Proposed Temporary ‘Works Zone’ signage

TITLE: JOYCE ST, PENDLE HILL
PROPOSED 'WORKS ZONE' SIGNAGE

DESIGNED : T.T.
CHECKED : S.S.
SCALE : N.T.S.
DATE : 7/07/2025
DRAWING N CTC-25-0XX

CUMBERLAND CITY COUNCIL

Item No: CTC-25-145

RAILWAY TERRACE, 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 has received requests from a local resident concerning the safety of an existing pedestrian crossing on Railway Terrace, Merrylands.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of 'Pedestrian Crossing Ahead' warning signs, along with associated zig-zag line markings on the approaches to the existing pedestrian crossings on Railway Terrace, Merrylands in accordance with attached plan be approved.**

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

REPORT

Council has received requests from a local resident concerning the safety of the existing pedestrian crossings on Railway Terrace, Merrylands.

Railway Terrace is classified as a regional road south of Merrylands Road and as a collector road to the north. It runs in a north – south direction between Randle Street, Granville, and the City of Canterbury-Bankstown boundary.

The speed limit near the subject location is 50 km/h. Parking in the area is generally restricted by 'No Stopping' zones, with several 45-degree and 90-degree angle parking spaces provided on both sides of the street.

The map below shows the location.

Locality Plan

Pedestrian Crossing A was upgraded from a pedestrian refuge island and approved under CTC-18-062. The original refuge island was installed by the former Parramatta City Council prior to the 2016 amalgamation. Pedestrian Crossing B is a raised crossing that was also constructed by the former Parramatta City Council before 2016.

The resident has reported that motorists are failing to give way to pedestrians at both marked crossings, which may be due to limited sight distance.

To address this, Council proposes installing zig-zag line markings and additional warning signs on both approaches to the crossings to alert motorists in advance.

CONSULTATION

Consultation is not required as the proposed signs and line markings will not affect residents or on-street parking.

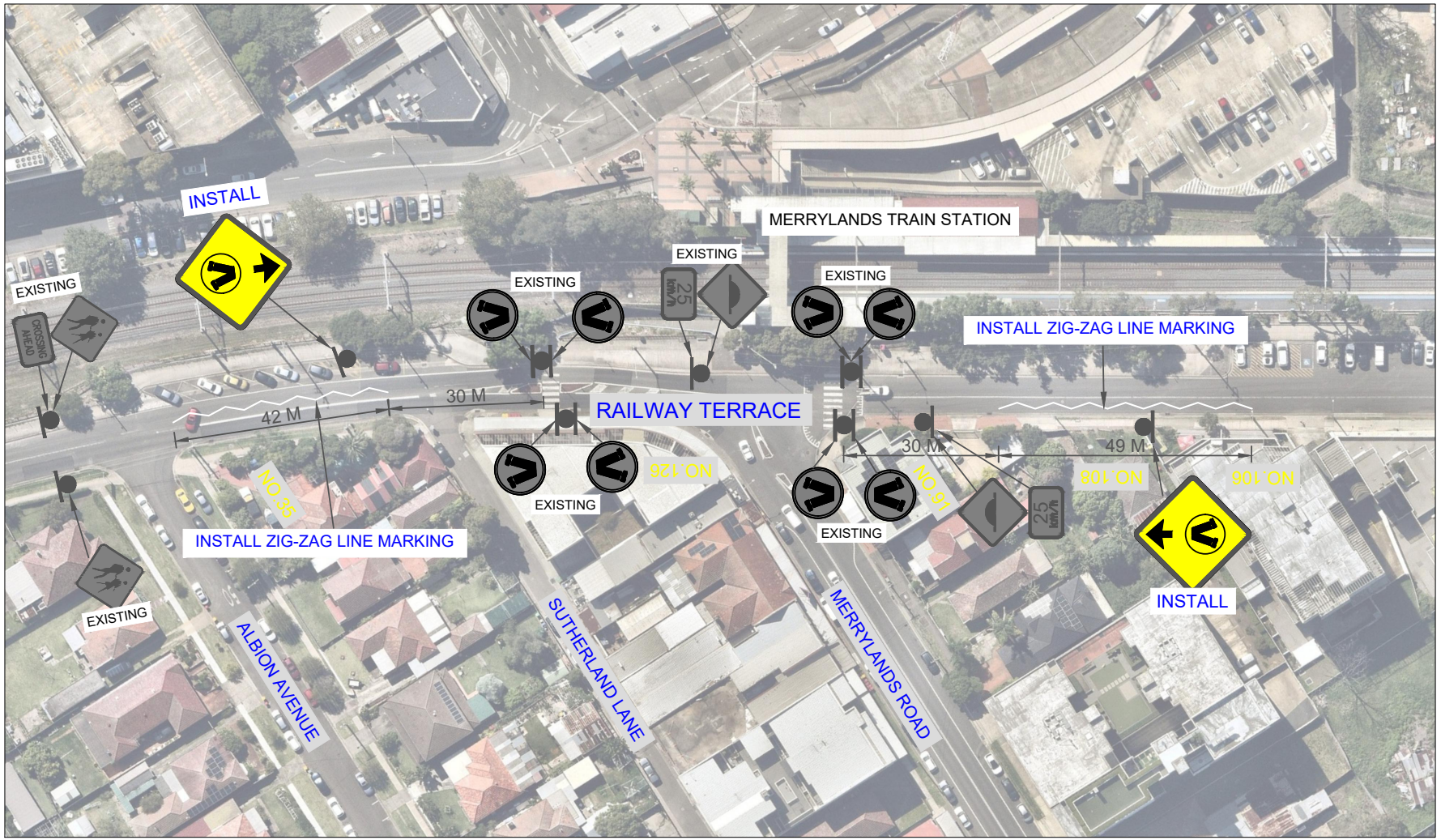
ATTACHMENTS

1. Plan - Railway Terrace, Merrylands – Proposed Signs and Line Markings for Existing Pedestrian Crossings ⇩
2. Report – CTC-18-062 ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-145

Attachment 1

Plan - Railway Terrace, Merrylands – Proposed Signs and Line Markings for Existing Pedestrian Crossings



CUMBERLAND CITY COUNCIL	**TITLE:** RAILWAY TERRACE, MERRYLANDS - PROPOSED SIGNS AND LINE MARKINGS FOR EXISTING PEDESTRIAN CROSSINGS		
	File Number:	Date:	30/05/2025
	Drawn By: Y.R	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-145

Attachment 2

Report – CTC-18-062

CTC-18-062 RAILWAY TERRACE, MERRYLANDS - PROPOSED MARKED PEDESTRIAN CROSSING OUTSIDE MERRYLANDS STATION

State Electorate: Granville LAC: Cumberland
(File No. T-28-01/06)

Summary:

For Council to consider proposed marked pedestrian crossing at the existing pedestrian refuge outside Merrylands Station.

Report:

Council has received a request to consider providing a marked pedestrian crossing on Railway Terrace south of Merrylands Road.

The plan below shows the location details and existing pedestrian facilities.

There is an existing raised pedestrian crossing on Railway Terrace north of Merrylands Road outside the Station access steps. There is also an existing pedestrian refuge in Railway terrace south of Merrylands Road providing direct access to the access ramp to the station.

Following the request, Council undertook pedestrian and vehicle counts on Thursday 1 March 2018 to evaluate the location against the numerical warrants specified in Australian Standards and RMS Guidelines.

The count data is given below:

Time period	Pedestrians /hour	Vehicles /hour	P x V
0600-0700	18	505	9,090
0630-0730	35	556	19,460
0700-0800	57	646	36,822
0730-0830	**75**	**763**	**57,225**
0800-0900	**73**	**760**	**55,480**
0830-0930	54	689	37,206
0900-1000	53	566	29,998
0930-1030	56	450	25,200
1000-1100	41	436	17,876
1030-1130	47	451	21,197
1100-1200	48	426	20,448
1130-1230	39	424	16,536
1200-1300	52	470	24,440
1230-1330	52	473	24,596
1300-1400	47	465	21,855
1330-1430	44	490	21,560
1400-1500	54	598	32,292
1430-1530	55	708	38,940
1500-1600	65	782	50,830
1530-1630	**77**	**839**	**64,603**
1600-1700	66	795	52,470
1630-1730	69	814	56,166
1700-1800	**80**	**843**	**67,440**
1730-1830	99	804	79,596
1800-1900	**97**	**724**	**70,228**

To provide a pedestrian crossing, following numerical warrants specified in the RMS Guidelines must be satisfied:

In each of three separate one hour periods in a typical day

a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 and
b) the vehicular flow per hour (V) through the site is greater than or equal to 500 and
c) the product PV is greater than or equal to 60,000

The pedestrian and vehicle count data taken shows that the above numerical warrants have been satisfied during periods of 15:30-16:30, 17:00-18:00 and 18:00-19:00. It is also noted that the values are high during the morning peak period between 7:30AM-9:00AM.

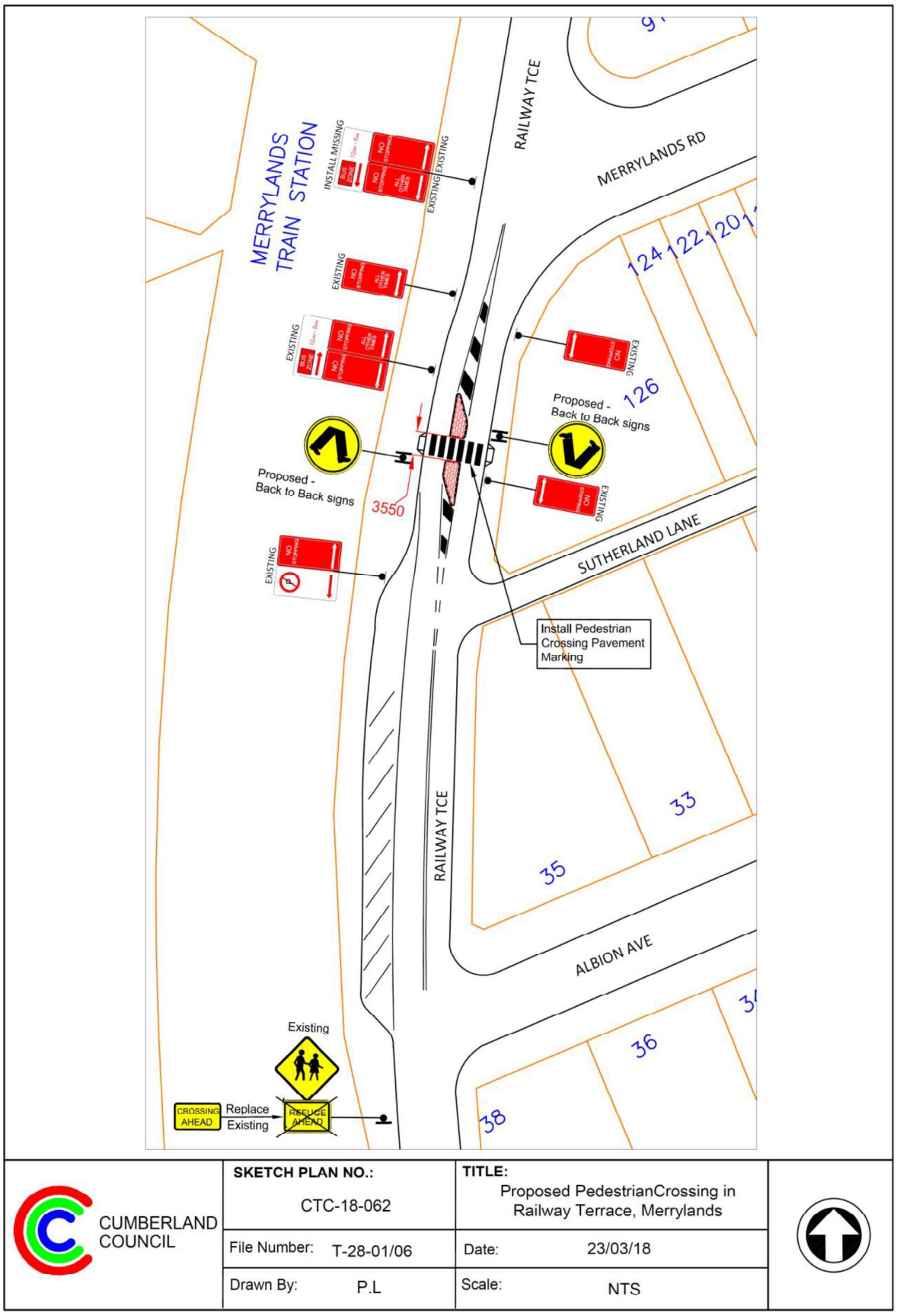
The location also satisfies other requirements specified in the Australian Standards AS 1742.10.

It is considered the pedestrian refuge location is suitable for a marked (zebra) pedestrian crossing. The existing pedestrian refuge is provided with appropriate

"No Stopping" restrictions which will remain in place for the proposed pedestrian crossing.

Recommendation:

The Cumberland Traffic Committee recommends that the installation of a marked pedestrian crossing on Railway Terrace, Merrylands south of Merrylands Road as per Plan No. CTC-18-062 be approved.



CUMBERLAND COUNCIL	**SKETCH PLAN NO.:** CTC-18-062	**TITLE:** Proposed PedestrianCrossing in Railway Terrace, Merrylands
	File Number: T-28-01/06	Date: 23/03/18
	Drawn By: P.L	Scale: NTS

Item No: CTC-25-146

MERRYLANDS ROAD, MERRYLANDS – PARKING ARRANGEMENT REVIEW

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 a request from a resident regarding the provision of additional parking spaces on the northern side of Merrylands Road, Merrylands outside No 231.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The existing 'Bus Zone' and 'No Stopping' signage on the northern side of Merrylands Road, Merrylands outside No. 231 be relocated approximately 5m west as per the attached plan be approved.**

2. **Council notify concerned resident of the outcome.**

REPORT

Merrylands Road is a Collector Road that runs in an east – west direction. The section between Addlestone Road and Memorial Avenue falls within a 40km/h high pedestrian activity area. This section of Merrylands Road has a width of approximately 12.5m with timed parking on both sides of the street unless otherwise signposted.

Council previously approved a 'Works Zone' on the northern side of Merrylands Road, Merrylands between No. 231 and No. 233 to facilitate construction activities at the site. As part of this approval, the 'Bus Zone' was temporarily relocated to the part-time one-hour parking area outside No. 231. Following the completion of construction, the 'Bus Zone' has been reinstated to its original location, and the part-time one-hour parking has also been restored.

The map below shows the location.

Locality Plan

Street View

Council has received a request from a resident seeking approval for additional parking spaces within the existing one-hour parking restriction area. An investigation revealed that due to the existing 'No Stopping' zone associated with the nearby pedestrian

crossing, the existing 30m 'Bus Zone' could be reduced to 25m as buses can utilise the adjacent 'No Stopping' area to pull in. This adjustment would allow for the provision of one additional one-hour parking space.

Council consulted with the bus operator and no objections were raised. Accordingly, it is proposed to relocate the existing 'No Stopping' and 'Bus Zone' signs on the northern side of Merrylands Road outside No. 231 approximately 5 metres west. The existing part-time one-hour parking signage will also be adjusted to reflect this change.

CONSULTATION

Council consulted with the bus operator and no objections were raised.

Community consultation is not required as the proposal results in an additional on-street parking space.

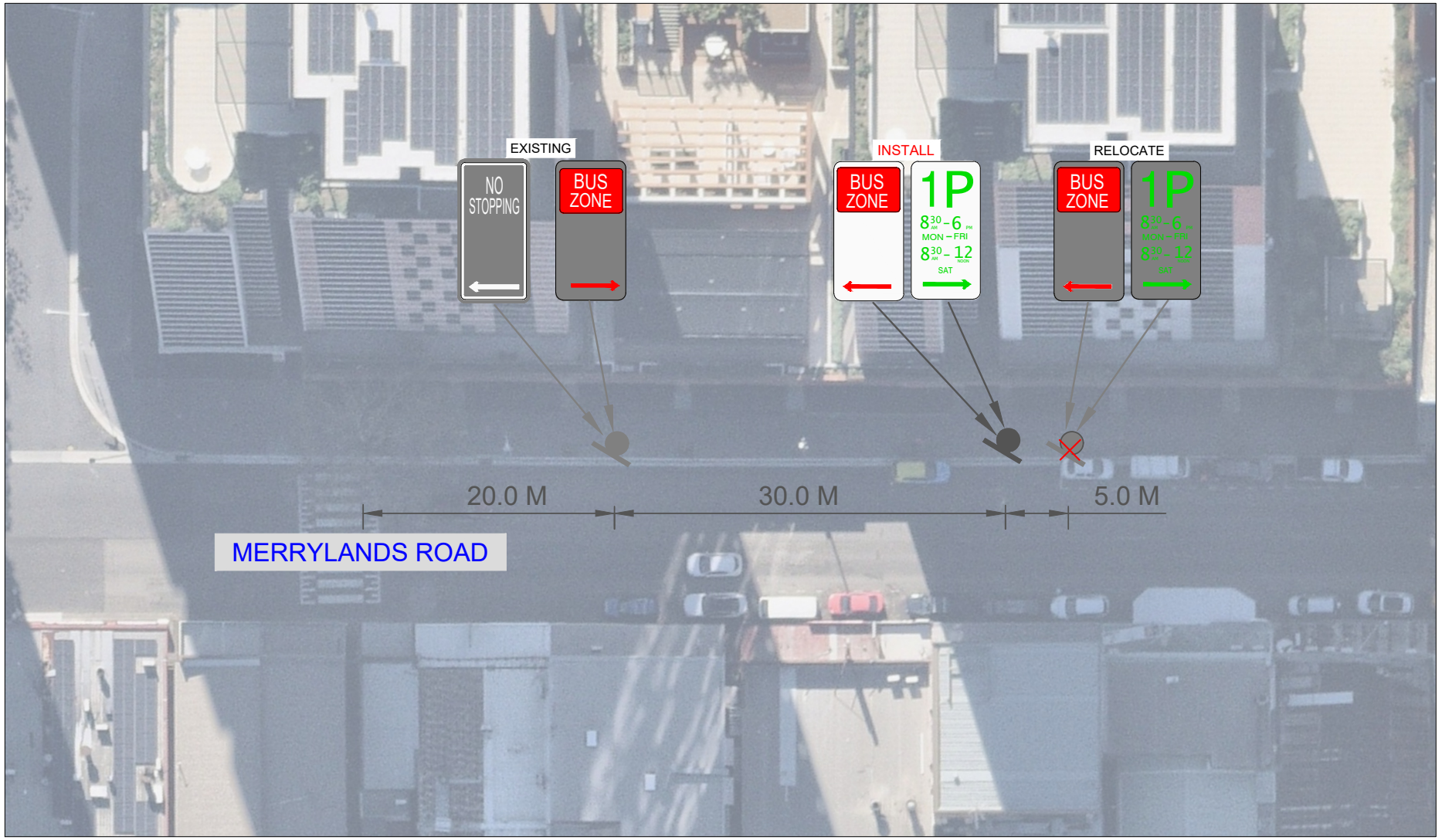
ATTACHMENTS

1. Plan – Merrylands Road, Merrylands – Parking Arrangement ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-146

Attachment 1

Plan – Merrylands Road, Merrylands – Parking Arrangement



CUMBERLAND CITY COUNCIL

TITLE:	MERRYLANDS STREET, MERRYLANDS - BUS ZONE AND 1P TIMED PARKING MODIFICATION		
File Number:		Date:	18/07/2025
Drawn By:	Y.R	Scale:	NTS

Item No: CTC-25-147

GREATREX AVENUE AND PHILLIPS AVENUE, REGENTS PARK – PROPOSED INTERSECTION TREATMENT

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 safety concerns from residents in Phillips Avenue at the intersection of Greatrex Avenue and Coleman Avenue, Regents Park.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of 'Give Way' and 'No Stopping' signs with associated line marking at the intersection of Greatrex Avenue and Phillips Avenue, Regents Park in accordance with attached plan be approved.**

2. **The painted island in Greatrex Avenue at Phillips Avenue, Regents Park in accordance with attached plan be approved.**

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

REPORT

Cumberland Traffic Committee (CTC) at its meeting in February 2025 considered a report (CTC-25-034) regarding road safety concerns at the intersections of Coleman Avenue, Greatrex Avenue and Phillips Avenue, Regents Park.

Council resolved to undertake consultation with the residents in Greatrex Avenue and Phillips Avenue, Regents Park to assess support or otherwise for the installation of traffic calming devices in these streets.

Consultation was undertaken with residents of both streets in March 2025. A total of 41 letters were distributed to residents and property owners along Phillips Avenue, between Richardson Avenue and Kibo Road. An additional 4 letters were delivered to residents in Coleman Avenue, following a specific request from a resident.

By the closing date, Council received four submissions (9% of the total letters sent). Of these, one response supported the proposal, while three responses objected the proposal

Given the outcome of the consultation for speed humps in Phillips Avenue, the majority of residents were not in favour of the proposed speed hump installation.

During the consultation period, Council also received feedback from a resident regarding safety concerns on Phillips Avenue near the intersections with Greatrex Avenue and Coleman Avenue.

Greatrex Avenue is a local road that runs in an east-west direction between Whiting Road and Phillips Avenue with a speed limit of 50 km/h. It has a width of approximately 7.2 m near Phillips Avenue and parking is permitted on both sides of the road unless otherwise signposted.

Coleman Avenue is a short no-through road that runs in a north-south direction off Phillips Avenue with a speed limit of 50 km/h. It has a width of approximately 7.3 m near Phillips Avenue and parking is permitted on both sides of the road unless otherwise signposted.

Phillips Avenue is a local road generally running in an L shape, connecting Kibo Road at its north end and Kingsland Road at its west end, with a posted speed limit of 50km/h. Near the Greatrex Avenue intersection, the road is approximately 7.6 metres wide and allows parking on both sides. South of this point, the road becomes slightly wider before reaching Coleman Avenue, then narrows back to its usual width. Parking is allowed on both sides of the street unless signs say otherwise.

Greatrex Avenue and Coleman Avenue intersect with Phillips Avenue and forms two Y-shaped junctions, where priority is given to Phillips Avenue traffic. Currently, there is no Give Way signage or line marking in place at this location.

The map below shows the intersections:

Locality Plan

The latest Centre for Road Safety accident data indicated that there were no reported accidents related to vehicles that failed to give way at these intersections in the last 5 years.

Based on Australian Standard AS 1742.2-2009 – Part 2: Traffic Control Devices for General Use, controls are required at all non-signalised intersections in the following manner:

a) GIVE WAY signs shall be provided at all intersections with four or more legs.

b) GIVE WAY signs shall be provided at any three-way intersections where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example, at a Y-intersection.

c) GIVE WAY signs should be used for road safety reasons at unsignalised T-intersections in both rural and urban areas where the major road is an arterial or collect type road.

Based on point (b) above, 'Give Way' signage is warranted at both intersections.

Site inspections also confirmed that some vehicles were parked too close to the intersections posing potential safety risks. To address these issues, Council previously consulted with residents along this section of Phillips Avenue in November 2024, proposing the installation of ‘Give Way’ signs and line marking with ‘No Stopping’ restrictions, and ‘BL2’ line marking at the intersections with Coleman Avenue and Greatrex Avenue. No responses were received at that time.

Recent feedback from a resident in Coleman Avenue suggested that parking restrictions and 'Give Way' signage were not necessary at the intersection of Phillips Avenue and Coleman Avenue. Therefore, it is proposed to proceed with the installation of 'Give Way' signage, line marking with 'No Stopping' restrictions, and 'BL2' line marking at the intersection of Phillips Avenue and Greatrex Avenue to improve safety and reinforce compliance with road rules.

It is also proposed to provide a painted island on Greatrex Avenue at the intersection with Phillips Avenue to better guide turning traffic.

CONSULTATION

The proposed 'Give Way' signage and line marking with 'No Stopping' restrictions were notified to the impacted and adjacent residents for a period of 14 days starting from 25 November 2024 to 11 December 2024. One response was received objecting to the parking restrictions stating that parking is not a major safety issue.

The proposed traffic calming devices along Phillips Avenue were notified to the impacted and adjacent residents for a period of 14 days starting from 11 March 2025 to 25 March 2025. By the closing date, Council received four submissions (9% of the total letters sent). Of these, one response supported the proposal, while three responses objected to the proposal.

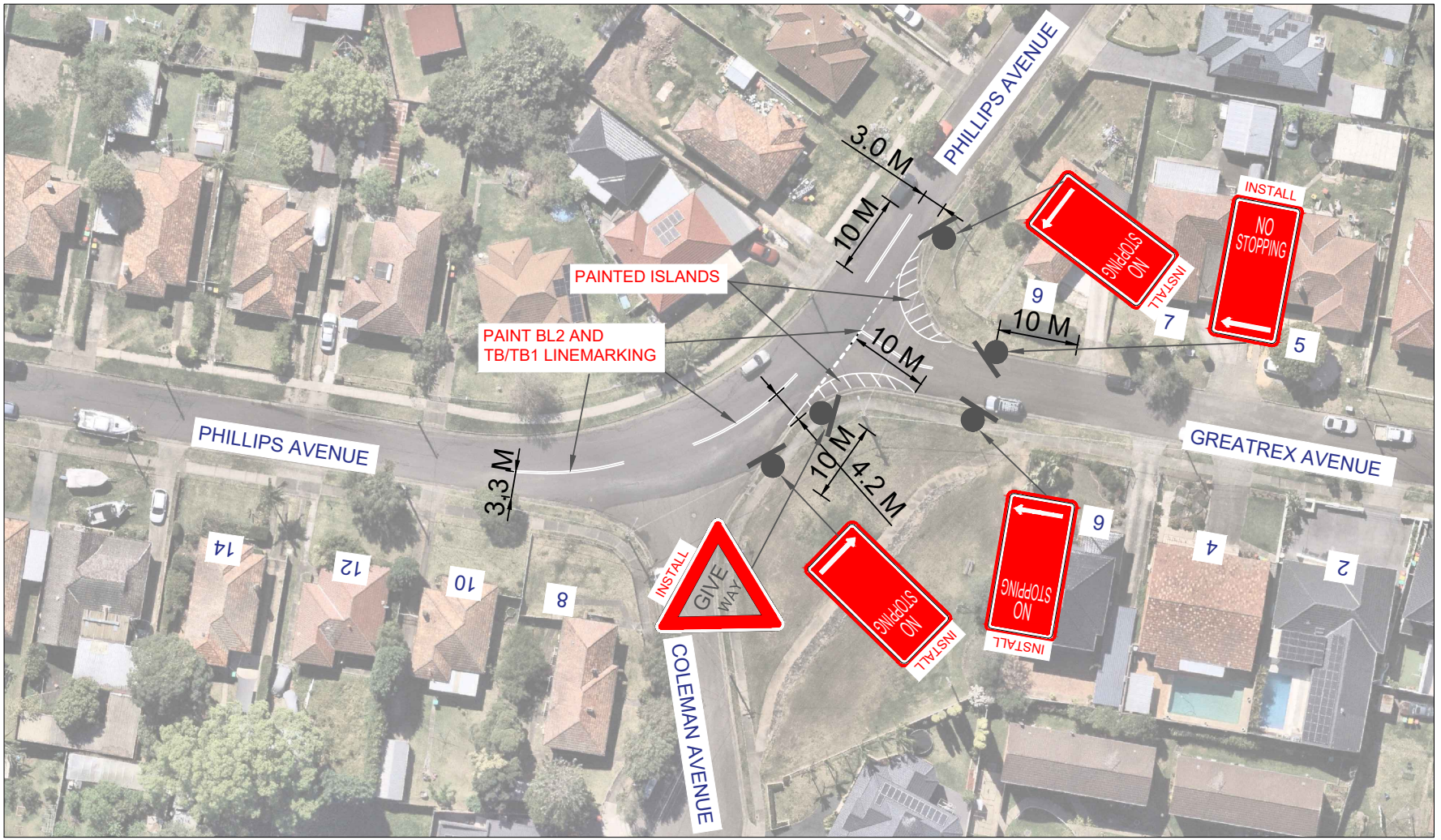
ATTACHMENTS

1. Plan - Greatrex Avenue and Phillips Avenue, Regents Park ⇩
2. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-147

Attachment 1

Plan - Greatrex Avenue and Phillips Avenue, Regents Park



CUMBERLAND CITY COUNCIL

TITLE: GREATREX AVENUE AT PHILLIPS AVENUE, REGENTS PARK - PROPOSED NO STOPPING RESTRICTIONS AND GIVE WAY CONTROL

File Number:		Date:	18/06/2024
Drawn By:	Y.R	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-147

Attachment 2

Submissions

From:
Sent: Sat, 24 May 2025 11:39:00 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Phillips ave- proposed speed humps responses
Attachments: IMG_7318.jpeg, IMG_7317.jpeg

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,

Please find attached below our responses for the proposed speed humps on Phillips Avenue in Regents Park.

Kind regards

CUMBERLAND
CITY COUNCIL

REF: DCTC/2511/028

PHILLIPS AVENUE, REGENTS PARK– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Please indicate your views on the proposed speed humps in Phillips Avenue between Kibo Road and Richardson Avenue, Regents Park as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Phillips Avenue between Kibo Road and Richardson Avenue and I am in favour of the below option.

1. ***I support the installation of speed humps on Phillips Avenue <u>and</u>***

   I raise no objection to consider my property frontage for placement of a speed hump. ☐

2. ***I <u>do not</u> support the installation of speed humps on Phillips Avenue.*** ☑

Comments: The Rd does not experience speeding cars or a large number of cars to warrant speed Bumps and Rein street Frontage. The Rds are already tight & full of Cars. speed Humps are not required.

[redacted]

(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/2511/028

PHILLIPS AVENUE, REGENTS PARK– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: [redacted]

Address

Phone:

Please indicate your views on the proposed speed humps in Phillips Avenue between Kibo Road and Richardson Avenue, Regents Park as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Phillips Avenue between Kibo Road and Richardson Avenue and I am in favour of the below option.

1. ***I support the installation of speed humps on Phillips Avenue <u>and</u>***

   I raise no objection to consider my property frontage for placement of a speed hump. ☐

2. ***I <u>do not</u> support the installation of speed humps on Phillips Avenue.*** ☑

Comments: The Roads mentioned above don't experience frequent high speeding cars to result to unnecessary speed bumps. The streets are quiet, residential and narrow enough to not require speed humps.

[redacted]

(Signed)

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

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ABN 22 798 563 329

Welcome *Belong* Succeed

CUMBERLAND CITY COUNCIL

RECEIVED
30 MAY 2025
BY: .....

REF: DCTC/2511/028

PHILLIPS AVENUE, REGENTS PARK– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: I

Address:

Phone:

Please indicate your views on the proposed speed humps in Phillips Avenue between Kibo Road and Richardson Avenue, Regents Park as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Phillips Avenue between Kibo Road and Richardson Avenue and I am in favour of the below option.

1. ***I support the installation of speed humps on Phillips Avenue <u>and</u>***

   I raise no objection to consider my property frontage for placement of a speed hump. ☒

2. ***I <u>do not</u> support the installation of speed humps on Phillips Avenue.*** ☐

Comments: Speed humps may some day save someones life or damaged property I have seen a few close misses over the years Lived in Phillips Ave. for 45 years.

(Signed)

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

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T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

CUMBERLAND CITY COUNCIL

RECEIVED
22 MAY 2025
BY: .....

REF: DCTC/2511/028

PHILLIPS AVENUE, REGENTS PARK– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Phillips Avenue between Kibo Road and Richardson Avenue, Regents Park as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Phillips Avenue between Kibo Road and Richardson Avenue and I am in favour of the below option.

1. ***I support the installation of speed humps on Phillips 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 Phillips Avenue.*** ☑

Comments: The road is already quite cramped. Installing speed hump would make it extremely difficult for residents to navigate the road. Our neighbour across the road (18 Phillips Avenue) has a boat parked on the street which makes it hard for us to turn into our driveway already.

(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.

From:
To: Records Department
Subject: [EXTERNAL] Proposed sooed humps
Date: Friday, 16 May 2025 8:34:55 AM
Attachments: 1000027319.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.

Hi there

I refer to the letter dated 8th may to provide feedback on the proposed speed humps.

Firstly I'm a bit confused at the letter as the deadline mentioned in 25th match, yet the letter is dated 8th May.

In any case, I don't support the installation of speed bumps. Please see attached consultation form

Regards,

From:
Sent: Wed, 4 Dec 2024 21:13:28 +1100
To: "Records Department" <council@cumberland.nsw.gov.au>
Cc:
Subject: [EXTERNAL] Objection to proposed intersection for Coleman Avenue and Greatrex Avenue Regents Park

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.

Dear

I am writing in response to the proposed installation of 'No Stopping' signs at the intersections of Coleman Avenue, Greatrex Avenue, and Phillips Avenue, as outlined in your letter dated 19 November 2024. While I understand the Council's intention to address safety concerns in the area, I wish to object to this proposal for the following reasons:

1. Ineffectiveness in Addressing the Core Issue

The primary safety concern in our street is the persistent issue of vehicles speeding along Coleman Avenue and through to Greatrex and Phillips Avenues. The proposed 'No Stopping' signs will not address this problem. Instead, they may exacerbate the issue by increasing driver confidence to speed due to clearer and less obstructed sightlines, which reduce the need for caution. This is a serious safety concern for local residents who have raised this issue previously.

2. Lack of a Comprehensive Traffic Calming Solution

Residents have observed that speeding poses a more significant threat to safety than parked vehicles. Alternative measures that would be more appropriate may include:

- Speed bumps or raised pedestrian crossings,

- Roundabouts or similar

- Chicanes to narrow the roadway and slow traffic, or

- Diverters or similar

3. Impact on Parking Availability

The removal of parking due to the 'No Stopping' signs will inconvenience residents and visitors, potentially forcing vehicles to park further down the street. You will have seen that Coleman

Avenue is a cul-de-sac that is very narrow and already has limited parking for residents in our street. This displacement could lead to increased congestion and frustration, without resolving the underlying safety concerns.

4. Need for Community-Driven Solutions

We urge the Council to engage more deeply with residents to understand the key safety concerns and explore alternative measures. A community consultation focusing on practical traffic-calming strategies would lead to a more effective and widely supported outcome.

Request for Reconsideration

I respectfully request that the Council reconsider the proposed plan and instead evaluate solutions that directly address the speeding issue. I am happy to participate in further discussions or consultations to contribute to an improved safety outcome for our neighborhood.

Thank you for considering this feedback. I look forward to your response.

Kind regards,

Item No: CTC-25-148

ENID AVENUE, GRANVILLE – EXTENSION OF 'NO STOPPING' RESTRICTION

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 a request from a resident of Enid Avenue, Granville to extend the existing 'No Stopping' restrictions due to vehicles obstructing their driveway.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The extension of the 'No Stopping' restriction on the western side of Enid Avenue, Granville outside the Memorial Drive carpark as per the attached plan be approved.**

2. **Council notify the concerned resident of the outcome.**

REPORT

The section of Enid Avenue between Memorial Drive and the bend outside No. 1 is a local road runs in a north–south direction. It has a speed limit of 50 km/h and a width of approximately 9.6m. Parking is permitted on the western side of the road, except where 'No Stopping' restrictions are currently signposted in front of the public carpark.

Council has received a request from a property owner of Enid Avenue seeking consideration to extend the existing 'No Stopping' restriction outside the car park to deter illegal parking. It has been reported that vehicles frequently park across the driveway particularly during nearby events.

The map below shows the location:

Locality Plan

Street View

To improve safety, maintain adequate sight distance, and ensure safe access for vehicles entering and exiting both the property and the public carpark, it is recommended that the existing 'No Stopping' restriction on the western side of Enid Avenue, Granville outside the Memorial Drive carpark be extended to the southern end of the driveway at No. 1 Enid Avenue as per attached drawing.

CONSULTATION

Consultation is not required as the proposal was initiated and supported by the property owner directly affected by the proposed parking restrictions.

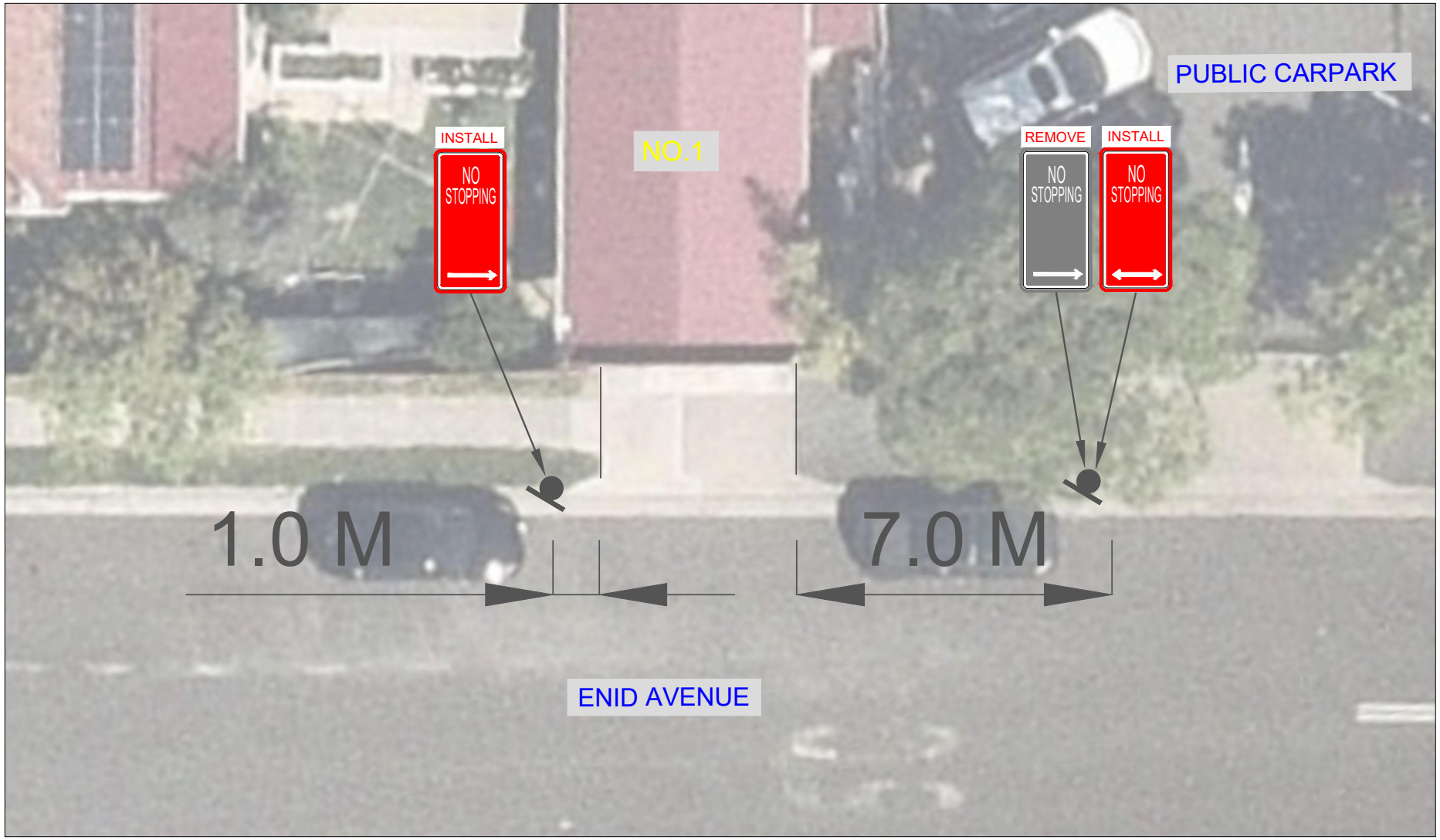
ATTACHMENTS

1. Plan – Enid Avenue, Granville – Extension of the existing 'No Stopping' restrictions. ⇩
2. Submission ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-148

Attachment 1

Plan – Enid Avenue, Granville – Extension of the existing ‘No Stopping’ restrictions.



CUMBERLAND CITY COUNCIL

TITLE: ENID AVENUE, GRANVILLE - PROPOSED MODIFICATION TO EXISTING 'NO STOPPING' RESTRICTION

File Number:		Date:	11/07/2025
Drawn By:	Y.R	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-148

Attachment 2

Submission

From:
To:
Subject: [EXTERNAL] Re: Traffic Response - Enid Avenue, Granville
Date: Friday, 11 July 2025 2:01:53 PM
Attachments: image314810.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.

Dear

Thank you for responding so promptly to my concerns.

Yes, I agree to the mentioned conditions and attached plan.

Kind regards

On Fri, 11 Jul 2025 at 11:53 am,

Hi

Council Reference: RM-SI2025/0750

I refer to our phone conversation earlier today regarding your concerns about afterhours illegal parking at the driveway crossing of Enid Avenue, Granville.

Following our discussion and your request to extend the existing **'No Stopping'** restriction to cover your driveway crossing, please find the attached plan for your reference and kindly note the following:

- The proposed **'No Stopping'** restriction would be **permanent, 24 hours** and **cannot be removed** once implemented.
- This restriction will apply **equally to all motorists**, including yourself, your family members, and any visitors—**no exemptions** can be granted.
- A regulatory **'No Stopping'** sign would need to be installed **immediately adjacent to your driveway** to enforce the restriction.
- The proposal is **subject to approval** by the **Cumberland Traffic Committee (CTC)** at an upcoming meeting.

If you are agreeable to all the above conditions, please kindly confirm in writing and I will proceed to prepare a report based on the attached plan for submission to the CTC for consideration at its next meetings.

Should you wish to further discuss any aspect of this proposal, please don't hesitate to reply to this email.

Kind regards,

Item No: CTC-25-149

JONATHAN STREET, GREYSTANES – PROPOSED 'BUS ZONE' SIGNAGE

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received request from a local resident for the installation of 'Bus Zone' signs at the existing bus stop outside No. 45 Jonathan Street, Greystanes to prevent vehicles parking at the bus stop.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of 'Bus Zone' signs on the northern side of Jonathan Street, Greystanes outside No.45 in accordance with the attached plan be approved.**

2. **The adjacent /concerned residents be notified of the outcome.**

REPORT

Jonathan 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 9.5m and parking is permitted on both sides of the road unless signposted. There is an existing bus stop on the northern side of Jonathan Street outside No.45. This bus stop is not signposted with 'Bus Zone' signs.

The map below shows the location of the bus stop:

Locality Plan

Council has received a request from a local resident for the installation of 'Bus Zone' signs at the existing bus stop outside No. 45 Jonathan Street, Greystanes, to prevent vehicles from parking at this location.

In accordance with the NSW Road Rules 195:

'A driver (except the driver of a public bus) must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies, and the driver is permitted to stop at that place under these Rules'

Residents alleged that vehicles often park at the bus stop preventing buses from pulling in and out safely.

To reinforce the road rules, it is recommended that 'Bus Zone' signs be installed at the existing bus stop on the northern side of Jonathan Street outside No. 45, as shown in the attached plan.

CONSULTATION

Consultation was carried out with the impacted and adjacent residents for a period of 14 days starting from 12 June 2025 to 27 June 2025.

Council received three objections by the closing date. All of them recommended relocation of this bus stop. It should be noted that the proposed 'Bus Zone' signs only reinforce the road rule at the existing bus stop and will not result in any loss of on-

street parking. The relocation of any existing bus stop needs to be investigated and determined by the bus operator and TfNSW.

ATTACHMENTS

1. Plan - Jonathan Street, Greystanes – Proposed 'Bus Zone' signs ⇩
2. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-149

Attachment 1

Plan - Jonathan Street, Greystanes – Proposed ‘Bus Zone’ signs

From:
Sent: Tue, 24 Jun 2025 22:05:26 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] DCTC/2511/066

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 , I'm a resident from number Jonathan st Greystanes, I've been here since 2010. We never had any issues or problems in the past about the bus zone and anything else, don't know what's going on and who's concerned about safety issues, the only problem and concern I have in the street is cars speeding that's all. My previous neighbour at number never had a problem about the safety about the bus stop as well, and the new owner. Anyway we need the 2 car spots between me and my neighbours at , I'm aware that you want to put the bus zone sign where you marked it on the plan but that means we miss out on a car spot, we need street parking because we are limited in our driveways. So what I suggest and would like to happen is to move the sign approximately 4 lm to the left side of the bus stop seats towards number .. this will be better for everyone & you will get your 10 meter clearance thanks I hope you understand..
Regards,

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-149

Attachment 2

Submissions

From:
Sent: Tue, 24 Jun 2025 22:05:26 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] DCTC/2511/066

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 . I'm a resident from number Jonathan st Greystanes, I've been here since 2010. We never had any issues or problems in the past about the bus zone and anything else, don't know what's going on and who's concerned about safety issues, the only problem and concern I have in the street is cars speeding that's all. My previous neighbour at number never had a problem about the safety about the bus stop as well, and the new owner. Anyway we need the 2 car spots between me and my neighbours at , I'm aware that you want to put the bus zone sign where you marked it on the plan but that means we miss out on a car spot, we need street parking because we are limited in our driveways. So what I suggest and would like to happen is to move the sign approximately 4 lm to the left side of the bus stop seats towards number .. this will be better for everyone & you will get your 10 meter clearance thanks I hope you understand..
Regards,

Document Set ID: 11719807
Version: 0, Version Date: 01/01/1900

From:
Sent: Wed, 25 Jun 2025 16:55:19 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Proposed Bus Zone restriction - Jonathan Street Greystanes
DCTC/2511/066

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 the owner and resident of Jonathan Street Greystanes. I understand that my neighbour at number has made complaints about cars parking near the bus stop in front of her house. I would like to point out that this particular neighbour has nothing better to do with her days then sit at her window and call the council rangers every time she sees a car stopped in the wrong spot. She is the biggest problem in our street - not the cars. I have lived here for 8 years and there has been exactly ZERO accidents or incidents relating to Buses and parked cars in this vicinity. Nor have I ever seen or heard of a Bus Driver complaining or having issue with any nearby cars. I would like to ask you as a member of council if there has ever been a complaint by the Bus Drivers or is it only the resident of number that is complaining?

We are already very limited with street parking at this end of Jonathan Street. We have a bus stop directly across the road from my residence and the Bus stop on my side of the street as well directly in front of my neighbour at number . I also note that Cumberland Council has recently approved or are in the process of approving a new 2 x 4/5 bedroom Duplex development directly across the road at number . I would like to know where all of the extra residents of this dwelling will be parking their cars? We cannot afford to lose another car space in front of my house to accommodate the proposed new extended BUS ZONE. I ask that you instead consider moving the existing bus zone in front of number back just a couple of meters which would then free up the parking spot directly in front of number . Or leave everything as is. There is ample room in front of number for a bus to pull up and safely leave without coming anywhere near any cars that may be parked outside of number . In addition to this there is already a NO Stopping zone approaching number so there are never any cars parked in the area that busses approach from. It makes much more sense to leave that space for the Bus Zone and leave the spaces out the front of number onwards for parking.

Regards,

Document Set ID: 11721918
Version: 0, Version Date: 01/01/1900

From:
Sent: Tue, 24 Jun 2025 22:11:53 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Screenshot 2025-06-24 at 10.09.08 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.

This is a good spot for the sign

Document Set ID: 11719950
Version: 0, Version Date: 01/01/1900

Item No: CTC-25-150

PATRICIA STREET, MAYS HILL – PROPOSED 'NO STOPPING' AND TIMED PARKING RESTRICTIONS

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 residents at the intersection of Patricia Street and Great Western Highway, Mays Hill.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The following signage be approved, subject to consultation:**

    a) **'No Stopping' signs at the intersection of Patricia Street and Great Western Highway, Mays Hill in accordance with the attached plan.**

    b) **'1P 8:30am – 6pm Monday to Friday, 8:30am – 12 Noon' on the western side of Patricia Street, Mays Hill between Great Western Highway and the laneway in accordance with the attached plan.**

2. **Council notify the concerned residents of the outcome.**

REPORT

Patricia Street, Mays Hill is a local road runs in a north – south direction with a speed limit of 50 km/h. The street has a width of approximately 10m and parking is permitted on both sides of the road unless otherwise signposted.

Great Western Highway is a state road that runs in an east – west direction with a speed limit of 70 km/h.

Patricia Street and Great Western Highway forms a T- intersection with priority to Great Western Highway.

The map below shows the location:

Locality Plan

Currently, a medical centre operates on the ground floor of the mixed-use apartment building located at the south – west corner of the intersection of Great Western Highway and Patricia Street. It is alleged that vehicles are parking on both sides of this section of Patricia Street for extended periods, reducing parking availability for other patients. Additionally, some vehicles are parked within 10 metres of the intersection

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

To reinforce NSW Road Rules and improve parking turnover at this location, it is proposed to install the following:

1. ‘No Stopping’ signs at the intersection of Patricia Street and Great Western Highway, Mays Hill.

2. ‘1P 8:30am – 6pm Monday to Friday, 8:30am – 12 Noon’ on the western side of Patricia Street, Mays Hill between Great Western Highway and the laneway.

CONSULTATION

Consultation will be undertaken if recommended by the Traffic Committee.

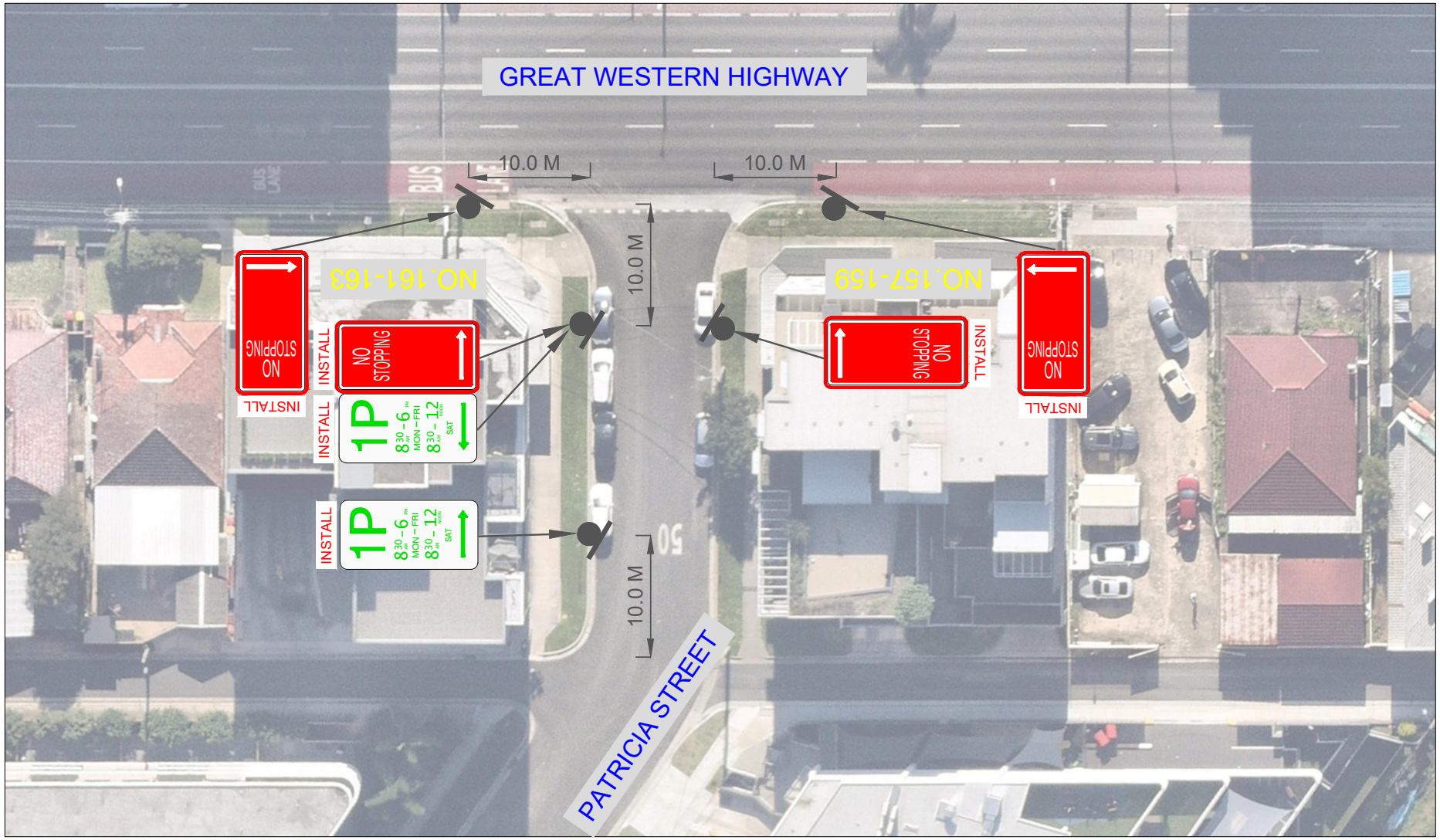
ATTACHMENTS

1. Plan – Patricia Street, Mays Hill – 'No Stopping' and 1P timed parking restrictions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-150

Attachment 1

Plan – Patricia Street, Mays Hill – ‘No Stopping’ and 1P timed parking restrictions



CUMBERLAND CITY COUNCIL

TITLE: PATRICIA STREET, MAYS HILL - PROPOSED TIMED PARKING AND NO STOPPING RESTRICTIONS

File Number:		Date:	2/07/2025
Drawn By:	Y.R	Scale:	NTS

Item No: CTC-25-151

MARY STREET, GRANVILLE – PROPOSED TIMED PARKING RESTRICTIONS

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 a petition from a shop owner and local residents requesting the installation of timed parking restrictions along Mary Street, Granville between The Avenue and Hutchinson Street.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of '1/4P 8 am to 6pm Mon - Fri, 8:30 am to 12 noon Sat' restriction outside No.34 Mary Street as per the attached plan be approved.**

2. **The installation of '2P 8 am to 6pm Mon- Fri, Permit Holders Excepted, Area 04' restrictions on both sides of Mary Street between Hutchinson Street and The Avenue as per the attached plan be approved.**

3. **Council notifies affected business owner and residents of the outcome.**

REPORT

The section of Mary Street between The Avenue and Hutchinson Street is a local road that runs in an east–west direction with a posted speed limit of 50 km/h. The street is approximately 12.5m wide with unrestricted parking on both sides of the street unless otherwise signposted. This section of Mary Street falls within the Granville Resident Parking Scheme Area 04.

Currently there is a convenience store located on the southern side of Mary Street at No. 34. 10m statutory 'No Stopping' restrictions exists in Mary Street at Hutchinson Street and The Avenue.

The map below shows the area:

Locality Plan

Council has received a petition from a shop owner and local residents of Mary Street, Granville requesting the installation of timed parking restrictions along Mary Street between The Avenue and Hutchinson Street. The request includes the following:

- 1/4P timed parking restriction in front of the convenience store at No. 34 Mary Street; and
- 2P timed parking restrictions for the remainder of this section of Mary Street.

Residents alleged that vehicles are frequently parked near No. 34 for extended periods, making it difficult for customers and delivery vehicles to access the business.

To address this issue, it is proposed to implement the following restrictions:

- 1/4P 8am to 6pm Monday to Friday, 8:30am to 12 noon Saturday near No. 34
- 2P 8am to 6pm Monday- Friday, Permit Holders Excepted, Area 04 on both sides of Mary Street.

CONSULTATION

The proposal was notified to the impacted and adjacent residents/ owners for a period of 14 days from 13 June 2025 to 27 June 2025. Council received seven responses by the closing date: six responses supported the proposal, while one objection was raised regarding concerns about reduced on-street parking availability. It should be noted that the proposed restrictions are intended to increase parking turnover and will not prevent residents from parking on the street, provided they hold appropriate permits.

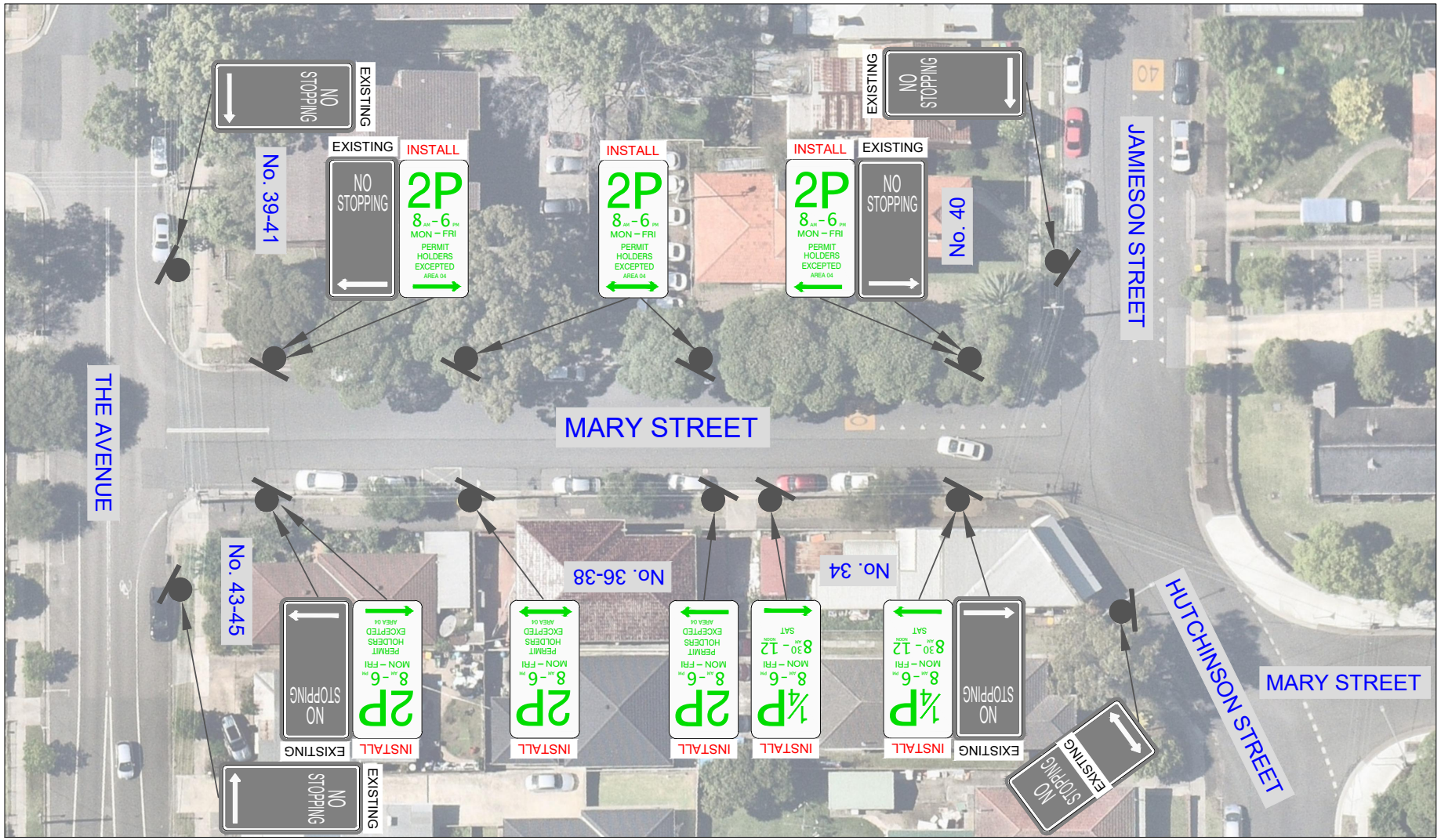
ATTACHMENTS

1. Plan – Mary Street, Granville – Proposed Timed Parking Restrictions ⇩
2. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-151

Attachment 1

Plan – Mary Street, Granville – Proposed Timed Parking Restrictions



CUMBERLAND CITY COUNCIL	**TITLE:** MARY STREET, GRANVILLE - PROPOSED TIMED PARKING RESTRICTION		
	File Number:	Date:	20/05/2025
	Drawn By: Y.R	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-151

Attachment 2

Submissions

CUMBERLAND CITY COUNCIL

RECEIVED
24 JUN 2025
BY: .....

REF: DCTC/2511/054

MARY STREET, GRANVILLE – CONSULTATION FOR PROPOSED TIMED PARKING RESTRICTIONS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described in Council's letter dated 20 May 2025 and submit your response by **Friday, 27 June 2025**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 June 2025 in relation to the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described, and I am in favour of the below option.

1. ***I support the installation of both '1/4 P' and '2 P' parking restrictions on Mary Street.*** ☑
2. ***I support the installation of '1/4 P' parking restrictions on Mary Street*** **near No. 34 only** ☐
3. ***I support the installation of '2 P' parking restrictions on Mary Street only*** ☐
4. ***I <u>do not</u> support any parking restrictions for the above-mentioned section of Mary Street.*** ☐

Comments:_____

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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

CUMBERLAND CITY COUNCIL

RECEIVED
24 JUN 2025
BY: .....

REF: DCTC/2511/054

MARY STREET, GRANVILLE – CONSULTATION FOR PROPOSED TIMED PARKING RESTRICTIONS

Name: _____

Address: _____

Phone:

Please indicate your views on the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described in Council's letter dated 20 May 2025 and submit your response by **Friday, 27 June 2025**.

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2. ***I support the installation of '1/4 P' parking restrictions on Mary Street* near No. 34 only** ☐
3. ***I support the installation of '2 P' parking restrictions on Mary Street only*** ☐
4. ***I <u>do not</u> support any parking restrictions for the above-mentioned section of Mary Street.*** ☐

Comments:_____

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_____

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CUMBERLAND CITY COUNCIL

RECEIVED
24 JUN 2025
BY

REF: DCTC/2511/054

MARY STREET, GRANVILLE – CONSULTATION FOR PROPOSED TIMED PARKING RESTRICTIONS

Name: __

Address:

Phone: _____

Please indicate your views on the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described in Council's letter dated 20 May 2025 and submit your response by **Friday, 27 June 2025**.

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3. ***I support the installation of '2 P' parking restrictions on Mary Street only*** ☐
4. ***I <u>do not</u> support any parking restrictions for the above-mentioned section of Mary Street.*** ☐

Comments:_____

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(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
26 JUN 2025
BY: .....

REF: DCTC/2511/054

MARY STREET, GRANVILLE – CONSULTATION FOR PROPOSED TIMED PARKING RESTRICTIONS

Name: _

Address: _____

Phone: _____

Please indicate your views on the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described in Council's letter dated 20 May 2025 and submit your response by **Friday, 27 June 2025**.

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1. ***I support the installation of both '1/4 P' and '2 P' parking restrictions on Mary Street.*** ☐
2. ***I support the installation of '1/4 P' parking restrictions on Mary Street* near No. 34 only** ☐
3. ***I support the installation of '2 P' parking restrictions on Mary Street only*** ☐
4. ***I <u>do not</u> support any parking restrictions for the above-mentioned section of Mary Street.*** ☑

Comments: THERE IS LIMITED PARKING ALREADY AS IT IS FOR LONG TERM. PEOPLE ALREADY PARK IN OUR TENANCY PARKING DUE TO THIS AT TIMES AND THE PROPOSED CHANGES WOULD MAKE THIS SITUATION WORSE. OUR NEIGHBOURING REHAB CLINIC AND SHOP HAVE ENOUGH TROUBLE WITH PARKING AS IT IS FOR THE PEOPLE WHO WORK AND ATTEND THESE FACILITIES

_____ _____

(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

CUMBERLAND CITY COUNCIL

RECEIVED
24 JUN 2025

REF: DCTC/2511/054

MARY STREET, GRANVILLE – CONSULTATION FOR PROPOSED TIMED PARKING RESTRICTIONS

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described in Council's letter dated 20 May 2025 and submit your response by **Friday, 27 June 2025**.

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4. ***I <u>do not</u> support any parking restrictions for the above-mentioned section of Mary Street.*** ☐

Comments:_____

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(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
25 JUN 2025
BY: .....

REF: DCTC/2511/054

MARY STREET, GRANVILLE – CONSULTATION FOR PROPOSED TIMED PARKING RESTRICTIONS

Name _____

Addre _____

Phone _____ _____

Please indicate your views on the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described in Council's letter dated 20 May 2025 and submit your response by **Friday, 27 June 2025**.

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4. ***I <u>do not</u> support any parking restrictions for the above-mentioned section of Mary Street.*** ☐

Comments:_____

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(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
24 JUN 2025
BY: .....

REF: DCTC/2511/054

MARY STREET, GRANVILLE – CONSULTATION FOR PROPOSED TIMED PARKING RESTRICTIONS

Name: ___

Address: _

Phone: _____ Mobile: _____

Please indicate your views on the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described in Council's letter dated 20 May 2025 and submit your response by **Friday, 27 June 2025**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 June 2025 in relation to the proposed time parking restrictions in Mary Street, Granville between The Avenue and Jamieson Street/Hutchinson Street as described, and I am in favour of the below option.

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4. ***I <u>do not</u> support any parking restrictions for the above-mentioned section of Mary Street.*** ☐

Comments:_____

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(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

Item No: CTC-25-152

ST JOHN ROAD, AUBURN – 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 St John Road, Auburn associated with the redevelopment at 36 St John Road, Auburn

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The 12m long 'Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday' signs be approved in principle on the frontage of the redevelopment site on St John Road, Auburn in accordance with the attached plan subject to Council's standard conditions for the period of 6 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 St John Road, Auburn associated with the redevelopment at 36 St John Road, Auburn. The redevelopment involves construction of new muti dwelling with single garage for each dwelling and associated works and Strata Subdivision into 5 lots.

The temporary "Works Zone" is approximately 12m in length and proposed to commence in August 2025 for 6 months. The proposed times are 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) unrestricted parking spaces on St John Road, Auburn during the operation of the "Works Zone".

CONSULTATION

Consultation is not required as the request is from the builder for the frontage of the property.

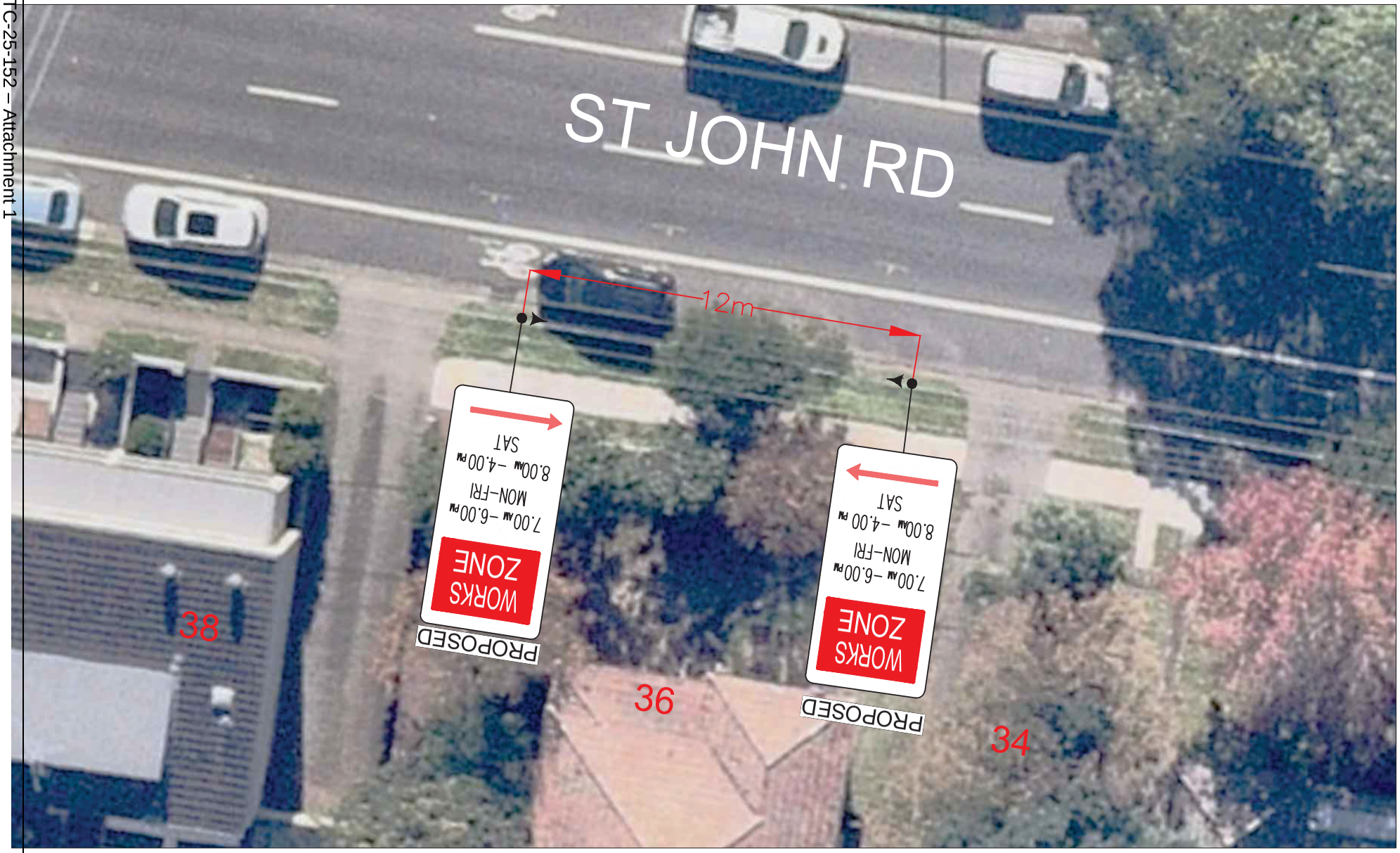
ATTACHMENTS

1. Plan – St John Road, Auburn – Proposed Temporary 'Works Zone' Signage ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-152

Attachment 1

Plan – St John Road, Auburn – Proposed Temporary ‘Works Zone’ Signage



CUMBERLAND CITY COUNCIL

TITLE: ST JOHN RD, AUBURN PROPOSED 'WORKS ZONE' SIGNAGE		
DESIGNED : T.T.	SCALE : N.T.S.	DRAWING N CTC-25-0XX
CHECKED : S.S.	DATE : 18/07/2025	

Item No: CTC-25-153

MCCREDIE ROAD, SMITHFIELD – PROPOSED 'NO PARKING' RESTRICTION

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 a request from the business at 158-160 McCredie Road, Smithfield regarding limited visibility for vehicles exiting their driveway due to parked vehicles outside the property.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of 'No Parking' restriction on the southern side of McCredie Road, Smithfield outside No.150-156 and No.158-160 as per the attached plan be approved.**

2. **Council notifies business owners of the outcome.**

REPORT

McCredie Road west of Sturt Street is a no through road that runs in an east – west direction with a speed limit of 50km/h. It has a width of approximately 12.5 metres with unrestricted parking on both sides of the road unless otherwise signposted.

Two businesses located at 150–156 and 158–160 McCredie Road are situated on the southern side of the road. Each property has a driveway positioned near the shared boundary with a gap of approximately 8 metres. Parking is currently unrestricted outside both properties.

The map below shows the location:

Locality Plan

Street View

Council has received a request from the business at 158–160 McCredie Road seeking consideration to provide parking restrictions between the two driveways. It has been alleged that vehicles particularly heavy vehicles often park in this area for extended periods obstructing sight lines for drivers exiting the driveways.

To improve safety, maintain adequate sight distance and ensure safe access for vehicles entering and exiting the properties. It is recommended that 'No Parking' restriction be provided at the driveways of 150–156 and 158–160 McCredie Road, Smithfield.

CONSULTATION

Consultation is not required as this proposal was initiated and agreed by the two affected businesses.

ATTACHMENTS

1. Plan – McCredie Road, Smithfield – Proposed 'No Parking' Restriction ⇩
2. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-153

Attachment 1

Plan – McCredie Road, Smithfield – Proposed ‘No Parking’ Restriction

CUMBERLAND CITY COUNCIL	**TITLE:** MCCREDIE ROAD, SMITHFIELD - PROPOSED 'NO PARKING' RESTRICTION		
	File Number:	Date:	26/06/2025
	Drawn By: Y.R	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-153

Attachment 2

Submissions

From:
To:
Cc:
Subject: [EXTERNAL] RE: RM-SI2025/0537 | Truck Parking Issue - McCredie Road, Smithfield
Date: Friday, 27 June 2025 12:33:39 PM
Attachments: image001.png
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image011.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.

Hi

On behalf of we also agree to this proposal as per the attached plan.

Thank you for the information – we will request for patrols accordingly.

Kind Regards,

Sent: Friday, 27 June 2025 12:27 PM

Subject: RE: RM-SI2025/0537 | Truck Parking Issue - McCredie Road, Smithfield

Hi

Thank you for your email.

On behalf of . I agree with your proposal as per the attached plan.

It would be great if you could please advise the timing of the implementation if approved by the CTC.

I appreciate the Council's support with this matter.

Kind Regards,

Subject: RE: RM-SI2025/0537 | Truck Parking Issue - McCredie Road, Smithfield

Thank you for your email regarding the proposed 'No Parking' restriction.

At this stage, Council may only proceed with the installation of 'No Parking' restrictions adjacent to driveway crossings and report the matter to the Cumberland Traffic Committee (CTC) for consideration. Your request for extended 'No Parking' restrictions along the kerb to deter heavy vehicle parking cannot be supported at this time.

Please see the plan attached and advise if you agree with this proposal by **4th July 2025**, in order to allow Council sufficient time to report to CTC.

In line with Road rules 2014 rule 200, the driver of a heavy vehicle (GVM greater than 4.5 tonnes), or a long vehicle (length greater than 7.5 meters), is permitted to stop on a length of road in a built-up area for longer than 1 hour if--
(a) the driver is carrying out functions under the road transport legislation, or
(b) the driver is complying with a direction given by a police officer or other person carrying out functions under the road transport legislation, or
(c) the heavy vehicle or long vehicle is a bus.
For all other heavy vehicles overstaying for more than 1 hour, you may contact our Parking Patrol Officers through Customer Services (on 02 8757 9000) and request patrols.

Sent: Thursday, 19 June 2025 2:57 PM

Subject: [EXTERNAL] RE: RM-SI2025/0537 | Truck Parking Issue - McCredie Road, Smithfield

Good afternoon,

Please see attached our letter regarding this same issue.

Please let us know if you require any additional information from us.

Kind Regards,

Sent: Thursday, 19 June 2025 11:42 AM

Subject: RM-SI2025/0537 | Truck Parking Issue - McCredie Road, Smithfield

Good Morning

Following up on our previous correspondence and your conversation with regarding the proposed traffic management adjustments near our site, we have consulted with the neighbouring business as requested - and their response is below.

They have provided their full support and approval for the addition of the proposed "No Parking" areas along the road. In fact, they've also expressed their interest in extending the "No Parking" zone further to improve access and safety for both properties.

Please let us know the next steps required to progress this matter.

With thanks,

Sent: Wednesday, June 18, 2025 2:29 PM

Subject: RE: Truck Parking Issue - McCredie Road, Smithfield

We have reviewed the letter and we agree with your proposal. This issue affects us near both our driveways (we have two) and we would also like to go to council for this same issue to ideally have no parking areas throughout the start of the intersection between Sturt Street and McCredie Road as it also creates a hazard for our employees, visitors and road users. We may also be able to get the approval of the neighbouring business as well.

If you can please let us know if there is anything more we need to provide for this?

Kind Regards,

Sent: Wednesday, 18 June 2025 11:40 AM

Subject: Truck Parking Issue - : McCredie Road, Smithfield

Good Morning,

Hope you are well.

I've tried to reach your business a number of times by phone without success.

We have lodged a traffic issue with Cumberland Council to have some no parking set up as per the attached letter to them. Council have spoken with our and confirmed that if the neighbouring business with the shared driveway can provide approval, they will take it to the Traffic Management Board for review.

Could you please review the attached letter and reply by phone or email to provide feedback/approval?

With thanks,

Item No: CTC-25-154

CLYDE STREET, SOUTH GRANVILLE - PROPOSED ACCESSIBLE PARKING SPACE

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 a request from a local resident for the installation of an accessible parking space on Clyde Street, South Granville.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed accessible parking space on Clyde Street, South Granville outside No.295 in accordance with the attached plan be approved.**

2. **The affected residents / businesses be notified of the outcome.**

REPORT

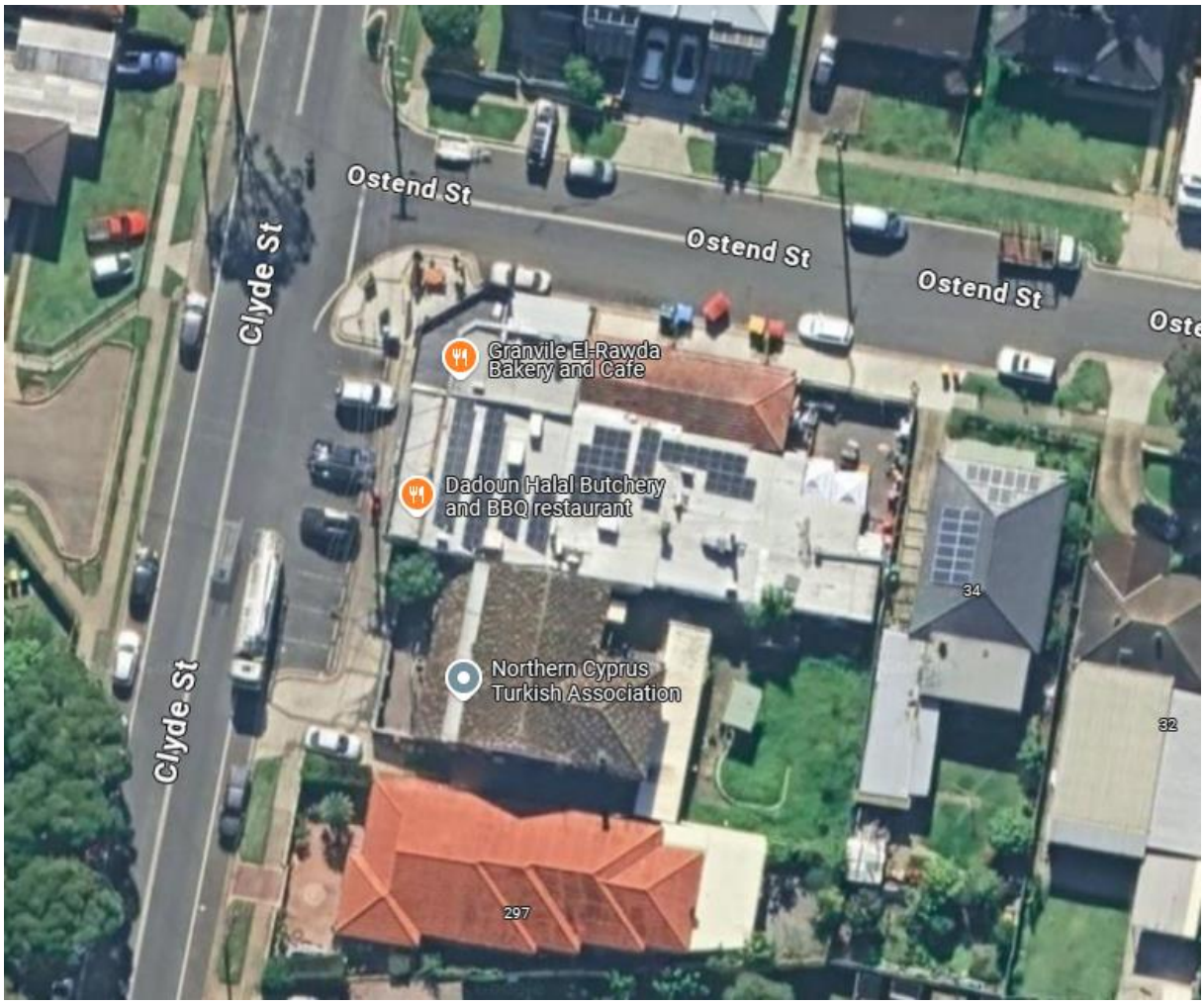
Clyde Street a Regional Road runs in a north – south direction with a speed limit of 60km/h. The street is approximately 12.5m wide with unrestricted parking on both sides of the street unless otherwise signposted.

Currently, there are 30-minutes, 90-degree indented parking spaces outside Nos. 293 and 295 Clyde Street, serving the local shops and the Northern Cyprus Turkish Association of NSW.

Council has received a request from the Northern Cyprus Turkish Association of NSW for the provision of an accessible parking space outside No. 295 Clyde Street, South Granville. It is alleged that visitors with mobility impairment often experience difficulties finding parking when visiting the site.

Council officers have investigated the matter and observed that the existing time-restricted parking spaces are frequently occupied due to high demand. As a result, it is difficult for visitors with disabilities to find a parking space at this section of Clyde Street.

The map below shows the location:



Locality Plan

To improve parking availability for visitors with disabilities, it is proposed to convert two existing time-restricted parking spaces outside No. 295 Clyde Street into one accessible parking space with an adjoining shared zone as shown in the attached plan. The existing kerb and gutter will be modified to incorporate a ramp in compliance with the relevant standards.

CONSULTATION

Consultation with the affected and adjacent properties were undertaken by Council's Place and Economy Team on 23 July 2025. There were no objections raised to the proposal.

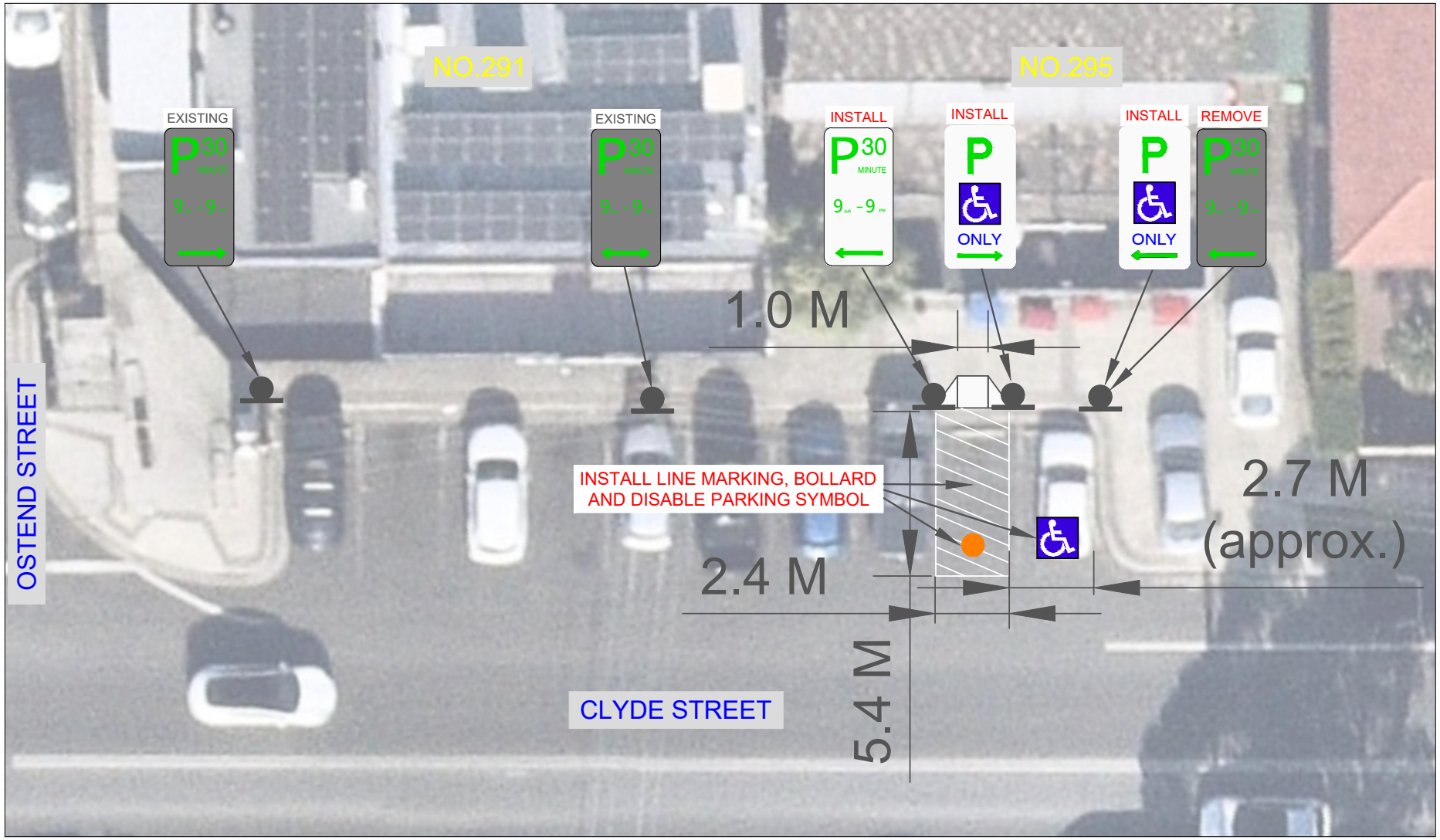
ATTACHMENTS

1. Clyde Street, South Granville - Plan - Proposed Accessible Parking Space ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-154

Attachment 1

Clyde Street, South Granville - Plan - Proposed Accessible Parking Space



CUMBERLAND CITY COUNCIL

TITLE:	295 CLYDE STREET, SOUTH GRANVILLE - PROPOSED DISABLED PARKING SPACE		
File Number:		Date:	2/07/2025
Drawn By:	Y.R	Scale:	NTS

Item No: CTC-25-155

PORTICO PARADE, TOONGABBIE - REQUEST FOR ACCESSIBLE PARKING

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

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a local business for the provision of an additional accessible parking space in Portico Parade, Toongabbie outside Nos 27-30.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The relocation of the existing accessible parking space in a westerly direction into the existing 'No Stopping' zone in accordance with the attached plan be approved.**

2. **The conversion of the existing accessible parking space to '1P, 8.30am-6pm, Monday to Friday; 8:30am-12:30pm, Saturday' in accordance with the attached plan be approved.**

3. **The adjacent businesses be notified of the outcome.**

REPORT

Portico Parade between Cornelia Road and Junia Avenue is a local road that runs in a north-south direction with a default speed limit of 50km/h. This section of Portico Parade is approximately 12.5m wide. Currently 1-hour parking restrictions apply on both sides of the road.

Cumberland Traffic Committee (CTC) at its meeting on 18 October 2025 considered a report (ECTC-23-045) regarding the provision of an accessible parking space outside Nos 27-30 Portico Parade, Toongabbie, and the Traffic Committee recommended that:

> *The conversion of the existing '1P 8am-6pm Monday to Friday 8:30am to 12:30pm Saturday' on the western side of Portico Parade, Toongabbie, outside Nos 27 – 30 to an accessible parking space in accordance with the attached plan be supported.*

After the installation of the signage in accordance with the Council resolution, Council has recently received a further request to provide additional accessible parking spaces at this location.

It is an offence to park in a space designated as accessible parking. It should also be noted that according to the rule 206 of Road Rules 2014, if a vehicle displays a current parking permit for people with disabilities, the vehicle could park for unlimited time in a 1-hour limited parking space.

Council has liaised with the businesses located at this section of Portico Parade and there was support received from the businesses for the provision of additional one-hour parking space rather than increasing the number of accessible parking spaces to two.

Following liaison with affected businesses, it is proposed that the existing accessible parking space be moved slightly in a westerly direction and that an additional one-hour parking space be provided at this location. The proposal increases the available 1-hour parking spaces to four at this location.

CONSULTATION

Consultation with the affected and adjacent businesses was undertaken by Council's Place and Economy Team on 23 July 2025. There were no objections to the proposal.

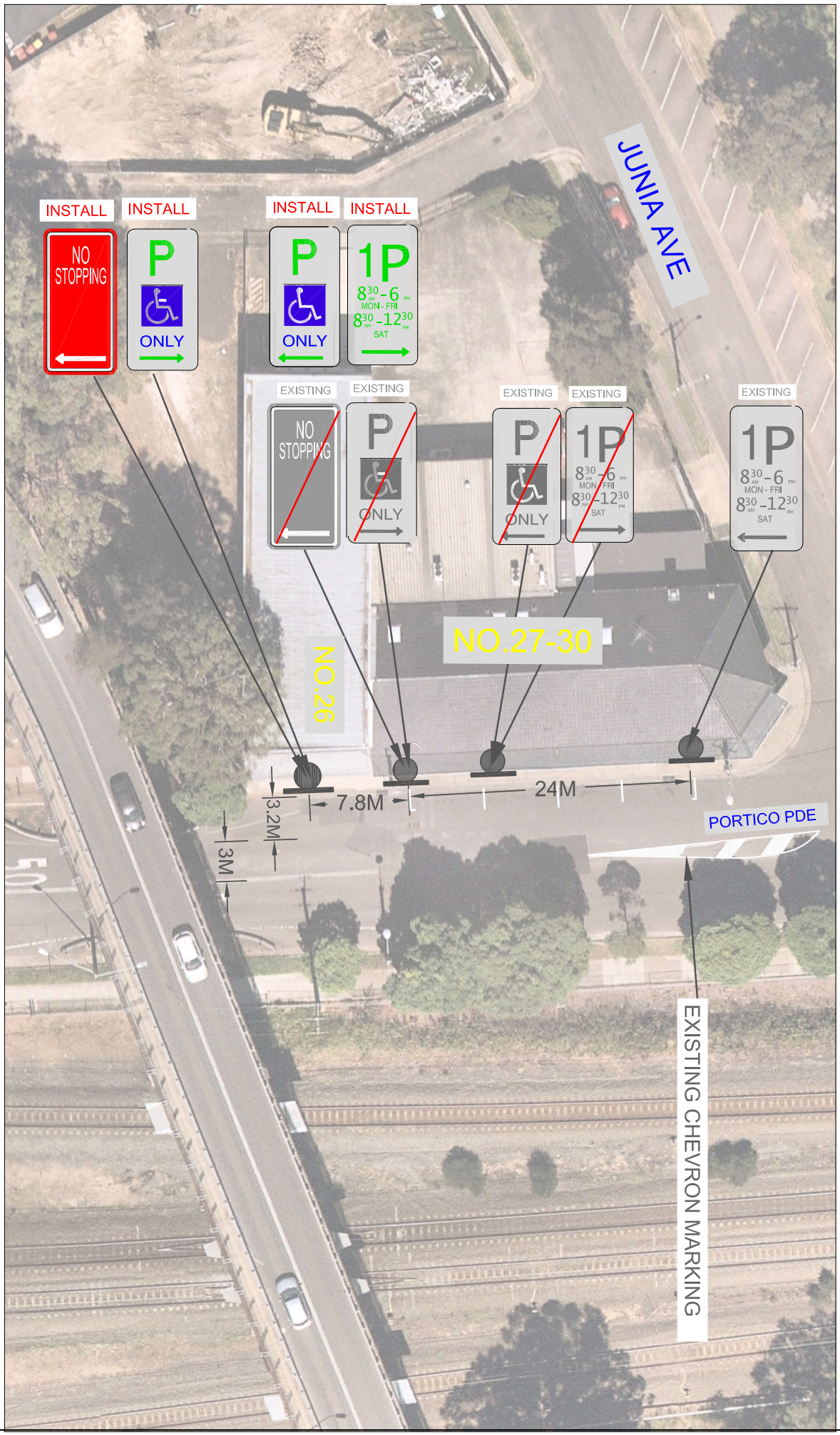
ATTACHMENTS

1. Plan – Portico Parade, Toongabbie – Convert the existing parking restrictions to an accessible parking space. ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-155

Attachment 1

Plan – Portico Parade, Toongabbie – Convert the existing parking restrictions to an accessible parking space.



CUMBERLAND CITY COUNCIL

TITLE: PORTICO PARADE, TOONGABBIE - PROPOSED ACCESSIBLE PARKING		
File Number:	Date: 24/6/2025	
Drawn By: L.C	Scale: NTS	

Item No: CTC-25-156

VAUGHAN STREET, LIDCOMBE - REQUEST FOR A PEDESTRIAN CROSSING

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 safety concerns from residents in relation to the existing pedestrian refuge island in Vaughan Street, Lidcombe/Berala near Dudley Reserve.

This report outlines the outcome of the investigation into a request for pedestrian crossing.

RECOMMENDATION

The Traffic Committee recommends that:

1. **Council installs pedestrian warning signs on the approaches to the of Vaughan Street officer to review the signage and line marking at the existing refuge island to ensure they comply with the relevant standards.**

2. **Council officer to investigate the possibility of providing (Raised Retroreflective Pavement Marker (RRPM) at this section of Vaughan Street particularly around the existing refuge island.**

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

REPORT

Vaughan Street is a regional road that runs in an east–west direction connecting Park Road, Auburn and Joseph Street, Lidcombe. The section of interest is between Cambridge Street and Dudley Street. This section of Vaughan Street is approximately 93m long and 12.6m wide, with a default speed limit of 50 km/h.

The map below shows the location of Vaughan Street, and the pedestrian count location is shown in yellow on the map.

Locality Plan

According to the Centre for Road Safety accident data, there were no recorded accidents in Vaughan Street in the 5 years at this pedestrian refuge island.

Council has received a request from a local resident to convert the existing refuge island at this location into a marked pedestrian crossing to improve pedestrian access across Vaughan Street to Dudley Reserve.

Council officers have undertaken analysis of the pedestrian counts in early 2025 which is listed below:

Period	Vehicles	Pedestrians
7:00 – 8:00	424	0
8:00 – 9:00	971	0
9:00 – 10:00	934	4
10:00 – 11:00	943	1
11:00 – 12:00	992	2
12:00 – 13:00	1051	3
13:00 – 14:00	1130	2
14:00 – 15:00	1170	0

15:00 – 16:00	1233	1
16:00 – 17:00	1239	0
17:00 – 18:00	1261	0
18:00 – 19:00	1162	0

Based on the traffic and pedestrian count data above, the number of pedestrians using the existing refuge island is considered very low. Therefore, it is proposed that the refuge island be retained and not converted to a marked crossing.

It is proposed that pedestrian warning signs be installed on Vaughan Street approaches. Council officers will also review the signage and line marking at the location to ensure compliance with the relevant standards.

CONSULTATION

Consultation is not required as there is no impact on residents.

ATTACHMENTS

Nil

PART 2

RECOMMENDATION TO COUNCIL

Item No: CTC-25-157

RESPONSE TO NOTICE OF MOTION - LIDCOMBE OVERHEAD BRIDGE SERVICING CHURCH STREET AND RAILWAY STREET

Directorate:	Environment and Planning
Responsible Officer:	Director Environment & Planning
Electorate:	*Auburn*
Police Area Command (PAC):	*Auburn*
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

This report provides a response to the Notice of Motion – Lidcombe Overhead Bridge Servicing Church Street and Railway Street resolved at the Ordinary Meeting of Council on 28 May 2025 (Min.951, C05/25-164).

RECOMMENDATION

1. **The Traffic Committee recommends that Council: Receive and note the report.**

2. **Advocate to the NSW Government for a long term plan on the upgrade of the road overbridge at Lidcombe Train Station servicing Church Street and Railway Street to meet current and future needs, and write to the relevant State Minister and Local Member outlining Council's request.**

3. **Endorse that planning and design work be undertaken for the following initiatives to improve local road network safety and traffic flow at the Lidcombe overhead bridge servicing Church Street and Railway Street, and Lidcombe Town Centre:**
   a. **Upgrade of the Church Street intersection at the road overbridge to a roundabout.**
   b. **Upgrade of the Railway Street / East Street intersection to full or partial traffic signals.**
   c. **Upgrade of the Church Street / Swete Street intersection to include roundabout metering.**
   d. **Optimise traffic signal operations to support local traffic movements at intersections accessing the town centre.**

4. **Advocate the following initiatives to the NSW Government and relevant government agencies to support traffic and transport outcomes for the Lidcombe Town Centre:**
   a. **Optimise traffic signal operations to support local traffic movements at intersections accessing the town centre.**
   b. **Improve public transport services accessing the Lidcombe Town Centre.**

c. Deliver the Pippita Rail Trail active transport link between Lidcombe and Sydney Olympic Park.

REPORT

At the Ordinary Meeting of Council held on 28 May 2025, Council considered the Notice of Motion – Lidcombe Overhead Bridge Servicing Church Street and Railway Street, and resolved (Min.951, C05/25-164):

"That Council seek an urgent report concerning the functionality of the existing bridge. The report is to consider the following:

1. *The future expansion of Lidcombe and its surrounds;*
2. *The importance of Lidcombe's road network and its integral role in the movement of commuter transport;*
3. *The strategic role of Lidcombe as promoted by the Greater Sydney Commission and now absorbed by the Department of Planning, Housing and Infrastructure;*
4. *The archaic design features of the bridge built circa 1924 and its ability to handle increased traffic in both bulk and numbers; and*
5. *Community concerns around its present and future safety."*

This report provides a response to the matters raised in the motion.

Strategic Context for Lidcombe

Strategically located in Cumberland City, Lidcombe is identified as a Principal Local Centre in Cumberland 2030: Our Local Strategic Planning Statement (LSPS). This means that the centre contains a mix of higher order commercial and retail services, and community facilities. Also, as recognised in the Central City District Plan, prepared by the former Greater Cities Commission, Lidcombe is growing as a key employment generating centre through its locational advantage as a part of the Greater Parramatta and Olympic Peninsula (GPOP).

Furthermore, Lidcombe North, which is the area along Parramatta Road to the north of the Lidcombe Town Centre, is identified as a Local Centre in the Central City District Plan and is identified in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 2016, as an area appropriate for additional jobs and density. The GPOP Economic Corridor also identifies opportunities in the Lidcombe North precinct to provide essential urban services, advanced technology and knowledge centres.

Cumberland LSPS projects the population of Lidcombe to grow from 22,092 in 2018 to 31,460 in 2036, and with the recent NSW State Government planning reforms (the planning reforms), Lidcombe's growth is expected to further increase from these projections. Under the planning reforms, Lidcombe is identified as a Transport Oriented Development (TOD) precinct and as a Low and Mid-Rise Housing Area. This further facilitates growth in Lidcombe and demonstrates its strategic importance as a housing and employment hub.

Lidcombe is well connected to Metropolitan Centres, Strategic Centres and Local Centres via rail and road networks. It is serviced by a high frequency railway station with T1, T2, T3 and T7 train lines providing easy public transport access to Parramatta and Sydney CBDs, and centres in the GPOP area. It is also bounded by major roads including Parramatta Road, Olympic Drive and the M4 Motorway which provides easy access to the Metropolitan Sydney area and beyond.

Lidcombe Overhead Bridge

The Lidcombe Overhead Bridge (Figure 1) is a single-lane bridge in each direction, serving as the main connection between Church Street in the north and Railway Street on the southern side. It forms a critical part of the Lidcombe local road network connecting the town centre. The bridge, approximately 12 metres wide and under the care and control of Sydney Trains, is significantly constrained due to its proximity to Lidcombe Station and as well as the access to the T7 train line running beneath it. The intersections at both ends of the bridge are local roads managed by Cumberland City Council.

Figure 1. Lidcombe Overhead Bridge

Council undertook traffic counts in April 2024 that show the bridge carries an average of 15,864 vehicles per day in both directions, predominantly light vehicles (92%). During peak periods, the bridge experiences 1,040 vehicles in the AM peak, mainly entering from Tooheys Lane, and 1,118 vehicles in the PM peak, primarily from Church Street. This makes it the most heavily trafficked point on the internal Lidcombe local road network.

Currently, the bridge is operating at near capacity levels in peak periods. Movement data shows the most significant delays occur for vehicles turning right from Church Street (west) onto the bridge. This is due to the movement being hindered by the need

to give-way to both through-traffic on the bridge and vehicles entering from Church Street (east).

With future growth, traffic demand is expected to rise and the intersection is expected to reach capacity, with longer delays in peak periods. This is due to the further reduced availability of safe turning gaps for vehicles approaching from the northwest and southeast. The bridge operates at satisfactory levels outside of peak periods.

Proposed Traffic and Transport Response

Council has received ongoing community feedback regarding congestion and safety concerns at both intersections, particularly due to the complex and constrained intersection geometry in the area. In response, Council officers have examined options to address the issues raised.

The initial response was to investigate opportunities for an upgrade of the road overbridge linking Church Street and Railway Street. The location of the road overbridge next to the Lidcombe Train Station has limited opportunities for expansion due to existing rail infrastructure and nearby development. As this asset is the responsibility of the NSW Government, it is recommended that Council advocate for a long term plan on the upgrade of the road overbridge at Lidcombe Train Station servicing Church Street and Railway Street to meet current and future needs, and write to the relevant State Minister and Local Member outlining Council's request.

Following consideration of the current road overbridge, Council officers have also identified further responses to progress, with a range of initiatives to improve local road network safety and traffic flow at the Lidcombe overhead bridge servicing Church Street and Railway Street, and Lidcombe Town Centre. These initiatives include:

- Upgrade of the Church Street intersection at the road overbridge to a roundabout.

- Upgrade of the Railway Street / East Street intersection to full or partial traffic signals.

- Upgrade of the Church Street / Swete Street intersection to include roundabout metering.

Subject to endorsement, planning and design work would be undertaken on these initiatives, and this would be funded through local infrastructure contributions collected by Council. As part of the planning and design work, Council officers will also liaise with Transport for NSW on these initiatives, as approvals from the agency are required to implement these upgrades (eg. new traffic signals).

In addition, there is also an opportunity to advocate for the following initiatives to the NSW Government and relevant government agencies to support traffic and transport outcomes for the Lidcombe Town Centre. These include:

- Optimise traffic signal operations to support local traffic movements at intersections accessing the town centre. These include signalised intersections

at John Street / Church Street, Church Street / Olympic Drive, Vaughan Street / Olympic Drive, and Joseph Street / Olympic Drive.

- Improve public transport services accessing the Lidcombe Town Centre.
- Deliver the Pippita Rail Trail active transport link between Lidcombe and Sydney Olympic Park.

It is recommended that Council support the initiatives identified in this report.

CONSULTATION

No consultation was undertaken in the preparation of this report.

ATTACHMENTS

Nil

Item No: CTC-25-158

WARWICK ROAD AT WALPOLE 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 2

Note: *Recommendation to Council*

SUMMARY

Council has received safety concerns at the intersection of Warwick Road and Walpole Street, Merrylands.

This report outlines the proposal to improve road safety at the intersection.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed concrete raised thresholds and associated signs at the intersection of Warwick Road and Walpole Street, Merrylands in accordance with the attached plan be approved.**

2. **Directly affected residents be notified of the outcome.**

REPORT

Warwick Road is a local road and runs in a north-south direction with a posted speed limit of 50km/h.

Walpole Street is a collector road which runs in an east-west direction with a posted speed limit of 50km/h.

Warwick Road and Walpole Street form a four-way intersection which is currently controlled by a roundabout.

The figure below shows details of the intersection.

Based on the crash record at the intersection, Council officers have investigated the intersection and proposed construction of raised thresholds on approaches to the existing roundabout. Council officers have also nominated the site under Australian Government Black Spot Program. The submission was based on the latest Centre for Road Safety crash data at the time of the application which are summarised below:

Crash Period Investigated:	July 2018 – June 2023 (5 years)
Total number of crashes:	7
Total number of injury crashes:	5
Primary crash type:	Cross Traffic
Proposed treatment:	Concrete thresholds (Speed humps) on the approaches.

It should be noted that the Centre for Road Safety crash data provides information on reported crashes only and the application was based on available crashes at the time of the application.

Following the submission, Council is awaiting formal approval from Transport for NSW. Should the application be approved, a detailed plan will be developed in accordance with the current Transport for NSW guidelines.

It is proposed that Council approve the proposal in principle subject to availability of funding.

CONSULTATION

Consultation was undertaken with affected properties for 14 days from 10 June 2025 to 24 June 2025. By the closing date, Council received one response in support of the proposal.

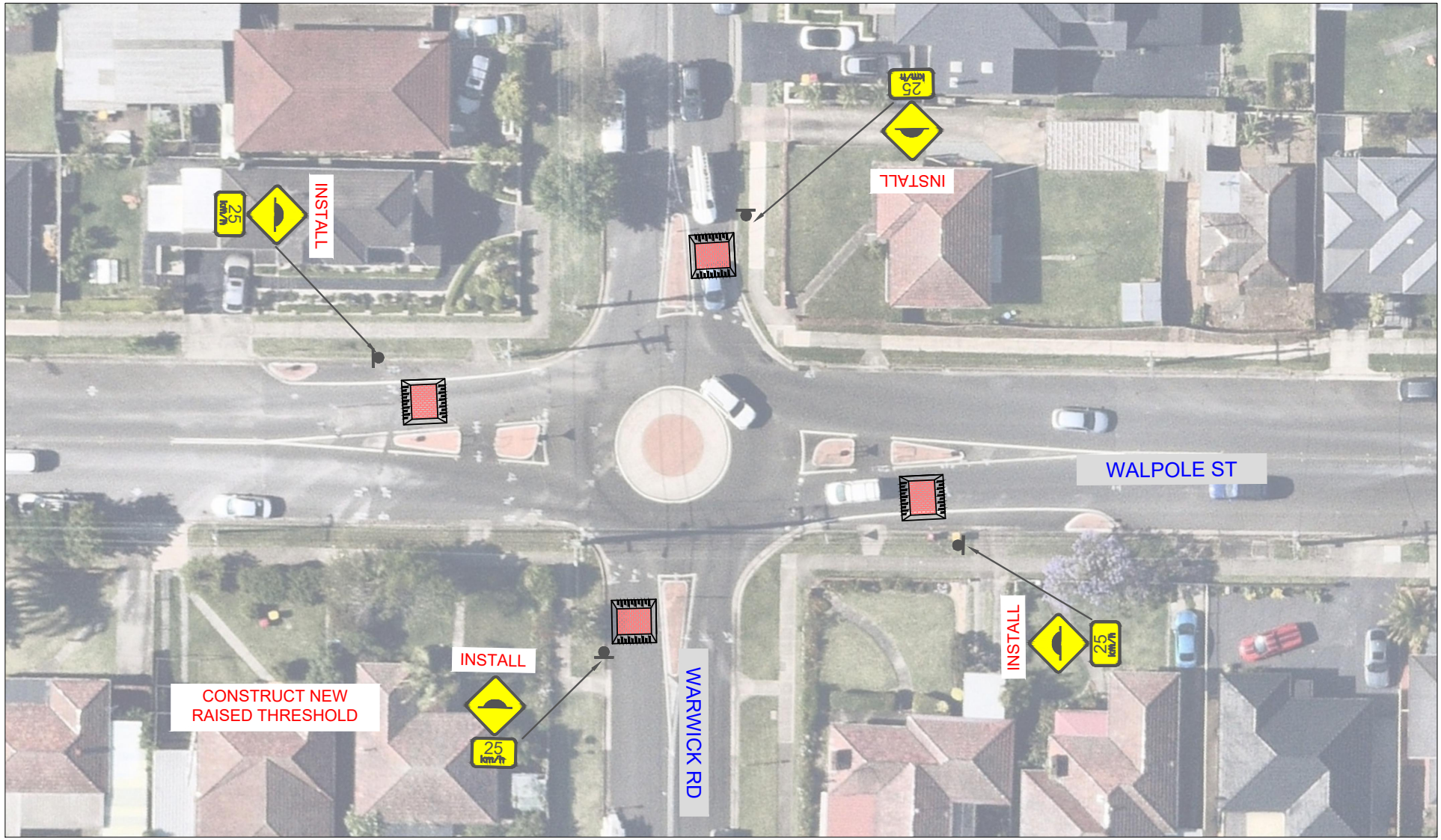
ATTACHMENTS

1. Plan – Warwick Road and Walpole Street, Merrylands – Proposed Concrete Thresholds ⇩
2. Submission ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-158

Attachment 1

Plan – Warwick Road and Walpole Street, Merrylands – Proposed Concrete Thresholds



CUMBERLAND CITY COUNCIL	**TITLE:** WARWICK ROAD AND WALPOLE STREET, MERRYLANDS - RAISED THRESHOLD		
	File Number:	Date:	9/12/2024
	Drawn By: M.J	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-158

Attachment 2

Submission

From:
Sent: Tue, 1 Jul 2025 00:25:01 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Reference: DCTC/2511/060 - Proposed Raised Thresholds
Attachments: IMG_0366.jpg, IMG_0375 (3).jpg, IMG_0388.jpg, IMG_0358.jpg, IMG_0364 (1).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.

01/07/2025

Attn:
Executive Engineer Traffic and Transport

Dear Sir/Madam,

RE: Protective Fence
Council Reference No. DCTC/2511/060
Warwick Road, Merrylands 2160
Cnr Warwick Road and Walpole Street

I have received your letter regarding the proposed raised thresholds, and I am pleased to support the proposal. This area is particularly prone to motor vehicle accidents, and any safety improvements are welcome.

In addition to the proposed measures, I would like to suggest the installation of a protective fence at the corner of Warwick Road and Walpole Street. This is a high-risk location where vehicles occasionally mount the footpath, posing a serious danger to anyone walking.

Attached is a photo of an accident that occurred at the above address. On 27th June 2024 at around 10:00 AM, a vehicle crashed through the property fence and damaged part of the wall foundation of the veranda. This incident highlights the urgent need for additional safety infrastructure.

I hope my suggestion will be considered seriously in the interest of public safety and the wellbeing of the local community.

Thank you for your attention, and I look forward to your response.

Kind regards,

Item No: CTC-25-159

MILNER ROAD AT RHODES AVENUE, GUILDFORD - ROAD SAFETY CONCERNS

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 safety concerns at the intersection of Milner Road and Rhodes Avenue, Guildford.

This report outlines the proposal to improve road safety at the intersection.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed roundabout with concrete raised thresholds and associated signs at the intersection of Milner Road and Rhodes Avenue, Guildford in accordance with the attached plan be approved.**

2. **Directly affected and concerned residents be notified of the outcome.**

REPORT

Milner Road is a local road and runs in a north-south direction with a posted speed limit of 50km/h.

Rhodes Avenue is a local road which runs in an east-west direction with a posted speed limit of 50km/h.

Milner Road and Rhodes Avenue form a four-way intersection which is currently controlled by Stop signage and line marking, and priority is given to the traffic on Rhodes Avenue.

The figure below shows details of the intersection.

Based on the crash record at the intersection, Council officers have investigated the intersection and proposed construction of a roundabout with raised thresholds on all approaches. Council officers have also nominated the site under Australian Government Black Spot Program. The submission was based on the latest Centre for Road Safety crash data at the time of the application which are summarised below:

Crash Period Investigated:	July 2018 – June 2023 (5 years)
Total number of crashes:	3
Total number of injury crashes:	3
Primary crash type:	Cross Traffic
Proposed treatment:	Roundabout with concrete thresholds (Speed humps) on the approaches.

It should be noted that the Centre for Road Safety crash data provides information on reported crashes only and the application was based on available crashes at the time of the application.

Following the submission, Council is awaiting formal approval from Transport for NSW. Should the application be approved, a detailed plan will be developed in accordance with the current Transport for NSW guidelines.

It is proposed that Council approve the proposal in principle subject to availability of funding.

CONSULTATION

Consultation was undertaken with affected properties for 14 days from 10 June 2025 to 24 June 2025. By the closing date, Council received two submissions. Both residents raised concerns about the loss of on-street parking due to the proposed 'No Stopping' restrictions associated with the roundabout.

One resident requested that the proposed 'No Stopping' zone on the southern side of Rhodes Avenue outside No. 42 be reduced from 20 metres to 18 metres. The other resident expressed the view that the roundabout is unnecessary and raised concerns about its potential impact on local amenity including noise and access to their property.

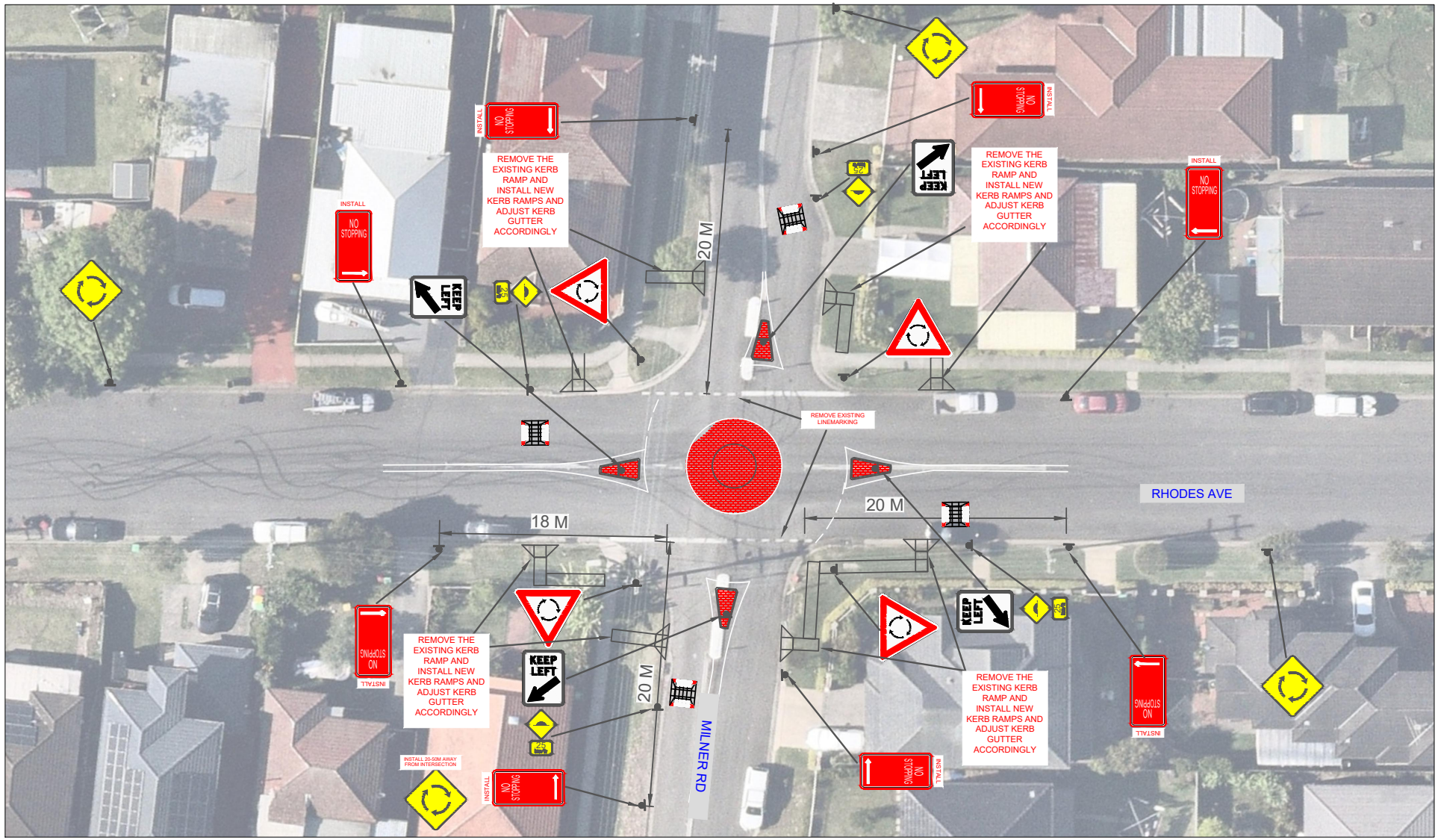
ATTACHMENTS

1. Plan – Milner Road and Rhodes Avenue, Guildford – Proposed Roundabout ⇩
2. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-159

Attachment 1

Plan – Milner Road and Rhodes Avenue, Guildford – Proposed Roundabout



CUMBERLAND CITY COUNCIL	**TITLE:** MILNER RD AT RHODES AVE, GUILDFORD - ROUNDABOUT		
	File Number:	Date:	4/12/2024
	Drawn By: M.J	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-159

Attachment 2

Submissions

From:
Sent: Mon, 23 Jun 2025 15:04:13 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] DCTC/2511/058 - SUBJECT: CONCERN and Feedback - Milner Road and Rhodes Avenue GUILDFORD proposed around about.
Attachments: Council and Resdent Proposed.pdf

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 Cumberland City Council;

RE; Reference DCTC/2511/058

- Milner Road and Rhoes avenue, Guildford – Proposed Roundabout and Speed Cushions

Milner Road Guildford NSW 2161 (Corner of Milner Road and Rhodes Avenue) am writing this to address a major concern around a 'No Stopping Sign' indicated on your draft proposal at the side of my property.

This proposal does not allow any parking in front and/or side of my property.

We request that the 'no stopping' sign on Rhodes avenue be moved to 18M (as opposed to the proposed 20M) to allow up to ONE vehicle in front of our house.

As per attached diagram, the other side of the road heading north has 18M, however you have proposed 20M for our side directly in front of my house) – we simply request this to be changed and analogous as per the 18M for consistency

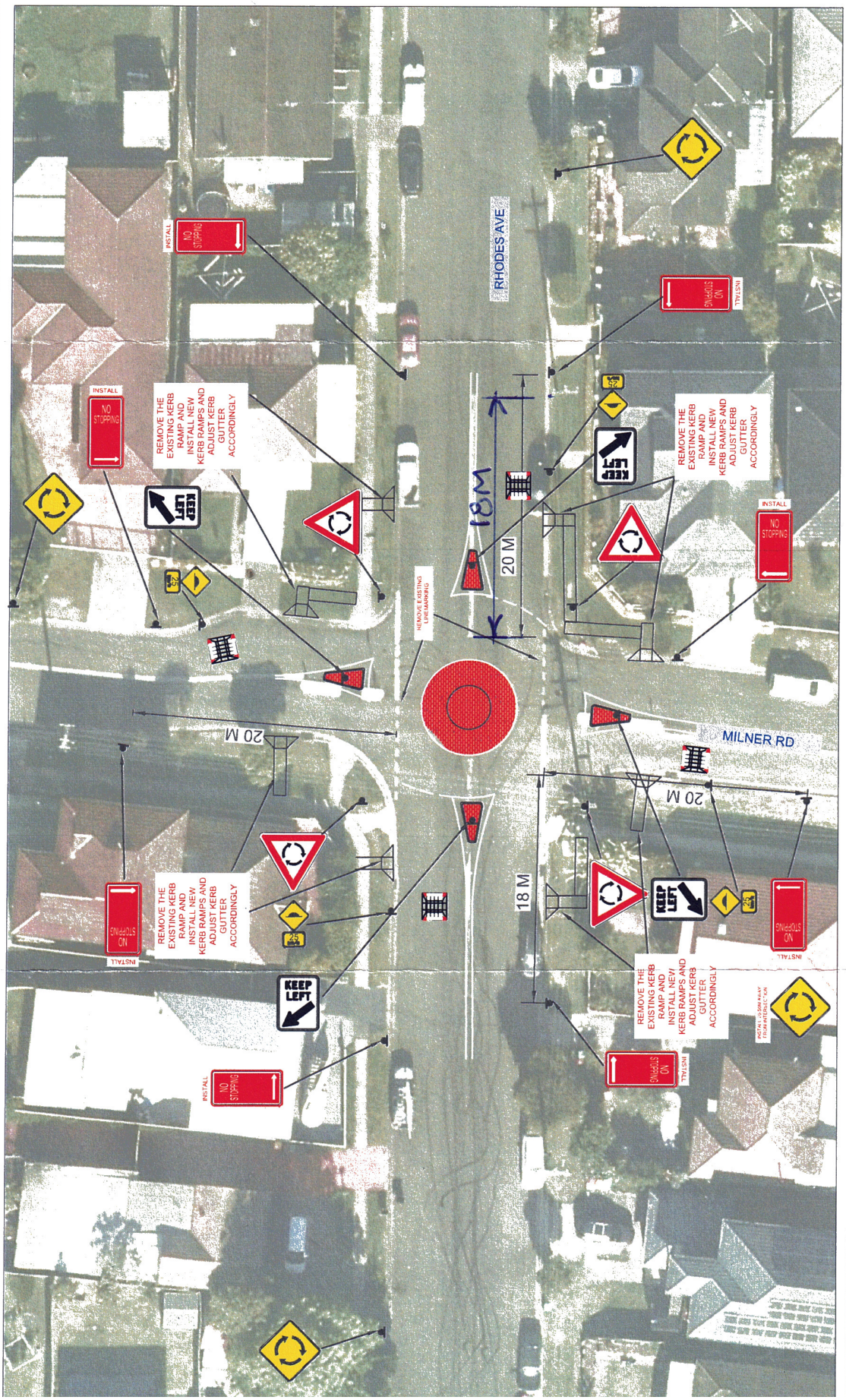
18M should be no further than the telegraph pole out the front of Milner Road Guildford NSW 2161 (i.e. on Rhodes Avenue) – we are happy with this.

Attached is your proposal; I have drawn our proposal within (i.e. approx. 18M boundary limit)

Please feel free to call me on to discuss further.

Thanks for your understanding and consideration.

Kind Regards,



TITLE: MILNER RD AT RHODES AVE, GUILDFORD - ROUNDABOUT

File Number:	Date: 4/12/2024
Drawn By: M.J	Scale: NTS

CUMBERLAND CITY COUNCIL

From:
Sent: Mon, 23 Jun 2025 13:17:34 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Milner road and Rhodes avenue, Guildford- proposed roundabout and speed cushions

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.

Dear Cumberland council

I hope this message finds you well.

I am writing as a concerned resident of Milner road, Guildford NSW, regarding the proposed construction of a roundabout directly in front of my property. While I appreciate the council's efforts to improve road safety and traffic management in our area, I must express my strong objection to this development for several important reasons.

Our current traffic situation functions well with the existing stop signs and signage. As long-time residents, we have not observed any significant issues that would warrant the addition of a roundabout. The street is already calm in terms of traffic flow, and the current setup adequately serves both safety and efficiency without causing disruption to residents.

The introduction of a roundabout will significantly impact our daily lives, particularly in terms of parking. Our household owns five cars, and street parking is already limited. Losing our parking spaces due to the roundabout will create a major inconvenience and stress for our family. Parking is not just a matter of convenience—it is a necessity for our household, and we rely on the current availability to function day-to-day.

Moreover, the construction process itself is likely to cause considerable disruption, including noise, reduced accessibility, and potential temporary loss of access to our property. These are all factors that add strain to residents who are otherwise satisfied with the current infrastructure.

We strongly urge the council to reconsider this proposal and take into account the feedback from local residents who will be directly affected. I, along with my household, are not in support of the roundabout and kindly request that the council explore alternative options—if any real need for change exists at all.

Thank you for your time and attention to this matter. I would welcome the opportunity to discuss this further or attend any meetings where this issue is being reviewed.

Kind regards,

Item No: CTC-25-160

JONES STREET AT DUNMORE STREET, PENDLE HILL - ROAD SAFETY CONCERNS

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 safety concerns at the intersection of Jones Street and Dunmore Street, Pendle Hill.

This report outlines the proposal to improve road safety at the intersection.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed concrete raised thresholds and associated signs at the intersection of Jones Street and Dunmore Street, Pendle Hill in accordance with the attached plan be approved.**

2. **Directly affected residents be notified of the outcome.**

REPORT

Jones Street is a local road and runs in a north-south direction with a posted speed limit of 50km/h.

Dunmore Street is a regional road which runs in an east-west direction with a posted speed limit of 50km/h.

Jones Street and Dunmore Street form a four-way intersection which is currently controlled by a roundabout.

The figure below shows details of the intersection.

Based on the crash record at the intersection, Council officers have investigated the intersection and proposed construction of raised thresholds on approaches to the existing roundabout. Council officers have also nominated the site under Australian Government Black Spot Program. The submission was based on the latest Centre for Road Safety crash data at the time of the application which are summarised below:

Crash Period Investigated:	July 2018 – June 2023 (5 years)
Total number of crashes:	5
Total number of injury crashes:	4
Primary crash type:	Cross Traffic
Proposed treatment:	Concrete thresholds (Speed humps) on the approaches.

It should be noted that the Centre for Road Safety crash data provides information on reported crashes only and the application was based on available crashes at the time of the application.

Following the submission, Council is awaiting formal approval from Transport for NSW. Should the application be approved, a detailed plan will be developed in accordance with the current Transport for NSW guidelines.

It is proposed that Council approve the proposal in principle subject to availability of funding.

CONSULTATION

Consultation was undertaken with affected properties for 14 days from 10 June 2025 to 24 June 2025. No submissions were received.

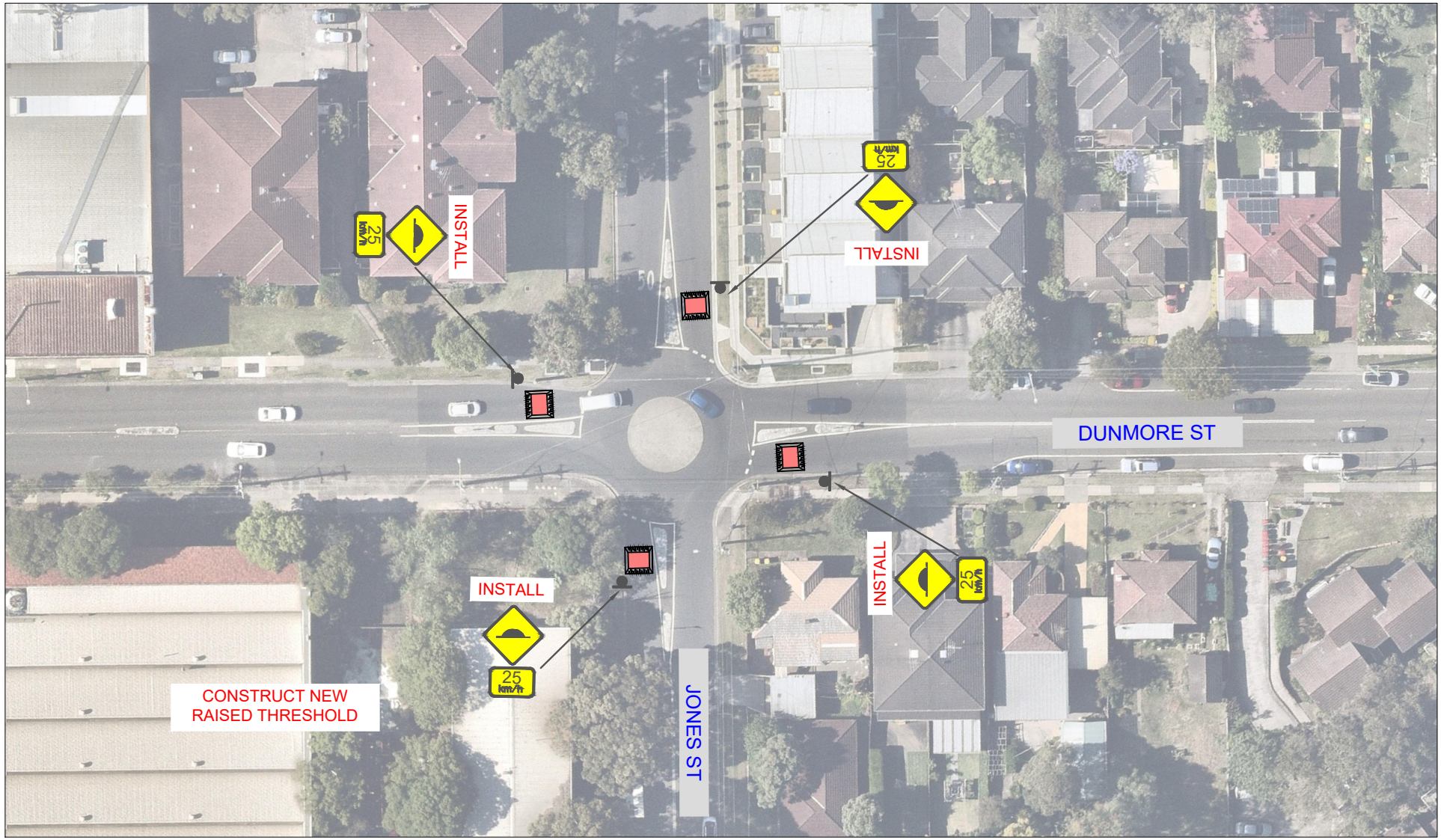
ATTACHMENTS

1. Plan – Jones Street and Dunmore Street, Pendle Hill – Proposed Concrete Thresholds ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-160

Attachment 1

Plan – Jones Street and Dunmore Street, Pendle Hill – Proposed Concrete Thresholds



CUMBERLAND CITY COUNCIL	**TITLE:** DUNMORE STREET AT JONES STREET, PENDLE HILL - RAISED THRESHOLD		
	File Number:	Date:	9/12/2024
	Drawn By: M.J	Scale:	NTS

Item No: CTC-25-161

GOZO ROAD, GREYSTANES – ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Manager Engineering and Building
Electorate:	*Prospect*
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 Gozo 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 consult with the resident of Gozo Road, Greystanes to assess support for the installation of speed humps, and report back to the Traffic Committee.**

2. **Council refers the matter to NSW Police for speed monitoring and/or enforcement.**

REPORT

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

Gozo Road is a local road that runs in a north–south direction from Old Prospect Road to Whalans Road. The road is approximately 730 m long with a speed limit of 50 km/h. Centre and edge line marking is already in place on both sides of the street. Parking is permitted on both sides of the road unless otherwise signposted.

The map below shows the location of Gozo Road:

The latest Centre for Road Safety accident data indicated that there were no reported accidents on Gozo Road in the last 5 years.

A traffic count was undertaken on Gozo Road outside No.42 in May 2025. The traffic count location is shown in red on the map above.

The results of the traffic count on Gozo Road, Greystanes, indicated the following:

Average Daily Traffic (ADT) = 2508 veh/day
85th percentile speed = 57.2 km/h
Mean (average) vehicle speed = 49.6 km/h

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

The LATM assessments are summarised in the tables below:

Table 1 – Gozo Road - LATM Assessment Points

Criteria	**Maximum Score**	**Score Achieved**
Traffic Study Data	60	25
Local Characteristics and Other Factors	40	21
Total	**100**	**46**

Table 2 – Gozo Road – Action

Points (out of 100)	**Recommended Action(s)**
61-100	• Report to Cumberland Traffic Committee with a recommendation of providing traffic calming • Report to Cumberland Traffic Committee on line marking 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	• **Monitor and review traffic data after 6 months** • **Report to Cumberland Traffic Committee on line marking 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	• Monitor and review traffic data after 12 months • Report to Cumberland Traffic Committee on line marking 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	• Do nothing
Speed	• Regardless of the total points scored, should the 85th percentile speed exceeds 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 line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.

The traffic count indicated that the recorded 85th percentile speed was 57.2 km/h which is more than 5 km/h above the speed limit of the street. The matter will be referred to the Cumberland Police Area Command for speed monitoring and enforcement.

Given that line marking is already present on Gozo Road and the 85th percentile speed exceeds the posted speed limit, it is proposed that Council consult with local residents to assess support for the installation of speed humps.

CONSULTATION

Subject to endorsement, consultation will be undertaken on the proposal.

ATTACHMENTS

Nil

Item No: CTC-25-162

GUILDFORD ROAD, GUILDFORD - PROPOSED PARKLET

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 proposes to install a parklet in a parking space on Guildford Road, Guildford.

This report outlines the details of this proposal.

RECOMMENDATION

The Traffic Committee recommends that Council approve the installation of a parklet in the on-road parking space outside 274 Guildford Road, Guildford.

REPORT

'The Permit/Plug/Play Pilot Program' is part of the NSW Government's 'Vibrant Streets Package', a $39 million investment in transforming streets into thriving local places to support the community, businesses and the creative sector.

As part of The Permit/Plug/Play Pilot Program, Council has received funding and is proposing a 'parklet' for a quieter part of Guildford to help bring more life, increase dwell time, and connection to the area. This seating space will offer a welcoming stop for locals and visitors, encouraging community use and small business engagement.

Key benefits from the proposal include:

- Activation of an underused space and encourages local foot traffic.
- Supporting nearby shops and cafes by increasing dwell time.
- Adding a fresh and inviting element to the streetscape.
- Reuse of materials in a sustainable, low-impact way.

Council's goal is to create a small, positive change that encourages people to pause, gather, and enjoy Guildford more fully.

The parklet is proposed to be installed outside 374 Guildford Road, Guildford. This location is also opposite to the Guildford Community Centre. One parking space (1P) will be lost by the installation of the parklet.

Subject to endorsement, the parklet will be installed as part of the program and reviewed after a 12 month period to confirm its effectiveness and community support.

The map below shows the location and artist impression of the parklet.

CONSULTATION

Council's Place and Economy Team consulted all the adjacent businesses on 13 May 2025 and received support for the proposal.

ATTACHMENTS

Nil

Item No: CTC-25-163

NIJONG DRIVE, PEMULWUY - REQUEST FOR A PEDESTRIAN CROSSING

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

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a resident for the installation of a pedestrian crossing on Nijong Drive, Pemulwuy near Butu Wargun Drive due to safety concerns.

This report outlines the outcome of the review.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed marked pedestrian crossing on Nijong Drive, Pemulwuy be approved in principle.**

2. **Council forward final design plans to Transport for NSW for concurrence.**

3. **Council undertake consultation with directly impacted residents regarding the proposed marked pedestrian crossing in Nijong Drive, Pemulwuy, and report back to the Traffic Committee if objections are received.**

REPORT

Council has received requests from a resident for the installation of a pedestrian crossing on Nijong Drive, Pemulwuy near Butu Wargun Drive and Shadid Reserve due to safety concerns.

The section between Butu Wargun Drive and Buran Road includes intended parking bays on both sides, and the carriageway is approximately 6.8 metres wide. Speed cushions are installed along this section, including at the roundabout at the intersection with Buran Road.

The map below shows the location of Nijong Drive near Butu Wargun Drive and Shadid Reserve.

Locality Plan

The latest Centre for Road Safety accident data indicated that there were no reported accidents at this section of Nijong Drive in the last 5 years that involves pedestrians.

Council officers have investigated the request for a pedestrian crossing at this section of Nijong Drive, Pemulwuy.

Pedestrian Crossing Warrants

Council has developed its own guidelines for the provision of pedestrian crossings on local roads especially at high demand locations including schools, community facilities, parks, hospitals, medical facilities, town centres, neighbourhood shops and public transport facilities.

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 each unaccompanied child, elderly person or mobility impaired pedestrian is counted as two pedestrians.

In addition to the above, all requirements set down in Australian Standards are to be met.

Council has undertaken a pedestrian and vehicle count on a Friday in early May 2025 in Nijong Drive near Butu Wargun Drive. The hourly count data is given below:

Time Period	Children and Elderly Pedestrians	Adult Pedestrians	Total	Vehicles
08:00-09:00	5	17	27	451
09:00-10:00	11	18	40	309
10:00-11:00	0	7	7	259
14:00-15:00	1	6	8	366
15:00-16:00	11	15	37	525

The vehicle and pedestrian counts undertaken in Nijong Drive satisfies the requirements for a marked pedestrian crossing. It is proposed to provide a raised marked pedestrian crossing to enhance safety for pedestrians crossing Nijong Drive.

CONSULTATION

Subject to endorsement, consultation will be undertaken on the proposal.

ATTACHMENTS

Nil

Item No: CTC-25-164

HARRIS STREET AT HAWKSVIEW STREET, GUILDFORD - ROAD SAFETY CONCERNS

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 safety concerns at the intersection of Harris Street and Hawksview Street, Guildford.

This report outlines the proposal to improve road safety at the intersection.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed concrete raised thresholds and associated signs at the intersection of Harris Street and Hawksview Street, Guildford in accordance with the attached plan be approved.**

2. **Directly affected residents be notified of the outcome.**

REPORT

Harris Street is a local road and runs in a north-south direction with a posted speed limit of 50km/h.

Hawksview Street is a regional road which runs in an east-west direction with a posted speed limit of 50km/h.

Harris Street and Hawksview Street form a four-way intersection which is currently controlled by a roundabout.

The figure below shows details of the intersection.

Based on the crash record at the intersection, Council officers have investigated the intersection and proposed construction of raised thresholds on approaches to the existing roundabout. Council officers have also nominated the site under Australian Government Black Spot Program. The submission was based on the latest Centre for Road Safety crash data at the time of the application which are summarised below:

Crash Period Investigated:	July 2018 – June 2023 (5 years)
Total number of crashes:	5
Total number of injury crashes:	4
Primary crash type:	Cross Traffic
Proposed treatment:	Concrete thresholds (Speed humps) on the approaches.

It should be noted that the Centre for Road Safety crash data provides information on reported crashes only and the application was based on available crashes at the time of the application.

Following the submission, Council is awaiting formal approval from Transport for NSW. Should the application be approved, a detailed plan will be developed in accordance with the current Transport for NSW guidelines

It is proposed that Council approve the proposal in principle, subject to availability of funding.

CONSULTATION

Consultation was undertaken with affected properties for 14 days from 10 June 2025 to 24 June 2025. No submissions were received.

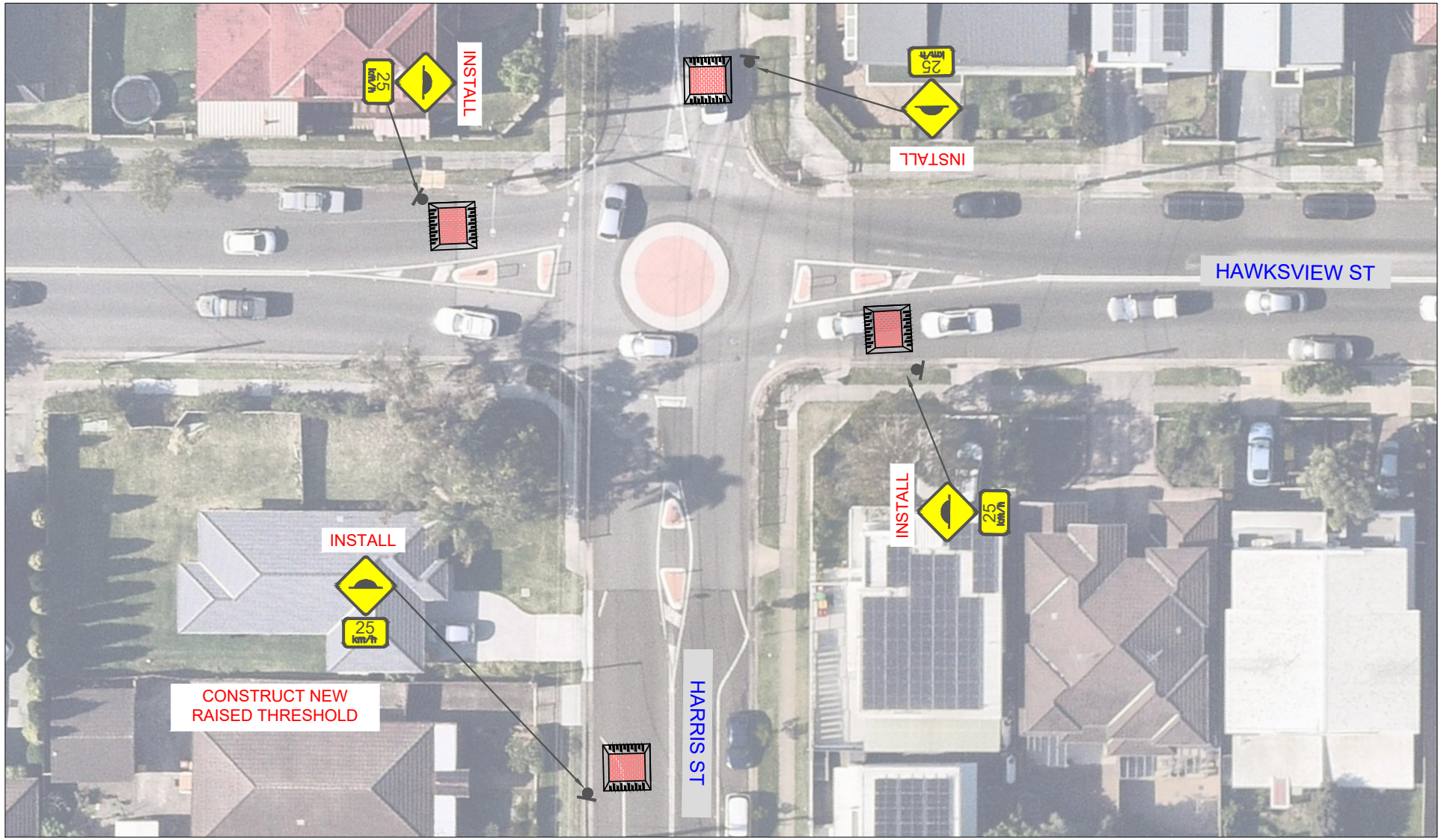
ATTACHMENTS

1. Plan – Harris Street and Hawksview Street, Guildford – Proposed Concrete Thresholds ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-164

Attachment 1

Plan – Harris Street and Hawksview Street, Guildford – Proposed Concrete Thresholds



CUMBERLAND CITY COUNCIL	**TITLE:** HAWKSVIEW STREET AND HARRIS STREET, GUILDFORD - RAISED THRESHOLD		
	File Number:	Date:	9/12/2024
	Drawn By: M.J	Scale:	NTS

Item No: CTC-25-165

MERRYLANDS EAST PUBLIC SCHOOL - SAFETY CONCERNS IN THE SURROUNDING ROAD NETWORK

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 concerns from a resident regarding safety around Merrylands East Public School with boundaries on Walker Street, Myee Street and York Street, Merrylands.

This report outlines the issues and proposes future action.

RECOMMENDATION

The Traffic Committee recommends that Council investigate the issues raised, including one-way options for the streets surrounding Merrylands East Public School.

REPORT

Merrylands East Public School is located west of Military Road with boundaries with Walker Street, Myee Street and York Street, Merrylands.

Military Road is a collector road running parallel to railway line and carries over 6,500 vehicle per day and average peak hour traffic of over 500 vehicles per hour.

Myee Street, York Street and Walker Street are local roads.

There are raised pedestrian crossings situated on Walker Street and Military Road near York Street. School Zones are signposted in all streets surrounding the school.

Council has received concerns from a resident regarding safety around Merrylands East Public School.

The resident has requested Council to consider one-way operation of Myee Street and York Street.

The map below shows the location of the school and surrounding road network.

Traffic conditions around Merrylands East Public School

Further details of the reported crashes is listed in the table below.

Date	Location	Description
16/03/2021	At the intersection of Military Rd & York St	Rear end
16/03/2024	At the intersection of Walker St & York St	Rear end

Process for conversion to one-way or banning movement of traffic

In accordance with the Transport for NSW (TfNSW) guidelines, Council does not have delegation to close a road or ban any traffic movement without preparing and receiving approval from TfNSW of a Traffic Management Plan (TMP).

The TMP deals with various impacts of the one-way arrangement including

- Justification for the decision to permanently close the road or ban movements. The impacts of the proposal have to be modelled using appropriate software and justification for the proposed closure analysed.
- Measures to ameliorate re-assigned traffic.
- Any impact of public transport services (if any).
- Impact on emergency vehicle and heavy vehicle access and alternate routes.
- Impact on other streets in the area.

In addition, one of the requirements of the TMP is that the proposal to be advertised and public comments summarised and addressed.

Next steps

1. Liaise with school administration.
2. Order traffic counts in all the streets surrounding the school to assess traffic conditions and one-way arrangement if feasible.
3. Audit signage around the school including Drop off / Pick Up areas.
4. Consider additional Drop off/Pick up (No Parking) signage.

A further report will be brought back to the Traffic Committee once the study is complete, prior to undertaking community consultation.

CONSULTATION

Subject to endorsement, consultation will be undertaken once proposals are confirmed for the issues raised.

ATTACHMENTS

Nil

Item No: CTC-25-166

MARTIN STREET AT RAWSON STREET, 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 has received safety concerns at the intersection of Martin Street and Rawson Street, Lidcombe.

This report outlines the proposal to improve road safety at the intersection.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed roundabout with concrete raised thresholds and associated signs at the intersection of Martin Street and Rawson Street, Lidcombe in accordance with the attached plan be approved.**

2. **Directly affected residents be notified of the outcome.**

REPORT

Martin Street is a local road and runs in a north-south direction with a posted speed limit of 50km/h.

Rawson Street is a local road which runs in an east-west direction with a posted speed limit of 50km/h.

Martin Street and Rawson Street form a four-way intersection which is currently controlled by Stop signage and line marking, and priority is given to the traffic on Martin Street.

The figure below shows details of the intersection.

Based on the crash record at the intersection, Council officers have investigated the intersection and proposed construction of a roundabout with raised thresholds on all approaches. Council officers have also nominated the site under Australian Government Black Spot Program. The submission was based on the latest Centre for Road Safety crash data at the time of the application which are summarised below:

Crash Period Investigated:	July 2018 – June 2023 (5 years)
Total number of crashes:	3
Total number of injury crashes:	3
Primary crash type:	Cross Traffic
Proposed treatment:	Roundabout with concrete thresholds (Speed humps) on the approaches.

It should be noted that the Centre for Road Safety crash data provides information on reported crashes only and the application was based on available crashes at the time of the application.

Following the submission, Council is awaiting formal approval from Transport for NSW. Should the application be approved, a detailed plan will be developed in accordance with the current Transport for NSW guidelines.

It is proposed that Council approve the proposal in principle subject to availability of funding.

CONSULTATION

Consultation was undertaken with affected properties for 14 days from 10 June 2025 to 24 June 2025. No submissions were received.

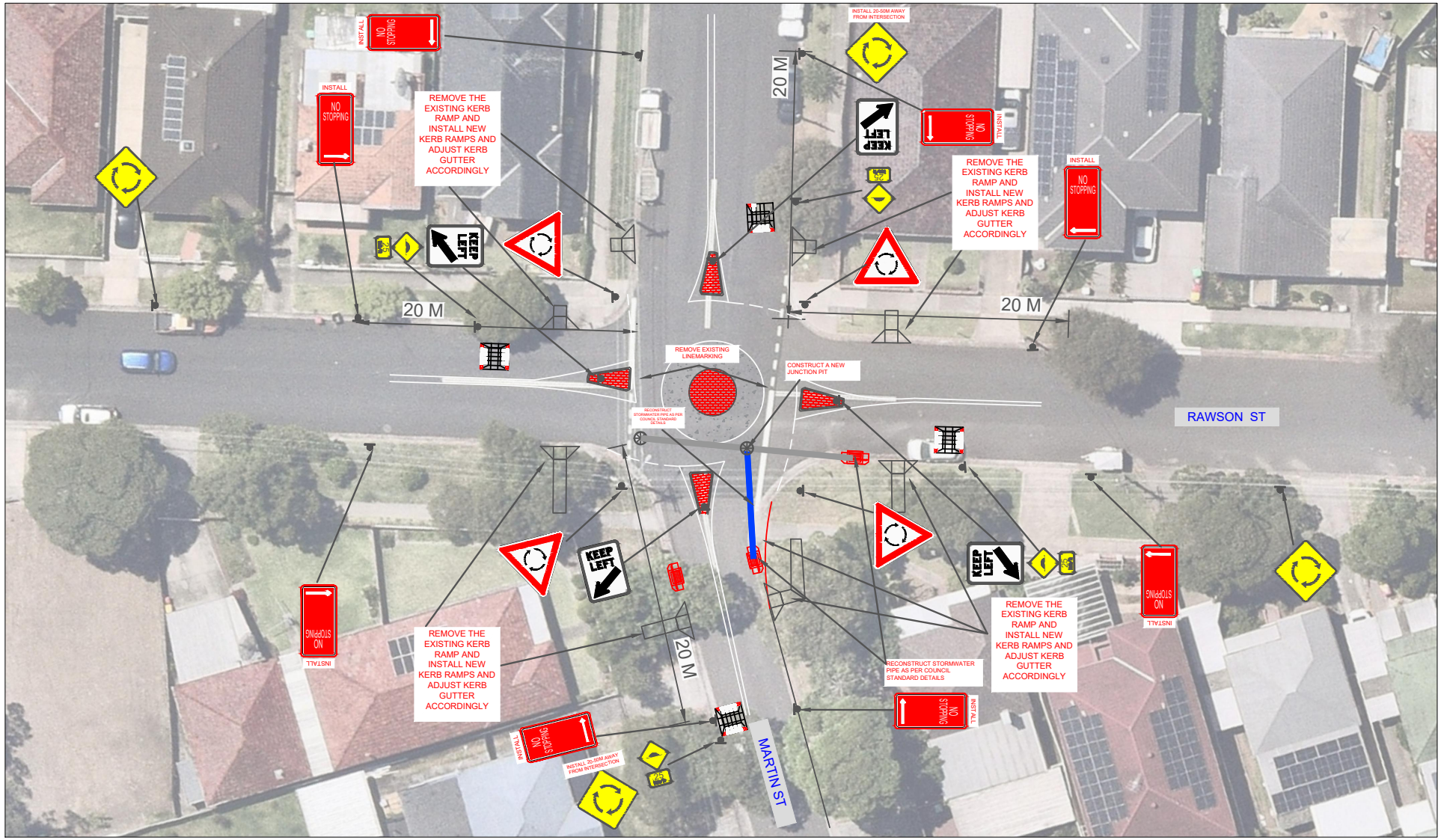
ATTACHMENTS

1. Plan – Martin Street and Rawson Street, Lidcombe – Proposed Roundabout ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-166

Attachment 1

Plan – Martin Street and Rawson Street, Lidcombe – Proposed Roundabout



CUMBERLAND CITY COUNCIL	**TITLE:** RAWSON STREET AT MARTIN STREET, LIDCOMBE - ROUNDABOUT		
	File Number:	Date:	4/12/2024
	Drawn By: M.J	Scale:	NTS

Item No: CTC-25-167

PARK ROAD AT MARY STREET, AUBURN - ROAD SAFETY CONCERNS

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 safety concerns at the intersection of Park Road and Mary Street, Auburn.

This report outlines the proposal to improve road safety at the intersection.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed concrete raised thresholds and associated signs at the intersection of Park Road and Mary Street, Auburn in accordance with the attached plan be approved.**

2. **Directly affected residents be notified of the outcome.**

REPORT

Park Road is a local road and runs in a north-south direction with a posted speed limit of 50km/h.

Mary Street is a local road which runs in an east-west direction with a posted speed limit of 50km/h.

Park Road and Mary Street form a four-way intersection currently controlled by a roundabout. A concrete speed hump is located on Mary Street, approximately 25 metres east from the roundabout.

The figure below shows details of the intersection.

Based on the crash record at the intersection, Council officers have investigated the intersection and proposed construction of raised thresholds on three approaches to the existing roundabout. Council officers have also nominated the site under Australian Government Black Spot Program. The submission was based on the latest Centre for Road Safety crash data at the time of the application which are summarised below:

Crash Period Investigated:	July 2018 – June 2023 (5 years)
Total number of crashes:	4
Total number of injury crashes:	4
Primary crash type:	Cross Traffic
Proposed treatment:	Concrete thresholds (Speed humps) on the approaches.

It should be noted that the Centre for Road Safety crash data provides information on reported crashes only and the application was based on available crashes at the time of the application.

Following the submission, Council is awaiting formal approval from Transport for NSW. Should the application be approved, a detailed plan will be developed in accordance with the current Transport for NSW guidelines.

It is proposed that Council approve the proposal in principle subject to availability of funding.

CONSULTATION

Consultation was undertaken with affected properties for 14 days from 10 June 2025 to 24 June 2025. Council received one objection from a resident who raised concerns that the proposed concrete thresholds may worsen congestion at the roundabout and cause inconvenience to shop customers. The resident also suggested converting the existing roundabout to traffic signals.

It should be noted that congestion particularly during school hours is primarily caused by high traffic volumes from nearby schools. The proposed speed hump is expected to have minimal impact on this issue.

Additionally, shop customers are unlikely to be affected, as parking is already restricted near the roundabout due to existing bus zones and other parking restrictions.

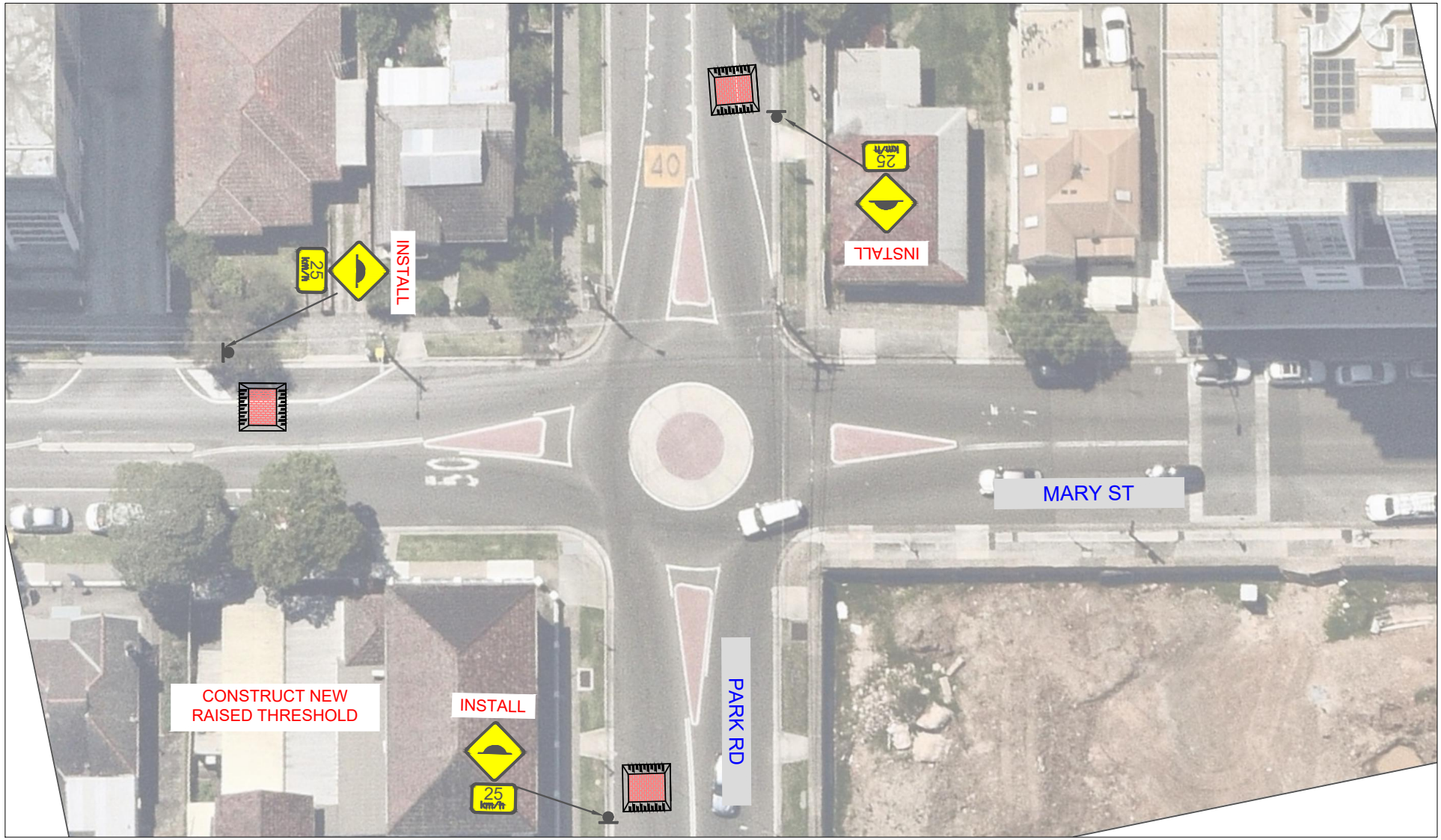
ATTACHMENTS

1. Plan – Park Road and Mary Street, Auburn – Proposed Concrete Thresholds ⇩
2. Submission ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-167

Attachment 1

Plan – Park Road and Mary Street, Auburn – Proposed Concrete Thresholds



CUMBERLAND CITY COUNCIL	**TITLE:** MARY STREET AND PARK ROAD, AUBURN - RAISED THRESHOLD		
	File Number:	Date:	9/12/2024
	Drawn By: M.J	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-167

Attachment 2

Submission

From:
To: Records Department
Subject: [EXTERNAL] Re: Request for Additional Information - Mary Street & Park Road Auburn - Proposed Raised Thresholds
Date: Wednesday, 25 June 2025 10:51:32 AM
Attachments: image001.png
image287707.png

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To whom it may concern.

MARY STREET,AUBURN.

Get Outlook for Android

From: Records Department <council@cumberland.nsw.gov.au>
Sent: Wednesday, June 25, 2025 10:37:40 AM
To:
Subject: Request for Additional Information - Mary Street & Park Road Auburn - Proposed Raised Thresholds

Thank you for your email.

Before forwarding your enquiry to the relevant area within Council, please provide your full name and address details for registration purposes only.

The information is required for the customer data base to prevent duplication and will not be released to any other person or organisation.

If you have previously submitted this information, please ignore this request.

Sent: Tuesday, 24 June 2025 1:03 AM
To: Records Department <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Re-Mary Street & Park Road, Auburn - Proposed Raised Thresholds

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,

While the proposed raised thresholds may offer some benefits, they could also create significant inconvenience for customers in the area. Here are the reasons why:

Firstly, traffic congestion is already a major issue as vehicles approach the intersection where the roundabout is located. This problem is exacerbated during peak periods. Adding raised thresholds would further clog the road with cars, especially considering the current speed limits of 40 and 50 KPA.

Secondly, any changes around the roundabout should ideally involve converting it into a traffic light-controlled intersection. This suggestion stems from the numerous accidents that have occurred at this roundabout, with the only measure taken so far being its widening. Introducing traffic lights could enhance safety and reduce the risk of accidents more effectively.

I hope these points are taken into consideration.

Yours sincerely,
Concern Resident.

Item No: CTC-25-168

OLD PROSPECT ROAD, GREYSTANES – PROPOSED ROAD CLOSURES FOR SYDNEY WATER ROAD WORKS

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

Note: *Recommendation to Council*

SUMMARY

For the committee to consider the temporary full road closure in Old Prospect Road, Greystanes between Berith Road and Ringrose Avenue for Sydney Water's road works.

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

RECOMMENDATION

The Traffic Committee recommends that the following temporary road closures in Greystanes be approved for a period of approximately four weeks, subject to the conditions outlined below.

Proposed Road Closures:

1. **Old Prospect Road between Berith Road and Ringrose Avenue**
2. **Ringrose Avenue at its intersection with Old Prospect Road**
3. **Berith Road at its intersection with Old Prospect Road**

Conditions of Approval:

1. **All affected businesses, residents, and emergency service stakeholders must be notified of the temporary closures.**
2. **Bus operators must be consulted regarding the proposed closures and any necessary service adjustments.**

REPORT

Council has received an application from Ferrycarrig for the temporary closure of Old Prospect Road, Greystanes between Berith Road and Ringrose Avenue for approximately four weeks. The closure is required to facilitate road works being carried out on behalf of Sydney Water.

Due to the location of the work area on both sides of Old Prospect Road, it is also proposed to temporarily close Berith Road and Ringrose Avenue at Old Prospect Road for the same period. Access for emergency vehicles and buses will be maintained, with traffic controllers on-site to manage movements.

The closure date is yet to be determined as it is subject to approval by the Cumberland Traffic Committee. The duration of the closure may vary depending on project progress and construction requirements.

In addition, the works will occasionally require the temporary closure of Lance Crescent and Walnut Street. Access for local residents will be maintained at all times and managed by traffic controllers. These closures will occur only during working hours, with normal traffic conditions reinstated by 5:00 am each morning.

The impacted bus stops on both sides of Old Prospect Road will be moved to suitable nearby locations during the closure as shown in the attached Traffic Management Plan. The applicant has confirmed that bus operators were consulted and raised no objections.

CONSULTATION

The applicant will notify affected residents prior to the commencement of the closure, and Variable Message Signs (VMS) will be installed in advance as detailed in the attached Traffic Management Plan.

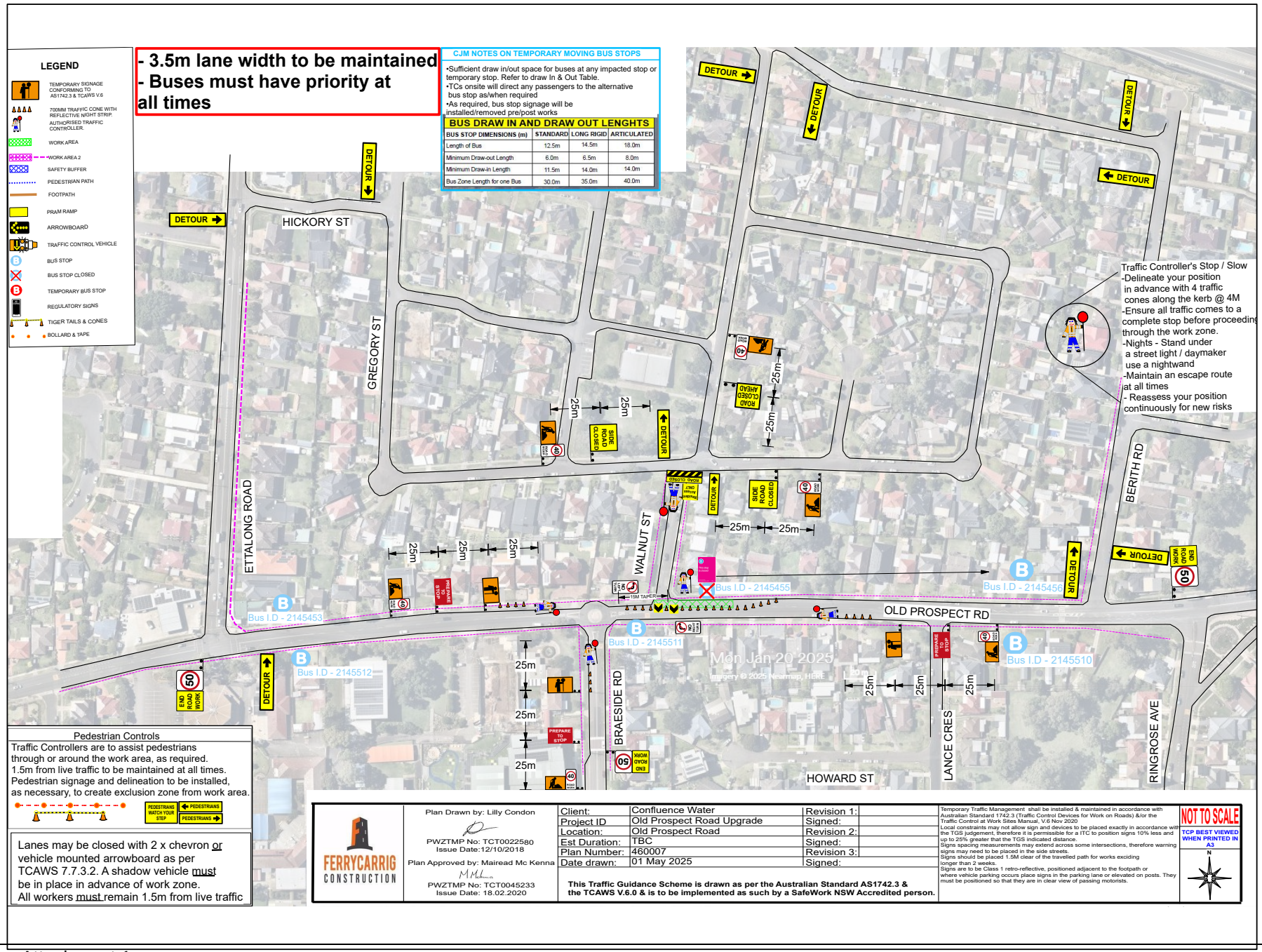
ATTACHMENTS

1. Traffic Management Plan ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-168

Attachment 1

Traffic Management Plan


LEGEND
TEMPORARY SIGNAGE CONFORMING TO AS1742.3 & TCAWS V.6
700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP.
AUTHORISED TRAFFIC CONTROLLER.
WORK AREA
WORK AREA 2
SAFETY BUFFER
PEDESTRIAN PATH
FOOTPATH
PRAM RAMP
ARROWBOARD
TRAFFIC CONTROL VEHICLE
BUS STOP
BUS STOP CLOSED
TEMPORARY BUS STOP
REGULATORY SIGNS
TIGER TAILS & CONES
BOLLARD & TAPE
- 3.5m lane width to be maintained
- Buses must have priority at all times
CJM NOTES ON TEMPORARY MOVING BUS STOPS
•Sufficient draw in/out space for buses at any impacted stop or temporary stop. Refer to draw In & Out Table.
•TCs onsite will direct any passengers to the alternative bus stop as/when required
•As required, bus stop signage will be installed/removed pre/post works
BUS DRAW IN AND DRAW OUT LENGHTS
BUS STOP DIMENSIONS (m) | STANDARD | LONG RIGID | ARTICULATED
Length of Bus | 12.5m | 14.5m | 18.0m
Minimum Draw-out Length | 6.0m | 6.5m | 8.0m
Minimum Draw-in Length | 11.5m | 14.0m | 14.0m
Bus Zone Length for one Bus | 30.0m | 35.0m | 40.0m
DETOUR
HICKORY ST
GREGORY ST
ETTALONG ROAD
WALNUT ST
BERITH RD
OLD PROSPECT RD
BRAESIDE RD
LANCE CRES
RINGROSE AVE
HOWARD ST
SIDE ROAD CLOSED
ROAD CLOSED AHEAD
25m
Bus I.D - 2145453
Bus I.D - 2145455
Bus I.D - 2145456
Bus I.D - 2145511
Bus I.D - 2145510
Bus I.D - 2145512
Mon Jan 20 2025
Traffic Controller's Stop / Slow
-Delineate your position in advance with 4 traffic cones along the kerb @ 4M
-Ensure all traffic comes to a complete stop before proceeding through the work zone.
-Nights - Stand under a street light / daymaker use a nightwand
-Maintain an escape route at all times
- Reassess your position continuously for new risks
Pedestrian Controls
Traffic Controllers are to assist pedestrians through or around the work area, as required.
1.5m from live traffic to be maintained at all times.
Pedestrian signage and delineation to be installed, as necessary, to create exclusion zone from work area.
PEDESTRIANS WATCH YOUR STEP
PEDESTRIANS
Lanes may be closed with 2 x chevron or vehicle mounted arrowboard as per TCAWS 7.7.3.2. A shadow vehicle must be in place in advance of work zone.
All workers must remain 1.5m from live traffic
FERRYCARRIG CONSTRUCTION
Plan Drawn by: Lilly Condon
PWZTMP No: TCT0022580
Issue Date:12/10/2018
Plan Approved by: Mairead Mc Kenna
PWZTMP No: TCT0045233
Issue Date: 18.02.2020
Client: Confluence Water
Project ID: Old Prospect Road Upgrade
Location: Old Prospect Road
Est Duration: TBC
Plan Number: 460007
Date drawn: 01 May 2025
Revision 1:
Signed:
Revision 2:
Signed:
Revision 3:
Signed:
This Traffic Guidance Scheme is drawn as per the Australian Standard AS1742.3 & the TCAWS V.6.0 & is to be implemented as such by a SafeWork NSW Accredited person.
Temporary Traffic Management shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or the Traffic Control at Work Sites Manual, V.6 Nov 2020
Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater that the TGS indicated distance.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should be placed 1.5M clear of the travelled path for works exciding longer than 2 weeks.
Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
NOT TO SCALE
TCP BEST VIEWED WHEN PRINTED IN A3
N

Item No: CTC-25-169

LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS – CONSULTATION RESULT

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

Note: *Recommendation to Council*

SUMMARY

Council has undertaken consultation with residents for the proposed speed humps in Lance Crescent, Greystanes.

This report outlines the outcome of the review.

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

1. **The installation of speed humps on Lance Crescent, Greystanes be approved in principle.**

2. **Council prepared speed hump design, undertake consultation with directly affected and adjacent residents and report back to the Traffic Committee.**

REPORT

Cumberland Traffic Committee (CTC) at its meeting in February 2025 considered a report (CTC-25-045) regarding road safety concerns on Lance Crescent, Greystanes. Council resolved to undertake consultation with the residents of Lance Crescent, Greystanes to gauge interest for the installation of speed humps.

Consultation was carried out with the residents of Lance Crescent from Old Prospect Road to the bend outside No. 62 accordingly in June 2025.

Council received seven responses (21% of the total letters sent) by the closing date. Six responses (85.7%) supported and one (14.3%) opposed to the proposed speed humps.

Based on the above result, as majority of the submissions received from the residents supported the proposal. it is recommended that Council proceed with the design of the speed hump and carry out consultation with the directly impacted residents of Lance Crescent, Greystanes.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 10 June 2025 to 24 June 2025. A total of seven submissions were received.

ATTACHMENTS

1. Previous Report – CTC-25-045 ⇩
2. Previous Minutes – CTC-25-045 ⇩
3. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-169

Attachment 1

Previous Report – CTC-25-045

CUMBERLAND CITY COUNCIL

Traffic Committee
5 February 2025

Item No: CTC-25-045

LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Cumberland Traffic Committee considered a report on the road safety concerns on Lance Crescent, Greystanes on 5 June 2024.

This report outlines further investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

1. **Council consults with residents of Lance Crescent, Greystanes to gauge their interest for the installation of speed humps in the street.**

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.

The matter was reported back to the Cumberland Local Traffic Committee on 5 June 2024 (CTC-24-105).

The traffic committee recommended 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.*

Following the installation of the VMS in Lance Crescent, the resident raised concerns regarding the limited sight distance caused by the VMS, which made entering and exiting their driveway difficult.

The resident requested the removal of the VMS and reported that one accident and several near misses had recently occurred on the street.

Although previous traffic count data indicates that the Average Daily Traffic (ADT) is low and the 85th percentile speed is below the speed limit, it is recommended that consultation be conducted with residents of Lance Crescent to gauge their interest for the installation of speed humps on the street to address these concerns.

CONSULTATION

Consultation with residents in Lance Crescent be undertaken if recommended by the Cumberland Traffic Committee.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-169

Attachment 2

Previous Minutes – CTC-25-045

ITEM CTC-25-045 - LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that:

1. Council consults with residents of Lance Crescent, Greystanes to gauge their interest for the installation of speed humps in the street.

2. The concerned resident be notified of the outcome.

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-169

Attachment 3

Submissions

CUMBERLAND CITY COUNCIL

RECEIVED
19 JUN 2025
BY: .....

REF: DCTC/2511/034

LANCE CRESCENT, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: _

Please indicate your views on the proposed speed humps in Lance Crescent, Greystanes as described in Council's letter dated 10 June 2025 and submit your response by **Tuesday 24 June 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 10 June 2025 in relation to the proposed speed humps on Lance Crescent and I am in favour of the below option.

1. ***I support the installation of speed humps on Lance Crescent 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 Lance Crescent.*** ☐

Comments:_____

_____

_____

_____

_____

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.

RECEIVED
18 JUN 2025
BY.....

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/034

LANCE CRESCENT, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Addres

Phone: _____ _____

Please indicate your views on the proposed speed humps in Lance Crescent, Greystanes as described in Council's letter dated 10 June 2025 and submit your response by **Tuesday 24 June 2025.**

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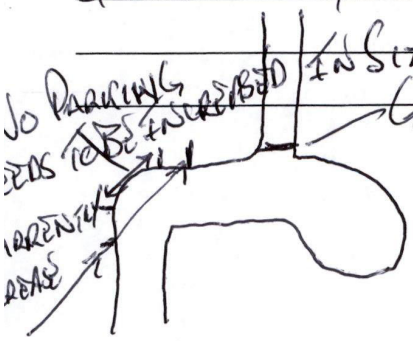
   I raise no objection to consider my property frontage for placement of a speed hump. ☑

2. ***I do not support the installation of speed humps on Lance Crescent.*** ☐

Comments: FURTHER TO THE SPEED HUMPS THERE NEEDS CONSIDERATION GIVEN TO A NO PARKING SIGN & A GIVE WAY SIGN SEE DIAGRAM



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CUMBERLAND
CITY COUNCIL

REF: DCTC/2511/034

LANCE CRESCENT, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _

Address

Phone:

Please indicate your views on the proposed speed humps in Lance Crescent, Greystanes as described in Council's letter dated 10 June 2025 and submit your response by **Tuesday 24 June 2025.**

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1. ***I support the installation of speed humps on Lance Crescent <u>and</u>***

   I raise no objection to consider my property frontage for placement of a speed hump. ☑

2. ***I <u>do not</u> support the installation of speed humps on Lance Crescent.*** ☐

Comments:_____

_____

_____

_____

_____

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16 Memorial Avenue, PO Box 42, Merrylands NSW 2160
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ABN 22 798 563 329

Welcome *Belong* Succeed

RECEIVED
18 JUN 2025
BY: .....

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/034

LANCE CRESCENT, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

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   I raise no objection to consider my property frontage for placement of a speed hump. ☑

2. ***I <u>do not</u> support the installation of speed humps on Lance Crescent.*** ☐

Comments:_____

_____

_____

_____

_____

_____

(Signed)

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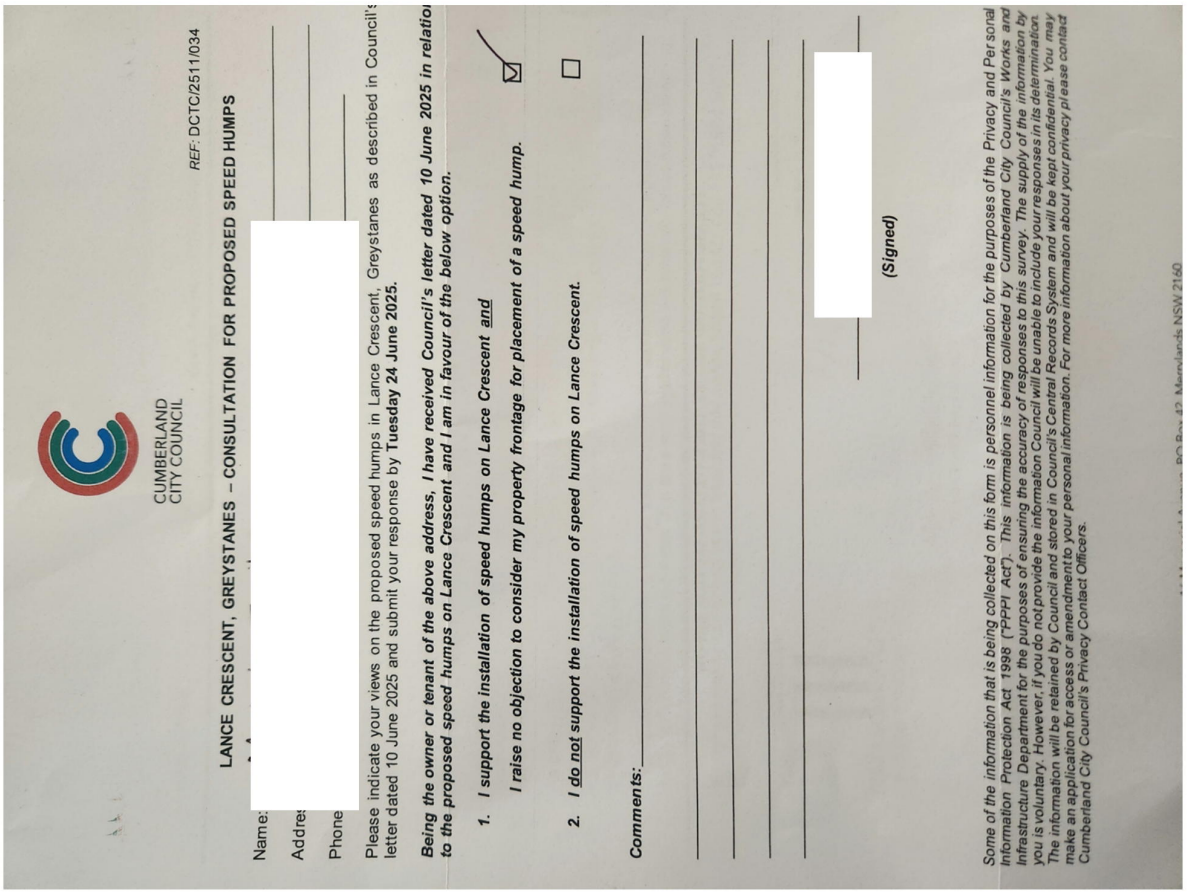
T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au
ABN 22 798 563 329

From:
Sent: Sun, 6 Jul 2025 09:56:02 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Cc: "Melinda Tanibe" <kittyargonn@yahoo.com.au>
Subject: [EXTERNAL] Proposed speed humps - Lance Cres Greystanes

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,



CUMBERLAND CITY COUNCIL

REF: DCTC/2511/034

LANCE CRESCENT, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Addres

Phone

Please indicate your views on the proposed speed humps in Lance Crescent, Greystanes as described in Council's letter dated 10 June 2025 and submit your response by **Tuesday 24 June 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 10 June 2025 in relation to the proposed speed humps on Lance Crescent and I am in favour of the below option.

1. ***I support the installation of speed humps on Lance Crescent 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 Lance Crescent.*** ☐

Comments:

(Signed)

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Please find attached my signed consultation form.

Regards,

RECEIVED
19 JUN 2025
BY: .....

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/034

LANCE CRESCENT, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Phone: _____

Please indicate your views on the proposed speed humps in Lance Crescent, Greystanes as described in Council's letter dated 10 June 2025 and submit your response by **Tuesday 24 June 2025.**

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1. ***I support the installation of speed humps on Lance Crescent 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 Lance Crescent.*** ☑

Comments: I DO NOT SUPPORT THE INSTALLATION OF SPEED HUMPS AS LANCE CRESCENT IS ALREADY A VERY NARROW STREET, WITH VEHICLES PARKED OUT ON THE STREET, SPEED HUMPS WILL MAKE THE STREET UNSAFE, EVEN FURTHER THAN IT CURRENTLY IS. WHY COUNCIL ARE CHOOSING TO BUILD ROADS SO NARROW WHEN WE HAVE A BIG BEAUTIFUL COUNTRY IS BEYOND MY UNDERSTANDING.

_____ ***(Signed)***

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ABN 22 798 563 329

From:
Sent: Mon, 23 Jun 2025 20:57:19 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Lance Crescent Greystanes - Speed Humps Response due 24.06.25

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 Team,

I received a letter regarding installation of speed humps on Lance Crescent.

I am the resident of Lance Crescent Greystanes NSW 2145.
Please see attached letter in response to your request.

I will add comments here as well, in case they are not clear below.

"I have lived in this house for the last 46 years, I am the eldest resident on this street.
I endorse the speed humps but please take into account, my comments as someone who has watched the street go from 3 houses in 1979 to what it is today.

The first speed hump would be best placed coming in from old prospect road in between house numbers

The next speed hump would be best placed in between house numbers

While I endorse the speed humps, I do not endorse them in front of my property however there is no option to mark this. Noting there would be no safety benefit if placed in front of my property, as cars are already speeding from when they turn in from the house numbers mentioned above."

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/034

LANCE CRESCENT, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Please indicate your views on the proposed speed humps in Lance Crescent, Greystanes as described in Council's letter dated 10 June 2025 and submit your response by **Tuesday 24 June 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 10 June 2025 in relation to the proposed speed humps on Lance Crescent and I am in favour of the below option.

1. ***I support the installation of speed humps on Lance Crescent 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 Lance Crescent.*** ☐

Comments: I have lived in this house for the last 46 years, I am the eldest resident on this street. I endorse the speed humps but please take into account my comments as someone has lived here since 1979. The first speed hump would be best placed in between house numbers 60 and 83. The next speed hump would be best placed coming from Old Prospect Rd in between house numbers 93 and 80. While I endorse the speed humps, I do not endorse them in front of my property. Noting there would be no safety benefit if placed in front of my property, as cars are already speeding from when they turn in from house numbers above. **(Signed)** [redacted]

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Welcome *Belong* Succeed

Item No: CTC-25-170

OXFORD STREET AND HIGHLAND STREET, GUILDFORD - PROPOSED ROUNDABOUT - CONSULTATION RESULTS

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 undertaken consultation with adjacent and affected residents in Oxford Street and Highland Street, Guildford regarding an amended roundabout design plan.

This report outlines the consultation results.

RECOMMENDATION

The Traffic Committee recommends:

1. **The proposed roundabout at the intersection of Oxford St and Highland Street, Guildford in accordance with the attached plan be approved.**

2. **Directly affected residents be notified of the outcome.**

REPORT

Background

Oxford Street is a regional road and runs in an east-west direction from Woodville Road and has a speed limit of 60 km/hr.

Highland Street is a local road which runs in a north-south direction from Oxford Street and has a speed limit of 50 km/hr.

Oxford Street and Highland Street, Guildford form a T-intersection. Granville South Public School is situated at the corner of Woodville Road and Oxford Street. Highland Street forms the western boundary for the school and acts as a drop-off/pick-up location.

Council has received funding from Australian Government for the construction of a roundabout at this intersection.

Initial consultation

Council undertook consultation with affected properties between 9 October 2024 and 23 October 2024. Council received objections as the concept design impacted on accesses of some property driveways and loss of parking.

Following the objections, Council amended the original concept plan to ease the access issues raised during the consultation.

It is noted that the amended design resolves the access concerns from the residents at the roundabout. The vehicular crossings of these properties have also been widened appropriately to allow access.

The proposal with amended plan was reported to Cumberland Traffic Committee on 5 February 2025.

"The Traffic Committee recommended that:

1. *Council officers consult with the community on the amended plan of the proposed roundabout at the intersection of Oxford Street and Highland Street, Guildford.*

2. *Affected residents and residents who signed the petition be notified.*

3. *Report the results of the consultation to a future Traffic Committee meeting."*

Council endorsed the recommendations at its meeting held on 26 March 2025.

Current consultation

In accordance with the Council resolution and Cumberland Traffic Committee recommendation, a further consultation with the amended plan was undertaken between 6 June 2025 and 27 June 2025.

Council received four submissions during this recent consultation for the proposed amended plan. One of these submissions came through an MP representing a constituent.

1. The representation through the MP raised concerns about the intersection suggesting "Keep Clear" pavement marking at the intersection. It should be noted that this matter was previously reported to the traffic committee in April 2018 and the traffic committee recommended to install 'Do Not Queue across intersection' signs at the intersection.

   The proposed roundabout will ease the problems encountered by parents dropping off and picking up children in Highland Street.

2. The second submission objects to the proposed roundabout. The resident has indicated that his/her family owns three properties on Oxford Street.

   The submission (attached) raises concerns regarding noise and air quality, ecological and biodiversity, road safety and traffic management, and stormwater

and flood risk. The submission gives examples of precedents related to developments in private properties rather than works undertaken through the Roads Act. Should the proposal proceed, Council will manage construction noise and air quality and ensure appropriate construction measures are in place.

Regarding safety, the proposed roundabout will reduce speeds and improve road safety. Furthermore, the proposal will also assist vehicles on Highland Street to exit safely. The roundabout design has not impacted on the existing drainage in the street and as such stormwater and flood risk is unchanged.

3. The third response raises concerns of parking loss, vehicle movements and property access. Council has proposed to widen driveways as part of this design to offset concerns, and vehicles movements are included in Attachment 1.

4. The response from Granville Public School indicated that they had no comments about the roundabout itself but raised the ongoing concerns about the school driveway entrance on Oxford Street where staff have to wait on Oxford Street to turn right into the car park. These concerns regarding turning into the driveway are addressed by the proposed roundabout which allows for U-turns and left turning entry into the driveway.

Given the ongoing safety concerns in the vicinity of Granville South Public School, as well as the provision of grant funding for the roundabout under the Australian Government's Blackspot Program, Council proposes to progress the roundabout to respond to the safety concerns raised.

CONSULTATION

Consultation was undertaken with affected properties from 6 June 2025 to 27 June 2025. Four submissions were received on the proposal.

ATTACHMENTS

1. Updated Plans - Oxford Street and Highland Street, Guildford - Proposed Roundabout ⇩
2. Previous Report – CTC-25-024 ⇩
3. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-170

Attachment 1

Updated Plans - Oxford Street and Highland Street, Guildford - Proposed Roundabout

OXFORD STREET & HIGHLAND STREET, GUILDFORD
- PROPOSED ROUNDABOUT

LOCALITY PLAN

N

DRAWING INDEX

SCHEDULE OF DRAWINGS	
SHEET	TITLE
23-RB-MT-05/01	TITLE SHEET, DRAWING LIST, AND SITE LOCALITY
23-RB-MT-05/02	SIGNAGE AND LINEMARKING PLAN
23-RB-MT-05/03	CONSTRUCTION WORKS PLAN
23-RB-MT-05/04	STANDARD DETAILS

LEGEND

- SURVEY BASE MARK
- POWER POLE
- HYDRANT
- STOP VALVE
- TELSTRA PIT
- STREET SIGN
- GAS BOLLARD
- GAS LID
- STORMWATER DRAIN SEWER LID
- TREE PROTECTION ZONE (TPZ)
- EXISTING TREE

- CADASTER
- SAWCUT LINE
- FENCE LINE
- ELECTRICITY CONDUIT
- WATER
- TELSTRA
- STORMWATER
- SEWER
- GAS
- OVERHEAD WIRING
- VIVA HIGH PRESSURE FUEL MAIN OPTUS
- ROOF WATER PIPE
- RMS CONDUIT

ROAD WORKS
- ASPHALT RE-SHEETING

CONCRETE WORKS
- NEW CONCRETE WORKS

LANDSCAPE WORKS
- GARDEN BED PLANTING
- TOP SOIL AND TURF

GENERAL NOTES

G1. ALL WORKMANSHIP, MATERIALS AND TESTING REQUIREMENTS SHALL BE IN ACCORDANCE WITH CUMBERLAND CITY COUNCIL STANDARD SPECIFICATIONS, STANDARD DRAWINGS AND TO THE SATISFACTION OF COUNCIL'S SUPERINTENDENT.
G2. ALL DIMENSIONS SHOWN FOR PLANS, PROFILES AND SECTIONS ARE IN METRES. UNLESS NOTED OTHERWISE.
G3. DRAWINGS TAKE PREFERENCE OVER COUNCIL STANDARD SPECIFICATIONS. ANY DISCREPANCIES FOUND SHALL BE REFEREED TO COUNCIL'S SUPERINTENDENT FOR CLARIFICATION BEFORE COMMENCEMENT OF ANY WORKS.
G4. DRAWINGS SHALL NOT BE SCALED TO OBTAIN DIMENSIONS, LEVELS OR CHAINAGES. LARGER SCALE DETAIL DRAWING AND WRITTEN DIMENSIONS TAKE PREFERENCE.
G5. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH CUMBERLAND CITY COUNCIL STANDARD SPECIFICATIONS, TOGETHER WITH THE REQUIREMENTS OF ALL RELEVANT AUSTRALIAN STANDARDS AND CODES OF PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF ALL STATUTORY AUTHORITIES WHERE APPLICABLE.
G6. ALL LOCATIONS, ORIENTATIONS AND LEVELS SHALL BE VERIFIED ON SITE BY THE CONTRACTOR BEFORE COMMENCEMENT OF ANY WORKS. ANY DISCREPANCIES FOUND SHALL BE REFEREED TO COUNCIL'S SUPERINTENDENT.
G7. ALL AREAS NOT SUBJECT TO CONSTRUCTION WORKS SHALL BE RETAINED FREE FROM DISTURBANCE OF DAMAGE. TOPSOIL STOCKPILES SHALL BE LOCATED OUTSIDE HAZARD AREAS SUCH AS DRAINAGE DEPRESSIONS. ALL OPEN EXCAVATIONS TO BE SEALED OFF TO PUBLIC ACCESS BY THE PROVISION OF SAFETY FENCING TO THE SATISFACTION OF COUNCIL'S SUPERINTENDENT.
G8. IN AREA WHERE THERE IS NO EXISTING STREET LIGHTING OR IS DEEMED INSUFFICIENT FOR NIGHT WORKS, THE CONTRACTOR SHALL PROVIDE FLOODLIGHTING FOR THE WORK SITE.
G9. TREE PROTECTION MEASURES ARE TO BE IN PLACE PRIOR TO COMMENCEMENT OF WORKS. ALL TREE WORKS INCLUDING ROOT PRUNING REQUIRE SUPERINTENDENTS APPROVAL AND SHOULD BE SUPERVISED BY COUNCILS ARBORIST. IF TREE ROOTS ARE UNCOVERED DURING EXCAVATION AROUND TREES. CUMBERLAND CITY COUNCIL IS TO BE NOTIFIED TO APPROVE ROOT PRUNING METHODS.
G10. SEDIMENTATION AND EROSION CONTROL DEVICES SHALL BE IMPLEMENTED PRIOR TO OR IN CONJUNCTION WITH THE FIRST PHASE OF EARTHWORKS AND SHALL BE REMOVED ONLY WHEN THE AREAS ABOVE IT HAVE BEEN STABILISED. EACH SEDIMENTATION AND EROSION CONTROL DEVICE SHALL BE INSPECTED PERIODICALLY & AFTER EACH STORM FOR STRUCTURAL DAMAGE OR CLOGGING BY SILT AND OTHER DEBRIS AND PROMPTLY DE-SILTED, REPAIRED OR REPLACED IF REQUIRED.
G11. SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED AT INLETS TO STORMWATER SYSTEMS TO TRAP THE SEDIMENT IN RUNOFF. THESE DEVICES SHALL COMPLY WITH RMS SPECIFICATION G38 - SOIL AND WATER MANAGEMENT.
G12. WHEN ENTERING PRIVATE PREMISES, PLEASE CONTACT OWNER OF PROPERTY FOR PERMISSION. RESIDENTS TO BE NOTIFIED OF CONSTRUCTION A MINIMUM OF TWO WEEKS PRIOR TO WORKS COMMENCING.
G13. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND PROVISION OF ANY TEMPORARY SUPPORT STRUCTURES REQUIRED DURING THE CONSTRUCTION WORKS.
G14. EXISTING STRUCTURES SHALL BE PROTECTED FROM CONSTRUCTION LOADINGS AND ACTIVITIES. ALL DAMAGE SHALL BE RECTIFIED AT CONTRACTOR EXPENSE.

EXISTING SERVICES

E1. UNDERGROUND SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY. CUMBERLAND CITY COUNCIL WILL NOT ACCEPT ANY LIABILITY FOR INACCURACIES IN THE SERVICES INFORMATION SHOWN. CONTRACTOR TO OBTAIN UNDERGROUND SERVICES INFORMATION FROM DIAL BEFORE YOU DIG 1100 AND VERIFY THE LOCATION AND DEPTH OF UNDERGROUND SERVICES IN ACCORDANCE WITH AS 5488. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING SERVICES FROM CONSTRUCTION LOADINGS AND PROVIDING TEMPORARY SERVICES IF NECESSARY DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO RECTIFY ANY DAMAGE TO EXISTING SERVICES.
E2. THE CONTRACTOR SHALL COORDINATE WITH RELEVANT UTILITY AUTHORITIES WITH RESPECT TO ANY TEMPORARY DIVERSIONS OR SUPPLY IF NECESSARY.
E3. ALL UTILITY SERVICE COVERS SHALL BE RAISED OR LOWERED TO FINISH FLUSH WITH FINISHED SURFACE AND COMPLY WITH ALL RELEVANT SERVICE AUTHORITY REQUIREMENT. NO UTILITY SERVICE COVER ARE TO BE COVERED OR BURIED.

FOOTPATH, RAMP AND KERB AND GUTTER

F1. CONTRACTOR TO CONNECT ALL ROOF OUTLETS TO NEW KERB OR TO ADJACENT STORMWATER SYSTEM. THE DRAINAGE OUTLETS TO BE EXTENDED BEHIND THE KERB MUST HAVE A MINIMUM SLOPE OF 1%.
F2. DAMAGED STORMWATER OUTLETS TO BE REPLACED IN ACCORDANCE WITH SWD.6.1.1 WITH A 150x50x4mm/6mm THICK RHS GALVANISED PIPE OR WITH PIPES THAT PROVIDE EQUIVALENT CROSS SECTIONAL AREA. MAKE GOOD CONNECTION TO EXISTING STORMWATER DOWN PIPE AND ENSURE THE FACE OF THE OUTLET IS FINISHED FLUSH WITH THE NEW KERB FACE.
F3. ALTERNATIVE SAFE ACCESS WAY SHALL BE PROVIDED IF FOOTPATH IS BARRICADED COMPLETELY DURING WORKS.
F4. CONCRETE SURFACE SHALL BE BROOM FINISHED. STROKES TO BE IN ONE DIRECTION PERPENDICULAR TO LINE OF TRAVEL. ALL EDGES TO BE FINISHED WITH 20-40mm EDGING TOOL.
F5. TRAVEL DIRECTION BETWEEN CORRESPONDING KERB RAMPS SHALL BE ALIGNED. REFER TO CIV.2.1.1 OR CIV.2.1.2 FOR DETAIL.
F6. CONCRETE KERB RAMP SHALL BE CONSTRUCTED WITH DIMENSIONS AS PER CoR STANDARD DRAWINGS, UNLESS NOTED OTHERWISE IN THE DESIGN DRAWINGS.

WARNING:
EXISTING SERVICES HAVE BEEN PLOTTED FROM RECORDS SUPPLIED BY THE PUBLIC UTILITY AUTHORITIES. LOCATIONS HAVE BEEN INTERPRETED FROM THESE RECORDS AND ARE APPROXIMATE ONLY. EXTREME CAUTION SHOULD BE TAKEN WHEN EXCAVATING

STORMWATER

SW1. ALL STORMWATER PIPES SHALL BE CLASS 2 RUBBER RING JOINT BELLED SOCKET REINFORCED CONCRETE PIPE UNLESS NOTED OTHERWISE.
SW2. MINIMUM COVER FOR ALL STORMWATER PIPES SHALL BE 650mm UNDER ROADS AND 400mm ELSEWHERE, UNLESS NOTED OTHERWISE IN THE DRAWING. REFER TO SWD.9.1.1 FOR STORMWATER PIPE INSTALLATION DETAILS.
SW3. DIMENSIONS OF PIPES AND PITS ARE SHOWN ON DRAWING. IF THESE INFORMATION ARE NOT SHOWN, THE CONTRACTOR SHALL SEEK CLARIFICATION FOR COUNCIL'S SUPERINTENDENT.
SW4. ALL ACTIVE STORMWATER CONNECTIONS SHALL BE REINSTATED AFTER CONSTRUCTION.
SW5. THE MINIMUM CLEARANCE TO EXISTING SERVICES SHALL BE IN ACCORDANCE WITH RELEVANT UTILITY AUTHORITIES REQUIREMENTS AND IN ACCORDANCE WITH AS3500.3.
SW6. EXISTING STORMWATER PIPES THAT ARE NO LONGER IN SERVICE ARE TO BE CAPPED OFF AT BOTH ENDS AND SHALL REMAIN IN SITU UNLESS DAMAGED. PIPES THAT ARE STRUCTURALLY UNSOUND SHALL BE FILLED WITH SAND CEMENT MATERIAL. PIPES THAT ARE CONFLICTING WITH NEW STORMWATER SYSTEM ARE TO BE DEMOLISHED AND REMOVED.
SW7. ALL PIT COVERS AND GRATES SHALL BE CLASS D AND COMPLY WITH THE REQUIREMENTS OF AS3996 UNLESS NOTED OTHERWISE.
SW8. ALL PIT COVERS AND GRATES SHALL BE BICYCLE SAFE UNLESS NOTED OTHERWISE.
SW9. HOT DIPPED GALAVANISED STEP IRONS SHALL BE PROVIDED FOR PITS THAT ARE DEEPER THAN 600mm AND IN ACCORDANCE WITH AS1657.
SW10. STEEL GRATES AND FRAMES FOR PITS ARE TO BE FABRICATED FROM MILD STEEL AND HOT DIP GALVANISED AFTER FABRICATION.
SW11. ALL GALVANISING TO BE IN ACCORDANCE WITH AS2312 AND AS4680. GAVANISING THREADED FASTENERS ARE TO BE IN ACCORDANCE WITH AS1214. MINIMUM GALVANISING 600G/SQm OTHER THAN ON FASTENERS.
SW12. ALL WELDS TO COMPLY WITH AS1554. FILLET WELDS TO BE NOT LESS THAN 6mm UNLESS NOTED OTHERWISE.

CONCRETE

C1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
C2. THE MINIMUM COMPRESSIVE STRENGTH OF ALL CONCRETE SHALL BE 25MPa. THE MINIMUM SLUMP SHALL BE AS FOLLOWS:

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE
ALL	80mm ± 15mm	20mm	GENERAL PURPOSE

C3. NO ADMIXTURES SHALL BE USED IN ANY CONCRETE UNLESS NOTED OTHERWISE.
C4. MINIMUM CONCRETE COVER SHALL BE 50mm UNLESS NOTED OTHERWISE IN THE DRAWINGS OR COUNCIL'S STANDARD DETAIL DRAWINGS.
C5. THICKNESS OF CONCRETE ELEMENT DOES NOT INCLUDE THICKNESS OF APPLIED FINISH.
C6. CONSTRUCTION JOINTS THAT ARE NOT SHOWN IN THE DRAWINGS OR COUNCIL'S STANDARD DETAIL DRAWINGS SHALL ONLY BE LOCATED SUBJECT TO THE APPROVAL FROM COUNCIL'S SUPERINTENDENT.
C7. ALL CONCRETE TO BE MECHANICALLY VIBRATED IN FORM TO GIVE MAXIMUM COMPACTION WITHOUT SEGREGATION OF CONCRETE. CONCRETE IS NOT TO BE MOVED, PLACED OR POSITIONED USING VIBRATORS.
C8. PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO REINFORCEMENT.

REINFORCEMENT

R1. ALL REINFORCEMENT BARS TO BE GRADE D500N IN ACCORDANCE WITH AS4671.
R2. ALL REINFORCEMENT MESH TO BE GRADE D500L IN ACCORDANCE WITH AS4671.
R3. REINFORCEMENT IS PRESENTED DIAGRAMMATICALLY. IT IS NOT NECESSARILY SHOWN IN TRUE PROJECTION. UNLESS NOTED OTHERWISE, THE MINIMUM DEVELOPMENT LENGTHS OR LENGTH OF LAPS SHALL BE AS FOLLOWS:

BAR SIZE	N10	N12	N16	N20
LAP LENGTH	400	490	750	1030

REINFORCEMENT MAY BE DISPLACED SLIGHTLY WHERE NECESSARY TO CLEAR STEEL DOWELS.
R4. REINFORCEMENT MESH SHALL BE LAPPED TWO TRANSVERSE WIRES PLUS 25mm. A MAXIMUM OF THREE SHEETS SHALL BE LAPPED AT ANY ONE POINT.
R5. WELDING OF REINFORCEMENT IS NOT PERMITTED UNLESS SHOWN ON THE DRAWINGS.

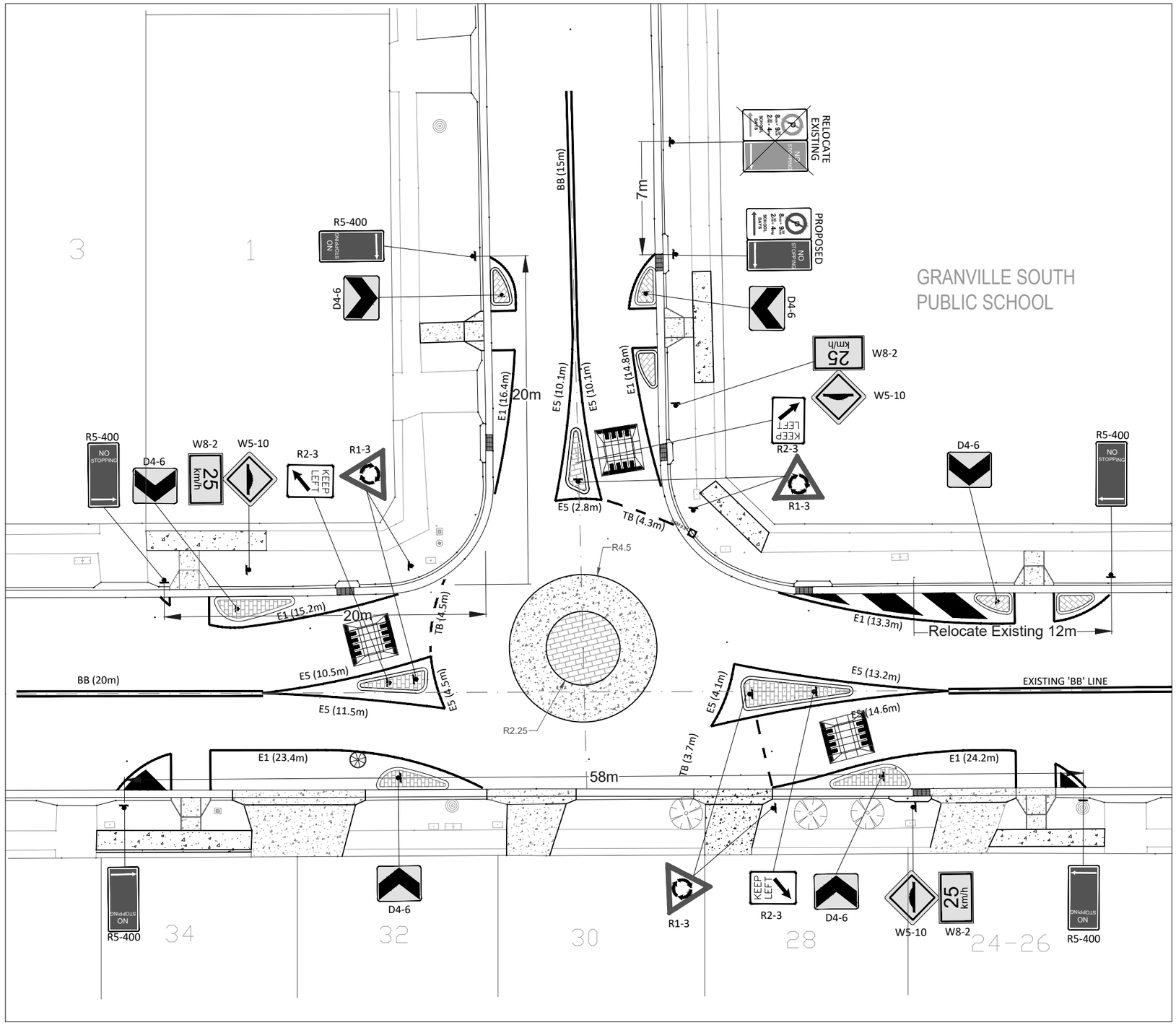
TRAFFIC MANAGEMENT, SIGNAGE AND LINEMARKING

T1. AN APPROVED TRAFFIC CONTROL PLAN BY CoR'S SUPERINTENDENT SHALL BE IMPLEMENTED THROUGHOUT THE CONSTRUCTION AND IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES MANUAL AND AS1742.3. TEMPORARY SIGNS SHALL BE ERECTED AND REMOVED IN SEQUENCE AND AS OUTLINED IN THE RMS TRAFFIC CONTROL AT WORK SITES MANUAL.
T2. SAFE AND UNOBSTRUCTED PEDESTRIAN ACCESS MINIMUM WIDTH OF 1.2m SHALL BE PROVIDED THROUGHOUT THE WORK DURATION.
T3. ALL SIGNAGE SHALL BE SUPPLIED IN ACCORDANCE WITH RMS SIGNAGE REGISTER AND AS1742.1. SIGNPOST SHALL BE INSTALLED IN ACCORDANCE WITH CoR DRAWING CIV5.1.1 U.N.O ON DESIGN DRAWINGS.
T4. HOLDING LINEMARKING SHALL BE THERMOPLASTIC APPLIED U.N.O AND AS SHOWN ON PLANS WITH GLASS BEADS AND ANTI-SKID MATERIALS. REFER TO QS 3359 PROFILE THERMOPLASTIC ROAD MARKING MATERIAL SPECIFICATION.
T5. LONGITUDINAL LINEMARKING SHALL BE WATERBORNE PAINT U.N.O AND AS SHOWN ON PLANS REFER TO RMS QS3356 WATERBORNE ROAD MARKING PAINT SPECIFICATION
T6. DIMENSIONS AND ARRANGMENT OF LINEMARKING SHALL BE IN ACCORDANCE WITH RMS DELINEATION GUIDELINES OR AS1742.
T7. RAISED PAVEMENT MARKER SHALL BE SUPPLIED BY RMS PRE- QUALIFIED SUPPLIERS. REFER TO ATD2015/01 PRE-QUALIFIED RETROREFLECTIVE RAISED PAVEMENT MARKERS. AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.
T8. REDUNDANT LINEMARKING SHALL BE REMOVED BY ABRASIVE BLASTING TECHNIQUES UNLESS APPROVE OTHERWISE BY COUNCIL'S SUPERINTENDENT.
T9. VEHICLE CLEARANCE FOR DRIVEWAY CHECK SHALL BE B85 VEHICLE IN ACCORDANCE WITH AS2890.1. TURNING SIMULATION CHECKS TO BE CARRIED OUT WITH DESIGN VEHICLES SPECIFIED BY COUNCIL'S DESIGN ENGINEER.

N	DATE	DESCRIPTION
REVISION B	17/08/23	REMOVE PEDESTRIAN OPENING IN THE REFUGE ISLAND. RELOCATE KERB RAMP ACCORDINGLY.
INITIAL DESIGN	30/06/23	
		AMENDMENTS

CUMBERLAND CITY COUNCIL
16 Memorial Avenue (PO Box 42) MERRYLANDS NSW 2160
T 02 9840 9840 I F02 9840 9734
DX 25408 MERRYLANS
TTY 02 9840 9988
ABN 22 798 563 329

PROJECT : INTERSECTION OF OXFORD ST & HIGHLAND ST, GUILDFORD - PROPOSED ROUNDABOUT			TITLE : TITLE SHEET, DRAWING LIST, AND SITE LOCALITY
DESIGNED : P.L	APPROVED : R.R	SCALE : AS SHOWN @ A1	DRAWING No.: 24-RB-OH-01/01
CHECKED : R.R	DATE : 21/03/24	SHEET : 1 / 4	

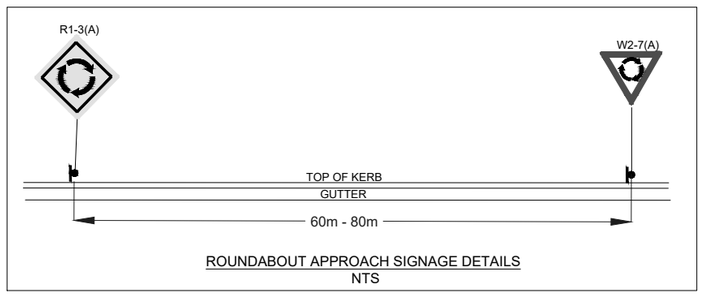


General Notes:

1. Concrete islands have to be constructed 40MPa Concrete with stencil concrete brick pattern finish in red oxide colour.
2. Line marking shall be in accordance with "Austroads Guide to Traffic Engineering Practice - Part 6 Roundabouts".
3. Painted Median is preceded by a Double Barrier (BB) Line extending for 30m
4. Line types for pavement markings are indicated on the plan, thus;
   - All linemarking shall be in cold applied plastic.
   - Paint edges of islands with white reflective paint.
5. All temporary traffic control shall be in accordance with Australian Standard AS 1742.3.
6. All works Shall be in accordance with Council's OH&S Policy & Safety Procedures. Appropriate safety signs shall be installed at all times.
7. All signage, linemarking & RRPMs shall be in accordance with Australian Standard AS1742.2.
8. Ensure all signposts are placed clear of trees, driveways and other street furnitures.

NEW TRAFFIC SIGNS SCHEDULE

SIGN	Sign No.	Quanitity
	W2-7(B)	3
	W1-3(B)	6
KEEP LEFT	R2-3AL	3
	D4-6	5
NO STOPPING	R5-400L	2
NO STOPPING	R5-400R	2
	W5-10	3
25 km/h	W8-2	3



ROUNDABOUT APPROACH SIGNAGE DETAILS
NTS

LEGEND

- NEW CONCRETE WORKS (FOOTPATH, KERB RAMPS & DRIVEWAY)

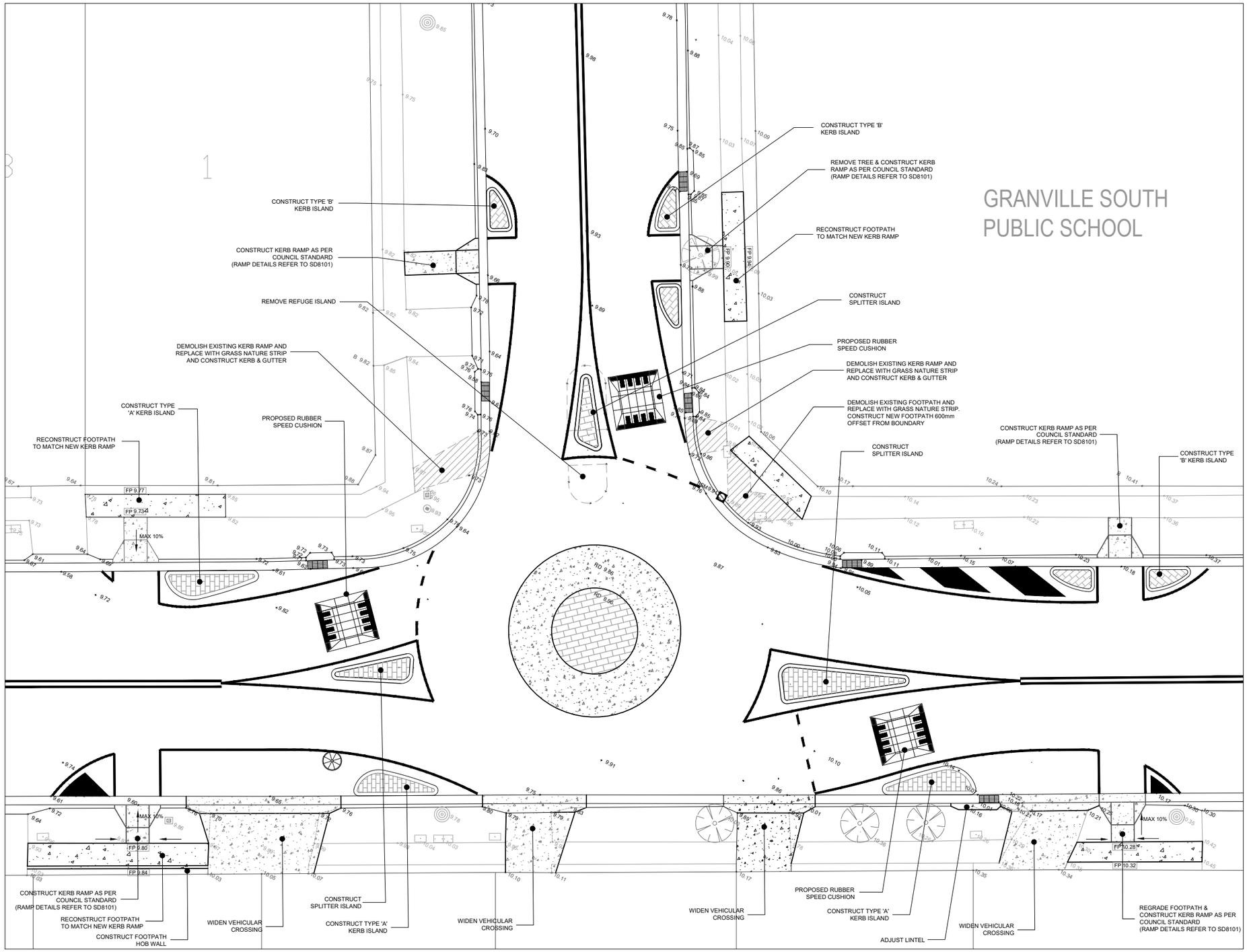
PLAN
Scale: 1:125

N	DATE	DESCRIPTION
REVISION C	08/11/24	WIDEN VEHICULAR CROSSING AND RELOCATE KERB RAMP ACCORDINGLY.
REVISION B	17/08/23	REMOVE PEDESTRIAN OPENING IN THE REFUGE ISLAND. RELOCATE KERB RAMP ACCORDINGLY.
INITIAL DESIGN	30/06/23	

AMENDMENTS

CUMBERLAND CITY COUNCIL
16 Memorial Avenue (PO Box 42) MERRYLANDS NSW 2160
T 02 9840 9840 I F02 9840 9734
DX 25408 MERRYLANS
TTY 02 9840 9988
ABN 22 798 563 329

PROJECT : INTERSECTION OF OXFORD ST & HIGHLAND ST, GUILDFORD - PROPOSED ROUNDABOUT		TITLE : SIGNAGE AND LINEMARKING PLAN	
DESIGNED : P.L	APPROVED : S.K	SCALE : 1:125 @ A1	DRAWING No.: 24-RB-OH-05/02 / REV. C
CHECKED : W.N	DATE : 08/11/24	SHEET : 2 / 5	



PLAN
Scale: 1:100

LEGEND

- Hydrant
- Kerb Inlet Pit
- Powerpole
- Sewer Valve
- Sewer / Stormwater Cover
- Telstra / Communication P
- Tree
- Traffic Sign & Post
- Service
- Optus Conduits
- Telstra Conduits
- Water Service
- Gas Service
- Sewer Service
- Existing Stormwater
- NEW CONCRETE WORKS (FOOTPATH, KERB RAMPS & DRIVEWAY)

N	DATE	DESCRIPTION
REVISION C	08/11/24	WIDEN VEHICULAR CROSSING AND RELOCATE KERB RAMP ACCORDINGLY.
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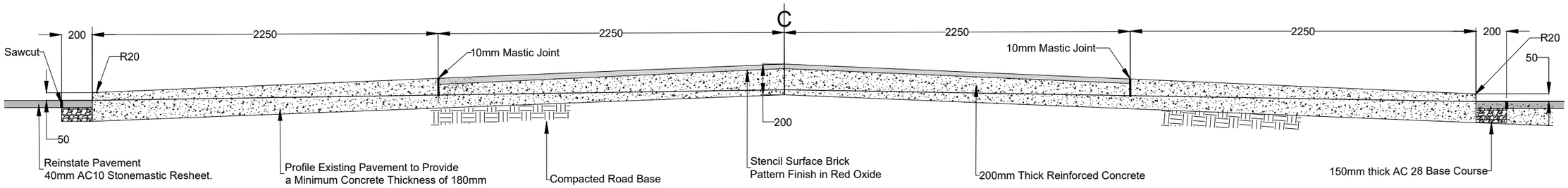
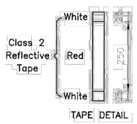
DESIGNED : P.L	APPROVED : S.K	SCALE : 1:100 @ A1	DRAWING No.: 24-RB-OH-05/03 / REV. C
CHECKED : W.N	DATE : 08/11/24	SHEET : 3 /5	

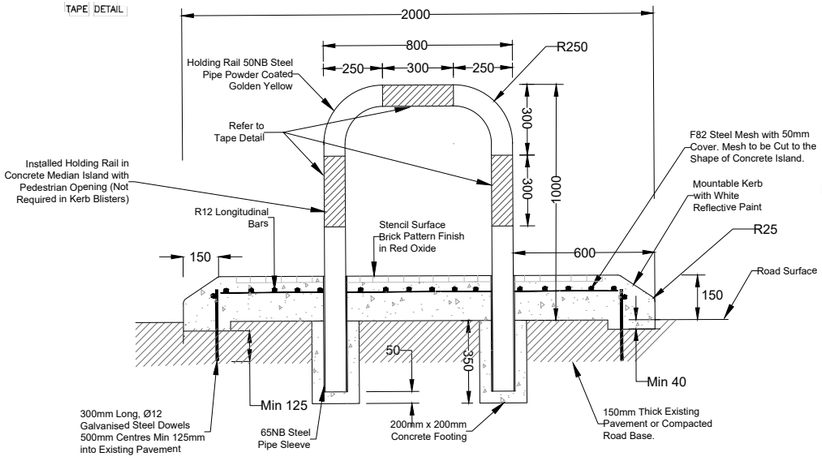


ROUNDABOUT CROSS-SECTION

SCALE NTS

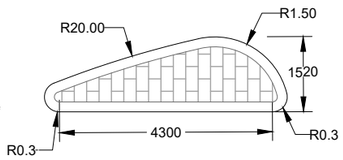


TAPE DETAIL

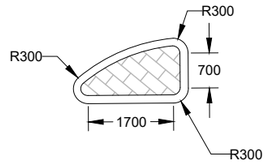


CONCRETE MEDIAN ISLAND CROSS SECTION

SCALE NTS

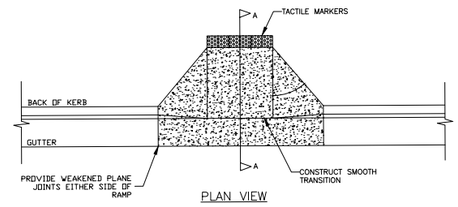


TTPE 'A' KERB BLISTER

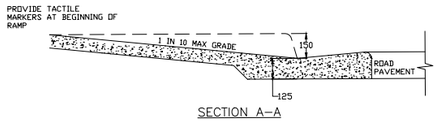


TYPE 'B' KERB BLISTER

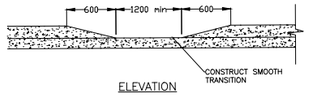
KERB BLISTER DETAILS
SCALE: NTS



PLAN VIEW

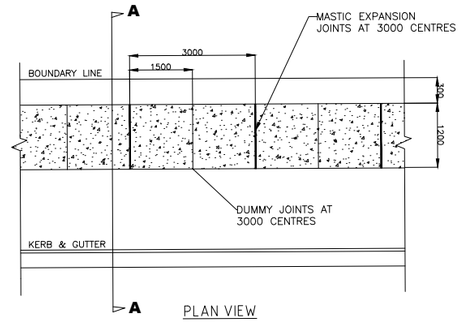


SECTION A–A

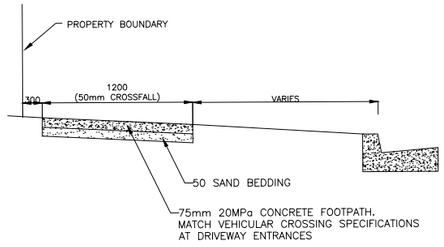


ELEVATION

KERB RAMP DETAILS



PLAN VIEW



SECTION A–A

FOOTPATH DETAILS

NOTES

1. ROAD BASE MATERIAL IS TO BE DGB20 OR SIMILAR AND COMPACTED TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289.5.1.1–2003

2. ROAD BASE MATERIAL 150mm THICK TO BE PLACED BENEATH KERB & GUTTER AND 300mm BEYOND THE EXTERNAL EDGES OF KERB & GUTTERS, APRONS, AND CROSSINGS.

3. ALL DISTURBED AREAS TO BE TOPSOILED WITH 75mm OF APPROVED LOAM AND TURFED AS SOON AS PRACTICABLE TO ENCOURAGE REVEGETATION AND MINIMISE SOIL EROSION FROM SITE.

4. PROVIDE SAWCUT AND REINSTATE 500mm INTO ROAD PAVEMENT FROM FRONT EDGE OF CONCRETE WORKS UNLESS OTHERWISE INSTRUCTED BY COUNCIL'S INSPECTOR.

5. REINSTATE PAVEMENT WITH 175mm DEPTH DEEP LIFT (AC14) AND 30mm DEPTH AC10 COMPACTED TO 95% MODIFIED (97% MAX) TO RMS SPECIFICATIONS R116 AND R117. CRACK SEAL ALL BITUMEN TO BITUMEN FACES. AC 14 TO BE COMPACTED IN LAYERS. EACH LAYER TO BE OF 40–70mm THICKNESS

6. APPROVED FULL DEPTH EXPANSION JOINTS (10mm) TO BE PROVIDED AS FOLLOWS:
   - –BETWEEN NEW AND EXISTING WORKS
   - –BETWEEN LAYBACK WINGS AND KERB
   - –EITHER SIDE OF ANY LINTELS
   - –AT EVERY 6m INTERVALS ALONG CONTINUOUS LENGTHS (PROVIDE A DUMMY JOINT AT EVERY 3m INTERVALS UNLESS INSTRUCTED OTHERWISE BY SUPERINTENDENT)

7. ALL SURFACES TO BE STEEL TROWEL FINISHED.

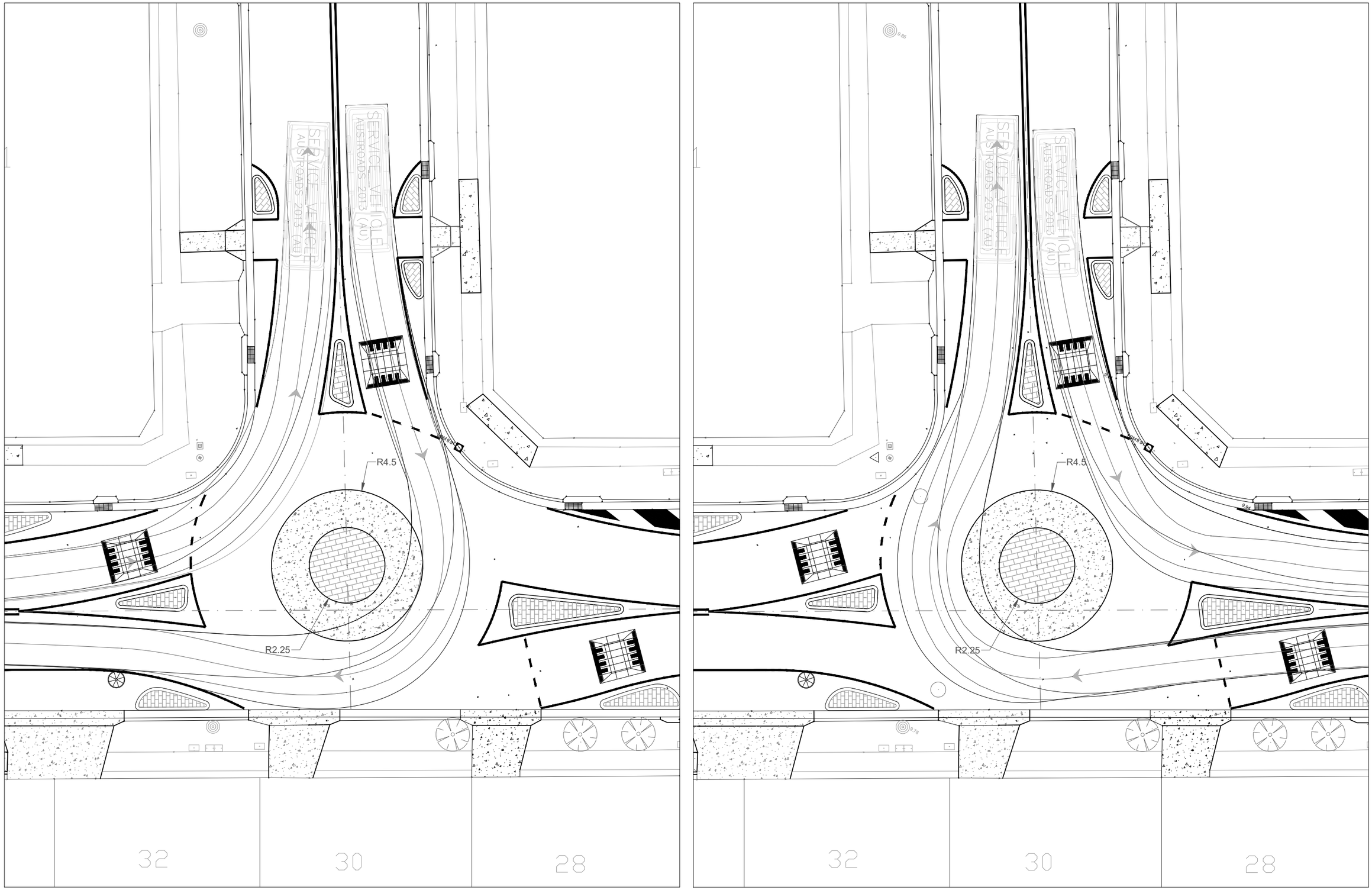
8. ROOFWATER OUTLETS TO BE APPROVED IN ACCORDANCE WITH STANDARD DRAWING DS2

9. USE CLEAN FILL AS BACKFILL MATERIAL UNLESS INSTRUCTED OTHERWISE

N	DATE	DESCRIPTION
REVISION C	08/11/24	WIDEN VEHICULAR CROSSING AND RELOCATE KERB RAMP ACCORDINGLY.
REVISION B	17/08/23	REMOVE PEDESTRIAN OPENING IN THE REFUGE ISLAND. RELOCATE KERB RAMP ACCORDINGLY.
INITIAL DESIGN	30/06/23	
AMENDMENTS		

CUMBERLAND CITY COUNCIL
16 Memorial Avenue (PO Box 42) MERRYLANDS NSW 2160
T 02 9840 9840 I F02 9840 9734
DX 25408 MERRYLANS
TTY 02 9840 9988
ABN 22 798 563 329

PROJECT : INTERSECTION OF OXFORD ST & HIGHLAND ST, GUILDFORD - PROPOSED ROUNDABOUT		TITLE : STANDARD DETAILS PLAN	
DESIGNED : P.L	APPROVED : S.K	SCALE : AS SHOWN	DRAWING No.: 24-RB-OH-05/05 REV. C
CHECKED : W.N	DATE : 08/11/24	SHEET : 4 / 5	



N	DATE	DESCRIPTION
REVISION C	08/11/24	WIDEN VEHICULAR CROSSING AND RELOCATE KERB RAMP ACCORDINGLY.
REVISION B	17/08/23	REMOVE PEDESTRIAN OPENING IN THE REFUGE ISLAND. RELOCATE KERB RAMP ACCORDINGLY.
INITIAL DESIGN	30/06/23	
		AMENDMENTS

CUMBERLAND CITY COUNCIL
16 Memorial Avenue (PO Box 42)
MERRYLANDS NSW 2160
T 02 9840 9840 I F02 9840 9734
DX 25408 MERRYLANS
TTY 02 9840 9988
ABN 22 798 563 329

PROJECT : INTERSECTION OF OXFORD ST & HIGHLAND ST, GUILDFORD - PROPOSED ROUNDABOUT			TITLE : 8.8m Truck Turning Paths		
DESIGNED : P.L	APPROVED : S.K	SCALE : 1:100@ A1	DRAWING No.: 24-RB-OH-01/05	REV. C	
CHECKED : W.N	DATE : 13/11/24	SHEET : 5 / 5			

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-170

Attachment 2

Previous Report – CTC-25-024

CUMBERLAND CITY COUNCIL

Item No: CTC-25-024

OXFORD STREET AND HIGHLAND STREET, GUILDFORD - AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends, and Council resolves that:

1. Council officers consult with the community on the amended plan of the proposed roundabout at the intersection of Oxford Street and Highland Street, Guildford.

2. Affected residents and residents who signed the petition be notified.

3. Report the results of the consultation to a future Traffic Committee meeting.

REPORT

Oxford Street is a regional road and runs in an east-west direction from Woodville Road and has a speed limit of 60 km/hr.

Highland Street is a local road which runs in a north-south direction from Oxford Street and has a speed limit of 50 km/hr.

Oxford Street and Highland Street, Guildford form a T-intersection. Granville South Public School is situated at the corner of Woodville Road and Oxford Street. Highland Street forms the western boundary for the school and acts as a drop-off/pick-up location.

The figure below shows details of the intersection and surrounding road network.

CUMBERLAND CITY COUNCIL

Council Meeting
26 March 2025

Based on the crash record at the intersection and ongoing concerns raised by residents and the school, Council officers have investigated the intersection performance and nominated the site under Australian Government Black Spot Program. The submission was based on the latest Centre for Road Safety crash data at the time of the application which are summarised below:

Crash Period Investigated: July 2017 – June 2022 (5 years)
Total number of crashes: 4
Total number of injury crashes: 4
Primary crash type: 1 pedestrian
3 other manoeuvres (2 Rear end)
Proposed treatment: Single Lane roundabout.

It should be noted that the Centre for Road Safety crash data provides information on reported crashes only and the application was based on available crashes at the time of the application.

Following the submission, Council has received a formal notification from the Transport for NSW advising that the submission was successful. In response to the successful application, a concept plan has been prepared in accordance with current Transport for NSW Guidelines, and consultation was subsequently undertaken on the proposal to report to the Traffic Committee.

During the consultation period, several objections were raised by residents through a petition, with the primary concerns regarding, the impact to property access and loss of on-street carparking because of the proposed roundabout installation.

Based on these objections, the design of the proposed roundabout at the intersection of Oxford Street and Highland Street was amended with consideration of matters raised during consultation.

CUMBERLAND CITY COUNCIL

It is noted that the amended design resolves the access concerns from the residents at the roundabout. The vehicular crossings of these properties have also been widened appropriately to allow access.

Council now seek approval to consult on the revised design, with a further report to the Traffic Committee following the outcome of this process.

It is also noted that the development application for the proposed Merrylands East Local Centre requires the applicant to provide a roundabout at this location as part of the conditions of approval. While there is an alternate pathway for the provision of the roundabout at the intersection, the applicant is yet to obtain a Construction Certificate to progress with the development application. Given the ongoing safety concerns raised by residents and the school, as well as the provision of grant funding for the roundabout, it is prudent for Council to progress the roundabout in the immediate term to respond to the safety concerns raised.

CONSULTATION

Consultation was undertaken with affected properties for 14 days from 9 October 2024 to 23 October 2024.

A petition was received from 50 signatories from 25 properties along Oxford Street, Highland Street and Harold Street objecting to the proposal.

The plan has been amended to address the concerns raised.

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

ATTACHMENTS

1. Updated Plan - Oxford Street and Highland Street, Guildford
2. Consultation Plan – Oxford Street and Highland Street, Guildford – Proposed Roundabout
3. Submissions

CUMBERLAND CITY COUNCIL

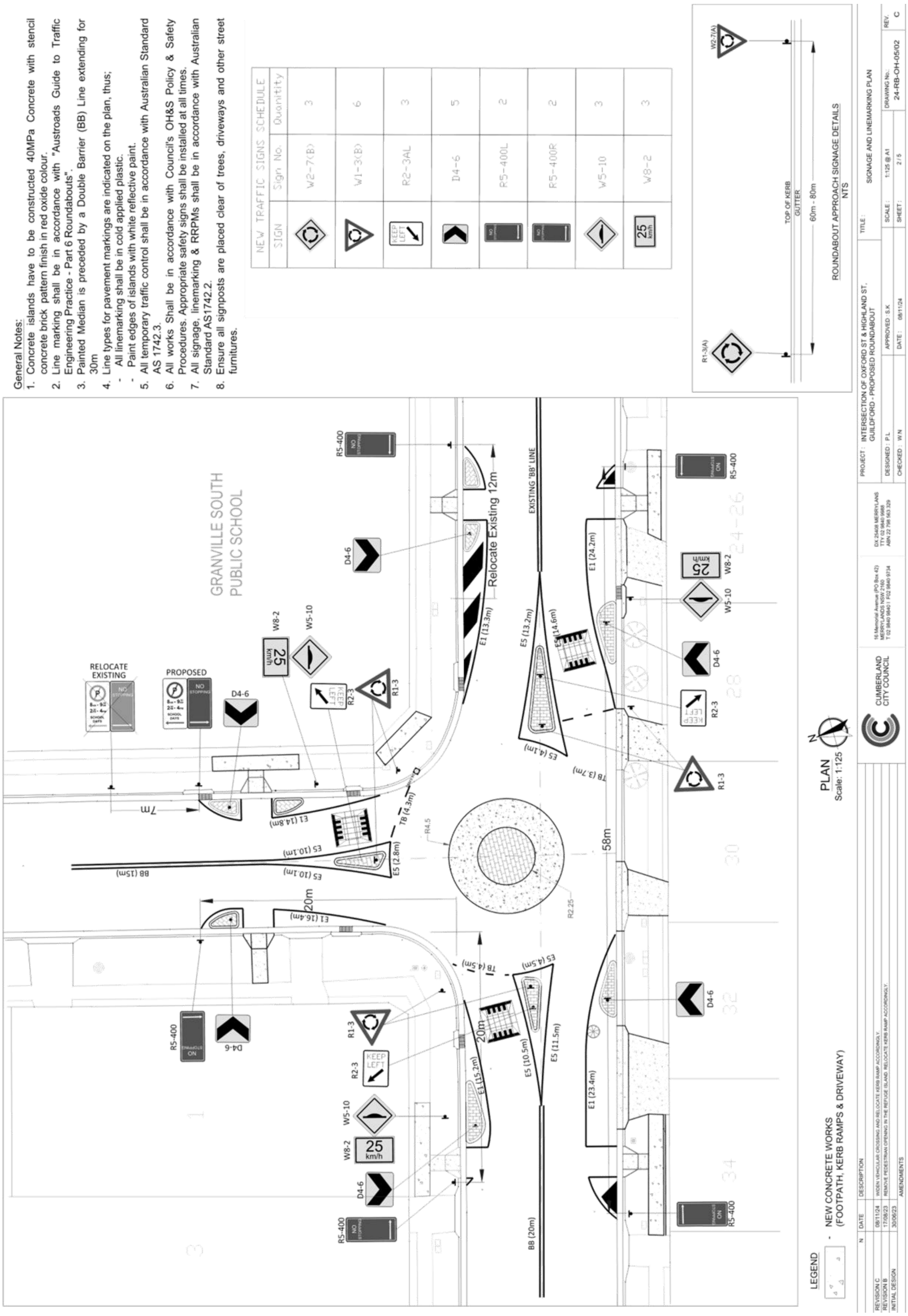
CUMBERLAND CITY COUNCIL

Council Meeting
26 March 2025

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-024

Attachment 1

Updated Plan - Oxford Street and Highland Street, Guildford


General Notes:
1. Concrete islands have to be constructed 40MPa Concrete with stencil concrete brick pattern finish in red oxide colour.
2. Line marking shall be in accordance with "Austroads Guide to Traffic Engineering Practice - Part 6 Roundabouts".
3. Painted Median is preceded by a Double Barrier (BB) Line extending for 30m
4. Line types for pavement markings are indicated on the plan, thus;
- All linemarking shall be in cold applied plastic.
- Paint edges of islands with white reflective paint.
5. All temporary traffic control shall be in accordance with Australian Standard AS 1742.3.
6. All works Shall be in accordance with Council's OH&S Policy & Safety Procedures. Appropriate safety signs shall be installed at all times.
7. All signage, linemarking & RRPMs shall be in accordance with Australian Standard AS1742.2.
8. Ensure all signposts are placed clear of trees, driveways and other street furnitures.
NEW TRAFFIC SIGNS SCHEDULE
SIGN
Sign No.
Quantity
W2-7(B) 3
W1-3(B) 6
R2-3AL 3
D4-6 5
R5-400L 2
R5-400R 2
W5-10 3
W8-2 3
TOP OF KERB
GUTTER
60m - 80m
ROUNDABOUT APPROACH SIGNAGE DETAILS
NTS
GRANVILLE SOUTH PUBLIC SCHOOL
RELOCATE EXISTING
PROPOSED
Relocate Existing 12m
EXISTING 'BB' LINE
PLAN
Scale: 1:125
LEGEND
- NEW CONCRETE WORKS (FOOTPATH, KERB RAMPS & DRIVEWAY)
PROJECT: INTERSECTION OF OXFORD ST & HIGHLAND ST, GUILDFORD - PROPOSED ROUNDABOUT
TITLE: SIGNAGE AND LINEMARKING PLAN
DESIGNED: P.L
CHECKED: W.N
APPROVED: S.K
DATE: 08/11/24
SCALE: 1:125 @ A1
SHEET: 2 / 5
DRAWING No.: 24-RB-OH-05/02
REV. C
CUMBERLAND CITY COUNCIL
16 Memorial Avenue (PO Box 42) MERRYLANDS NSW 2160 T 02 9840 9840 | F02 9840 9734
DX 25408 MERRYLANS TTY 02 9840 9988 ABN 22 798 563 329
N
DATE
DESCRIPTION
REVISION C 08/11/24 WIDEN VEHICULAR CROSSING AND RELOCATE KERB RAMP ACCORDINGLY.
REVISION B 17/08/23 REMOVE PEDESTRIAN OPENING IN THE REFUGE ISLAND. RELOCATE KERB RAMP ACCORDINGLY.
INITIAL DESIGN 30/06/23
AMENDMENTS

CUMBERLAND CITY COUNCIL

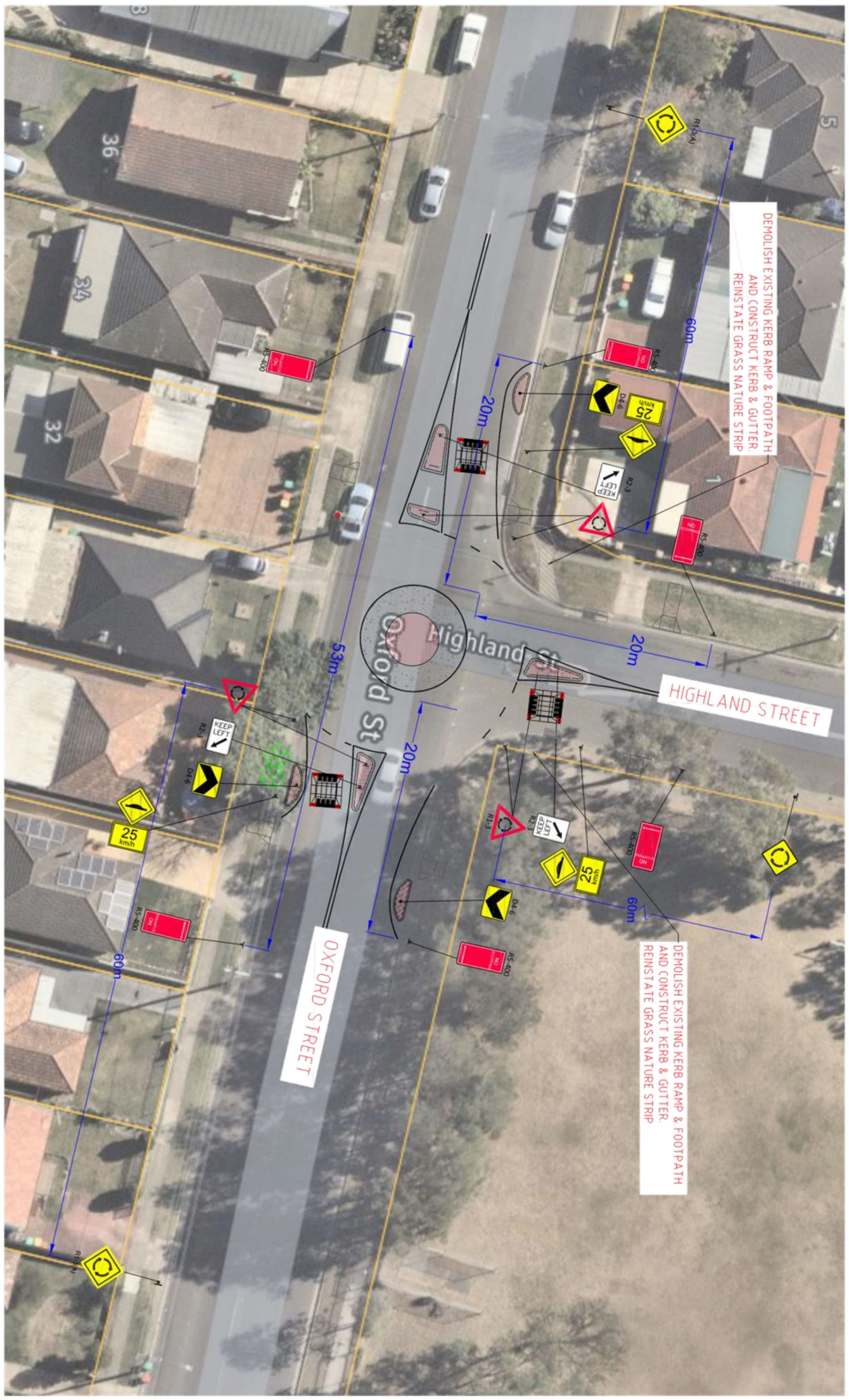
CUMBERLAND CITY COUNCIL

Council Meeting
26 March 2025

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-024

Attachment 2

Consultation Plan – Oxford Street and Highland Street, Guildford – Proposed Roundabout



CUMBERLAND CITY COUNCIL

16 Memorial Avenue (PO Box 42)
MERRYLANDS NSW 2160
T 02 9840 9840 I F02 9840 9734
DX 25408 MERRYLANS
TTY 02 9840 9988
ABN 22 798 563 329

TITLE: 2024/25 AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM - Highland Street at Oxford Street, Guildford - Proposed Roundabout

Scale: NTS

Date: 9/10/23

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-170

Attachment 3

Submissions

Jason Clare MP
MEMBER FOR BLAXLAND

Cumberland City Council
PO Box 42
MERRYLANDS NSW 2160

by email:

I have been contacted by Harold St, Guildford regarding ongoing traffic concerns outside Granville South Public School.

and has raised concerns about the intersection of Oxford and Highland Streets, especially during school drop off and pick up times.

I understand that has raised these concerns previously with Cumberland Council; has noted that this has also been raised previously by

believes that line markings across Oxford Street with signage saying "Keep Clear" could be a start to fix this issue.

Any assistance that can be provided to and Granville South Public School to make this a safer intersection would be greatly appreciated.

Sent: Thursday, 24 July 2025 9:22 AM

Subject: [EXTERNAL] Fw: Oxford St & Highland Street, Guildford - Proposed roundabout

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

Following our conversation on Tuesday regarding the roundabout proposal, I wanted to share an update.

The proposal was sent to staff on 6th June for feedback. We received one response, which mainly raised ongoing concerns about the safety of the school driveway entrance on Oxford St.

There were no further comments regarding the roundabout itself.

Kind Regards,

From:
Sent: Fri, 13 Jun 2025 13:04:42 +1000
To:

Subject: [EXTERNAL] Highland Street and Oxford Street- Proposed Rounabout
Attachments:

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

Find attached letter of objection to proposed round about - DCTC/2511/071

Letter of Objection

To Proposed Roundabout at Oxford Street and Highland Street, Guildford NSW 2161

Dear **Mr. Peter J. Fitzgerald,**
General Manager
Cumberland City Council
PO Box 42
Merrylands NSW 2160

I am writing on behalf of myself and approximately 50 local residents, including my family, who own properties located at 28, 30, and 32 Oxford Street, Guildford. We formally object to the development application proposing the construction of a roundabout at the intersection of Oxford Street and Highland Street. This submission comprehensively details our serious concerns regarding the proposed development and is informed by established legal principles and prior planning decisions.

Introduction

The area surrounding Oxford Street is a well-established residential neighbourhood characterised by family residences, established street trees, landscaped verges, and a quiet, stable community environment. Residents have long appreciated these aspects of their neighbourhood and value the environmental quality and residential character of the locality. The proposed roundabout represents a substantial alteration to the existing community environment, posing risks to residential amenity, environmental sustainability, and public safety.

This submission highlights key concerns related to noise pollution, air quality deterioration, ecological disruption, inadequate justification of traffic management changes, and increased flood risk. Each of these concerns is well-supported by precedents from decisions of the NSW Land and Environment Court and relevant planning panels, underscoring the importance of careful and thorough assessment prior to any decision by Cumberland City Council.

Environmental and Planning Grounds for Objection

Noise and Air Quality Concerns

The proposed roundabout will significantly increase noise pollution due to higher volumes of vehicles braking, idling, and accelerating. Continuous vehicle noise, particularly at peak hours, will adversely affect the peace and quiet of our residential neighbourhood. Numerous studies have consistently demonstrated the direct correlation between increased road noise and adverse health effects, including stress, sleep disturbance, and reduced overall quality of life.

Air quality will similarly be affected by heightened vehicle emissions, as vehicles slow down, stop, and accelerate repeatedly at the roundabout. This increase in emissions can significantly impact respiratory health, especially among children, the elderly, and individuals with existing health conditions. Research by the NSW Environment Protection Authority highlights the detrimental health impacts linked to elevated levels of air pollutants in residential areas.

The NSW Land and Environment Court has previously established clear precedent in cases such as Barraclough v Shoalhaven City Council [2016] NSWLEC 1043. The court recognised noise and air pollution concerns as legitimate reasons to refuse similar infrastructure developments. The court emphasised that maintaining residential amenity is vital, particularly in established neighbourhoods like ours.

Ecological and Biodiversity Concerns

The proposed construction would inevitably result in the removal or severe pruning of mature street trees and landscaped areas currently lining Oxford Street. These trees provide essential habitat for local wildlife, enhancing biodiversity and ecological health within the urban environment. Their removal would contravene the State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017, which explicitly aims to preserve urban vegetation to maintain ecological and environmental integrity.

Street trees provide numerous environmental benefits, including reducing urban heat, improving air quality, and offering natural carbon sequestration. Removing these trees would negatively impact these beneficial environmental services, increasing local temperatures and reducing air quality. There is extensive academic and governmental research validating the ecological importance of maintaining urban tree canopies.

In the decision DA2018/234, the Sydney Eastern City Planning Panel refused a similar development proposal specifically due to concerns about vegetation removal and associated ecological damage.

This precedent underscores the importance of protecting urban vegetation and maintaining biodiversity in residential areas.

Road Safety and Traffic Management Concerns

Historical traffic and accident data indicate no significant safety issues or problems with the current management of the intersection at Oxford and Highland Streets. The existing intersection effectively accommodates current traffic flows, and no compelling evidence has been provided to justify substantial modifications.

Introducing an unnecessary roundabout could inadvertently create new risks, introducing potential confusion and conflict points where none currently exist. The Land and Environment Court has consistently maintained, as seen in Anderson v City of Sydney Council [2014] NSWLEC 1121, that road infrastructure changes must be clearly supported by empirical evidence demonstrating a measurable improvement in safety or traffic flow. Such evidence is notably absent from this development application.

Without clear and demonstrable justification, the introduction of a roundabout poses an unnecessary risk of negatively affecting traffic flow and public safety, thereby failing the established standards required by planning authorities and judicial decisions.

Stormwater and Flood Risk Concerns

The proposal also inadequately addresses the implications for local stormwater management and potential flood risks. Additional impermeable surfaces associated with roundabout construction are likely to increase surface runoff, exacerbating existing drainage challenges and increasing flood risk for nearby residences.

Sustainable stormwater management is a clear requirement under the Cumberland Development Control Plan. Previous judicial rulings, notably Friends of Tumblebee Incorporated v ATB Morton Pty Limited [2016] NSWLEC 1502, have emphasised the critical importance of detailed stormwater management assessments as part of the development approval process. Failure to adequately address these concerns is a recognised and valid reason for development refusal.

Given the current application's shortcomings in addressing these significant environmental risks, particularly stormwater management, the proposal clearly fails to meet established planning and environmental standards.

Case Studies and Legal Precedents

- **Barraclough v Shoalhaven City Council [2016] NSWLEC 1043:** The Land and Environment Court emphasised residential amenity protection, particularly regarding air quality and noise pollution, leading to refusal of a similar development.
- **Sydney Eastern City Planning Panel decision DA2018/234:** The panel refused development consent based on significant ecological concerns related to vegetation removal, highlighting the necessity to preserve urban biodiversity.
- **Anderson v City of Sydney Council [2014] NSWLEC 1121:** This case confirmed the necessity for clear empirical justification for traffic infrastructure changes, highlighting the importance of demonstrated safety improvements to justify development approvals.
- **Friends of Tumblebee Incorporated v ATB Morton Pty Limited [2016] NSWLEC 1502:** The decision emphasised the requirement for comprehensive stormwater assessments and sustainable stormwater management in development approvals, explicitly linking inadequate stormwater planning to refusal.

Conclusion

In summary, the proposed roundabout at Oxford Street and Highland Street represents an inappropriate development that fails to adequately justify its necessity and disregards significant environmental and residential amenity concerns. Based on comprehensive legal precedents and clear planning principles, the application should be refused.

We respectfully urge Cumberland City Council to reject the proposal to ensure the continued protection of our community's environmental quality, safety, and residential amenity. We appreciate your careful consideration and remain available to discuss this matter further if needed.

Yours sincerely,

From:
Sent: Fri, 27 Jun 2025 16:48:52 +1000
To:
Subject: [EXTERNAL] Proposed Roundabout at Highland Street and Oxford Street, Guildford 2161

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.

Traffic and Transport Team
Cumberland Council

Dear Sir
I am writing with my concerns regarding the amended plans for the proposed Roundabout at the intersection of Oxford Street and Highland Street Guildford.

I am the resident at Oxford Street and my mother is the resident at Oxford Street Guildford. I understand council's intent to improve traffic flow and safety but I have major concerns for the safety of the affected residents from Oxford Street and some of the residents on the other side of the street accessing their driveways particularly in peak hour periods when traffic volume is significant. I feel this roundabout will actually worsen traffic flow and increase traffic queues plus having witnessed driver behaviour for many years on this street I feel it will increase the incidence of accidents and make entering and leaving our driveways very hazardous.

Resident driver safety is at risk. For access to driveway at No driving down from Woodville Rd any car entering this driveway has to do a sharp right angle turn to enter the driveway otherwise they can't get into the driveway correctly, cars behind will be planning to speed up getting out of the roundabout and are more likely to hit the turning car (this will also be the case for those entering).

This route is also a main thoroughfare for large vehicles which I think will have a lot of trouble negotiating this roundabout unless these vehicles are stopped.

I am not aware of any direct Community consultation. No-one has been out to speak with the affected residents to hear their individual concerns and probably there hasn't been anyone to witness this intersection at peak times to observe driver behaviour. Traffic lights would be a safer and less costly option. As a ratepayer and long term resident I believe such a major infrastructure change warrants thorough community engagement and further exploration of alternative solutions. Viewing plans at Council Chambers is not enough.

The No Parking areas will impact significantly on residents. The parking is already congested in this area and I note no alternative parking has been included in these proposals.

Thankyou for considering my objections and I would appreciate feedback from the next review of this proposed Roundabout.

Yours Sincerelv

Oxford Street, Guildford NSW 2161

From:
Sent: Mon, 21 Oct 2024 19:14:10 +1100
To:

Subject: [EXTERNAL] Re: Traffic and Transport Team- Proposed Roundabout - DCTC/2311/118
Attachments: Proposed Roundabout.docx, Signatures.pdf, Signatures (highland+oxford).pdf

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.

Hello,

Please see attached several more signatures from residents, as well as residents in Highland Street.

This petition opposing the construction of the round about has now received signatures from the following residences:

Oxford Street
Oxford Street
Oxford Street
Oxford Street
Oxford Street
Oxford Street
Oxford Street
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Oxford Street
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Oxford Street
Oxford Street
Oxford Street
Oxford Street
Oxford Street

Oxford Street
Oxford Street
Oxford Street
Oxford Street

Harold Street

Highland Street
Highland Street
Highland Street
Highland Street
Highland Street
Highland Street
Highland Street

I would appreciate correspondence on the outcome of this issue please.

Thank you

Sent: 20 October 2024 16:02
To: Records Department <council@cumberland.nsw.gov.au>
Subject: Re: Traffic and Transport Team- Proposed Roundabout - DCTC/2311/118

Please use this letter instead (no changes to pages with signatures, this remains as is)

Thanks

Sent: 16 October 2024 18:56
To: Records Department <council@cumberland.nsw.gov.au>
Subject: Traffic and Transport Team- Proposed Roundabout - DCTC/2311/118

Hello,

Please find attached feedback to the proposed roundabout with signatures.

Regards,

Traffic and Transport team
Cumberland Council
Your reference: DCTC/2311/118

Highland Street and Oxford Street Guildford – Proposed Roundabout

Dear Sir/Madam,

I refer to your letter dated 9 October 2024. I am writing to formally object to the proposed construction of a new roundabout in front of my home at Oxford Street Guildford. I do not believe the proposal would improve traffic flow or safety. Rather, I believe this project poses several significant concerns for our community as set out below.

1. **Removal of street parking**: the proposal would create a 53m no stopping zone on the south side of Oxford St and extend the no stopping zones on the north side of Oxford St and on Highland St. This would remove approximately 12 car spaces that are currently available for residents and their visitors, leading to increased congestion in surrounding areas, which are already congested as it is, as drivers seek alternative parking options. For families and guests, this change would create unnecessary inconvenience

2. **Loss of driveway access:** If the roundabout is built, residents on the south side of Oxford St will no longer be able to turn into their driveway when travelling east on Oxford Street towards Woodville Road due to the proposed speed cushions. Instead, residents would have to turn right onto Woodville Road, turn left into Osgood Street, drive down and turn left onto Excelsior Street, turn left onto Kenelda Ave, drive up and turn right back onto Woodville Road and then finally turn right into Oxford Street at the traffic lights. This is a very significant detour which will add to traffic congestion, particularly at the Woodville Road / Oxford St traffic light, which can already have long traffic queues. For example, the queue to turn right onto Oxford St from Woodville Road already often extends beyond Kenalda Ave.

3. **Disruption during construction**: Oxford St provides an important connection to the Guildford Railway overbridge and there is a significant amount of traffic relying on this route to get to and from the west side of the railway line at all hours, including during nighttime. There would be very significant disruption to this traffic flow during construction of the proposed roundabout with a large amount of congestion likely to result. In addition to the impact that this traffic would face, the congestion will impact the ability of residents to access their houses during this time. There would also be impact to residents through increased noise and dust, further impacting the quality of life for residents nearby.

4. **Safety risk by changes**: I also have concerns regarding safety. The area in question is currently pedestrian-friendly, including with a 40 speed limit operating during school hours and with users familiar with the area. We have been living here for over 30 years and rarely see accidents occurring currently at this location based on the existing settings. However, the addition of a roundabout may create confusion for both drivers and pedestrians,

increasing the risk of accidents, particularly for children and elderly residents who frequently use this route. For example, drivers who are used to going straight through Oxford St may inadvertently fail to give way to cars from Highland St, causing accidents.

5. **Poor use of ratepayer funds**: It is important that the council uses its ratepayer funds prudently and minimises the rates it needs to raise from residents. Given the lack of benefit that would arise from this project as well as the issues set out above, this project would be a poor use of ratepayer funds that could otherwise be put towards better uses.

Attached to this letter is a petition signed by several residents of our street who share these concerns and oppose the proposed roundabout. We urge the council to reconsider this proposal and explore alternative solutions that prioritize both traffic management and community well-being.

Thank you for considering my objections. I look forward to your response and hope that the council will take our concerns into account.

Sincerely,

Petition Against the Proposed Roundabout on Oxford Street

Traffic and Transport team
Cumberland Council

I/We, wish to express our strong opposition to the proposed construction of a roundabout in front of our homes. We believe this project will have negative impacts on our community, including:

- The removal of street parking and impacted access to driveways, leading to increased congestion and inconvenience for residents.
- Safety concerns regarding pedestrian access and increased traffic.
- Significant disruption while works are taking place given the importance of Oxford St for reaching the Guildford Railway bridge.
- Disruption to the peaceful environment of our neighbourhood.
- Poorly using hard earned money that residents pay in council rates.

We respectfully urge the council to reconsider this proposal and explore alternative solutions that better serve the needs of our community.

Signatures:

Name	Address	Signature	Date

Name	Address	Signature	Date

Name	Address	Signature	Date

Name	Address	Signature	Date

Petition Against the Proposed Roundabout on Oxford Street

Traffic and Transport team
Cumberland Council

I/We, wish to express our strong opposition to the proposed construction of a roundabout in front of our homes. We believe this project will have negative impacts on our community, including:

- The removal of street parking and impacted access to driveways, leading to increased congestion and inconvenience for residents.
- Safety concerns regarding pedestrian access and increased traffic.
- Significant disruption while works are taking place given the importance of Oxford St for reaching the Guildford Railway bridge.
- Disruption to the peaceful environment of our neighbourhood.
- Poorly using hard earned money that residents pay in council rates.

We respectfully urge the council to reconsider this proposal and explore alternative solutions that better serve the needs of our community.

Signatures:

Petition Against the Proposed Roundabout on Oxford Street

Traffic and Transport team
Cumberland Council

I/We, wish to express our strong opposition to the proposed construction of a roundabout in front of our homes. We believe this project will have negative impacts on our community, including:

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- Poorly using hard earned money that residents pay in council rates.

We respectfully urge the council to reconsider this proposal and explore alternative solutions that better serve the needs of our community.

Signatures:

Item No: CTC-25-171

DELHI STREET & SIMLA STREET, LIDCOMBE – PROPOSED INTERSECTION TREATMENT

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 has received concerns from residents regarding the intersection of Delhi Street and Simla Street, Lidcombe.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of 'No Stopping' signs at the intersection of Delhi Street and Simla Street, Lidcombe in accordance with the attached plan be approved.**

2. **The installation of speed cushions on the Delhi Street approaches to its intersection with Simla Street in accordance with the attached plan be approved.**

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

REPORT

Delhi Street is a local road that runs in a north-south direction between Maud Street and Parramatta Road with a speed limit of 50 km/h. It has a width of approximately 12.7 m and parking is permitted on both sides of the road unless signposted.

Simla Street is a local road that runs in an east-west direction between Bombay Street and Platform Street with a speed limit of 50 km/h. It has a width of approximately 8.2 m and parking is permitted on both sides of the road in accordance with Road Rules unless signposted.

Delhi Street and Simla Street form an intersection with priority to Simla Street. The intersection is signposted 'STOP' signs and line marking.

The map below shows the intersection of Delhi Street and Simla Street:

`

Council has received concerns from a resident regarding safety at the intersection of Delhi Street and Simla Street. It is alleged that vehicles are not stopping at the intersection.

The latest crash data indicated that there were no reported crashes at the intersection of Delhi Street and Simla Street, Lidcombe in the 5 years ending June 2024.

Council ordered traffic counts in Delhi Street on its approaches to Simla Street.

The traffic count data is tabulated below:

Delhi Street traffic counts	North of Simla Street	South of Simla Street
Average Daily Traffic (ADT) – Veh/day	1,865	1,858
AM peak hour – Veh/hr	112	109
PM peak hour – Veh/hr	119	175
Recorded 85th percentile speed – Km/hr	35.3	46.8
85th %tile speeds towards the intersection (Km/hr)	32.8 (southbound)	**46.8 (northbound)**

The approach speeds of traffic on Delhi Street south of Simla Street is high approaching the ‘STOP’ control.

It is proposed to install speed cushions in Delhi Street on its approaches to Simla Street as per the attached plan.

CONSULTATION

Consultation was undertaken for 14 days from 4 July 2025 to 18 July 2025. One submission was received supporting the proposal.

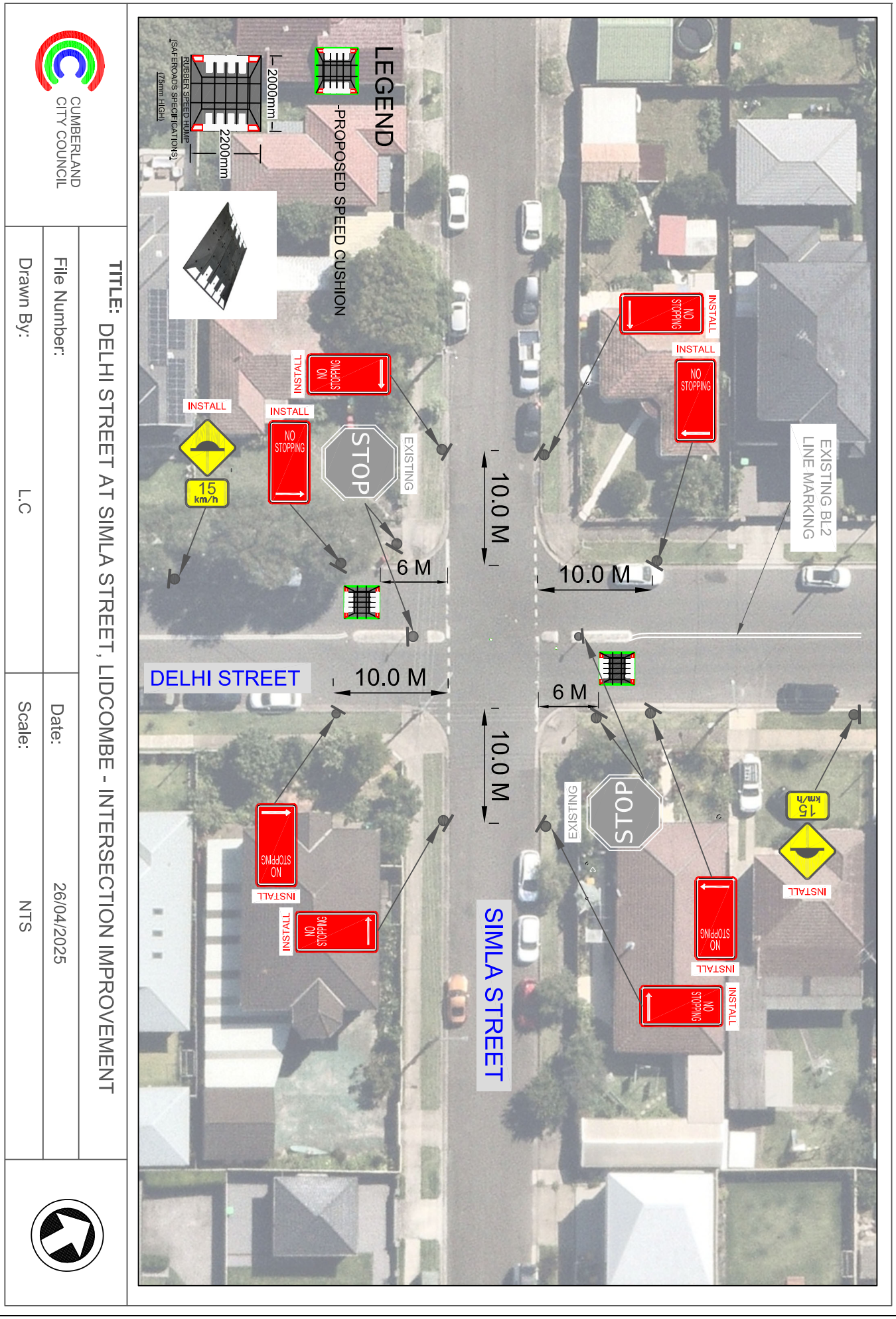
ATTACHMENTS

1. Plan – Delhi Street and Simla Street, Lidcombe – Proposed "No Stopping' signage and speed cushions. ⇩
2. Submission ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-171

Attachment 1

Plan – Delhi Street and Simla Street, Lidcombe – Proposed “No Stopping’ signage and speed cushions.



CUMBERLAND CITY COUNCIL

TITLE: DELHI STREET AT SIMLA STREET, LIDCOMBE - INTERSECTION IMPROVEMENT

Drawn By: L.C	File Number:	Date: 26/04/2025
		Scale: NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-171

Attachment 2

Submission

From:
Sent: Fri, 11 Jul 2025 16:32:57 +1000
To:
Bcc:
Subject: RE: [EXTERNAL] Support for Simla Street and Delhi Street, Lidcombe - Intersection Treatment and Additional Feedback

Hi

Traffic Team Reference: RM-RD2025/2806 - Parking Concerns – Simla Street and Delhi Street, Lidcombe

Thank you for your email and for your strong support for the proposed traffic improvements at the Simla Street and Delhi Street intersection. We greatly appreciate your engagement and the constructive suggestions you've shared regarding road safety and amenity in your neighbourhood.

While your request for tree trimming is now with Council's Maintenance Team for actions, Traffic Team has reviewed your request for Resident Parking Scheme (RPS) and proposed restrictions along one side of the street.

Your request for the introduction of a residential permit parking system and stricter enforcement of time-limited parking has been registered. Council typically supports Resident Parking Schemes (RPS) in areas where the majority of dwellings lack off-street parking options. Given that most homes in this area appear to have at least one off-street parking space, an RPS is unlikely to be supported under current guidelines. That said, your submission will be retained for consideration during any future reviews of parking management in the area, especially in light of your concerns about business-related vehicle storage and event-related congestion.

Council is open to reviewing existing parking arrangements where there is sufficient support from directly affected residents. As such, we recommend that you consult with your neighbours to gauge the level of support for one-sided parking on Simla Street. Should a majority support the change, Council would be pleased to consider a proposal for further assessment.

I will bring these matters to my manager, for his attention in the next weekly meeting.

We trust this information is off assistance.

Kind regards

Sent: Thursday, 10 July 2025 9:24 PM
To: Records Department <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Support for Simla Street and Delhi Street, Lidcombe - Intersection Treatment and Additional Feedback

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.

Dear

I hope this message finds you well.

I'm writing to express my strong support for the proposed road safety improvements at the Simla Street and Delhi Street intersection, particularly the implementation of speed cushions and new "No Standing" signage. These measures are a welcome step toward improving the safety and accessibility of our local streets.

In addition to these initiatives, I'd like to raise a few further suggestions for consideration:

1. **Permit Parking and Time Limit Enforcement:**
   To better manage on-street parking, I recommend reinforcing the existing 2-hour parking restrictions for non-permit holders and introducing a permit system that provides each household with at least two residential permits.
   This is particularly important during special events at Sydney Olympic Park, when local traffic significantly increases. Additionally, businesses such as the mechanics on Bombay Street often leave vehicles parked for repair for up to two weeks, further limiting available parking. A stricter permit system would help reduce congestion and generate additional revenue through more consistent enforcement.
2. **Single-Side Parking on Simla Street:**
   Given the narrow width of Simla Street between Delhi Street and Bombay Street, I propose restricting parking to one side only. This would significantly improve traffic flow and safety, especially for larger vehicles and emergency services.
3. **Tree Trimming for Improved Visibility:**
   I'd also like to request the trimming of overgrown trees at the west end of Simla and Delhi Streets (in front houses 97-101). These currently obstruct visibility near the stop signs and make it difficult for drivers to see oncoming vehicles, increasing the risk of accidents.

Thank you for taking the time to consider this feedback. I appreciate the council's continued efforts to improve road safety and the quality of life in our neighbourhood, and I would be happy to provide any further input if needed.

Kind regards,

Item No: CTC-25-172

DESMOND STREET AND DAVIES STREET, MERRYLANDS – PROPOSED ROUNDABOUT

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 a request from a local resident for the installation of a roundabout at the intersection of Desmond Street and Davies Street, Merrylands due to safety concerns.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of a roundabout with speed cushions at the intersection of Desmond Street and Davies Street, Merrylands be supported in principle subject to funding.**

2. **Upon receiving the funding, Council prepares a concept plan for the proposed roundabout and speed cushions, undertake consultation with affected residents and provide a further report to the Traffic Committee.**

REPORT

Council has received a request from a local resident for the installation of a roundabout at the intersection of Desmond Street and Davies Street, Merrylands due to safety concerns.

Desmond 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 11.5 m and parking is permitted on both sides of the road unless signposted.

Davies 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 10.5 m and parking is permitted on both sides of the road unless signposted.

Desmond Street and Davies Street form a four-way intersection with priority given to Desmond Street. Currently, there are 'Give Way' signs and associated line marking on Davis Street.

The map below shows the location of the intersection of Desmond Street and Davies Street:

The latest Centre for Road Safety crash data indicates that there were three reported injury accidents at the intersection of Desmond Street and Davies Street in the last five years. The accident details are listed in the table below.

Date	Location	Description
02/03/2021	Desmond Street and Davies Street	Adj - Cross traffic
19/06/2021	Desmond Street and Davies Street	Adj - Cross traffic
06/09/2023	Desmond Street and Davies Street	Adj - Cross traffic

Traffic counts were undertaken in both Desmond Street and Davies Street, Merrylands in October 2023. The traffic count locations are marked on the same map above.

The results of the traffic count indicated the following:

	Average daily traffic (Veh/day)	85th %tile speed (Km/hr)
Desmond Street	1,865	58.5
Davies Street	411	42.5

Due to the number of crashes at this intersection and the high vehicle speeds on Desmond Street, it is proposed to install a roundabout with associated speed cushions to improve safety for all road users at this location.

CONSULTATION

Subject to endorsement, consultation will be undertaken on the proposal.

ATTACHMENTS

Nil

Item No: CTC-25-173

RESPONSE TO NOTICE OF MOTION - TOONGABBIE BRIDGE

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

Note: *Recommendation to Council*

SUMMARY

This report provides a response to the Notice of Motion – Toongabbie Bridge resolved at the Ordinary Meeting of Council on 26 February 2025 (Min.886, C02/25-69).

RECOMMENDATION

The Traffic Committee recommends that Council receive and note the report.

REPORT

At the Ordinary Meeting of Council held on 26 February 2025, Council considered the Notice of Motion – Toongabbie Bridge and resolved (Min.886, C02/25-69):

That Council request Council officers to prepare a report through the Cumberland Traffic Committee in respect to the following:

- *Provide an update on the planning and design work for the road upgrade at the Toongabbie Bridge area; and*
- *Confirm funding allocation between the three Councils (Blacktown, Parramatta and Cumberland) to deliver the project.*

This report provides a response to the matters raised in the motion.

Council has previously identified traffic issues at Toongabbie Bridge and approaches a key issue. Representations have been made over many years by Council to the NSW Government to resolve the issue.

In 2019, the NSW Government commenced a comprehensive study to identify improvements aimed at easing congestion and enhancing safety in and around the Toongabbie Bridge area. The study specifically examined traffic flows, road safety, and active transport options. Findings revealed that the primary sources of congestion were the intersections located on both sides of the Toongabbie Bridge. Importantly, the study recommended against upgrading the bridge itself, as such an intervention would provide minimal congestion or safety benefits while incurring significant costs.

In mid-2024, both City of Parramatta Council and Cumberland City Council were each awarded $1 million in funding from Transport for NSW (TfNSW) to advance the detailed design and approval stages for infrastructure upgrades recommended by the 2019 study. The projects funded are shown in Figure 1 and include:

1. Localised widening to add an additional southbound lane on Wentworth Avenue at Cornelia Road, to be undertaken by Cumberland City Council.
2. Signalisation of the existing roundabout at the intersection of Fitzwilliam Road, Station Road, and Wentworth Avenue, to be undertaken by City of Parramatta.
3. Widening Wentworth Avenue to two southbound lanes between the roundabouts, also to be undertaken by City of Parramatta.

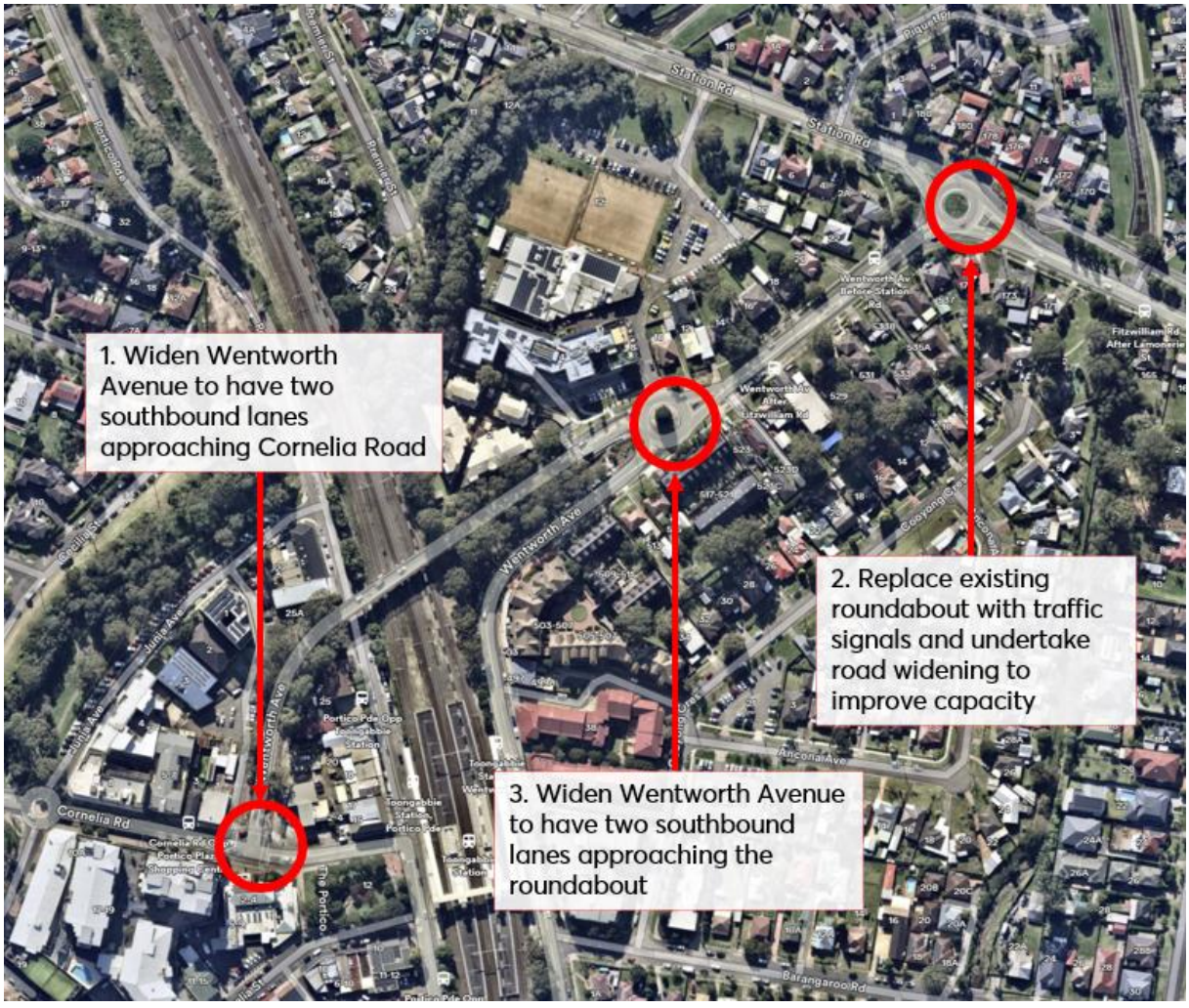


Figure 1: Toongabbie Bridge area projects

Utilising this grant, Council has appointed Turnbull Engineering as Lead Design Consultants to progress the planning and design of the project under Cumberland City Council. Key elements of the planning and design work to date include the following:

- Concept Design Development:
  - Preliminary investigations including service searches, geotechnical reports and site surveys.

- A 25% concept design has been prepared that outlines proposed upgrades to the road corridor, with a focus on improving vehicle capacity, traffic flow efficiency, pedestrian access, and overall safety.
- The design includes the proposed road widening, intersection upgrades, new and upgraded crossing points, lighting upgrades and improvements to the public domain around the Wentworth Avenue and Cornelia Road.

- Traffic and Transport Analysis:
  - An updated traffic study and analysis is being jointly prepared by the City of Parramatta and Cumberland City Council to model current congestion levels and assess the performance of the proposed upgrade options.
  - This traffic analysis will require Transport for NSW approval and will form the basis of a deed which will allow construction approval.

- Stakeholder Consultation
  - Early engagement has occurred with key external agencies including Transport for NSW, utility service providers to minimise design conflicts.
  - Feedback from stakeholders is being incorporated into the design process to improve functionality and reduce construction risk

- Review of Environmental Factors
  - A preliminary environmental assessment is being undertaken to identify any ecological, cultural, or heritage constraints within the project footprint and impacts of the project.
  - Findings from the environmental assessments will inform a Review of Environmental Factors (REF) to identify and manage potential environmental impacts and secure necessary approvals prior to construction.

Further to this the implementation of the next phase of the project will include development of detailed designs, refining initial cost estimates, receiving construction approvals and the preparation of tender-ready documentation. This will be the projects focus for the remainder of this financial year. Council will seek formal approval from the Cumberland Traffic Committee for the proposed works that fall within its jurisdiction.

Following this, Council will be well-positioned initiate the procurement process for selecting a qualified contractor to deliver the project. This will involve preparing and issuing the tender documents, evaluating bids, and before reporting to Council recommending a contractor with the expertise and capacity to undertake the intersection upgrade.

Concurrently, both Councils will begin developing detailed construction management plans. These plans will outline the scheduling, staging, traffic management, and safety protocols necessary to ensure the works are delivered efficiently, with minimal disruption to the community and road users.

In terms of construction of the projects for the Toongabbie Bridge area, the Federal Government announced a $25m allocation for the project in February 2025, and this allocation was announced by the State Government as part of the NSW Budget in June 2025. Council is currently working with TfNSW in arranging the necessary document

for the project to ensure that funding can be provided for construction. The allocation of the $25m funding between the Councils will be progressed as part of this work.

CONSULTATION

Consultation will be undertaken as part of the planning and design phase of the project and is anticipated to be undertaken this financial year. The timing of this consultation will be confirmed in conjunction with City of Parramatta and Transport for NSW.

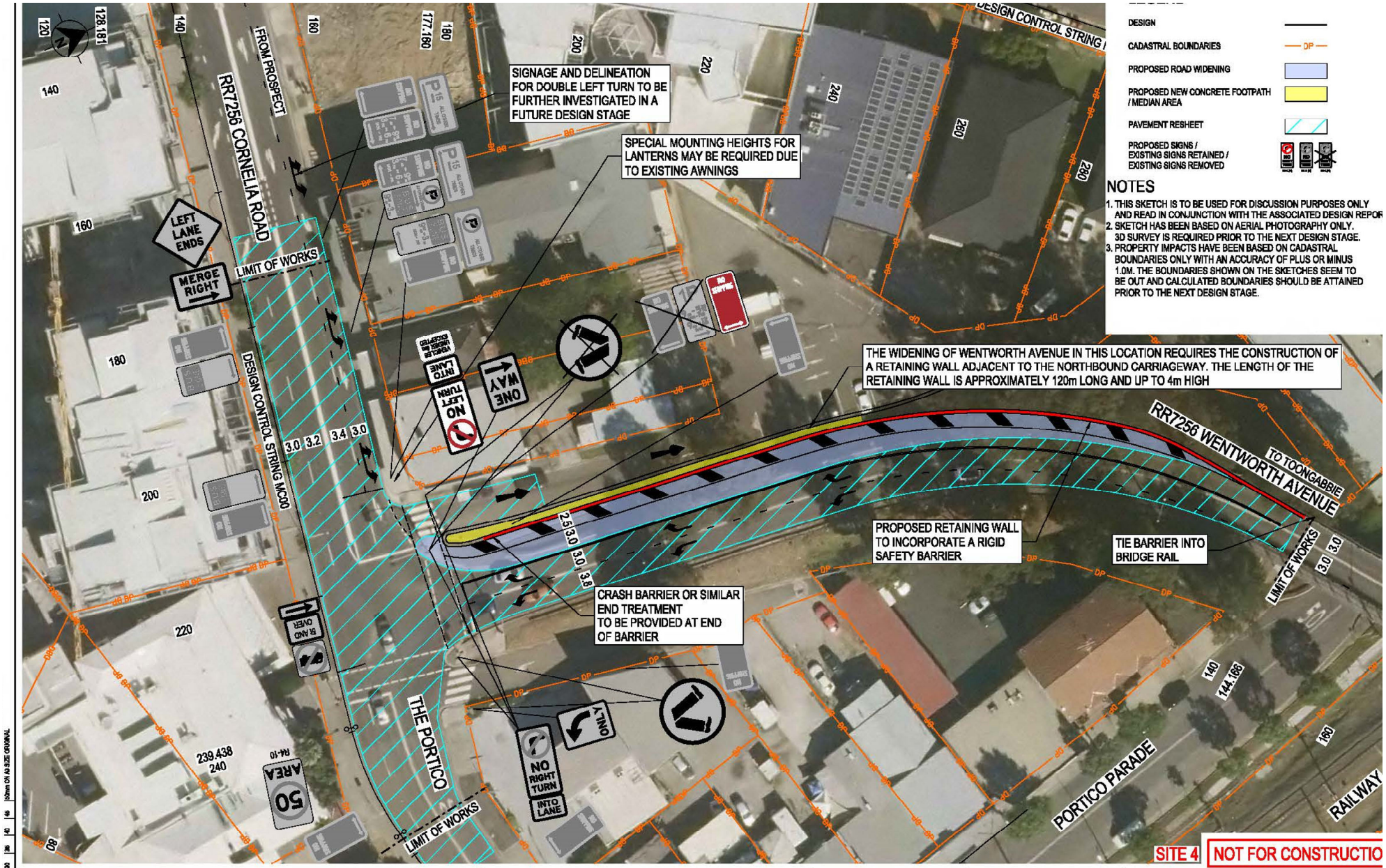
ATTACHMENTS

1. Wentworth Avenue and Cornelia Road, Toongabbie - Strategic Concept Plan ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-173

Attachment 1

Wentworth Avenue and Cornelia Road, Toongabbie - Strategic Concept Plan



DRAWING FILE LOCATION / NAME: K:\Design\pds31\Toongabbie Rail Bridge\Drawings\Sheets - per site\DS2020-000xxx-RD-0007 - Plan Sheet Site 4.dgn	DESIGN LOT CODE: -	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING: N/A	PLOT DATE / TIME: 28/01/2021 1:33:04 AM; PLOT BY: ongm
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DRAWINGS / DESIGN PREPARED BY: Transport for NSW ENGINEERING SERVICES	TITLE / NAME / DATE: DRAWN M. ONG XX.XX.XX; DRG CHECK J. HOBART XX.XX.XX; DESIGN J. HOBART XX.XX.XX; DESIGN CHECK J. HOGAN XX.XX.XX	CLIENT: NSW Transport for NSW; PREPARED FOR: PLANNING AND PROGRAMS	CUMBERLAND AND PARRAMATTA COUNCIL AREAS; RR7256 - CORNELIA ROAD; TOONGABBIE TRAFFIC STUDY; ROAD IMPROVEMENTS AROUND WENTWORTH AVENUE TOONGABBIE; PLAN SHEET SHEET 13 OF; PWD REGISTRATION No. DS2020 / 000924

Item No: CTC-25-174

MEADOWS STREET, THOMAS STREET AND MAY STREET, MERRYLANDS – PROPOSED MEDIAN ISLAND AND 'NO STOPPING' RESTRICTIONS

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 safety concerns from residents regarding the 90-degree bend at the intersection of Meadows Street, Thomas Street and May Street, Merrylands.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of median islands and 'No Stopping' signs at the intersection of Meadows Street, Thomas Street and May Street, Merrylands in accordance with the attached plan be approved.**

2. **The affected and concerned residents be notified of the outcome.**

REPORT

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

Meadows Street and Thomas Street are two local roads that runs in an east-west direction with a speed limit of 50 km/h as well. Both streets have a width of approximately 12.5 m and parking is permitted on both sides of the road unless otherwise signposted.

May Street and Thomas Street forms a T intersection with priority to May Street. There is a 90-degree bend in May Street north of Thomas Street.

The map below shows the intersection.

Locality Plan

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

A site inspection found that vehicles are crossing the existing BL2 dividing lines when negotiating the 90-degree bend in May Street. In addition, cars are parking too close to the intersection of May Street and Thomas Street.

To address these issues, it is proposed to install a median island at the bend with mountable sections to maintain access to residents' properties and to implement 'No Stopping' restrictions near the intersection. These measures will improve road safety by discouraging vehicles from crossing into the wrong lane, reducing conflict points, and ensuring clear sightlines at the intersection. They will also help maintain smooth traffic flow and compliance with road rules.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days from 10 June 2025 to 24 June 2025. Council received one response by the closing date which support the proposal.

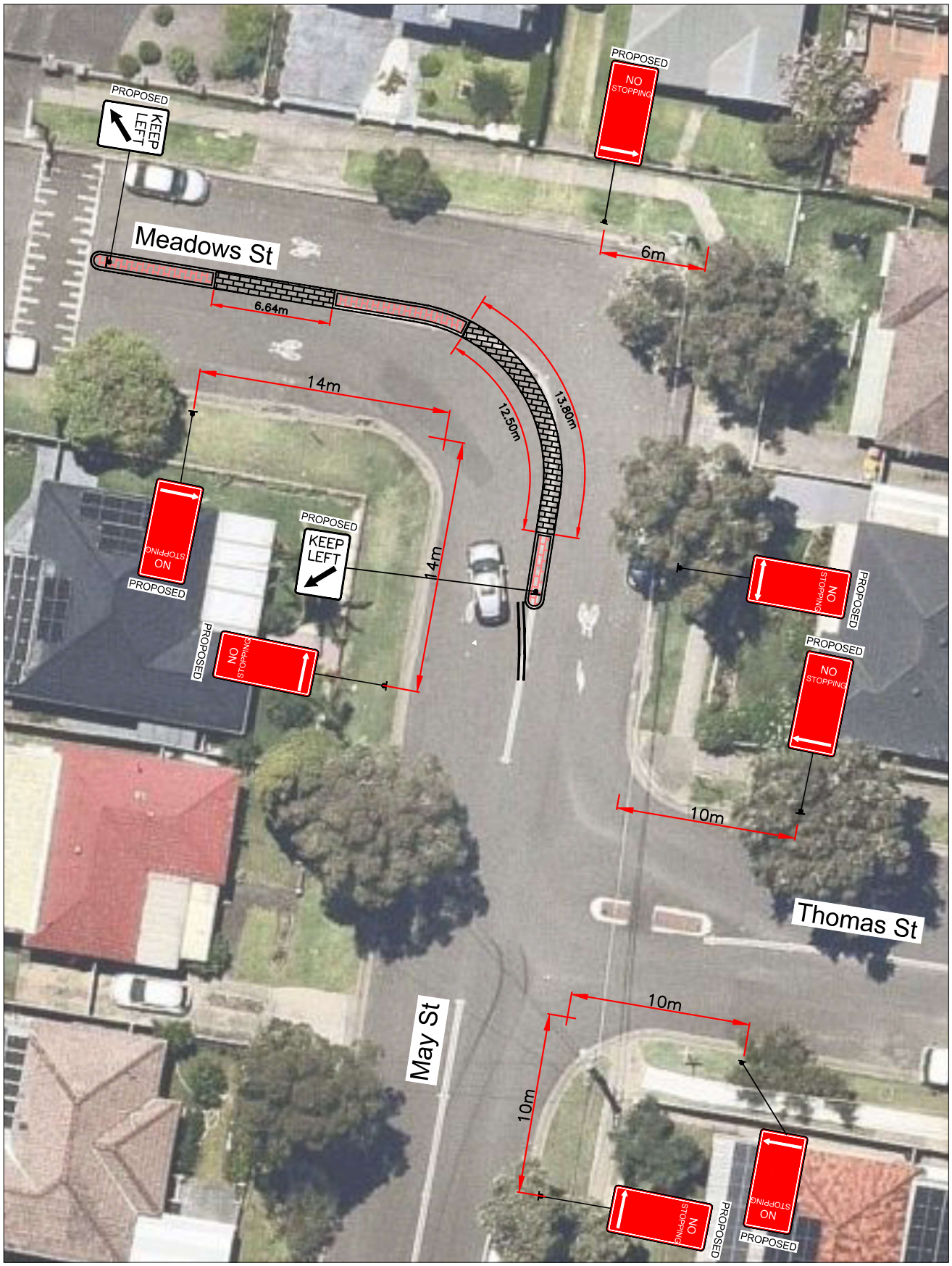
ATTACHMENTS

1. Plan – Meadows Street, Thomas Street and May Street, Merrylands – Proposed Median Island and Parking Restrictions ⇩
2. Submission ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-174

Attachment 1

Plan – Meadows Street, Thomas Street and May Street, Merrylands – Proposed Median Island and Parking Restrictions



CUMBERLAND CITY COUNCIL	**TITLE:** May St & Meadows St & Thomas St, Merrylands - Proposed Median Island and Parking Restrictions	
	Date: 21/08/24	
	Scale: NTS	
	Drawn By: P.L	

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-174

Attachment 2

Submission

RECEIVED
02 JUL 2025

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/033

MEADOWS STREET, MAY STREET AND THOMAS STREET, MERRYLANDS – CONSULTATION OF THE PROPOSED MEDIAN ISLANDS

Name: __ __

Address: __

Phone: _

Please indicate your views on the road safety concerns and installation of median island and associated signages at the intersection of Meadows Street, May Street and Thomas Street, Merrylands as described in Council's letter dated 10 June 2025 and submit your response by **Tuesday 24 June 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 10 June 2025 in relation to road safety concerns and the installation of median island and associated signages at the intersection of Meadows Street, May Street and Thomas Street and I am in favour of the below option/s.

1. ***I support the proposal in accordance with the attached plan.*** ☑

2. ***I do not support installation of median islands and signages at the intersection.*** ☐

Further comments on road safety in Meadows Street, May Street and Thomas Street:

I am unable to reverse out of my driveway because there are vehicles very close to my (Parked) driveway, that I have trouble seeing if there is any cars coming down Meadows St. It is very unsafe for me to reverse. Jul.

(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
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Item No: CTC-25-175

DELHI STREET, LIDCOMBE – REQUEST FOR TRAFFIC CALMING

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 has received safety concerns from residents in Delhi Street, Lidcombe due to speeding.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **Council undertake consultation with the residents of Delhi Street, Lidcombe to gauge their support or opposition to the installation of speed humps in Delhi Street.**

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

REPORT

Delhi Street is a local road that runs in a north-south direction between Maud Street and Parramatta Road with a speed limit of 50 km/h. It has a width of approximately 12.7 m and parking is permitted on both sides of the road unless signposted.

There are two cross streets, namely Nicholas Street and Simla Street, forming intersections with Delhi Street apart from both ends.

Simla Street is a local road that runs in an east-west direction between Bombay Street and Platform Street with a speed limit of 50 km/h. Delhi Street and Simla Street form an intersection with priority to Simla Street. The intersection is signposted with ‘STOP’ signs and line marking. A report is included in this agenda proposing speed cushions on the Delhi Street approaches at the intersection of Delhi Street and Simla Street to improve safety at the intersection.

Nicholas Street is a local collector road that runs in an east-west direction between Harry Avenue and Bachell Avenue with a speed limit of 50 km/h. Nicholas Street and Delhi Street form an intersection with priority to Nicholas Street. The intersection is signposted with ‘STOP’ signs and line marking.

There are also median islands with openings on the Delhi Street approaches at the above two intersections.

The map below shows the location of Delhi Street.

Council has received road safety concerns in Delhi Street.

The latest crash data indicated that there was one reported crash at the intersection of Delhi Street and Maud Street and one crash on Delhi Street 20 m north of Maud Street in the 5 years ending June 2024. These crashes are in Section 1 of Delhi Street.

These details of crashes are tabulated below:

Date		Location	Description
16/02/2020	Non-casualty	Delhi St, 20m North of Maud St	Other same direction
15/01/2021	Minor injury	Delhi St @ Maud St	Right-through from right

The reported crashes on the state road Great Western Highway/Parramatta Road at its intersection with Delhi Street are not considered here.

Due to continued community concerns, Council officers have analysed traffic count data in Delhi Street at two locations. The traffic count locations are shown in red on the map above.

The results of the traffic count on Delhi Street, Lidcombe, indicated the following:

	Section 1 – Maud St to Nicholas St	Section 2 – Nicholas St to Simla St
Average Daily Traffic (ADT) – Veh/day	2,884	1785
85th percentile speed (km/h)	57.2	56.5
Mean (average) speed (km/h)	49.3	48.4

Council officers have investigated the request for the installation of traffic calming devices on Delhi Street.

The results of the traffic counts and recorded crashes are used in the assessment to determine the need for the installation of traffic calming devices on Delhi Street in accordance with the Local Area Traffic Management (LATM) criteria set out in Council's Traffic and Transport Policy and Guideline.

The LATM assessments are summarised in the tables below.

Table 1 – Delhi Street - LATM Assessment Points:

Criteria	Maximum Score	Scores Achieved	
		Section 1 – Maud St to Nicholas St	Section 2 – Nicholas St to Simla St
Traffic Study Data	60	30	15
Local Characteristics	40	15	15
Total	**100**	**45**	**30**

Note: Section 1 of Delhi Street has higher volume of traffic and a reported crash compared to Section 2.

Table 2 – Delhi Street – Action:

Points (out of 100)	**Recommended Action(s)**
61-100	Report to Cumberland Traffic Committee with a recommendation of providing traffic calming. Report to Cumberland Traffic Committee on line marking 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	**Monitor and review traffic data after 6 months.** **Report to Cumberland Traffic Committee on line marking 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	**Monitor and review traffic data after 12 months.** **Report to Cumberland Traffic Committee online marking 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	•Do nothing.
Speed	Regardless of the total points scored, should the 85th percentile speed exceeds 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 line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.

In view of the continued concerns from some residents and high traffic speeds, it is proposed to undertake consultation with the residents regarding the installation of traffic calming devices in the street.

CONSULTATION

Subject to endorsement, consultation will be undertaken on the proposal.

ATTACHMENTS

Nil

Item No: CTC-25-176

PENDLE WAY, PENDLE HILL - PROPOSED TEMPORARY ROAD CLOSURE FOR THAI PONGAL FESTIVAL 2026

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

Note: *Recommendation to Council*

SUMMARY

Council has received a request for a 18 - hour closure of Pendle Way, Pendle Hill for 'Thai Pongal Festival 2026'.

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 Saturday 18 January 2026 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 2:00am to 8:00pm Saturday 18 January 2026 for the Thai Pongal Festival. This community event takes place annually and Council did not have any issue in the 2025 event.

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. 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 event area is shown in the image below.

The road closure will be between 2:00 am and 8:00pm Saturday 18 January 2026.

The Traffic Guidance Scheme (Traffic Control Plans) for the community event is attached.

The Traffic Management Plan will be forwarded to Transport for NSW for concurrence.

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 Guidance Scheme – Thai Pongal Festival 2026 ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-176

Attachment 1

Plan – Traffic Guidance Scheme – Thai Pongal Festival 2026

www.infrahon.com

AAA TRAFFIC CONTROL
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Mount Druitt NSW 2770
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info@aaatc.com.au
A.B.N. 53 648 829 994

NOTES:
1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to TGS may be only made by persons holding an TfNSW "Prepare a Work Zone TMP" certification.
3. All traffic control devices may only be set out by persons holding an TfNSW "Implement Traffic Control Plans" ticket or higher.
4. Traffic control personnel must hold an TfNSW "Traffic Controller" ticket or higher.
5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. 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.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
10. 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.

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.

CLIENT:	**SYDNEY WIDE HOMES**
CONTACT: THEVA	PH: 0401 909 636
PROJECT: ROAD CLOSURE	
LOCATION: PENDLE WAY, PENDLE HILL	
PO:	

MANAGEMENT
- O STOP / SLOW
- O LANE MERGE
- O CONTRA FLOW
- ● DETOUR
- ● ROAD CLOSURE
- O SHOULDER WORKS
- ● PEDESTRIAN MGMT.
- O TRUCK ENTRY/EXIT

ROAD CLASSIFICATION
- O STATE (RTA/RMS)
- O REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

JOB NO.	**11824**
● TGS / O TMP / O CTMP	
PLAN NO:	**TP1114**
AUTHOR:	TYRONE PRITCHARD
CERT:	TCT1028313
DATE:	18/09/2023
REV DATE	
SCALE	N.T.S
SIGN:	Tyrone AP

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
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
Separating opposing traffic on 2 lane 2 way road	55</55-75/>75	4/12/18
Separating opposing traffic on multilane undivided road	55</55-75/>75	4/12/18
Adjacent to a closed lane on a multilane road	55</55-75/>75	4/12/18
Merge tapers	55-75/ > 75	9 / 12
Lateral shift tapers	55-75/ > 75	12 / 18
Protecting freshly painted lines	55-75/ > 75	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v6.1 (TABLE 6 - 2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED(km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	15	15	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

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NOTES:
1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to TGS may be only made by persons holding an TINSW "Prepare a Work Zone TMP" certification.
3. All traffic control devices may only be set out by persons holding an TINSW "Implement Traffic Control Plans" ticket or higher.
4. Traffic control personnel must hold an TINSW "Traffic Controller" ticket or higher.
5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. 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.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
10. 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.

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.

CLIENT:	**SYDNEY WIDE HOMES**
CONTACT:	THEVA PH: 0401 909 636
PROJECT:	ROAD CLOSURE
LOCATION:	PENDLE WAY, PENDLE HILL
PO:	

MANAGEMENT
- ○ STOP / SLOW
- ○ LANE MERGE
- ○ CONTRA FLOW
- ● DETOUR
- ● ROAD CLOSURE
- ○ SHOULDER WORKS
- ● PEDESTRIAN MGMT.
- ○ TRUCK ENTRY/EXIT

ROAD CLASSIFICATION
- ○ STATE (RTA/RMS)
- ○ REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

JOB NO.	**11824**
● TGS	
○ TMP	
○ CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	**TP1114(A)**
AUTHOR:	TYRONE PRITCHARD
CERT:	TCT1028313
DATE:	18/09/2023
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
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
Separating opposing traffic on 2 lane 2 way road	55</55-75/>75	4/12/18
Separating opposing traffic on multilane undivided road	55</55-75/>75	4/12/18
Adjacent to a closed lane on a multilane road	55</55-75/>75	4/12/18
Merge tapers	55-75/ > 75	9 / 12
Lateral shift tapers	55-75/ > 75	12 / 18
Protecting freshly painted lines	55-75/ > 75	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v6.1 (TABLE 6 - 2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONES AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	15	15	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

Item No: CTC-25-177

JUNCTION STREET, AUBURN - STRATEGIC CYCLEWAY - PROPOSED CYCLEWAY LINK

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 has received correspondence from City of Parramatta Council in relation to the Duck River Nature Trail that runs on the boundary between Cumberland City Council and City of Parramatta Council.

This report outlines the outcome of the review.

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

1. **Council support both concept options in principle, with a preference for Option 2 – Cycleway along Junction Street with Pedestrian Crossing.**

2. **Council undertake consultation with affected residents.**

REPORT

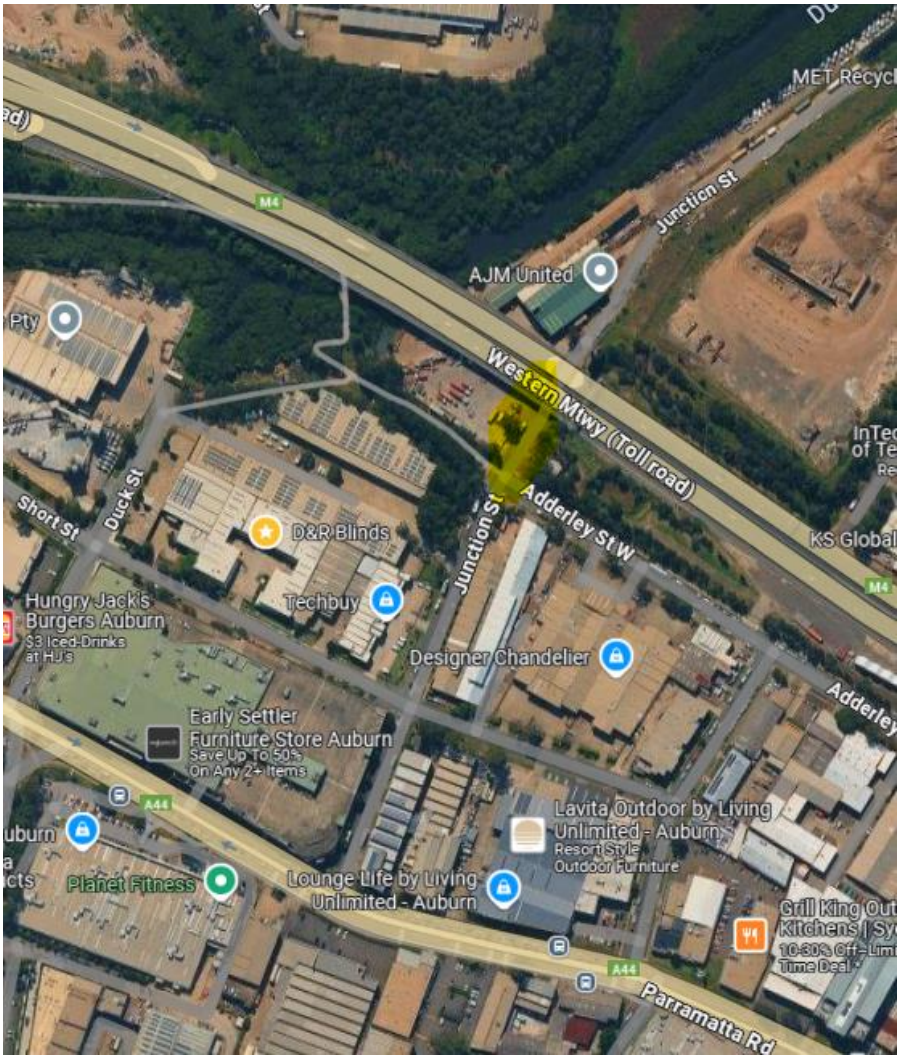
The City of Parramatta Council has secured funding from Transport for NSW through the Western Sydney Infrastructure Grants Program to deliver the Duck River Nature Trail project. This initiative has a strong focus on active transport and will be delivered in three stages, incorporating new boardwalks and dedicated pedestrian and cyclist paths along the eastern edge of Duck River.

The project will establish key links between the City of Parramatta Council, Cumberland City Council, and Canterbury-Bankstown Council, supporting sustainable travel modes and improving access to open space for the broader community.

As part of Stage 2, an 80-metre cycleway link is proposed on the northern side of the Western Motorway connecting via Junction Street to the existing cycleway network within the Cumberland LGA.

Junction Street is located in an industrial area. It is approximately 11.5m wide with unrestricted parking on both sides of the road. On the western side of Junction Street opposite Adderley Street, there is an established connection point to the existing cycleway network known as the 'Duck River Cycleway'.

The map below shows the location of Junction Street and surrounding road network:



Locality map

Following discussions with the City of Parramatta Council's Active Transport team, Cumberland City Council granted permission for the City of Parramatta Council to undertake the design of the proposed cycleway located within the Cumberland Local Government Area (LGA). The proposed cycleway is consistent with the objectives of the *Cumberland Walking and Cycling Strategy 2024*, as it aligns with Corridor 2 identified in the strategy and will directly contribute to its active transport network.

Two concept designs options were prepared by City of Parramatta Council for Junction Street:

- Option 1: Separated bi- directional cycleway with kerb extensions
- Option 2: Separated bi- directional cycleway with a pedestrian crossing

To support the development of Stage 2, the City of Parramatta Council conducted a 'Have Your Say' community consultation via its website in March 2025, providing brief information on the proposed works and inviting community feedback.

Although limited detail was provided during the initial consultation, it is recommended that Council provide in-principle support for both concept options to facilitate ongoing design development for Stage 2 with a preference for Option 2, as it creates a strategic connection within the Cumberland active transport network.

CONSULTATION

The City of Parramatta Council completed the initial community consultation. Cumberland City Council will undertake additional consultation with the local community prior to the commencement of work in Cumberland LGA.

ATTACHMENTS

1. Plan – Junction Street Proposed Cycleway Concept Plan Options ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-177

Attachment 1

Plan – Junction Street Proposed Cycleway Concept Plan Options

CITY OF PARRAMATTA

Duck River Nature Trail
Silverwater, NSW 2128, Australia

ANALYSIS - JUNCTION STREET SILVERWATER

DRAFT

Analysis Sheet 055

BY HW
CKD MW
APP AC

Revision: C
Date: 04/06/23

CAPITAL PROJECTS
LANDSCAPE ARCHITECTURE
316 Victoria Road 2116
Australia

5 Junction Street
6 Junction Street
182 - 186 Adderley Street West
JUNCTION STREET
ADDERLEY STREET W
2400
1800
2400
9750
3575
3575
2600
2675
3750
1 Existing shared path
2 Existing driveway crossing
3 Proposed concrete hardstand
4 Proposed cycle lane
0 2 4 6 8 10 M
SCALE - 1:250@A3
N

Item No: CTC-25-178

WHALANS ROAD, GREYSTANES - ROAD SAFETY CONCERNS – CONSULTATION RESULT

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

Note: *Recommendation to Council*

SUMMARY

Council has undertaken consultation with residents for the proposed speed humps in Whalans Road, Greystanes.

This report outlines the outcome of the review.

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of speed humps on Whalans Road, Greystanes be supported in principle.**
2. **Council prepares design of the speed humps, undertake consultation with directly affected residents and report back to Traffic Committee.**
3. **The concerned residents be notified of the outcome.**

REPORT

Cumberland Traffic Committee (CTC) at its meeting in February 2025 considered a report (CTC-25-043) regarding road safety concerns on Whalans Road, Greystanes. Council resolved to undertake consultation with the residents of Whalans Road, Greystanes on the installation of traffic calming and report back to Cumberland Traffic Committee.

Consultation was carried out with the residents of Whalans Road in May 2025. Council received 40 responses (22% of the total letters sent) by the closing date, including one duplicate response from the same address and one anonymous response. Of the 38 valid responses, 21 (54%) supported the proposed speed hump, 16 (41%) opposed it, and 1 (5%) did not indicate a preference.

Based on these results, as the majority of residents indicated support, it is recommended that the installation of speed humps be approved in principle, Council

prepares a design of the speed humps and undertakes consultation with directly affected residents.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 9 May 2025 to 23 May 2025. A total of 38 valid responses were received.

ATTACHMENTS

1. Previous Report – CTC-25-043 ⇩
2. Previous Minutes – CTC-25-043 ⇩
3. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-178

Attachment 1

Previous Report – CTC-25-043

CUMBERLAND CITY COUNCIL

Traffic Committee
5 February 2025

Item No: CTC-25-043

WHALANS ROAD, GREYSTANES – ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Manager Engineering and Building
Electorate:	*Prospect*
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 Whalans Road, Greystanes due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends:

1. **Council consult on the installation of traffic calming devices on Whalans Road, Greystanes and report the results to a future Traffic Committee meeting**

2. **Council refers the matter to NSW Police for speed monitoring and/or enforcement.**

REPORT

Council has received a request from a local resident and a subsequent request by Council to investigate the installation of traffic calming devices on Whalans Road, Greystanes due to speeding concerns.

Whalans Road is a local road runs in an east-west directions from Greystanes Road to Cumberland Road. The road is approximately 4.5km long with three existing roundabouts at the intersections with Vernon Street, Brighton Street and Gozo Road.

Whalans Road has a speed limit of 50km/h. Parking is permitted on both sides of the road in accordance with the Road Rules unless otherwise signposted.

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

CUMBERLAND CITY COUNCIL

Traffic Committee
5 February 2025

Background

11 November 2017

CTC considered a report (CTC-17-131) regarding the road safety concerns on Whalans Road, Greystanes and recommended that:

1. *The provision of a traffic calming scheme incorporating speed humps on Whalans Road, Greystanes be approved in principle.*

2. *The resident be consulted and the results reported back to the Traffic Committee with a detailed scheme.*

7 February 2018

Following CTC recommendation, Council undertook consultation with the resident of Whalans Road and reported the result to CTC in February 2018 (CTC-18-032). The Cumberland Traffic Committee recommended that:

1. *The report on the consultation undertaken by Council be received and noted.*

2. *Installation of speed humps in Whalans Road, Greystanes not be supported due to lack of community support.*

3. *Installation of pavement line marking incorporating 'BB' centre lines and edge lines be supported.*

4. *The affected residents be notified of the outcome generally.*

7 August 2019

CTC considered a report (CTC-19-191) regarding the Retro-Reflective Raised Pavement Markers (RRPM) and recommended that:

Cumberland Traffic Committee recommended that the retro reflective pavement markers (RRPM) installed with the centre line of Whalans Road, Greystanes not be removed.

2 March 2022

After continued community concerns received. Council reviewed the traffic condition in Whalans Road between Gozo Road and Kippax Street and reported the findings to CTC in March 2022 (CTC-22-049). The Cumberland Traffic Committee recommended that:

The Traffic Committee recommended that Council undertake consultation with the residents of Whalans Road, Greystanes to assess support or otherwise for the installation of traffic calming devices in the street and report back to traffic committee.

CUMBERLAND CITY COUNCIL

Traffic Committee
5 February 2025

3 August 2022

Following CTC recommendation, Council undertook consultation with the resident of Whalans Road and reported the result to CTC in August 2022 (CTC-22-158). The Cumberland Traffic Committee recommended that:

1. *The installation of traffic calming devices on Whalans Road, Greystanes not be supported.*

2. *Council request Cumberland Police Area Command to monitor the street for speed enforcement.*

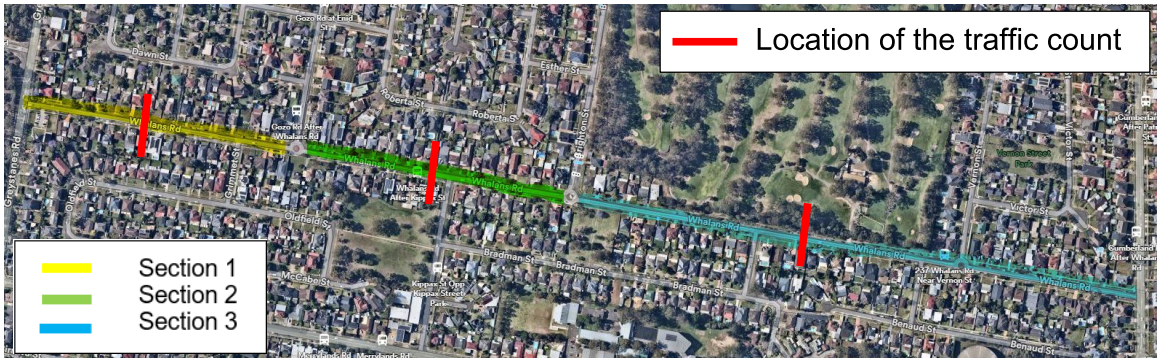
2024/2025

Council has received further community concerns in 2024 regarding speeding in the street. This was then referred to Traffic Committee to investigate by Council as part of Notice of Motion C12/24-45 - Traffic Calming Devices on Whalans Road, Greystanes

The latest Centre for Road Safety accident data indicated that there was no reported accident in Whalans Road in the last 5 years.

Council officers have investigated the request in accordance with Council's Traffic and Transport Policy and Guidelines. The investigation shows that Whalans Road already features traffic control devices such as roundabouts and edge and central line marking.

The map below shows the location of Whalans Road, Greystanes:



Three traffic counts were undertaken on Whalans Road in June, October and November 2024. The traffic count locations are shown in red on the map above.

The results of the traffic count indicated the following:

Table 1: Traffic count Data on Whalans Road, Greystanes

	Section 1 *Between Greystanes Rd & Gozo Rd*	***Section 2*** *Between Gozo Rd & Brighton St*	***Section 3*** *Between Brighton St & Cumberland Rd*
Average Daily Traffic (ADT)	*1,935*	*2,761*	*2,784*
85th percentile speed	*57.06*	*55.8*	*62.46*
Mean (average) vehicle speed	*49.2*	*47.1*	*55.1*

The results of the traffic count and recorded crash history were used to determine the need for the installation of traffic calming devices in accordance with the criteria set out in Council's Local Traffic and Transport Policy and Guidelines for Local Area Traffic Management (LATM).

The Local Area Traffic Management (LATM) assessment is summarised in the tables below:

Table 2 – Whalans Road - LATM Assessment Points

Criteria	**Maximum Score**	**Score Achieved**		
		Section 1	**Section 2**	**Section 3**
Traffic Study Data	60	20	20	35
Local Characteristics	40	17	21	19
Total	**100**	**37**	**41**	**54**

Table 3 – Whalans Road – Action

Points (out of 100)	**Recommended Action(s)**
61-100	• Report to Cumberland Traffic Committee with a recommendation of providing traffic calming. • Report to Cumberland Traffic Committee on line marking 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	• **Monitor and review traffic data after 6 months.** • **Report to Cumberland Traffic Committee on line marking 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	• Monitor and review traffic data after 12 months. • Report to Cumberland Traffic Committee on line marking 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	• Do nothing.
Speed	• **Regardless of the total points scored, should the 85th percentile speed exceeds 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 line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.**

The traffic count indicated that the recorded 85th percentile speed for section 1 to section 3 were 57.06, 55.8 and 62.46 km/h which all exceeds the speed limit of the street by 5km/h. Council will refer the matter to NSW Police for speed monitoring and/or enforcement.

Based on the assessment, two out of the three sections of the road received scores in the 40–60-point range, indicating that consultation with residents regarding the provision of traffic calming devices on the street should be considered. In addition to this, due to the speed data recorded; Council propose to reconsult on the installation of traffic calming devices.

It is noted that previous consultations undertaken by Council have showed that residents of Whalans Street generally do not support the installation of traffic calming devices within the street.

CONSULTATION

Subject to endorsement, consultation will be undertaken on proposed traffic calming measures to affected residents.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-178

Attachment 2

Previous Minutes – CTC-25-043

ITEM CTC-25-043 - WHALANS ROAD, GREYSTANES – ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends:

1. Council consult on the installation of traffic calming devices on Whalans Road, Greystanes and report the results to a future Traffic Committee meeting

2. Council refers the matter to NSW Police for speed monitoring and/or enforcement.

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-178

Attachment 3

Submissions

CUMBERLAND CITY COUNCIL

RECEIVED
20 MAY 2025
BY: ..... REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____ _____

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☐

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 COUNCIL

RECEIVED
30 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___ ___

Address: ___

Phone: _

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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1. ***I support the installation of speed humps on Whalans Road <u>and</u>***

   I raise no objection to consider my property frontage for placement of a speed hump. ☐

2. ***I <u>do not</u> support the installation of speed humps on Whalans Road.*** ☑

Comments: Rather than speed humps, council should consider islands

___

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
23 MAY 2025
BY:

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Address

Phone:

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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   I raise no objection to consider my property frontage for placement of a speed hump. ☑ NO

2. ***I do not support the installation of speed humps on Whalans Road.*** ☐

Comments: Not in front of the driveway as I am 86 and it will be hard for me to back out

Thank You

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
20 MAY 2025

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

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Address _____

Phone:

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1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☑

Comments: I do not support speed humps on Whalans Road. I strongly object to speed bump installation especially at my property frontage. Speed hump installation will reduce my quality of living standard due to noise and lost parking space.

_____

(Signed)

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CUMBERLAND CITY COUNCIL

0 2 JUN 2025

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

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Address: _

Phone: __

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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 Whalans Road.*** ☑

Comments: Rather than speed humps, council should consider islands

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
22 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _

Address

Phone:

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Whalans Road.*** ☑

Comments: The street is tight with multiple roundabouts. I think speed humps are not required to slow traffic down. The roundabouts do an adequate job already

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
19 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:_

Address:

Phone: _

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Whalans Road.*** ☒

Comments: 'AS ABOVE' (2)

_____

_____

_____

_____ _____

_____ _____

(Signed)

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CUMBERLAND CITY COUNCIL

R

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED H

Name: _

Address:

Phone: _____

Please indicate your views on the proposed speed humps in Whalans Road as described in Co
May 2025 and submit your response by **Friday 23 May 2025.**

***Being the owner or tenant of the above address, I have received Council's letter dated 9 Ma
the proposed speed humps on Whalans Road and I am in favour of the below option.***

1. ***I support the installation of speed humps on Whalans Road and***

   I raise no objection to consider my property frontage for placement of a speed hum

2. ***I do not support the installation of speed humps on Whalans Road.***

Comments: • Install and LED sign which tells peop
slow down.
• Use white paint to mark "REDUCE SPEED"
• Increase police patrols in the area.

From:
Sent: Fri, 23 May 2025 13:16:11 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Cc:
Subject: [EXTERNAL] Ref; DCTC/2511/030
Attachments: 2025-05-23 13-07.pdf

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,

See attached from my father in concerns to speed humps being added to Whalans Road Greystanes.

I also don't support this due to all the cars parked on the road now, the road has so many hills that I feel you will have to many blind areas on these if they go ahead. Narrowing the road wont support the random speeders.

Thankyou

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: __

Address:

Phone: _

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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2. ***I do not support the installation of speed humps on Whalans Road.*** ☑

Comments: OTHER THAN AT "BRADFIELD PARK" WHERE IN THE AFTERNOON (MAIN SCHOOL CHILDREN ARE PICKED UP BY PARENTS. DUE TO MORE 'LOCAL' PEOPLE LIVI HERE (I INCLUDE PEMULUWUY) THE ROAD HAS BECOME A SECONDARY MAIN ROAD THE PEOPLE FROM "PEM." ARE USING WHALANS AS THE BEST & QUICKEST EAST-WEST ROUTE & ALSO THE ONLY POST OFFICE FOR THEM IS AT GREYSTANES

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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

CUMBERLAND CITY COUNCIL

RECEIVED
29 MAY 2025

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: __

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Whalans Road.*** ☑

Comments: I do not support this. will cause unnecessary traffic and added noise to our street and property and will be inconvient to have in our home street. This will also negatively impct vehicle wear and emergency response times

(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

CUMBERLAND CITY COUNCIL

RECEIVED
03 JUN 2025
BY .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: .

Phone: _

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Whalans Road.*** ☐

Comments:_____

_____

_____

_____

_____

(Signed)

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CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___ ____

Address: _ ____

Phone: __

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1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☐

Comments: I SUPPORT SPEED HUMPS HOWEVER NOT IN FRONT OF MY HOME

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____ Mobile: 0[illegible]

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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   I raise no objection to consider my property frontage for placement of a speed hump. ☑

2. ***I <u>do not</u> support the installation of speed humps on Whalans Road.*** ☐

Comments: I would prefer a round-about in the nearest cross Sheet.

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ABN 22 798 563 329

CUMBERLAND CITY COUNCIL

RECEIVED
22 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Address:

Phone:

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2. ***I do not support the installation of speed humps on Whalans Road.*** ☑

Comments: I Thank Council for Looking after residents welfare. I believe speeding motorist should Pay Heavy fine. Please Install speed Cameras. If installing Speed humps, I strongly appose in front of the above adress. Thanking you.

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CUMBERLAND CITY COUNCIL

RECEIVED
21 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: __

Address: .

Phone: _

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2. ***I do not support the installation of speed humps on Whalans Road.*** ☐

Comments: ON THE CONDITION DUE DILIGENCE AND PLACEMENT OF SPEED HUMPS.

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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

From:
Sent: Wed, 14 May 2025 11:26:11 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] proposed speed hump reply
Attachments: 1205_001.pdf

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.

Please see attached reply for proposed speed humps, I believe this is a must and long over due, I not only live in the street but I manage 7 homes in the street and understand how the street has become a short cut for vehicles so they can avoid speed humps on Cumberland road, in doing so they also find it entertaining to see how fast they can go from round a bout to round a bout. There has been 3 accidents where parked trailers have been hit opposite the propertys whalans road, these accidents both were related to speeding cars.
Motor bikes also fly through the street hitting in excess of 80-100km.

We would love the speed humps installed as soon as possible especially near the park areas as it worries us that one day a child may be hurt due to the negligence of the drivers.

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:_

Address

Phone:

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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 Whalans Road.*** ☐

Comments: Its a MUST!!

Cars & Motorbikes travel at high speeds, Its a matter of time before something Serious happens

Brighton st also has many high Powered Cars Speeding & doing burnouts mainly late at night

(Signed)

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RECEIVED
23 MAY 2025
BY: .....

CUMBERLAND CITY COUNCIL

RECEIVED
MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: __

Address:

Phone: _

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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 Whalans Road.*** ☐

Comments: HOPEFULLY SPEED HUMPS WILL STOP THE SPEEDING CARS, AS I AM ELDERY CROSSING THE ROAD HAS BECOME VERY DIFFICULT AS I DON'T MOVE AS FAST TO THE ONCOMING TRAFFIC

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
21 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☑

Comments: There's not enough lighting to show travellers to be aware of a hump coming up. Some 'keep Left' signs in the middle of a street or road are not lit up to show the driver that there is a "Keep Left" sign. Night time lighting in those particular areas are very inadequate and have caused damage to motor vehicles.

_____ _____

(Signed)

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ABN 22 798 563 329

CUMBERLAND
CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☐

Comments: I definitly agree with a Hump as there Has been a lot of Hoons speeding between the two Roundabouts making it very unsafe for our children especially when they are catching the bus. I totally agree with it.

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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CUMBERLAND CITY COUNCIL

RECEIVED
16 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: __

Address:

Phone: _

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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2. ***I do not support the installation of speed humps on Whalans Road.*** ☐

Comments:

(Signed)

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CUMBERLAND CITY COUNCIL

20 MAY 2025

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Address:

Phone:

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Whalans Road.*** ☑

Comments: No! NO! No!

WITH ALL THE REV HEADS I OBJECT TO HAVING SPEED HUMP WITHIN 100M OF OUR PROPERTY, WE'RE BOTH 75 & 90 BEEN LIVING IN FOR OVER 50 YEARS, BOTH NOT WELL, I HAVE NEVER SEEN A COP OR OR A MOBILE SPEED CAMERA ON OUR ROAD. TO SLOW THE TRAFFIC DOWN PARTIALLY BLOCK THE TOP END OF WHALANS ROAD AND POLICE IT.

(Signed)

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CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: ___

Phone: _____ Mobile: _____

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2. ***I do not support the installation of speed humps on Whalans Road.*** ☒

Comments:_____

_____

_____

_____

_____

_____

(Signed)

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ABN 22 798 563 329

Welcome *Belong* Succeed

CUMBERLAND CITY COUNCIL

RECEIVED
21 MAY 2025
BY:

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: __

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Whalans Road.*** ☐

Comments: I don't want speed hump infront of My House

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
20 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____ Mobile: _____

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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 Whalans Road.*** ☐

Comments: This will provide a much safer street for children, pets & people walking

_____

_____

_____

_____ _____

_____ _____

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
15 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

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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 Whalans Road.*** ☐

Comments: This is well overdue, especially on the round about on the Gozo Rd intersection which is used as a launching pad for speeding cars.

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
16 MAY 2025
BY

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: _

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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 Whalans Road.*** ☒

Comments:_____

_____

_____

_____

_____

_____

(Signed)

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CUMBERLAND CITY COUNCIL

20 MAY 2025

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Address:

Phone:

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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2. ***I do not support the installation of speed humps on Whalans Road.*** ☐

Comments: PLEASE INSTALL! HOONS RACE UP OUR STREET DAY & NIGHT. A FATALITY WILL HAPPEN SOON! OUR ROAD HAS BECOME A VERY BUSY THOROUGHFARE FROM GREYSTANES RD TO CUMBERLAND RD. THEY ARE AN ABSOLUTE NECESSITY!

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

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1. ***I support the installation of speed humps on Whalans Road and***

   I raise no objection to consider my property frontage for placement of a speed hump. X

2. ***I do not support the installation of speed humps on Whalans Road.***

Comments: I do not want speed humps in front of Whalans Rd.

(Signed)

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Welcome *Belong* Succeed

CUMBERLAND CITY COUNCIL

RECEIVED
16 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _

Address

Phone: _____ Mobile: _____

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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 Whalans Road.*** ☒

Comments: We have been living here for nearly 60 years and have done ok without Speed humps. All we need is police to be around more offten. In all the years we have been here there hasn't been many accidents, More Police patrol much better.

_____

(Signed)

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From:
Sent: Mon, 19 May 2025 12:11:30 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Whalans Road Greystanes - Proposed speed humps
Attachments: Cumberland Speed Hump Review.pdf

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

I refer to your letter regarding proposed speed humps in Whalans Road Greystanes.

Please see attached signed completed consultation form.

I also reply to the **comments as follows:**

- In October 2021 I contacted Dr Hugh McDermott MP, State Member for Prospect regarding the Anti Social Road Behaviour on Whalans Road Greystanes. He sent correspondence on my behalf to Peter Fitzgerald General Manager at Cumberland City Council and to the Cumberland Police Area Command.
- So many people treat the street as a race track repeatedly, doing burn outs and speeding.
- It is extremely dangerous especially from the round-about at the corner of Gozo Road and then speed up Whalans Road to Greystanes Road.
- Police occasionally used to monitor the area but not recently.
- It has been 4 years since the last review by Council to do anything about the ongoing problem and nothing has changed in the area except for getting worse.

I request that Council make a decision and instal speed humps in the street as it appears that every time consultation letters are sent to residents nothing constructive happens. It would appear that people either don't care about the safety in the area or just can't be bothered to send back the forms.

I further note that Cumberland Road and the surrounding streets in Pemulway all have speed humps so I cant see why a decision by Council is not made for Whalans Road.

I look forward to a positive outcome this time round.

Regards

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: __

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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 Whalans Road.*** ☐

Comments: In October 2021 I contacted Dr Hugh McDermott, MP State member for Prospect and he sent correspondence to Peter Fitzgerald General Manager @ Cumberland Council and Cumberland Police Area Command, regarding the Anti Social Road Behaviour on Whalans Rd, Greystanes
The area is repeatedly used as a race track, doing burnouts and speeding
It is extremely dangerous, especially from the roundabout on the corner of Gozo E and then straight up the top of Whalans Rd to Greystanes Rd,
Police occasionally used to sit in the area to monitore speeding
It is 4 years since last review by Council and nothing has changed in the are but got Worse. I would request that Council make a decison as a lot of people living in the area don't care or cant be bothered to send back the revi form.

Note:
* Cumberland Road and Pemulway have speed humps.

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
20 MAY 2025
BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: _____ Mobile: _____

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Comments:_____

_____

_____

_____

_____

(Signed)

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From:
Sent: Sun, 18 May 2025 18:59:59 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] WHALANS ROAD GREYSTANES - PROPOSED SPEED HUMPS
Attachments: COUNCIL SPEED HUMPS PROPOSAL MAY2025.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.

Please see attached my response to the proposed speed humps on Whalans Road.

As advised Whalans Road is a "rat run" most mornings, cars tearing down the road avoiding Merrylands Road, especially around peak-hour.

It is very difficult to back out of our drive in fear of a car coming over the crest of the hill at speed.

If the proposal is successful I would be happy to have one of the speed humps outside my house —

Thank you,

CUMBERLAND
CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _

Address

Phone:

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2. ***I do not support the installation of speed humps on Whalans Road.*** ☐

Comments: I DO THINK THIS IS A GOOD IDEA WHALANS ROAD IN THE MORNINGS IS USED AS A "RAT RUN", AND CARS ZOOM OVER OUR HILL. WE ARE JUST OVER THE CREST OF A HILL AND MANY TIMES WE ALMOST HAVE BEEN HIT REVERSING OUT OF OUR DRIVEWAY.

(Signed)

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CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

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Address:

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Comments: _____

_____

_____

_____

_____

_____

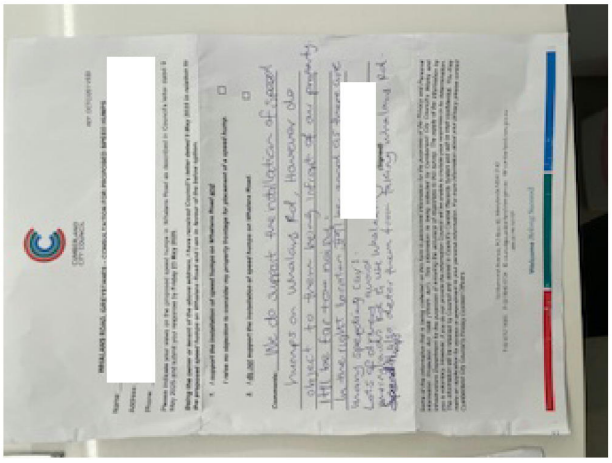
(Signed)

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

From: [redacted]
Sent: Fri, 16 May 2025 19:17:17 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Speed hump proposal

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.



Sent from my iPhone

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:_____

Address _____

Phone: _____

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☐

Comments: I strongly agree to the proposed speed humps. Almost daily when leaving my driveway, I experience difficulties due to the cars speeding up the road. My house is positioned whereby I cannot see the cars coming until they are over the hill, and when they are speeding. I have had many close collisions.
Please put in the speed humps.

_____ ***(Signed)***

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ABN 22 798 563 329

CUMBERLAND CITY COUNCIL

RECEIVED
21 MAY 2025

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: __

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☐

Comments: Yes as Long as the Speed hump isn't installed in front of my Driveway. Thankyou

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CUMBERLAND CITY COUNCIL

RECEIVED
20 MAY 2025

REF: DCTC/2511/030

WHALANS R \D, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: __

Address:

Phone: _____

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☐

Comments:_____

_____

_____

_____

_____

(Signed)

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RECEIVED
30 MAY 2025
BY: .....

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: __

Address:

Phone: _____

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road and***

   I raise no objection to consider my property frontage for placement of a speed hump. ☑

   Suggest * Humps would be well placed ½ way down from top of Whalans Rd from Greystanes Rd to Gage Rd.

2. ***I do not support the installation of speed humps on Whalans Road.*** ☐

Comments: As a suggustion, the use of adding a slowing device (narrowing the road at various point along Whalans Rd).
Stop large trucks from racing from Greystanes Rd along Whalans Rd. Put up large signs with tonage limits.

Police surveland to check cars speed & sign to warn drives to keep to the 50 limit.

(Signed)

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Then a sign to state – your speed has been check

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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

CTC-25-178 – Attachment 3 Page 508

From: "Records Department"
Sent: Mon, 26 May 2025 09:37:55 +1000
To:
Subject: Request for Additional Information - Whalans road

Thank you for your email.

Before forwarding your enquiry to the relevant area within Council, please provide **your full address (with unit number) details** for registration purposes only.

The information is required for the customer data base to prevent duplication and will not be released to any other person or organisation.

Kind regards,

-----Original Message-----

Sent: Sunday, 25 May 2025 4:54 PM
To: Records Department <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Whalans road

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.

Dear council,

I received a letter in the mail in regards to Whalans Road. I was away all of May and so I didn't get to send in my form by the date. But I still wanted to send in my support for speed bumps on Whalans Road. As I live on this road and am fearful for my children's lives, especially when hearing the cars speeding, and I mean going way over 100kms on this road at all times of the day. I am also scared for those kids that go to Greystanes public school that I see cross Whalans street to get home, all the elderly in this area and the citizens that walk daily here. I really hope you can pass this email on to the right people and use this email as a vote of SUPPORTING and saying YES to speed bumps on WHALANS ROAD.

Regards,

Whalans road resident
Sent from my iPhone

2 0 MAY 2025

BY: .....

REF: DCTC/2511/030

WHALANS ROAD, GREYSTANES – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Whalans Road as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May 2025 in relation to the proposed speed humps on Whalans Road and I am in favour of the below option.

1. ***I support the installation of speed humps on Whalans Road 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 Whalans Road.*** ☐

Comments:_____

_____

_____

_____

_____

(Signed)

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Item No: CTC-25-179

DAMIEN AVENUE, GREYSTANES – ROAD SAFETY CONCERN – CONSULTATION RESULT

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

Note: *Recommendation to Council*

SUMMARY

Council has received requests from local residents for the installation of traffic calming devices on Damien Avenue, Greystanes due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of speed humps and vehicle activated sign in Damien Avenue, Greystanes be approved in accordance with the attached plan.**

2. **Council notifies the concerned and affected residents of the outcome.**

REPORT

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.

Council has received concerns from local residents regarding road safety on Damien Avenue, 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:

7 February 2024

CTC considered a report (CTC-23-038) on the road safety concerns in Damien Avenue, Greystanes. Based on the report, CTC recommends:

> *"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."*

20 March 2024

Council at its meeting in March 2024, resolved that *the "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."*

5 June 2024

CTC considered a report (CTC-24-135) on the road safety concerns with a further traffic condition review. Additionally, Council undertook consultation with the residents in April 2024 to assess support for the installation of speed humps in Damien Avenue. The CTC recommends:

"1. Council 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."

2 April 2025

Following the recommendation, a further consultation was carried out with the residents of Damien Avenue accordingly in October 2024. A report (CTC-25-085) regarding the consultation results was presented to the CTC. The CTC recommends:

Council investigate alternate measures for speed calming including a combination of speed humps and local traffic management devices and undertake further consultation with the affected residents.

This recommendation was supported by Council.

Following the recommendation, a further consultation regarding alternate measures for traffic calming was carried out with the residents of Damien Avenue accordingly in June 2025. A total of 29 letters with survey form were distributed to the residents. The following options were listed in the survey form:

Option 1: I support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.

Option 2: I support the installation of speed humps only on Damien Avenue.

Option 3: I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue.

Option 4: I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.

There were seven (7) responses (24% of the total letters sent) received by the closing date, with some respondents selecting more than one option, resulting in nine total selections. The feedback is summarised below:

- Option 1 – 5 selections
- Option 2 – 1 selection
- Option 3 – 2 selections
- Option 4 – 1 selection

Based on the responses received, it is recommended that a combination of speed humps and vehicle activated sign (VAS) be installed as per the attached plan.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 10 June 2025 to 24 June 2025. A total of seven responses were received, with a range of options selected.

ATTACHMENTS

1. Plan - Damien Avenue, Greystanes - Proposed Speed Humps and Vehicle Activated Signs ⇩
2. Previous Report - CTC-25-085 ⇩
3. Previous Minutes - CTC-25-085 ⇩
4. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-179

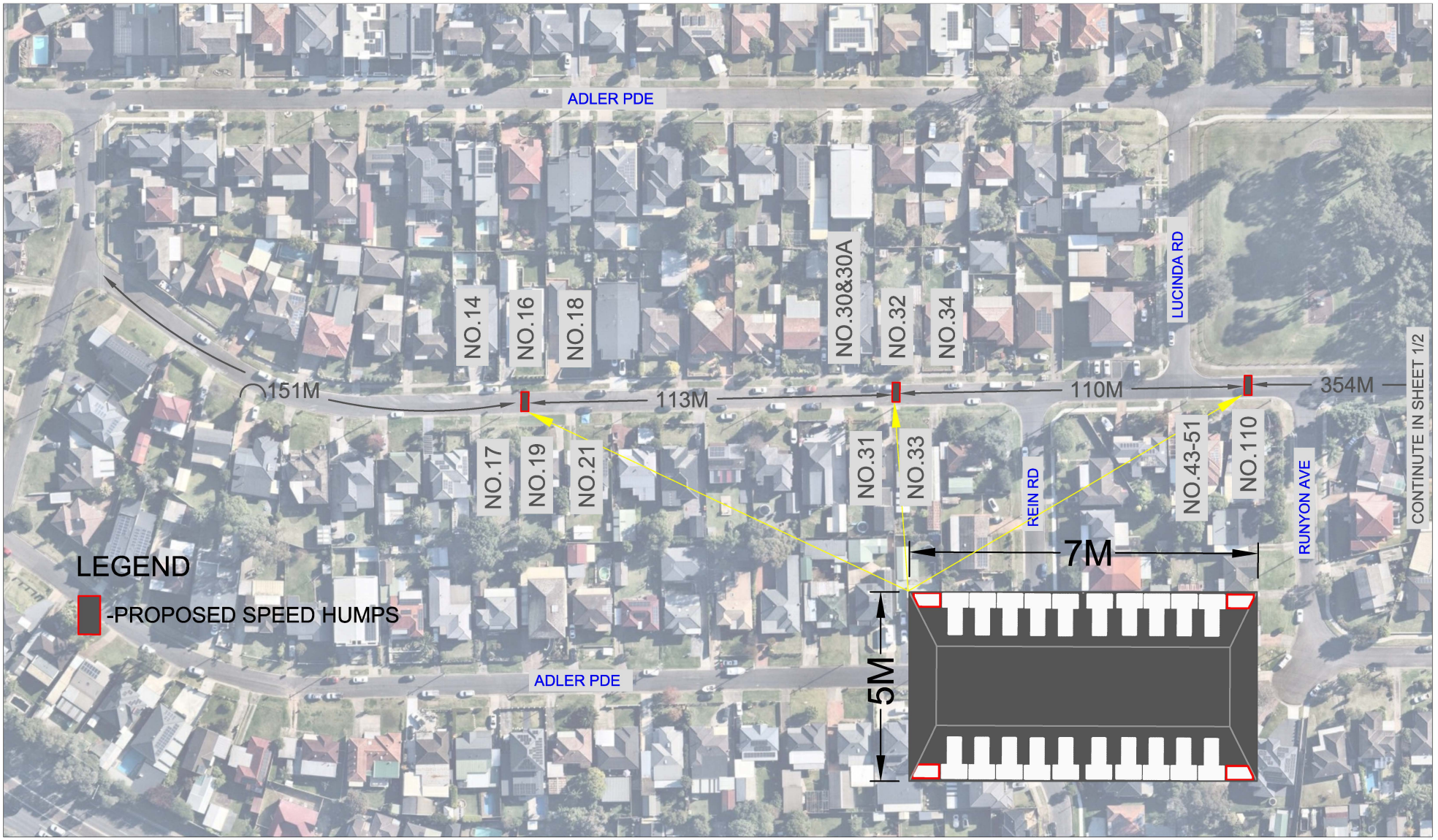
Attachment 1

Plan - Damien Avenue, Greystanes - Proposed Speed Humps and Vehicle Activated Signs

CUMBERLAND CITY COUNCIL

TITLE: DAMIEN AVE, GREYSTANES - PROPOSED SPEED HUMPS 1/2

File Number:		Date:	21/7/25
Drawn By:	L.C	Scale:	NTS



CUMBERLAND CITY COUNCIL	**TITLE:** DAMIEN AVE, GREYSTANES - PROPOSED SPEED HUMPS 2/2		
	File Number:	Date:	21/7/25
	Drawn By: L.C	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-179

Attachment 2

Previous Report - CTC-25-085

CUMBERLAND CITY COUNCIL

Traffic Committee
2 April 2025

Item No: CTC-25-085

DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS

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

Note: *Recommendation to Council*

SUMMARY

Council has undertaken consultation with resident for the proposed speed humps in Damien Avenue, Greystanes.

This report outlines the outcome of the review.

RECOMMENDATION

The Traffic Committee recommends that Council investigate alternate measures for speed calming including a combination of speed humps and local traffic management devices and undertake further consultation with the affected residents.

REPORT

Cumberland Traffic Committee (CTC) at its meeting in June 2024 considered a report (CTC-24-135) regarding road safety concerns on Damien Avenue, Greystanes. Council resolved to undertake designs on the location of speed humps, consult with affected and adjacent residents on the proposed design and report back to the Traffic Committee.

Following the resolution, a design was prepared as attached to this report and consultation was carried out with the residents of Damien Avenue accordingly in October 2024. Council received 15 responses (29% of the total letters sent) by the closing date, 6 responses (40%) were in support and 9 responses (60%) opposed to the proposal. Based on the results, the majority of residents opposed the installation of the proposed speed humps.

As an alternative, consideration was given to the implementation of BL2 line marking as a road safety response; however, Damien Avenue is approximately 7 metres wide and the implementation of these line markings would reduce the availability of on-street parking at this location.

Given the consultation results and the ongoing community interest in the matter, it is recommended that Council officers explore alternate measures for traffic calming, such as alternate speed hump locations, vehicle activated signs and other potential traffic

management devices, and for further consultation to be undertaken with directly affected residents.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 23 October 2024 to 6 November 2024.

A total of 51 letters were distributed with an attached survey form to the residents / owners. There were 15 responses (29% of the total letters sent) received by the closing date, 6 responses (40%) were in support and 9 responses (60%) opposed to the proposal.

ATTACHMENTS

1. Plan - Damien Avenue, Greystanes - Proposed speed hump locations considered during consultation (1 of 2) ⇩
2. Plan - Damien Avenue, Greystanes - Proposed speed hump locations considered during consultation (2 of 2) ⇩
3. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-085

Attachment 1

Plan - Damien Avenue, Greystanes - Proposed speed hump locations considered during consultation (1 of 2)

CUMBERLAND CITY COUNCIL

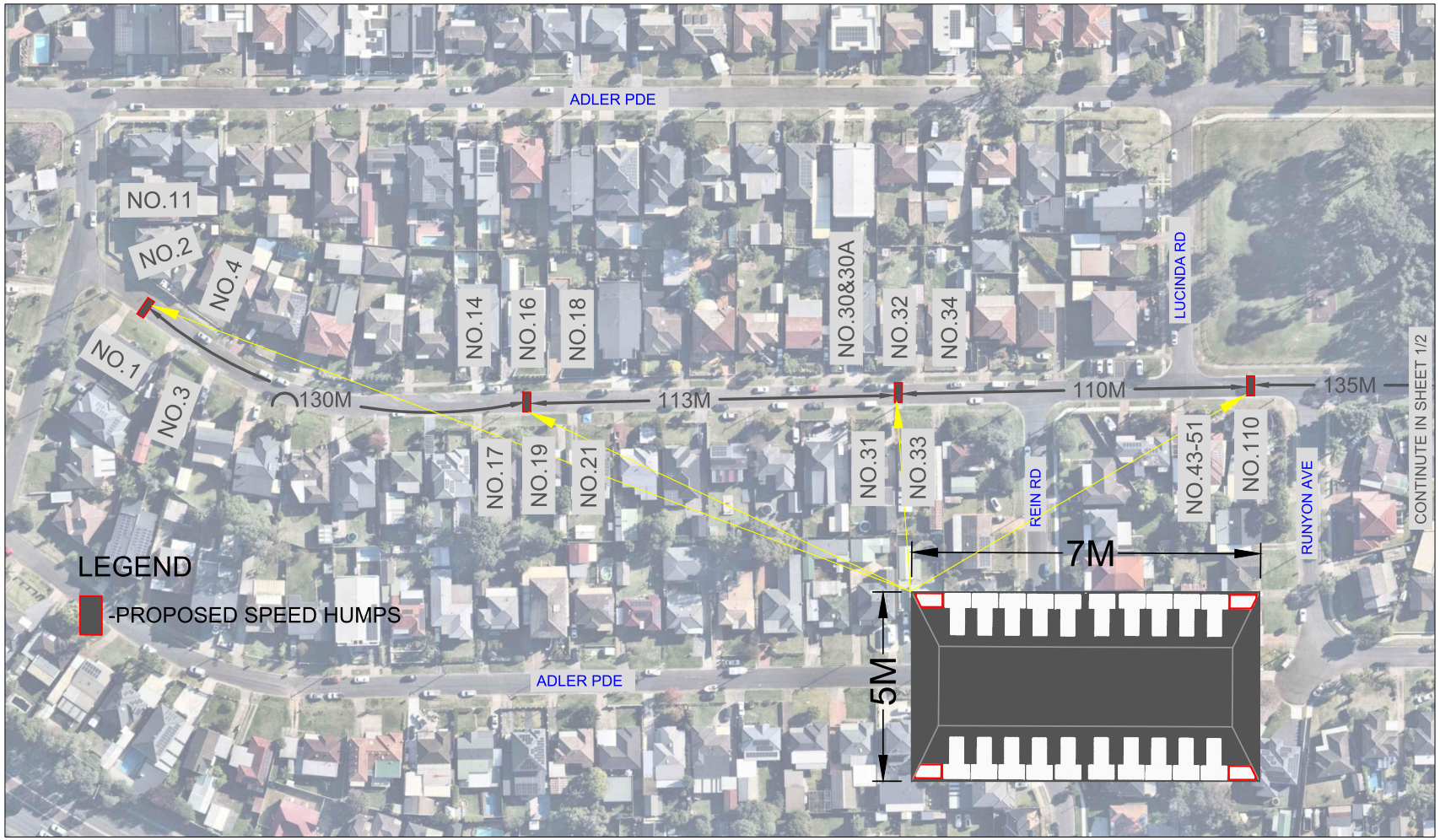
CUMBERLAND CITY COUNCIL	**TITLE:** DAMIEN AVE, GREYSTANES - PROPOSED SPEED HUMPS 1/2		
	File Number:	Date:	2/9/24
	Drawn By: L.C	Scale:	NTS

CUMBERLAND CITY COUNCIL

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-085

Attachment 2

Plan - Damien Avenue, Greystanes - Proposed speed hump locations considered during consultation (2 of 2)



CUMBERLAND CITY COUNCIL

TITLE: DAMIEN AVE, GREYSTANES - PROPOSED SPEED HUMPS 2/2

File Number:		Date:	2/9/24
Drawn By:	L.C	Scale:	NTS

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-179

Attachment 3

Previous Minutes - CTC-25-085

ITEM CTC-25-085 - DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS

Resolved by Exception

The Traffic Committee recommends that Council investigate alternate measures for speed calming including a combination of speed humps and local traffic management devices and undertake further consultation with the affected residents.

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-179

Attachment 4

Submissions

RECEIVED
2 3 JUN 2025
BY: .....

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/037

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED VEHICLE ACTIVATED SIGN (VAS) – ON ROAD SPEED LIMIT

Name: _

Address

Phone:

Please indicate your views on the proposed Vehicle Activated Sign (VAS) in combination with speed humps in Damien Avenue as described in Council's letter dated **10 June 2025** and submit your response by **24 June 2025**.

Being the owner or tenant of the above address, I have received Council's letter dated 10 June 2025 in relation to the proposed vehicle activated sign in Damien Avenue between and I am in favour of the below option.

1. ***I support the installation of Vehicle Activated Sign (VAS) on Damien Avenue, and speed humps*** ☑
2. ***I support the installation of speed humps only on Damien Avenue.*** ☐
3. ***I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue*** ☐
4. ***I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.*** ☐

Comments: No Comments

(Signed)

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CUMBERLAND CITY COUNCIL

REF: DCTC/2511/037

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED VEHICLE ACTIVATED SIGN (VAS) – ON ROAD SPEED LIMIT

Name: _____

Address _____

Phone: _____

Please indicate your views on the proposed Vehicle Activated Sign (VAS) in combination with speed humps in Damien Avenue as described in Council's letter dated **10 June 2025** and submit your response by **24 June 2025**.

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1. ***I support the installation of Vehicle Activated Sign (VAS) on Damien Avenue, and speed humps*** ☒
2. ***I support the installation of speed humps only on Damien Avenue.*** ☐
3. ***I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue*** ☐
4. ***I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.*** ☐

Comments: Yes, There is some crazy drives they are speeding like they going on M4. It will we great if speed humps can be insttaled.

Thank you.

[redacted]

(Signed)

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ABN 22 798 563 329

Welcome *Belong* Succeed

CUMBERLAND CITY COUNCIL

RECEIVED
26 JUN 2025
BY: .....

REF: DCTC/2511/037

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED VEHICLE ACTIVATED SIGN (VAS) – ON ROAD SPEED LIMIT

Name: _____

Address: _____

Phone: _____ Mobile: _____

Please indicate your views on the proposed Vehicle Activated Sign (VAS) in combination with speed humps in Damien Avenue as described in Council's letter dated **10 June 2025** and submit your response by **24 June 2025.**

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3. ***I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue*** ☐
4. ***I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.*** ☐

Comments: _____

_____

_____

_____

_____

_____ _____

(Signed)

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ABN 22 798 563 329

Welcome *Belong* Succeed

RECEIVED
2 3 JUN 2025
BY: .....

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/037

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED VEHICLE ACTIVATED SIGN (VAS) – ON ROAD SPEED LIMIT

Name: _____

Address: _____

Phone: _____ Mobile: _____

Please indicate your views on the proposed Vehicle Activated Sign (VAS) in combination with speed humps in Damien Avenue as described in Council's letter dated **10 June 2025** and submit your response by **24 June 2025**.

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3. ***I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue*** ☑
4. ***I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.*** ☐

Comments: _____

(Signed)

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RECEIVED
2 3 JUN 2025
BY: .....

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/037

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED VEHICLE ACTIVATED SIGN (VAS) – ON ROAD SPEED LIMIT

Name: /

Address:

Phone: _____ Mobile: _____

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3. ***I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue*** ☐
4. ***I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.*** ☑

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

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/037

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED VEHICLE ACTIVATED SIGN (VAS) – ON ROAD SPEED LIMIT

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Please indicate your views on the proposed Vehicle Activated Sign (VAS) in combination with speed humps in Damien Avenue as described in Council's letter dated **10 June 2025** and submit your response by **24 June 2025**.

Being the owner or tenant of the above address, I have received Council's letter dated 10 June 2025 in relation to the proposed vehicle activated sign in Damien Avenue between and I am in favour of the below option.

1. ***I support the installation of Vehicle Activated Sign (VAS) on Damien Avenue, and speed humps*** ☑
2. ***I support the installation of speed humps only on Damien Avenue.*** ☐
3. ***I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue*** ☐
4. ***I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.*** ☐

Comments: Great it done!

[redacted]

(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

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

[redacted]

nt ID: 11698881
ersion Date: 01/01/1900

CUMBERLAND CITY COUNCIL

RECEIVED
20 JUN 2025

REF: DCTC/2511/037

DAMIEN AVENUE, GREYSTANES – CONSULTATION FOR PROPOSED VEHICLE ACTIVATED SIGN (VAS) – ON ROAD SPEED LIMIT

Name:

Address:

Phone:

Please indicate your views on the proposed Vehicle Activated Sign (VAS) in combination with speed humps in Damien Avenue as described in Council's letter dated **10 June 2025** and submit your response by **24 June 2025**.

Being the owner or tenant of the above address, I have received Council's letter dated 10 June 2025 in relation to the proposed vehicle activated sign in Damien Avenue between and I am in favour of the below option.

1. ***I support the installation of Vehicle Activated Sign (VAS) on Damien Avenue, and speed humps*** ☑
2. ***I support the installation of speed humps only on Damien Avenue.*** ☐
3. ***I support the installation of Vehicle Activated Sign (VAS) only on Damien Avenue*** ☐
4. ***I do not support the installation of Vehicle Activated Sign (VAS) and speed humps on Damien Avenue.*** ☐

Comments: IT WOULD BE VERY APPRICIATED IF ITS DONE SOONER THAN LATER
THANKING YOU VERY MUCH

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

Item No: CTC-25-180

TEMPORARY ROAD CLOSURES FOR COUNCIL EVENTS

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

Application is made by Council's Events team requesting the below closures to facilitate Diwali Festival Event, Granville Railway Disaster Memorial Service 2026, 2026 Australia Day Celebrations, Ramadan Food Festival 2026 and 'Nowruz' Persian New Year Celebrations. The events will be managed by Council.

RECOMMENDATION

The Traffic Committee recommends to Council that the temporary road closures associated with Council events in this report are undertaken, 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.**

5. **If the timing of the events varies due to unforeseen circumstances, Council to liaise with Transport for NSW for concurrence.**

REPORT

Diwali Festival Event

Council's Events team proposes a temporary closure of Station Street, Wentworthville between Dunmore Street and Perry Street from 7:00am Saturday 1 November 2025 to 1:00am Monday 3 November 2025 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 occupy along the street with time restricted parking permitted on both sides of the road. Transit Systems Bus Route 818 and 824 and CDCNSW Bus Routes 708 and 709 operate along Station Street from Monday to Friday. No bus services operate on Saturdays or Sundays.

The Station Street closure for the Diwali Festival event has occurred over the last few years 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 1 November 2025 and Sunday 2 November 2025 between the hours of 5:00pm 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.

Granville Railway Disaster Memorial Service 2026

Council will be organising the Granville Railway Disaster Memorial event which proposes 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 Sunday 18 January 2026 from 7:00AM to 1:00PM. 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 southwestern corner of the Carlton Street & Railway Parade traffic lights. Please refer to street view image of the memorial below:

As done in previous years, the event organisers have identified that attendees will meet at the Granville Town Hall and march along Carlton Street towards the memorial.

The image below shows the location of the road closure:

Following the event in previous years, Council staff conducted event debriefings and observed that the event was successful without any issues.

Copies of the Traffic Guidance Scheme (TGS) are attached.

'Australia Day' Celebrations 2026

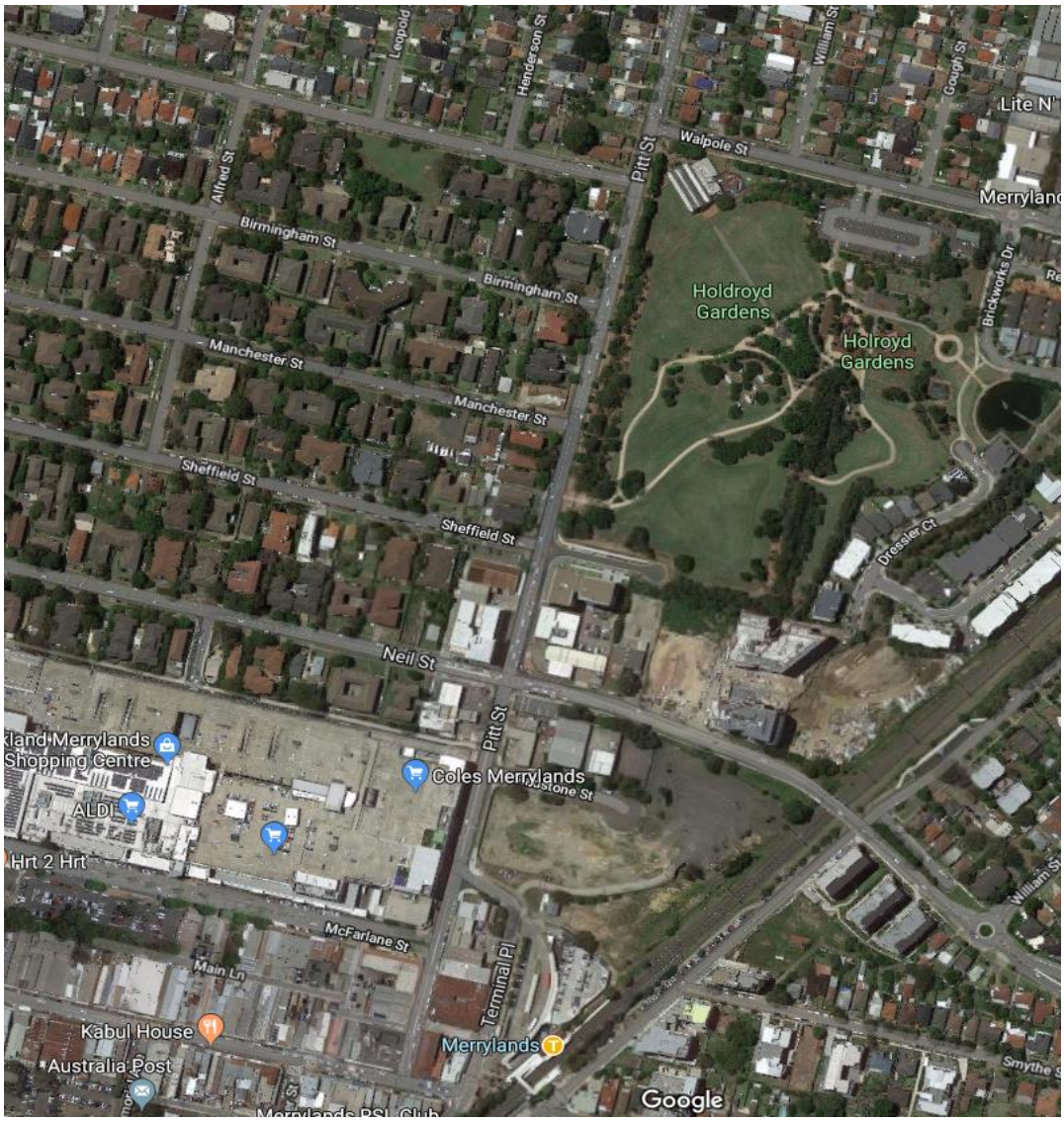
Australia Day is celebrated annually in Holroyd Gardens at the corner of Pitt Street & Walpole Street. The event will be managed by Council.

Australia Day will be celebrated on Monday January 26, 2026, 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 Scheme (TGS) are attached.

The Traffic Management Plan (TMP) will be submitted to Transport for NSW for approval.

Ramadan Food Festival 2026

Council proposes to hold the annual 'Ramadan Street Festival' in the Auburn CBD in March 2026 across two-nights, consistent with the previous Ramadan festival operations in 2025. This event is an annual event which provides a cultural celebration for the community and greater trading opportunities for local businesses within/in close proximity to the event.

The Traffic Guidance Scheme (TGS) is attached. Transport for NSW will be forwarded the Traffic Management Plan with the updated details for approval.

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 proposed road closure is indicated in red below:

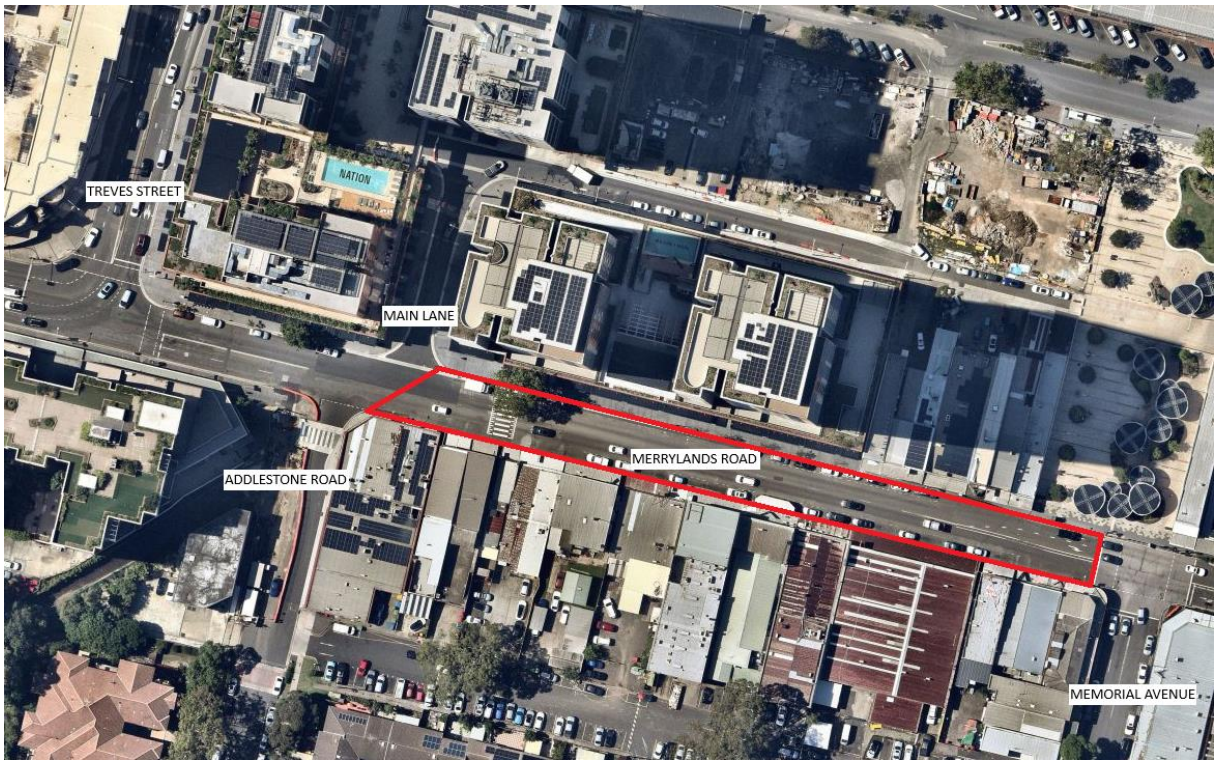
'Nowruz' Persian New Year Celebrations 2026

Following the success of the 2025 Nowruz (Persian New Year) Festival in Merrylands Civic Square, it is proposed to hold the event for 2026 in the same location.

The closure of Merrylands Road between Main Lane/Addlestone Road and Miller Street for this event will provide ample event space and opportunities for local town centre businesses to trade within and/or close proximity to the event space.

The road closure will be on Merrylands Road between Treves Street and Miller Street, from 7:00AM, Saturday, 21 March 2026 to 2:00AM, Sunday, 22 March 2026.
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 and temporary road closure outlined in red.



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.

Guildford Festival 2026

Council has received an application for the temporary closure of Guildford Road between Railway Terrace, and Talbot Road and short sections of Cross Street and Station Street, Guildford from 6:00 AM on Saturday 23 May 2026 to 2:00AM on Sunday 24 May 2026 for the Back to Guildford event.

The festival will include live music, children's activities, food trucks and art showcasing the diversity of Guildford and the local businesses.

The festival is planned for Saturday 23 May 2026 from 4:00 PM to 9:00 PM and proposes the temporary closure of the following road sections:

- Guildford Road between Railway Terrace and Talbot Road,
- An approximately 35 m section of Cross Street south of Guildford Road, and
- An approximately 40 m section of Station Street south of Guildford Road.

The road closures will be affected from 6:00 AM on Saturday 23 May 2026 to 2:00AM on Sunday 24 May 2026. The road closure from morning will prevent any parking within the event area and provide time for event officers to set up stalls and other furniture required for the event.

The map below shows the closed sections in red outline.

There is no special event clearways proposed.

Council will liaise with the bus operators regarding the affected bus routes.

A copy of the Traffic Management Plan (TMP) will be forwarded to TfNSW for concurrence.

CONSULTATION

Subject to endorsement, Council's Events team will carry out the following:

- Advertise the event via Council's website and social media, local papers and any other community/business networks.
- Consult with local businesses in the area (particularly those directly impacted by the road closure).
- Further consult with Emergency Services and Transport Operators as required.
- Undertake further engagement with local businesses and community closer to the event date, including letter notification to businesses directly impacted and in the surrounding area advising of the traffic changes at least 8 weeks prior to the event being held.
- Variable Message Signs (VMS) displayed prior to the event and 'Changes to Traffic' made available on Council's webpage for the event.

Due to the advance notice of the road closure, should the event require a date change, Council officers are to provide an update to affected parties as soon as possible.

ATTACHMENTS

1. Traffic Guidance Scheme - Diwali Festival Event 2025 ⇩
2. Traffic Guidance Scheme - Granville Railway Disaster Memorial Service 2026 ⇩
3. Traffic Guidance Scheme - Australia Day 2026 ⇩
4. Traffic Guidance Scheme - Ramadan Food Festival 2026 ⇩
5. Traffic Guidance Scheme - 'Nowruz' Persian New Year Celebrations 2026 ⇩

6. Traffic Guidance Scheme - Guildford Festival 2026 ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-180

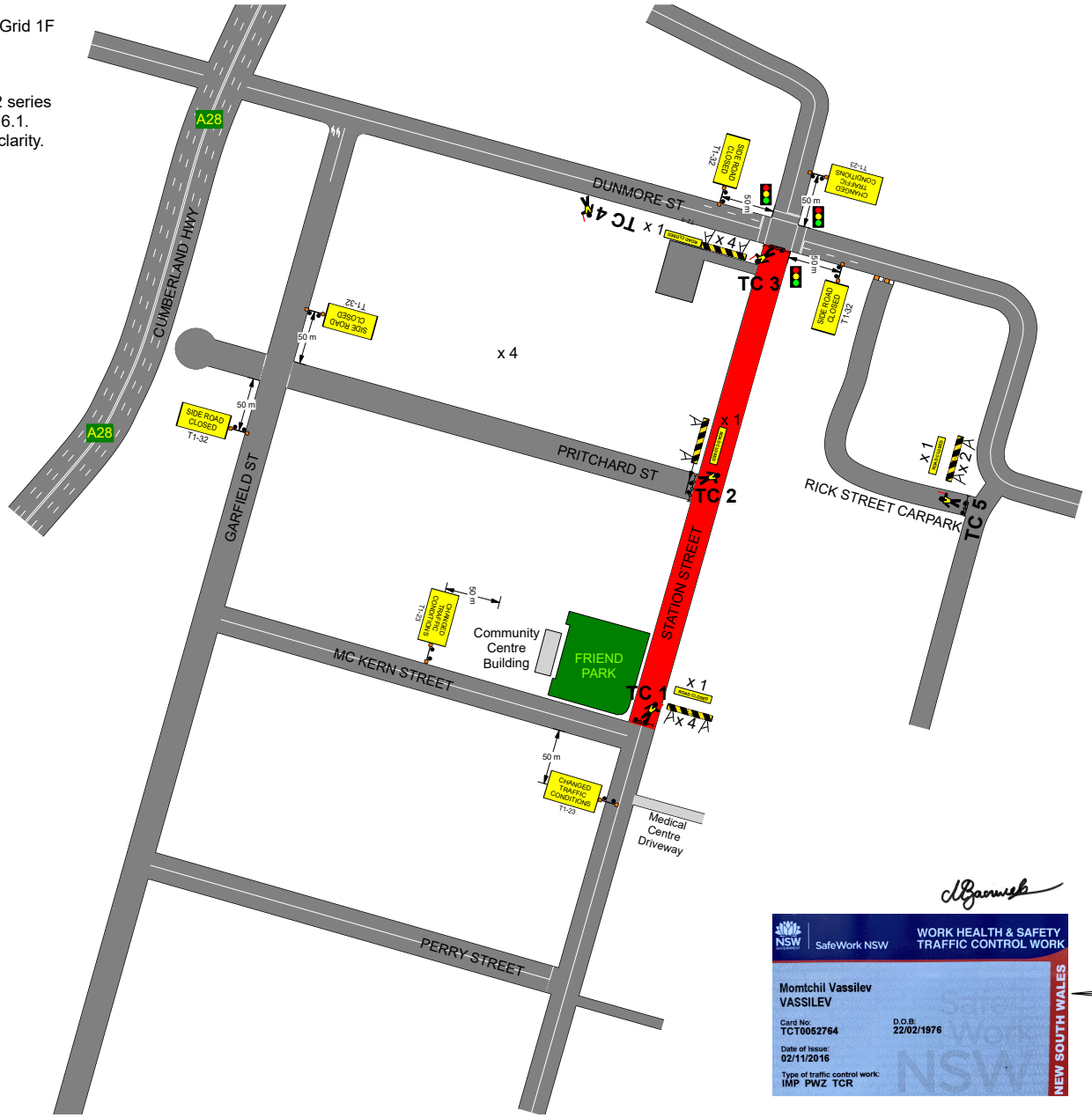
Attachment 1

Traffic Guidance Scheme - Diwali Festival Event 2025

TGS 1 - 'Diwali Festival 2025' - UBD Map No 210,Grid 1F
Drawn by Momtchil Vassilev. © ACESGroup 2025.
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, 1 NOV 2025, 17:00 to 22:00 hrs.
Road closures from 07:00 SAT, 1 NOV 2025
to SUN 2 NOV 2025 02:00 hrs.



EQUIPMENT LIST

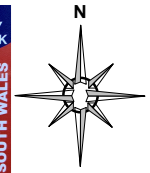
SIDE ROAD CLOSED x 4
T1-32

x 20 ROAD CLOSED x 4
T2-4

CHANGED TRAFFIC CONDITIONS x 3
T1-23

x 5m x 10

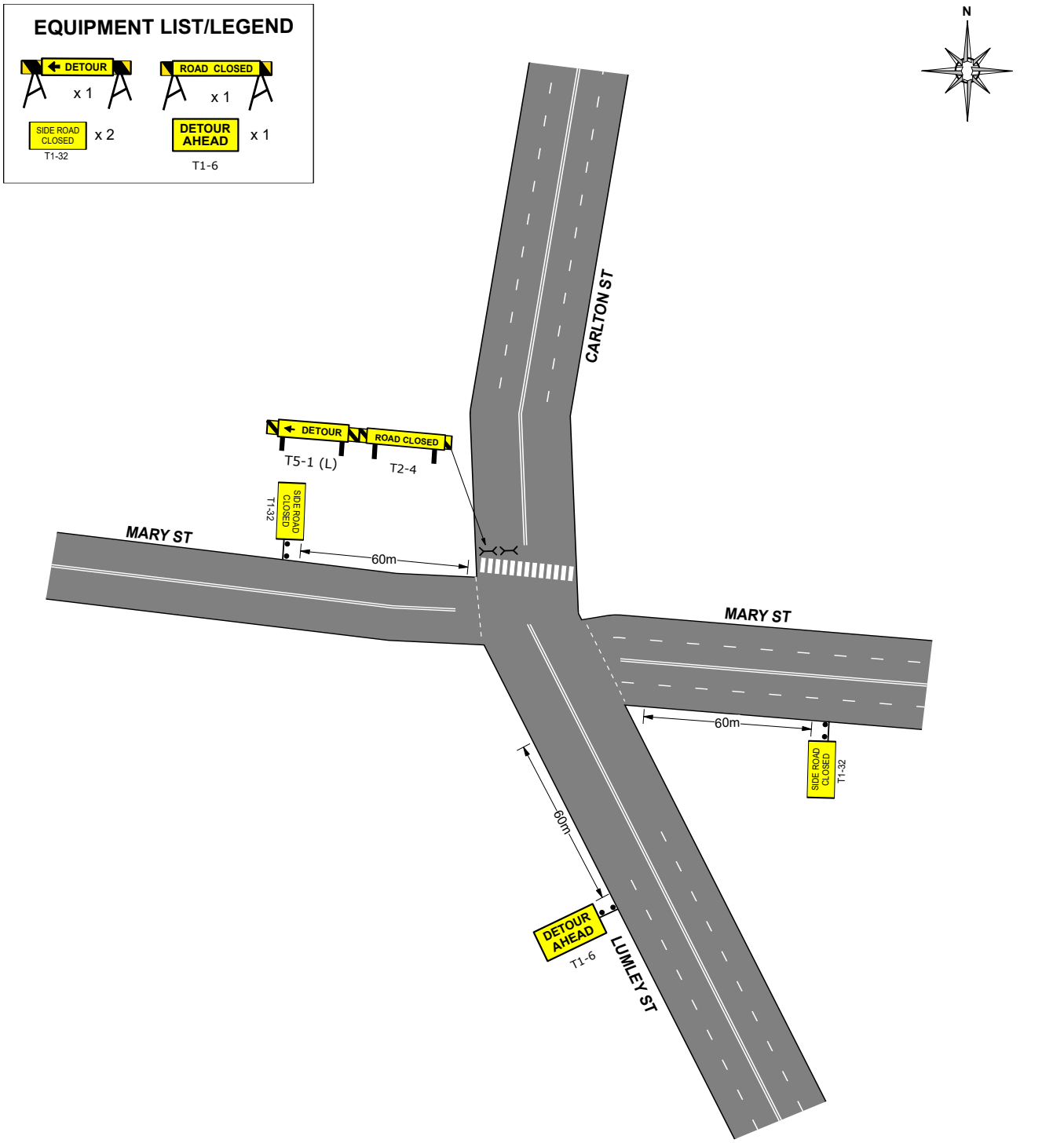
(ArmorZone to be supplied by Council)



DOCUMENTS ASSOCIATED WITH REPORT CTC-25-180

Attachment 2

Traffic Guidance Scheme - Granville Railway Disaster Memorial Service 2026



Carlton St at Mary St Granville			Railway Disaster Memorial		TGS 03	
AGENCY	**PRIMARY TASK**	**SECONDARY TASK**	**STAFF ON-SITE**	**TIMES**	Date Updated	20/06/25
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		

EQUIPMENT LIST/LEGEND

SPECIAL EVENT TRAFFIC CONTROL x 2

DETOUR AHEAD x 1
T1-6

x 1

x 2
T5-5 (L)

x 5

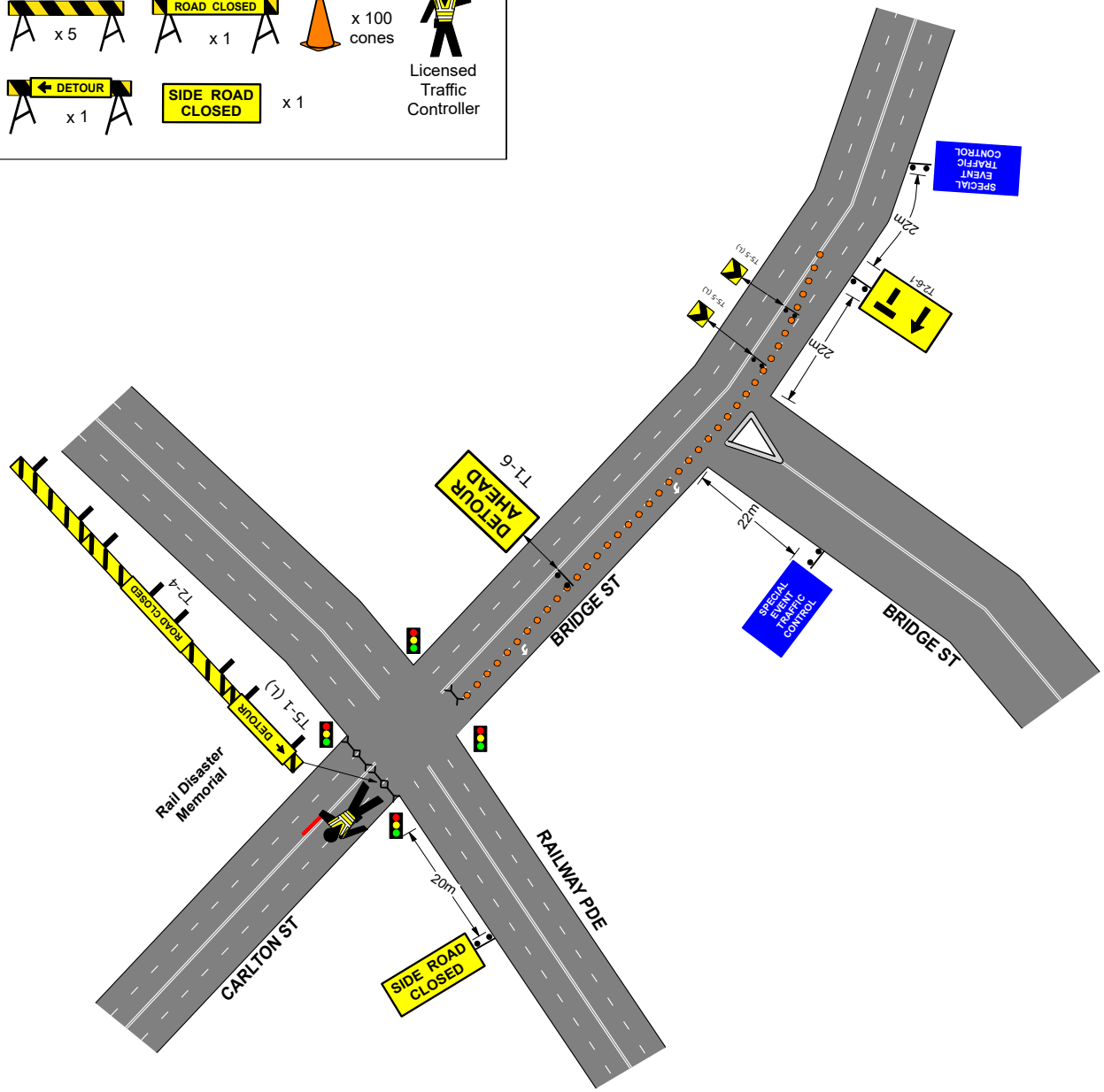
ROAD CLOSED x 1

x 100 cones

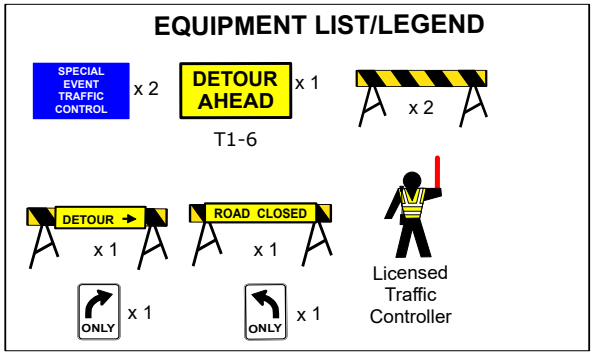
Licensed Traffic Controller

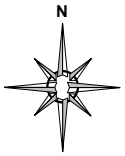
DETOUR x 1

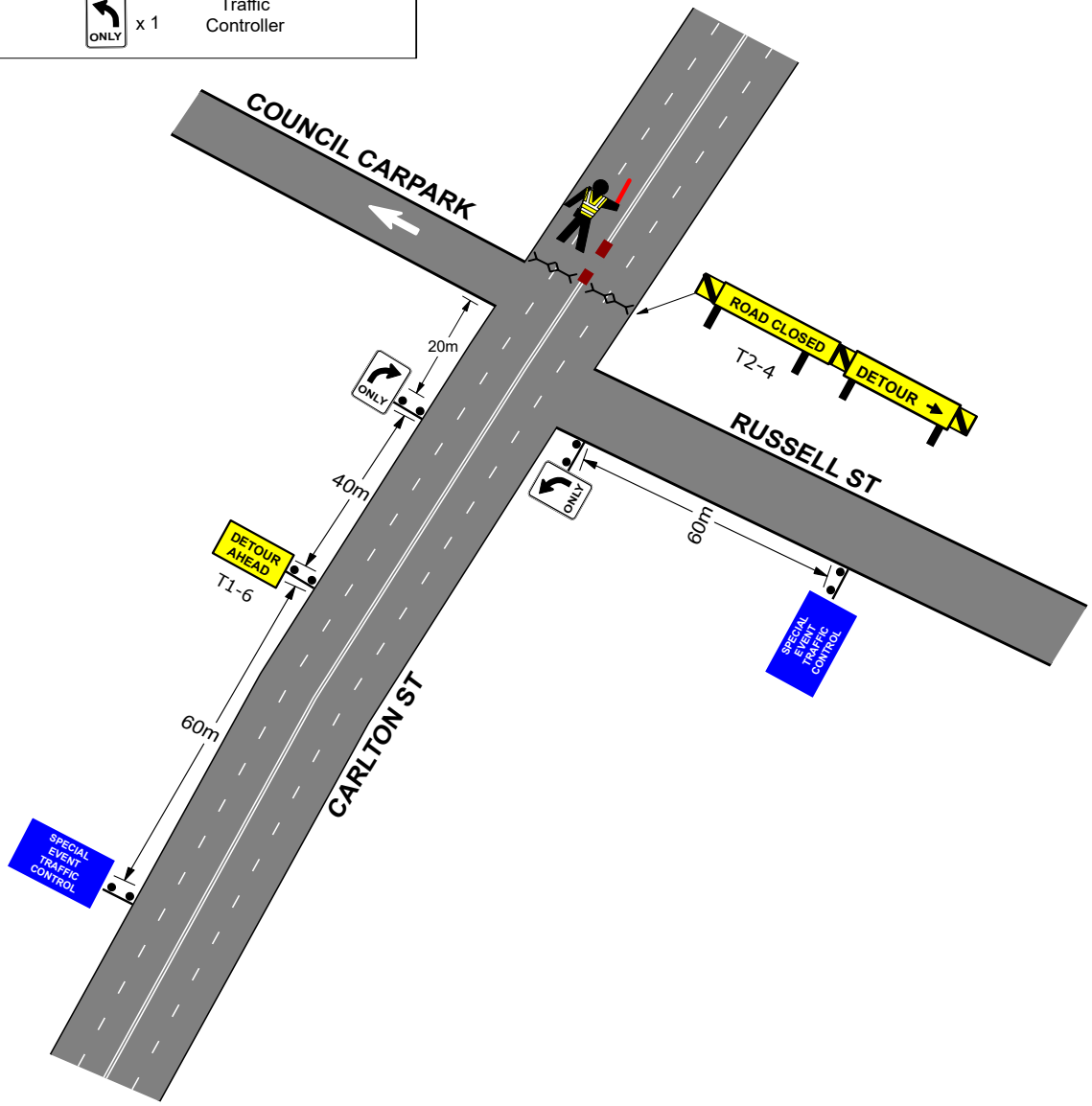
SIDE ROAD CLOSED x 1



Carlton St at Railway Pde Granville			Railway Disaster Memorial		TGS 02	
AGENCY	**PRIMARY TASK**	**SECONDARY TASK**	**STAFF ON-SITE**	**TIMES**	Date Updated	20/06/25
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		







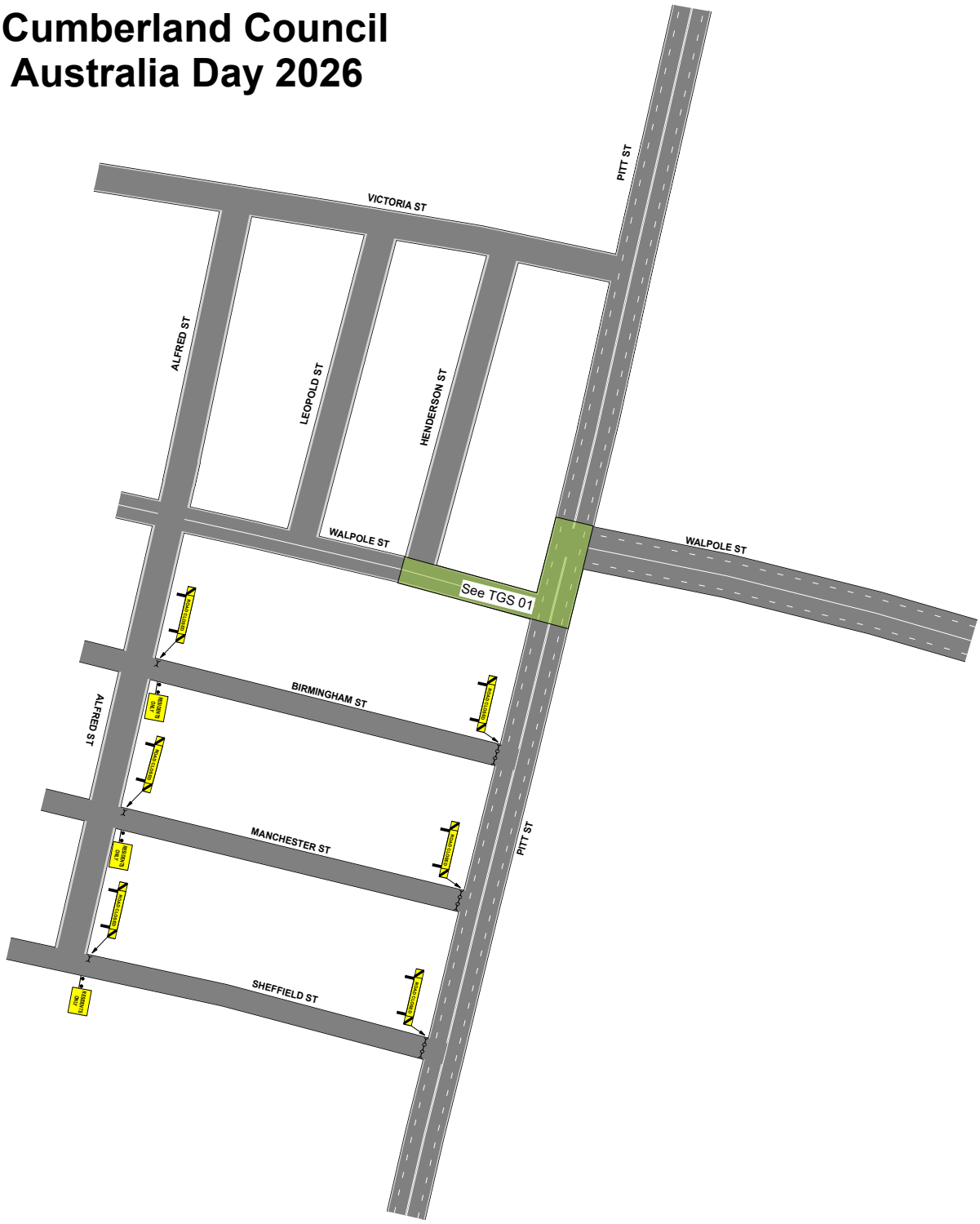
Carlton St at Russell St Granville			Railway Disaster Memorial		TGS 01	
AGENCY	**PRIMARY TASK**	**SECONDARY TASK**	**STAFF ON-SITE**	**TIMES**	Date Updated	20/06/25
TMC					Scale:	Not to Scale
POLICE					Drawn:	Momtchil Vassilev TCT0052764
COUNCIL					ASSURE SAFETY Event Safety Services	
TC STAFF	Install equipment	Implement closure	1	0500 - 1400		

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-180

Attachment 3

Traffic Guidance Scheme - Australia Day 2026

Cumberland Council
Australia Day 2026



TGS 02 - 'Australia Day 2026'
Monday 26 January 2026.
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.

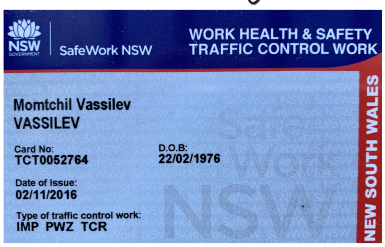
Drawing NTS. Some irrelevant details omitted for clarity.

EQUIPMENT

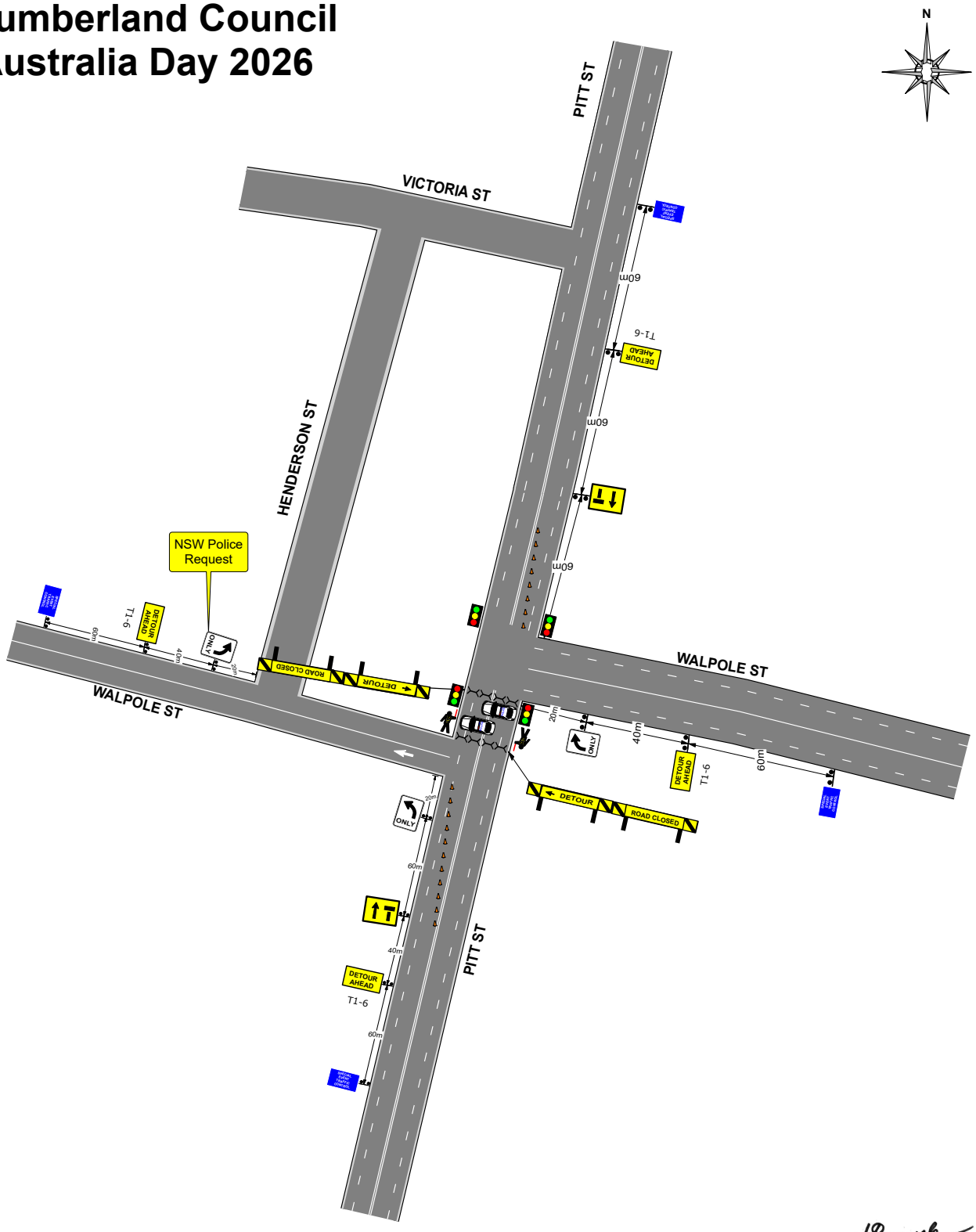
ROAD CLOSED x6

RESIDENTS ONLY x3

x12



Cumberland Council
Australia Day 2026



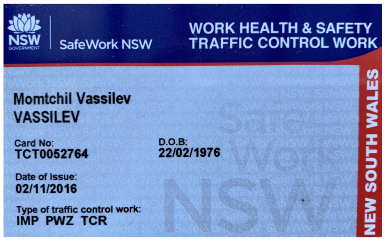
TGS 01 - 'Australia Day 2026'
Monday 26 January 2026.
Pitt St & Walpole St. Merrylands.
Road closure from to be implemented from 2030.
With patron egress to occur at 2050 & 2200

Detour path not signposted due to short duration.

Drawing NTS. Some irrelevant details omitted for clarity.

EQUIPMENT

ROAD CLOSED	x2	SPECIAL EVENT TRAFFIC CONTROL	x3
T2-4		DETOUR AHEAD	x3
DETOUR	x2	T1-6	
	x8	ONLY	x1
		ONLY	x1



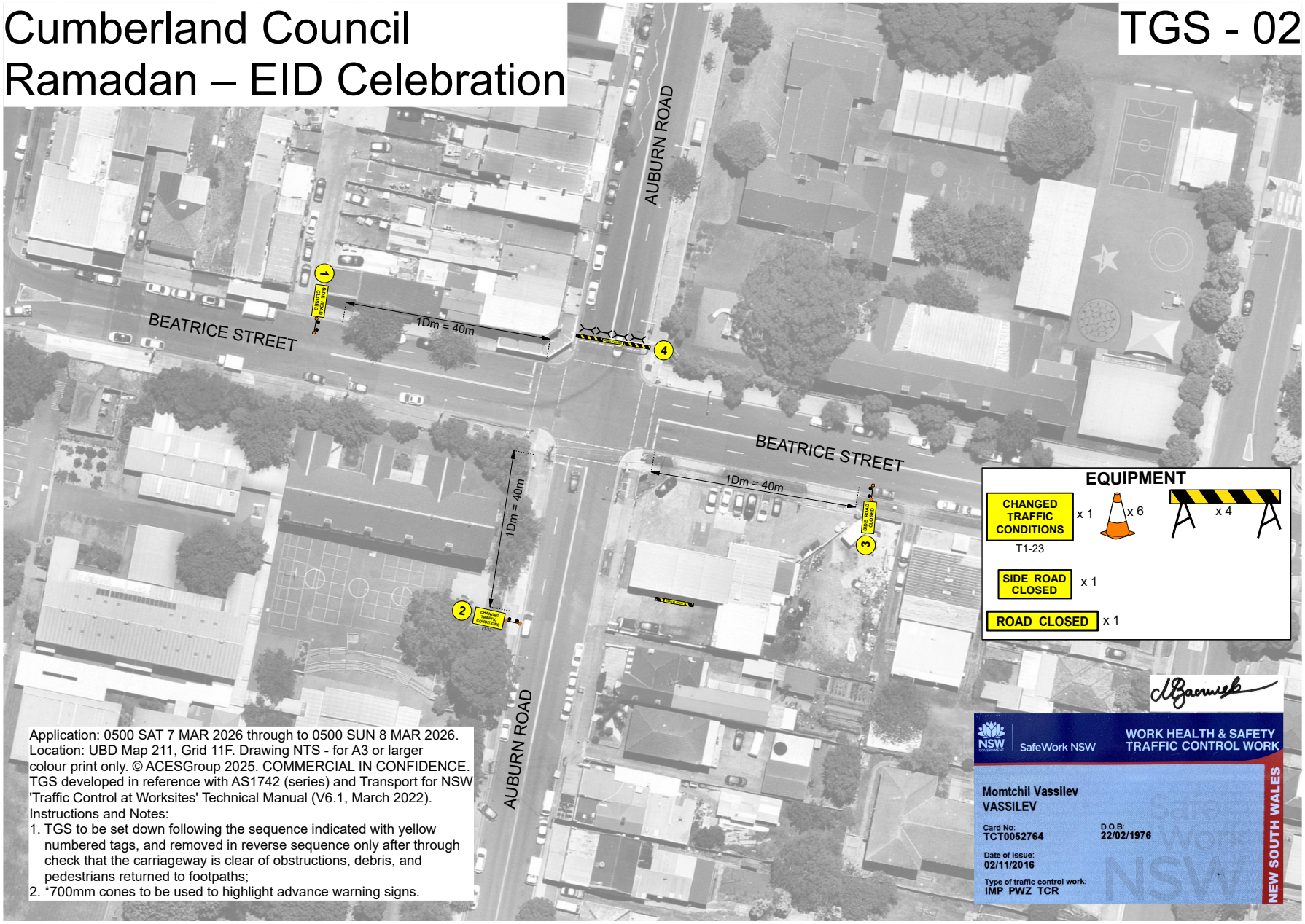
DOCUMENTS ASSOCIATED WITH REPORT CTC-25-180

Attachment 4

Traffic Guidance Scheme - Ramadan Food Festival 2026

Cumberland Council
Ramadan – EID Celebration

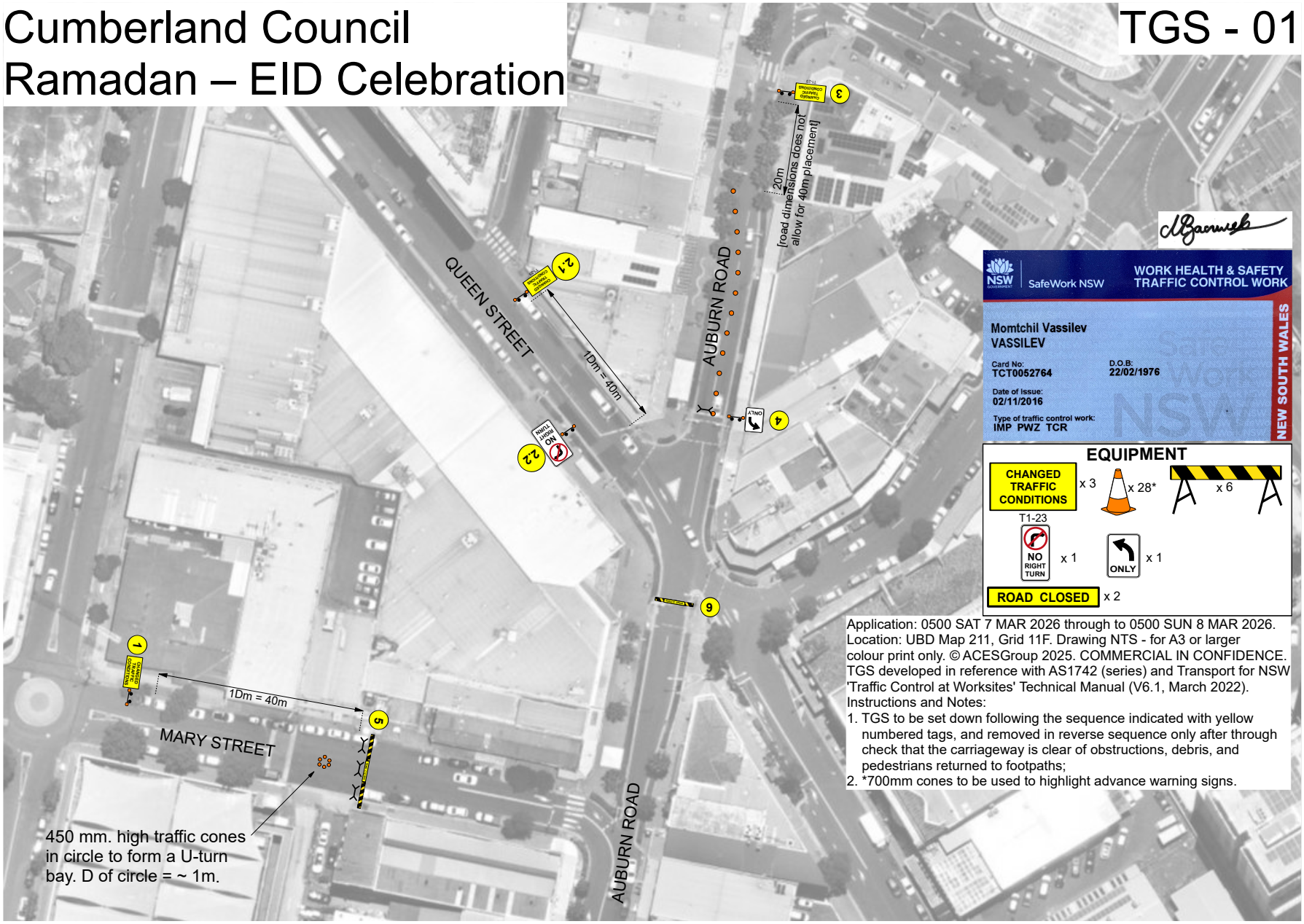
TGS - 02



Application: 0500 SAT 7 MAR 2026 through to 0500 SUN 8 MAR 2026.
Location: UBD Map 211, Grid 11F. Drawing NTS - for A3 or larger colour print only. © ACESGroup 2025. COMMERCIAL IN CONFIDENCE.
TGS developed in reference with AS1742 (series) and Transport for NSW 'Traffic Control at Worksites' Technical Manual (V6.1, March 2022).
Instructions and Notes:
1. TGS to be set down following the sequence indicated with yellow numbered tags, and removed in reverse sequence only after through check that the carriageway is clear of obstructions, debris, and pedestrians returned to footpaths;
2. *700mm cones to be used to highlight advance warning signs.

Cumberland Council
Ramadan – EID Celebration

TGS - 01



Application: 0500 SAT 7 MAR 2026 through to 0500 SUN 8 MAR 2026.
Location: UBD Map 211, Grid 11F. Drawing NTS - for A3 or larger colour print only. © ACESGroup 2025. COMMERCIAL IN CONFIDENCE.
TGS developed in reference with AS1742 (series) and Transport for NSW 'Traffic Control at Worksites' Technical Manual (V6.1, March 2022).
Instructions and Notes:

1. TGS to be set down following the sequence indicated with yellow numbered tags, and removed in reverse sequence only after through check that the carriageway is clear of obstructions, debris, and pedestrians returned to footpaths;
2. *700mm cones to be used to highlight advance warning signs.

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-180

Attachment 5

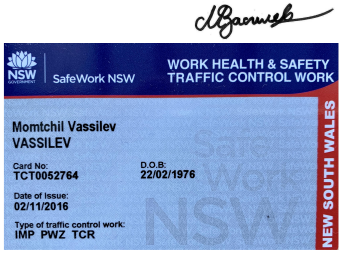
Traffic Guidance Scheme - ‘Nowruz’ Persian New Year Celebrations 2026

TGS - 'Nowruz 2026' 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 2025. For A3 or larger colour print only.

NOTES AND INSTRUCTIONS:
- TGS application - SAT 21 MAR 2026, 07:00 to SUN 22 MAR 2026, 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.

EQUIPMENT/STAFFING

CHANGED TRAFFIC CONDITIONS	x2	x16	
SIDE ROAD CLOSED	x1	x30	ROAD CLOSED x5
	x2	x2	Traffic Controllers x 4



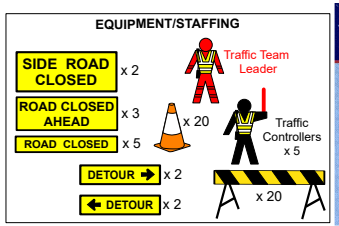
DOCUMENTS ASSOCIATED WITH REPORT CTC-25-180

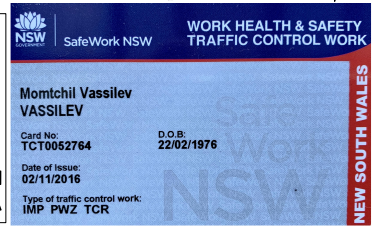
Attachment 6

Traffic Guidance Scheme - Guildford Festival 2026

TGS - Cumberland Council 'Guildford Festival 2026'.
Application - SAT 23 MAY 2026, 06:00 to 02:00hrs. © ACESGroup 2025. Commercial in Confidence.
For A3 or larger colour print only. Developed in reference to AS1742 (series) and Traffic Control at Worksites Technical Manual (V6.1, 2022). INSTRUCTIONS AND NOTES:

1 - TGS to be set-up following the numbered sequence (yellow number tags) and packed-down in numerical reverse sequence,
2 - 700mm height traffic cones to be used to highlight signs and devices locations,
3 - Advance warning signs to be positioned at Dm = 40m or Dm = 50m as relevant, and so they are prominently displayed and will command attention,
4. Traffic Controllers to staff closures,
5. Target hardening devices and arrangements not included.





Item No: CTC-25-181

ROSEBERRY STREET BETWEEN HAWKSVIEW STREET AND MYALL STREET, MERRYLANDS – CONSULTATION RESULTS

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 concerns from a local resident for the installation of traffic calming devices on Roseberry Street, Merrylands due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The installation of speed humps on Roseberry Street between Hawksview Street and Myall Street, Merrylands be supported in principle.**

2. **Council prepares design of the speed humps, undertake consultation with directly affected residents and report back to Traffic Committee.**

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

REPORT

Cumberland Traffic Committee (CTC) at its meeting in February 2025 considered a report (CTC-25-049) regarding road safety concerns on Roseberry Street between Hawksview Street and Myall Street, Merrylands. Council resolved to undertake consultation with the residents of Roseberry Street between Hawksview Street and Myall Street, Merrylands to assess support for the installation of speed humps as a traffic calming device in the street. This recommendation was supported by Council.

Consultation was carried out with the residents of Roseberry Street accordingly in May 2025. A total of 35 letters were distributed with an attached survey form to the residents/owners. Council received seven responses (20% of the total letters sent) received by the closing date. Five responses (71%) supported the proposed speed humps, including one that indicated support but do not want the speed hump to be placed directly in front of the property. Two responses (29%) were opposed to the proposed speed humps.

Based on the above results, as majority of the residents supported the proposal, it is recommended that Council prepare design of the speed humps and consult with affected residents.

CONSULTATION

The proposal was consulted with residents of Roseberry Street between Hawksview Street and Myall Street for a period of 14 days from 9 May 2025 to 23 May 2025. Council received seven responses on the proposal.

ATTACHMENTS

1. Previous Report - CTC-25-049 ⇩
2. Previous Minutes - CTC-25-049 ⇩
3. Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-181

Attachment 1

Previous Report - CTC-25-049

CUMBERLAND CITY COUNCIL

Item No: CTC-25-049

ROSEBERRY STREET BETWEEN HAWKSVIEW STREET AND MYALL 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 2

Note: *Recommendation to Council*

SUMMARY

Council has received a request from a local resident for the installation of traffic calming devices on Roseberry Street between Hawksview Street and Myall Street, Merrylands due to speeding concerns.

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

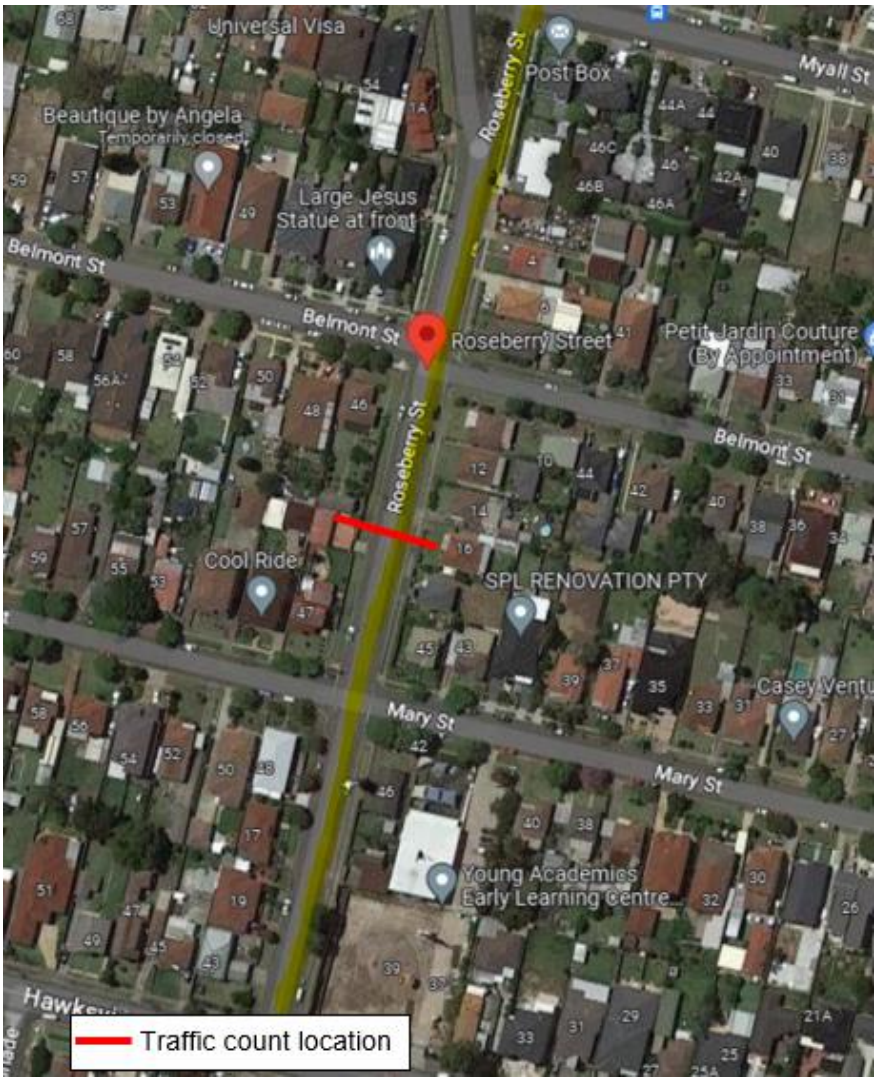
RECOMMENDATION

The Cumberland Traffic Committee recommends that Council undertake consultation with the residents of Roseberry Street between Hawksview Street and Myall Street, Merrylands to assess support or otherwise for the installation of traffic calming devices in the street and report back to the Traffic Committee.

REPORT

Cumberland Traffic Committee (CTC) at its meeting in April 2023 considered a report (CTC-23-068) regarding road safety concerns on Roseberry Street between Hawksview Street and Myall Street. Council resolved that the installation of traffic calming devices on Roseberry Street not be supported and that Council review conditions in Roseberry Street, Merrylands in April 2024.

The map below shows the location of Roseberry Street, Merrylands.



In accordance with the Council's resolution, a traffic count was undertaken in a section of Roseberry in March 2024. Council officers have reviewed the traffic count data and compared it with the previous traffic count data undertaken in February 2023 and February 2021.

Results are detailed in the table below:

Traffic count date	Average daily traffic	85th percentile speed
February 2021	5,060	56.9 km/h
February 2023	4,340	53.6 km/h
April 2024	4,312	54.4 km/h

The traffic data from the table above indicated that the traffic volume (ADT) has slightly decreased, and 85th percentile speed at Roseberry Street have slightly increased.

CUMBERLAND CITY COUNCIL

Traffic Committee
5 February 2025

The latest Centre for Road Safety accident data indicated that there were no reported accidents in Roseberry Street between Hawksview and Myall Street in the 5 years ending December 2023.

Based on the above, a further LATM assessment has been undertaken and the LATM assessments are summarised in the tables below:

Table 1 – Roseberry Street between Hawksview and Myall Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	60	15
Local Characteristics	40	16
Total	**100**	**31**

Table 2 – Roseberry Street between Hawksview and Myall Street – Action

vi) **Points (out of 100)**	vii) **Recommended Action(s)**
viii) 61-100	• Report to Cumberland Traffic Committee with a recommendation of providing traffic calming. • Report to Cumberland Traffic Committee on line marking 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.
ix) 41-60	• Monitor and review traffic data after 6 months. • Report to Cumberland Traffic Committee on line marking 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.
x) 25-40	• **Monitor and review traffic data after 12 months.** • **Report to Cumberland Traffic Committee on line marking 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.**
xi) <25	• Do nothing
xii) Speed	• Regardless of the total points scored, should the 85th percentile speed exceeds 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 line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.

Roseberry Street section between Hawksview Street and Myall Street has existing centre line marking and edge line marking. Council officers have previously analysed the data from the traffic count and decided that speed humps are not warranted in the street.

In view of the continued concerns of the residents, it is proposed to undertake consultation with residents regarding installation of speed humps in the street.

CONSULTATION

Subject to endorsement, consultation will be undertaken with affected residents.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-181

Attachment 2

Previous Minutes - CTC-25-049

ITEM CTC-25-049 - ROSEBERRY STREET BETWEEN HAWKSVIEW STREET AND MYALL STREET, MERRYLANDS – ROAD SAFETY CONCERNS

Resolved by Exception

The Cumberland Traffic Committee recommends that Council undertake consultation with the residents of Roseberry Street between Hawksview Street and Myall Street, Merrylands to assess support or otherwise for the installation of traffic calming devices in the street and report back to the Traffic Committee.

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-181

Attachment 3

Submissions

CUMBERLAND CITY COUNCIL

3 0 MAY 2025

BY: .....

REF: DCTC/2511/026

ROSEBERRY STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name:__

Address:

Phone: _

Please indicate your views on the proposed speed humps in Roseberry Street between Hawksview Street and Myall Street as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Roseberry Street between Hawksview Street and Myall Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Roseberry 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 Roseberry Street.*** ☐

Comments:

Good initiative and safe approach on new proposal—

(Signed)

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

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ABN 22 798 563 329

CUMBERLAND CITY COUNCIL

2 8 MAY 2025

BY:

REF: DCTC/2511/026

ROSEBERRY STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: __

Please indicate your views on the proposed speed humps in Roseberry Street between Hawksview Street and Myall Street as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Roseberry Street between Hawksview Street and Myall Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Roseberry 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 Roseberry Street.*** ☐

Comments: I support installation but not placement of speed hump at my property Frontage

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.

CUMBERLAND CITY COUNCIL

RECEIVED
26 MAY 2025
BY: .....

REF: DCTC/2511/026

ROSEBERRY STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: ___

Phone: ___

Please indicate your views on the proposed speed humps in Roseberry Street between Hawksview Street and Myall Street as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Roseberry Street between Hawksview Street and Myall Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Roseberry 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 Roseberry Street.*** ☑

Comments:_____

_____

_____

_____

_____

_____

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
23 MAY 2025
BY

REF: DCTC/2511/026

ROSEBERRY STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: ___

Phone: ___

Please indicate your views on the proposed speed humps in Roseberry Street between Hawksview Street and Myall Street as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Roseberry Street between Hawksview Street and Myall Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Roseberry 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 Roseberry Street.*** ☐

Comments: We have been asking for this for years. It is extremelly dangerous coming out of the driveway because of speeding drivers. In the past a car has lost control dere to speeding and crashed into our house.

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CUMBERLAND CITY COUNCIL

RECEIVED
19 MAY 2025
BY: .....

REF: DCTC/2511/026

ROSEBERRY STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _

Address

Phone:

Please indicate your views on the proposed speed humps in Roseberry Street between Hawksview Street and Myall Street as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Roseberry Street between Hawksview Street and Myall Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Roseberry 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 Roseberry Street.*** ☑

Comments: No speed humps near our property!

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CUMBERLAND CITY COUNCIL

RECEIVED
20 MAY 2025
FY: ..... REF: DCTC/2511/026

ROSEBERRY STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Roseberry Street between Hawksview Street and Myall Street as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Roseberry Street between Hawksview Street and Myall Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Roseberry Street <u>and</u>***

   I raise no objection to consider my property frontage for placement of a speed hump. ☑

2. ***I <u>do not</u> support the installation of speed humps on Roseberry Street.*** ☐

Comments: I strongly support the installation of multiple speed humps on Roseberry st, for the safety of my children and our community as a whole.

_____

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
19 MAY 2025

REF: DCTC/2511/026

ROSEBERRY STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: S

Address:

Phone: _____

Please indicate your views on the proposed speed humps in Roseberry Street between Hawksview Street and Myall Street as described in Council's letter dated 11 March 2025 and submit your response by **Tuesday 25 March 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 11 March 2025 in relation to the proposed speed humps on Roseberry Street between Hawksview Street and Myall Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Roseberry 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 Roseberry Street.*** ☐

Comments: For local traffic safety, I support the installation of the speed humps on Roseberry Street. They will reduce speeding and improve safety for pedestrians, especially children and ~~eler~~ elderly residents. It can also ~~prot~~ protect drivers ~~from~~ by encouraging slower, more ~~caution tion~~ cautious driving. It can reduce the risk of accidents, especially in a residential area like ours.

_____

(Signed)

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Item No: CTC-25-182

LOCKWOOD STREET BETWEEN WALPOLE STREET AND BURNETT STREET, MERRYLANDS – CONSULTATION RESULTS

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 concerns from a local resident for the installation of traffic calming devices on Lockwood Street between Walpole Street and Burnett Street, Merrylands due to speeding concerns.

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

RECOMMENDATION

The Traffic Committee recommends that;

1. **The installation of speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands be supported in principle.**

2. **Council prepare design of the speed humps, undertake consultation with the adjacent residents and report back to the Traffic Committee if objections are received.**

REPORT

Cumberland Traffic Committee (CTC) at its meeting in February 2025 considered a report (CTC-25-052) regarding road safety concerns on Lockwood Street between Walpole Street and Burnett Street, Merrylands. Council resolved to undertake consultation with the residents along this section of Lockwood Street to assess support for the installation of speed humps as a traffic calming device in the street.

Consultation was carried out with the residents of Lockwood Street accordingly in May 2025. A total of 58 letters were distributed with an attached survey form to the residents/owners. By the closing date, Council received 10 responses (17% response rate), with six responses (60%) in support of the proposed speed humps and four responses (40%) opposed.

Based on the above results, a further investigation was undertaken, which found that speed humps cannot be installed at the standard spacing of 80–120 metres due to multiple driveways and the road geometry. However, it was identified that a speed hump can be installed outside the park next to No. 100, which is located near the midpoint of the street and would not impact any residents.

To reduce vehicle speeds and improve safety for all road users along this section of Lockwood Street, it is recommended that Council proceed with the design and construction of a speed hump outside the park near No. 100.

CONSULTATION

The proposal was consulted with residents of Lockwood Street between Walpole Street and Burnett Street, Merrylands for a period of 14 days from 9 May 2025 to 23 May 2025. Council received 10 response (17% of the total letters sent) and it 6 responses (60%) supported, and 4 responses (40%) objected to the proposal.

Council will undertake a consultation with the adjacent residents if the proposed is supported by the committee.

ATTACHMENTS

1. Submissions ⇩
2. Previous report of CTC-25-052 ⇩
3. Previous Minutes of CTC-25-052 ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-182

Attachment 1

Submissions

CUMBERLAND CITY COUNCIL

RECEIVED
20 MAY 2025
BY:

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name:_

Address

Phone: _____

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May2025 in relation to the proposed speed humps on Lockwood Street between Walpole Street and Burnett Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: UNRELATED TO THIS MY END OF STREET JOINING M'LANDS RD (SET OF TRAFFIC LIGHTS) SHOULD BE STRIPED OF PARKING SPOTS IN PROXIMITY TO TRAFFIC LIGHTS FOR 30–40 MR CARS TURNING LEFT TO M'LANDS CBD ARE OBSTRUCTED BY TWO, UNMARKED PARKING SPOTS THIS IS STARTING TO BE A PROBLEM - CREATING UNNECESSERY CAR CUES

(Signed)

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CUMBERLAND CITY COUNCIL

2 0 MAY 2025

BY: .....

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name:

Address:

Phone:

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May2025 in relation to the proposed speed humps on Lockwood Street between Walpole Street and Burnett Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: Making more safety for all road users and the community that walking on along the foot Path. To stop Drivers driving too fast down the road.

(Signed)

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Document Set ID: 11631334
Version: 1, Version Date: 21/05/2025

From:
Sent: Sat, 17 May 2025 15:07:39 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Lockwood Street Merrylands - Consultation for proposed speed humps
Attachments: 20250517_145316.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.

Hello,
I do not support the speed humps see attachment.
Thankyou

Document Set ID: 11625476
Version: 1, Version Date: 19/05/2025

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May2025 in relation to the proposed speed humps on Lockwood Street between Walpole Street and Burnett Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☑

Comments: _____

_____

_____

_____

_____

[redacted]

(Signed)

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

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ABN 22 798 563 329

Welcome *Belong* Succeed

From:
Sent: Sun, 18 May 2025 17:32:57 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL]
Attachments: Scan2025-05-18_172738.pdf, 250068 -

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.

Dear Sir/ madam
Please find the attached form regarding the installation of speed Humps in Lockwood St Merrylands. I fully support the installation of it if that doesn't interfere with my proposed driveways for my dual occupancy which the approval recently issued by council.
I have attached them to this email.
Thanks

Document Set ID: 11626157
Version: 1, Version Date: 19/05/2025

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: ___

Phone: ____

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May2025 in relation to the proposed speed humps on Lockwood Street between Walpole Street and Burnett Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: I have attached the approval for new doual building with two driveway please have a look if the speed humps don't interfer with my two driveway Then I fully ~~of~~ support it to instal.

Thanks.

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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Document Set ID: 11626157
Version: 1, Version Date: 19/05/2025

CUMBERLAND CITY COUNCIL

RECEIVED
19 MAY 2025
BY: .....

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name:_ _____

Address _____

Phone: _____

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

Being the owner or tenant of the above address, I have received Council's letter dated 9 May2025 in relation to the proposed speed humps on Lockwood Street between Walpole Street and Burnett Street and I am in favour of the below option.

1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: I don't have any comments

_____

_____

_____

_____

_____

(Signed)

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Version: 1, Version Date: 19/05/2025

CUMBERLAND CITY COUNCIL

21 MAY 2025

BY: .....

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _

Address:

Phone: _____

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: This is long time coming.

People plant their foot coming into ~~Lock~~ Lockwood st from Walpole and its nearly caused head on collisions. As I live 2nd house from the right hand corner, indicating to turn right into my drive way and Idiots have sped to overtake me. its been very scary.

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RECEIVED
19 MAY 2025

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___ ___

Address: _ ___

Phone: __

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Lockwood Street.*** ☒

Comments: = Narrow ST traffic congestion.
– Lost car parking space on Street.
– Lost car space front of the houses.

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ABN 22 798 563 329

Document Set ID: 11626419
Version: 1, Version Date: 19/05/2025

From:
Sent: Mon, 19 May 2025 10:05:01 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Proposed Speed Humps Lockwood St
Attachments: Council Proposed Sepped Humps Scan_20250519 (2).pdf

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.

Attention Engineer, Traffic Transport

Proposed Speed Humps Lockwood Street

Please find approval.

Document Set ID: 11628258
Version: 1, Version Date: 20/05/2025

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ____

Address: __

Phone. ___

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: You need to erect No Stopping on all T-sections of Lockwood + Walpole St - 10 metre from all corners. Including Burnett & Lockwood Street.

(Signed)

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CUMBERLAND CITY COUNCIL

RECEIVED
0 6 JUN 2025
BY: .....

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address:

Phone: _

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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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 Lockwood Street.*** ☐

Comments:_____

_____

_____

_____

_____

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RECEIVED
16 MAY 2025
BY: .....

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: TRAFFIC SPEED IN THIS AREA IS TOO FAST.
NEED SPEED HUMPS TO SLOW TRAFFIC DOWN.

_____

(Signed)

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RECEIVED
20 MAY 2025
BY: .....

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ____

Addres ____

Phone: _____ _____

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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1. ***I support the installation of speed humps on Lockwood 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 Lockwood Street.*** ☐

Comments: I/WE agree speed humps are a good idea. Also there is a lot off driver confusion at the intersection off Lockwood & Walpole Street, Therefore for all concerned i/we think a Left in Left out, in & out off the street is neccessary for all drivers

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From:
Sent: Sat, 24 May 2025 10:06:32 +1000
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Lockwood St Speed Hump Consultation
Attachments: Lockwood St Speed Humps.jpg

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Hello,

Here is my feedback in result to your enquiry.

Regards,

CUMBERLAND CITY COUNCIL

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: [redacted]

Address: [redacted]

Phone: [redacted]

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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

Comments: Absolutely not. You've already rendered most of Lockwood un-driveable with speedhumps

[redacted]

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RECEIVED
21 MAY 2025
BY: .....

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

Phone: _____

Please indicate your views on the proposed speed humps in Lockwood Street between Walpole Street and Burnett Street, Merrylands as described in Council's letter dated 9 May 2025 and submit your response by **Friday 23 May 2025.**

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

Comments:_____

_____

_____

_____ _____

_____ _____

_____

(Signed)

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CUMBERLAND CITY COUNCIL

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ____ _____

Address: __ _____

Phone: ___ _____

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

Comments: THE INSTALLATION OF SPEED HUMPS WILL NOT DETER TRAFFIC TO ENTER LOCKWOOD ST FROM BURNETT ST. THIS IS THE PRIMARY DIRECTION OF TRAFFIC FLOW DURING PEAK PERIODS. AS FOR SPEED, THIS ISN'T A CONCERN AS THERE ISN'T THAT MUCH OPPORTUNITY TO SPEED GIVEN THE ANGLE OF APPROACH FROM BURNETT ST OR THE STEEP GRADIENT ARISING FROM WALPOLE ST. LOCKWOOD ST IS ONLY ONE OF 3 CHOICES DRIVERS HAVE EXITING FROM M4-BURNETT ST TO HEAD SOUTH. WHERE ARE SUPPOSE TO GO? ALL THE WAY DOWN TO MERRYLANDS RD WHICH IS UNREASONABLE.
FINALLY THE QUALITY OF CONSTRUCTION OF THE SPEED HUMPS IN LOCKWOOD ST BETWEEN WALPOLE ST & MERRYLANDS RD IS A DISGRACE AND HIGHLY DANGEROUS AND DAMAGING TO VEHICLES SUSPENSIONS EVEN AT LOW SPEEDS. NO CORRELATION IN DESIGN HAS TAKEN PLACE BETWEEN ROAD & LEVELS OR CROSSFALL. WE DON'T NEED THAT NEGLEGIENT DESIGN & CONSTRUCT IN OUR STREET. THEY ALSO DISRUPT PARKING IN THE STREET WHICH IS ALREADY COMPETITIVE.

(Signed)

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N.B. SOMEONE WILL SUE COUNCIL IN COURT ABOUT UNDUE DAMAGE TO CARS CAUSED BY THE EXISTING SPEED HUMPS AT SOMETIME IN THE FUTURE.

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CUMBERLAND CITY COUNCIL

RECEIVED
21 MAY 2025
pp

REF: DCTC/2511/036

LOCKWOOD STREET, MERRYLANDS– CONSULTATION FOR PROPOSED SPEED HUMPS

Name: ___

Address: _

Phone: _

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

Comments:_____

_____

_____

_____

_____

(Signed)

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DOCUMENTS ASSOCIATED WITH REPORT CTC-25-182

Attachment 2

Previous report of CTC-25-052

CUMBERLAND CITY COUNCIL

Item No: CTC-25-052

LOCKWOOD STREET, MERRYLANDS - ROAD SAFETY CONCERNS – CONSULTATION RESULT

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 reviewed traffic conditions in Lockwood Street, Merrylands.

This report outlines the outcome of the review.

RECOMMENDATION

The Traffic Committee recommends that the Council consult with residents of Lockwood Street, Merrylands between Walpole Street and Burnett Street, to gauge their support or opposition to the installation of speed humps at this section of Lockwood Street.

REPORT

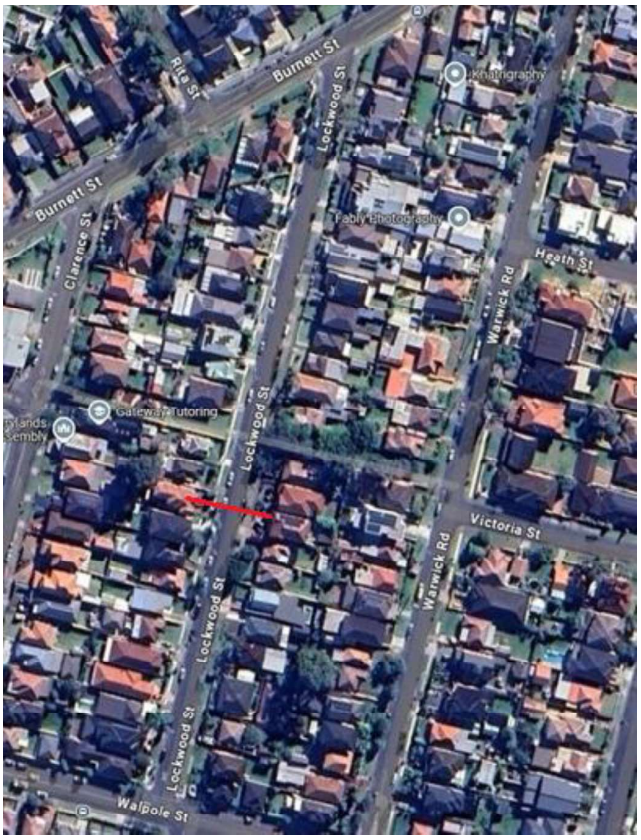
Lockwood Street is a local street that runs in a north – south direction with a posted speed limit of 50 km/h. It has a width of approximately 10.2m and parking is permitted on both side of the road unless signposted.

Council has received concern from local residents regarding road safety on Lockwood Street, Merrylands between Walpole Street and Merrylands Road.

The map below shows the location of Lockwood Street between Walpole Street and Burnett Street:

CUMBERLAND CITY COUNCIL

Traffic Committee
5 February 2025



Traffic counts were undertaken at the same location in Lockwood Street between Walpole Street and Burnett Street in mid-2024. The location of traffic count is shown in red in the above map.

Traffic count in June 2024:

Average Daily Traffic (ADT) = 1,156 veh/day
85th percentile speed = 54.9 km/h
Mean (average) vehicle speed = 46.4 km/h

Traffic count in October 2024:

Average Daily Traffic (ADT) = 1,068 veh/day
85th percentile speed = 54.0 km/h
Mean (average) vehicle speed = 45.3 km/h

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

Local Area Traffic Management Assessment

Council's Officers have investigated the request for the installation of traffic calming devices on Lockwood Street in accordance with Council's Local Area Traffic Management (LATM) criteria set out in Council's Traffic and Transport Policy and Guideline.

CUMBERLAND CITY COUNCIL

Traffic Committee
5 February 2025

The LATM assessment is summarised in the tables below:

Table 1 – Lockwood Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	60	10
Local Characteristics	40	13
Total	**100**	**23**

Table 2 – Lockwood Street – Action

Points (out of 100)	Recommended Action(s)
61-100	• Report to Cumberland Traffic Committee with a recommendation of providing traffic calming. • Report to Cumberland Traffic Committee on line marking 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	• Monitor and review traffic data after 6 months. • Report to Cumberland Traffic Committee on line marking 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	• Monitor and review traffic data after 12 months. • Report to Cumberland Traffic Committee on line marking 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	• **Do nothing.**
Speed	• Regardless of the total points scored, should the 85th percentile speed exceeds 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 line marking and associated improvements to support traffic calming and road safety to be considered, subject to technical guidelines.

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

The traffic count data shows that the recorded 85th percentile speed was close to 55 km/h. Considering the ongoing community concerns, it is proposed to consult residents to gauge their level of support for the installation of speed humps

CONSULTATION

Subject to endorsement, consultation will be undertaken with affected residents.

ATTACHMENTS

Nil

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-182

Attachment 3

Previous Minutes of CTC-25-052

CUMBERLAND CITY COUNCIL

ITEM CTC-25-051 - MCARTHUR STREET, GUILDFORD – ROAD SAFETY CONCERNS – CONSULTATION RESULT

Resolved by Exception

The Traffic Committee recommends that:

1. Council install the speed humps in front of No. 12 and No. 34 as per attached plan.
2. Council investigate alternative traffic calming options at other two locations.
3. Council notify concerned resident of the outcome.

ITEM CTC-25-052 - LOCKWOOD STREET, MERRYLANDS - ROAD SAFETY CONCERNS – CONSULTATION RESULT

Resolved by Exception

The Traffic Committee recommends that the Council consult with residents of Lockwood Street, Merrylands between Walpole Street and Burnett Street, to gauge their support or opposition to the installation of speed humps at this section of Lockwood Street.

ITEM CTC-25-053 - RUNYON AVENUE, GREYSTANES - ROAD SAFETY CONCERNS – CONSULTATION RESULT

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of traffic calming devices on Runyon Avenue, Greystanes be supported as per the attached plan.
2. Council notify affected / concerned residents of the outcome.

ITEM CTC-25-054 - BOOMERANG STREET AND RANDLE STREET, GRANVILLE - ROAD SAFETY CONCERNS – CONSULTATION RESULT

Resolved by Exception

The Traffic Committee recommends that:

1. The installation of speed cushions in Boomerang Street at Randle Street, Granville be supported, as provided in the attached plan.
2. Council include the project in a future Capital Works Program.
3. Council notify affected/ concerned residents of the outcome.

Item No: CTC-25-183

GELIBOLU PARADE, AUBURN – REQUEST FOR ACCESSIBLE PARKING SPACE

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 has received a request from Gallipoli Health Services for the installation of an accessible parking space outside 'Gallipoli Home Aged Care Facility' at 11 Gelibolu Parade, Auburn.

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

RECOMMENDATION

The Traffic Committee recommends that:

1. **The proposed accessible parking space and access ramp outside 11 Gelibolu Parade, Auburn in accordance with attached plan be approved.**

2. **Gallipoli Health Services be notified of the outcome.**

REPORT

Council has received a request from the Chief Executive Officer of Gallipoli Health Services for the installation of two accessible parking spaces outside 'Gallipoli Home Aged Care Facility' at 11 Gelibolu Parade, Auburn between existing driveway crossings.

Council officers have investigated the matter. It was noted that the existing unrestricted parking spaces on Gelibolu Parade outside No. 11 are occupied most of the time. It is difficult for visitors with disabilities to find a parking space at this section of Gelibolu Parade.

The map below shows the location.

To improve parking access for residents with disabilities, it is proposed to convert part of the existing unrestricted parking on Gelibolu Parade into an accessible parking space, as shown in the attached plan. In accordance with AS 2890.6 and the limited kerb length, only one space could be provided.

The Gallipoli Health Services were notified and agreed with the location for one accessible parking space.

It is noted that Gelibolu Parade has 40 two-hour and over 45 unrestricted angle parking spaces along the railway side of the street.

CONSULTATION

Consultation is not required, as the proposal was requested by Gallipoli Health Services outside 11 Gelibolu Parade for their own frontage only.

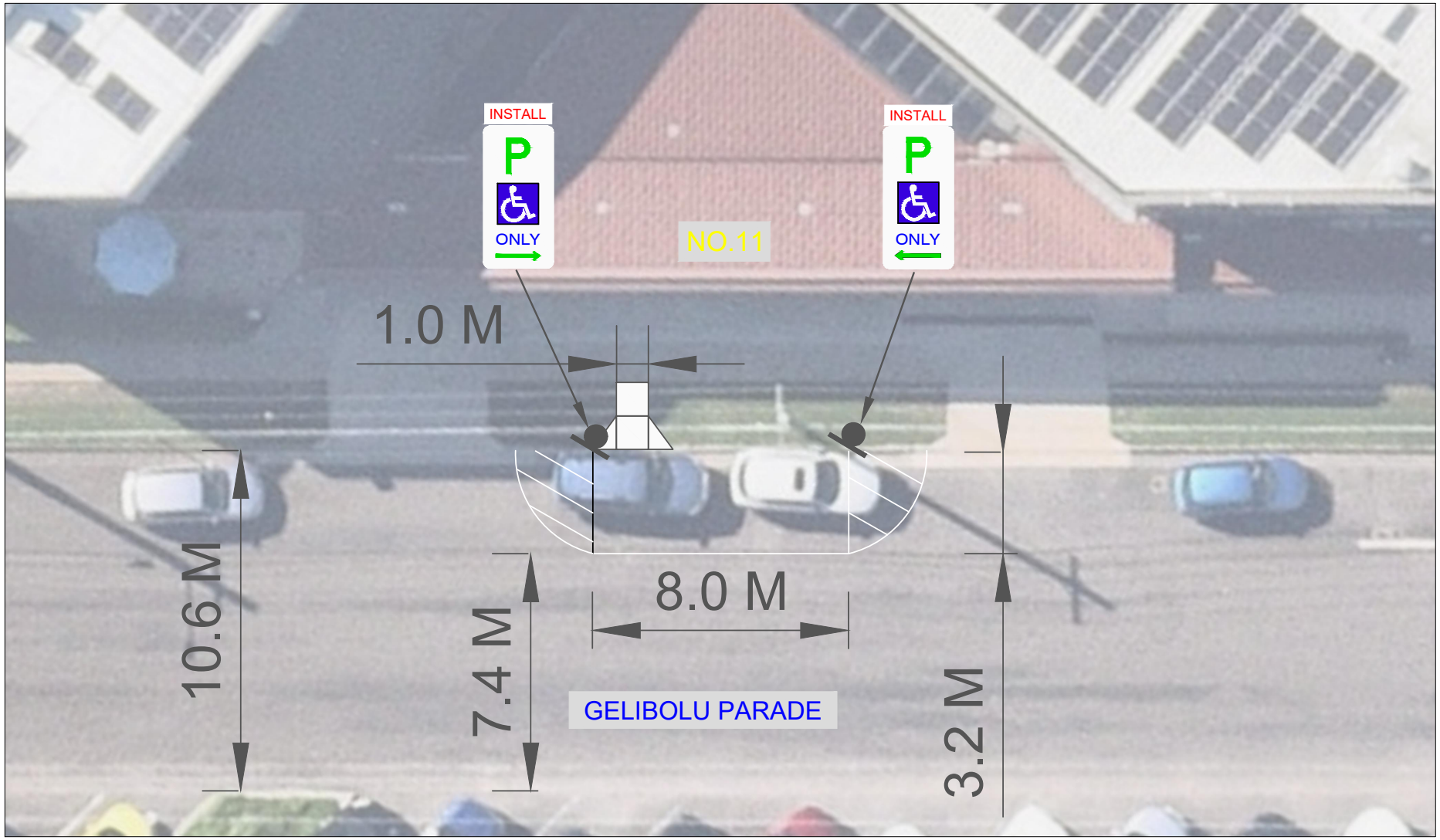
ATTACHMENTS

1. Gelibolu Parade, Auburn – Plan - Accessible Parking Space ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-183

Attachment 1

Gelibolu Parade, Auburn – Plan - Accessible Parking Space



CUMBERLAND CITY COUNCIL	**TITLE:** 11 GELIBOLU PARADE, AUBURN - PROPOSED DISABLED PARKING SPACE		
	File Number:	Date:	12/06/2025
	Drawn By: Y.R	Scale:	NTS

Item No: CTC-25-184

NEW INSTRUMENT AND DELEGATIONS ON PRESCRIBED TRAFFIC CONTROL DEVICES AND REGULATION OF TRAFFIC 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

This report provides a summary of key changes and upcoming steps for Council in implementing the *2025 Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic*.

Replacing the 2011 Delegation, the new Instrument offers greater flexibility for councils in handling traffic-related matters. It introduces structural changes such as the renaming of the Local Traffic Committee to the Local Transport Forum and reduces the number of issues requiring forum referral.

RECOMMENDATION

The Local Traffic Committee recommends that the information contained in this report be received and noted.

REPORT

Transport for NSW has issued a new *Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic*, dated 21 July 2025, under the *Roads Act 1993*, *Road Transport Act 2013*, and *Transport Administration Act 1988*. This Instrument formally revokes both the 2011 Delegation, and the Temporary Delegation issued in December 2023 and takes effect from 1 August 2025.

The 2025 Instrument delegates certain traffic management functions to councils, including the regulation of traffic on unclassified roads and installation of prescribed traffic control devices, subject to detailed conditions and limitations. Council may also sub-delegate these functions to the general manager or staff, should it choose.

Notable changes as part of the instrument includes:

- Renaming the Local Traffic Committee (LTC) to the *Local Transport Forum* (LTF), with an advisory rather than decision-making role like LTC.
- Greater autonomy for councils in installing traffic control devices and regulating traffic for certain projects.

- Mandatory referral to the LTF only in specific cases, such as traffic regulation exceeding six months or impacts to public transport over 24 hours.
- Formal processes for resolving disagreements with proposals, including the use of a Statement of Concern mechanism included within the instrument.
- Recordkeeping and consultation requirements, including post-facto reporting of device installations and notice provisions for public events.

The Instrument provides councils with increased flexibility in managing local roads, particularly for routine or low-impact proposals. Under Condition 3 of the 2025 Instrument, councils must refer proposals to the Local Transport Forum (LTF) if they regulate traffic for over six months or impact public transport operations for more than 24 hours.

To “regulate traffic” includes measures restricting passage or compelling/restricting specific turns on public roads. Many works such as speed humps, parking changes or roundabouts do not restrict passage and can be implemented without prior referral, at Council’s discretion.

The Local Transport Forum will function as an advisory body dedicated to technical advice, information sharing, and coordination on matters related to transportation, movement, and accessibility. It is not an approval body and does not make decisions. Further details of the Instrument are included in Attachment 1. A guide on the changes is also included as Attachment 2.

It is noted that, while these delegations have now come into effect, Council officers still at this time propose to seek LTC and Council approval as per current arrangements under the Terms of Reference and Local Traffic and Transport Policy and Guidelines. The current arrangements provide an appropriate process that enables consultation with key stakeholders and the community, and the ability for the LTF and elected Council to be part of decision making on key traffic related matters.

Council officers will continue to monitor and review the new delegations, with any proposed changes to the process to be reported to Council for consideration.

CONSULTATION

Consultation is not required as it relates to delegations from Transport for NSW regarding traffic and transport matters.

ATTACHMENTS

1. 2025 Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic ⇩
2. A Guide for Councils using the Authorisation and Delegation Instrument ⇩

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-184

Attachment 1

2025 Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic

AUTHORISATION AND DELEGATION

PRESCRIBED TRAFFIC CONTROL DEVICES AND REGULATION OF TRAFFIC

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 31 October 2011 titled "*Roads and Maritime Services – Delegation to Councils*"; and

b) **REVOKE** the instrument of 12 December 2023 titled "*Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils No.2"*; and

c) **DELEGATE** under section 3I(1) of the *Transport Administration Act 1988* and all other enabling powers, the functions set out in **Schedule 1** to the delegates set out in **Schedule 2**, subject to the conditions and limitations set out in **Schedule 4**; and

d) **AUTHORISE** those delegates, under section 3I(2) of the *Transport Administration Act 1988*, to sub-delegate the functions set out in **Schedule 1** to the persons set out in **Schedule 3**; and

e) **AUTHORISE** the delegates set out in **Schedule 2**, under section 122(b) of the *Road Transport Act 2013***,** to install or display (or interfere with, alter, or remove) any prescribed traffic control device required to give effect to the carrying out of traffic control work except where indicated as restricted in the Transport for NSW *"Traffic Signs Register"*, subject to the conditions and limitations set out in **Schedule 4**; and

f) **CONSENT**, under s.87(4) of the *Roads Act 1993,* to the construction, installation, maintenance, repair, removal, or replacement of a portable traffic control light used temporarily by a delegate in the context of carrying out road work or traffic control work, subject to the conditions and limitations set out in **Schedule 4**; and

g) **DIRECT** that failure to comply with the conditions and limitations set out in **Schedule 4** renders the prescribed traffic control device authorisation and delegation inoperative with respect to the functions exercised.

Note: the authorisation at (e) above is referred to in this Instrument as "the prescribed traffic control device authorisation".

This Instrument commences on 1 August 2025 and continues in force until revoked.

Josh Murray
Secretary
Department of Transport

Date: 21/07/2025

SCHEDULE 1 – FUNCTIONS

(a) 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 in that section.

(b) The power to establish and operate a special event parking scheme for a road under Part 8, Division 3 of the *Road Transport (General) Regulation 2021.*

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 AND LIMITATIONS

Note: Reference to a delegate in this Schedule includes reference to a sub-delegate.

1. Scope of Authorisation and Delegation

A delegate must not exercise a function listed in Schedule 1 of this Instrument and may not use the prescribed traffic control device authorisation:

(a) outside its local government area as constituted under the *Local Government Act 1993*;

(b) on a road or part of a road classified as a Freeway, Controlled Access Road, Tollway, or Transitway; or

(c) on any road identified with the 'Administrative Category' of 'State' in the '*Schedule of Classified Roads and Unclassified Regional Roads*' (as published and amended from time to time by Transport for NSW), except with the written consent of Transport for NSW

Note: The prescribed traffic control device authorisation allows delegates to install, display, etc. those devices and extends to the engagement of third parties (such as developers, road construction contractors, etc.) to install and display any such devices as a consequence of a delegate's decision and approval under this Instrument.

2. Local Transport Forum

(a) A delegate must convene a Local Transport Forum to which a representative from each of the following is invited to attend:

(i) the delegate

(ii) Transport for NSW

(iii) NSW Police Force

(iv) The local Member(s) of NSW Parliament

(v) The operator of any public passenger service likely to be affected by traffic control work proposed by the delegate

(b) A delegate may invite any other person to attend the Local Transport Forum.

(c) A delegate may seek technical advice from the Local Transport Forum regardless of whether this Instrument is being used.

(d) The Local Transport Forum is to provide advice to the delegate on any matter put before it for advice.

(e) A delegate must consider any advice provided by the Local Transport Forum.

3. Mandatory prior referral of some proposals

(a) A delegate must refer to the Local Transport Forum any proposal to exercise a function listed in Schedule 1 of this Instrument or to use the prescribed traffic control device authorisation where that proposal would:

for a period exceeding **6 months**:

(i) restrict or prohibit passage along a road of any persons, vehicles, or animals; or

(ii) compel or prevent a turn from one public road to another public road;

or

for a period exceeding **24 hours**:

(iii) prevent, impede, or hinder the safe or efficient operation of a public passenger service; or

(iv) prevent access to a public transport station, stop, wharf, or service; or

(v) remove or render less effective any bus priority measure.

(b) Following consideration of advice provided by the Local Transport Forum, the delegate may proceed with the proposal unless the Transport for NSW representative advises the meeting of the Local Transport Forum that Transport for NSW will be submitting a Statement of Concern within seven (7) days.

(c) If a Statement of Concern has been provided to the delegate in accordance with clause (b) above, the delegate may not exercise the relevant function until a further seven (7) days after it has circulated to the members of the Local Transport Forum, a written response addressing the Statement of Concern and setting out the delegate's reasons for proceeding to exercise the function.

4. Keeping of records

(a) The proceedings of the Local Transport Forum must be recorded and made public as soon as practicable.

(b) A post facto record of any use of the prescribed traffic control device authorisation (excluding any instance that has already been the subject of prior referral per condition 3) must be tabled at the Local Transport Forum as soon as practicable and no later than three (3) months after the fact.

5. Coordination

(a) A delegate must consult any public passenger service operator – either directly or via the Local Transport Forum – before exercising any function listed in Schedule 1 of this Instrument or using the prescribed traffic control device authorisation where it is likely to affect the operation of a public passenger service provided by that operator.

(b) Details of such consultation undertaken outside of the Local Transport Forum must be tabled at the Local Transport Forum as soon as practicable.

(c) A delegate must give not less than seven (7) days' notice to NSW Police Force and Transport for NSW – either directly or via the Local Transport Forum – before regulating traffic under this Instrument for the purposes of a public event.

6. References

(a) A delegate must use the NSW Design of Roads and Streets Manual (TS 00066, as amended from time to time) as a primary reference when exercising a function listed in Schedule 1 of this Instrument or using the prescribed traffic control device authorisation.

(b) Use of a portable traffic control light or R4-212n roadwork speed limit sign under this Instrument must be in accordance with the Transport for NSW Traffic Control at Work Sites Manual (TS 05492, as amended from time to time).

7. Preservation of head of power

Notwithstanding this Instrument, Transport for NSW reserves all and any rights and powers, including to:

(a) Direct a public authority under clause 8I of Schedule 1 of the *Transport Administration Act 1988*, or alter or remove, or direct the alteration or removal of any prescribed traffic control device, under Part 5.3, Division 2 of the *Road Transport Act 2013*; and

(b) Carry out road work in accordance with Part 6 of the *Roads Act 1993;* and

(c) Carry out traffic control work on any public road, including exclusive power to carry out or consent to the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control light under section 87 of the *Roads Act 1993*; and

(d) Regulate traffic under Part 8 of the *Roads Act 1993.*

(e) Revoke or withdraw this delegation, authorisation, or any component of it at any time with respect to any or all delegates.

DOCUMENTS ASSOCIATED WITH REPORT CTC-25-184

Attachment 2

A Guide for Councils using the Authorisation and Delegation Instrument

Transport for NSW

A guide for councils using the Authorisation and Delegation Instrument

Prescribed Traffic Control Devices and Regulation of Traffic

July 2025

transport.nsw.gov.au

NSW GOVERNMENT

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Introduction

This guide is a reference for councils and others who use the 2025 Authorisation and Delegation Instrument. It is intended to promote a consistent understanding of what can be a complicated mix of legislation, regulation, and practice.

For simplicity, the *Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic* is referred to as 'the Instrument'.

This guide addresses the following questions:

- Why does Transport authorise and delegate?
- What powers are being authorised and delegated?
- Why would council use the Instrument?
- What are Local Transport Forums and how should they operate?
- What kinds of works need to be coordinated with Transport and others?

For the most up-to-date information and references, please refer to Transport's website.

Why does Transport authorise and delegate?

Councils manage most of the roads and streets on which the people of NSW live, work, and play. These streets perform many functions. They may be the quiet streets of a residential neighbourhood, busy corridors for the movement of goods and people, or the venues for events, commemorations, and celebrations.

Councils in NSW are well-placed to manage local roads, responding to the needs and aspirations of their community. By extending some of its own powers to councils, Transport enables councils to manage streets more efficiently.

The Instrument itself serves two purposes: It authorises councils to use the signs, markings, and devices that appear in the *Road Rules 2014* and are known as 'prescribed traffic control devices'; and it allows council to 'regulate traffic' on an unclassified road for purposes that go beyond roadwork, such as closing a road to allow an Anzac Day march.

It is important to note that councils already have powers to carry out road work and traffic control work, and to regulate traffic while doing so. The Instrument provides powers to use the most common 'prescribed' devices, but in many cases, council will not need to use it.

This version of the Instrument reinforces the principle that the functions of Transport delegated to councils by the Instrument may be exercised with wide discretion. It does not seek to limit council's powers under the *Roads Act 1993* on unclassified roads (for instance the ability to carry out traffic control work under s87), nor to second-guess decisions made by councils under authority or delegation. The focus of the Instrument is to facilitate coordination and knowledge sharing, while taking a risk-based approach to proposals and works that might affect road safety, public transport, or the operation of the classified road network.

Legal context

Please note that this section is not to be taken as legal advice. Users should seek their own legal advice.

The legal framework for the Instrument is found across the *Transport Administration Act 1988*, the *Roads Act 1993*, and the *Road Transport Act 2013*.

The ***Transport Administration Act 1988*** establishes Transport and sets out its broad functions across all legislation relating to the management of roads and traffic across NSW. It authorises Transport to delegate some of its functions to councils (and for councils to further sub-delegate).

This Act defines the term '*traffic control facility*' to includes all signs, markings, structures or devices that advise or warn a driver; all signs, markings, structures, or devices that compel a road user to do (or not do) something; and any bridge or underpass for pedestrian use. Refer to the

Glossary for a full definition.

The ***Roads Act 1993*** sets out and divides responsibilities and road management functions between Transport and other roads authorities such as councils.

Part 6 of the Act provides that "*traffic control work*" – which is work involving a "*traffic control facility*" – may be carried out by Transport on any public road, transitway, and any road or road related area used by motor vehicles, cyclists, pedestrians, or animals, and including road shoulders, nature strips, and other road adjacent areas (whether a public road or not).

An appropriate roads authority (usually council) may carry out those works on unclassified roads and all the other road related areas mentioned above, unless Transport has notified the roads authority that it intends to carry out works on that road or road related area (s87).

Part 8 of the Act provides Transport with a broad power to regulate traffic (i.e. restrict or prohibit passage along a road) for any purpose. Roads authorities may regulate traffic in a more limited set of defined circumstances – such as to give effect to traffic control work under Part 6 – or to give effect to some other function authorised or required by any legislation.

While councils have powers under s87 to carry out traffic control work, there are circumstances which arise commonly outside of that scope, and where the delegation to *regulate traffic* in the Instrument can assist councils.

Street markets or marches, for example, are not '*traffic control work*' or road work for which the *Roads Act 1993* ordinarily allows councils to regulate traffic. To regulate traffic for a purpose that isn't permitted by the defined circumstances in the Act (such as to open a road for a street parade, market, or similar), a council would need to apply to Transport for approval, advertise the proposal for 28 days, and forward any submissions to Transport before it may do so. By using the Instrument – and in doing so exercising Transport's power to regulate traffic for any purpose – no advertising or approval is necessary and only the conditions of use of the Instrument need to be followed.

The ***Road Transport Act 2013*** establishes and governs road transport law in NSW. While the *Roads Act 1993* allows for the building of traffic control facilities, signs, lines, structures etc., Part 5.3 of the *Road Transport Act 2013* requires that a person hold appropriate authority from Transport to install, display, interfere with, alter, or remove a '*prescribed traffic control device*'. Unauthorised use of a device is subject to penalties, and Transport may order the unauthorised device to be removed and recover any expenses in doing so.

Some traffic control facilities are not 'prescribed' and do not require the authorisation provided by the Instrument. Speed cushions are one example. However, many other works, such as installing a roundabout, will involve installing a '*prescribed traffic control device*' - which is a device that a road user must obey under the road rules – or they may be liable for a fine. All regulatory signage, and some markings, devices, and structures are '*prescribed traffic control devices*'. Refer to the Glossary for a full definition.

This Instrument provides councils with Transport's authorisation to use prescribed traffic control devices, subject to the stated conditions in Schedule 4.

Finally, the power to establish and operate special event parking schemes delegated through provision (c) of the Instrument arises from the *Road Transport (General) Regulation 2021*, which sits under the *Road Transport Act 2013*.

Understanding the Instrument

The Instrument is a single consolidated document that replaces the Delegation to Councils (issued in 2011) and Temporary Delegation to Councils No.2 (issued in 2023), which are now no longer in force. The Instrument can be summarised as follows.

Clause **(c)** delegates Transport's power to regulate traffic for any purpose, subject to Schedule 4.

Clause **(c**) also delegates the power to establish and operate a special event parking scheme, subject to Schedule 4.

Clause **(e)** provides authorisation in writing for the use of prescribed traffic control devices (regulatory signs, lines, markings, etc.), subject to Schedule 4.

Note: The authorisation given under clause (e) of the Instrument is referred to throughout Schedule

4 as the 'prescribed traffic control device authorisation'. For clarity, the authorisation allows delegates to install, display, etc. those devices and extends to the engagement of third parties (such as developers, road construction contractors, etc.) to install and display any such devices as a consequence of a delegate's decision and approval under the Instrument.

Clause **(d)** enables councils to sub-delegate the functions and powers of the Instrument to their general manager or staff. Councils should set up their own instruments for this purpose to ensure the appropriate staff are carrying out functions lawfully.

Clause **(f)** provides consent for the temporary use of portable traffic control lights in accordance with Transport's Traffic Control at Work Sites Manual.

Clause **(g)** clarifies that non-compliance with any of the conditions and limitations in Schedule 4 means that the Instrument does not apply. In such a situation, any authority or delegation under the Instrument to exercise the function is taken not to have been given, and councils may be liable to the consequences of acting without authority or delegation.

The following subsections are structured and numbered in accordance with the conditions and limitations set out in Schedule 4 of the Instrument.

Where can council use the Instrument? *(Condition 1)*

Condition 1: Scope of Authorisation and Delegation

A delegate must not exercise a function listed in Schedule 1 of this Instrument and may not use the prescribed traffic control device authorisation:

(a) outside its local government area as constituted under the *Local Government Act 1993*;

(b) on a road or part of a road classified under the *Roads Act 1993* as a Freeway, Controlled Access Road, Tollway, or Transitway; or

(c) on any road identified with the 'Administrative Category' of 'State' in the '*Schedule of Classified Roads and Unclassified Regional Roads*' (as published and amended from time to time by Transport for NSW), except with the consent of Transport for NSW.

Councils may only perform functions under the Instrument in their own local government area and generally on unclassified roads (often referred to as 'local' roads). Note that in some cases (e.g. some light rail or bus corridors) classification may vary across the road or across different levels of the road.

Further, the roads listed in (b) above aside, the classified roads on which councils are not permitted to use the Instrument are those that have been administratively classified as 'State Roads' – which may not necessarily be all classified roads. Road classification may be confusing due to the use of both statutory classifications (under the *Roads Act 1993*) and administrative classifications. Statutory classifications define the status of roads for the purposes of the *Roads Act 1993*, while administrative classifications set out "who is responsible for the road" for the purpose of operational management, including where the NSW Government takes over the responsibility and funding of more significant roads (i.e. 'State Roads').

The Schedule of Classified Roads and Unclassified Regional Roads is available online, as is a comprehensive map of NSW road network classification.

The Instrument may only be used by councils on State Roads if *written consent* from Transport has been obtained. The Local Transport Forum may be the appropriate starting point for such consent to be obtained – the Transport representative on the Local Transport Forum may act as a point of contact for consent to be sought. It must be noted however that Transport consent in this situation is required from Transport itself – not from Local Transport Forum. The Local Transport Forum may still review the proposal, but formal Transport consent is a prerequisite before council can use this Instrument on State Roads.

Traffic signals

Under section 87 of the *Roads Act 1993*, the construction, erection, installation, maintenance, repair, removal, or replacement of a traffic control light may not be carried out otherwise than by or

with the consent of Transport. The Instrument does not provide that consent except in relation to portable traffic control lights (see clause [f]).

When using the Instrument, councils should engage with Transport – either directly or via the Local Transport Forum – in advance of undertaking any works that are likely to affect the operation of a traffic signal.

Prior engagement with Transport will ensure that unintended negative consequences for traffic signal operations are avoided.

How does the Local Transport Forum work? *(Condition 2)*

Condition 2: Local Transport Forum

(a) A delegate must convene a Local Transport Forum to which a representative from each of the following is invited to attend:

  (i) the delegate

  (ii) Transport for NSW

  (iii) NSW Police Force

  (iv) The local Member(s) of Parliament

  (v) The operator of any public passenger service likely to be affected by traffic control work proposed by the delegate

(b) A delegate may invite any other person to attend the Local Transport Forum.

(c) A delegate may seek technical advice from the Local Transport Forum regardless of whether this Instrument is being used.

(d) The Local Transport Forum is to provide advice to the delegate on any matter put before it for advice.

(e) A delegate must consider any advice provided by the Local Transport Forum.

One of the longstanding conditions of Transport's delegation of powers is that local roads authorities convene a body where proposals can be discussed, reviewed, and coordinated. This guide explains how Local Transport Forums (previously known as Local Traffic Committees) should operate and sets out the proposals they may or must consider.

The Local Transport Forum replaces the Local Traffic Committee. The change of name reflects its function and focus as an advisory body dedicated to technical advice, information sharing, and coordination on matters related to transportation, movement, and accessibility. It is not an approval body, nor does it make decisions.

The Local Transport Forum is not a committee as defined and understood in the *Local Government Act 1993*.

Function and responsibilities

Functions of the Local Transport Forum include:

- collaboration between agencies involved in transport management
- advice on street design, infrastructure, and traffic control facilities
- coordination of planned events and activities
- advice and information sharing on transport plans, policy, and management
- ensuring a public record of decisions relating to roads and streets

There is no voting at the Local Transport Forum, as councils are exclusively responsible for decisions they take on their roads. Members and attendees are to provide advice in good faith, share information, and coordinate activities and plans. Council is obliged to consider any advice provided by the Local Transport Forum, but any decisions – and the exercise of an authorised or

delegated function itself – are the sole responsibility of council regardless of the advice of the Local Transport Forum.

Membership

The Local Transport Forum is convened by council. Council's role is that of both *proponent* and *decision-maker.* Council is the representative for all community interests (residents, businesses, etc.) and responsible for all road users – including public transport – and road safety.

There are three further mandatory invitees to every meeting of the Local Transport Forum:

- Transport for NSW

  responsible for collaborative coordination and provision of advice regarding state-level interests (public transport, operation of state road network operation and safety, guidance and standards, etc.)

- NSW Police Force

  responsible for provision of advice related to Police expertise, such as public safety, event management, highway patrol, enforcement, etc.

- the local Member(s) of NSW Parliament

  responsible for provision of advice regarding community interests (residents, businesses, etc.)

It is also mandatory to invite the operator of any public passenger service likely to be affected by a proposal to carry out traffic control work to any meeting where that proposal is being reviewed. Most commonly, this will be local bus operators. Depending on local context and service density, it may be beneficial for councils to issue a standing invitation to public passenger service operators in their area. It is the responsibility of the relevant operator to attend and/or to return feedback to council if otherwise unable to attend. Failure to do so when appropriately invited does not prevent council from proceeding with a proposal.

Multiple representatives may be invited where proposals affect more than one state electorate or Police Area Command. Council is also encouraged to invite any other person who may add technical expertise and value to the Local Transport Forum. Examples include – but are not limited to – road safety practitioners, urban designers, planners, local advocacy groups (such as those for mobility-impaired residents, cyclists, pedestrians, etc.), representatives from Local Health Districts or schools, and other subject matter experts as relevant.

A quorum for a meeting of the Local Transport Forum is one representative in attendance from each of council and Transport.

Administration

The Local Transport Forum is administered by council, which may decide the frequency and format of meetings.

Attendees must be:

- provided with the meeting agenda at least seven (7) calendar days in advance of the meeting (unless otherwise agreed by members)
- afforded the opportunity to review meeting minutes prior to finalisation
- be provided with a copy of the finalised meeting minutes

The meeting agenda must:

- include sufficient information to review any proposals or items submitted for advice
- clearly distinguish between items referred for advice, tabled for-information-only, and raised for general discussion

The meeting minutes must clearly record:

- invitees and attendance
- items discussed
- key advice provided

- any for-information-only records or reports tabled

Referring proposals for advice *(Condition 3)*

Condition 3: Mandatory prior referral of some proposals

(a) A delegate must refer to the Local Transport Forum any proposal to exercise a function listed in Schedule 1 of this Instrument or to use the prescribed traffic control device authorisation where that proposal would:

for a period exceeding **6 months**:

(i) restrict or prohibit passage along a road of any persons, vehicles, or animals; or

(ii) compel or prevent a turn from one public road to another public road;

or

for a period exceeding **24 hours**:

(iii) prevent, impede, or hinder the safe or efficient operation of a public passenger service; or

(iv) prevent access to a public transport station, stop, wharf, or service; or

(v) remove or render less effective any bus priority measure.

(b) Following consideration of advice provided by the Local Transport Forum, the delegate may proceed with the proposal unless the Transport for NSW representative advises the meeting of the Local Transport Forum that Transport for NSW will be submitting a Statement of Concern within seven (7) days.

(c) If a Statement of Concern has been provided to the delegate in accordance with clause (b) above, the delegate may not exercise the relevant function until a further seven (7) days after it has circulated to the members of the Local Transport Forum a written response addressing the Statement of Concern and the delegate's reasons for proceeding to exercise the function.

Conditions 3(a)(i-ii) of the Instrument are intended to capture proposals that '*regulate traffic*' as defined in the *Roads Act 1993*. Aside from interfering with the common law right of passage on a public road, proposals that regulate traffic may create challenging outcomes – both positive and negative – and must be referred to the Local Transport Forum for coordination, input, and advice.

NOTE

'***Regulate traffic***' is a technical term that is formally defined in the *Roads Act 1993*. It means "*restrict or prohibit the passage along a road of persons, vehicles, or animals*". If a proposal does not prohibit or restrict passage, it is not regulation of traffic.

For the purposes of the Instrument, 'restrict passage' should be understood to mean a partial constraint that does not constitute prohibition or prevention of passage (such as passage only during particular times or for particular purposes). Most commonly, this is by way of compelling or preventing a turn by road users from one public road to another public road (where passage along the road is retained but can only be undertaken if approached/accessed in a specific way, or at a specific time).

For clarity, works that may affect vehicle speed or road capacity (e.g. speed cushions, roundabouts, reductions in road lanes, changes to parking controls, etc.) do not constitute restrictions or prohibitions on passage and are not regulation of traffic.

Given the critical importance of public transport in NSW, conditions 3(a)(iii-v) apply the same obligation of mandatory prior referral to the Local Transport Forum to any proposals that have the potential to negatively affect the operations of public passenger services. Please note that there are some existing legislative protections (such as s144B of the *Roads Act 1993*) for other parts of the broader rail and transport network which also must be complied with.

The following table provides examples of different types of common works and proposals to aid practitioners in understanding what must be referred to the Local Transport Forum in advance of implementation. Further information can be found on Transport's website.

Examples
1. Council develops a traffic calming proposal for a residential neighbourhood that would prevent left turns into some side streets. The proposal uses physical changes and No Left Turn signs. This is a restriction on passage along those roads. It **must be referred** to the LTF prior to implementation.
2. Council proposes to install a roundabout at a four-way intersection with speed cushions on approach to improve road safety. All turn movements are maintained and reducing vehicle speed does not constitute a restriction on passage, so prior referral to the LTF is **optional** at the discretion of council.
3. Council proposes to trial preventing motor vehicle access along a side street every weekday during lunch hours to provide space for tables and chairs for local restaurants. The proposal prohibits passage of vehicles along the road and thus 'regulates traffic', but the trial is only for 6 months, so prior referral to the LTF is **optional** at the discretion of council.
4. Council proposes to install a series of kerb islands with street trees in the kerbside lane to beautify a local shopping area. Changes to parking arrangements – including adjustments to permissive parking times and No Stopping zones – are also implemented. Parking is reduced but the changes do not restrict or prohibit passage along the road. Prior referral to the LTF is **optional** at the discretion of council.
5. Council is working with a private event organiser planning an on-street charity running event. The event will require preventing motor vehicle access along a number of different roads through town – including the main street on which a bus service operates. Prohibiting passage of vehicles along the roads is regulation of traffic, and there is a direct negative effect on operations of the bus service, but traffic controls are in place for less than 24 hours, so prior referral to the LTF is **optional** at the discretion of council. Council is, however, obliged to consult with the operator of the bus service at least 7 days' prior.
6. Council is hosting a food & drink festival along the main street of town that will involve preventing motor vehicle access for 3 days. The proposal prohibits passage of vehicles along the roads and thus 'regulates traffic'. It will also prevent access to bus stops and efficient operation of bus services. The traffic regulation is in place for less than 6 months, but the effects on public transport operations last for more than 24 hours. As a result, it **must be referred** to the LTF prior to implementation.
7. Council proposes to ban trucks and buses from using a side street to reach an industrial estate. This is a prohibition of passage. It **must be referred** to the LTF prior to implementation.
8. Council proposes to enable contra-flow movement for bicycles on an existing one-way road. The proposal includes narrowing of the carriageway and shifting of kerbside parking to enable installation of concrete kerbing to create a separated bicycle lane and improve safety. The proposal does not restrict or prohibit passage along the road. Prior referral to the LTF is **optional** at the discretion of council.
9. Council proposes to install a central median that compels left turns when entering from side streets. This is a restriction on passage. It **must be referred** to the LTF prior to implementation.
10. Council proposes a safety and amenity-focused revitalisation of a local high street. The design involves footpath widening and the installation of kerb blisters and raised pedestrian crossings. There will be some loss of parking and a reduction in the road carriageway width from 4 lanes to 2-3. None of these changes – including the reduction in lanes/road capacity for motor vehicles – constitute 'regulation of traffic' because they do not restrict or prohibit

passage along the road. Prior referral to the LTF is **optional** at the discretion of council.

Temporary regulation of traffic and events

The Instrument now allows some temporary 'regulation of traffic' to be undertaken without prior referral to the Local Transport Forum. This could be a brief closure for a street party or small event, or longer duration changes such as making a street one-way or 'closing' it at one end.

Council may use the Instrument to hold events on the public road that require the 'regulation of traffic', such as an Anzac Day event or a local market. Where public events or activities are held, it is a condition of the Instrument that NSW Police and Transport are given seven days' notice. (This is consistent with the notification requirement in s166 of the *Liquor Act 2007*).

Councils may wish to trial changes to the roads in their community – reducing the need for expensive modelling, allowing solutions to be trialled and modified, and ensuring the community and road users understand proposed permanent changes. The Instrument authorises councils to regulate traffic for up to six months without mandatory prior referral to the Local Transport Forum. (Should such a change be successful, it must be referred to the LTF if the intention is to continue beyond six months).

To safeguard public transport, the six-month period is reduced to 24 hours where a proposal prevents or hinders safe or efficient operation of a bus service, prevents access to a public transport stop, or removes or renders less effective any bus priority measure (refer to condition 3[a][iii-v]).

Alternatively, for select events or activities, councils can forgo the Instrument and the Local Transport Forum and use their existing legal powers under s115(2)(f) of the *Roads Act 1993* where a permit has been issued under s144 for a 'road event', including:

- Filming projects (as set out in the *Local Government Act 1993)*
- Neighbourhood activities (as defined in the *Roads Regulation 2018*)
- Speed contests (such as a race – Police approvals under other legislation will be required)

Section 166 of the *Liquor Act 2007* also allows regulation of traffic for events, performance space, and dining without using the Instrument and without referral to the Local Transport Forum.

NOTE

The *Roads Act 1993* uses the term 'regulation of traffic' to refer to restrictions or prohibitions on passage – what most people call a 'road closure'. This is *not* the same thing as 'closing a road' under Part 4 of the *Roads Act 1993*, which is the process of *extinguishing* a road to allow it to be sold or amalgamated. Councils don't need to use the lengthy Part 4 process for everyday changes to their local roads, such as closures to keep through-traffic of quieter streets.

Assessing the impacts of proposals

Members of the Local Transport Forum must have sufficient information to reasonably assess proposals and provide informed advice.

Councils should consider the potential effects of any change on amenity, safety, and access across the broader network for all road users and should make the assessment available to the Local Transport Forum. Professional judgement or other appropriate methods may be used to do this – taking into account considerations such as local conditions, scale, and whether the proposal is temporary, permanent, or a trial. A formal traffic model or plan may be used where appropriate but is not required.

Testing and trialling temporary changes is an increasingly common method to assess both network impacts and community sentiment and has proven effective in local area traffic management schemes, active transport projects, placemaking, and urban revitalisation initiatives. It may be preferable to take this approach in many situations. Guidance is contained in Appendix A.5 of the NSW Design of Roads and Streets Manual.

For proposals to regulate traffic, councils must provide the Local Transport Forum with:

- Sufficient detail to allow members to understand and assess the proposal

- If applicable (as required by condition 5), details of consultation with affected public passenger service operators undertaken outside of the Local Transport Forum

Statements of Concern

When a proposal is discussed at the Local Transport Forum, any attendee may provide feedback and suggestions on design, technical aspects, general policy, or planning considerations. Members should seek to resolve any concerns or uncertainties during this discussion.

For proposals for which prior referral to the Local Transport Forum is mandatory and where Transport continues to hold concerns following discussion, Transport may indicate that it intends to file, within seven days, a formal Statement of Concern. Other members may express views and raise issues, which Transport will consider, but the Statement of Concern itself may only be filed by Transport.

A Statement of Concern details Transport's concerns, reasoning, and any request(s) for mitigation(s) or alternative action(s). It might relate to an entire proposal or to a specific aspect of its design or location. It must be submitted within seven (7) calendar days, during which time council is not delegated or authorised to implement the proposal. If no Statement of Concern is issued during this time– perhaps due to further discussion and resolution by the parties – council may proceed.

Once received, council must consider the issue(s) raised in a Statement and circulate a written response to all Forum members. It must address the issue(s) raised and either (a) detail the amendments proposed in response or (b) set out council's reasons for proceeding without amendment. Seven (7) calendar days after issuing its response, council may proceed with the proposal.

A Statement of Concern does not oblige council to change or withdraw a proposal, but it does place both Transport's comments and council's response on the public record, which is particularly important where safety concerns are noted. It also provides a time window for further discussion and escalation of significant issues.

Refer to the Appendix for a flowchart that includes the steps associated with a Statement of Concern.

The Statement of Concern process only applies to those proposals for which prior referral to the Local Transport Forum is mandatory. Records tabled for-information-only and proposals referred to the Local Transport Forum at the discretion of council are not subject to the Statement of Concern process. Concerns relating to those matters may be resolved through discussion.

Keeping records *(Condition 4)*

Condition 4: Keeping of records

(a) The proceedings of the Local Transport Forum must be recorded and made public as soon as practicable.

(b) A post facto record of any use of the prescribed traffic control device authorisation (excluding any instance that has already been the subject of prior referral per condition 3) must be tabled at the Local Transport Forum as soon as practicable and no later than three (3) months after the fact.

Proceedings of the Local Transport Forum must be made publicly available online in an easily accessible manner as soon as practicable and must include:

- meeting agenda
- meeting minutes
- any formal records of use of the prescribed traffic control device authorisation (including those circulated to members out-of-session)
- the entirety of any Statements of Concern submitted by Transport for NSW under condition 3 of Schedule 4 of the Instrument
- the entirety of any council response to a Statement of Concern under condition 3 of Schedule 4 of the Instrument

Additional information may be included at the discretion of council.

For the purposes of condition 4(b) of Schedule 4 of the Instrument, a post facto record of any use of the prescribed traffic control device authorisation must include:

- type
- specific location
- date

Additional information may be included at the discretion of council.

Where a meeting of the Local Transport Forum is not scheduled to be held within three (3) months, a record of use of the prescribed traffic control device authorisation must be circulated directly to all members of the Local Transport Forum. The record must be made publicly available online and forms part of the records of the Forum, even if it has not met.

Coordination with Transport, public transport operators, and Police *(Condition 5)*

Condition 5: Coordination

(a) A delegate must consult any public passenger service operator – either directly or via the Local Transport Forum – before exercising any function listed in Schedule 1 of this Instrument or using the prescribed traffic control device authorisation where it is likely to affect the operation of a public passenger service provided by that operator.

(b) Details of such consultation undertaken outside of the Local Transport Forum must be tabled at the Local Transport Forum as soon as practicable.

(c) A delegate must give not less than seven (7) days' notice to NSW Police and Transport for NSW – either directly or via the Local Transport Forum – before regulating traffic under this Instrument for the purposes of a public event.

The requirement for consultation in condition 5(a) applies to any function listed in Schedule 1 of this Instrument or use of the prescribed traffic control device authorisation likely to affect the operation of a public passenger service (note: while this may commonly be buses, it applies to any public passenger service, including rail, light rail, metro, and ferry). Practitioners must use professional judgement and take advice as to whether a proposal is likely to affect a public passenger service.

At bus stops, considerations may include whether adequate draw-in and pull-out length is preserved, or whether the design of the kerbside environment ensures ramps can be fully deployed for mobility impaired passengers. On-street designs should ensure turning paths are clear, hazardous merges are not required by drivers, bus priority is maintained or improved, and traffic calming devices are appropriately designed for bus operation.

Engagement with operators may be undertaken directly or through the Local Transport Forum. When undertaken directly, sufficient detail must be given to the operator to allow reasonable assessment of any proposal, and at least seven (7) calendar days should be allowed for feedback before council proceeds. Details of any direct consultation undertaken outside of the Local Transport Forum must be tabled as a record at the Local Transport Forum as soon as practicable.

It is the responsibility of the operator to return feedback to council. Failure to comment when invited to do so does not prevent council from proceeding.

Regular bus services may be identified through Transport's online Bus Route Map or on advice of Transport. Design references such as the Bus Priority Toolbox are available through the NSW Design of Roads and Streets Manual.

References *(Condition 6)*

Condition 6: References

(a) A delegate must use the NSW Design of Roads and Streets Manual (TS 00066, as amended from time to time) as a primary reference when exercising a function listed in Schedule 1 of this Instrument or using the prescribed traffic control device authorisation.

(b) Use of a portable traffic control light or R4-212n roadwork speed limit sign under this Instrument must be in accordance with the Transport for NSW Traffic Control at Work Sites Manual (TS 05492, as amended from time to time).

The NSW Design of Roads and Streets Manual (DORAS) is a valuable reference for design, engineering, and planning practitioners. It offers guidance on network planning, understanding street and road environments, identifying issues and design solutions, typical design parameters, and application of the Safe Systems approach.

DORAS provides extensive and convenient references to applicable guidance, manuals, technical standards, and policy documents. It recognises that that no two contexts and street environments are the same and offers guidance for councils that may wish to adopt local street design guides to reflect local aspirations and conditions.

DORAS provides references and links to many other adopted Transport Standards where relevant, such as the NSW Supplement to AS 1742 Manual of Uniform Traffic Control Devices, the NSW Supplement to Austroads Guide to Road Design, Delineation and Pavement Marking, the Cycleway Design Toolbox, and the Pedestrian Crossing Guideline. The Transport Standards Portal can be used to access these tools. DORAS also provides references to scores of other resources available to practitioners from legislation to examples of international best practice.

DORAS must be used as a primary reference for practitioners using the Instrument.

Transport's reserve powers *(Condition 7)*

Condition 7: Preservation of head of power

Notwithstanding this Instrument, Transport for NSW reserves all and any rights and powers, including to:

(a) Direct a public authority under clause 8I of Schedule 1 of the *Transport Administration Act 1988*, or alter or remove, or direct the alteration or removal of any prescribed traffic control device, under Part 5.3, Division 2 of the *Road Transport Act 2013;* and

(b) Carry out road work in accordance with Part 6 of the *Roads Act 1993;* and

(c) Carry out traffic control work on any public road, including exclusive power to carry out or consent to the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control light in accordance with section 87 of the *Roads Act 1993;* and

(d) Regulate traffic under Part 8 of the *Roads Act 1993.*

(e) Revoke or withdraw this delegation, authorisation, or any component of it at any time with respect to any or all delegates.

The Instrument does not affect Transport's (nor council's) rights and powers under legislation.

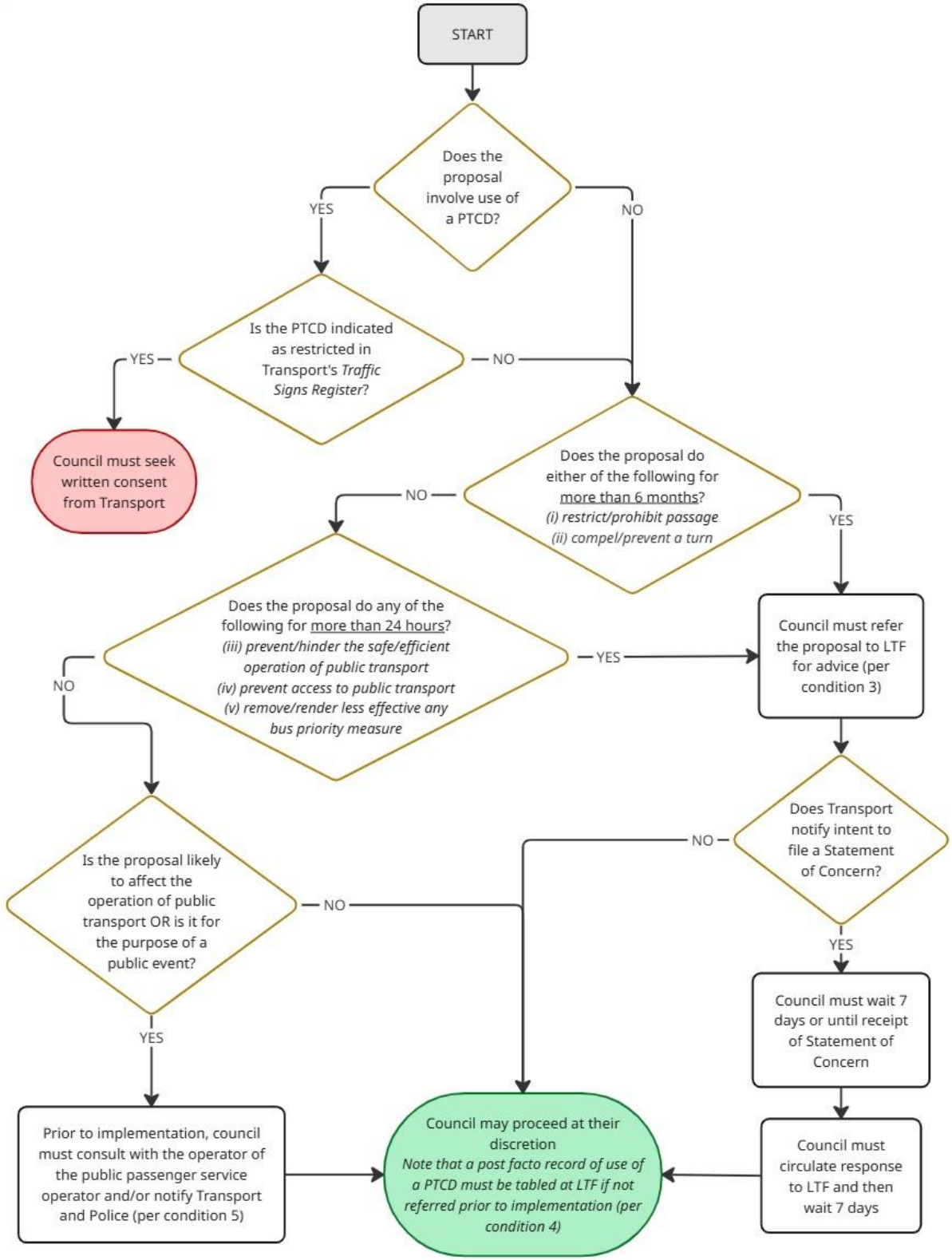
Council continues to have powers to undertake road work under s71 of the *Roads Act 1993,* to undertake traffic control work on unclassified roads under s87 of the *Roads Act 1993*, and to regulate traffic under s115 to complete those works. Transport retains the power to carry out traffic control work on any road, and to regulate traffic for any purpose.

In cases where, despite best efforts, Transport and council cannot agree on a proposed course of action, options for Transport or the Minister for Roads to issue a direction to a roads authority or public authority under legislation are not affected by this Instrument.

Appendix

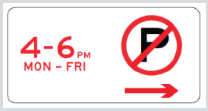
Exercising an authorised or delegated function

The following process applies to any function exercised using the Instrument. It assumes that the proposed function is otherwise eligible and compliant with Schedule 4.



Glossary

'Authorisation and Delegation Instrument' or 'Instrument'	Abbreviated reference to '*Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic*'; the instrument that is the subject of this guide.
the/this guide	Abbreviated reference to this document; 'Guide to Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic'.
DORAS	Abbreviated reference to the NSW Design of Roads and Streets Manual (TS 00066).
local road	Abbreviated reference to the portion of NSW's road network that is: • within the local government area of the relevant council; and • not classified as a Freeway, Controlled Access Road, Tollway, or Transitway; and • not identified with the 'Administrative Category' of 'State' in the 'Schedule of Classified Roads and Unclassified Regional Roads' (as published and amended from time to time by Transport for NSW)
LTF	Abbreviated reference to the Local Transport Forum.
'meeting' of the Local Transport Forum	Reference to a session of the Local Transport Forum. Meetings can be held physically, digitally, or via correspondence.
portable traffic control light	Approved traffic signals that are transportable and not permanently installed. For the purposes of the Authorisation and Delegation Instrument, 'portable traffic control light' is understood and used as per 'portable traffic signal' in Transport's Traffic Control at Work Sites Technical Manual (TS 05492, as amended from time to time).
prescribed traffic control device	A sign, signal, marking, structure, or other device to direct or warn traffic on a road (or part of a road) that is prescribed by the statutory rules of the *Road Transport Act 2013* for the purposes of this definition. Refer to the *Road Transport Act 2013*. For the purposes of this definition, the *Road Transport (General) Regulation 2021* prescribes traffic control devices of a kind mentioned in the *Road Rules 2014*. Examples of a prescribed traffic control device:

	 *NOTE: 'Prescribed traffic control device' is commonly confused with 'traffic control device' or 'traffic control facility'.* *'Prescribed traffic control device' is the term which relates to the regulatory signs, signals, markings, etc. of which contravention is an offence. It is 'prescribed traffic control devices' that are the subject of provision (e) of the Instrument (the 'prescribed traffic control device authorisation').*
prescribed traffic control device authorisation	Abbreviated reference to the authorisation issued through provision (e) of the Authorisation and Delegation Instrument.
proposal	Abbreviated reference to the intended exercise by council of a function enabled by the Authorisation and Delegation Instrument.
PTCD	Abbreviated reference to 'prescribed traffic control device'.
public event	For the purposes of the Authorisation and Delegation Instrument, 'public event' means any market, gathering, performance, festival, march, celebration, commemoration, or similar held on a road, whether organised by a delegate or another party, and open to the public to attend.
public passenger service	The transport, by a motor vehicle, vessel, aircraft, train, or other vehicle prescribed by the regulations of the *Passenger Transport Act 2014* for the purposes of this definition, of passengers within, or partly within, New South Wales for a fare. Refer to the *Passenger Transport Act 2014*. For the purposes of the Authorisation and Delegation Instrument; • A passenger service under the *Point to Point Transport (Taxis and Hire Vehicles) Act 2016* is excluded • A passenger service that operates without collection of a fare is included
regular bus service	As identified on Transport's online Bus Route Map or on advice of Transport.
regulate traffic	To restrict or prohibit the passage along a road of persons, vehicles, or animals. Refer to the *Roads Act 1993.*
restrict or prohibit passage	For the purposes of the Authorisation and Delegation Instrument: • *'Restrict'* means a partial constraint, such as passage only during particular times or for particular purposes (e.g. 'local access only') • *'Prohibit'* means to bar or prevent passage, such as a mid-block

	traffic filter For clarity, compelling or preventing a turn from one public road to another is a restriction on passage. A reduction in vehicle speed or road capacity does not constitute a restriction on passage.
road and road related area	A road is an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles. Refer to the *Road Rules 2014*. A road related area is any of the following: • an area that divides a road • a footpath or nature strip adjacent to a road • an area that is not a road and that is open to the public and designated for use by cyclists or animals • an area that is not a road and that is open to or used by the public for driving, riding, or parking vehicles Refer to the *Road Rules 2014*.
road event	Means a speed contest or such other activity as may be prescribed by the regulations for the purposes of this definition. Refer to the *Roads Act 1993*. For the purposes of this definition, the *Roads Regulation 2018* also prescribes filming projects within the meaning of the *Local Government Act 1993* and neighbourhood activities as defined in s79.
road work	Includes any kind of work, building or structure (such as a roadway, footway, bridge, tunnel, road-ferry, rest area, transitway station or service centre or rail infrastructure) that is constructed, installed or relocated on or in the vicinity of a road for the purpose of facilitating the use of the road as a road, the regulation of traffic on the road or the carriage of utility services across the road, but does not include a traffic control facility. Refer to the *Roads Act 1993*. To ***carry out road work*** includes to carry out any activity in connection with the construction, erection, installation, maintenance, repair, removal or replacement of a road work. Refer to the *Roads Act 1993*.
roads authority	A person or body that is, by or under the *Roads Act 1993*, declared to be a roads authority and, in relation to a particular public road, means the roads authority for that road. Refer to the *Roads Act 1993*.
special event parking scheme	Where the whole, or a part of, a road has been set aside as a special event parking area. Refer to the *Road Transport (General) Regulation 2021*. A special event parking area is the network of roads in an area with — (a) a special event parking area sign on each road into the area, and (b) an end special event parking area sign on each road out of the area. Refer to the *Road Rules 2014*.
traffic control device	A traffic sign, road marking, traffic signals, or other device, to direct or warn traffic on, entering, or leaving a road. Refer to the *Road Rules 2014*.

	Examples of a traffic control device: *NOTE: 'Traffic control device' is commonly confused with 'traffic control facility' or 'prescribed traffic control device'.* *'Prescribed traffic control device' is the term which relates to the regulatory signs, signals, markings, etc. of which contravention is an offence. It is 'prescribed traffic control devices' that are the subject of provision (e) of the Instrument (the 'prescribed traffic control device authorisation). 'Traffic control devices' may already be installed and used by councils without relying on the Instrument.*
traffic control facility	Means — (a) traffic control lights on roads or road related areas, and equipment used in connection with traffic control lights, or (b) any sign, marking, structure or device containing or relating to a requirement or direction, contravention of which is an offence arising under — (i) this Act or the regulations, or (ii) any other Act, regulation or by-law prescribed for the purposes of this subparagraph, or (c) any other sign, marking, structure or device that is intended to promote safe or orderly traffic movement on roads or road related areas or to warn, advise or inform the drivers of vehicles, or pedestrians, of any matter or thing in relation to vehicular or pedestrian traffic or road conditions or hazards, or (d) any bridge or subway or other facility for use by pedestrians over, across, under or alongside a road or road related area, or (e) any other thing prescribed as a traffic control facility by the regulations. Refer to the *Transport Administration Act 1988*. For the purposes of (b)(ii) above, the *Transport Administration (General) Regulation 2018* prescribes the road transport legislation within the meaning of the *Road Transport Act 2013,* which includes the *Road Rules 2014*. *NOTE: 'Traffic control facility' is commonly confused with 'traffic control device' or 'prescribed traffic control device'.* *'Prescribed traffic control device' is the term which relates to the regulatory signs, signals, markings, etc. of which contravention is an offence. It is 'prescribed traffic control devices' that are the subject of provision (e) of the Instrument (the 'prescribed traffic control device authorisation).*
traffic control light	For the purposes of the Authorisation and Delegation Instrument, 'traffic control light' is understood and used as per 'traffic signal' in the *Road Rules 2014*.

traffic control work	Includes any activity in connection with the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control facility. Refer to the *Roads Act 1993*.
traffic signal	Bicycle crossing lights, B lights, overhead lane control signals, pedestrian lights, T lights, traffic arrows, traffic lights, or twin red or yellow lights. Refer to the *Road Rules 2014*.
Transport	Abbreviated reference to 'Transport for New South Wales'.

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NSW GOVERNMENT

Item No: CTC-25-185

RESPONSE TO NOTICE OF MOTION - MULTI-STOREY PARKING SOLUTIONS FOR PENDLE HILL

Directorate:	Environment and Planning
Responsible Officer:	Director Environment & Planning
Electorate:	*Prospect*
Police Area Command (PAC):	*Cumberland*
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

This report provides information to the Property Committee following Council's resolution related to a Notice of Motion- C02/25-66 - Multi-Storey Parking Solutions for Pendle Hill of 26 February 2025 (Min 883).

RECOMMENDATION

The Traffic Committee recommend that Council:

1. **Receive and note the report.**

2. **Endorse the proposed approach for parking solutions at Pendle Hill town centre to align parking space availability with customer and business demand, including:**

   a. Deliver additional car parking spaces at Civic Park on the former Cassia site as previously resolved by Council.

   b. Review on-street and Council land car parking arrangements to:

      i. extend the hours of operation of timed parking to encourage parking turnover on weeknights, Saturday afternoon and Sundays

      ii. consider shorter periods of timed parking at targeted locations to encourage greater turnover of parking spaces

   c. Consider opportunities for additional public car parking to be included in future mixed use development within the town centre, subject to relevant planning controls and policy guidance.

REPORT

At the Council meeting of 26 February 2025 regarding the Notice of Motion – Multi-Storey Parking Solutions for Pendle Hill, Council resolved to:

"1. Council receive a comprehensive report exploring the feasibility of constructing a multi-storey parking facility in Pendle Hill to alleviate parking shortages and support the economic vitality of the Pendle Town Centre.

2. The report is to include the following:

- *Current parking challenges faced by residents, local businesses, and customers in the Pendle Town Centre.*
- *Potential locations for a multi-story parking facility, including Council-owned and other feasible land.*
- *An assessment of cost implications and potential funding sources, including state and federal grants, partnerships, and developer contributions.*
- *Traffic and environmental impacts associated with constructing and operating a multi-story car park.*
- *Opportunities to incorporate sustainable building practices such as solar power, electric vehicle charging stations, and green design features.*

3. Council explore land acquisition options for the parking facility in partnership with state and federal government support, ensuring long-term viability and strategic alignment with community needs.

4. Council write and advocate to State and Federal Members of Parliament (MPs) to:

- *Seek their support in addressing the parking challenges in Pendle Hill.*
- *Request funding and policy support for land acquisition and construction of a multi-story parking facility.*
- *Highlight the broader economic and social impacts of Woolworths' closure and the necessity of collaborative solutions.*

5. Council consult with local residents, business owners and other stakeholders to ensure that the solution addresses their needs.

6. The report come back to the Council by July 2025 with findings, recommendations, and a roadmap for potential implementation.

Background

The Pendle Hill town centre comprises Pendle Way between Gilba Road and Joyce Street, Civic Avenue, Joyce Street and Gilba Road between Pendle Way and Bentley Lane. The total length of shop frontage within the town centre is approximately 390 metres. There are existing parking within or in the vicinity of the town centre, as well as two pedestrian crossings which have mandatory 'No Stopping' zones, two 'Bus Zones' and a 'Mail Zone'.

As shown in Table 1 below, there are total of 283 parking space in the Pendle Hill town centre, including 43 spaces within the Civic Park.

Parking Locations	Parking Spaces	Time Period
Joyce Street – Railway Side	11	1 P
	57	Untimed
	2	Accessible Parking
Joyce Street – Retail Side	26	1 P
	1	Accessible Parking
Pendle Way – Eastern Side	16	1P
Pendle Way – Western Side – South of Civic Avenue	14	1P
	1	Accessible Parking
Pendle Way - Western Side – North of Civic Avenue	6	1P
	1	Accessible Parking
Civic Avenue – Southern Side	9	1 P
	2	1P and Loading zone
Civic Avenue – Northern Side	12	1P
Civic Park	39	3P
	3	Accessible parking
Purdie Lane	69	2 P
Stapleton Street – Southern side	5	1P
Stapleton Street – Southern side	3	Accessible parking
Gilba Road	5	1P
TOTAL	282	

1 P – Mon- Fri 8:30AM to 6:00PM Sat 8:30AM – 12:30PM – On Street

2 P – Mon- Fri 8:00AM to 5:00PM Sat 8:00AM – 12:00PM - Purdie Lane Car Park

3 P – Mon- Sun 6:00AM to 6:00PM - Civic Park

Table 1: Car Parking Spaces at Pendle Hill Town Centre

Parking Assessment for Pendle Hill Town Centre

Current Challenges

The following parking challenges have been identified for the Pendle Hill town centre:

1. The majority of the businesses in this area are take-away shops which have high parking turnover. These businesses are open from early morning till late night. It has been observed that motorists wanted to find parking closer to the frontage of the shops.

   The current on street parking restrictions are 1P – Mon - Fri 8:30AM to 6:00PM Sat 8:30AM to 12:30PM. These restrictions mean that there is limited parking space turnover on weeknights, Saturday afternoons and on Sundays.

   The Purdie Lane carpark parking restrictions are 2 P – Mon - Fri 8:00AM to 5:00 PM Sat 8:00 AM to 12:00 PM. These restrictions mean that there is limited parking space turnover on weeknights, Saturday afternoons and on Sundays.

It is noted that the residents in the area are using these spaces for their overnight parking.

2. Residents that live within or in close proximity to the town centre are choosing to park in unrestricted parking areas for extended periods. This is impacting on the availability of parking in the town centre, particularly when timed parking is not in operation within the town centre on weeknights, Saturday afternoons and Sundays.

3. Business owners and employees require parking within or in close proximity to the town centre for extended periods while businesses are open. While there are some areas where unrestricted parking is available, feedback from some businesses indicates that there is a concern on the availability of this parking when required.

Potential Car Parking Locations for Additional Car Spaces

As part of this report, a range of potential car parking locations have been identified for additional car spaces within the Pendle Hill town centre.

An initial response by Council, as resolved in June 2025, is for the provision of additional car parking spaces at Civic Park within the site formerly known as the Cassia Centre. It is estimated that between 35 and 40 additional car parking space can be provided at ground level, including the potential for electric vehicle charging infrastructure. Following Council's resolution, planning and design work for the additional car spaces is underway.

Further options have also been explored for the potential to host multi-storey car parking spaces. These are outlined below.

1. Purdie Lane Carpark

The site is Council owned. The subject lane is the main access to all properties fronting to Pendle Way and Joyce Street for parking and loading. Therefore, any parking provision need to provide a 5.0 clearance between ground floor and first floor. It is also noted that the existing land holdings are smaller lots and it is difficult to position the columns to access the individual properties. The Purdie Lane and the parking module adjacent to the laneway is not wide enough to provide an easy circulation to optimise parking arrangements.

2. 94-104 Pendle Way and 2-4 Gilba Road

The sites are privately owned. The above site frontage on Pendle Way is between a traffic signal and roundabout and it is unlikely to have an ability for access to be provided through this frontage. If a multistorey car park was provided at this location, access would need to be on Gilba Road away from the roundabout. It is noted that the subject site has an active development application to build multi storey units.

3. 1-5 Gilba Road and 1 Billabong Street

The sites are privately owned. The above site is between Billabong Street and Bentley Lane. Access can be provided on Billabong Street with minimal impact to Gilba Road traffic. It is noted that a development application has previously been lodged on the subject site for a mixed use development.

For multistorey car parking, the following considerations are also relevant:

- Suitable arrangements are required to be provide for traffic access and circulation within the parking area. This is to ensure that any impacts on the adjoining road network are minimised.

- Environmental factors needs to be considered and mitigated in the design, construction and operation of a facility, including air quality, noise, light spill and built form.

- Opportunities to incorporate sustainable building practices such as solar power, electric vehicle charging stations, and green design features can be considered as part of the planning and design phase of a project.

- A range of funding sources can be considered to plan, design and construct a multi-storey car park, including Council, state and federal grants, partnerships, and developer contributions.

Proposed Approach

Based on the options provided, there are limitations in pursuing multistorey car parking at these location, which would make it difficult for Council to progress. With this in mind, it is proposed that the following approach be undertaken:

- Deliver additional car parking spaces at Civic Park on the former Cassia site as previously resolved by Council.

- Review on-street parking arrangements within the town centre to align car parking availability with customer and business demand, including:

    - Extend the hours of operation of timed parking to encourage parking turnover on weeknights, Saturday afternoon and Sundays.

    - Consider shorter periods of timed parking at targeted locations, such as 30 minutes, to encourage greater turnover of parking spaces

- Review Council car park arrangements at Purdie Lane and Civic Park to align car parking availability with customer and business demand, including:

    - Extend the hours of operation of timed parking to encourage parking turnover on weeknights, Saturday afternoon and Sundays.

    - Consider shorter periods of timed parking at targeted locations, such as 60 minutes, to encourage greater turnover of parking spaces

- Consider opportunities for additional public car parking to be included in future mixed use development within the town centre, subject to relevant planning controls and policy guidance.

It is recommended that Council endorse the approach on car parking solutions for the Pendle Hill town centre.

CONSULTATION

Consultation with residents and the community have been undertaken as part of the Pendle Hill Town Centre Public Domain Plan. Further consultation with businesses on parking considerations was undertaken by Council officers in July 2025, with these insights informing the recommendations as outlined in this report.

Subject to endorsement, further consultation on specific car parking proposals will be undertaken.

ATTACHMENTS

Nil

Item No: CTC-25-186

GELIBOLU PARADE, AUBURN - PROPOSED TEMPORARY ROAD CLOSURE FOR GALLIPOLI MOSQUE

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 has received a request for a temporary closure of Gelibolu Parade, Auburn outside the Gallipoli Mosque for Mosque Open Day and Multicultural Festival.

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

RECOMMENDATION

The Traffic Committee recommends that the temporary closure of Gelibolu Parade, Auburn between Swaggy Road and Dartbrook Road between the hours of 10:00am and 10:00pm Friday 28 and Saturday 29 November 2025 be approved, subject to the following conditions:

1. **Consultation be undertaken with affected businesses, residents and emergency stakeholders and resolving any issues raised.**
2. **Submitting a Traffic Guidance Scheme indicating the detours required for the closure.**
3. **Complying with the notification requirements of the Roads Act 1993, i.e. placing public notices in a newspaper and erecting notices on the road.**
4. **Approval of a Traffic Management Plan by Transport for NSW and the Transport Management Centre.**

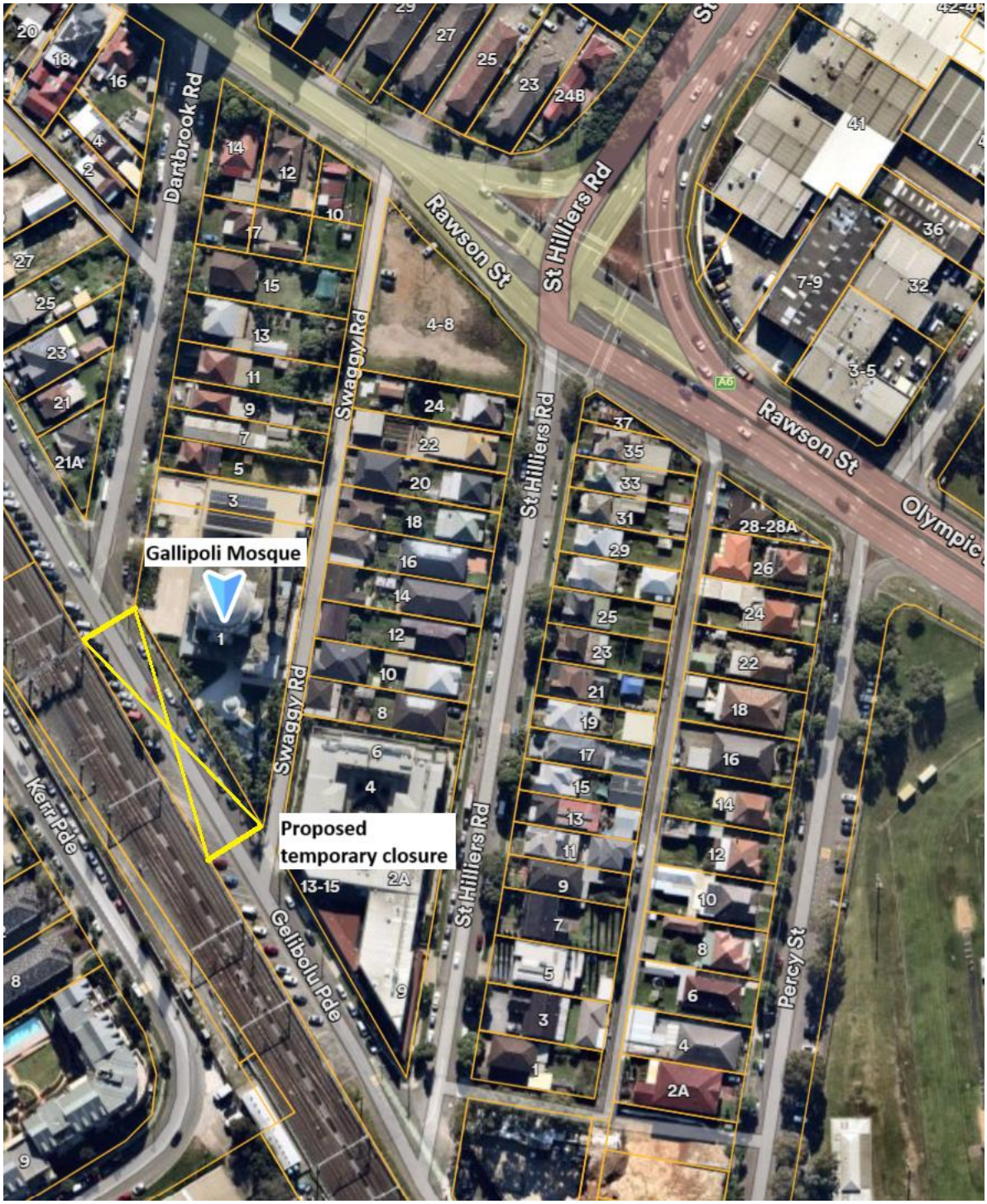
REPORT

Council has received a request for a temporary closure of Gelibolu Parade, Auburn outside the Gallipoli Mosque for ‘Mosque Open Day and Multicultural Festival’.

The temporary closure is proposed between Swaggy Road and Dartbrook Road.

Gelibolu Road is a local road linking Percy Street and station Road Auburn. The proposed closure will be an approximately 80 m section of Gelibolu Parade between Swaggy Road and Dartbrook Road.

The road closure section is shown in the image below.



The road closure will be between 10:00 am and 10:00 pm on Friday 28 and Saturday 29 November 2025.
The Traffic Management Plan including Traffic Guidance Schemes and detours for the community event will be assessed by Council officers and forwarded to Transport for NSW for concurrence

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

Nil