AGENDA

Local Transport Forum

Wednesday, 24 June 2026

10:00 AM

Dragon Room
Civic Centre
Hurstville

GEORGES RIVER COUNCIL

GEORGES RIVER LOCAL TRANSPORT FORUM MEETING

ORDER OF BUSINESS

OPENING

ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES / LEAVE OF ABSENCE

REQUEST TO JOIN VIA AUDIO VISUAL LINK

NOTICE OF WEBCASTING

DISCLOSURES OF INTEREST

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

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CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Item: **LTF041-26 Confirmation of the Minutes of the Local Transport Forum Meeting held on 29 April 2026**

Author: Administration Officer

Directorate: Assets and Infrastructure

Matter Type: Previous Minutes

LTF041-26

RECOMMENDATION:

That the Minutes of the Local Transport Forum Meeting held on 29 April 2026, be confirmed.

ATTACHMENTS

Attachment ⇩1 Minutes of the Local Transport Forum Meeting held on 29 April 2026

MINUTES

Local Transport Forum

Wednesday, 29 April 2026

10:00 AM

Dragon Room
Civic Centre
Hurstville

UNCONFIRMED

GEORGES RIVER COUNCIL

PRESENT

VOTING MEMBERS

Councillor Nancy Liu (Chairperson)

Mr M Coure (MP State Member for Oatley)

Mr W Delezio (Representing Member for Oatley, Mark Coure MP)

Mr L Crompton (Representing Member for Kogarah)

Snr Constable F Xu (Representing St George Local Area Command)

Ms Nazli Tzannes (Representing Transport for NSW)

GEORGES RIVER COUNCIL STAFF

Mr B Spelta (Director Assets & Infrastructure)

Mr S Lindsay (Manager Assets & Traffic)

Mr A Baradhy (Coordinator Traffic and Transport)

Ms N Paraskevopoulos (Executive Services Officer)

Ms D Berro (PA to Manager Assets and Traffic – Minutes)

Mr H Bongers (Coordinator Parking and Rangers)

Mr Arun Job (IMT Services – Technical)

ABSENT

Ms S Ortado (Representing Member for Rockdale, Steve Kamper MP)

Mr S Kshitij (Representing Transport for NSW)

COMMITTEE MEMBERS

Deputy Mayor, Councillor Nancy Liu (Chairperson)

Mr M Coure (MP State Member for Oatley)

Ms S Ortado (Representing Member for Rockdale)

Mr L Crompton (Representing Member for Kogarah)

Mr S Kshitij (Transport for NSW)

Senior Constable Z Xu (St George Local Area Command)

NON-VOTING MEMBERS

Mr A Pritchard (Transit Systems)

Mr S Braunig (U-GO Mobility Bus Company)

Mr G Wong (St George Cabs)

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OPENING

Councillor Nancy Liu, opened the meeting at 10.04am

ACKNOWLEDGEMENT OF COUNTRY

Councillor Nancy Liu acknowledged the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES/LEAVE OF ABSENCE

Apology from Ms Samantha Ortado (Representing Member for Rockdale).

Apology from Mr Shah Kshitij (Representing Transport for NSW)

There were no other apologies.

NOTICE OF WEBCASTING

Councillor Nancy Liu advised staff and the public that the meeting is being recorded for minute-taking purposes only.

DISCLOSURES OF INTEREST

There were no disclosures of interest made.

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

LTF030-26 Confirmation of the Minutes of the Local Transport Forum Meeting held on 25 March 2026
(Report by Administration Officer)

RECOMMENDATION:
That the Minutes of the Local Transport Forum Meeting held on 25 March 2026, be confirmed.

No Comments.

COMMITTEE REPORTS

LTF031-26 Baumans Road and Meadowland Road, Peakhurst - Proposed 'No Stopping Zones' & '1/2P' restrictons at the intersection.
(Report by Traffic Engineer)

RECOMMENDATION

(a) That ‘No Stopping’ restrictions be introduced at the intersection of Baumans Road and Meadowland Road, Peakhurst, as per the plan attached in the report.
(b) That ‘1/2P, 8:30am–6:00pm Mon–Fri & 8:30am–12:30pm Sat’ parking restrictions be implemented on southern side of Meadowland Road near the intersection with Baumans Road.

No Comments.

UNCONFIRMED

LTF041-26 Attachment 1

LTF032-26 Glenwall Street, Kingsgrove - Formalisation of an existing 'Bus Zone'
(Report by Traffic Engineer)

RECOMMENDATION:
That the existing 'Bus Zone' on the western side of Glenwall Street, Kingsgrove, south of the driveway to No. 34, be formalised as per the plan in the report.

Comments:

Mr S Braunig commented, that currently Glenwall Street has 6 bus stops. Two are currently formalised and the other four are not. If you were to formalise just the one bus stop, there is going to be problems on the opposite bus stop located on the opposite side of the road because cars will be parking in that spot instead. Therefore, why not formalise all other 4 bus stops.

Mr S Lindsay commented, this request is understood and will be looked into.

LTF033-26 Trafalgar Street, Peakhurst - Proposed "Bus Zone' extension
(Report by Traffic Engineer)

RECOMMENDATION
That the existing 'Bus Zone' on the southern side of Trafalgar Street, fronting No. 69, be extended 4m east as shown on the plan attached to the report.

No comments.

LTF034-26 Hillcrest Avenue, Hurstville – Proposed Resident Parking Permit Scheme
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION
That the 'Existing Resident Parking Permit Scheme Area 6' be extended to include Hillcrest Avenue between King Georges Road and Woniora Road, Hurstville as per the plan in the report.

No Comments.

LTF035-26 West Street, Blakehurst – Proposed Relocation of the 'No Stopping' sign
(Report by Traffic Engineer)

RECOMMENDATION
That the 'No Stopping' sign on the southern side of West Street, Blakehurst, be relocated 3.4m to the west as per the plan in the report.

No Comments.

LTF036-26 Junction Road, Beverly Hills - Proposed Relocation of 'Bus Zone' Restriction
(Report by Traffic Engineer)

RECOMMENDATION

That the existing 'Bus Zone' restriction on the southern side of Junction Road, Beverly Hills, be

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relocated east, as per the plan in the report.

Comments:
Mr S Braunig commented that after reviewing quite intensely in the system, the proposed location is not actually apart of the bus stop. The bus stop should be in between 25 and 27 so technically you are relocating the bus stop into its correct location.

Mr W Delezio commented asking, is the footpath only between Central road and Baumans road or is that going to be extended across all of Junction road?

Mr S Lindsay commented in response, the footpath will only go as far as Gardinia Street and the corner of Junction Road. There is a new development there that has an existing footpath that they have constructed, therefore we are just going to be filling in the gaps so it connects to the existing network.

Mr W Delezio commented, sounds good. Thank you.

LTF037-26 Depot Road, Mortdale - Proposed Temporary Changes to Parking Restrictions
(Report by Traffic Engineer)

RECOMMENDATION

(a) That a temporary 'No Parking' restriction be installed on Depot Road, Mortdale, as per the plan in the report, during the following period to facilitate a waste drop-off event:

Friday 23 October 2026 to Monday 26 October 2026

(b) That the 'No Parking' restriction and associated signage be removed between each waste drop-off event.

No Comments.

LTF038-26 Pitt Street, Mortdale - Proposed Accessible Parking
(Report by Traffic Engineer)

RECOMMENDATION
That 6m of the existing time-restricted parking '2P, Mon-Fri 8:30 am-6 pm and Sat 8:30 am-12:30 pm' on the southern side of Pitt Street, Mortdale be converted into an accessible parking zone, as per the plan in the report.

No comments.

LTF039-26 Burgess Street and Targo Road Intersection - Proposed Intersection Changes
(Report by Traffic Engineer)

RECOMMENDATION
That the priority at the Burgess Street and Targo Road intersection be modified, as per the plan in the report.

No comments.

UNCONFIRMED

LTF040-26 Woodlands Avenue, Lugarno - Proposed Changes to Parking Restrictions
(Report by Traffic Engineer)

RECOMMENDATION

(a) That the 'No Parking' restrictions on Woodlands Avenue, east of the intersection with Boronia Parade, be converted to 'No Stopping' restrictions, as per the plan in the report.
(b) That the 'No Stopping' restrictions, fronting No. 93 Woodlands Avenue, be extended by approximately 2m, as per the plan in the report.

No comments.

GENERAL BUSINESS

General Business raised by Mr L Crompton (Representing Member for Kogarah)

- **Parking and Traffic Concerns – Allawah**

Mr L Crompton commented, I have brought up in a previous meeting the streets in Allawah more specifically Elizabeth street, Allawah. There has been complaints of accidents from residents as they are coming out of their driveways their cars are sticking out. Has anyone looked into this? Is there a way to minimise or spread out the parking in these locations?

Mr S Lindsay commented, yes there is an engineer assigned to this and it is being looked into.

Mr L Crompton commented, asking if there could be more consideration given to the area around Allawah station as there is constantly school kids and high pedestrian activity. Can a speed limit lower than 50km be considered?

Mr S Lindsay commented in response, Council needs to follow the speed zoning standard to then put together a proposal for TfNSW to rezone this area. Due to this road being a collector road and the volume of traffic, I personally don't think this will be approved due to priority.

Mr L Crompton commented, Can it be look into moving forward?

Mr S Lindsay commented, yes it can be looked into, but an honest and upfront opinion is that this may not be approved by TfNSW.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Intersection of Grove Avenue and Railway Parade, Penshurst**

Mr W Delezio commented, the intersection of Grove Avenue and Railway Parade Penshurst. There is a roundabout located there and surrounding the entire roundabout is potholes and uneven roads. Could Council investigate re-sheeting the road or filling in the potholes?

Mr S Lindsay commented, this will be looked into.

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General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Bus Stop relocation – George Street and Iverness Avenue**

Mr W Delezio commented, a bus stop relocation mentioned in the last meeting located at the intersection of George Street and Iverness Avenue. It was stated last time that the bus stop would be relocated to the other side, is there any updates on this?

Mr S Lindsay commented, currently the consultation is in progress.

Mr W Delezio commented, I assume there will be new line marking around Iverness Avenue and this will take place the same time.

Mr S Lindsay commented, if a work order hasn't already been issued, it will take 2-3 months following the work order for the work to be done.

Mr W Delezio commented, I am happy to look into that, all good.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **U-turn Implications – Lugarno Parade and Cedar Street, Lugarno**

Mr W Delezio commented, the intersection at Lugarno Parade and Cedar Street, Lugarno. A large amount of residents have written in complaining in regards to busses performing U-turns at this intersection. The residents have since written back stating they would want bus drivers using their own discretion to decide what intersection they use to make U-turns. There is also reports of various kerb damages as busses are hitting the kerbs when performing there U-turns. He then asked Mr S Branig, have they been instructed to only use one intersection now?

Mr S Braunig commented, bus drivers have been instructed to use Cedar street, we have also been advised from TfNSW that we must use Cedar street as there has been too many implications with the other intersection at Lugarno Parade as residents are parking in specific locations which have caused the buses to be unable to perform a U-turn. Only other option to this is, they may loose the bus service.

Mr W Delezio commented in response to this, Is the decision finalised for U-turns to only be made on Cedar Street? As residents have requested that the bus drivers get to use their own discretion.

Mr S Braniug commented, we are unable to tell bus drivers to use their own discretion, we are instructed to give direction and they need to follow that direction. There has been various issues in this location in previous years. It is now up to local government and TfNSW to make any new variations whether a physical change to the road scape or other options. Currently U-go does not have any other option but to use Cedar Street as the turn-around point. There is many other locations where 3 point turns are done and there is no level of issues in comparison to this particular site at Cedar Street.

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General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Beatty Streets – Mortdale**

Mr W Delezio commented, in regards to access to B streets, I am aware of a resident meeting that occurred not too long ago, is Council doing investigation on this? Is there any updates?

M S Linday commented, yes an investigation was completed, and we are proceeding to community consultation next week.

General Business raised Mr S Braunig (U-GO Mobility Bus Company):

- **Recognition for Council Staff**

Mr S Branig commented, I just wanted to say thank you for bus stop signage along Forest Road. U-Go Mobility will communicate closer to June regarding the removal of the bus stop zones that will no longer be used and maybe some of the infrastructure at these locations for example George street and Forest Road. This proposal was from TfNSW to make these changes but we thank Council for their work.

CONCLUSION

The Meeting was closed at 10.30am.



Chairperson

UNCONFIRMED

COMMITTEE REPORTS

Item: **LTF042-26 Bonney Street Wharf - Proposed 'No Parking - Motor Vehicles Excepted' Restriction**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF042-26

RECOMMENDATION

That 'No Parking – Motor Vehicles Excepted' restriction be installed at the 90-degree parking spaces adjacent to Bonney Street Wharf, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration of a proposed 'No Parking – Motor Vehicles Excepted' restriction at the 90-degree parking spaces, adjacent to Bonney Street Wharf, to restrict the parking of trailers, caravans, or boats at this location while still permitting parking for general motor vehicles.

BACKGROUND

2. Council has received requests from the local community to investigate and implement parking restrictions on Bonney Street, Sans Souci, specifically at the five 90-degree parking spaces at the western end of Bonney Street.
3. Concerns were raised about boats and trailers parked at these parking spaces for extended periods of time, which minimises the parking opportunities for visitors to Bonney Street Wharf.
4. Council officers have observed that some boats and trailers are parked at this location for an extended period of time.
5. The proposed parking restriction would restrict the parking of trailers, caravans, or boats at this location while still permitting parking for general motor vehicles. This is expected to free up parking spaces for visitors to the Bonney Street Wharf.
6. It is expected that the displaced parking demand can be accommodated within the surrounding on-street parking, subject to NSW Road Rules.

PROPOSAL

7. It is proposed to install 'No Parking – Motor Vehicles Excepted' restriction at the 90-degree parking spaces adjacent to Bonney Street Wharf, as per the plan in the report.

FINANCIAL IMPLICATIONS

8. Within budget allocation – TfNSW Traffic Facility Grant – approximately $400 for signage.



COMMUNITY ENGAGEMENT

9. Council has undertaken community consultation with the nearby residents regarding the proposed change.

10. Council has received five responses from the residents. There are three responses in favour of the proposal and two objections against the proposal.

11. Residents opposed to the proposal are concerned about the inconvenience of parking their trailers elsewhere and the displacement of boat-and-trailer parking onto surrounding residential streets.

12. The proposal seeks to provide car parking opportunities close to Bonney Street Wharf for uses by visitors.

FILE REFERENCE

D26/63201

ATTACHMENTS

Nil

Item: **LTF043-26 Ecole Street and Ecole Lane, Carlton - Proposed Traffic and Parking Permanent Measures**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

(a) That the trial timed left-turn restrictions at Princes Highway and Ecole Street be made permanent, as per the plan in the report.

(b) That the trial extension of the Kiss & Ride area on Ecole Street be made permanent, with the reallocation of two unrestricted parking spaces at the northern end of Ecole Street, as per the plan in the report.

(c) That a timed right-turn restriction (8:00am-9:30am and 2:30pm-4:00pm, School Days) sign be installed opposite the school car park driveway on Ecole Street, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the permanent implementation of the measures trialled as part of a six-month trial on Ecole Street and Ecole Lane. In addition, it is proposed to provide two additional unrestricted parking spaces at the northern end of Ecole Street and install additional turning restriction signage opposite the school car park.

BACKGROUND

2. Council received requests from Carlton South Public School, parents, and the local community to investigate existing issues with parking, traffic congestion, and traffic flow along Ecole Lane and Ecole Street.

3. It was observed that unsafe traffic movements and traffic congestion occur along Ecole Street and Ecole Lane during school peak periods, creating safety concerns for students walking to and from school and for parents.

4. Following investigation by Council officers, Council proposed a six-month trial, which included the implementation of traffic and parking changes along Ecole Street and Ecole Lane. The measures implemented as part of the six-month trial included the following:

    a. Timed left-turn restrictions from Princes Highway onto Ecole Street and from Ecole Street onto Ecole Lane (8:00am-9:30am and 2:30pm-4:00pm, School Days), and

    b. An extension of the Kiss & Ride area along Ecole Street.

5. The trial aimed to improve traffic flow and to facilitate safer and more efficient pick-up and drop-off activities for parents and guardians during school peak periods.

6. The trial and associated measures were presented to the February 2026 Local Transport Forum (LTF017-26) and March Council meeting.

7. Council officers monitored traffic and parking conditions during the trial period. Observations indicate that traffic flow along Ecole Street and Ecole Lane has significantly improved, compared with pre-trial conditions.

8. This was largely due to the turning restrictions, which enable Ecole Lane to operate one-way eastbound and Ecole Street to operate one-way southbound during the restriction

periods, creating a continuous one-way traffic flow. This reduced conflicting traffic and U-turn movements. The extended Kiss & Ride area has also improved pick-up and drop-off capacity for parents/guardians.

9. During the trial, Council also received feedback from residents, parents/guardians, the school, and Outside School Hours Care (OSHC). The main feedback received during the trial period included the following:

   a. A lack of on-street parking for residents along Ecole Street during school peak periods, especially for residents toward the northern end of Ecole Street.

   b. A lack of short-term parking for parents / guardians on Ecole Street who need to briefly park and enter the school premises.

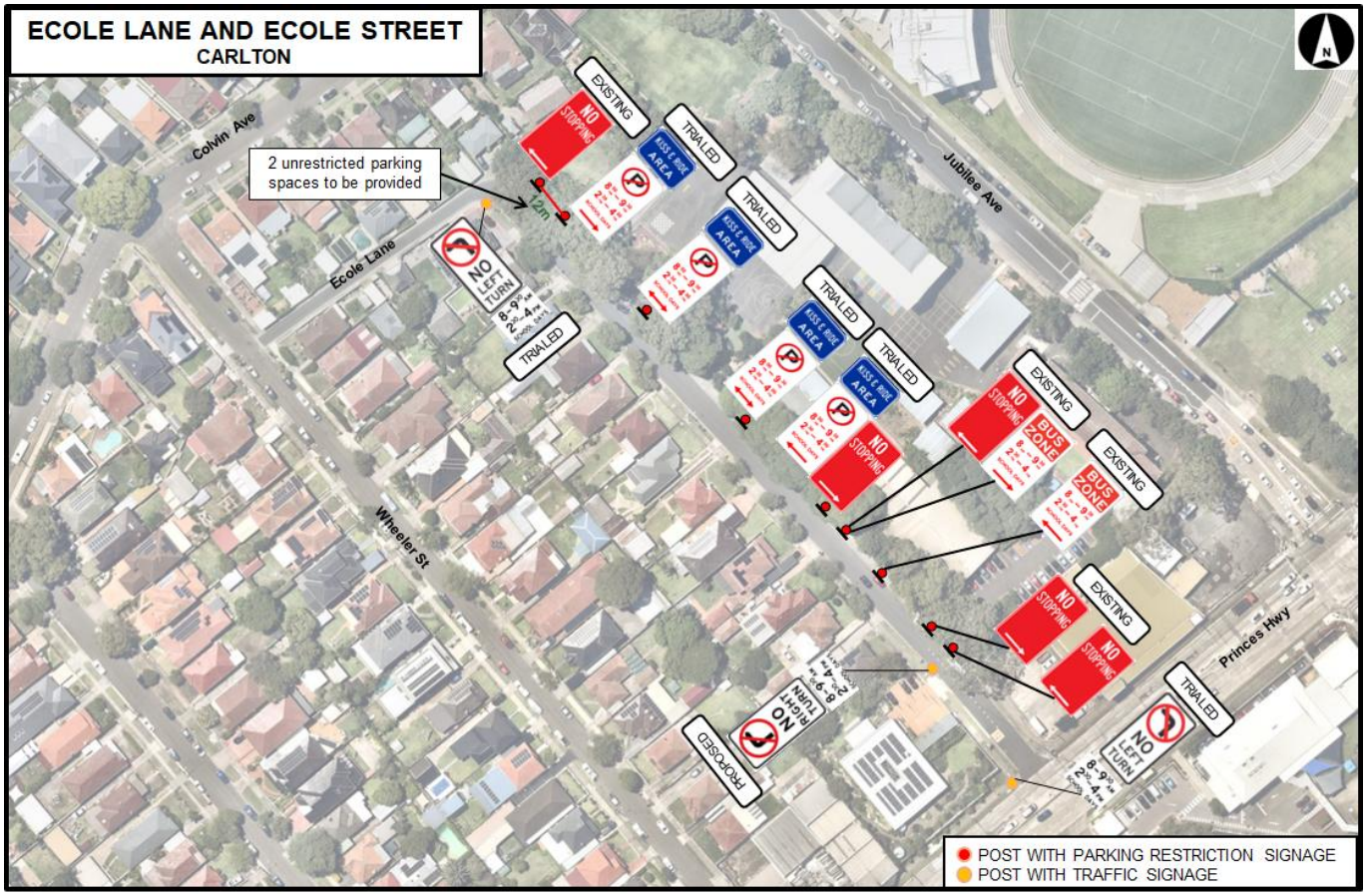
10. The trial commenced in January 2026 and will conclude at the end of July 2026. It is expected that the permanent measures will be implemented following the conclusion of the trial.

PROPOSAL

11. That the trial timed left-turn restrictions at Princes Highway and Ecole Street be made permanent, as per the plan in the report.

12. That the trial extension of the Kiss & Ride area on Ecole Street be made permanent, with the reallocation of two unrestricted parking spaces at the northern end of Ecole Street, as per the plan in the report.

13. That a timed right-turn restriction (8:00am-9:30am and 2:30pm-4:00pm, School Days) sign be installed opposite the school car park driveway on Ecole Street, as per the plan in the report.



FINANCIAL IMPLICATIONS

14. Within budget allocation – TfNSW Traffic Facility Grant – approximately $400 for signage.

COMMUNITY ENGAGEMENT

15. Council has conducted community consultation with the surrounding residents and Carlton South Public School regarding the proposed permanent implementation of traffic and parking changes on Ecole Street and Ecole Lane.
16. The proposal presented to the community included the retention of the measures currently being trialled. It was also proposed to convert two unrestricted parking spaces at the southern end of Ecole Street into two 15-minute time-restricted parking spaces (8:00am-9:30am and 2:30pm-4:00pm, School Days), in addition to providing two unrestricted parking spaces at the northern end of Ecole Street.
17. Council received five submissions during the consultation, all of which were opposed to the provision of the 15-minute time-restricted parking.
18. Therefore, the proposed 15-minutes time restriction at the southern end of Ecole Street will no longer progressed to implementation stage.
19. It is anticipated that the short-term parking demand for parents/ guardians on Ecole Street can be alternatively accommodated on Jubilee Avenue, which has a significant number of 15-minute time-restricted parking spaces
20. The proposed reallocation of two unrestricted spaces at the northern end of Ecole Street will progress to implementation stage, subject to council approval as highlighted in this report recommendations.
21. All submissions, including the feedback from the school, support the retention of the timed left-turn restrictions and highlight the significant traffic and safety improvements on Ecole Street and Ecole Lane.

FILE REFERENCE

D26/158760

ATTACHMENTS

Nil

Item: **LTF044-26 B-Streets, Mortdale - Proposed Intersection Improvements**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

(a) That supplementary 'Give-Way' lines be installed across Beatty Street, Bowman Street and Barr Street where they meet Roberts Avenue, as per the plans in the report.

(b) That a timed 'No Parking' restriction (7am-9am & 3pm-7pm, School Days) be installed along the northern side of Roberts Avenue, opposite the intersection with Beatty Street, as per the plans in the report.

(c) That the 'No Stopping' restriction on the eastern kerbside of Beatty Street, south of Roberts Avenue, be extended from 10m to 23m, as per the plans in the report.

(d) That a Pedestrian Refuge Island (fronting 64 Roberts Avenue), including kerb extensions, kerb ramps, an extended footpath connecting the existing footpath to the proposed refuge island be considered as a long-term measure to improve pedestrian access, as per the plans in the report, subject to community consultation and funding availability.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the proposed improvement measures for the B-Street intersections with Roberts Avenue to improve road safety, vehicular and pedestrian access, and mitigate traffic congestion in the area.

BACKGROUND

2. Council has been listening to community feedback about the traffic and safety concerns in the vicinity of the Beatty Street, Bowman Street and Barr Street intersections with Roberts Avenue.

3. The following traffic and safety concerns have been raised:
    a. Traffic congestion on Roberts Avenue caused by vehicles waiting to turn into side roads, especially during peak hours
    b. Vehicles parking too close to intersections
    c. Difficulties finding safe gaps to exit side roads onto Roberts Avenue
    d. Concerns about the lack of pedestrian facilities to support safe pedestrian movement

4. Council officers have undertaken several site visits, during which these issues were observed in the vicinity of the B-Street intersections.

5. Council officers have reviewed crash data provided by Transport for NSW (TfNSW) for the most recent ten-year period. The data indicates that there were eight recorded crashes in the vicinity of the B-Street intersections.

6. The majority of these crashes occurred between 2016 and 2019, with one crash occurred in 2022. These crashes resulted in four serious injuries, two minor injuries, and two non-casualties (tow-away).

7. Of the recorded crashes, four crashes were rear-ending crashes (RUM 30), two were right-through crashes (RUM 21) and two pedestrian-related crashes (RUM 0 and RUM 2).

8. Council officers have also undertaken Traffic Modelling investigation, which indicated that B-Street intersections operate at a satisfactory Level of Service. This does not highlight any significant traffic issues at these intersections.

9. Council officers have undertaken investigations into a potential roundabout intersection upgrade at one of the B-Street intersections and concluded that a roundabout is not feasible due to site constraints, impacts on vehicle turning paths, driveway access, and the loss of on-street parking.

10. According to the Austroads Guide to Traffic Management Part 8: Local Traffic Management, a roundabout is recommended for intersections, where traffic flow from all approaches is approximately equal. Traffic survey data indicates that the traffic volume on Beatty Street, Bowman Street, and Barr Street are significantly lower than the traffic volumes on Roberts Avenue. On this basis, a roundabout is not recommended for the B-Street intersections.

11. Following investigations by Council officers, Council proposes several improvement measures at the B-Street intersections to address the existing traffic and safety concerns. The measures include supplementary 'Give Way' line marking, timed 'No Parking' restriction, extension of 'No Stopping' zone, a Pedestrian Refuge island and associated kerb and footpath extensions (long-term measure).

12. The proposed supplementary 'Give Way' intersection line marking would improve traffic operations at the intersections by providing opportunities for vehicles to move closer to the Roberts Avenue traffic lane, thereby reducing the gap for vehicles entering Roberts Avenue from the side streets. Extending the intersection into Roberts Avenue, will increase the intersection width and provide opportunities for vehicles to simultaneously turn left and right at the intersections. There will also be increased sight lines for traffic on Roberts Avenue improving overall safety.

13. The proposed timed 'No Parking' restriction on Roberts Avenue would help eastbound traffic on Roberts Avenue move past vehicles waiting to turn right into Beatty Street during peak periods. This change is proposed only at Beatty Street because the number of right-turning vehicles there is much higher than at Bowman Street and Barr Street. By improving traffic flow on Roberts Avenue during busy times, the proposal is also expected to create more suitable gaps in traffic for vehicles leaving side streets.

14. The proposed extension of the 'No Stopping' restriction on the eastern side of Beatty Street, south of Roberts Avenue, would provide clear space for vehicles turning into Beatty Street, even though two informal queuing lanes currently form on the Beatty Street approach. This change would remove two unrestricted on-street parking spaces; however, this loss can be accommodated by available parking in the surrounding area.

15. The proposed Pedestrian Refuge Island, including a footpath extension and associated infrastructure, has been identified as a long-term measure to improve pedestrian safety when crossing Roberts Avenue. The proposal is subject to feasibility assessment, further community consultation and funding availability. The proposal will result in the loss of up to seven unrestricted parking spaces.

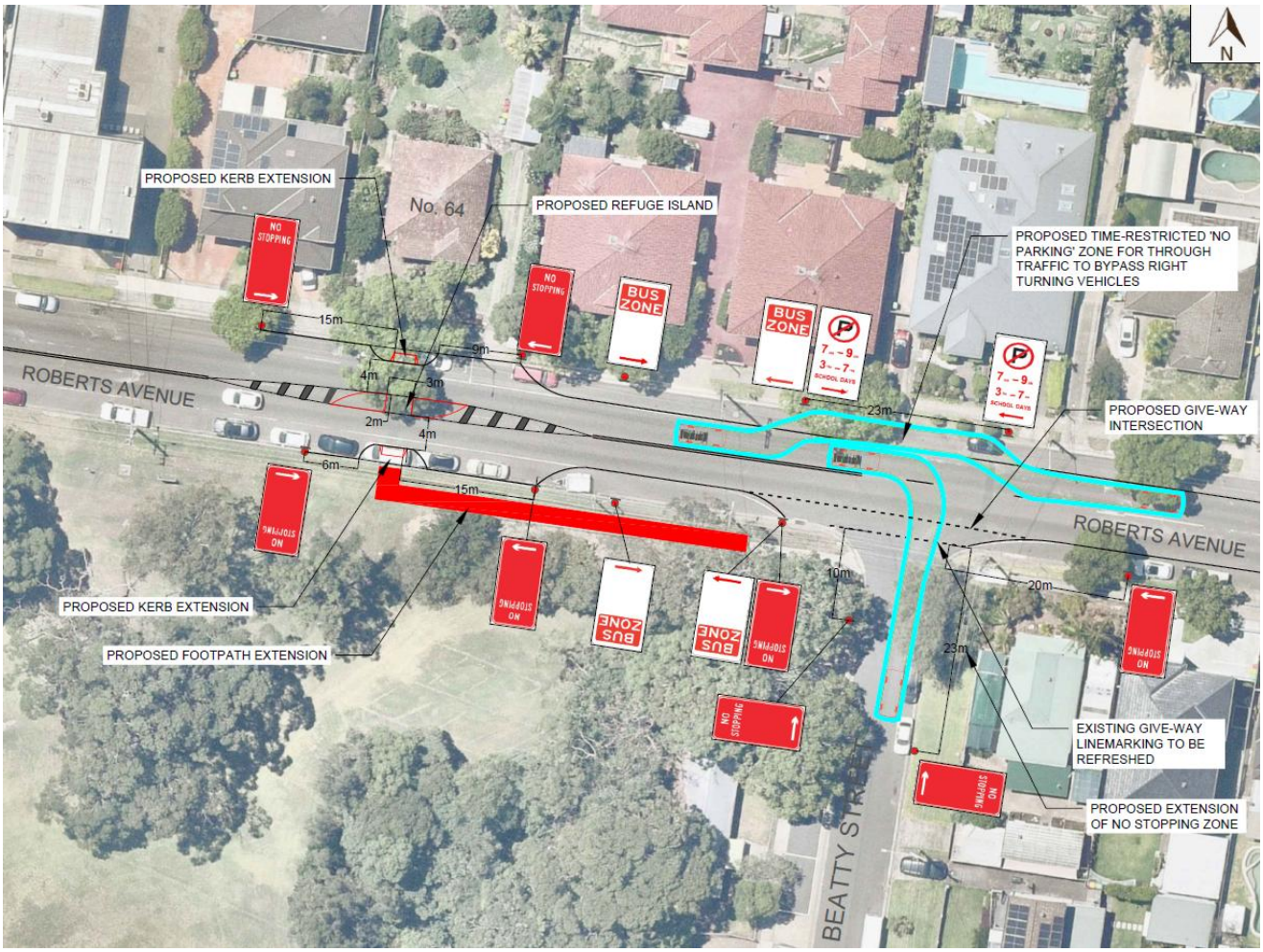
PROPOSAL

16. It is proposed to install supplementary 'Give-Way' lines across Beatty Street, Bowman Street and Barr Street where they meet Roberts Avenue, as per the plans in the report.

17. It is proposed to install timed 'No Parking' restriction (7am-9am & 3pm-7pm, School Days) along the northern side of Roberts Avenue, opposite the intersection with Beatty Street, as per the plans in the report.

18. It is proposed to extend the 'No Stopping' restriction on the eastern kerbside of Beatty Street, south of Roberts Avenue, from 10m to 23m, as per the plans in the report.

19. A Pedestrian Refuge island (fronting 64 Roberts Avenue), including kerb extensions, kerb ramps, an extended footpath connecting the existing footpath to the proposed refuge island is to be considered as a long-term measure to improve pedestrian access, as per the plans in the report.



LTF044-26



FINANCIAL IMPLICATIONS

20. Within budget allocation – TfNSW Traffic Facility Grant – approximately $4,000 for line marking and signage.

21. The proposed Pedestrian Refuge Island on Roberts Avenue will be subject to further feasibility assessment, community consultation and funding availability under Council's Capital Works Program – Traffic Program Capital.

COMMUNITY ENGAGEMENT

22. Council has undertaken community consultation with the surrounding residents regarding the proposed changes. A map of the consultation area that was included in the letterbox drop is provided below.

23. In addition, Council also published a YourSay page on Council website for the local community to provide feedback on the proposal.

24. Across all consultation methods, Council received a total of 66 submissions. Of these, 29 were are in favour of the proposal, and 8 were neutral regarding the proposal, and 29 were re against the proposal.

25. The submissions that objected to the proposal, raised concerns about the proposal not adequately addressing the existing traffic and safety issues, especially the right-turn movement out of Beatty Street.

26. The majority of the objections also suggested a roundabout at the Beatty Street intersection with Roberts Avenue as a more effective and long-term solution to facilitate vehicles turning right out of Beatty Street.

27. Other concerns raised include speeding along Roberts Avenue, traffic volume on Roberts Avenue, peak period-only focus for the timed 'No Parking' restrictions on Roberts Avenue, and the exclusion of Cromdale Street and Fairway Avenue from the proposal.

28. Other main suggestions include traffic calming devices on Roberts Avenue, a raised pedestrian crossings instead of a Raised Pedestrian Refuge island, extension of 'No Stopping' zone on Roberts Avenue, at the intersections with B-Streets, etc.

COUNCIL OFFICERS' RESPONSES TO THE CONCERNS RAISED IN THE FEEDBACK RECEIVED ARE AS FOLLOW:

29. The proposed supplementary 'Give Way' intersection line marking would improve traffic operations at the intersections by providing opportunities for vehicles to move closer to the Roberts Avenue traffic lane, thereby reducing the gap for vehicles entering Roberts Avenue from the side streets.

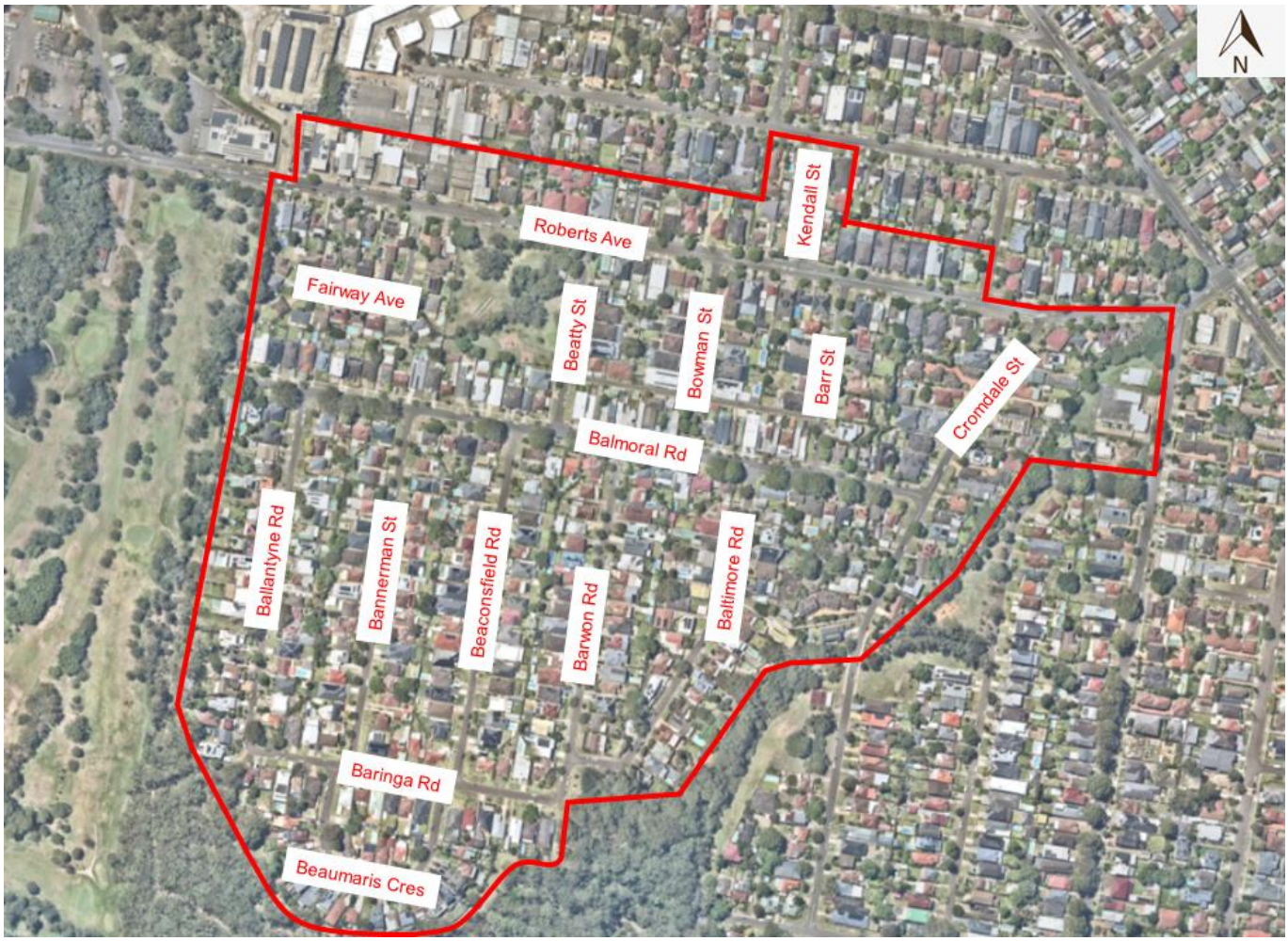
30. A roundabout upgrade at the Beatty Street and Roberts Avenue intersection is not recommended due to the imbalance in traffic volume from all approaches, site constraints, impacts on vehicle turning paths, driveway access, and the loss of on-street parking. In addition, a roundabout would not address the existing crash pattern in the vicinity.

31. Traffic survey data indicates that traffic volume and the 85th percentile speed on Roberts Avenue are typical for local roads across the Georges River Local Government Area.

32. Traffic data shows that outside of peak hours, traffic volume is lower along Roberts Avenue, providing more gaps for vehicles to exit the side-streets.

33. Due to the collector road nature of Roberts Avenue, a raised pedestrian crossing is not supported as it would provide right of ways to pedestrians and likely to exacerbate the traffic congestions along Roberts Avenue.

34. Site visits indicate that sufficient sight line is available for motorists exiting B Streets.



FILE REFERENCE

D26/158925

ATTACHMENTS

Attachment ⇩1 Your Say Feedbak Summary (1) - Roberts Avenue Mortdale Intersection Improvements

Attachment ⇩2 Your Say Feedbak Summary (2) - Roberts Avenue Mortdale Intersection Improvements

LTF044-26

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street)

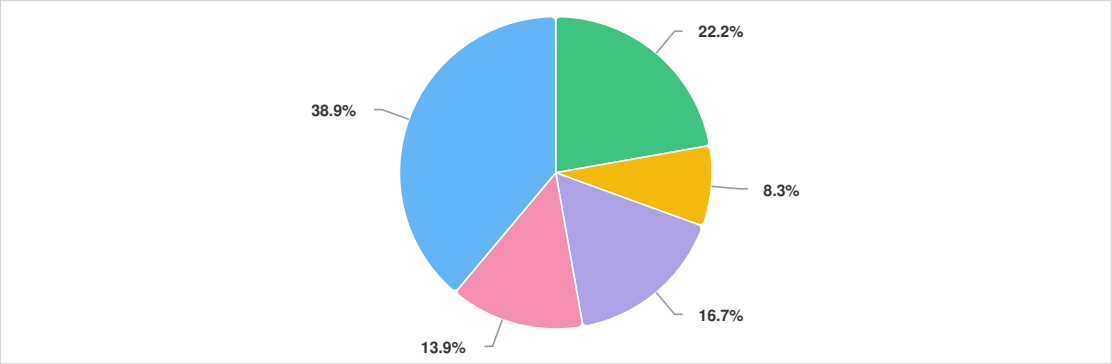
SURVEY RESPONSE REPORT
13 March 2018 - 08 June 2026

PROJECT NAME:
Roberts Avenue Mortdale Intersection Improvements

GRANICUS

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) :
Survey Report for **13 March 2018** to **08 June 2026**

Q1. Do you support the proposed changes to Beatty Street, Bowman Street, and Barr Street intersections with Roberts Avenue in Mortdale?



Question options	responses	%
Strongly against	8	22.2
Against	3	8.3
Neutral	6	16.7
In favour	5	13.9
Strongly in favour	14	38.9

Optional question · 36 responses · 3 skipped
Question type : Emoji Question

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) : Survey Report for **13 March 2018** to **08 June 2026**

Q2. Do you have any other comments on the proposal you would like to share?

Screen Name Redacted 5/21/2026 06:38 PM	The main issue during the peak hour is residents from the B area is finding difficult to come out to Roberts Road, particularly to the north side (BP direction) where residents need to drop off their kids and family to school or Mortdale station. This proposal is nowhere near to resolve the issue. The best solution is setting up roundabout at Beatty exit/Roberts Road. Alternatively, couple speed bump at Roberts road between Cromdale and Beatty St will help slow down rushing drivers. This heavy traffic is the result of Woolworth, Boundary Rd widening work which force more drivers to use Robert road to Peakhurst/Riverwood. Appreciate for the work but I'm against this change that will only fix part of the issues.
Screen Name Redacted 5/21/2026 08:05 PM	You have not listened at all . All we want is a roundabout at one of these intersections to allow residents to exit safely onto Roberts svenue . These changes are a waste of tax payers money and will not resolve the issue .
Screen Name Redacted 5/21/2026 08:12 PM	I am relieved to hear that these changes are being made. As a mother with two small children in a pram, crossing Roberts Road to get to Woolworths has always been a challenging and dangerous task. The pedestrian refuge will greatly aid in making crossing safer and the parking changes will reduce congestion when someone wants to turn. I look forward to seeing these changes implemented.
Screen Name Redacted 5/21/2026 08:29 PM	This is a bandaid solution that has taken years, considering council approved the shopping centre and other developments what did council think was going to happen to traffic on Roberts Ave. if council is concerned about safety why does it take 12 years to put a bandaid on this problem. Still doesn't resolve the main issue!
Screen Name Redacted 5/22/2026 10:42 AM	
Screen Name Redacted 5/22/2026 01:47 PM	This proposed change will do little to improve the safety of residents of B streets trying to turn right on to Roberts ave, real change will be to install speed bumps on Roberts ave and roundabout at Beatty st intersection.
Screen Name Redacted 5/22/2026 03:11 PM	It is ridiculous to ask a single question regarding solution suitability for all of the issues that were raised especially when only a select subset of those issues have been addressed. Some suggestions have merit, some don't and many have been totally ignored which is unacceptable! Council has totally missed the mark on this and the entire process should start again and be done properly.
Screen Name Redacted 5/22/2026 03:53 PM	I chose strongly in favour because something needs to change. However please note that many people will choose strongly disagree (as evidenced by posts in the community Facebook changes) because your proposed changes are NOT GOOD ENOUGH. In favour of the pedestrian refuge. However the other changes are not nearly good enough. There needs to be a roundabout somewhere at the B street exit. Give way markings and parking changes will not change the fact that in high traffic situations it's nearly impossible to safely turn right out of the B streets. WILL IT TAKE MULTIPLE ACCIDENTS DEATHS BEFORE COUNCIL FINALLY LISTENS TO RESIDENTS?

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) : Survey Report for **13 March 2018** to **08 June 2026**

Screen Name Redacted 5/22/2026 04:16 PM	The council doesn't listen to our feedback. Appreciate all the works but the main issue is we need a resolution for the residents to come out from Beatty road to Robert road during peak hour. All those signage and lines will not resolve the near miss accidents.
Screen Name Redacted 5/22/2026 04:27 PM	I have lived in the B Streets for a very long time. What we need is simple — a roundabout to allow safer right turns and a pedestrian crossing so kids can safely get to school. My kids cross that road every morning and constantly tell me how drivers don't stop to let them cross, Sometimes to the point the bus stops to block traffic just so children can get across safely. That alone shows there is a serious problem. The proposal you have come up with is not going to change anything or improve safety in a meaningful way during peak times. It feels like it is only a matter of time before somebody is seriously injured or killed.
Screen Name Redacted 5/22/2026 05:50 PM	Maybe make the refuge island into a speed hump crossing
Screen Name Redacted 5/22/2026 06:54 PM	I have lived in the B Streets for years and we need a roundabpit plus pedestrian crossing! Someone will die and so.eone will get hurt thete are way too many near misses including kids. The proposal you have come up with is grossly insufficient and will not improve safety meaningfully especially during peak times. I want this to be noted as a formal requeat to prevent serious injuries or death from unsafe situations.
Screen Name Redacted 5/23/2026 03:54 PM	However as a resident i do believe more needs to be done to protect the residents trying to get out of the B streets. Unfortunately our appears the council feels the need for a fertality to occur first. This is rather disappointing. The preference is a roundabout. I feel that is the safest measure for residents
Screen Name Redacted 5/23/2026 05:26 PM	I don't see how the proposed give way changes will assist vehicles getting out of the b streets onto Roberts Avenue. Surely a round about at one of the b street entry points be more practical?
Screen Name Redacted 5/24/2026 10:53 AM	I have marked strongly against. Because the proposal of improvements for turning right into Beatty street will not help the residents of the "B" streets. It will only encourage more people to use Beatty, Balmoral and Cromdale Streets as a short cut for dropping children off to Oatley West school instead of using the wider Gungah Bay Road. As well as others who wish to take a short cut through the back streets to get to the other side of Oatley and bypass the one way railbridge congestion. So in fact you will be increasing the traffic for residents in the local area. For the benefit of people who are not. You will be moving the traffic problem from Roberts Avenue into the "B" Streets. It will make turning into Balmoral road from any of the side streets between Beatty street and Cromdale even harder. Also to mention the the increased traffic on Balmoral road will make it even more perilous for those people trying to drop their infants off to the childcare.
Screen Name Redacted 5/24/2026 01:43 PM	

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) :
Survey Report for **13 March 2018** to **08 June 2026**

Screen Name Redacted 5/24/2026 07:12 PM	
Screen Name Redacted 5/24/2026 11:31 PM	
Screen Name Redacted 5/26/2026 01:36 PM	The No Stopping signs on Cromdale street, at the intersection of Roberts Ave, must be moved back at least 20 metres. There are cars parked on both sides of Cromdale within centremetres of the intersection 24 hours a day. This makes entering and exiting this intersection extremely dangerous, not only due to the lack of space, but sight lines are seriously impacted. At times, it is not possible to turn off Roberts Ave into Cromdale St, because there is no room in Cromdale street - due to cars parked on either side of the road within centimetres of the corner, and cars lined up to exit Cromdale st. The current Google maps view of this intersection shows 3 cars parked on the eastern side of Cromdale, adjacent to Roberts Ave, within centremetres of the intersection - please review Google maps for context. I am surprised that this change is not in the current proposal, as this intersection is just as dangerous as the Beatty Street / Roberts Ave intersection. I have no doubt a serious incident will occur here if changes are not made to the No Stopping arrangements.
Screen Name Redacted 5/26/2026 04:52 PM	
Screen Name Redacted 5/26/2026 07:42 PM	The proposed changes will improve congestion on Roberts Ave, but I don't see that they will reduce the difficulty exiting the B streets onto Roberts Ave.
Screen Name Redacted 5/27/2026 10:17 AM	Most drivers use Beaty st to enter Roberts Rd because it's safer, resulting in more traffic at this intersection. A roundabout might be a better option at this intersection as it will hopefully slow the traffic down making it safer to turn right onto Roberts rd. Many drivers avoid turning right from Beaty st. onto Roberts rd. and instead go through Oatley West to get to Mortdale.

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) : Survey Report for **13 March 2018** to **08 June 2026**

Screen Name Redacted 6/01/2026 02:00 PM	Thank you for the opportunity to provide comment on the proposed changes. My main objection is that none of the proposed changes make it easier to turn right out of the B streets onto Roberts Ave, and some of the proposed changes will actually make it more difficult (see below). I doubt that the proposed 'Give-Way' lines will somehow provide an extra lane to allow cars to turn left and right simultaneously out of Beatty St and the other B streets, onto Roberts Ave, as proposed. Furthermore, if the respective lanes are not marked as left and right turn, exiting cars will continue to block simultaneous (left and right) turning out of the B streets, by not moving fully left or right before turning onto Roberts Ave. Given the continuous flow of traffic, particularly during peak times, opportunities for turning right onto Roberts Ave from the B streets, and Cromdale St, are both limited and dangerous. Whilst Beatty St is the most common street for traffic turning left onto Roberts Ave from the B streets (Beatty St being the most western exit point for traffic turning left out of the B streets), Cromdale St is the eastern-most exit point for the area, for traffic turning right onto Roberts Ave, but this intersection has not been considered in the proposed changes at all. The proposed 'No Parking' changes to increase traffic flow on Roberts Ave, to bypass vehicles waiting to turn right from Roberts Ave into the B streets, will further exacerbate the difficulty of turning right out of the B streets (and Cromdale St) onto Roberts Ave. Increasing the traffic flow on Roberts Ave will reduce gaps and opportunity, and increase danger, for vehicles trying to turn right out of the B streets onto Roberts Ave. I am also against to the kerb extensions and location of the pedestrian island. The proposed kerb extensions for the pedestrian island will completely reduce Roberts Ave to one lane each way, with potential gridlock if there is an incident in the vicinity of the pedestrian island. The extensions could be painted-on instead, or retractable barriers used (for pedestrian safety), to allow potential bypass for traffic diversion, in case of an incident. Additionally, the location of the pedestrian island, immediately west of the bus stop on Roberts Ave, is a dangerous place for pedestrians to cross, due to stopping/exiting bus traffic from the bus zone, lack of visibility due to stopped buses, and left exiting traffic from the B streets. The 'No Stopping' areas on relevant corners help traffic turning in and out of the B streets to some degree, by providing space for entering/exiting traffic. I believe that a round-a-bout would provide the safest option to allow traffic flow both on Roberts Ave, and for traffic entering/exiting the B streets in any direction. I believe that without improvements for vehicles turning right, there will be a serious traffic accident with significant injuries and potential loss of life.
Screen Name Redacted 6/02/2026 12:56 PM	Although I am in favour of these changes they don't go far enough to address the broader safety concerns I have therefore please find my following submission. Submission Regarding the Proposed Traffic Management Plan – Roberts Avenue and Beatty Street Intersection

I write to formally express my significant concerns regarding the current traffic management proposal as it relates to the intersection of Roberts Avenue and Beatty Street. Having reviewed the documentation in detail, it is my considered view that the proposal falls critically short of addressing the most pressing safety and traffic flow issues affecting residents in this area.

Scope of the Proposal is Insufficient:
The proposal appears to focus exclusively on a single intersection, which raises immediate questions about the broader strategic intent of the plan. A piecemeal approach to traffic management in this precinct is unlikely to deliver meaningful or lasting improvements for the community.

Failure to Address Right-Turn Safety at Beatty Street:
Of particular concern is the complete absence of any measures to address the well-documented difficulty of executing a safe right-hand turn from Beatty Street — and more broadly from the surrounding B streets — onto Roberts Avenue. The volume of through-traffic on Roberts Avenue routinely creates extended delays for motorists attempting this manoeuvre, with vehicles regularly required to wait for in excess of 100 passing cars before a safe gap presents itself. This situation poses a genuine and ongoing risk to motorist safety and cannot continue to be overlooked.

Omission of a Roundabout or Traffic Calming Devices:
Most notably, the proposal contains no provision for a roundabout at the corner of Roberts Avenue and Beatty Street, nor any other meaningful traffic calming infrastructure. A roundabout at this location would be the most effective and internationally recognised solution to the dual problems of high traffic volume and unsafe turning movements. Roundabouts have a well-established safety record, consistently reducing the frequency and severity of intersection collisions while simultaneously improving traffic flow for all road users. Their omission from this proposal suggests that the fundamental safety and traffic volume challenges at this intersection have not been adequately considered in the planning process.

A Missed Opportunity for Meaningful Reform:
The measures currently proposed appear to represent a minimum-cost intervention rather than a genuine, evidence-based response to the infrastructure needs of this community. If adopted in their current form, these works risk becoming yet another short-term fix that fails to resolve the underlying issues — leaving residents to contend with the same dangerous and frustrating conditions for many years to come.

Recommendation:
I strongly urge Council to revisit this proposal with a view to incorporating a roundabout at the intersection of Roberts Avenue and Beatty Street as a core component of any approved works. I further recommend that a new and more comprehensive traffic study be conducted to assess the full scope of turning movement hazards across the B streets in this precinct before any works proceed. Residents deserve a solution that is safe, effective, and durable.

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) : Survey Report for **13 March 2018** to **08 June 2026**

Screen Name Redacted 6/02/2026 12:59 PM	Subject: Traffic Safety Concerns - B Street, Fairway Avenue & Roberts Avenue To whom it may concern, This proposal does not address the core safety issues at these intersections. Access from B Street Vehicles exiting B Street cannot safely turn right or left onto Roberts Avenue due to continuous traffic flow and lack of gaps. Vehicles turning right must also cross two lanes of traffic, creating a dangerous situation. Speeding on Roberts Avenue The issue of excessive speed during low-traffic periods has not been addressed. After 8pm, vehicles travelling from the Woolworths roundabout up Roberts Avenue regularly exceed the 50km/h limit. Residents exiting Fairway Avenue are also impacted by heavy traffic volumes and high speeds on Roberts Avenue. Proposed solutions: I recommend installing traffic calming measures near 64 Roberts Avenue. Additionally, one or two roundabouts would significantly improve safety - one at the Fairway Avenue intersection, and another at the B Street intersection to allow residents to enter and exit safely. Regards, Robert Sinagoga
Screen Name Redacted 6/02/2026 03:54 PM	
Screen Name Redacted 6/02/2026 06:36 PM	The current proposal does not appear satisfactory. The most appropriate solution would be a roundabout out of one of B streets and onto Roberts Road. Council has reviewed this multiple times, always coming up with a less than ideal solution. It's no use saying that deaths haven't happened, so we don't need a roundabout. Most people are still too scared to turn right out onto Roberts Avenue and will go any other way to avoid it. The recent amendments to parking on Beatty St now mean that residents accessing this street need to have to have the driving skill of a rally car driver, to avoid the snouts of cars poking out, the long line of cars backed up to the start of the park, all of them struggling to get out onto Roberts Road, both left and right, as well as parked cars on the left. Why not do what the residents have been begging you to do for years...use our hard earned rates to provide a roundabout on at least of one the B streets. Perhaps look Lugarno for inspiration. We have lived here for thirty years and are astounded by how little consideration residents have been given.

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) : Survey Report for **13 March 2018** to **08 June 2026**

Screen Name Redacted 6/02/2026 08:06 PM	There urgently needs a footpath along Glen Road Oatley as the children of Mortdale Heights have to ride their bikes and push prams on the road. Remove the gumtree in the corner of Roberts Ave and Beatty St and put a roundabout there. For the cost of all these ‘quick fixes’ and committees and long drawn out proposals, just spend the money and put the roundabout in and move on to the next important infrastructure need.
Screen Name Redacted 6/02/2026 08:18 PM	Worth a try, but I don’t think it will improve the situation much. You also need to include a ‘Do not queue across intersection’ area on Roberts ave & Beatty st - possibly also Barr st as the through traffic is very unwilling to let cars out especially at peak times.
Screen Name Redacted 6/03/2026 08:39 AM	
Screen Name Redacted 6/03/2026 09:50 AM	I strongly agree that the traffic situation needs addressing, and while I think these changes will help slightly, I voted neutral because it does NOT address the chief safety and usage concern of turning right into Roberts avenue. The only true solution is a ROUNDABOUT. I am a mother of a young child and turning right onto Roberts in my small car is always scary, no matter the time of day, and I have been so worried about making the turn with my baby in the car that I chose his daycare based on it being in the direction of turning left into Roberts!! Frequently I am so stressed about turning right I am forced to turn left and make a u turn at the roundabout in front of Woolies, which is dangerous in its own right, and in peak hour times I often see fellow residents doing the same. Every time this leads to a close call situation at the Woolies roundabout. It is NOT SAFE to turn right into Roberts. A roundabout is the perfect solution, and you seem to have no issues installing them all over the st George area, so I'm at a loss as to why you are not doing so in this critical traffic flow area. You need to protect your resident's and children's safety BEFORE SOMEONE IS KILLED.
Screen Name Redacted 6/03/2026 09:51 AM	Change Beaty st reserve parking to parallel parking(which I think it was before). Make no parking zone continuous
Screen Name Redacted 6/03/2026 10:17 AM	These measures will not solve the problems that it is addressing. They are not going to make a significant difference. Traffic has increased a lot since we first moved in 20 years ago, and with the addition of businesses in the Roberts Rd area. Try turning right at peak hour ie 3-6PM where trafiic is backed up on Roberts Rd all the way to Peakhurst High school going towards Lugarno. This issue has been on-going for years.
Screen Name Redacted 6/04/2026 11:23 AM	Above all we need a roundabout at the Beatty Street Roberts Avenue intersection. Most residents in the B streets don’t turn right onto Roberts avenue for safety reasons so road survey readings are null and void. I choose to turn right onto Roberts Avenue from Cromdale Street. We also need concrete barriers at either end of Beatty street to stop cars cutting the corner reducing potential collisions. The bus stop at 60 - 62 Roberts Avenue needs to be moved to maybe 66 Roberts Avenue with the original bus stop changed to a no stopping zone. When cars are turning right from Roberts Avenue onto Beatty street there is not much room for cars behind to overtake from the left to carry on along Roberts Avenue towards Mortdale.
Screen Name Redacted	I submit this response as a resident of Mortdale Heights with direct experience of the

6/04/2026 04:24 PM

traffic, pedestrian and fauna safety conditions on and around Roberts Avenue and its connecting side streets. I have lived in Mortdale Heights for the past two and a half years, and prior to that for twenty-eight years in Peakhurst Heights — a neighbouring suburb within the same LGA — where I commuted daily along Roberts Avenue and observed the persistent congestion and safety issues on this road over a long period. My concerns have deepened considerably since becoming a Mortdale Heights resident and experiencing these conditions firsthand on the side streets, at the intersections, and particularly on the B Streets and Cromdale Street.

1. Linemarking alone will not fix this

The proposed works are almost entirely linemarking updates and time-restricted parking signs. Council has tried similar measures before, including changes as recently as 2024, and the core problems have not gone away. Restricting parking on school days only, during peak hours, leaves the same dangers in place on weekends, school holidays and evenings — when many incidents actually occur.

I understand that Council previously committed to a roundabout at Roberts Avenue and Beatty Street, and that Transport for NSW supported the application through the Black Spot Funding Program as recently as December 2023. That commitment does not appear anywhere in the current proposal. I would like Council to explain in writing what happened to it. A roundabout would address the turning danger, reduce speeds through geometry rather than signs, and create a proper pedestrian crossing point. That is what this intersection needs.

Regarding the proposed pedestrian refuge island at 64 Roberts Avenue — including kerb extensions, ramps and a connecting footpath — this is a measure I support and value. However, describing it as subject to further feasibility investigation, community consultation and funding availability is not good enough. Council should commit to building it. The scale of residential infill development currently occurring in Mortdale Heights and the immediately surrounding suburbs is visible and well-documented. Single dwellings across this area are being demolished and replaced with multi-unit developments at a rate Council itself approves and cannot credibly deny. The development contributions and rates revenue flowing to Council from this growth are substantial. There is no credible funding argument for deferring a pedestrian refuge island on a road that Council's own data identifies as a safety concern.

2. Cromdale Street is dangerous and is not in this proposal at all

Cromdale Street connects directly to Roberts Avenue and is one of the most hazardous streets in the area. It is not mentioned in SF26/3117 and I am asking that it be added to the scope immediately.

With vehicles parked on both sides, there is only room for one car to pass at a time — this is the normal condition on this street, not the exception. Residents trying to get in or out of their driveways often cannot do so because parked vehicles completely block their sightlines. In many cases, a driver cannot exit their driveway without performing five or more point turns, leaving their vehicle exposed across the carriageway for an extended period while other traffic approaches.

Vehicles entering from Roberts Avenue regularly do so at speed. Ducks have already been killed on this street as a result. Both ducks and possums traverse across and along the entire length of Cromdale Street regularly — this is as much their thoroughfare as it is ours. Residents are deeply distressed by these losses and are clear: they do not want more animals killed. Council's continued inaction on Cromdale Street is, in effect, an acceptance that wildlife deaths will keep occurring. That is not acceptable. Cromdale

Street needs:

— Additional wildlife warning signs along the full length of the street and into Glen Road. There are currently only two signs near the small bridge — this is wholly inadequate. The ducks and possums do not stay near the bridge; they range the entire street and beyond. This is their home and it must be treated as a fauna thoroughfare, not an afterthought. Wildlife signage is not expensive. There is no justification for the current shortage of it.

— Speed humps at appropriate intervals to physically slow vehicles; and

— Formal inclusion in the scope of any works package approved for this area.

3. The problem extends beyond the three named intersections

The proposal focuses on Beatty, Bowman and Barr Streets. But the traffic, parking and safety issues in Mortdale Heights affect a wider network of residential streets — including Cromdale Street — that also connect to Roberts Avenue. Long-term parking of vehicles associated with auto repair businesses and light commercial operators is occurring across multiple streets. Any plan that addresses only three named intersections will leave the broader pattern of danger unresolved.

4. What I am asking Council to do

(a) Reinstate the roundabout at Roberts Avenue / Beatty Street as the primary solution. Provide a written explanation of why it was removed from this proposal and the current status of the Black Spot funding application.

(b) Apply parking restrictions seven days a week — not just school-day peak hours — on streets where commercial and auto repair vehicles are regularly stored on residential frontages. Accompany restrictions with a genuine enforcement commitment. Council should also give serious consideration to introducing a Residential Parking Permit scheme for these streets, restricting on-street parking to residents only. This would directly address the displacement of residents by commercial operators using residential frontage as free, indefinite vehicle storage.

(c) Add Cromdale Street to the approved works scope with committed funding for speed humps and wildlife signage along its full length and into Glen Road.

(d) Commit to delivering the pedestrian refuge island at 64 Roberts Avenue as a funded project with a delivery date — not subject to further feasibility conditions.

(e) Conduct a second round of consultation with a genuine 28-day window, proper direct notification to all residents within the affected area, and at least one in-person community session before anything is presented to the Local Transport Forum.

5. In closing

I have observed and traversed these streets for over thirty years. I am making this submission because the safety risks are serious, they are escalating, and the measures proposed under SF26/3117 fall well short of what is required to address them.

The community concerns documented in this submission and in prior correspondence to Council are substantial, specific and longstanding. Wildlife has already been killed on these streets. The question is not whether an additional serious injury or fatality — to people or fauna — will occur. It is when. When that happens, the record will show that residents identified the hazards, described them in detail, put forward workable solutions, and asked Council to act. Council will not be able to claim it was not warned. It will be held to account for every specific safety failure it had the opportunity to address and chose not to.

Please confirm receipt of this submission within five business days. I would appreciate a written response to each of the five points above within twenty-eight days, and ask that

	this submission be provided in full to the Local Transport Forum when the proposal is presented for review. I remain hopeful that Council will engage constructively with the matters raised here. Should that not occur, I will not hesitate to raise them through every available avenue, including publicly and at Council meetings.
Screen Name Redacted 6/04/2026 09:43 PM	My main safety concern is turning out of Beaty street onto Roberts road. The proposed changes will definitely help with visibility down the hill (cars coming up from Woolworths). I do not feel the other direction has received the same level of attention in these proposals. The extension of the give way line will help, but an extension of the no stopping up the hill would greatly improved Visibility. I love the addition of the refuge island and the footpath down from Beaty street, this will greatly improve the safety for my young family crossing the road.

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) : Survey Report for **13 March 2018** to **08 June 2026**

Screen Name Redacted 6/04/2026 10:08 PM	I welcome the proposed changes to improve traffic flow and safety at the intersections of Roberts Avenue with Beatty Street, Bowman Street and Barr Street in Mortdale. These measures are a positive step towards addressing long-standing concerns raised by local residents and road users. However, while the proposed treatments may provide some improvement, I believe they fall short of fully addressing the underlying issues. In my view, the installation of a roundabout would provide the most effective and long-term solution. During peak traffic periods, it is not only difficult for vehicles to turn into Beatty Street, Bowman Street, Barr Street from Roberts Avenue, but it is equally challenging for motorists to exit the side streets onto Roberts Avenue (especially turning right). This is largely due to the high traffic volumes and the speed at which many vehicles travel along Roberts Avenue, often exceeding the speed limit. These conditions create safety risks for drivers, cyclists and pedestrians alike. A roundabout would significantly improve safety by reducing vehicle speeds, creating more orderly traffic movements and providing safer opportunities for vehicles to enter and exit the side streets. It would also offer benefits for all road users while addressing both congestion and safety concerns. If Council determines that a roundabout is not currently viable, I support the proposed measures as an interim improvement. However, I encourage Council to consider additional treatments, including: - The installation of "DO NOT BLOCK THE INTERSECTION" road markings and signs at the intersections to ensure vehicles are able to turn into and out of side streets during periods of congestion. - Extending the existing No Stopping restrictions on the eastern and/or western side of Cromdale Street, which is frequently used as an alternative route and experiences similar traffic pressures as another main thoroughfare into the “B” streets and Oatley West. Importantly, I encourage Council to continue investigating the feasibility of a roundabout as a future project to properly address community concerns. If a roundabout cannot be accommodated at the Roberts Avenue and Beatty Street intersection, alternative locations should be considered, including the intersections with Bowman Street, Barr Street or Cromdale Street, all of which are busy local roads that would benefit from improved traffic management. Thank you for considering this submission and for undertaking measures to improve road safety and traffic conditions in the area.
Screen Name Redacted 6/05/2026 09:50 AM	Not sure how this proposal helps residents trying to get out of Beatty st and other turn right onto Robert’s rd give way signs on the b streets won’t help I will continue to go through Oatley west from Mortdale heights due to safety concerns

Proposed Changes to Roberts Avenue, Mortdale, intersections (Beatty Street, Bowman Street and Barr Street) : Survey Report for **13 March 2018** to **08 June 2026**

Screen Name Redacted 6/05/2026 09:29 PM	I agree to additional Give Way signage. I don't see any value added for time 'No Parking' signs during school hours only. It should be perment no parking due to the high volume of traffic inside and outside school hours, the traffic is the same not matter what day or time of the week. Pedestrian refuge would help get across the road, although I am worried about crossing that road and being run over, even if there was a pedestrian refuge. I can see that any of these proposed changes will help residents of Mortdale Heights be able to safey turn right onto Roberts Avenue. There is nothing in the proposal to slow down traffic to enable drivers to safely turn right. You need to explain to residents in Mortdale Heights how this is going to benefit us because unless you can stop the constant flow of traffic, there is no other option for residents to turn right, and we will continue to dog leg our journey up and down streets just to get out of the suburb. There is nothing in the proposal to reduce the volume of traffic using this road and this has not been addressed why this road is attracting so much traffic which in turn has made it so difficult for residents of Mortdale Heights.

Optional question · 32 responses · 7 skipped
Question type : Essay Question

Summary of Feedback (Outside Your Say)

Support or Against?	Suppl. Give-Way Line	Timed 'No Parking'	No Stopping' Ext.	Pedestrian Refuge	Other Concerns
In Favour	For	For	Against	For	Suggest a roundabout Suggest relocating existing bus zone on Roberts to the proposed 'No Parking' zone, Suggest an extension of 'No Stopping' restriction on Roberts Avenue
Strongly In Favour	N/A	N/A	Against	Against	Against 'No Stopping' restriction as a result of pedestrian refuge on Roberts Avenue. Suggest conversion of Beatty Reserve into two-storey car park. Mention the need of Resident Parking Permit Scheme (RPPS) and Accessible Parking
Strongly Against	N/A	N/A	N/A	N/A	No comment
Strongly Against	N/A	N/A	N/A	N/A	Mention that it is fine the way it is
Strongly Against	N/A	N/A	N/A	N/A	Mention small number of traffic from B-Streets Mention Roberts Avenue is not built for this volume of traffic. Concern about signficant traffic from Woolsworth
Strongly Against	N/A	N/A	N/A	N/A	Suggest a roundabout Suggest a raised pedestrian crossing instead of a pedestrian refuge island Suggest removal of bus stop opposite Beatty Street Suggest RPPS and more parking enforcement
Strongly Against	N/A	N/A	N/A	N/A	Suggest a roundabout to slow down traffic
Strongly Against	N/A	N/A	N/A	N/A	Suggest no changes as it will increase traffic in addition to the high traffic from Woolsworth
Strongly Against	N/A	N/A	N/A	N/A	Suggest no changes as it will increase traffic in addition to the high traffic from Woolsworth
Strongly Against	N/A	N/A	N/A	N/A	Suggest no changes as it will increase traffic in addition to the high traffic from Woolsworth
In Favour	N/A	N/A	N/A	N/A	Suggest swapping the proposed 'No Parking' zone and the existing bus zone
Strongly Against	N/A	Against	N/A	Against	Against the removal of parking spaces on Roberts Avenue
Against	N/A	N/A	N/A	N/A	Proposal does not improve access for B Streets and concern on increase of traffic from Woolsworth
Against	For	For	For	Against	Suggest 'No Parking' restriction on Roberts Avenue to be 24/7 Question the effectiveness of supplementary 'Give Way' lines Suggest small traffic island at Balmoral Rd / Beatty St intersection Suggest 45-degree parking on Beatty St Concern about the proposed pedestriabn refuge island being run down. Suggest extension of 'No Stopping' on Roberts
Strongly In Favour	N/A	N/A	N/A	N/A	Suggest proceeding with the proposal ASAP
Strongly Against	N/A	N/A	N/A	N/A	Suggest 'No Parking' time restriction on Roberts Avenue to be extended to cover Saturday. Concern about traffic safety associated with supplementary Give Way lines. Suggest relocating footpath further into the park on Beatty Street to avoid parked vehicles poking into traffic lanes
Strongly In Favour	N/A	N/A	N/A	N/A	Suggest higher priority for implementation of the proposed Pedestrian Refuge
Neutral	N/A	N/A	N/A	N/A	Suggest a roundabout at Beatty Street
In Favour	N/A	N/A	N/A	N/A	Suggest traffic light at Beatty Street Suggest conversion of ped refuge to zebra crossing
In Favour	For	N/A	N/A	N/A	Suggest inlusion of Fairway Avenue in the proposal Suggest 'Keep Clear' linemarking at the intersections
Neutral	N/A	N/A	N/A	N/A	Concern about B-Street turning movement into Roberts Concern about speeding on Roberts Avenue Mention the exclusion of Fairway Ave from the proposal. Suggest traffic calming devices and roundabouts
Against	N/A	N/A	N/A	N/A	Concern about overhanging parked vehicles on Beatty Street Concern about effectiveness of solving B-Street exit issue Suggest a roundabout
In Favour	N/A	N/A	N/A	N/A	Question the effectiveness of improving access for vehicles exiting B-Streets Concern about increase of traffic volume on Roberts Avenue Concern about access issue to the Mortdale Plaza
Against	Against	Against	Against	For	Suggest a roundabout Question the effectiveness of improving access for vehicles exiting B-Streets
Strongly In Favour	N/A	N/A	N/A	N/A	Suggest a roundabout for long-term solution Concern about current proposal not adequately addressing B-Street access
Strongly In Favour	N/A	N/A	N/A	N/A	Suggest the works to be completed ASAP
Strongly Against	N/A	N/A	N/A	N/A	No comment
Against	N/A	N/A	N/A	N/A	Question the effectiveness of 'No Parking' restriction on Roberts Avenue Concern about high traffic volume on Roberts Avenue Suggest a roundabout
Against	N/A	N/A	N/A	For	Question the effectiveness of improving access for vehicles exiting B-Streets Suggest a roundabout
Against	N/A	N/A	N/A	N/A	Suggest a roundabout for long-term solution. Concern about current propsoal not adequately addressing B-Street access

Item: **LTF045-26 George Street Penshurst - Proposed 'Bus Zone' Relocation**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the existing 'Bus Zone' fronting No. 64 George Street, Penshurst, be relocated **to** the southern side of 36A Inverness Avenue, along George Street, Penshurst.

That double barrier centre line markings be painted on George Street, Penshurst, as shown on the plan in the report.

That additional Give Way line markings be painted on Inverness Avenue at both approaches to George Street, as shown on the plan in the report.

That parking lane line markings be painted on George Street between property No. 80 near Queensbury Road and property No. 58, adjacent to the intersection of George Street and Salisbury Street, as shown on the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the proposal to relocate an existing 'Bus Zone' along George Street, Penshurst.

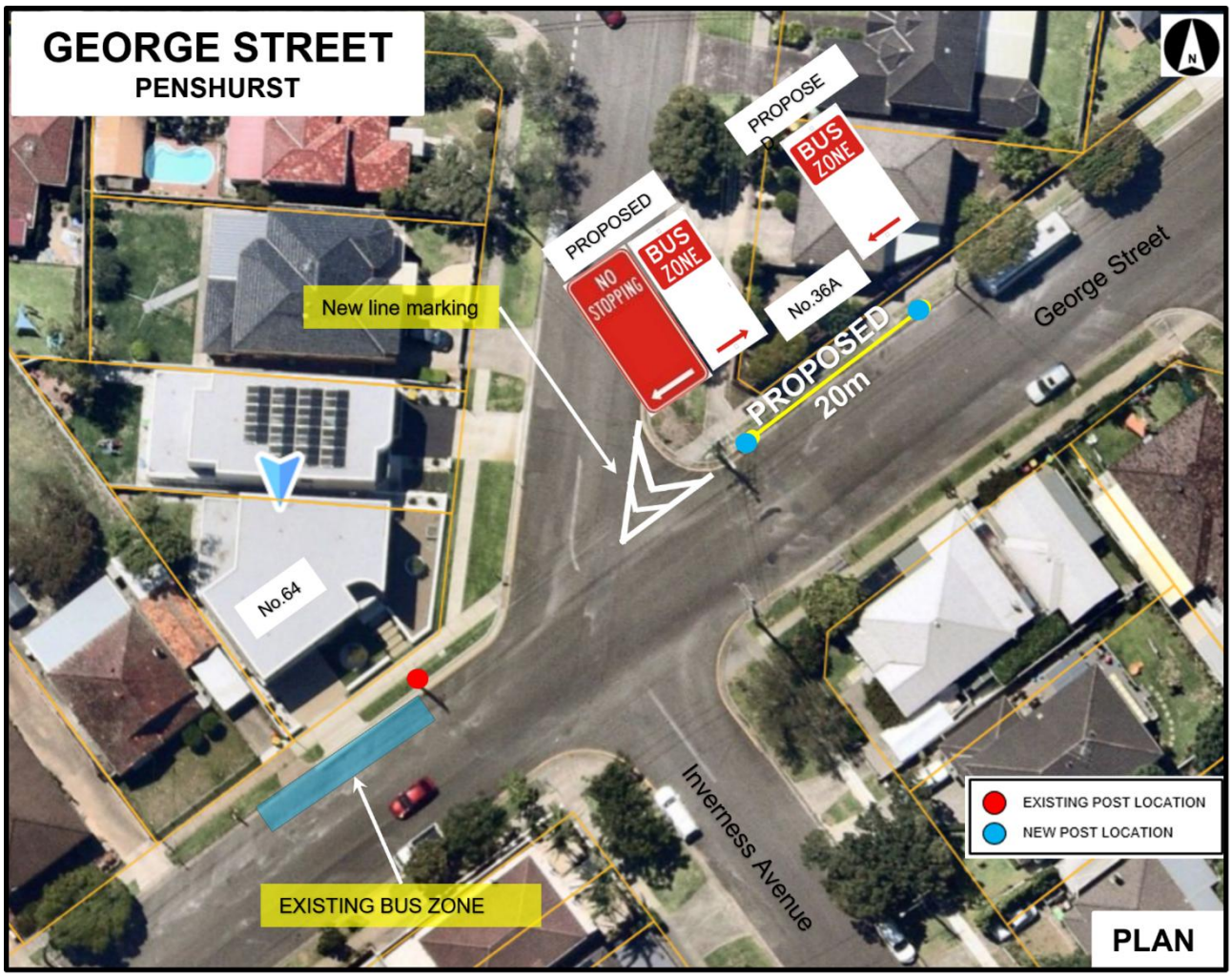
BACKGROUND

2. Council has received a request from a resident to relocate the existing Bus Stop located outside No. 64 George Street, Penshurst.
3. Following an investigation by Council officers, it was observed that relocating the Bus Stop has the potential to improve sight lines and enhance safety for both pedestrians and vehicles.
4. Currently bus stop ID 222214 services bus route 950 is under Transit Systems NSW and will be operated by U-Go Mobility from 21 June 2026.

PROPOSAL

5. It is proposed to relocate the existing 'Bus Zone' fronting No. 64 George Street, Penshurst to the southern side of 36A Inverness Avenue, along George Street, Penshurst, as shown on the plan in the report.
6. It is also proposed to install additional lane line markings to support the Bus Zone relocation and improve safety along George Street, Penshurst, including double barrier centre line markings, additional Give Way line markings on Inverness Avenue at both approaches to George Street, and parking lane line markings on George Street, as shown on the plan in the report.
7. The proposed treatments, including the delineation, will improve motorists' sight lines and guide vehicles closer to the travel lane, reducing the crossing distance when exiting Inverness Avenue onto George Street.

LTF045-26


GEORGE STREET
PENSHURST
PROPOSE
BUS ZONE
PROPOSED
NO STOPPING
BUS ZONE
New line marking
No.36A
George Street
PROPOSED
20m
No.64
Inverness Avenue
EXISTING POST LOCATION
NEW POST LOCATION
EXISTING BUS ZONE
PLAN


New LANE Line markings
BB Lines
George Street
Inverness Avenue

FINANCIAL IMPLICATIONS

8. Signage installation and line marking within budget allocation – TfNSW Traffic Facility Grant – approximately $3,000, Bus Stop platform and bench seat to be supplied by U-Go Mobility.

COMMUNITY ENGAGEMENT

9. Council has undertaken community consultation with adjacent residents and bus operator U-Go Mobility regarding the proposed changes to parking restrictions. The closing date for submissions was Monday, 1 June 2026.

10. Council has received no objections from the bus operator, Transit Systems NSW, in relation to the proposed bus stop relocation.

11. Council has received 33 responses, with 22 in favour, 1 neutral and 10 opposing the proposal. Concerns were raised about the relocation of on-street parking spaces, sightlines when exiting Inverness Avenue and safety concerns.

12. Council officers responded that the proposed DDA compliance works will include the installation of a new concrete pad and anticipated to improve safety for pedestrians accessing the bus stop. It is expected that the displaced parking demand can be accommodated within the surrounding on-street parking, subject to NSW Road Rules.

FILE REFERENCE

D26/159438

ATTACHMENTS

Nil

Item: **LTF046-26 Lynwood Street and Waratah Street, Blakehurst - Proposed Traffic Calming Measures**

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the proposed median islands, speed cushions, kerb blisters, associated signage and 'No Stopping' restrictions be installed at Lynwood Street and Waratah Street, Blakehurst as per the plan in the report.

EXECUTIVE SUMMARY

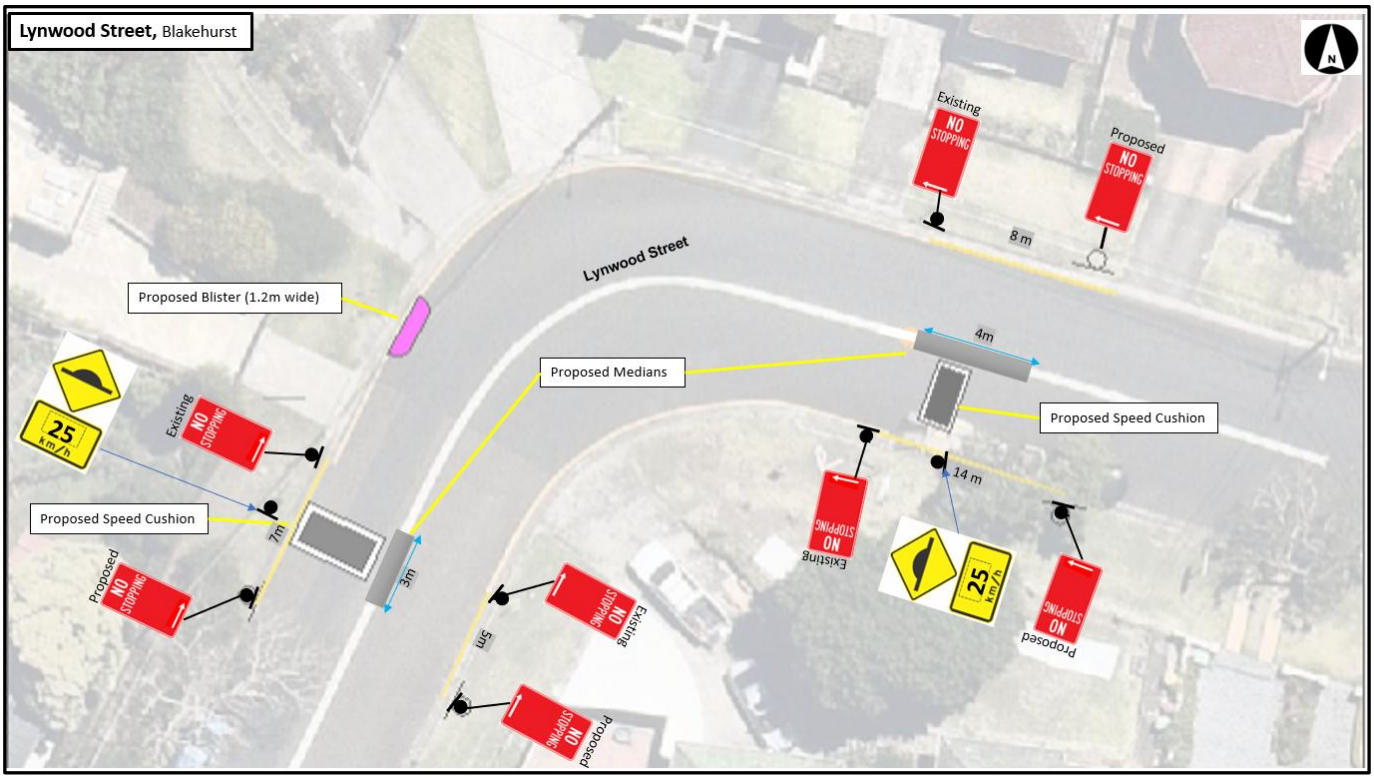
1. This report seeks the Local Transport Forum's consideration of the installation of 'Median Islands, Speed cushions, Kerb blisters, including associated signage and No Stopping restrictions' at Lynwood Street and Waratah Street, Blakehurst.
2. The proposal will remove four on-street parking spaces at this location.

BACKGROUND

3. At the Local Transport Forum held in December 2025 (LTF092-25), Georges River Council resolved to implement short-term improvements to signage and line marking along Lynwood Street and Waratah Street, Blakehurst. The Forum also recommended further investigation into the installation of additional safety and traffic-calming treatments on Lynwood Street and Waratah Street to improve overall road safety in the area.
4. Council officers undertook further investigations, including the collection of vehicle speed and traffic volume data in November 2025 at locations adjacent to 7 Waratah Street, and 46 and 55 Lynwood Street, Blakehurst. The survey results indicate that the 85th percentile speeds are approximately 51 km/h, 49 km/h, and 48 km/h at these respective locations.
5. Crash data collected from the last five years, dated between 2021 and 2025 also indicate that there have been no recorded injury crashes along Lynwood Street, however, it is noted that residents shared anecdotal evidence of property and vehicle damage in Lynwood Street.
6. Following this investigation, Council is proposing to install two speed cushions, median islands, and associated 'No Stopping' restrictions on Lynwood Street and Waratah Street. The proposed speed cushions are to be located in the eastbound direction adjacent to No. 62 Lynwood Street and in the westbound direction adjacent to No. 60 Lynwood Street, Blakehurst, as per the plan.
7. The proposed speed cushions are intended to further reduce vehicle speeds at the bend and enhance overall road safety along Lynwood Street and Waratah Street.
8. It is estimated that the proposal will result in the removal of up to four on-street parking spaces to accommodate the required 'No Stopping' restrictions associated with the installation of the speed cushions and median islands.
9. Subject to Council approval, the proposal will be included in the FY2026/27 capital works program for detailed design and construction.

PROPOSAL

10. To improve road safety and reduce the general speed environment at Lynwood Street and Waratah Street, Blakehurst, it is proposed to construct the following treatment: Median Islands, Speed cushions, Kerb blisters, including associated signage and No Stopping restrictions as per the plan below.



Proposed traffic calming measures at Lynwood Street and Waratah Street, Blakehurst.

FINANCIAL IMPLICATIONS

11. Within capital works budget allocation – Traffic Program Capital.

COMMUNITY ENGAGEMENT

12. Council undertook community consultation with nearby residents regarding the proposed traffic calming measures on Lynwood Street and Waratah Street, Blakehurst.

13. Council received a total of 16 responses from residents, with 12 responses in favour of the proposal and four responses against the proposal.

14. Residents opposed to the proposal raised concerns relating to the potential loss of on-street parking due to proposed ‘No Stopping’ restrictions, as well as possible impacts on driveway accessibility associated with the median islands.

15. Council’s swept path analysis indicates that the proposed median islands will not impact on driveway access. Furthermore, all adjacent properties are provided with adequate off-street parking. The proposed measures are therefore considered appropriate and necessary to improve overall safety, particularly at the bend.

FILE REFERENCE

D26/159490

ATTACHMENTS

Nil

Item: **LTF047-26 Emily Street, Hurstville - Proposed change in traffic conditions**

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That

a) 'No Right Turn' signage be installed on Emily Street, Hurstville as per the plan in the report.

b) 'Give Way' signage and line marking be installed on Emily Street, Hurstville as per the plan in the report.

c) Chevron pavement marking be installed on Emily Street, Hurstville as per the plan in the report.

d) 'No Stopping' restrictions be installed on Emily Street, Hurstville as per the plan in the report.

e) The existing double white line markings on Stoney Creek Road be extended as per the plan in the report.

EXECUTIVE SUMMARY

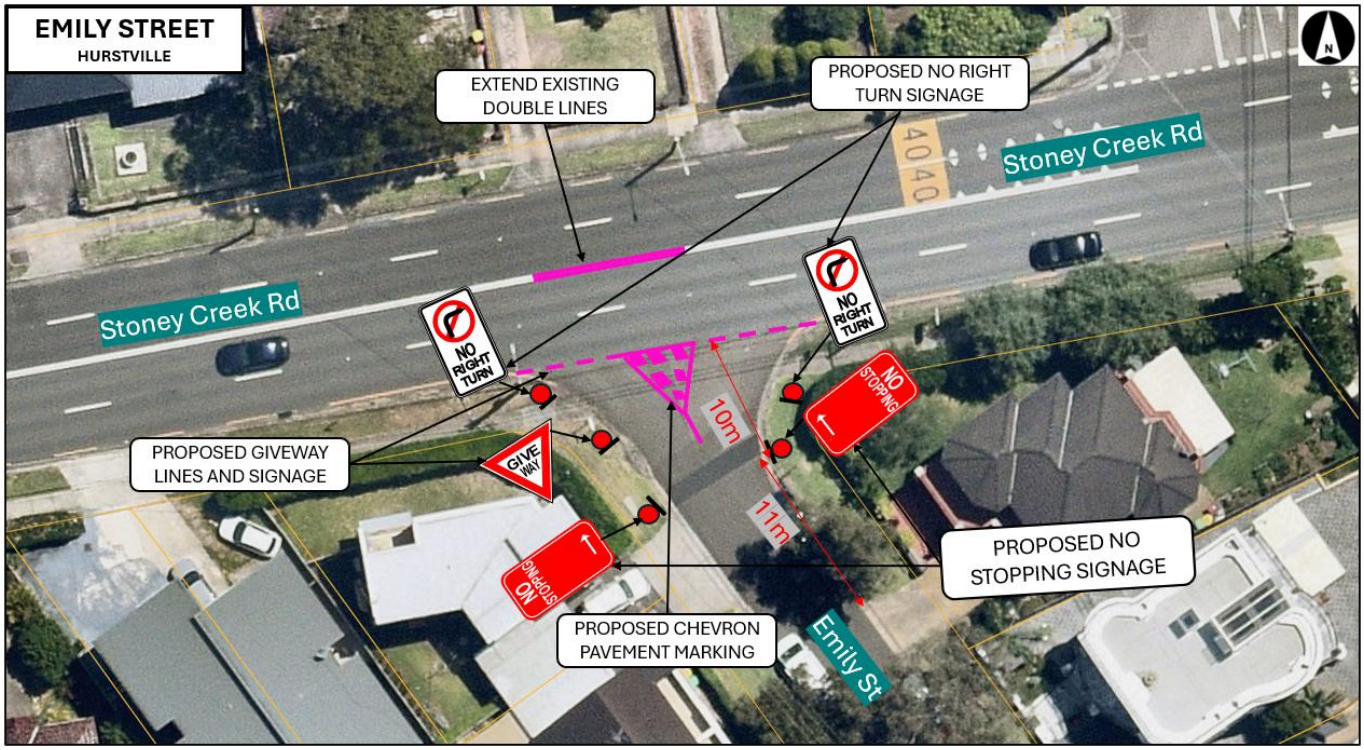
1. This report seeks the Local Transport Forum's consideration of the installation of signage and line markings at the intersection of Emily Street and Stoney Creek Road, Hurstville.

BACKGROUND

2. Council has received multiple requests from residents and Councillors regarding safety concerns for vehicles turning right from Emily Street into Stoney Creek Road, Hurstville.
3. Council officers undertook investigations and collected turning movement data at the intersection of Stoney Creek Road and Emily Street, Hurstville in March 2026.
4. Currently, right turn movements from Stoney Creek Road into Emily Street are prohibited.
5. The investigation identified that a vertical crest along Stoney Creek Road restricts the available sight distance for vehicles exiting Emily Street. This limited visibility creates a potential safety risk, particularly for vehicles undertaking right-turn movements into Stoney Creek Road, as these manoeuvres require greater gap acceptance.
6. Survey results indicate that right turn volumes from Emily Street into Stoney Creek Road are low (less than 10 vehicles per hour). It is considered that prohibiting this movement can be accommodated within the surrounding road network with minimal impact on overall traffic circulation.
7. To improve safety at the intersection of Emily Street and Stoney Creek Road, Council proposes changes to signage and line marking as per the plan in the report.
8. The proposed changes are not expected to impact emergency services or waste collection operations.
9. The proposed changes will not result in any legal on street parking loss.

PROPOSAL

10. It is proposed to install 'No Right Turn' signage, 'Give Way' signage and line marking, chevron pavement marking, and 'No Stopping' restrictions on Emily Street, Hurstville, as shown on the plan in the report.
11. It is also proposed to extend the existing double white line markings on Stoney Creek Road, in accordance with the plan included in the report.
12. The proposal will improve traffic flow and overall road safety at this intersection.



Proposed changes to the intersection of Emily Street and Stoney Creek Road, Hurstville

FINANCIAL IMPLICATIONS

13. Within budget allocation – TfNSW Traffic Facility Grant – approximately $2,100 for signage and line marking.

COMMUNITY ENGAGEMENT

14. Council undertook community consultation with nearby residents regarding the proposed signage and line marking changes in Emily Street, Hurstville.
15. Council received a total of six responses from residents, with three responses in favour of the proposal and three responses against the proposal.
16. Residents who opposed the proposal raised concerns about the potential loss of on-street parking due to the proposed 'No Stopping' restrictions, as well as the possible impacts of prohibiting right-turn movements
17. Council has slightly modified the proposal based on the feedback from the residents to avoid the loss of on street parking. The proposed right-turn restriction is considered appropriate and necessary to improve overall safety at the location.

FILE REFERENCE

D26/159501

ATTACHMENTS

Nil

LTF047-26

Item: **LTF048-26 NM009-25: Gold Street and Castle Street, Blakehurst - Investigation outcome of the installation of a bus shelter**

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the report on the findings of the investigation into the installation of a bus shelter at the corner of Gold Street and Castle Street, Blakehurst, be received and noted.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's endorsement of the outcomes of the investigation into the installation of a bus shelter at the corner of Gold Street and Castle Street, Blakehurst, as resolved under NM009-25.

BACKGROUND

2. In February 2025, NM009-25 was resolved by Council:

   "That further to Council's audit of bus stops/shelters in September 2023, that Council investigates the installation of a bus shelter on the corner of Gold Street and Castle Street, Blakehurst."

3. In January 2024, Council's traffic consultants completed a Bus Stop Audit assessing the condition of 745 bus stop locations across the LGA. As a result of the audit's prioritisation, Council is currently upgrading non-standard bus stop concrete pads at high priority locations.

4. Bus stop 222173, located at the corner of Gold Street and Castle Street, Blakehurst, is ranked 193 out of 745 and has been identified for upgrade with the installation of a new bus shelter.

5. Council is currently undertaking upgrades to bus stops to achieve Disability Discrimination Act (DDA) compliance, within the constraints of the allocated budget. Sites are prioritised based on safety considerations, with higher-risk locations addressed first.

6. Given the relatively high cost of shelter installations (approximately $50,000 per site), this location will be considered for a shelter upgrade when it is prioritised and included in capital works program.

PROPOSAL

7. That the report on the findings of the investigation into the installation of a bus shelter at the corner of Gold Street and Castle Street, Blakehurst, be received and noted.

FINANCIAL IMPLICATIONS

8. Within future capital works budget allocations – Bus Stop Upgrade Program.

COMMUNITY ENGAGEMENT

9. Community consultation will be undertaken as part of future capital works delivery programs

FILE REFERENCE

D26/159520

ATTACHMENTS

Nil

Item: **LTF049-26 NM027-24: Review of Consultation Process for Traffic Matters**

Author: Coordinator Traffic and Transport

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the report detailing the findings of the review of the consultation process for traffic matters, including alignment with the Georges River Council Community Engagement Strategy 2026–2036, be received and noted.

EXECUTIVE SUMMARY

1. This report seeks the Transport Forum's consideration of the outcomes of the review of the consultation process for traffic matters, as resolved under NM027-24.
2. The review considers how Council can consult earlier in the investigation process, before funding and final design commitments are made, and how consultation areas can be expanded for sensitive or higher-impact traffic proposals.
3. The process aligns with the Georges River Council Community Engagement Strategy 2026–2036 by supporting engagement that is purposeful, timely, genuine, inclusive and transparent, and by applying the Strategy's recommended engagement approach for traffic management matters.
4. The process is intended to improve transparency, support informed decision-making and provide affected stakeholders with a meaningful opportunity to comment before final decisions are made

BACKGROUND

5. In March 2024, NM027-24 was resolved by Council:

   a) That Council review the process for community consultation for traffic facility projects to determine if:

   i. the community can be consulted at an earlier point in the investigation process, prior to funding and solution commitments being made.

   ii. broader consultation should be undertaken for identified highly sensitive areas where many residents and businesses are affected, to ensure that all relevant parties are notified.

   b) That a report is provided to Council with the findings of the review process.

6. The proposed consultation process has been developed to align with the following key elements of the Community Engagement Strategy 2026–2036:
7. Purposeful engagement: Engagement will be undertaken where there is a clear purpose, defined scope and identifiable community or stakeholder impact.
8. Timely engagement: Consultation will occur early, generally at high-level concept design stage, before funding and final solution commitments are made.

9. Genuine engagement: Consultation material will clearly explain what aspects of a proposal can be influenced by feedback and what matters are constrained by road safety, legislation, technical standards or external approvals.

10. Inclusive engagement: information will be provided using accessible language and appropriate communication channels, with consideration given to translation, interpreter services and accessible formats where required.

11. Transparent engagement: Council will report back on the outcomes of consultation and explain how feedback has influenced the recommendation or final decision.

12. Communication tools and channels will be selected according to project requirements and may include:

13. Digital Channels: Your Say Georges River, Council's website, social media, online newsletters and online projects map

14. Traditional Methods: direct mail, flyers, brochures, fact sheets, posters, newspaper advertisement, quarterly community magazine, media releases/statements, onsite signage, information displays at libraries and customer service centres and Council meeting outcomes.

15. Face to Face Engagements: Pop-up information stalls, Community Workshops and forums, Advisory Committee meetings, one-on-one appointments and council Events.

16. For traffic management projects related to Traffic Devices and Changes:

17. Undertaking consultation using methods such as community notification, onsite meetings, Your Say polls and Local Transport Forum consideration. Communication methods may include local letterbox drops, affected property notifications, social media, website updates and local signage.

18. The revised process in this report applies these engagement levels in a practical traffic engineering context. Minor or routine operational matters may only require notification, while higher impact or sensitive proposals may require broader consultation and additional engagement activities.

19. Proposed Process for Investigation, Consultation and Delivery of Traffic Facility Projects

20. It is proposed that traffic and transport improvement requests be progressed through a staged investigation, consultation, approval and delivery process, as outlined below:
    - Initial Investigation and Feasibility Assessment
    - Inclusion in the traffic and transport prioritisation program
    - Preparation of High-Level Concept Design
    - Determination of engagement level and consultation area
    - Community and stakeholder consultation
    - Review of submissions and technical matters
    - Amendment of proposal, where appropriate
    - Further consultation on amended concept design, where required
    - Local Transport Forum consideration

- Council approval
- Funding application and allocation
- Project planning and detailed design
- Pre-construction notification

21. Initial Investigation and Feasibility Assessment
22. Council officers will undertake an initial investigation of the identified traffic or transport issue. This will include a preliminary feasibility assessment and, where relevant, an initial warrant check to determine whether a treatment is justified and appropriate for further consideration.
23. As part of this stage, officers will identify potential treatment options and assess any obvious site constraints, including road environment, traffic conditions, safety considerations, public transport impacts, parking impacts and property access requirements.
24. Inclusion in the Traffic and Transport Prioritisation Program
25. Where a potential treatment is supported by the initial investigation, the proposal will be listed for consideration under Council's traffic and transport prioritisation program.
26. Inclusion in the program does not represent approval or a commitment to deliver the project. It indicates that the matter has sufficient technical merit to proceed to further investigation, concept development and engagement. The proposal will remain subject to further consultation, detailed design review, road safety audit requirements, funding availability and competing project priorities.
27. Preparation of High-Level Concept Design
28. A high-level concept design will be prepared to support early engagement with the community and key stakeholders.
29. This stage directly responds to NM027-24 by enabling consultation to occur before funding and final solution commitments are made. This approach is consistent with the Strategy's principle that engagement should be timely, with early opportunities for the community to comment and provide feedback
30. This stage also ensures that community feedback can be considered before Council progresses to detailed design, funding applications or delivery commitments.
31. Determination of Engagement Level and Consultation Area
32. The consultation area will be determined having regard to the likely extent of impact from the proposed treatment.
33. The consultation area will not be fixed for all traffic matters. It will be determined on a case-by-case basis having regard to the scale, sensitivity and likely impact of the proposal
34. Broader consultation should be undertaken for highly sensitive locations or areas where a large number of residents, businesses, road users or stakeholders may be affected. This will help ensure that all relevant parties are appropriately notified and provided with an opportunity to comment.
35. Community and Stakeholder Consultation
36. Community consultation will be undertaken with affected residents, businesses, property owners and relevant stakeholders. Internal consultation will also occur with relevant Council service areas, including operations, maintenance, assets, communications and customer experience teams where required.

37. Depending on the scale and sensitivity of the proposal, consultation may include one or more of the following:
    - direct letterbox notification
    - notification to affected property owners and occupiers
    - Your Say Georges River project page
    - Council website update
    - onsite signage
    - feedback form or survey
    - email and written submissions
    - telephone enquiries
    - onsite meeting
    - information session or drop-in session
    - direct engagement with key stakeholders
    - targeted engagement with schools, businesses, transport operators or emergency services (when required).
38. Following the consultation period, all submissions and feedback received will be reviewed by Council officers. The review will consider matters such as:
    - Level of community support or objection
    - Safety concerns raised
    - Parking and access impacts
    - Public transport and service vehicle requirements
    - Business and resident impacts
    - Alternative treatment suggestions
    - Any site-specific constraints identified through consultation.
39. Consultation material may include:
    - A letter
    - A plan of the proposed changes
    - A feedback form
    - A Your say project page (where required).
    - a summary of the issue and proposed treatment
    - a feedback form or survey link
    - contact details for further information
    - information about translation, interpreter services or accessible formats where required.
40. Submission methods will include:

- Your Say Georges River, where a project page is established
- email
- post
- telephone

41. The consultation period will generally be determined having regard to the scale, complexity and sensitivity of the proposal. Longer consultation periods may be provided for complex, sensitive or higher-impact matters
42. Council will ensure privacy requirements are observed when collecting, storing and using personal information. The Strategy confirms that Council will take reasonable and appropriate steps to protect personal information and will use appropriate collection notices and privacy statements on consultation material that captures identifying personal information
43. Review of Submissions and Technical Matters
44. Following the consultation period, all submissions and feedback received will be reviewed by Council officers.
45. The review will consider:
    - level of community support or objection
    - safety concerns raised
    - parking and access impacts
    - public transport and service vehicle requirements
    - emergency vehicle access
    - business and resident impacts
    - pedestrian, cyclist and mobility access issues
    - alternative treatment suggestions
    - site-specific constraints identified through consultation
    - consistency with relevant technical standards and road safety principles.
46. Community feedback will be considered alongside technical assessment. Where feedback identifies matters that require further investigation, officers may undertake additional site inspections, traffic counts, parking surveys, swept path assessments, road safety reviews or stakeholder discussions.
47. The assessment will recognise that community feedback informs and guides Council's decision-making but does not replace Council's responsibility to make decisions based on safety, technical merit, statutory requirements, network operation and the broader public interest. This is consistent with the Strategy's position that engagement supports good governance and informs Council decisions
48. A summary of consultation outcomes, key issues raised and officer responses will be included in the report to the Local Transport Forum and, where applicable, reported to Council.
49. Amendment of Proposal, Where Appropriate

50. The proposed treatment and concept design may be amended where appropriate, having regard to feedback received and any additional technical assessment undertaken.
51. Any amendments will prioritise road safety and balance other requirements, such as parking, traffic efficiency, public transport operations and community impacts.
52. Further Consultation on Amended Concept Design
    1. Where material changes are made to a proposal following consultation, further consultation will be undertaken where the amended design is likely to introduce new or different impacts.
    2. Further consultation may be targeted to those affected by the amended proposal or broadened where the changes affect a wider area.
    3. Further consultation may include:

- affected residents and property owners
- local businesses
- Transport for NSW
- bus operators
- emergency services
- schools and community facilities
- other affected stakeholders

53. Further consultation will not generally be required for minor amendments that do not introduce new or materially different impacts

Local Transport Forum Consideration

54. The proposal, including the outcomes of consultation and any recommended amendments, will be reported to the Local Transport Forum for presentation and discussion.
55. The Local Transport Forum will consider the technical merits of the proposal, stakeholder feedback and any traffic management implications before making a recommendation to Council.
56. The report to the Local Transport Forum will include a summary of the consultation undertaken, the level of support or objection, key issues raised, officer responses and any changes made to the proposal as a result of feedback.

Council Approval

57. Following consideration by the Local Transport Forum, the proposal will be reported to Council for approval. Council approval will be subject to:
    - Funding availability (internal or external fund)
    - Further detailed design
    - Road Safety Audit
    - Final technical review

Funding Application and Allocation

58. Following consideration by the Local Transport Forum, the proposal will be reported to Council for approval where required.

59. Following Council endorsement, officers will seek funding for the project where required. This may include internal Council funding or external grant funding opportunities such as Black Spot Program, Get NSW Active and Road Safety Program etc.

60. The timing of project delivery will be dependent on funding availability, grant program requirements, the proposal's position within the prioritisation program and Council's broader capital works priorities.

Project Planning and Detailed Design

61. Once funding is confirmed, the project will progress to detailed design and delivery planning.

62. This stage may include:

- services and utilities checks
- survey and design documentation
- swept path assessment
- drainage review
- signage and line marking design
- road safety audit, where required
- construction staging
- traffic management planning
- procurement
- project delivery programming
- asset handover requirements

63. Pre-Construction Notification

64. Prior to construction, affected residents, businesses and stakeholders will be notified of the approved works and expected construction timeframe.

65. The notification will include relevant information such as the nature of the works, anticipated impacts, construction timing, contact details and any temporary traffic or parking changes.

66. This notification is intended to inform affected stakeholders of approved works and construction impacts. It is not intended to reopen consultation on the approved treatment, unless material changes have occurred.

PROPOSAL

67. That the report detailing the findings of the review of the consultation process for traffic matters, including alignment with the Georges River Council Community Engagement Strategy 2026–2036, be received and noted.

RISK IMPLICATIONS

68. The proposed consultation process is expected to reduce project delivery risk by identifying community concerns, site constraints and stakeholder issues earlier in the project lifecycle.

69. Earlier engagement may also reduce the likelihood of late-stage design changes, objections after funding has been secured, or reputational risk arising from perceptions that decisions have already been made before consultation occurs.

70. Technical and safety risks will continue to be managed through professional engineering assessment, relevant guidelines, Local Transport Forum consideration, Council approval and road safety audit processes where required.

FINANCIAL IMPLICATIONS

71. No financial implications.

COMMUNITY ENGAGEMENT

72. No community consultation is required.

FILE REFERENCE

D26/159525

ATTACHMENTS

Attachment ⇩1 Community-Engagement-Strategy-2026-2036



Community Engagement Strategy

2026-2036

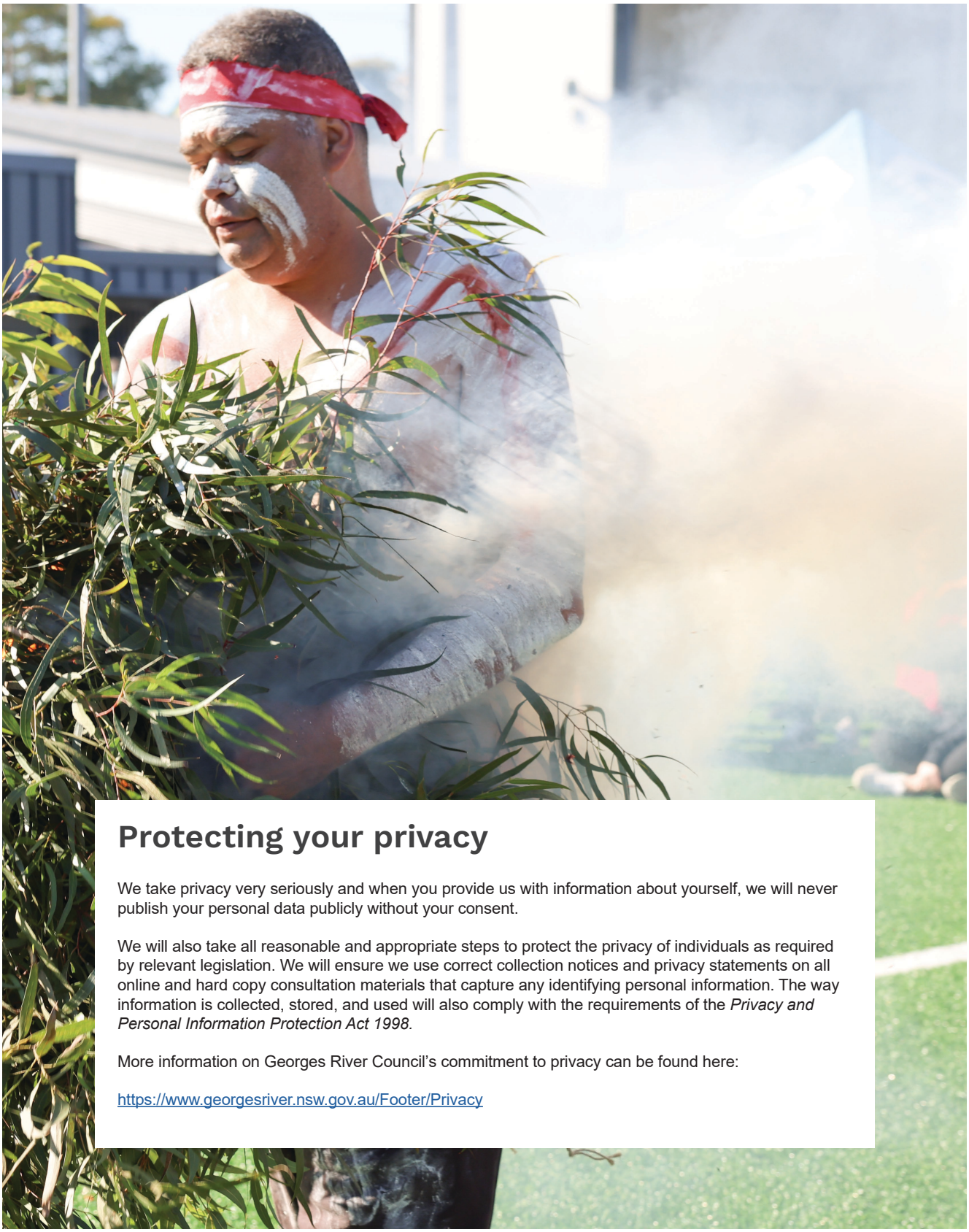
GEORGES RIVER COUNCIL

Acknowledgement of Country

Georges River Council acknowledges the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. Council recognises Aboriginal and Torres Strait Islander peoples as an integral part of the Georges River community and values their social and cultural contributions.

We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.





Protecting your privacy

We take privacy very seriously and when you provide us with information about yourself, we will never publish your personal data publicly without your consent.

We will also take all reasonable and appropriate steps to protect the privacy of individuals as required by relevant legislation. We will ensure we use correct collection notices and privacy statements on all online and hard copy consultation materials that capture any identifying personal information. The way information is collected, stored, and used will also comply with the requirements of the *Privacy and Personal Information Protection Act 1998.*

More information on Georges River Council's commitment to privacy can be found here:

https://www.georgesriver.nsw.gov.au/Footer/Privacy

Accessible Formats and Community Languages

Georges River Council is committed to ensuring community engagement is accessible and inclusive across all communication platforms. If you need information in another language or format, we can help.

For free telephone interpreting services:

- Call TIS National: 131 450
- National Relay Service: 1300 555 727

If you need this information in other accessible formats, please contact us and we will arrange this for you.

CONTACT INFORMATION

Phone: 02 9330 6400

Email: mail@georgesriver.nsw.gov.au

Website: georgesriver.nsw.gov.au

In person:
Georges River Civic Centre,
Corner MacMahon and Dora Streets, Hurstville

Postal Address:
PO Box 205, Hurstville BC NSW 1481

Hours: Monday to Friday, 8:30am to 5:00pm

Translation into community languages

We speak your language. For free interpreter assistance, call Australia's Translating and Interpreting Service (TIS National): **131 450**. Ask them to call Georges River Council: 02 9330 6400.

Chinese Simplified

欢迎阅读《2026-2036 年社区参与战略》(Community Engagement Strategy 2026-2036)。Georges River 地方议会致力于确保我们的社区能够以无障碍且包容的方式积极参与。我们可以帮助您获取中文版信息。如需免费口译协助，请致电口笔译服务处（TIS National），电话：131450。告诉他们您说 “Mandarin”，口译员上线后，要求他们致电 Georges River 地方议会，电话：02 9330 6400。如果您需要其他无障碍格式的信息，请与我们联系。

Chinese Traditional

歡迎查閱《2026-2036 年社區參與策略》。喬治河市議會（Georges River Council）致力讓來自不同文化背景的市民，均可更容易參與到各項社區事務及活動中。若需要中文版資訊，我們樂意提供協助。如需免費口譯協助，請致電澳洲翻譯與口譯服務中心（Translating and Interpreting Service，TIS National）熱線 131450，並請中心職員轉接喬治河市議會，電話為 02 9330 6400。若需要本資訊的無障礙格式版本，請與我們聯繫。

Greek

Καλώς ήρθατε στη Στρατηγική Κοινοτικής Συμμετοχής 2026-2036. Ο Δήμος Georges River δεσμεύεται να διασφαλίσει ότι η συμμετοχή της κοινότητας είναι προσβάσιμη και χωρίς αποκλεισμούς. Αν χρειάζεστε πληροφορίες στη γλώσσα σας, μπορούμε να σας βοηθήσουμε. Για δωρεάν βοήθεια από διερμηνέα, καλέστε την Υπηρεσία Μετάφρασης και Διερμηνείας της Αυστραλίας (TIS National): 131450. Ζητήστε τους να καλέσουν τον Δήμο Georges River: 02 9330 6400. Αν χρειάζεστε αυτές τις πληροφορίες σε άλλες προσβάσιμες μορφές, επικοινωνήστε μαζί μας.

Arabic

مرحبًا بك في استراتيجية المشاركة المجتمعية 2026-2036. يلتزم مجلس Georges River البلدي بضمان أن تكون المشاركة المجتمعية متاحة وشاملة للجميع. إذا كنت بحاجة إلى معلومات بلغتك، يمكننا مساعدتك. للحصول على مساعدة مجانية من مترجم شفهي، اتصل بخدمة الترجمة التحريرية والشفوية الأسترالية (TIS National: 131450). اطلب منهم الاتصال بمجلس Georges River البلدي: 02 9330 6400. وإذا كنت بحاجة إلى هذه المعلومات بصيغ أخرى ميسّرة، يُرجى التواصل معنا.

Italian

Ti diamo il benvenuto alla Community Engagement Strategy (Strategia di coinvolgimento della comunità) 2026-2036, con la quale il Comune di Georges River mira a garantire una partecipazione accessibile e inclusiva della comunità. Possiamo aiutarti se hai bisogno di informazioni nella tua lingua. Per ottenere assistenza gratuita da parte di un interprete, chiama il Servizio nazionale di traduzione e interpretariato (TIS National) al numero 131450 e chiedi di contattare il Comune di Georges River allo 02 9330 6400. Contattaci se hai bisogno di ricevere queste informazioni in altri formati accessibili.

Vietnamese

Chào mừng bạn đến với Chiến lược Kết nối Cộng đồng 2026-2036. Hội đồng Thành phố Georges River cam kết đảm bảo việc tham gia cộng đồng dễ tiếp cận và mang tính hòa nhập. Nếu bạn cần thông tin bằng ngôn ngữ của mình, chúng tôi có thể giúp đỡ. Để được hỗ trợ thông dịch viên miễn phí, hãy gọi cho Dịch vụ Biên dịch và Thông dịch của Úc (TIS National: 131450). Yêu cầu họ gọi cho Hội đồng Thành phố Georges River: 02 9330 6400. Nếu bạn cần thông tin này ở các hình thức khác dễ tiếp cận, vui lòng liên hệ với chúng tôi.

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Introduction

The Georges River Council Community Engagement Strategy sets out our commitment to engage with the community. It establishes guiding principles to ensure community engagement is purposeful, timely, genuine, inclusive, and transparent.

Community engagement plays a vital role in shaping local outcomes and is an important way for us to gather valuable information to assist in better decision making.

Council has developed this strategy to clearly guide how and when we engage with our community.

This strategy has been informed by feedback from a wide range of individuals and groups across the Georges River Local Government Area (LGA). This feedback has provided us with a clear understanding of the community's expectations and the desired level of engagement with Council.

We engage with our community to develop the Community Strategic Plan and in turn use the learnings from that engagement to improve our Community Engagement Strategy.

Reforms to the *Environmental Planning and Assessment Act 1979* (EP&A Act) require Councils across NSW to prepare Community Participation Plans (CPPs). This Engagement Strategy addresses the requirements set out by the Department of Planning, Housing and Infrastructure (DPHI).

This document is a publicly accessible document that provides:

Part A - Our engagement approach and framework to guide how and when we engage with our community. It is based on our Social Justice Charter and the community priorities in the Community Strategic Plan. It also considers the requirements of both the *EP&A Act 1979* and the *Local Government Act 1993*.

Part B - Our Planning and engagement timeframes, outlines the minimum statutory exhibition periods and timeframes required for plan-making and development applications.

Part C - Notification Plan outlines the notification requirements for different types of development applications.

This strategy is supported by an internal Council Staff engagement toolkit.

Our Responsibility

This document meets Council's legislative requirement under the *Local Government Act 1993* to provide a Community Engagement Strategy and the *Environmental Planning and Assessment Act 1979* to prepare a Community Participation Plan. The *Local Government Act* identifies community participation as a guiding principle of local government and stipulates that community engagement should be based on social justice principles. The *Environmental Planning and Assessment Act* encourages effective engagement with the community to provide meaningful opportunities for participation in planning matters

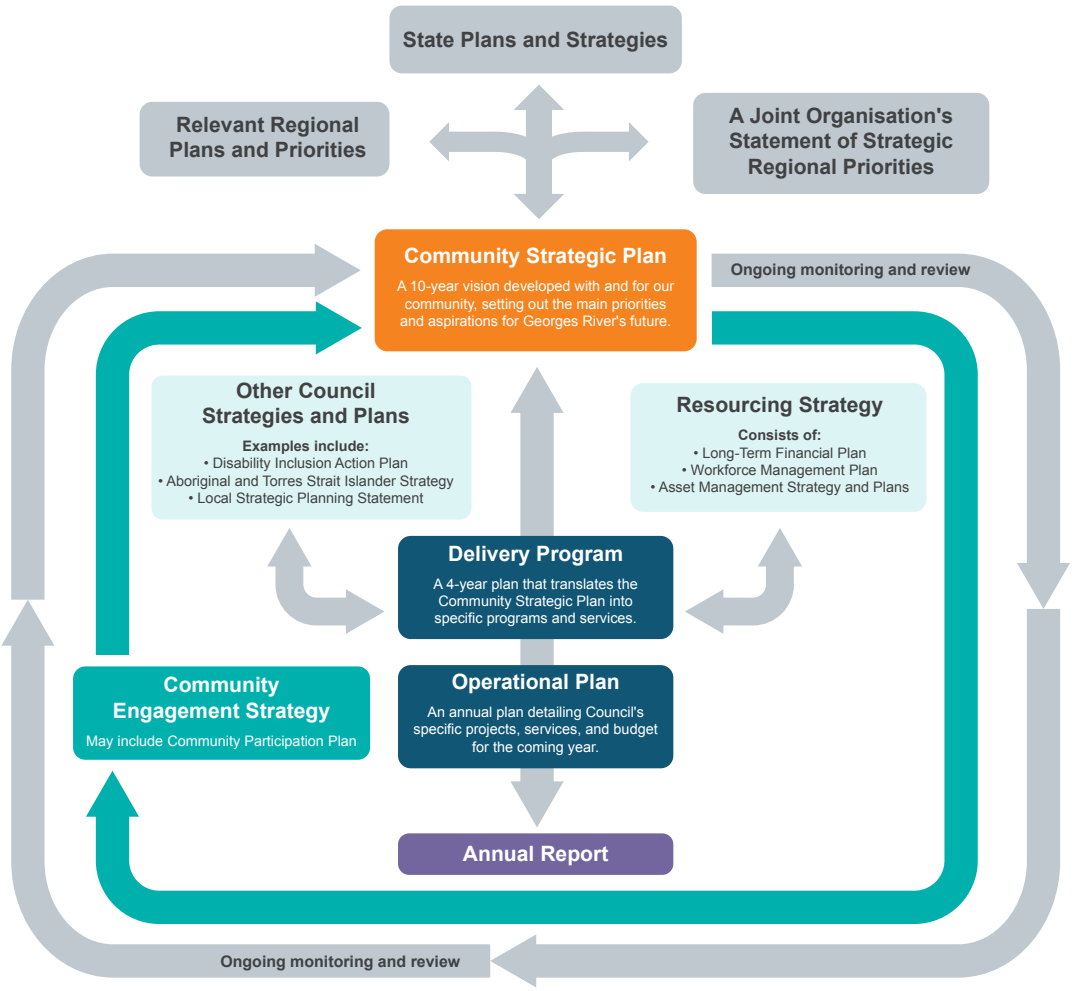


Figure 1 - Community Engagement Requirements
Sources: www.olg.nsw.gov.au, www.iap2.org, www.planning.nsw.gov.au, www.legislation.nsw.gov.au

Understanding Council's Planning Framework

Georges River Council makes decisions through a structured planning framework that connects community vision to daily operations. This Integrated Planning and Reporting (IP&R) framework ensures community input shapes everything from long-term strategic direction to annual budget priorities.

Figure 1: The integrated Planning and Reporting framework



Why this matters to you

Every engagement activity we undertake, from local park consultations to major strategic planning, follows the principles and processes outlined in this strategy while fitting within the broader IP&R framework.

This framework means:

- **Your input has impact** - It influences how we allocate resources and prioritise projects
- **Transparency** - You can see how your feedback connects to decisions and spending
- **Accountability** - We report back on how we're delivering against community priorities

State and Regional Context

While we focus on local community needs, our planning also considers:

- NSW State Government priorities and requirements
- Regional strategies and coordination with neighbouring councils
- Legislative requirements that guide local government



PART A

Our engagement approach & framework

Part A outlines our general engagement approach - including project types, engagement methods, and guidelines.

For legal timeframes, see **Part B** (CPP) and **Part C** (Development Application notifications)





How we engage

Who is this strategy for?

This strategy is of interest to all individuals and groups who live, work, study or visit the Georges River Local Government Area (LGA) or are affected by Council's decision-making processes within Georges River.

We actively encourage our community to get involved in community engagement.

What is community engagement

Community engagement is the act of informing, consulting, involving, collaborating, and empowering individuals and groups on relevant topics, issues or decisions that may affect their everyday lives. This might include issues specific to homes, businesses, or neighbourhoods. This may involve sharing information using a variety of channels and seeking community feedback in person or online.

Why is community engagement important?

Community engagement is the foundation to good governance. It allows us to identify and address local ideas, concerns, and opportunities by involving the public in relevant processes that affect them and their community.

Community engagement does not replace the decision-making functions of Council, rather it informs and guides it.

The benefits of community engagement include:

1. **Better project and service delivery outcomes.**
2. **Improve quality of policy being developed.**
3. **Strengthen relationships with individuals and community groups.**
4. **Processes to ensure Council is meeting local needs.**
5. **Opportunities to discuss complex and emerging issues.**
6. **Opportunities for a diversity of voices to be heard.**

Our approach to community engagement

Community engagement is at the heart of everything we do. We believe that involving our community in decisions that affect them leads to better outcomes for everyone. Whether we're planning for the future, designing new facilities, or reviewing policies, your voice matters.

Our engagement approach balances two key elements: meeting our legal responsibilities and going beyond the minimum requirements to ensure meaningful participation.

Understanding our engagement requirements

Statutory Engagement

Some engagement is legislatively required. The Environmental Planning and Assessment Act 1979 and the Local Government Act 1993 set minimum standards for community participation on certain matters such as:

- Development applications and planning proposals
- Community Strategic Plans and Council strategies
- Land reclassification and Plans of Management
- Budget and fee changes

For these matters, we follow strict legal requirements for notification periods, advertising methods, and submission processes. These requirements are detailed in Parts B and C of this strategy.

Non-Statutory Engagement

Beyond legal requirements, we choose to engage with our community on many other matters. This includes:

- Policy development and service improvements
- Infrastructure and facility upgrades
- Community programs and initiatives
- Strategic planning and visioning

For these matters, we determine the most appropriate level of engagement based on the potential impact on the community and the level of community interest in the topic.

Our Engagement Framework

We use the Engagement Institute (previously the International Association for Public Participation) framework as the foundation for our engagement approach. This framework helps us match the right level of engagement to each project, ensuring that community participation is meaningful and purposeful.

	Inform	Consult	Involve	Collaborate	Empower
What it means	Providing balanced, objective information to help community understand decisions, services, and projects	Seeking community feedback on proposals, policies, and decisions before they are finalised	Working with community throughout the process to ensure concerns and ideas are understood	Partnering with community in developing alternatives and identifying preferred solutions	Placing final decision-making authority in the hands of the community
Our role	Keep you informed with timely, accurate information about matters that affect you	Listen to your concerns and feedback, and consider your input in our decision- making	Actively seek your participation and demonstrate how your input influenced the outcome	Work together to develop solutions that reflect community priorities	Support and implement decisions made by the community through formal processes
Community's role	Receive information and ask questions for clarification	Provide feedback, share concerns, and contribute ideas and suggestions	Participate actively, contribute expertise, and help shape solutions	Share and help develop recommendations	Make the final decision within the defined scope and parameters
Common methods	• Website updates • Social media • Newsletters • Public notices • Information sessions	• Surveys • Written submissions • Your Say platform • Public meetings • Pop-up sessions	• Workshops • Pop-up sessions • Advisory Committees • Information sessions	• Co-design workshops • Advisory Committees • Targeted stakeholders • Pop-up sessions	• People's Choice award • Participatory budget simulations • Voting for your elected officials

Choosing the right level of engagement

We recognise that different projects or matters require different levels of engagement, and we tailor our approach to match the significance and impact of each decision.

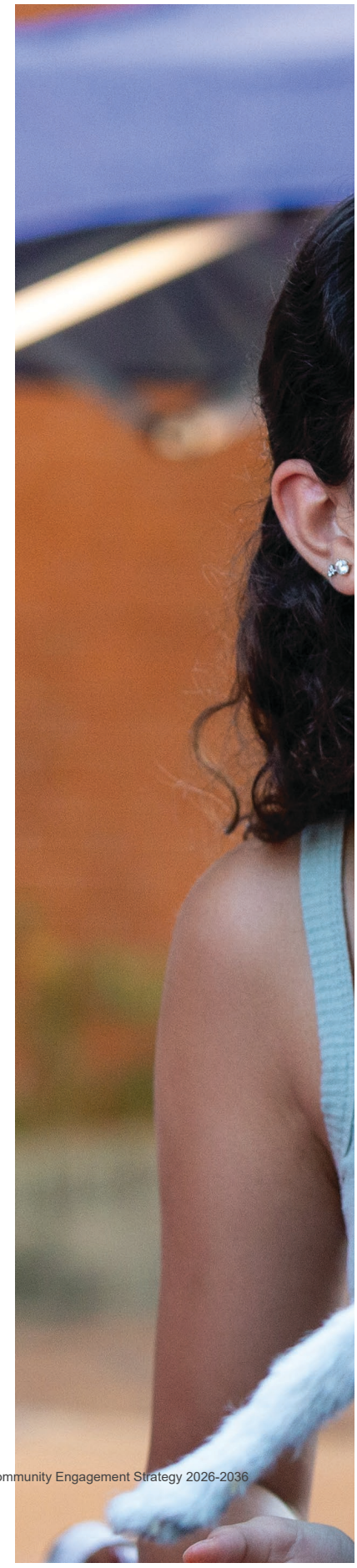
We determine the appropriate level of engagement by considering:

- **Community impact:** How significantly will this decision affect communities' daily lives?
- **Community interest:** How much interest has the community shown in this type of issue?
- **Complexity:** How complex is the decision or technical the subject matter?
- **Resources available:** What time and resources are available for engagement?
- **Decision scope:** What aspects of the decision can genuinely be influenced by community input?

Communication Tools and Channels

We use a variety of communication methods so community can access information and participate in ways that work for them. We select the most appropriate combination of these tools based on the engagement level required, the target audience, and the nature of the project or decision. Our communication tools include both traditional and digital methods.

Digital Channels
Your Say Georges River platform
Council website
Council social media platforms
Online newsletters
Online projects map
Traditional Methods
Direct mail
Flyers, brochures, fact sheets and posters
Newspaper advertisements
Quarterly Community Magazine
Media releases/statements
Onsite signage
Information displays at libraries and customer service centers
Council meeting outcomes
Face-to-Face Engagement
Pop-up information stalls
Community workshops and forums
Advisory Committee meetings
One-one-one appointments
Council events







Our engagement commitment to you

This strategy is supported by five overarching principles which will guide and inform our approach to all community engagement.

Engagement principles

These principles have been informed by Council's:

- Community vision and values from the Community Strategic Plan;
- Principles of participation, equity, respect and empowerment from the Social Justice Charter;
- Disability Inclusion Action Plan;
- Aboriginal and Torres Strait Islander Strategy;
- Child Protection Action Plan and Youth Participation Framework;
- Environmental Resilience Action Plan;
- Customer Experience Strategy; and
- Georges River Cultural Strategy;

These principles are:

1. Community engagement is **purposeful.** We will ensure that we know why and who we are engaging so that community engagement is purposeful and meaningful.
2. Community engagement is **timely.** We will engage early and provide various opportunities for the community to comment and provide feedback.
3. Community engagement is **genuine.** We will be clear about your level of influence and state why we are seeking your participation.
4. Community engagement is **inclusive.** We will provide information that is accessible for all.
5. Community engagement is **transparent.** We will update you on how your feedback has helped shape decision-making.


LONGI

A guide to project engagement

The below table shows our general guidelines for different kinds of projects. Each project will also follow its own detailed engagement plan that considers its unique situation. Specific timeframes for public exhibition and notification of planning matters are set out in Part B and Part C of this Strategy. These are indicated by an Asterix (*).

Project	Sub-Category and Examples	Engagement Level	
STRATEGIES & POLICIES	**Large Strategic Planning Documents** *Community Strategic Plan, Local Strategic Planning Statement, Master Plans*	Consult/Involve/ Collaborate*	
	Corporate Planning *IP&R Documents (Delivery Program, Operational Plan, Resourcing Strategy), Code of Meeting Practice*	As legislatively required*	
	Policy Development *Council Policies, Guidelines, Terms of Reference*	Consult*	
PLANNING AND ENVIRONMENT	**Planning & Development (EP&A Act)** *Planning Proposals, Development Control Plans, LEP Amendments, Contribution Plans*	As legislatively required*	
	Land Management *Plans of Management, Land Reclassification, Property Disposals*	Consult/Involve + Public Hearing*	
	Environmental Studies *Biodiversity and Foreshore Studies, Environmental Impact Studies*	Consult/Involve	
INFRASTRUCTURE PROJECTS	**Major Infrastructure** *Major road projects, Stormwater infrastructure and management, Major community or recreational facility upgrades*	Consult/Involve	
	New Infrastructure *Construction of new infrastructure - skate park and change of scale playgrounds, Park and Open space Improvements, Streetscape Projects*	Consult/Involve	
	Infrastructure Renewal *Maintenance & Repairs, Minor Upgrades,, Standard Renewals, Footpath Programs*	Inform	
TRAFFIC MANAGEMENT	**Strategic Traffic Studies** *Parking Studies, Traffic Impact Assessments, Transport Plans, Road Safety Studies*	Consult/Involve	
	Traffic Devices & Changes *Traffic Calming, Parking Changes, Speed Limits, Traffic Light Installations*	Consult	
COMMUNITY SERVICES	**Major Service Changes** *Library or Customer Experience Service changes, Venue or Facility Hire changes*	Involve	
	Program Development *Community campaigns or initiatives, Terms of Reference*	Consult/Involve	
COMMUNITY IMPACT	**Campaigns and Strategy Development** *Plan and strategy development for social cohesion* *Community safety advocacy, campaigns and programs*	Consult/Involve	
ROUTINE OPERATIONS	**Routine Operations** *Scheduled Maintenance, Regular Service Delivery, Standard Operations, Log-it Fix-it*	Inform	

	How we may engage	How we may communicate
	Multi-stage consultation • Community workshops • Pop-up sessions • Advisory Committee meetings • Your Say project page • Interactive tools • Submissions • Surveys and feedback forms	Media release • Letterbox drop • Social media • e-Newsletters • Newspaper advertisements • Posters/signage • Libraries/ Customer Experience in person • Rates notice • Website banners
	Early ideas gathering and formal exhibition • Public access to documents • Advisory Committee meetings • Your Say project page • Submissions • Surveys and feedback forms	Media release • Social media • e-Newsletters • Newspaper advertisements • Posters/signage • Libraries/Customer Experience in person • Rates notice • Website banners
	Formal exhibition periods • Public access to documents • Your Say project page • Surveys and feedback forms	Social media • e-Newsletters • Posters/signage • Libraries/ Customer Experience in person • Stakeholder communications
	Statutory exhibition • Public access to documents • Your Say project page • Formal submissions • workshops • Pop-up sessions	Newspaper advertisements • Site notices • Direct property letters • Website publication • Government Gazette (where required)
	Public exhibition • Community consultation • Public hearings • Formal submissions • Stakeholder meetings	Newspaper advertisements • Site notices • Affected property notification • Website publication • Public hearing notices
	Formal exhibition periods • Public access to documents • Your Say project page • Surveys and feedback forms	Media release • Social media • e-Newsletters • Newspaper advertisements • Posters/signage • Libraries/Customer Experience in person • Rates notice • Website banners
	Multi-stage consultation • Community workshops • Pop-ups • One-on-one appointments • Advisory Committee meetings • Your Say project page • Interactive tools • Online project map update	Media release • Letterbox drop • Social media • e-Newsletters • Newspaper advertisements • Posters/signage • Libraries/ Customer Experience in person • Rates notice • Website banners
	Early ideas gathering and consultation • Pop-up sessions • Stakeholder meetings • Your Say project page • Surveys and feedback forms • Online project map update	Media release • Local letterbox drops • Site signage • Social media • e- Newsletters • Newspaper advertisements • Libraries/ Customer Experience in person • Rates notice • Website banners
	Direct notification • Information provision • Progress updates • Completion notices • Online project map update	Local letterbox drops • Site signage • Social media updates • e-Newsletters
	Onsite meetings • Stakeholder meetings • Your Say project page • Interactive tools • Submissions • Surveys and feedback forms Technical briefings	Affected area letterbox drops • Social media • Stakeholder communications • Media release • Social media • e-Newsletters • Newspaper advertisements
	Community notification • Onsite meetings • Your Say polls • Local Transport Forum	Local letterbox drops • Affected property notifications • Social media • Website updates • Local signage
	Multi-stage consultation • Community workshops • Pop-up sessions • Advisory Committee meetings • Your Say project page • Interactive tools • Submissions • Surveys and feedback forms	Media release • Social media • e-Newsletters • Newspaper advertisements • Posters/signage • Libraries/Customer Experience in person • Rates notice • Website banners
	User surveys • Focus groups • Advisory input • Your Say feedback • Participant workshops	Community networks • Social media • Direct communications • Cultural groups • Program participants
	Multi-stage consultation • Community workshops • Pop-up sessions • Advisory Committee meetings • Your Say project page • targeted CALD and multicultural initiatives • youth and children initiatives • Interactive tools • Submissions • Surveys and feedback forms	Media release • Social media • e-Newsletters • Newspaper advertisements • Posters/signage • Libraries/Customer Experience in person • Rates notice • Website banners
	Standard notifications • Service updates • Progress communications • Completion advice • Real-time updates • Online project map update	Website updates • Social media • Service notifications • Direct communications • Customer service responses

Our Community

Georges River is a diverse community, comprising residents from a range of cultural backgrounds, ages, and abilities.

As the population of Georges River continues to grow and evolve, we will adapt our engagement approach to be responsive to changing demographic and community needs.

The snapshot on the following pages provides an overview of key demographic statistics relevant to this strategy. It also provides a summary of the expected changes in population and households over the next 20 years.

Population

161,593
Estimated in 2024

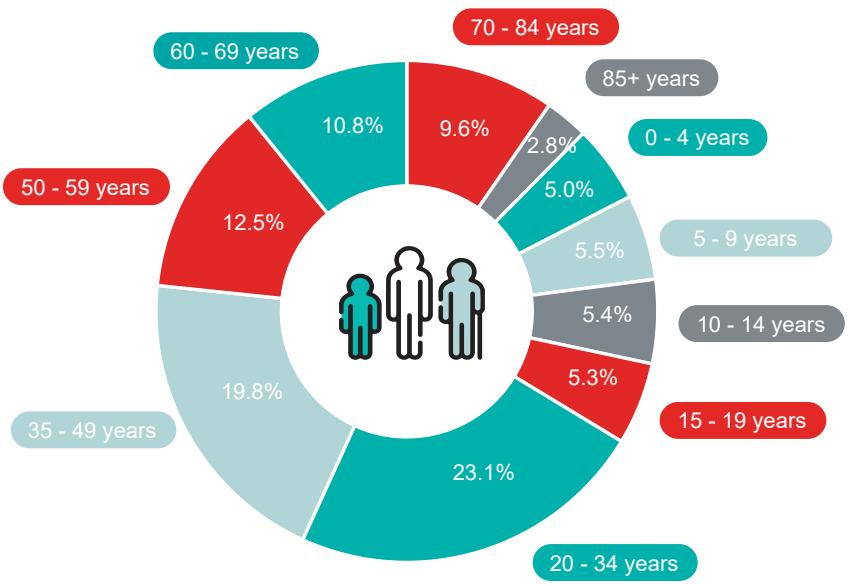
176,747
In 2036 (projected)

Gender

49.3%
Male

50.7%
Female

Age of Residents



Data sourced from Community Profile.ID using statistics gathered from the 2021 census data from the Australian Bureau of Statistics

Household Composition

20.4% Lone person households

36.2% Couples with children

23.7% Couples without children

10.8% One parent families

3.8% Group households

Total number of dwellings

58,384 In 2021

67,781 In 2036

49.7% Single house

16.0% Medium density housing

33.4% Higher density housing

Tenure

31.8% Fully Owned

30.0% Mortgage

32.3% Rental

Ancestry

26.1% Chinese

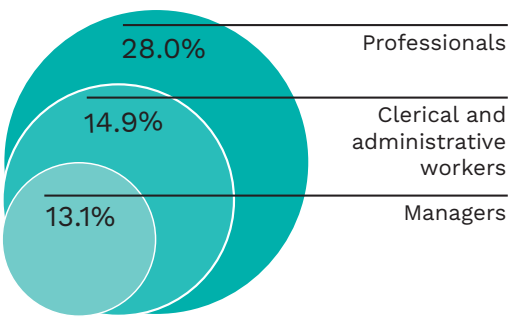
15.2% English

14.7% Australian

.7% Aboriginal and Torres Strait Islander

Employment

94.8% Employed



Languages other than English spoken at home

12.8% Mandarin

9.4% Cantonese

5.7% Nepali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LUNAR NEW YEAR



Our Stakeholders

A stakeholder is any person, group, or organisation that has an interest in what Council does or is affected by Council's decisions and actions.

In simple terms, stakeholders are people who care about what happens in their community or are impacted by the services, projects, and policies that Council develops.

Stakeholders can be:

People who live in the area
Residents, ratepayers, and families

People who work in the area
Like business owners, employees, and service providers

People who visit the area
Tourists, shoppers, and people using Council facilities

Organisations and groups
Schools, community groups, government agencies, and sporting clubs

Groups include:

- Residents and ratepayers
- Aboriginal and Torres Strait Islander Community Members
- People living with a Disability
- People from CALD (Culturally and Linguistically
- Diverse) Backgrounds
- Seniors
- Young People
- Councillors
- State and Federal Departments and Agencies
- State and Federal Members of Parliament
- Business Community and Industry
- Schools and Education Providers
- Emergency and Essential Services
- Volunteers
- Non-Government Organisations and Community Groups
- Sporting and Special Interest Groups
- Service and Facility Users
- Neighbouring Councils
- Visitors to the area

Working with our diverse community

The following table shows how Council can approach different stakeholder groups and what strategies guide our engagement with them.

Stakeholder	How We Reach These Groups	Guided By
Children, Young People and Families (0-24 years plus families)	• Youth Advisory Committee (YAC) • Council's Early Learning Services • Local schools and TAFE • Local youth services such as 3Bridges Youth Zone through the St George Youth Network inter-agency • Schools and school staff through the SGYN meetings, email, visits • Internal cadetships and work placement • Youth Week (GRYFest) • Children's programming through Libraries and Hurstville Museum & Gallery • Child Safe Champions	• Social Justice Charter • Early Learning Services Strategy • Child Safe Code of Conduct • Child Safe Action Plan • YAC Action Plan • Children and Youth Participation Framework, Child Safe Code of Conduct, Child Safe Action Plan
Aboriginal and Torres Strait Islander Communities	• Aboriginal and Torres Strait Islander Advisory Committee • Local Aboriginal Land Councils • Cultural events, programs and celebrations • Community organisations and networks	• Aboriginal and Torres Strait Islander Strategy • Social Justice Charter • Create Georges River Cultural Strategy • The Uluru Statement from the Heart
People from CALD (Culturally and Linguistically Diverse) Backgrounds	• Multicultural Advisory Committee Community events and multicultural festivals Community organisations and networks • Translated materials	• Social Justice Charter • Create Georges River Cultural Strategy • Better Together anti-racism campaign
People living with a Disability	• Access and Inclusion Advisory Committee • Disability service providers • NDIS provider networks • Disability Interagency Network • St George and Sutherland Shire Dementia Alliance	• Disability Inclusion Action Plan (DIAP) • Social Justice Charter • Dementia-Friendly Action Plan
Seniors and older adults	• Seniors Advisory Committee • Seniors Festival and Seniors Week • Community organisations and networks • St George Prevention of Abuse of Older People Collaborative • St George and Sutherland Shire Sector Support and Development • St George and Sutherland Shire Dementia Alliance	• Social Justice Charter • Disability Inclusion Action Plan (DIAP) • Dementia-Friendly Action Plan

This list provides a guide to the main stakeholder groups in Georges River. It is not a complete list of every person or group in our community. Some people may belong to one group, some groups, or different groups that are not listed here.

Council's engagement principles will continue to guide how we work with all members of our community, whether they are listed here or not.

Stakeholder	How We Reach These Groups	Guided By
Business and industry	• Economic Leadership Group • Business Chamber South partnership • Committee for Sydney membership • Night Time Industries Association membership • Resilient Sydney membership • Economic Development Australia membership • Economic Society Australia membership • Small Business Month • Business Unite	• Economic Development Strategy (draft) • Economic Development Action Plan (draft) • Night Time Economy Study • Advocacy Register • Events and Festival Charter and Guidelines • Community Strategic Plan
Residents, ratepayers and property stakeholders	• Rates notices • Property owner consultations • Development notifications • Your Say Georges River • Letterbox drops • Community eNews • Community Magazine • Social Media • Council and Committee meetings • Public Forums • Council stall at Major events	• Community Strategic Plan • Customer Experience Strategy • Customer Experience Charter • Social Media Policy and Community Guidelines
Environmental, Advocacy and Special Interest Groups	• Georges Riverkeeper • Bushcare volunteering • Historical Societies • Local Progress Associations • Organisations and community groups • Heritage Advisors	• Environmental Resilience Action Plan • Community Strategic Plan
LGBTQIA+ community	• ADS LGBTQIA+ Working Group • Pride Book Club • Community organisations and networks	• Social Justice Charter • Community Strategic Plan
Sports and Recreaction	• Local sporting groups and clubs • Sports Advisory Committee • At our venues and facilities	• Community Infrastructure Needs Assessment and Acquisition Area Strategy • Create Georges River Cultural Strategy • Community Strategic Plan
NSW State Government and Australian Government Departments and Agencies	• Local Transport Forum • Floodplain Risk Management Committee • Federal and State funding applications • Office of Local Government	• Community Strategic Plan • Delivery Program and Operational Plan

About our advisory committees

Georges River Council's Advisory Committees provide valuable community input into Council's decision-making processes. These committees comprise community members with lived experience and expertise who meet regularly to advise on policies, programs, and services.

Aboriginal and Torres Strait Islander Advisory Committee

Members: Up to 12
Frequency: Monthly meetings
Maximum Term: 4 years (2-year terms, renewable once)
New Term: January 2026

Purpose/Description:

- Provides vital link between Council and local Aboriginal and Torres Strait Islander community
- Respects community rights to self-determination and empowerment
- Advises on culturally appropriate policies and programs

Focus Areas:

- Develop Cultural Protocols Guide for Council operations
- Capture and share local Aboriginal and Torres Strait Islander stories through engaging formats
- Celebrate locally relevant dates of significance in partnership with neighbouring Councils
- Capture oral history

Access and Inclusion Advisory Committee

Members: Up to 10
Frequency: Quarterly meetings
Maximum Term: 2 years
New Term: January 2026

Purpose/Description:

- Provides feedback and advice on policies, plans and services
- Supports people with disability in Georges River community
- Ensures accessibility considerations in Council decision- making

Focus Areas:

- Disability Inclusion Action Plan (DIAP) implementation
- International Day of People with Disability coordination
- Improving accessibility across Georges River area



Multicultural Advisory Committee

Members: Up to 10
Frequency: Quarterly meetings
Maximum Term: 2 years
New Term: January 2026

Purpose/Description:

- Provides feedback and advice on policies, plans and services
- Supports multicultural communities in Georges River
- Promotes cultural diversity and inclusion initiatives

Focus Areas:

- Better Together anti-racism campaign development
- Improving access to information in community languages
- Multicultural community events and celebrations

Seniors Advisory Committee

Members: Up to 15
Frequency: Quarterly meetings
Maximum Term: 2 years (no more than two consecutive terms)
New Term: August 2025

Purpose/Description:

- Advisory body comprising seniors and senior representatives
- Represents interests of seniors in Georges River LGA
- Advises on age-friendly policies and services

Focus Areas:

- Addressing social isolation among seniors
- Information and awareness of support services and initiatives
- Seniors Festival and Seniors Expo coordination

Youth Advisory Committee

Members: Up to 15
Frequency: Quarterly meetings
Maximum Term: 2 years (renewable if still eligible)
New Term: Ongoing recruitment

Purpose/Description:

- Advisory body for young people aged 12-24 years
- Provides platform for youth voice in Council decisions
- Leads youth-oriented events and advocacy initiatives

Focus Areas:

- GRYFest annual event coordination
- Youth mental health and wellbeing programs
- Community engagement and civic leadership development

Sports Advisory Committee

Members: Up to 15
Frequency: Quarterly meetings (Thursdays)
Maximum Term: 1 years (renewable)
New Term: Annual recruitment

Purpose/Description:

- Views of local sporting bodies
- Advises on sporting matters
- Disseminates information from Council to clubs

Focus Areas:

- Dissemination and discussion of Council strategies affecting sport
- Advocacy for community sporting needs
- Cross-code collaboration to optimise facility use

All Advisory Committee members are appointed through Expression of Interest processes. Meeting schedules may be adjusted based on Council business needs and community priorities.

The feedback loop

An important part of community participation is demonstrating and reporting back on how feedback has been incorporated into the final decision or outcome. Closing the loop is important in maintaining an open and transparent engagement process.

We will ensure the community understands how their input was considered and the reasons for the final decision. We will also inform the community of the expected timeframes for providing feedback.



INFORM

When providing you with information, we will:

- provide details on how you can get in touch with Council if you have any further questions.
- respond to any questions in a timely manner.



CONSULT

When consulting with you, we will:

- provide a summary of the outcomes to demonstrate how your feedback has informed the outcome and decision- making process.
- acknowledge input and explain outcome



INVOLVE

When involving you, we will:

- provide a summary of the outcomes to demonstrate how your feedback has informed the outcome and decision- making process.
- celebrate contribution and outline how the insights shaped the outcome and the next steps.



COLLABORATE

When collaborating with you, we will:

- work with you to identify and summarise the outcomes of collaboration, and in the development of some recommendations.
- explain how the outcomes will be considered as part of the decision-making process.
- reflect on joint process, outline shard collaboration.



EMPOWER

When you are empowered, you will:

- identify and summarise the outcomes of the process and make final decisions.
- reinforce the autonomy / trust, offer support and celebrate your ownership.

Monitoring and evaluation

This strategy has been informed by evidence- based best practice as well as a review of current organisational practices and will be reviewed periodically to evaluate our community engagement activities and improve our practice.

The following approach is used to evaluate our community engagement activities.

1.	2.	3.	4.	5.
PROCESS	PRINCIPLES	REACH	OUTCOMES	FEEDBACK
How well was engagement designed and implemented?	Was engagement timely and appropriate, and did it achieve the participation principles? How well was it received by the public?	Were the people reached throughout the engagement process representative of those affected by the decision?	Were the intended outcomes of the engagement process achieved?	Was the community provided information on how their feedback impacted the decision?

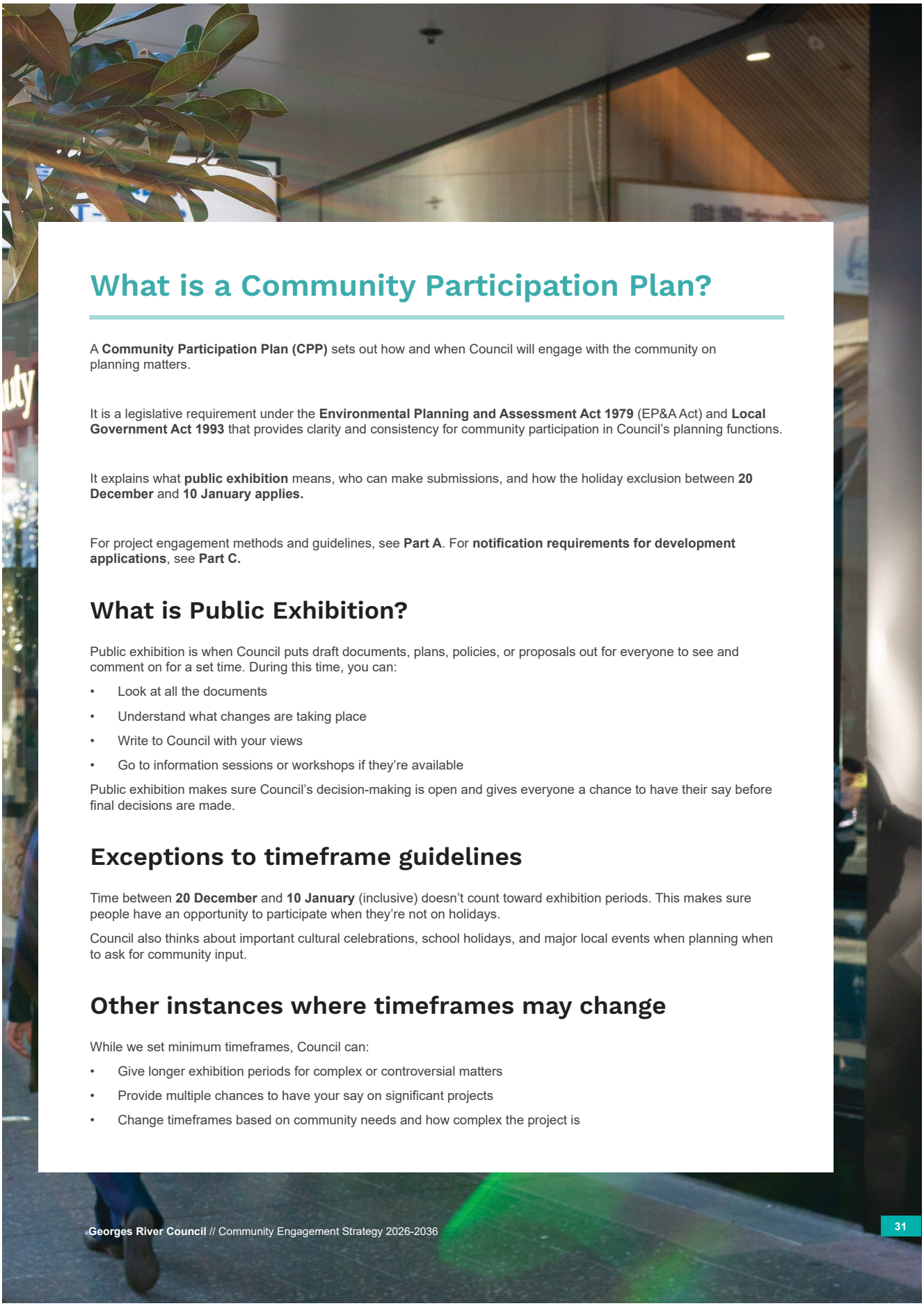


PART B

Planning and engagement time frames

(CPP Requirements)





What is a Community Participation Plan?

A **Community Participation Plan (CPP)** sets out how and when Council will engage with the community on planning matters.

It is a legislative requirement under the **Environmental Planning and Assessment Act 1979** (EP&A Act) and **Local Government Act 1993** that provides clarity and consistency for community participation in Council's planning functions.

It explains what **public exhibition** means, who can make submissions, and how the holiday exclusion between **20 December** and **10 January applies.**

For project engagement methods and guidelines, see **Part A**. For **notification requirements for development applications**, see **Part C.**

What is Public Exhibition?

Public exhibition is when Council puts draft documents, plans, policies, or proposals out for everyone to see and comment on for a set time. During this time, you can:

- Look at all the documents
- Understand what changes are taking place
- Write to Council with your views
- Go to information sessions or workshops if they're available

Public exhibition makes sure Council's decision-making is open and gives everyone a chance to have their say before final decisions are made.

Exceptions to timeframe guidelines

Time between **20 December** and **10 January** (inclusive) doesn't count toward exhibition periods. This makes sure people have an opportunity to participate when they're not on holidays.

Council also thinks about important cultural celebrations, school holidays, and major local events when planning when to ask for community input.

Other instances where timeframes may change

While we set minimum timeframes, Council can:

- Give longer exhibition periods for complex or controversial matters
- Provide multiple chances to have your say on significant projects
- Change timeframes based on community needs and how complex the project is

Submissions

Anyone can make a submission during a public exhibition period, regardless of whether they were formally notified. This includes:

- Residents and property owners within the area
- Businesses and community organisations
- People who work, study, or visit the area
- Advocacy groups and special interest organisations
- Other government agencies and councils

How to make a submission

We will include instructions on how to make a submission when we exhibit plans. These channels include:

Online submissions

- Submit through Your Say Georges River

Written submissions

- Send your submission via email to mail@georgesriver.nsw.gov.au
- Via post, addressed to the General Manager, Georges River Council, PO Box 205, Hurstville BC NSW 1481

When you make a submission, personal details are not published in public reports. Submissions may be made public under the Government Information (Public Access) Act. Along with submissions during the public exhibition period, we also consider:

- Technical assessments by qualified planning professionals
- Environmental impact studies and specialist reports
- Government agency advice from relevant departments
- Planning legislation and policy requirements
- Strategic planning objectives and community goals

Important

If you make a submission and have made political donations, a Political Donations and Gifts Disclosure Statement must be completed. A form is available on Council's website: www.georgesriver.nsw.gov.au/Development/Development- Applications/Disclosing-Political- Gifts-and-Donations

Engagement timeframes for plan-making

The mandatory community participation requirements are outlined in the table below. These requirements reflect the minimum public exhibition periods for plan making as specified in Schedule 1 of the *Environmental Planning and Assessment Act 1979.*

Type of plan	Description	Exhibition requirements	Engagement framework
Draft Community Participation Plans	Sets out how Council will engage with their communities across their statutory planning functions.	28 days Please refer to Schedule 1 of the EP&A Act.	● ● ●
Draft Local Strategic Planning Statements	Sets out Council's 20-year vision for land- use and the special character and values that are to be preserved and how change will be managed into the future.	28 days Please refer to Schedule 1 of the EP&A Act.	● ● ● ●
Draft Development Control Plans	A Development Control Plan (DCP) provides planning and design guidelines to support the planning controls in the Local Environmental Plan.	28 days Please refer to Schedule 1 of the EP&A Act.	● ● ●
Draft Contribution Plans	A contribution plan outlines how Council will collect contributions of money, land or both from developers to provide for local infrastructure needed by the relevant development.	28 days Please refer to Schedule 1 of the EP&A Act.	● ● ●
Planning Proposals for Local Environmental Plans subject to a report to the Georges River Local Planning Panel (GRLPP)	Planning Proposals are referred to the Georges River Local Planning Panel prior to Council reporting in accordance with Directions from the Minister for Planning.	The Planning Proposal will be referred at to the Georges River Local Planning for advice before Council considers whether or not to forward it to the Minister for Planning for a Gateway Determination. Please refer to s3.34 and s9.1 of the EP&A Act.	●
Planning Proposals for Local Environmental Plans Subject to Gateway Determination	A Planning Proposal is the first step in preparing a Local Environmental Plan (LEP), which outlines the designated land use and development controls.	28 days unless specified differently in the Gateway Please refer to Schedule 1 of the EP&A Act.	● ● ●

KEY Inform ● Consult ● Involve ● Collaborate ●

Engagement timeframes for Development Applications and other matters

The mandatory community participation requirements are outlined in the table below. These requirements reflect the minimum public exhibition for Development Applications and other matters as specified in Schedule 1 of the Environmental Planning and Assessment Act 1979.

Please refer to Schedule 1, Division 3 for other provisions relating to public exhibition or mandatory notification requirements for applications and Division 4 for mandatory notification requirements for applications and decisions.

Further details about specific notification requirements for certain types of Development Applications are contained in Part C.

Type of plan	Description	Exhibition requirements	Engagement framework
Application for development consent (other than for complying development certificate, for designated development or for State significant development)	A Development Application (DA) is a formal request for consent from Council to carry out a proposed development.	14 days or: a. if a different period of public exhibition is specified for the application in the relevant community participation plan— the period so specified, or b. if the relevant community participation plan specifies that no public exhibition is required for the application—no public exhibition. Refer to Part C.	● ● ●
Application for development consent for designated development	Designated Development refers to developments that are high-impact developments (e.g. likely to generate pollution) or are located in or near an environmentally sensitive area (e.g. a wetland).	28 days	● ● ●
Application for integrated development	Development requiring both development consent and one or more State agency approvals, permits, and/or licenses	28 days	● ● ●
Application for other advertised development	Integrated development requiring approvals under Heritage Act 1977, Water Management Act 2000, or Protection of Environment Operations Act 1997	30 days	● ● ●

KEY Inform ● Consult ● Involve ● Collaborate ●

Type of plan	Description	Exhibition requirements	Engagement framework
Application for development consent for State significant development	State significant development is development that is declared under Division 4.7 of the EP&A Act	28 days	
Application for modification of development consent that is required to be publicly exhibited by the regulations	An application to modify a development consent is made under Section 4.55 of the EP&A Act. Section 4.55 refers to the part of the Act that allows a development consent to be modified, as long as the development is substantially the same.	The period (if any) determined by the consent authority in accordance with the relevant community participation plan. Refer to Part C.	
Application for Council Related Development Application	A Council-related Development Application is a development application for which the Council is the consent authority (whether lodged by or on behalf of Council) or the landowner, lessee, licensee, or has a commercial interest in the land that is the subject of the application.	All council-related development applications will be publicly exhibited for a minimum of 28 days. If a management strategy for the proposal is required, it will be publicly exhibited with the application and will remain publicly available on the NSW Planning Portal and Council's website.	
Environmental impact statement obtained under Division 5.1	An Environmental Impact Statement (EIS) is a publicly available document that provides information on a project, including its environmental impacts and mitigation measures, and is used to inform development consent decisions.	28 days.	
Environmental impact statement for State significant infrastructure under Division 5.2	As above, relating specifically to State significant infrastructure.	28 days.	
Re-exhibition of any amended application or matter referred to above required by or under this Schedule	A Development Application (of any type) that is required to be re- exhibited.	The period (if any) determined by the person or body responsible for publicly exhibiting the application or matter. Refer to Part C.	

KEY Inform Consult Involve Collaborate

Engagement timeframes under the Local Government Act 1993

Type of Plan	Description	Exhibit Timeframe	Engagement Framework
Community Strategic Plan	10-year community vision and outcomes	28 days	
Delivery Program	Operational actions to implement the Strategic Plan	28 days	
Operational Plan	Annual budget and activities aligned to Delivery Program	28 days	
Resourcing Strategy	Workforce, asset and financial planning	28 days	
Code of Meeting Practices	Rules for Council meetings	42 days	
Fees & Charges	Fees & Charges	28 days	
Councillor Expenses & Facilities	Policy on Councillor allowances and facilities	28 days	
Plans of Management	Management frameworks for community-classified land	42 days	
Reclassification of Community Land	Change classification of public land	28 Days + public hearing	


YOUR SAY
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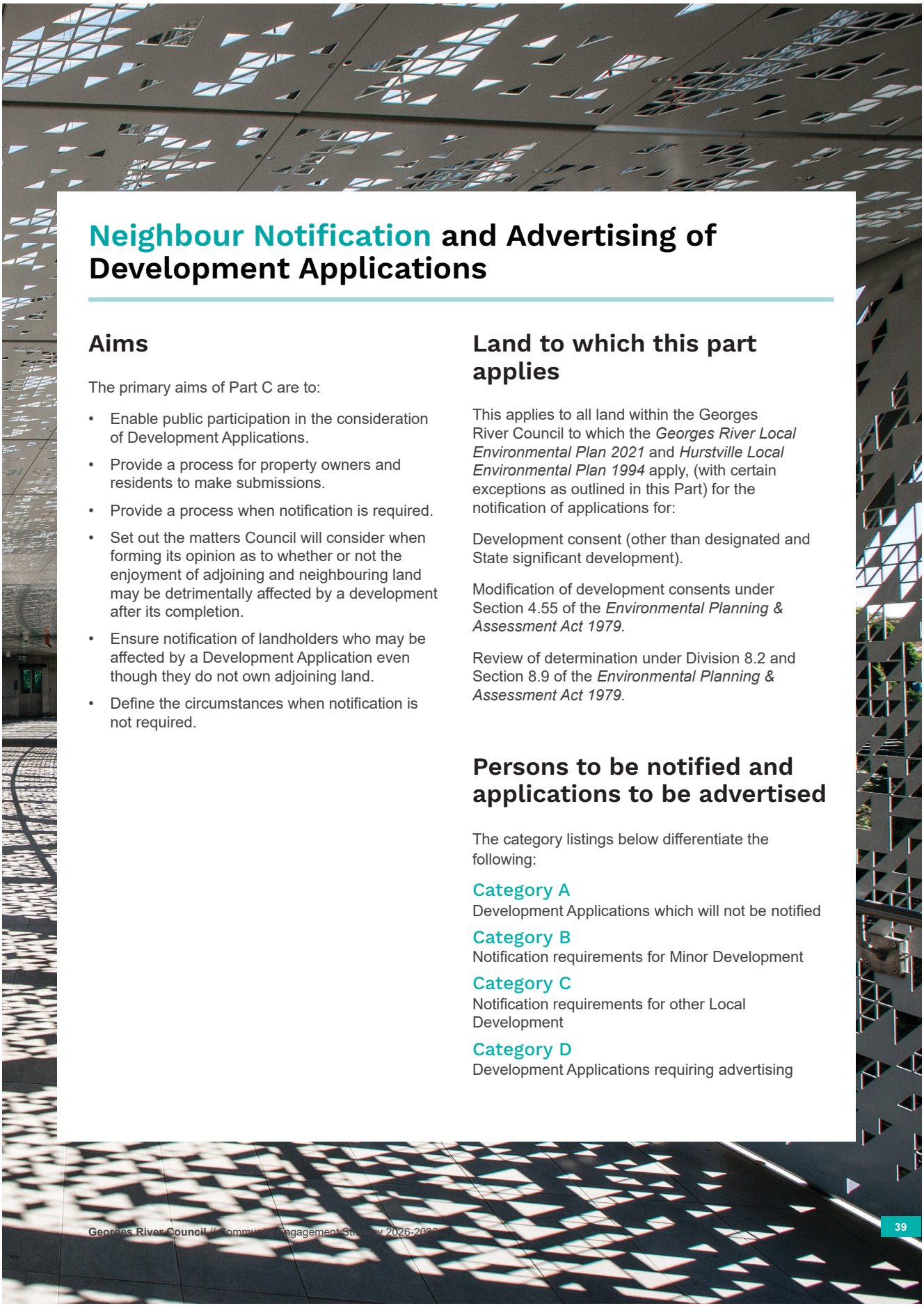
Have YOUR SAY
Help plan the future of Beverley Park Golf Course

PART C

Notification plan





Neighbour Notification and Advertising of Development Applications

Aims

The primary aims of Part C are to:

- Enable public participation in the consideration of Development Applications.
- Provide a process for property owners and residents to make submissions.
- Provide a process when notification is required.
- Set out the matters Council will consider when forming its opinion as to whether or not the enjoyment of adjoining and neighbouring land may be detrimentally affected by a development after its completion.
- Ensure notification of landholders who may be affected by a Development Application even though they do not own adjoining land.
- Define the circumstances when notification is not required.

Land to which this part applies

This applies to all land within the Georges River Council to which the *Georges River Local Environmental Plan 2021* and *Hurstville Local Environmental Plan 1994* apply, (with certain exceptions as outlined in this Part) for the notification of applications for:

Development consent (other than designated and State significant development).

Modification of development consents under Section 4.55 of the *Environmental Planning & Assessment Act 1979.*

Review of determination under Division 8.2 and Section 8.9 of the *Environmental Planning & Assessment Act 1979.*

Persons to be notified and applications to be advertised

The category listings below differentiate the following:

Category A
Development Applications which will not be notified

Category B
Notification requirements for Minor Development

Category C
Notification requirements for other Local Development

Category D
Development Applications requiring advertising

Category A

Applications which will not be notified

(a) The following types of development will not be notified:

- The proposed development is classified as exempt or complying development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008;*
- Applications for strata, stratum or company title subdivision; and
- Applications for works in drainage easements (i.e. pipe laying).

(b) In addition to those land uses listed in (a) above, the following types of development (Development Types / Land Uses) in Table 1 are excluded from notification subject to meeting the Criteria listed in Table 1.

- A letter will be forwarded to adjoining property owners advising that a Category A Development Application has been received and determined for development types such as single storey secondary dwellings and new dwelling houses.
- Letters will not be forwarded to adjoining property owners for development types such as minor structures and internal alterations to any building.

Note: *All potential impacts of the development will be assessed by Council officers in relation to the relevant DCP and LEP. Developments which are fully compliant or only feature a negligible non-compliance are unlikely to generate an adverse impact.*



Table 1: Development / Land Uses where Notification / Advertising will not be required

Development / Land Uses	Criteria
Demolition of buildings	Subject to the building not being: • a State listed heritage item; or • a heritage item in Schedule 5 of the *Georges River Local Environmental Plan 2021*; or • a building in a heritage conservation area.
Torrens Title Subdivision or Consolidation	Subject to the application not creating a new lot, except in the case of subdivision of an existing dual occupancy development.
Applications to modify a consent under S4.55(1) of the *Environmental Planning & Assessment Act 1979* (EP&A Act)	Where the application will not significantly alter the intensity or likely adverse impact of the proposed development.
Applications for new signage	Subject to the signage not being: • illuminated; and • located in a residential zone.
Change of use	Subject to the change of use: i. not being in a residential zone; and ii. not relying on the provisions of Division 4.11 – Existing Uses of the EP&A Act; and iii. not being for any of the following land uses: • Pub • Sex services premises • Registered club • Centre-based child care facility • Restricted premises • Funeral home • Place of public worship and iv. the proposed operating hours of the business are between 6:00am – 10:00pm.
New secondary dwellings	Subject to: • full compliance with the relevant DCP or LEP; and • not exceeding a maximum height of building of 4.5m. **Note**: *Council may consider notification of new secondary dwelling developments where the proposal is deemed to adversely impact the amenity of adjoining properties.*
Additions to dwelling houses	Subject to the additions being single storey and complying fully with the setback requirements in the relevant DCP.

Development / Land Uses	Criteria
New single storey dwelling houses and single storey alterations and additions to dwellings	Subject to: • The subject property not being situated within: - the Foreshore Scenic Protection Area (FSPA) of the *Georges River Local Environmental Plan 2021*; or - the foreshore locality identified in Part 6.5 – Foreshore Locality Controls of the *Georges River DCP 2021*; and • full compliance with the maximum height and FSR in the relevant LEP; and • full compliance with the relevant DCP.
Outbuildings, swimming pools, landscape works and ancillary structures (e.g. awnings, cabanas, sheds, detached garages, carports, retaining walls, decks)	Subject to: • the use being in a residential zone and associated with a residential use; and • full compliance with the relevant DCP; and • not exceeding a maximum height of building of 4.5m; and • pool coping levels of no greater than 500mm measured at any point from natural ground level.
Home business or Home occupation	Subject to the proposed use being contained in a dwelling or in a building ancillary to a dwelling and complies with the definition under the relevant LEP.
Minor structures in public reserves (e.g. amenities block)	Only where the proposal has a minimal impact on any adjoining residential development.
Alterations to industrial or commercial premises	Subject to the proposed development having minimal impact on any adjoining residential development and the proposal complies fully with car parking requirements under the relevant DCP or other policy.
Internal alterations to any building	Subject to the development not significantly altering the intensity or likely adverse impact of the proposal.
Other minor Development Applications	Subject to there being minimal impact on any adjoining residential development.
Applications for review under Division 8.2 and Section 8.9 of the EP&A Act	Where there are no significant amendments to the plans or significant new information has been submitted.

Note: *For new single storey dwelling houses and single storey alterations and additions to dwellings any non-compliance with the relevant DCP will re-categorise the DA to a Category B (Notification Requirements for Minor Local Development) Development Application.*

Category B

Notification Requirements for Minor Local Development

a. The following notification is required for Development Applications defined as minor local development as listed below:

   i. New dwellings in the Foreshore Scenic Protection Area (FSPA) of the *Georges River Local Environmental Plan 2021*; or the foreshore locality identified in Part 6.5– Foreshore Locality Controls of the *Georges River DCP 2021;*

   ii. New dual occupancies (attached or detached);

   iii. New secondary dwellings (granny flats) and outbuildings greater than 4.5m height;

   iv. New two storey dwelling houses and two storey alterations and additions to dwellings;

   v. New semi-detached dwellings, or new small lot housing;

   vi. New Torrens Title subdivisions (excluding subdivision of approved dual occupancy developments); and

   vii. Any other development that Council considers should be notified.

b. A written notice will be forwarded to the owners and occupiers of land on either side of the proposal, the property at the rear and one (1) property on either side of the rear and three (3) properties generally opposite (across any road, except for a classified road e.g. Princes Highway, King Georges Road). Refer to **Figure 1**.

c. The owners and occupiers of other neighbouring land and other strata units of the subject site may be notified if in the opinion of Council, the proposed development is likely to result in an adverse impact for those owners or occupiers.

d. In the case of Strata Titled properties, a notice will be forwarded to the Owners Corporation, or an Association (under the *Community Land Development Act 1989*), as well as the owners and occupiers of each strata unit.

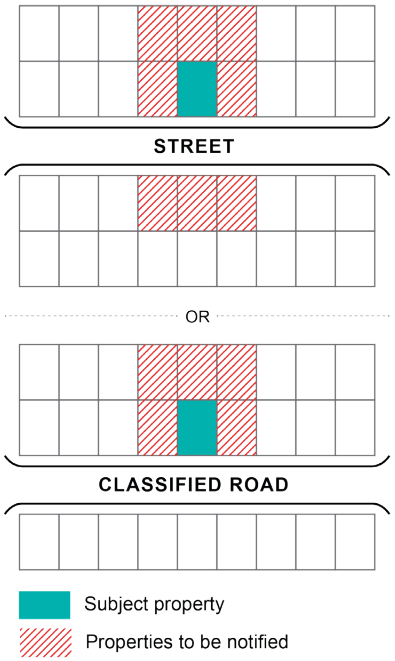


Figure 1: Category B Notification Requirements

Category C

Notification Requirements for Other Local Development

For other development not listed in Category B, notification requirements are defined in and subject to Notification Set One and Notification Set Two.

Notification Set One

Notification requirements for the following developments are indicated as follows:

Development Type
New attached dwellings
New multi-unit housing
New residential flat buildings
New mixed use premises and shop top housing
New seniors housing developments
Tourist and visitor accommodation
New buildings in a Business or Light Industrial Zone
Affordable rental housing and boarding
Council-Related Development Applications

i. A written notice will be forwarded to the owners and occupiers of land located two (2) properties on either side of the proposal, the property at the rear and one (1) property on either side of the rear and three (3) properties generally opposite (across any road).
Refer to **Figure 2.**

ii. The owners and occupiers of other neighbouring land and other strata units of the subject site may be notified who, in the opinion of Council, may be impacted by the proposal.

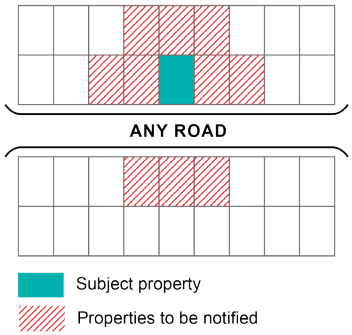


Figure 2: Category C **Set 1** Notification Requirements

Notification Set Two

Notification requirements for the following developments are indicated as follows:

Development Type
Pub
Registered Club
Centre-based child care facilities;
Restricted Premises
Funeral Home
Place of Public Worship

i. A written notice will be forwarded to the owners and occupiers of the properties within a **75 metre** radius measured from the boundary of the development application site.
Refer to **Figure 3.**

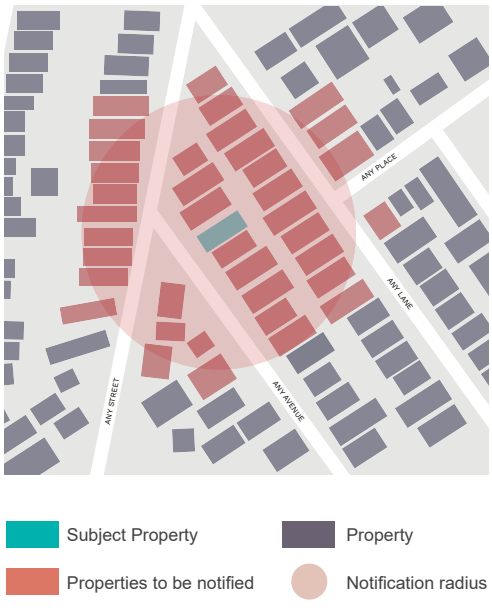


Figure 3: Category C **Set 2** Notification Requirements

Category D

Development Applications Requiring Advertising

a. The following Development Applications will be advertised:

   i. Demolition and/or alteration of a building or land that is or contains a heritage item or is a building in a Heritage Conservation Area listed in Schedule 5 of the *Georges River Local Environmental Plan 2021*;

   ii. New hospitals or major works to existing hospitals;

   iii. New educational establishments or major works to existing educational establishments;

   iv. New places of public worship or intensification of existing places of public worship;

   v. New seniors housing developments, or major works to senior housing developments, and group homes;

   vi. New pubs and registered clubs or major intensification of existing pubs and clubs; and

   vii. Any development required to be advertised under the *Environmental Planning and Assessment Act*, Regulations or any other Environmental Planning instrument.

b. All applications requiring advertising will also be subject to the notification requirements as outlined in **Category C** above.

c. A notice will be placed in a local paper (the St George and/or Sutherland Shire Leader) and will provide the address of the application and a brief description of the application.

d. Due to the sometimes protracted period of time required to schedule advertisements in newspapers and to avoid delays, the notice is for information purposes only and will not offer a 14 day period for submissions. Notification will still be undertaken to affected neighbours in accordance with this Community Engagement Strategy.

e. The notice will advise citizens to visit Council's website or administration centre to view the application. Where legislation requires particular proposals to be advertised in a newspaper in a specific manner, the requirements of the relevant legislation will be followed instead of this Strategy.



General requirements for all categories

Site Notice and Site Sign

a. A site notice / site sign will only be placed on sites for new dual occupancy and new semi-detached dwelling developments in **Category B**, and all developments in **Category C** and **Category D**.

b. The notice must be erected by Council on the land to which the Development Application relates.

c. The notice must contain:

   i. Lettering which is clear, legible and able to be read from a public road, public place or public reserve;

   ii. A statement that the application has been lodged;

   iii. The name of the applicant;

   iv. A brief description of the Development Application;

   v. The dates the Development Application is on notification;

   vi. A statement specifying that any person may make a submission in writing to Council in relation to the Development Application;

   vii. A statement outlining that any submissions are available for viewing by the applicant or any other person with a relevant interest in the application; and

   viii. Directions to Council's webpage and specifically to online tracking.

Section 4.55 Modifications

Where Council receives an application under Section 4.55 of the *Environmental Planning and Assessment Act 1979* to modify a development consent where the proposed modification would have more than a minor increased impact on any neighbouring property, Council will notify:

- The owners of land and any other person who has previously lodged a submission to the original or previous application to which the S4.55 application relates; and
- Any other owners of land, who, in the opinion of Council, may be impacted by the proposal and any amendments or variations to that application.

Notification Period for Development Applications

a. A period of 14 calendar days, excluding public holidays, will be allowed for persons to inspect an application and make a submission. The inspection period may be extended by Council if warranted by the circumstances of the case.

b. In the case of nominated integrated development or threatened species development, any period specified by the *Environmental Planning and Assessment Regulations 2021*.

c. To account for the holiday period associated with Christmas and New Year, from 15 December to 15 January the following year, the period to inspect an application and make a submission will be extended to 21 calendar days, excluding public holidays.

d. Applications for places of public worship along with development considered to be contentious by the Director (such as child care, seniors living, school facilities and other development proposals) that are received between the 15 November and 2 January are to be notified as soon as possible and the exhibition period to be extended for a minimum 28 days after 15 January.

e. To account for the holiday period associated with Easter, the period to inspect an application and make a submission will be extended to 21 calendar days, excluding public holidays. The holiday period for Easter is defined as the week before and the week after the Easter Long Weekend.

f. An additional period of 7 calendar days, excluding public holidays, will be granted for persons to inspect and make a submission on an application for a development type subject to Notification Requirements Set 2 in Part C Category C of this document. This extension is applied in addition to the timeframes outlined in (a), (c) and (e) above.

g. Council will not determine a Development Application before the notification period has expired.

h. Development Applications that have been notified are available to view on Council's website: **georgesriver.nsw.gov.au**

i. Development Applications may also be inspected electronically at Council from Monday to Friday during business hours and submissions can be made by any one during the notification period.

Who can inspect plans and make a submission?

a. Any person, whether or not entitled to be given formal notice under the provisions of this Plan, may at any time during the notification period, inspect free of charge, the details or plans of a Development Application.

b. A copy of the notification plan and/or copies of other parts of the application plans (as permitted by copyright laws) can be obtained by any person under the provisions of the *Government Information (Public Access) Act 2009*.

c. Any person, whether or not they were notified of a development may make a submission to an application.

d. Council will consider all submissions, but not take into account matters extraneous to those prescribed within the DCP, other policies of Council, or the relevant Acts and Regulations. Personal disputes between neighbours will not be considered.

e. Where a submission in the form of a petition is received, the petition should specify the details of the contact person to whom all correspondence must be addressed. A letter or email sent to that contact person is taken to be a letter to all signatories on that petition.

f. Council will not acknowledge the receipt of submissions, but will notify all submitters of any Local Planning Panel or Council meeting. All persons who made submissions (and head petitioners) will be advised in writing of Council's or the Panel's decision after the application is determined.

Amendments prior to determination

Where Council receives amended plans prior to determination, Council:

a. Will re-notify the application if, in the opinion of the Council officer, the amendments are considered to result in significant additional environmental impacts.

b. Will reduce the notification period if, in the opinion of the Council officer, all persons affected by the change(s) have been given an opportunity to make a submission.

c. May limit the extent of the notification to those persons who, in the opinion of the Council officer, may be affected.

Class 1 development appeals in the Land and Environment Court

Provisions for notification of amended plans in Class 1 development appeals in the Land and Environment Court:

a. In Class 1 development appeals the Court, rather than Council, is the consent authority.

b. If amended plans are submitted as part of a confidential conciliation conference and the Council's experts consider that they adequately address Council's concerns and can be approved, the amended plans will not be re-notified. This is because the resident objectors are not a party to the proceedings and the experts, in making their assessment, will have regard to the matters for consideration specified in Section 4.15 of the *Environmental Planning and Assessment Act 1979*, including any submissions made.

c. If the applicant is granted leave by the Court to rely on amended plans during the course of an appeal, the amended plans will be re-notified by Council if required under this Community Engagement Strategy to the extent that the Court, in its discretion, determines that re-notification takes place.

Notes:

- Amended plans submitted during the course of proceedings will often not require notification under the Community Engagement Strategy because the amended development will result in no significant additional environmental impacts.
- The Court's Conciliation Conference Policy and Site Inspection Policy both provide that Council should ensure that:

  "People who made submissions to the Council have a full understanding of the proposal (including recent amendments) so that any concerns expressed on-site are relevant".



Georges River Council acknowledges the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

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Language Assistance

مساعدة لغوية

Помош со јазикот



Item: **LTF050-26 NM095-24 - Park Road Corridor (North of Princes Highway), Carlton - Traffic Study Outcome**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That Council notes the outcome and recommendations provided within the traffic study report for Park Road (North of Princes Highway) corridor in Carlton, undertaken as part of the 2025/26 budget bid.

b) That Council Engineers undertake further investigations regarding the design and feasibility of the recommendations outlined in the traffic study.

c) That any recommendations to be actioned are reported to the Local Transport Forum prior to implementation.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the investigation outcomes for the Park Road corridor traffic study. It aims to update the Forum on the outlined recommendations to improve road safety, mitigate traffic congestion issues, with consideration of active transport infrastructure improvements along the corridor, as resolved under NM095-24.

BACKGROUND

2. In November 2024, NM095-24 was resolved by Council as follows:

   a) That Council undertake a traffic study on Park Road, Carlton, adjacent to St Cuthberts Church, to explore options for improving pedestrian safety and accessibility.

   b) That the outcome of the traffic study be reported to the Georges River Local Traffic Committee for consideration.

   c) That Council considers an operational budget bid in the 2025/2026 budget in order to undertake this study

3. Council engaged external Consultant in November 2025 to undertake a traffic study along the Park Road corridor (extending from Railway Parade in the north to Princes Highway in the south) to identify and address existing road safety, traffic congestion, and active transport issues.

4. The traffic study report is provided in Attachment 1.

5. The study revealed the existing traffic and transport issues via site visits, traffic surveys, crash analysis and review of existing transport facilities and connections.

6. The study provided a comprehensive list of recommended measures to improve road safety and mitigate traffic congestion issues based on the identified traffic and transport issues as per Table 1.

7. In addition, one of the recommendations is to undertake a formal speed review along Park Road given that traffic survey data indicates motorists are travelling at a much lower speed than the 60km/h posted speed limit.

8. The recommendations would require Councils Traffic Engineers and Design Engineers to undertake various levels of further investigations.

9. Once these investigations have been completed, Council will undertake community consultation regarding the proposal.
10. Subsequently, the proposals will be raised to future Local Transport Forums for consideration and will be added to future Capital Works Programs or undertaken as part of operational business.

Location	Treatment	Projected Benefits	Priority
Park Road (various)	Removal of on-street parking spaces	Improves sight distances for vehicles, reduces crash risk, improves safety for drivers, pedestrians, and cyclists.	High
Barsbys Avenue, Balfour Street, Tanner Avenue	Stop Signs	Reinforce vehicles should stop upon reaching intersection, improve driver perceptions of traffic, pedestrians, and cyclists on Park Road	High
Barsbys Avenue	Pedestrian Refuge	Safer pedestrian crossing movements, traffic calming, improving sightlines between drivers and pedestrians.	High
Norman Street	Pedestrian Refuge with Kerb Extensions	Traffic calming, reduced pedestrian crossing distance, safer pedestrian crossing movements, better connects existing footpath network	High
Tanner Avenue	Park Road Right Turn Lane	Reduces rear-end collision risk, clarifies lane arrangement for traffic movements, right turning vehicles less likely to block through traffic, linemarking may provide some traffic calming	Medium
	Pedestrian Refuge	Safer pedestrian crossing movements, traffic calming, improving sight lines to pedestrians. Refuge would be at narrower point in road than existing refuge.	Medium
	Tanner Avenue Delineated Turning Lanes	Clarifies lane arrangement for turning movements, reduced likelihood of right turning vehicles obstructing left-turning vehicles out of Tanner Avenue	Low
Planthurst Road	Splitter Island	Safer pedestrian crossing movements, traffic calming, improving sight lines to pedestrians	Medium
Colvin Avenue	Upgrade Existing Pedestrian Refuge	Brings pedestrian refuge to current standards, improved pedestrian safety, traffic calming.	Low

Table 1 Summary of Recommendations

PROPOSAL

11. Council receive and note the outcome and recommendations provided within the traffic study report for Park Road (North of Princes Highway) corridor in Carlton.
12. Council Engineers will undertake further investigations regarding the design and feasibility of the outlined recommendations, which will be subject to community consultation and funding availability.
13. Future reports will be brought to the Local Transport Forums detailing the investigations undertaken in relation to the recommendations made within the traffic report.

FINANCIAL IMPLICATIONS

14. Financial implications of the recommendations outlined in the traffic study report will be provided to future Local Transport Forums as they are progressed.

COMMUNITY ENGAGEMENT

15. Community engagement will be undertaken for specific recommendations as they are progressed through future Local Transport Forums and as required.

FILE REFERENCE

D26/164246

ATTACHMENTS

Attachment ⇩1 Park Road Corridor Traffic Study Report

PARK ROAD CORRIDOR

Traffic Study Report

BITZIOS consulting
traffic engineering transport planning

Georges River Council

10 June 2026



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1. INTRODUCTION

1.1 Background

Georges River Council (Council) is undertaking a series of traffic studies within its Local Government Area (LGA) with the intention of improving traffic congestion and road safety for all road users. One of these studies focuses on the Park Road corridor in Carlton-Allawah, a key 1km section of road between Railway Parade and Princes Highway.

Bitzios Consulting was engaged by Council to undertake a comprehensive review of the existing traffic and transport related issues, including the crash history, intersection safety and alignment of active transport infrastructure with strategic planning. This work will aim to understand the existing conditions and concerns, identify opportunities for improvement, and propose infrastructure recommendations

1.2 Study Area

This report revolves around the Park Road corridor, a connector road that links Railway Parade in the north with the Princes Highway in the south. The corridor services local traffic movements from the surrounding residential catchment, and provides vehicle and pedestrian access to the wider road network. The road has three different names along its length: Elizabeth Street, Swanns Lane, and Park Road. For this study, all three will be collectively referred to as the Park Road corridor.

The key focus intersections for this study are Barsbys Avenue, Rutland Street, Norman Street, Tanner Avenue, and Waterview Street. The study corridor and these streets are shown in Figure 1.1.



Adapted: SDT Explorer

Figure 1.1: Study Area – Park Road Corridor

1.3 Objectives

The primary objectives of this traffic study are as follows:

- Explore the existing traffic and transport conditions along the Park Road corridor to provide a detailed understanding of the current infrastructure provisions and traffic operation and performance
- Identify any road safety risks along the corridor through the analysis of crash data and existing speed data alongside a review of road geometry to understand the main site factors contributing to existing road safety issues
- Provide recommendations for improvement and mitigation of traffic congestion issues and road safety risks in alignment with strategic planning principles to create a safer and more efficient road environment
- Provide recommendations for active transport infrastructure improvements as a means of encouraging more sustainable modes of transport and reducing car and parking pressures on the road corridor.

2. LITERATURE REVIEW

2.1 Introduction

A review of existing literature was undertaken to establish the planning context of the traffic study for the Park Road corridor, and to ensure that any recommendations take into consideration or align with Council's long-term vision.

2.2 Georges River Transport Strategy Report

2.2.1 Overview

Council published the Georges River Transport Strategy (GRTS) report in 2021. It provides policy and directives for Council to improve the LGA's transport network to accommodate the increased traffic demand associated with future population and employment growth. The report outlines Council's vision for a '*sustainable transport network that safely connects people to jobs, services and great places'*, with focus on the following key themes:

- **Sustainability**: the robustness of transport systems and a reduced reliance on private vehicles
- **Safety**: the reduction of transport safety incidents
- **Connectivity:** the creation of a network connecting people, places and open spaces
- **Access to jobs, services and great places**: the linking of people and businesses via the transport network.

The GRTS is divided into a number of different strategies with their own planning principles and proposed transport actions, including the:

- Integrated land use, transport planning and travel demand management strategy
- Active transport strategy
- Public transport strategy
- Road network and freight strategy
- Car parking strategy
- Centres transport strategy.

Of these, the active, public and road network components have strategic influence on the Park Road corridor. The relevant sections are summarised below.

2.2.2 Active Trasport Strategy

The strategic transport vision for Georges River promotes active transport as a safe and attractive mode of travel for all users. Improving walking and cycling infrastructure is one of the main focuses, aligning with principles such as:

- Active transport routes should follow desire lines, with formal pedestrian crossing facilities near key land uses
- Infrastructure design should accommodate bus stops or terminals to ensure pedestrian amenity is not compromised when interfacing with public transport
- Pedestrian and cyclist links should be maintained at a high quality to ensure maximum comfort, attractiveness and safety for road users
- Cycling infrastructure should be reflective of the road environment, with mixed traffic conditions not recommended for roads above 30km/h speed limit
- End-of-trip facilities for cyclists are provided at key destinations along routes
- Wayfinding is provided to communicate best routes between local centres and villages.

The proposed pedestrian network identifies Park Road as part of the 'Core Walking Network', which identifies the focus areas for prioritising upgrade investments.

The proposed cycling network identifies Park Road as part of a Regional route, linking the Strategic Centre of Hurstville to the Ramsgate village in the Bayside LGA. The GRTS plans for a shared path along the length of the corridor.

2.2.3 Public Transport Strategy

The GRTS reinforces Council's commitment to working with TfNSW and NSW State Government agencies on the planning of the public transport network. It defines the Georges River LGA as having a well-developed network, serviced by two train routes and a comprehensive bus network. However, it notes the following as potential opportunities for improvement:

- Frequency of public transport services can be increased to make it a more attractive and competitive travel option
- The southern areas of the LGA along the Georges River can be targeted with more bus services to promote a mode shift away from private vehicles
- Intra-LGA public transport connections are a key opportunity due to the relatively high number of Georges River residents working within the LGA.

The proposed public transport network identifies Park Road as a core Feeder route, which is defined as a vital bus route that provides connections between residential catchments in local centres with strategic centres. The route supports connections between Hurstville, Kogarah and Brighton Le Sands.

2.2.4 Road Network and Freight Strategy

The transport planning for the road network in the GRTS revolves around several key facets:

- The adoption and application of the Movement and Place framework. While this is observed to have been developed further since the GRTS was published to incorporate the latest Design of Roads and Streets (DORAS) systems, the framework is enforced as an important consideration when investigating and proposing changes to the road network in the Georges River LGA.
- Improvements to road safety being one of the top planning priorities for Council. This includes alignment with the NSW Government's Towards Zero Road Safety Strategy, which targets zero fatalities and serious casualty crashes by 2056.
- Upgrades for key roads in Georges River. Crash clusters and network pinch points will be investigated to identify potential intersection and route improvements. Any upgrades should consider the integration with active and public transport needs of the road
- Maintaining a robust and efficient freight network. Ensuring that the provision, design and location of freight services are sensitive to the surrounding land uses and road environments at the planning stage, and optimising any on-street kerbside parking impacts.

The proposed road network strategy identifies Park Road as a Collector road, one of the few roads linking Railway Parade and Princes Highway. Most notably, the Park Road corridor is also directly linked to the Carlton Industrial Precinct on Planthurst Road (another Collector road), a key employment destination in the LGA. Ensuring strong connections between the industrial area and Princes Highway, a major regional freight corridor, is vital and are expected to be increased with the completion of the M6 Stage 1 Project (currently projected to open in 2028).

2.3 Georges River Community Strategic Plan 2025-2035

The Community Strategic Plan 2025-2035 (CSP) was adopted by Council in 2025. This framework revolves around five core pillars informed through community consultation that underpins Council's work for the next 10 years. The five core pillars are: the Community, the Green Environment, the Economy, the Built Environment and Governance.

The pillar most relevant to this study is the Built Environment, where the long-term goal is to "develop a high-quality, liveable and sustainable built environment with affordable housing, excellent urban design and access to recreation facilities".

The strategies for these goals that are relevant to this study include:

- Focusing on providing context-specific public transport options such as train and buses across the LGA
- Promoting active transport through the implementation and improvement of new and existing footpaths and cycleways
- Maintaining a safe and well-connected road network.

The study seeks to enhance road safety, pedestrian connectivity and accessibility with a clear focus on footpath and cycling infrastructure along the Park Road corridor.

2.4 Georges River Local Strategic Planning Statement 2020

The Local Strategic Planning Statement 2020 (LSPS) guides land use planning and the delivery of infrastructure for the Georges River LGA. Like the CSP, the LSPS has five core themes: Access and Movement, Infrastructure and Community, Economy and Centres, and Environment and Open Space.

The pillar most relevant to this study is Access and Movement. The LSPS proposes the development of a Principal Cycling Network as a key opportunity in improving network connectivity within the LGA. Council identifies limited connected cycleways and over-reliance on private vehicles as key challenges.

The planning principles for Access and Movement include:

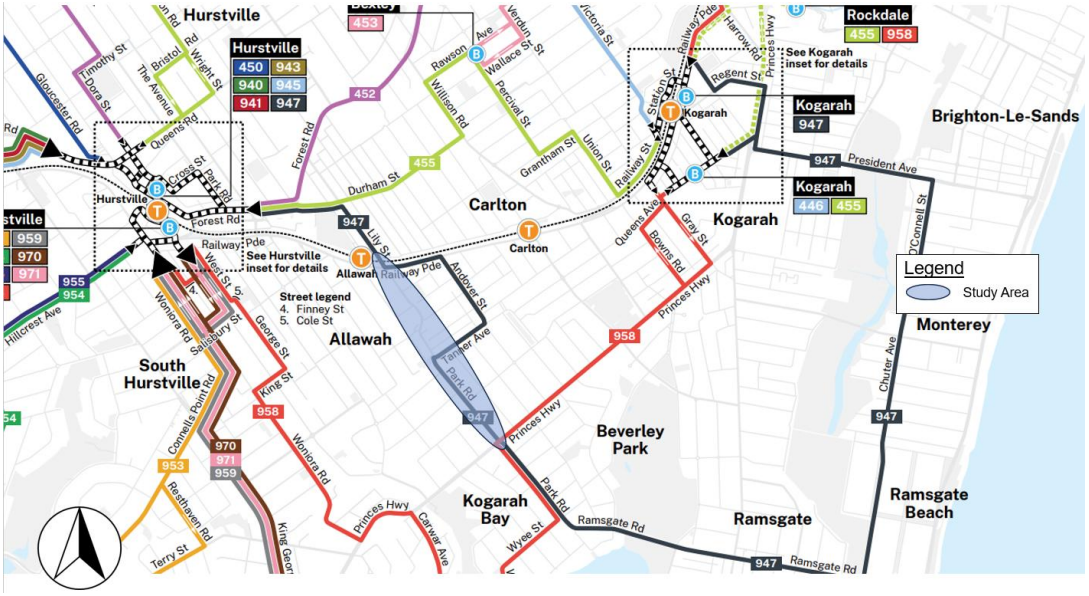
- The primary aim of delivering a well-connected and efficient transport network, particularly in the form of providing strong transport connections and services between the major centres in the Georges River LGA and those across Greater Sydney
- The focus on ensuring that transport infrastructure across the LGA is both safe and accessible, including the road network, footpaths and cycleways.

The study seeks to align with community priorities for quality design, accessibility and connectivity of infrastructure along the Park Road corridor. Recommendations along the corridor and at key intersections will revolve around delivering safety outcomes for both vehicular traffic and active transport. In doing so, it recognises the balance between maintaining Park Road's function as a major movement connection to the wider arterial road network, and the need to enhance and encourage sustainable modes of travel within the LGA.

3. EXISTING CONDITIONS

3.1 Public Transport

Sections of Park Road are a part of the Route 947 bus. This route provides connections to key public transport hubs such as Hurstville and Kogarah train stations. Bus services on this route run every 20-30 minutes during the weekdays, and at around 40-minute frequencies on the weekends. Figure 3.1 showcases the study area and the surrounding bus route network.



Source: TfNSW Bus network and operator maps - U-Go Mobility South and South-West network map

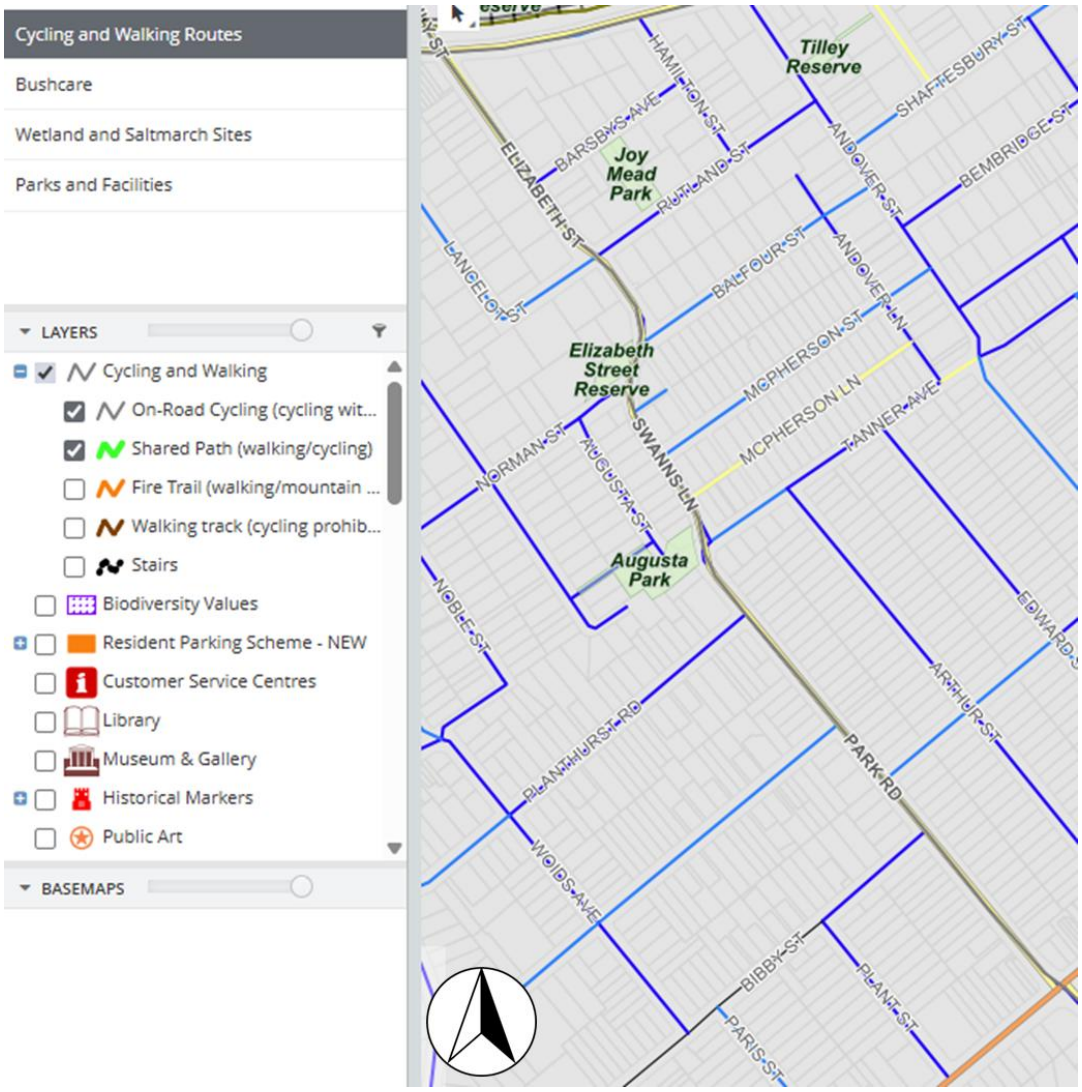
Figure 3.1: Study Area Within the Southwest Network – Bus Operator Map

3.2 Active Transport

3.2.1 Cycling

Based on the Georges River Council Walking and Cycling Routes Map, Park Road is part of a regional On-Road cycle route as shown in Figure 3.2. The route connects to Hurstville via Lily Street and Ramsgate via Ramsgate Road.

There are no dedicated bicycle lanes or laneways along Park Road, but there are signs highlighting cyclist activity at the intersections of the Park Road corridor with Barsbys Avenue, Rutland Street, Balfour Street, and Bibby Street.



Source: Georges River Council Online Mapping System

Figure 3.2: Cycling and Walking Routes

3.2.2 Pedestrians

Figure 3.3 showcases the existing pedestrian infrastructure along the corridor, consisting of footpaths, laneways, kerb ramps and refuge crossings. There are no existing pedestrian zebra crossings within the study area.

Sections of missing footpaths are also highlighted, mainly between Balfour Street and Tanner Avenue on the east side of the corridor. This connection is replaced by a pedestrian laneway around 2 or 3 houses to the east of Park Road.

There are warning road signs in advance of the Tanner Avenue pedestrian refuge, and a southbound-facing Children Crossing sign south of Planthurst Road.

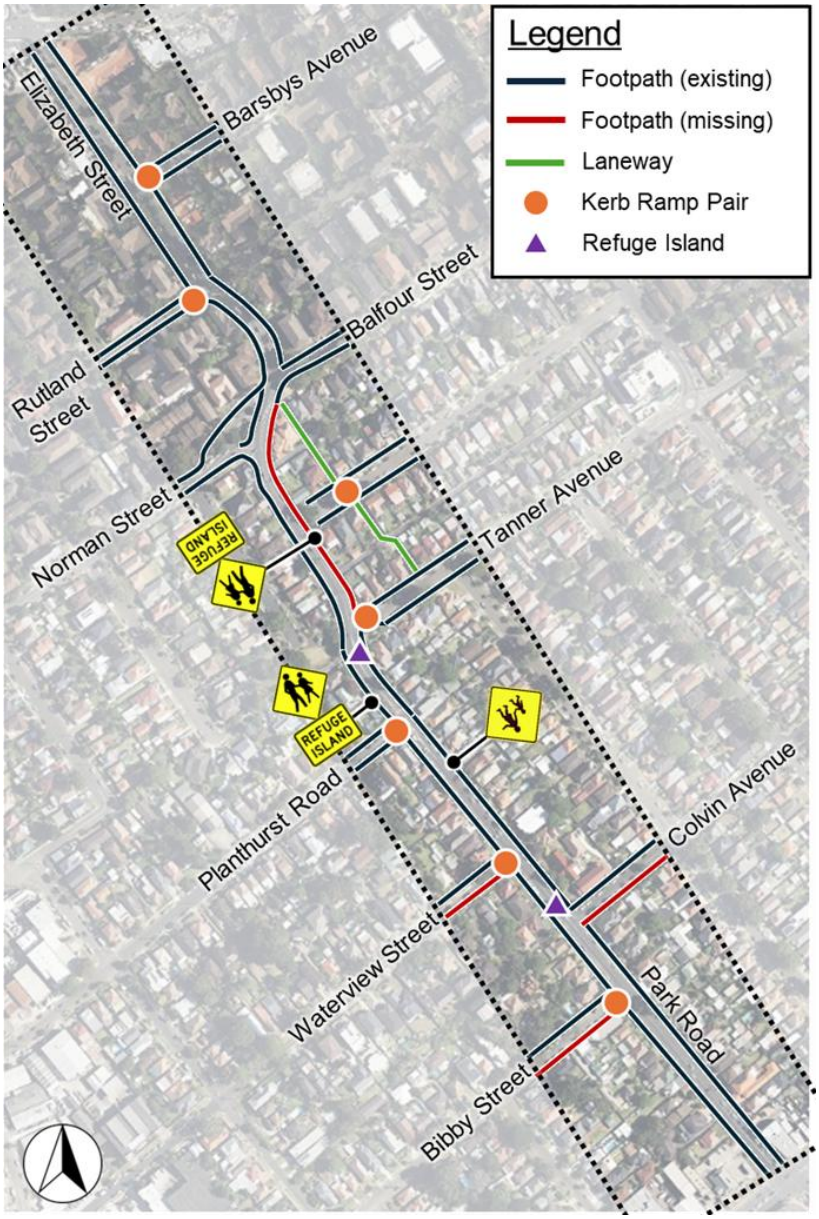


Figure 3.3: Existing Pedestrian Infrastructure

3.3 On-street Parking

Figure 3.4 showcases the on-street parking provisions along the Park Road corridor. This was found through a combination of a site visit conducted on 2 December 2025 and the latest Streetview imagery (October 2021 to June 2024). Unrestricted kerbside parking is generally permitted along both sides of the corridor north of Bibby Street. Between Bibby Street and Princes Highway, there are peak hour No Stopping zones in the kerbside lane.

There are a few sections of No Stopping along the corridor, primarily at road bends near Norman Street and Tanner Avenue.

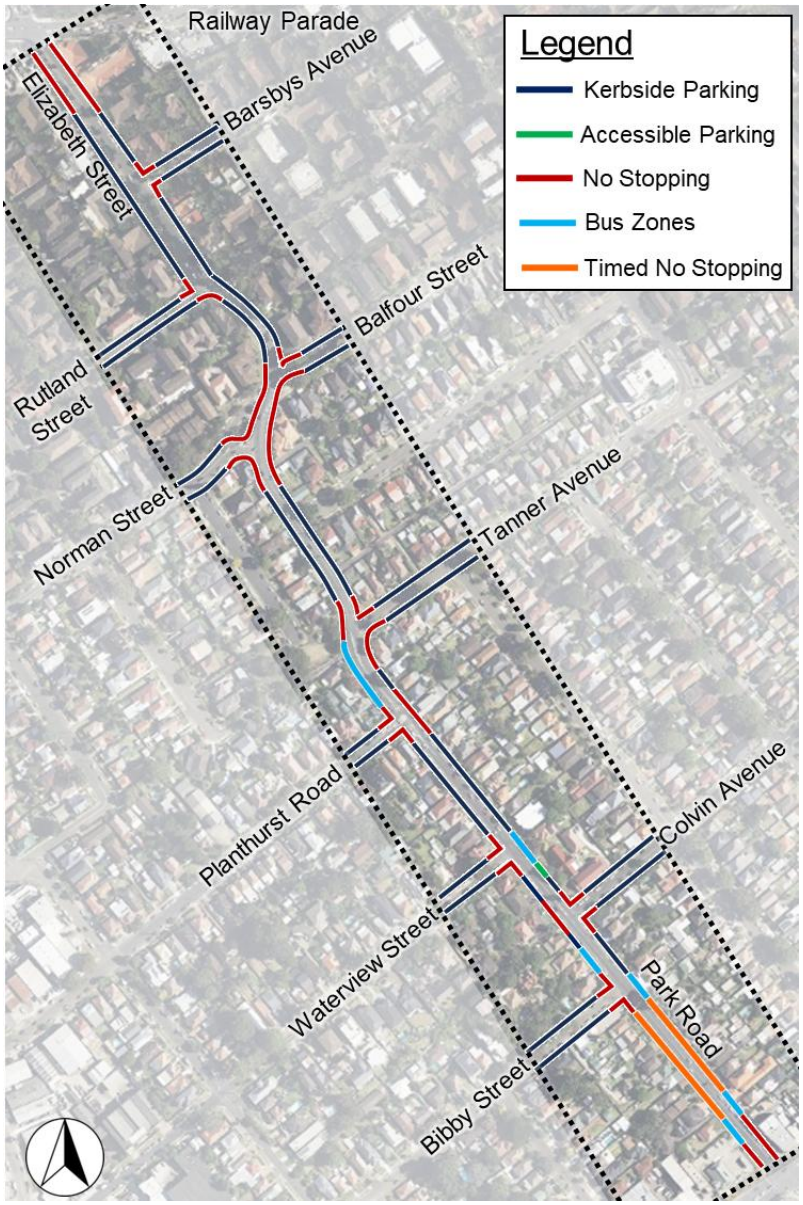


Figure 3.4: On-Street Parking Provisions

4. MOVEMENT AND PLACE

4.1 Movement and Place

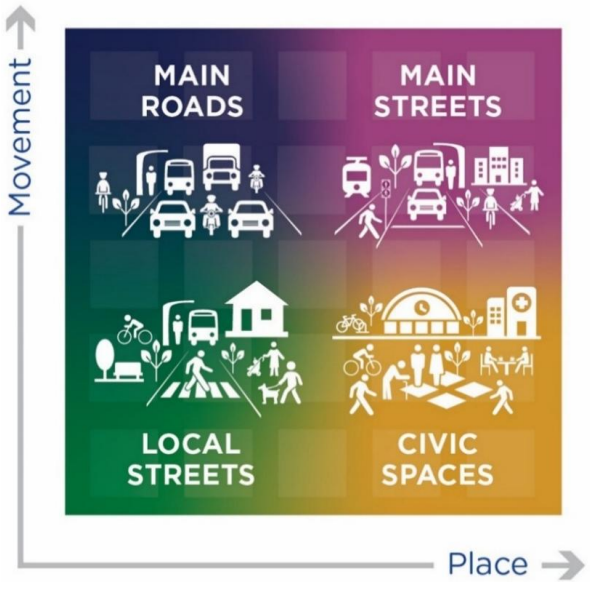
4.1.1 Overview

TfNSW's *Design of Roads and Streets – A guide to improve the quality of roads and streets in NSW* (2024) is a manual for improving our roads and streets. The main principle is that designers must understand the role/function of our roads and streets as local places to provide context-specific design advice. It is underpinned by the Movement and Place Framework.

- **Movement:** The movement of people through, to and from, or within a place by understanding movement patterns and functions
- **Place:** The qualities of a space that encourage engagement in social, recreational, educational, and economic activity, facilitated by the surrounding built or natural environment and physical features.

To summarise the relationship between Movement and Place, the Framework identifies four street environments as shown in Figure 4.1:

- **Civic Spaces:** Places for people which prioritise active transport amenity and connectivity in a safer, low-speed environment
- **Local Streets:** Quiet, low traffic streets that comprise the majority of urban road networks, typically supporting local resident traffic
- **Main Streets:** Vibrant areas which blend both significant Movement and Place characteristics. Typically found in high amenity areas or around public transport nodes, requiring a balance between comfort, safety and efficiency of the transport network.
- **Main Road:** Busy, high traffic corridors which prioritise the movement of people and goods.



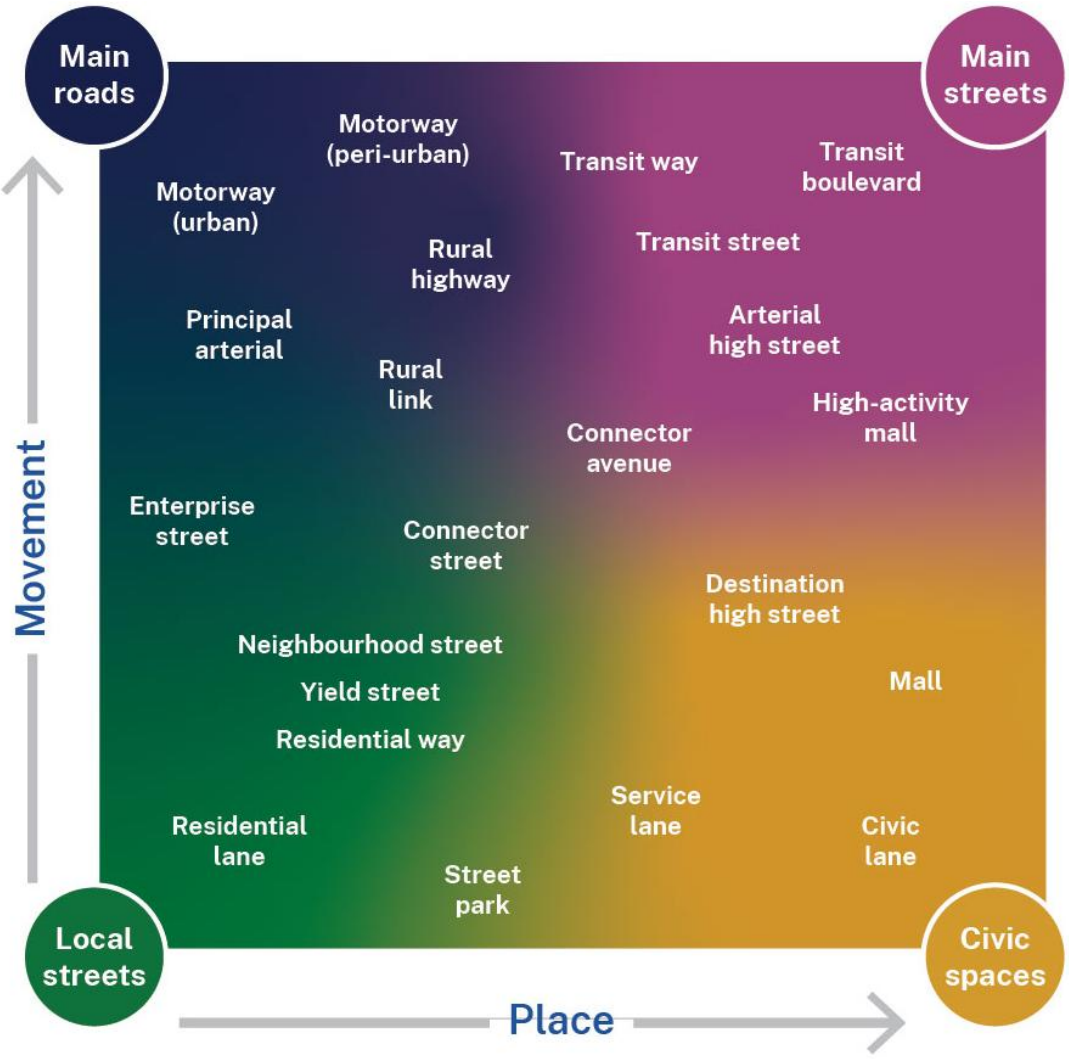
Source: TfNSW Movement & Place – Design of Roads and Streets

Figure 4.1: Movement and Place Chart

The application of the Movement and Place framework within Park Road corridor helps in providing an in-depth understanding of the street environment within the study area. This directly corresponds to the suitability of planning and ideation of recommendations and infrastructure upgrades.

4.1.2 Road and Street Types

The four street environments can be further distinguished into road and street types as shown in Figure 4.2 and detailed in Table 4.1. This table was used to determine the appropriate road and street types of the street environment within the study area.



Source: TfNSW Movement & Place – Design of Roads and Streets

Figure 4.2: Movement and Place Chart - Road & Street Type

Table 4.1: Road and Street Types

Main Road		Main Street	
Transit-only Corridor	A corridor which only allows public and active transport use.	**Arterial High Street**	A lively street that supports high place intensity and a high level of multi-modal movement
Rural Link	A secondary connection between cities and towns in regional areas.		
Rural Highway	A high-speed primary connection between cities and towns in regional areas.	**High-activity mall**	A vibrant high amenity street where people can easily interchange between modes in a low-speed environment
Secondary Arterial	A road with high movement function that connects principal arterial roads, urban centres or enterprise areas.	**Transit street**	A strategic street for active and / or public transport mobility in a lively and high amenity place environment
Principal Arterial	A major movement corridor serving metropolitan areas.	**Connector Avenue**	A street with moderate place intensity and movement function that connects neighbourhoods, urban centres, or enterprise areas
Motor Way	A high-speed and grade-separated corridor for vehicular movement functions between cities and towns	**Transit Way**	A dedicated and distinctive corridor for active and public transport mobility over longer distances, often complemented by significant blue and green infrastructure
Local Streets		**Civic Spaces**	
Connector Streets	A local street that connects neighbourhoods, linking residential areas with local destinations such as centres, schools, and transport hubs	**Destination High Street**	A vibrant street with intense sense of place, supported by multi-modal movement at low speeds and volumes.
Neighbourhood Street	A quiet residential street for people to spend time in an environment with a low speed and volume of movement	**Mall**	A vibrant street at the heart of a community's social and cultural life, made possible by restricting access to motor vehicle
Yield Street	A very quiet residential street for living activities and movement at low speeds and volumes, with a carriageway that requires people driving vehicles to yield to one another to pass	**Civic Lane**	A vibrant and informal narrow street for spending time, often featuring local art and culture, and with shared or restricted access to motor vehicles
Residential Way	A very quiet residential street inviting for people to spend time in, often with an informal layout and a sharing of spaces, and a low speed and volume of movement	**Service Lane**	A narrow street aligned to the rear of mixed-use properties to provide service access and facilitate the provision of continuous active frontages on parallel streets
Residential Lane	A quiet, narrow street aligned to the rear of residential properties for service access, paired with parallel residential streets that can be designed for safer and more continuous links for people to walk and cycle		
Street Park	A public open space in the street reserve providing space for people and green and blue infrastructure		
Enterprise Street	A street that serves industrial and commercial areas, catering to people who work in the areas as well as those who deliver freight and servicing		

Source: TfNSW Movement & Place – Design of Roads and Streets

The Design of Roads and Streets (DORAS) framework was applied to the Park Road corridor and at key side streets to establish the transport vision for the corridor based on our understanding of their operational context. Figure 4.3 showcases the roads and streets classifications within the study area.



Figure 4.3: Road and Street Classifications – Design of Roads and Streets Manual

Park Road was classified as a Connector Street, one of the busiest forms of a local street in terms of vehicle movements. The corridor facilitates an important connection between the higher order Princes Highway (Principal Arterial) and Railway Parade (Connector Avenue), servicing the local neighbourhood and providing access to Allawah train station.

Planthurst Road was also classified as a Connector Street, as a frequently trafficked link connecting to the Carlton industrial precinct. Closer to the industry to the west, Planthurst Road transitions into more of an Enterprise Street.

Most of the local side streets that connect to the Park Road corridor are classified as Neighbourhood Streets or Yield Streets. These are quiet residential streets providing local residential access with low vehicle volumes. This is reflected in 50km/h Local Traffic Areas on streets like Barsbys Avenue, Rutland Street, Balfour Street, and Waterview Street.

Notably, Tanner Avenue and Norman Street are excluded from the Local Traffic Area. These two roads both provide greater network connectivity and/or transport relevance, with Norman Street being one of the few connections to the western residential catchment and Tanner Avenue part of the 947 bus route. Showing higher traffic volumes as a result, these two roads currently lie between the Connector Street and Neighbourhood Street classifications.

5. ISSUES AND OPPORTUNITIES

5.1 Crash Data Analysis

5.1.1 Overview

The latest available crash data for the 5-year period between January 2020 to December 2024 was sourced from TfNSW to identify any crash patterns or hotspots along the corridor.

5.1.2 Crash Map

A total of 12 crashes were recorded in a five-year period within the study area, eight of which resulted in a casualty. Of these recorded crashes:

- 1 (8%) crash resulted in a fatality
- 7 (59%) crashes resulted in an injury.

Figure 5.1 shows the location of all crashes recorded in the five-year period within the study area and their corresponding RUM codes. Of the crashes that involved a fatality/injury, notable observations are:

- 7 (88%) crashes were located on the northern section of the corridor north of Norman Street
- 4 (50%) crashes involved a vehicle swerving off path away from the carriageway either straight through or during a turn/curve. 2 crashes were off-path collisions on the curved road segment at Swanns Lane.

The key takeaway is that crashes along this corridor are significantly more frequent in the narrower, and curvy road section of the corridor north of Norman Street. In combination with on-street parking, these factors result in compromised sight distances causing hazardous driving conditions. It is noted that no pedestrian crossing facilities are present in this section of the corridor.

The fatality crash occurred during the evening in April 2024 on Elizabeth Street, south of Barsbys Avenue. The collision involved a motorcyclist and a pedestrian, with a Road User Movement (RUM) code 2 identifying the crash as a 'far side' incident. This characterises a pedestrian crossing from the far side of the street and being struck by the motorcyclist.



Adapted from ArcGIS

Figure 5.1: Crash Locations

5.1.3 Crash History

Figure 5.2 illustrates the recorded number of casualty crashes in each year within the five-year period between 2020-2024 and their corresponding classification.

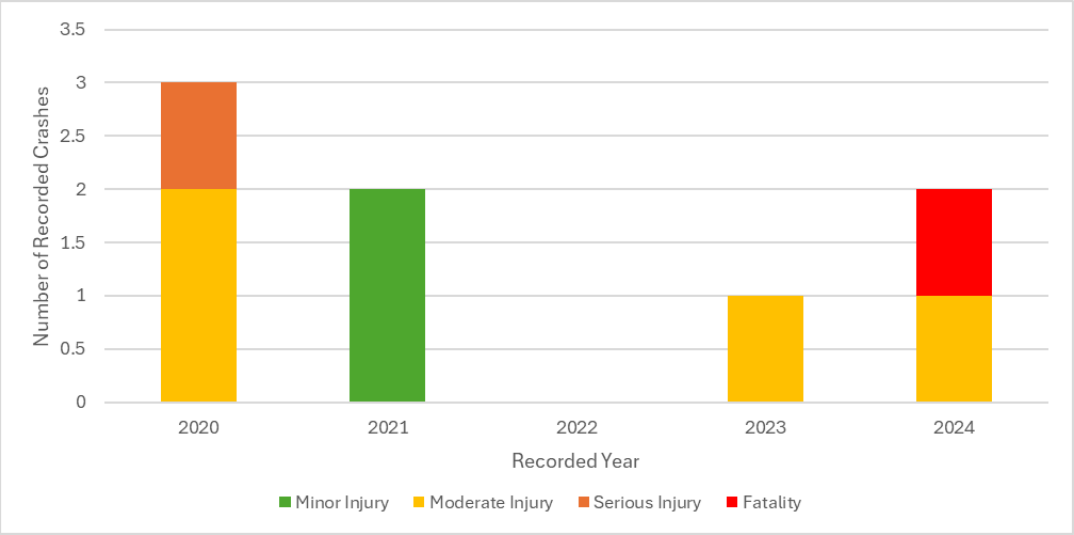


Figure 5.2: Recorded Casualty Crashes per Year (2020-24)

5.1.4 Vulnerable Road Users

Vulnerable road users are identified as road users who are unprotected and therefore have a greater risk of injury during accidents. The main categories included in this classification are pedestrians, cyclists and motorcyclists. Historical crashes which involve vulnerable road users can provide insight into crash hotspots caused by inadequate infrastructure or misalignment with general desire lines.

Of the recorded 8 casualty crashes, only the 1 fatality crash involved vulnerable road users. The remaining collisions were car and truck only.

5.2 Speed Data Analysis

Automatic traffic count (ATC) data was collected at three sites within the study area, beginning on 1 December 2025. The counts were conducted continuously over a seven-day period. Figure 5.3 shows the location of the ATC detectors with respect to the study area.



Adapted: SDT Explorer

Figure 5.3: Study Area and Summary of ATC Data

The three ATC sites were positioned at:

- Elizabeth Street, between Barsbys Avenue and Rutland Street
- Swanns Lane, between Balfour Street and Tanner Avenue
- Park Road, between Colvin Avenue and Bibby Street.

5.2.1 85th Percentile Speeds and Median Speeds

Table 5.1 below showcases the 7-day 85th percentile speeds detected across all three of the ATC detectors within the study area from 1 December to 8 December 2025. Figure 5.4 showcases the hourly 7-day average 85th percentile speeds.

Table 5.1: Summary of 85th Percentile and Median Speeds

Street	Location	Direction	85th Percentile Speed (km/h)
Elizabeth Street	Between Barsbys Avenue & Rutland Street	Southbound	44.1
		Northbound	45.7
		Bi-directional	**45.0**
Swanns Lane	Tanner Lane & McPherson Street	Southbound	50.2
		Northbound	51.9
		Bi-directional	**51.1**
Park Road	Colvin Avenue & Bibby Street	Southbound	51.7
		Northbound	52.6
		Bi-directional	**52.1**

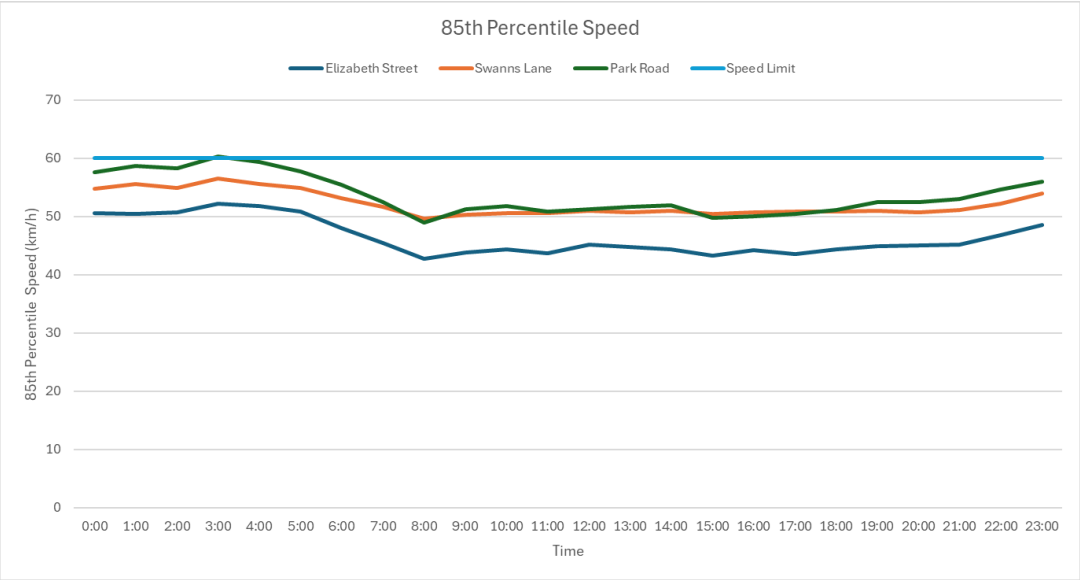


Figure 5.4: Hourly (Average) 85th Percentile Speeds

The key takeaways from this analysis are as follows:

- Vehicle speeds (both 85th percentile and median) are generally far below the posted speed limit of 60km/h along the Park Road corridor
- The northmost count location near Barsbys Avenue shows typical vehicle speeds below 50km/h, likely due to cautious driver behaviour due to narrow lanes, windy road and road gradients
- Vehicle speeds increase slightly towards the southern extent of the corridor, likely due to more favourable road geometry in this section.

5.2.2 Driver Speeding

Table 5.2 summarises and categorises the percentage of speeding instances relative to the average 7-day traffic volume recorded from 1 December to 8 December 2025.

Table 5.2: Summary of Speeding Instances

Street	Location	Direction	% Of vehicles > 60km/h	% Of vehicles > 70km/h	Traffic Volume (veh/day)
Elizabeth Street	Between Barsby Avenue & Rutland Street	Southbound	0.18%	0.05%	7336
		Northbound	0.52%	0.11%	7552
		Bi-directional	**0.25%**	**0.08%**	**14889**
Swanns Lane	Tanner Lane & McPherson Street	Southbound	0.81%	0.11%	8306
		Northbound	1.57%	0.23%	7937
		Bi-directional	**1.18%**	**0.17%**	**16243**
Park Road	Colvin Avenue & Bibby Street	Southbound	1.45%	0.13%	11925
		Northbound	2.59%	0.28%	8558
		Bi-directional	**1.93%**	**0.19%**	**20483**

The key takeaways from this analysis are as follows:

- Generally, speeding is very infrequent along the Park Road corridor, with a very low proportion of vehicles exceeding the 60km/h speed limit. Speeding occurs relatively evenly throughout the day
- The southmost counting station recorded the highest proportion of vehicles exceeding the 60km/h speed limit across the survey period
- Northbound traffic generally exhibited slightly higher rates of speeding than southbound traffic at all three ATC sites.

5.2.3 Summary

The key takeaway from the speed data analysis is that the current posted speed limit of 60km/h is incompatible with the road environment. The data shows that drivers appear to be uncomfortable driving at 60km/h along the Park Road corridor; instead, their behaviour is more typical of a 50km/h speed limit. This therefore highlights an opportunity to better align driver behaviour with the speed environment. This will also have the effect of improving other aspects of road safety, such as intersection sight distances and reducing severity of any pedestrian conflicts.

5.3 Vehicle Composition

The recorded ATC data was classified for different vehicle types. Table 5.3 showcases the breakdown of vehicle types to identify composition of the vehicle fleet along the corridor.

Table 5.3: Vehicle Composition

Count	Location	Class 1-2 Light Vehicles	Class 3-5 Rigid Trucks	Class 6-12 Articulated Trucks
ATC 1	Near Barsbys Avenue	95.2%	4.5%	0.3%
ATC 2	Near Tanner Lane	95.0%	4.8%	0.2%
ATC 3	Near Colvin Avenue	94.9%	4.7%	0.4%

The corridor is generally found to service around 5% heavy vehicles on a day-to-day basis, representing a reasonable level of truck traffic typical of a busy urban road, consistent with traffic data from similar road environments. It is noted that the large majority of the truck traffic is comprised of rigid trucks, with comparatively few articulated vehicles travelling along the corridor.

5.4 Safety Review

5.4.1 Intersection Safety and Sight Distance Checks

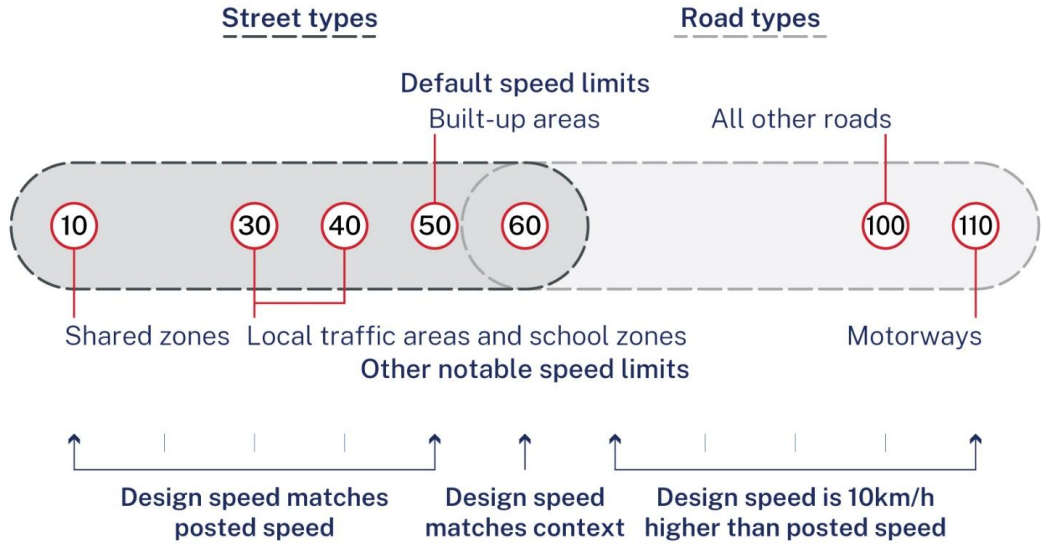
Sight distance checks were undertaken for the intersections along the corridor. This included the Safe Intersection Sight Distance (SISD) and Approach Sight Distance (ASD) checks based on Austroads guidelines.

The SISD is the minimum distance for a vehicle along the major road to observe a vehicle on a minor road approach, recognise a potential conflict and come to a stop before reaching the collision point. The ASD is the minimum sight distance provided for a driver to have an unobstructed view of the road to allow for a safe stop before reaching the yield point at an intersection.

For the purposes of this assessment, ASD was checked for all minor road approaches to the intersections along the corridor (including all approaches to the Planthurst Road roundabout) and SISD was checked for all major road movements along Park Road.

The design speed of the road is an important criterion for assessing sight distances. TfNSW's TS 02642:1 *Supplement to Austroads Guide to Road Design* states their practice is to adopt a design speed that is posted speed +10km/h, however, the Movement and Place framework approach, shown in Figure 5.5, showcases how a road's design speed is assigned given its context. For roads with a speed limit equal to or lower than 50km/h, the design speed matches the posted speed. For roads with a speed limit equal to or greater than 70km/h, the design speed is to be 10km/h greater than the posted speed limit. This methodology can be adopted as justification for use of EDD and Concessions, and is used for this assessment.

The Park Road corridor's 60km/h speed limit falls between the two criteria. The design speed can either match the posted speed limit or be 10km/h greater than it, depending on the context of the assessment. Given the speed data shows that drivers tend to be more conservative (i.e. there is an extremely low frequency of drivers travelling at speeds 70km/h or higher), the **design speed for the safety assessment will be adopted as the posted speed limit of 60km/h.**



Source: TfNSW Movement & Place – General Design Direction for Roads and Streets

Figure 5.5: Design Speeds for Road Context

The SISD tables for the Park Road corridor based on a design speed of 60km/h. A Driver Reaction Time of 1.5s has been adopted in line with TfSNW's *TS 02642:1: Supplement to Guide to Road Design*. The results are shown in Table 5.4 and Table 5.5.

Table 5.4: Northbound SISD Checks – 60km/h Design Speed

Northbound Approach to	Target SISD	SISD (no parking)	SISD (with parking)
Barsbys Avenue	114m	80m	80m
Rutland Street	114m	68m	28m
Balfour Street	114m	85m	85m
Norman Street	114m	164m	148m
Tanner Avenue	114m	82m	66m
Waterview Street	114m	200m	37m

Table 5.5: Southbound SISD Checks – 60km/h Design Speed

Southbound Approach to	Target SISD	SISD (no parking)	SISD (with parking)
Barsbys Avenue	114m	141m	27m
Rutland Street	114m	97m	97m
Balfour Street	114m	180m	100m
Norman Street	114m	100m	90m
Tanner Avenue	114m	162m	152m
Waterview Street	114m	220m	197m

The following is noted regarding the intersection safe intersection sight distance checks:

- Approximately half of the intersection approaches along the corridor do not have sufficient sight lines to satisfy SISD requirements for a 60km/h design speed, even under a best-case scenario (no kerbside parking)
- When on-street parking is present, the proportion of inadequate sight lines increases to 75% of all intersection approaches.
- On-street parking has a severe impact on sight distances for a number of intersections like Barsbys Avenue and Waterview Street. This is particularly egregious at Barsbys Avenue due to the congested traffic conditions of the northern section of the network during peak periods.

The ASD tables are shown in Table 5.6. All side road approaches are evaluated against a design speed of 50km/h. Park Road approaches to the Planthurst Road roundabout are tested with a design speed of 60km/h. A 1.5s Driver Reaction Time is to be used for both.

Table 5.6: ASD Checks

Intersection Approach	Target ASD	ASD (no parking)	ASD (with parking)
Barsbys Avenue (E)	48m	139m	139m
Rutland Street (W)	48m	102m	95m
Balfour Street (E)	48m	147m	147m
Norman Street (W)	48m	95m	95m
Tanner Avenue (E)	48m	230m	230m
Park Road / Planthurst Road (N)	64m	70m	60m
Park Road / Planthurst Road (S)	64m	188m	188m
Park Road / Planthurst Road (W)	48m	125m	125m
Waterview Street (W)	48m	122m	122m

The following is noted regarding the intersection approach sight distance checks:

- Norman Street has a slight uphill gradient of around 5% on approach to the intersection which limits approach sight distance. The presence of the raised median island and Give Way signage on this approach helps mitigate this impact; however, the Give Way sign was noted to be knocked over / damaged during the site inspection
- Planthurst Road has no raised splitter island on the west approach, and the regulatory roundabout sign is located on left side of the roadway. This sign can be partially obscured on approach by parked vehicles and/or other signage
- Barsbys Avenue and Waterview Street do not currently have yield lines or signage. While these treatments can be viewed as redundant for intersections in quiet local road networks, this contrasts harshly with the Movement and Place categorisation of the Park Road as a higher 'Movement' corridor. Adequate signage and linemarking should be provided at all local road interfaces with the major corridor
- Due to the relatively straight approaches to all intersections, on-street parking did not have a major influence on ASD. The main exception to this is at the Park Road / Planthurst Road (N) approach due to the road bend between Planthurst Road and Tanner Avenue. Parking on the inside curve limits sight distances for southbound traffic, contributing to this approach being the only approach with inadequate ASD for the design speed.

Figure 5.6 summarises the sight distance checks along the Park Road corridor.



Figure 5.6: Sight Distance Checks Summary

In summary, the sight distance assessment indicates that:

- The majority of intersections have inadequate SISD for the 60km/h design speed of the road, especially when on-street parking is accounted for
- Road safety along the Park Road corridor is compromised by short sight lines, with insufficient time for drivers to react to potential hazards on approach to intersections
- Sight lines are impacted significantly by on-street parking in certain locations due to the corridor width, particularly in the northern section of the corridor between Barsbys Avenue and Norman Street
- In some areas (such as Park Road between Tanner Avenue and Planthurst Road), road geometry prohibits the ability to achieve satisfactory sight lines. Mitigating measures like warning signage should be implemented at these locations.

5.4.2 Pedestrian and Cyclist Safety Issues

A number of gaps in pedestrian or cyclist facilities are noted along the Park Road corridor. Contributing factors include high vehicle volumes, narrow footpaths, non-compliant refuge islands, and missing crossing facilities.

These items are highlighted in Figure 5.7, Figure 5.8, and Figure 5.9, which provide annotated safety issue maps for the Elizabeth Street, Swanns Lane, and Park Road sections of the corridor respectively.

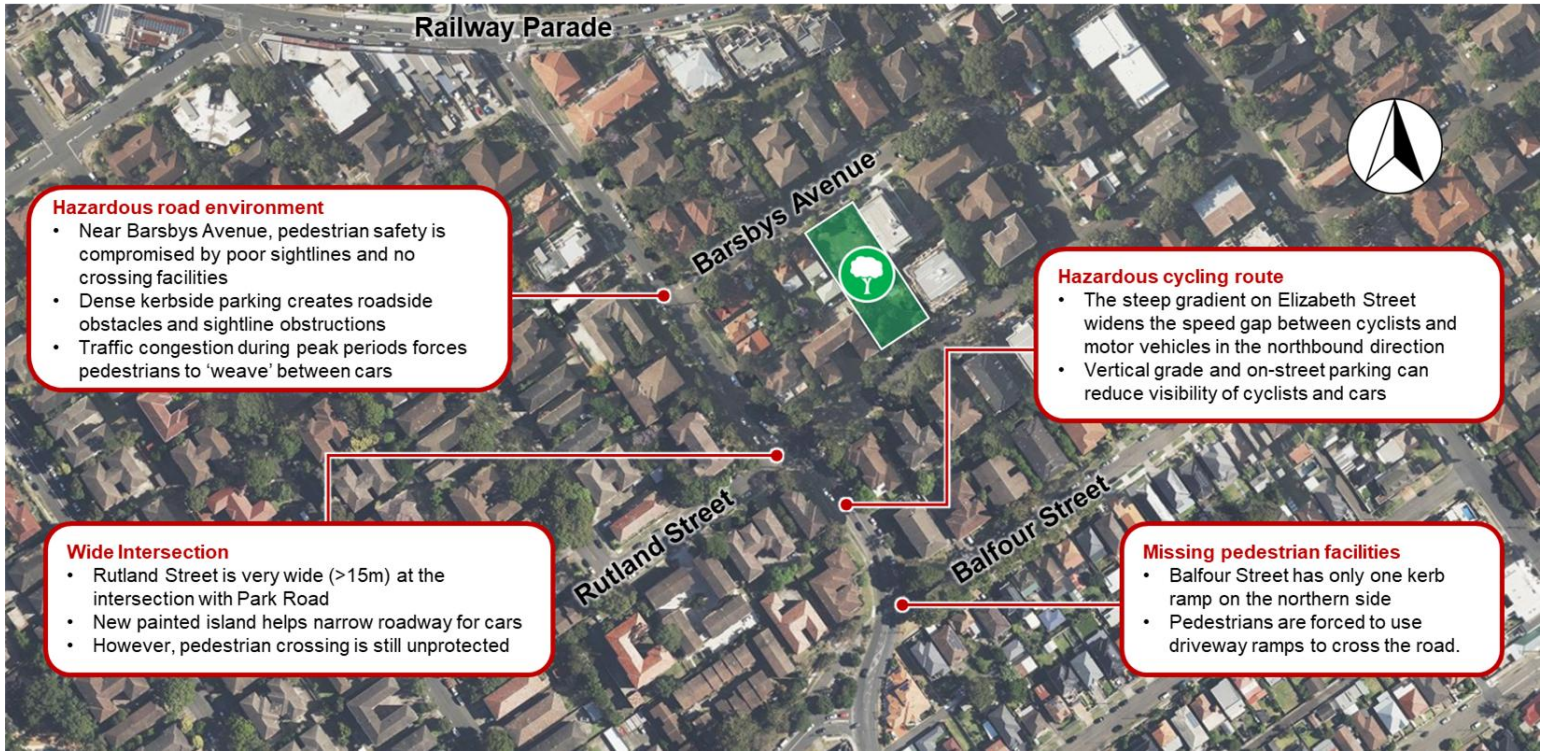


Figure 5.7: Pedestrian/Cyclist Safety Issues – Elizabeth Street (Corridor North)



Figure 5.8: Pedestrian/Cyclist Safety Issues – Swanns Lane (Corridor Central)



Figure 5.9: Pedestrian/Cyclist Safety Issues – Park Road (Corridor South)

5.4.3 Summary of Safety Issues

Table 5.7 summarises the identified safety issues, their consequences and potential opportunities for amelioration.

Table 5.7: Safety Issues and Opportunities

Safety Issue	Consequence	Opportunity
Mismatched speed environment Recorded vehicle speeds are not reflective of the posted speed limit.	▪ The current 60km/h speed limit along the Park Road corridor is too high for safety given the windy and steep road environment ▪ Can result in a high propensity for off-road and side swipe crashes due to loss of vehicle control ▪ Can result in a significant speed differential between drivers at the legal limit and those driving slower due to the road geometry ▪ Higher vehicle speeds can lead to an increase in crash severity, particularly where vulnerable road users are involved ▪ Higher vehicle speeds require longer intersection sight distances.	▪ Undertake a speed review with the target of implementing a reduction of the speed limit to better align with the road environment ▪ Expected minimal impact to road performance due to current driver behaviour ▪ Aligns legal limit with existing speeds along the road.
Inadequate intersection sightlines Sight distances are below those required for the design speed of the road	▪ Drivers have insufficient opportunity to react to hazards at intersections due to lack of visibility ▪ There is an increased crash risk of vehicle-vehicle collisions, especially during conflicting turns from minor roads ▪ Reduced safety for pedestrians and cyclists near intersections, particularly given that there is minimal dedicated active transport infrastructure ▪ Exacerbated by on-street parking near intersections.	▪ Restriction on-street kerbside parking near the problematic intersection to increase sightlines ▪ Any reductions in speed limit will influence design speeds and subsequent sight line requirements ▪ Where necessary, explore options to change intersection controls to STOP sign control.
Hazardous cycling environment Park Road cycling route has no dedicated facilities and is an on-road mixed route that is mostly unmarked.	▪ High traffic flows due to high Movement function of the corridor between Railway Parade and Princes Highway increases the risk of cyclist-vehicle collisions in mixed traffic conditions ▪ The corridor has sections of moderately steep gradient (towards the north near Rutland Street and south of Waterview Street), which can be challenging for cyclists (particularly for casual riders) ▪ Speed differential between slower cyclists and faster cars is exacerbated by aforementioned gradients, resulting in a higher risk of incident ▪ Off-road environment is not well-suited for cycling, with narrow footpaths, missing kerb ramps and insufficient crossing facilities ▪ On-street parking reduces the carriageway width at certain areas, minimising ability for cars to bypass cyclists and increasing likelihood of impatient driver behaviour	▪ Explore options for upgrades to active transport facilities to facilitate potential off-road cycling route (shared path or similar).

Safety Issue	Consequence	Opportunity
Missing or subpar facilities along the corridor A number of intersections along the corridor are missing key components	▪ Rutland Street has a very wide crossing distance at the intersection, increasing pedestrian crossing times and leading to unpredictable vehicle turning paths ▪ Traffic congestion near Railway Parade traffic signals requires pedestrians to 'weave' through waiting vehicles, increasing the risk of step-outs into moving traffic ▪ Both Norman Street and Balfour Street have misaligned pedestrian facilities which lead pedestrians into conflict areas like roadways and driveways ▪ Norman Street has an existing narrow raised median island that was observed to function as an informal and hazardous refuge island ▪ Planthurst Road only has a painted splitter island on the west approach to the roundabout, with heavy traffic volumes and dense queuing during the peak periods reducing opportunities for pedestrians to cross the road ▪ A number of intersections have missing kerb ramp pairs, which is an accessibility issue for mobility-impaired pedestrians or parents with prams/strollers.	▪ Provide a consistent scheme of pedestrian infrastructure at all key intersections along the corridor, including at minimum kerb ramps in alignment with footpaths ▪ Provide new kerb build-outs and pedestrian refuge islands to facilitate safer crossing movements.
Safety for residential laneways Pedestrian laneway between Balfour Street and Tanner Avenue can be perceived as lacking in safety	▪ Lack of signage and poor passive surveillance from nearby buildings and streets reduces perceived safety for pedestrians ▪ Laneway informally crosses McPherson Lane with limited warning of users entering a road-related area ▪ Crossing point on McPherson Street is not highlighted to drivers.	▪ Undertake a lighting assessment to ensure adequate lighting of laneway during low-light conditions ▪ Install wayfinding and warning signage along route to guide pedestrians and highlight potential conflict areas ▪ Potential opportunity to integrate with cycle route as a slower-speed off-road path.
Existing pedestrian infrastructure is outdated Existing pedestrian refuge islands near Tanner Avenue and Colvin Avenue do not meet contemporary design standards	▪ Refuge islands at these locations are undersized and narrow, providing minimal protection from traffic ▪ Lack of warning signs, kerb elevation and faded pavement markings reduce pedestrian visibility and driver awareness ▪ The refuge crossing at Tanner Avenue and Augusta Park is misaligned and directs pedestrians into a driveway instead of a kerb ramp.	▪ Upgrade refuge islands to compliant width and length standards ▪ Refresh any relevant line marking near pedestrian infrastructure ▪ Provide warning signs as necessary.

6. SIDRA MODELLING

6.1 Modelled Network

Figure 6.1 shows the modelled geometry for each of the assessed key sites in SIDRA.

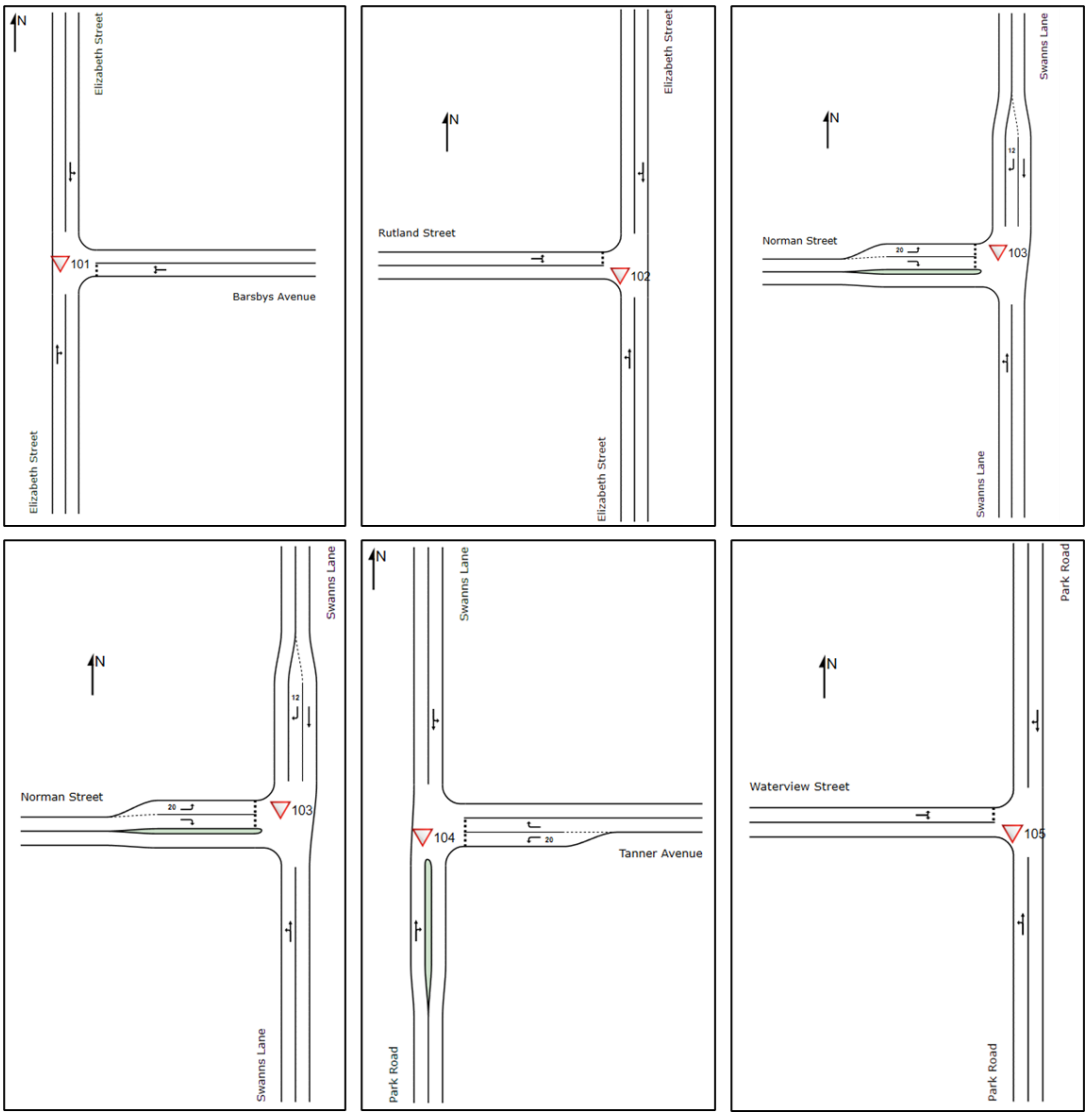


Figure 6.1: SIDRA Network Geometry

It is noted that Norman Street and Tanner Avenue were modelled as two-lane approaches, with short turning lanes. This was aimed to replicate driver behaviour observed during the site inspections, despite the lack of lane separation linemarking.

6.2 Proxy Measures

Due to the complexity of traffic operations during the peak period along the corridor, a number of proxy measures were required to be introduced into the network to ensure that traffic performance could be replicated. These included:

- A new signal metering on the north boundary of the network, aimed at simulating the delays associated with the Railway Parade / Lily Street / Elizabeth Street traffic signals
- A new signal metering on the south boundary of the network, aimed at simulating the delays associated with the Princes Highway / Park Road traffic signals
- A roundabout site between Tanner Avenue and Waterview Street, aimed at simulating the delays associated with the Park Road / Planthurst Road roundabout.

These sites are shown in Figure 6.2.

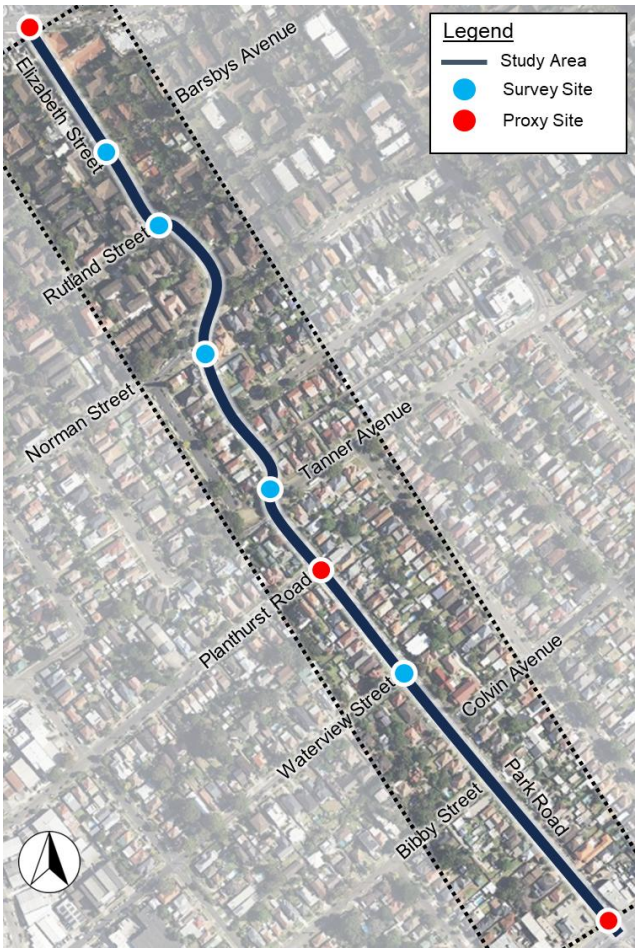


Figure 6.2: SIDRA Modelling – Proxy Sites

As traffic volume data and signal personality information was unavailable for this assessment, any inputs to these proxy sites were high-level assumptions only, aimed to reproduce observed queueing behaviour at upstream sites in the network.

These proxy measures were considered essential to the modelling of the road corridor, as they are the main pinch points for the corridor. Their exclusion from the network resulted in much smoother network performance than in reality, which could lead to an overestimation of the traffic performance.

6.3 Model Calibration and Validation

The SIDRA models were calibrated and validated at the network level to queue observations from site inspections. Table 6.1 summarises the queue comparison for each site across both peak periods. A target of within 2 vehicles of observations was adopted for the purpose of the modelling.

Table 6.1: Model Queue Comparison

Intersection Approach	AM Peak		PM Peak	
	Observed Queue (veh)	Modelled Queue (veh)	Observed Queue (veh)	Modelled Queue (veh)
Barsbys Avenue (E)	1.0	0.1	1.0	0.1
Rutland Street (W)	1.0	0.5	2.0	0.3
Norman Street (W)	2.0	1.9	3.0	1.6
Tanner Avenue (E)	2.0	0.7	3.0	2.1
Waterview Street (W)	1.0	0.3	1.0	0.2

Based on the queue comparison, the SIDRA model was found to accurately reflect intersection performance at the modelled intersections. Although within targets, some intersections showed minor discrepancies between observations and model (e.g. Rutland Street in the PM peak). This was attributed largely to difficult-to-replicate driver cooperation behaviour during periods of congestion, with drivers being 'let out' of side roads by other drivers keeping the intersection clear.

6.4 Network Performance

6.4.1 Key Performance Indicators

The current intersection performance was assessed through the following modelling outputs:

- Level of Service (LoS)
- Approach delays
- Degree of Saturation (DoS).

DoS is a measure of input demand flows against the capacity of each approach lane. Generally, as DoS approaches 1.0, the closer the approach lane is to the operational capacity of the link. Any sections which exceed 1.0 are considered to be over-capacity, with a greater volume of incoming demand than can be satisfied.

LoS is a measure of intersection approach delay, classified into the thresholds outlined in Table 6.2.

Table 6.2: Level of Service Thresholds

LoS	Average Delay (s)
A	14 or below
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	**70 or above**

The intersection performance for key sites along the corridor is summarised in Table 6.3.

Table 6.3: Intersection Performance

Intersection Approach	AM Peak		PM Peak	
	DoS	LoS (s)	DoS	LoS (s)
Barsbys Avenue (E)	0.293	A (10.1)	0.336	A (12.0)
Rutland Street (W)	0.293	A (11.4)	0.344	A (14.5)
Norman Street (W)	0.423	C (31.8)	0.415	C (29.3)
Tanner Avenue (E)	0.532	B (25.5)	0.637	B (22.0)
Waterview Street (W)	0.393	B (17.1)	0.476	B (23.3)

The key findings are as follows:

- Generally, the modelled intersections operate optimally in terms of individual performance, with Norman Street experiencing the highest delays at LoS C during both the AM and PM peaks
- All intersections show adequate approach capacity, with DoS well below 1.0
- These findings indicate that none of the modelled intersections are key pinch points within the network
- However, given the presence of extension delays and queueing along the corridor during the peak periods, downstream intersections are found to have a strong impact on overall corridor travel times
- This means that these individual intersections are expected to operate at reasonable performance levels for the assessed volumes; but downstream effects may degrade or influence driver behaviours at these sites.

6.4.2 Back of Queue Plots

The 95th percentile back of queue for the network is shown in Figure 6.3. Queues at proxy sites (unmarked intersections) are indicative only, and are shown for the purpose of demonstrating queue push back effects from downstream sites through the modelled intersections. Queue storage ratio represents the ratio between modelled queues and the available storage space on each intersection approach.

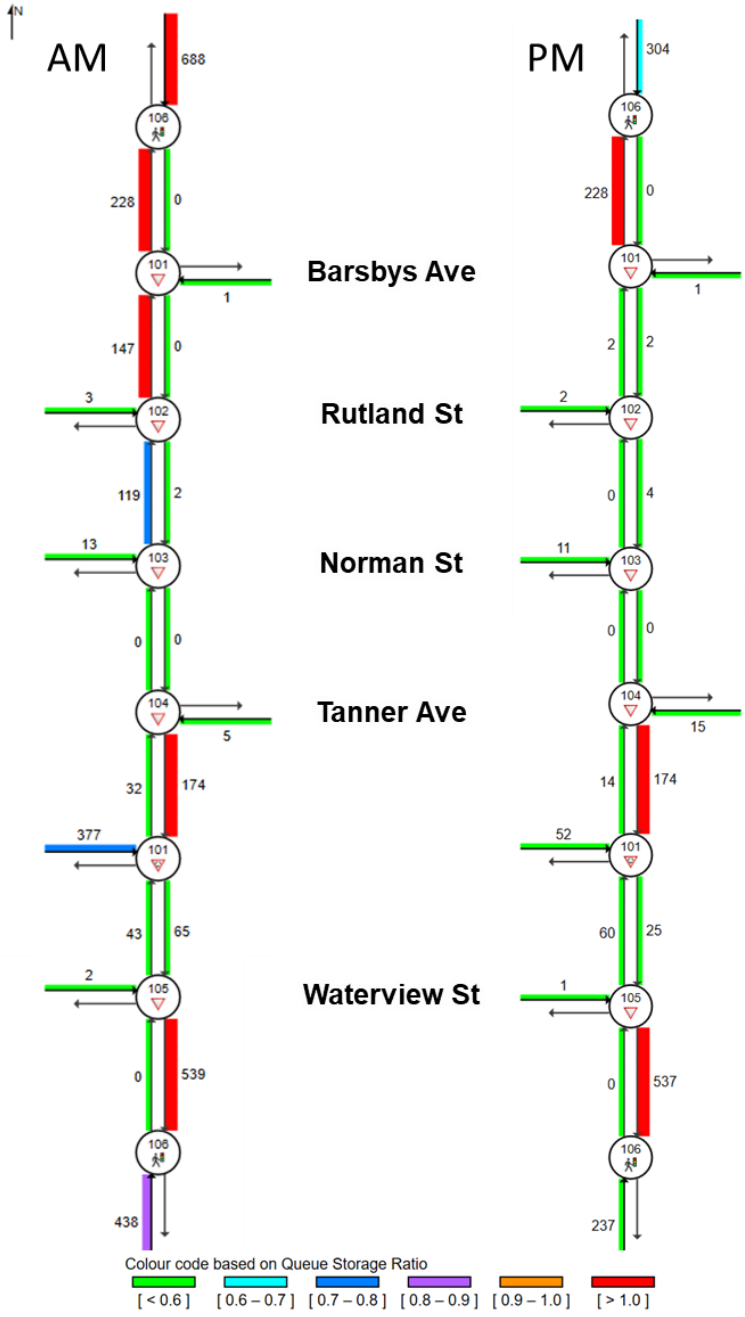


Figure 6.3: SIDRA Modelling – Network Plot 95th Percentile Back of Queue (m)

7. RECOMMENDATIONS

7.1 Speed Environment

7.1.1 Recommendation

Vehicle speed has a direct influence on both the risk and severity of a crash. Higher vehicle speeds result in shorter times to react and longer stopping times, compounding to have an exponential effect on safety risk.

The speed analysis has demonstrated that the recorded 85th percentile speeds across all three of the ATC locations consistently fall below the posted speed limit of 60km/h. This highlights that drivers along the Park Road corridor are not comfortable driving at the current speed limit, and prefer instead to drive at a lower speed.

The NSW Speed Zoning Standard (TfNSW, September 2025) states that a speed zone review can be undertaken where:

- There is inconsistency between the road design and the current speed limit
- There are actual or perceived safety concerns.

The analysis undertaken as part of this study should constitute the initial steps of the speed zone review, the identification of need. The findings align with acceptable reasons for further undertaking the speed zone review with the target of reducing the speed limit of the Park Road corridor to 50km/h.

A 50km/h speed limit is considered appropriate for the suburban local street environment, with recognition that the corridor operates as a key link between two major movement corridors in their own right (i.e. it operates at the higher end of the Movement spectrum due to its function).

A reduction in speed limit would have strong benefits for road safety, including:

- Reductions in design speed for the road
- Reductions in sight distance requirements for intersections
- Less speed differential between posted and warning speed signs (due to windy roads).

It is therefore strongly recommended that a formal speed review be undertaken and lodged with TfNSW to enact a speed zone reduction along the Park Road corridor. It is noted that TfNSW's TS 02642:1 *Supplement to Austroads Guide to Road Design* states their practice is to adopt a design speed that is posted speed +10km/h, however, adopting the Movement and Place framework approach would permit adopting a 50km/h design speed.

7.1.2 Sight Distance Effects

A reduction of design speed from 60km/h to 50km/h corresponds to the following sight distance requirement reductions:

- For SISD: from 114m to 90m
- For ASD: from 64m to 48m.

Table 7.1 and Table 7.2 shows the resulting SISD tables for a 50km/h design speed and a 1.5s reaction time.

Table 7.1: Northbound SISD Checks – 50km/h Design Speed

Northbound Approach to	Target SISD	SISD (no parking)	SISD (with parking)
Barsbys Avenue	90m	80m	80m
Rutland Street	90m	68m	28m
Balfour Street	90m	85m	85m
Norman Street	90m	164m	148m
Tanner Avenue	90m	82m	66m
Waterview Street	90m	200m	37m

Table 7.2: Southbound SISD Checks – 50km/h Design Speed

Southbound Approach to	Target SISD	SISD (no parking)	SISD (with parking)
Barsbys Avenue	90m	141m	27m
Rutland Street	90m	97m	97m
Balfour Street	90m	180m	100m
Norman Street	90m	100m	90m
Tanner Avenue	90m	162m	152m
Waterview Street	90m	220m	197m

It is observed that:

- Northbound SISD requirements are still inadequate, but the shortfall is reduced in comparison to current conditions which increases the factor of safety
- Southbound SISD requirements are nearly all satisfied, except for at Barsbys Avenue under parking conditions.
- The northbound approach SISDs for Barsbys Avenue (80m) and Balfour Street (85m) may not be able to be further improved due to constrained road geometry.

Table 7.3 shows the resulting ASD tables for a 50km/h design speed.

Table 7.3: ASD Checks – 50km/h Design Speed

Intersection Approach	Target ASD	ASD (no parking)	ASD (with parking)
Park Road / Planthurst Road (N)	48m	70m	60m
Park Road / Planthurst Road (S)	48m	188m	188m

It is observed that:

- The north approach ASD have reached the target ASD values, even with parking present.

7.2 Removal of On-Street Parking

7.2.1 Recommendation

The removal of on-street parking can significantly increase sight distances and visibility of road users. The safety assessment identified a number of locations where sight lines were impacted by parking near intersections, especially where exacerbated by road curves.

Figure 7.1 shows the proposed removal of parking at key locations and the subsequent gains in sight distance.

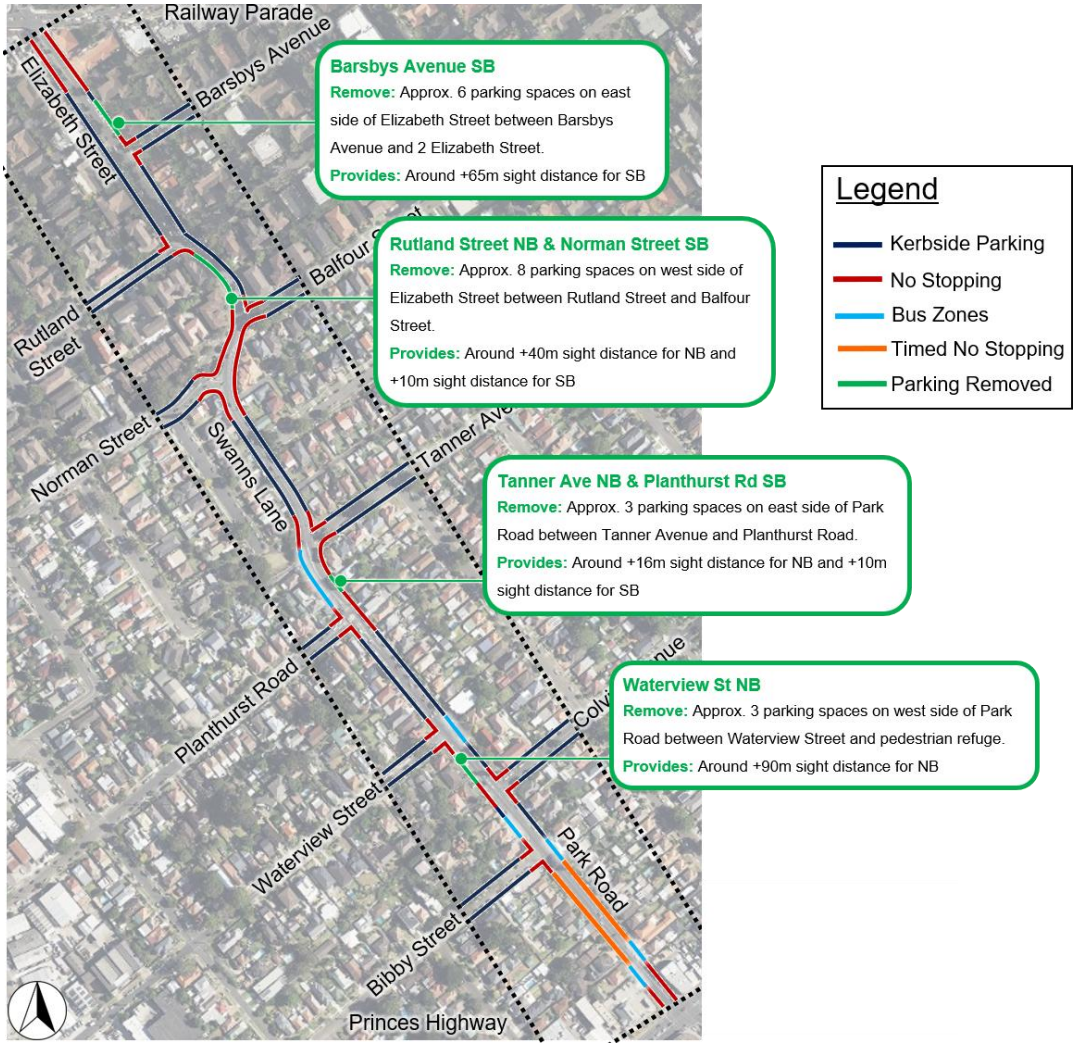


Figure 7.1: Parking Removal and SISD Gain

A total of around 22 parking spaces is recommended to be removed across four road sections:

- 6 spaces on Elizabeth Street between Barsbys Avenue and 2 on Elizabeth Street
- 8 spaces on Elizabeth Street between Rutland Street and Balfour Street
- 3 spaces on Park Road between Tanner Avenue and Planthurst Road
- 3 spaces on Waterview Street between Waterview Street and pedestrian refuge near Colvin Avenue.

7.2.2 Sight Distance Effects

Table 7.4 and Table 7.5 show the resulting SISD tables for a 50km/h design speed with recommended parking removed.

Table 7.4: Northbound SISD Checks – 50km/h Design Speed with Parking Removal

Northbound Approach to	Target SISD	SISD
Barsbys Avenue	90m	80m
Rutland Street	90m	68m
Balfour Street	90m	85m
Norman Street	90m	148m
Tanner Avenue	90m	82m
Waterview Street	90m	127m

Table 7.5: Southbound SISD Checks – 50km/h Design Speed with Parking Removal

Southbound Approach to	Target SISD	SISD
Barsbys Avenue	90m	97m
Rutland Street	90m	97m
Balfour Street	90m	100m
Norman Street	90m	100m
Tanner Avenue	90m	152m
Waterview Street	90m	197m

It is observed that:

- Northbound SISD requirements are half satisfied, with remaining intersections being around 10-20m below the sight distance targets.
- Southbound SISD requirements are now all satisfied.

Table 7.6 shows the resulting ASD tables for a 50km/h design speed and with parking removed.

Table 7.6: ASD Checks – 50km/h Design Speed

Intersection Approach	Target ASD	ASD
Park Road / Planthurst Road (N)	48m	70m
Park Road / Planthurst Road (S)	48m	188m

It is observed that:

- The north approach ASD has now met the target ASDs.
- With variability in driver position and expected slower vehicle speeds due to proximity to bend in Park Road, this is considered within acceptable limits.

Therefore, the majority of intersections now meet sight distance targets, with the remaining few locations being caused by adverse road geometry (steep inclines, road curves, etc.). These include:

- Barsbys Avenue
- Balfour Street
- Tanner Avenue.

7.3 Intersection Modifications

7.3.1 Stop Signs Arrangements

Additional treatments are proposed at the intersections with remaining sight distance deficiencies. To mitigate the effect of the obstructed sight distances at these intersections, the intersections are proposed to be changed from their existing 'Give Way' control to 'Stop' control.

This will be facilitated through the replacement of R1-2 Give Way signs with R1-1 Stop signs, and new linemarking for a new Stop line (line type TB).

By reinforcing that drivers should come to a complete stop on these side roads, there is better opportunity for all drivers to perceive and react to pedestrians, cyclists or other vehicles. This can have an alleviating effect at intersections with limited or shorter sight distances.

The locations of the new proposed stop signs are shown in Figure 7.2.



Figure 7.2: New Stop Sign Locations

7.3.2 S-Lane at Tanner Avenue

A painted or raised island design is proposed for the northbound right-turn into Tanner Avenue given its high traffic volume (>200vph). The closer proximity of waiting right turns to the bend in Park Road can lead to rear-end collisions, currently requiring drivers to quickly bypass any stopped vehicles by driving on the left side of the wide lane. The proposed treatment allows storage of the right turners outside of the path of travel of through vehicles. Austroads Guide to Road Design Part 4A states a storage length of one design vehicle (8.8m Service Vehicle) is used for this type of turning lane.

The existing refuge island at this location will need to be relocated or integrated into the proposed turn bay as part of the protective island. The concept drawing for the Tanner Avenue S-lane is shown in Figure 7.3.



Figure 7.3: Tanner Avenue – Right Turn Bay Treatment

7.3.3 Lane Delineation at Tanner Avenue

Given Tanner Avenue's relatively high traffic volume, it is recommended to install dedicated linemarking to separate turning lanes on the east approach.

The existing wide approach lane and traffic flows at the intersection would be benefited by facilitating both left and right turn movements to occur simultaneously. This driver behaviour was already observed in the existing intersection operation, so this measure would formalise it as part of the intersection design.

This arrangement is shown in Figure 7.4.

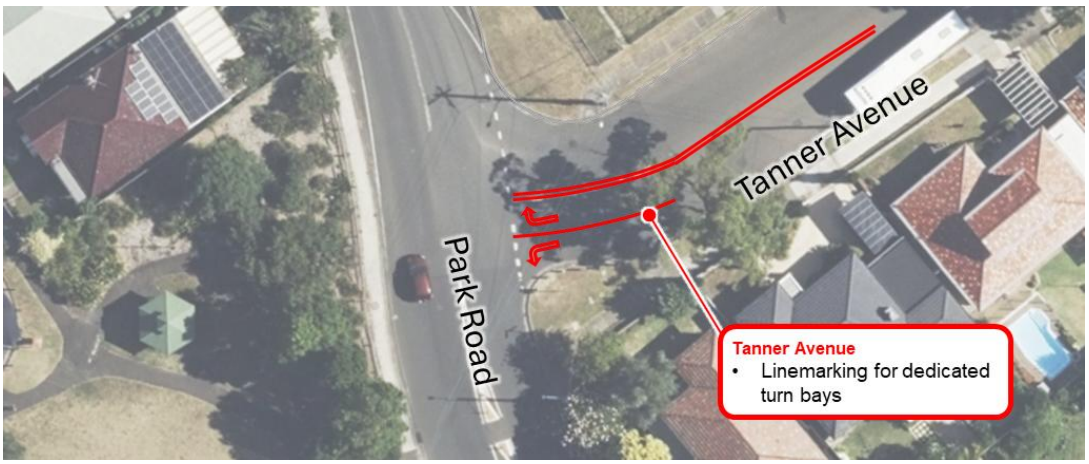


Figure 7.4: Tanner Avenue – Dedicated Lanes Treatment

7.4 Active Transport Treatments

7.4.1 Cycle Path

The assessments identified that the Park Road corridor is not best suited for mixed on-road cycling conditions. The proposed recommendation is the implementation of a shared path along the corridor, in alignment with the GRTS.

The following challenges and opportunities are noted for this implementation:

- A shared path requires at least 2.0-2.5m footpath width to support both pedestrian and cyclist movements. The existing footpaths are generally found to be narrower than this width, therefore extensive footpath widening will be required.
- Further parking restrictions can be explored along the corridor as a means of re-allocating road space for footpath / shared path area.
- With upgrades, there is potential for the laneway between Balfour Street and Tanner Avenue can be utilised as part of the new shared path.
- Dedicated crossing facilities will be essential at all intersections along the corridor to ensure continuous shared path movement for cyclists.

The implementation of a shared path is subject to road design and a detailed active transport study for the corridor.

7.4.2 Crossing Facilities

The following actions are proposed regarding pedestrian crossing facilities along the corridor:

- Install new pedestrian refuge island on Elizabeth Street north of Barsbys Avenue
- Upgrade painted kerb extension on Rutland Street to raised concrete kerb with new kerb ramps
- Provide new kerb ramp pair on Balfour Street at Elizabeth Street, including wayfinding to pedestrian laneway
- Upgrade median island to pedestrian refuge island on Norman Street
- Relocate existing pedestrian refuge island on Park Road near Tanner Avenue to north side of intersection
- Upgrade painted splitter island on Planthurst Road to raised concrete splitter island with pedestrian refuge gap
- Upgrade existing pedestrian refuge island on Park Road near Colvin Avenue
- Provide new kerb ramp pair on Colvin Avenue at Park Road.

All new or upgraded pedestrian refuge islands should be designed to AS1742 and TfNSW Technical Directions, including but not limited to the following recommended design standards:

- Minimum crossing gap (longitudinal) of 3.0m
- Minimum island width (transverse) of 2.0m
- Kerb ramps on either side of the refuge island
- Appropriate warning signage in advance of the refuge island
- Appropriate No Stopping parking restrictions on both sides of the crossing, subject to road design and kerb build-outs.

With the proposed facilities, there will be a total of 5 crossing points along the 1.1km Park Road corridor (2 signalised pedestrian crossings and 3 pedestrian refuge islands), averaging to around 200-300m in between crossing locations.

The proposed upgrades are expected to have a beneficial effect on overall road safety for the corridor. Full width mid-block refuge islands cause a horizontal deflection to vehicles travelling along the corridor, causing a minor reduction in vehicle speeds as they navigate around the island.

The location and indicative drawings of the main new facilities are shown in Figure 7.5 to Figure 7.9.



Figure 7.5: New Refuge Island near Barsbys Avenue

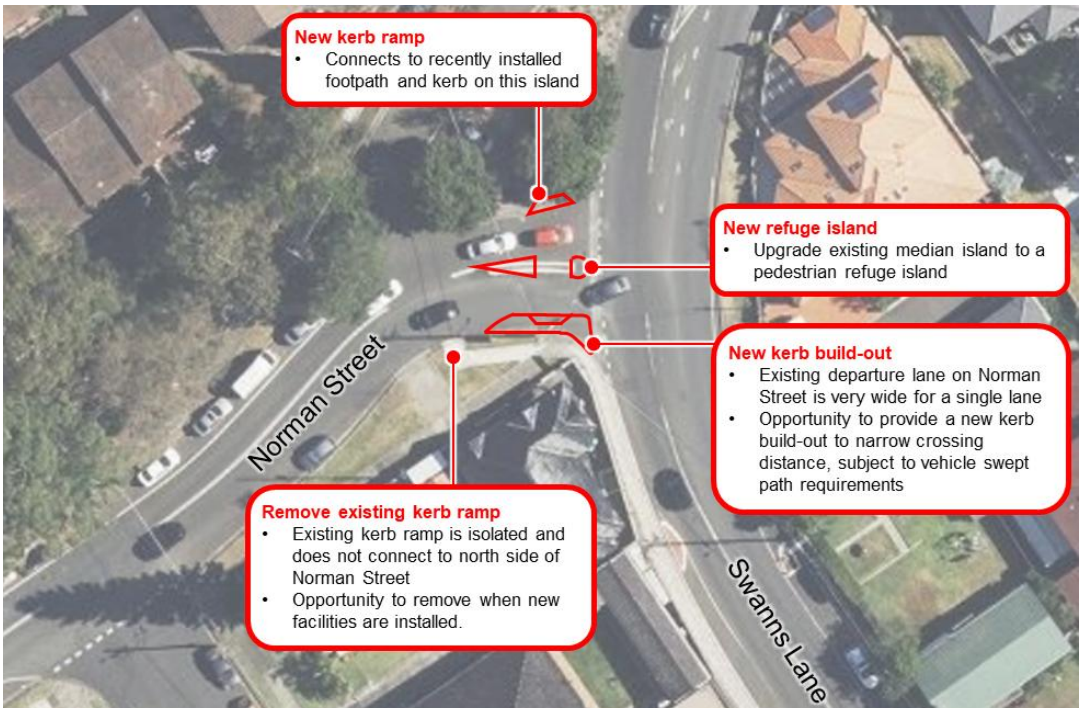


Figure 7.6: New Refuge Island near Norman Street

It should be noted that a pedestrian crossing can be considered on Norman Street, however, it is recommended that storage area for at least one car is provided for, and would require additional traffic calming measures to ensure traffic exiting Balfour Street onto Norman Street would form one lane ahead of the pedestrian crossing. Given the geometric constraints at this location, a pedestrian refuge is expected to be easier to implement and would have less impact on traffic performance.

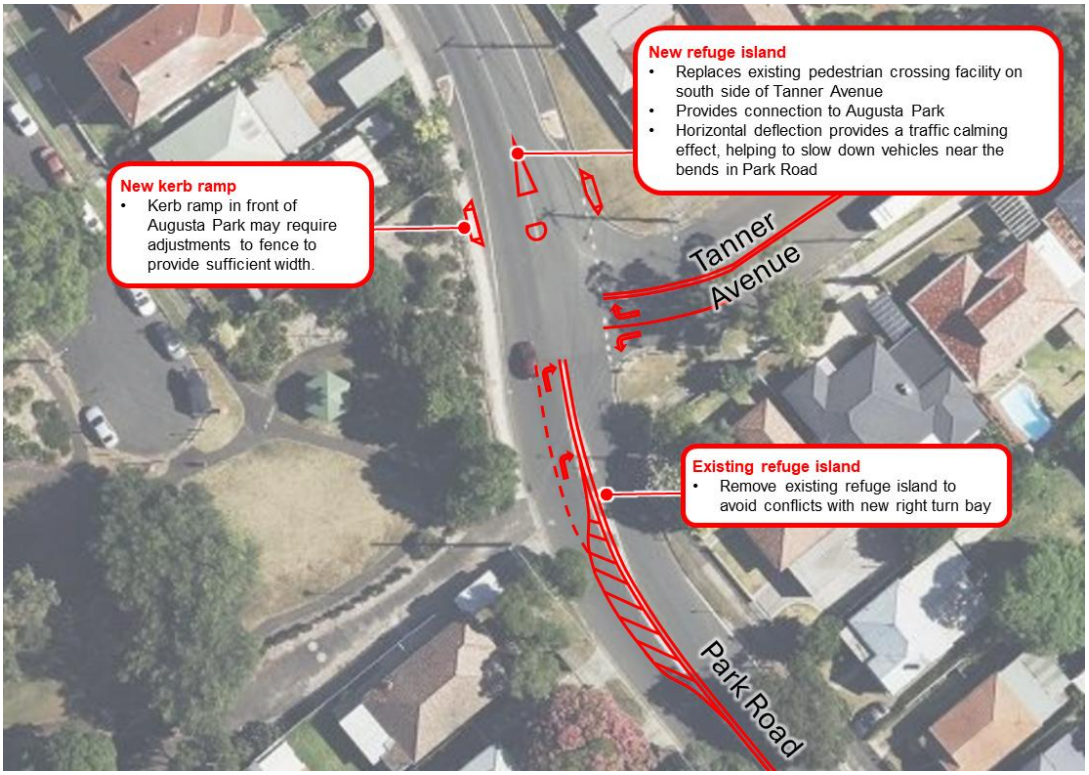


Figure 7.7: New Refuge Island near Tanner Avenue



Figure 7.8: New Raised Splitter Island on Planthurst Road



Figure 7.9: Upgrade Pedestrian Refuge near Colvin Avenue

7.5 Summary and Action Priority

These recommendations are summarised in Table 7.7.

Table 7.7: Recommendations Summary

Location	Treatment	Projected Benefits	Priority
Park Road (various)	Removal of on-street parking spaces	Improves sight distances for vehicles, reduces crash risk, improves safety for drivers, pedestrians, and cyclists.	High
Barsbys Avenue, Balfour Street, Tanner Avenue	Stop Signs	Reinforce vehicles should stop upon reaching intersection, improve driver perceptions of traffic, pedestrians, and cyclists on Park Road	High
Barsbys Avenue	Pedestrian Refuge	Safer pedestrian crossing movements, traffic calming, improving sightlines between drivers and pedestrians.	High
Norman Street	Pedestrian Refuge with Kerb Extensions	Traffic calming, reduced pedestrian crossing distance, safer pedestrian crossing movements, better connects existing footpath network	High
Tanner Avenue	Park Road Right Turn Lane	Reduces rear-end collision risk, clarifies lane arrangement for traffic movements, right turning vehicles less likely to block through traffic, linemarking may provide some traffic calming	Medium
	Pedestrian Refuge	Safer pedestrian crossing movements, traffic calming, improving sight lines to pedestrians. Refuge would be at narrower point in road than existing refuge.	Medium
	Tanner Avenue Delineated Turning Lanes	Clarifies lane arrangement for turning movements, reduced likelihood of right turning vehicles obstructing left-turning vehicles out of Tanner Avenue	Low
Planthurst Road	Splitter Island	Safer pedestrian crossing movements, traffic calming, improving sight lines to pedestrians	Medium
Colvin Avenue	Upgrade Existing Pedestrian Refuge	Brings pedestrian refuge to current standards, improved pedestrian safety, traffic calming.	Low

8. CONCLUSION

This traffic study undertaken for the Park Road corridor has identified a number of operational and safety issues along the corridor. These primarily revolve around the dichotomy between the legal and observed vehicle speeds, gaps in the pedestrian and cycling network, and deficiencies in intersection sight lines due to the winding geometry of the road and dense provision of on-street parking.

The SIDRA modelling undertaken as part of this study identified that the modelled sites were not major pinch points within the network, and major signalised and roundabout sites at Railway Parade, Planthurst Road and Princes Highway were responsible for dictating traffic flow and queueing along the length of the corridor. Isolated intersection performance at modelled sites were determined to generally operate at satisfactory levels, with the main traffic impacts caused by queue pushback from the aforementioned downstream sites.

A number of proposed actions are recommended as outcomes from this assessment, including:

- A speed review aimed at achieving a reduction in the speed limit of Park Road to bring the legal speed limit in line with actual driver behaviour
- A removal of targeted on-street parking spaces at key locations to facilitate unobstructed sight lines on approach to intersections
- A change to intersection controls at a number of side roads to mitigate safety risks associated with the remaining intersections with inadequate sight distances
- A number of minor intersection changes at Tanner Avenue to support the relatively heavy usage of the side road as part of the vehicular and public transport network
- A recommendation for changes to the existing mixed on-road cycle route to be upgraded to an off-road shared path, subject to further studies and design
- A number of new pedestrian crossing facilities across the length of the corridor, including facilities that provide safer crossing points across the corridor and supplementary infrastructure that supports movements along the corridor.

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Item: **LTF051-26 NM088-22 - Peakhurst Park, Peakhurst - Traffic Study Outcome**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That Council notes the outcome and recommendations provided within the traffic study report for Peakhurst Park in Peakhurst.

b) That Council Engineers undertake further investigations regarding the design and feasibility of the recommendations outlined in the traffic study.

c) That any recommendations to be actioned are reported to the Local Transport Forum prior to implementation.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the investigation outcomes for the Peakhurst Park traffic study, as resolved under NM088-22. It aims to update the Forum on the outlined recommendations in relation to the assessment of parking occupancy and demand, existing parking issues, road safety and active transport issues.

BACKGROUND

2. In September 2022, NM088-22 was resolved by Council as follows:

    a. That Council undertake a Traffic Study in the area bounded by Jacques Ave, Forest Rd, Bonds Rd and Trafalgar St Peakhurst.

3. Council engaged a consultant to undertake a traffic study within the vicinity of Peakhurst Park (refer to Figure 1 for the traffic study boundary) to identify and address parking occupancy and demand, existing parking issues, road safety and active transport issues.



Figure 1 Study Area – Peakhurst Park (Source: Bitzios, 2026)

4. The traffic study report is provided in Attachment 1.
5. The study identified existing traffic and transport issues through site visits, parking surveys, parking demand assessment, crash analysis, and review of existing transport facilities and connections.
6. The study provided a comprehensive list of recommended measures to improve parking conditions, park access, traffic congestion and road safety based on the identified traffic and transport issues as per Table 1.
7. The recommendations would require Councils Traffic Engineers and Design Engineers to undertake various levels of further investigations.
8. Once these investigations have been completed, Council will undertake community consultation regarding the proposals.
9. Subsequently, the proposals will be referred to future Local Transport Forums for consideration and will be added to future Capital Works Programs or undertaken as part of operational business.

Recommendation	Treatments	Rationale	Priority
1. Formalise parking and possible shared path along Hedley Street (east)	▪ Pavement works ▪ Kerb and gutter ▪ Signs / line marking ▪ Footpath ▪ Earthworks	▪ Currently informal parking ▪ Pedestrians required to walk around the western side due to the embankment	Medium
2. New parking module to service the community centre and cycle facility	▪ Pavement works ▪ Kerb and gutter ▪ Line marking ▪ Footpath	▪ Provide suitable connection to facilities and cater for bicycles	Low
3. Raised pedestrian crossing at Trafalgar Street / Pearce Avenue	▪ Raised crossing ▪ Signs / markings ▪ Kerb and gutter	▪ Provide a safe crossing connection near key facilities	Medium
4. Formalise parallel parking along Trafalgar Street (east)	▪ Signs / line marking	▪ Manage traffic flow and parking	Low
5. Pathway connection between Trafalgar Street and the laneway	▪ Earthworks	▪ Complement existing laneway/ kerb ramp for local residents	Low
6. Formalise parking along Trafalgar (west), Gover and Lawrence (north) Streets	▪ Signs / line marking	▪ Improve parking compliance ▪ Improve traffic circulation/safety ▪ Manage property access	High

Table 1 Summary of Recommendations

PROPOSAL

10. Council notes the outcome and recommendations provided within the traffic study report for Peakhurst Park in Peakhurst.
11. Council Engineers will undertake further investigations regarding the design and feasibility of the outlined recommendations, which will be subject to community consultation and funding availability.
12. That a future report to the Local Transport Forum detail the outcomes of the investigations undertaken in relation to the recommendations.

FINANCIAL IMPLICATIONS

13. Financial implications of the recommendations outlined in the traffic study report will be provided to future Local Transport Forums as they are progressed.

COMMUNITY ENGAGEMENT

14. Community engagement will be undertaken for specific recommendations as they are progressed through future Local Transport Forums and as required.

FILE REFERENCE

D26/165409

ATTACHMENTS

Attachment ⇩1 Peakhurst Park - Traffic and Parking Study Report

PEAKHURST PARK

Traffic and Parking Study

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Georges River Council

11 June 2026



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1. INTRODUCTION

1.1 Background

Georges River Council (Council) is undertaking a series of traffic studies within its Local Government Area with the intention of improving traffic congestion and road safety for all road users. One of these studies focuses on Peakhurst Park and its surrounding streets.

Peakhurst Park is the home ground of affiliated football clubs Peakhurst United FC and St George City. In combination, they have dozens of men's and women's teams ranging from under 6's through to seniors and over 35s. This means that player demand for parking occurs throughout the football season during late afternoons and evenings on most days. Also, given that St George City is in the National Premier Leagues, they have the potential to draw up to around 1,000 spectators at home matches. As such, there is peak demand for parking onsite and along the park frontages during the late afternoon and evening. This may result in parking spillover into surrounding residential streets.

The Peakhurst Park Spatial Framework (framework, 3 October 2024) includes a number of upgrades that will increase parking, traffic and active transport access demand at the park, including for the proposed community centre. In recognising the importance of additional parking, Georges River Council is also proposing to formalise the grassed parking area along Hedley Street.

Bitzios Consulting was engaged by Georges River Council (Council) to undertake a traffic and parking study of the park with reference to the framework. The study area is bounded by Jacques Avenue, Forest Road, Pearce Avenue, Trafalgar Street and Hedley Street as shown in Figure 1.1.



Adapted from Nearmap

Figure 1.1: Study Area

1.2 Scope of Works

The scope of this traffic and parking study included the following tasks:

- Review the Peakhurst Park Spatial Framework
- Review the existing site and operation, surrounding road network, public transport and active transport
- Review the existing on-street parking conditions within the study area, including a parking inventory and parking occupancy surveys on one weekday and one weekend day
- Review the most recently available five years of crash data within the study area
- Provide recommendations to improve parking conditions, vehicle movements, pedestrian movements and cyclist movements, and address any safety issues with consideration of upgrades already proposed in the framework.

2. PEAKHURST PARK SPATIAL FRAMEWORK

2.1 Overview

Peakhurst Park is a significant local open space and sporting precinct in the Georges River Local Government Area, accommodating a range of formal sports, informal recreation, and community activities. To better coordinate land uses, the framework establishes a clear spatial vision to guide the future planning, renewal, and staged improvement of the park. The framework provides a strategic structure for balancing organised sport, informal recreation, youth-focused facilities, environmental values, and community use, while responding to population growth and changing recreational trends within the local area.

The framework provides directions by identifying opportunity areas, preferred locations for key uses and principles for future development. It supports Council's obligations under relevant legislation and policies by promoting public accessibility, safety, environmental sustainability and inclusive design.

Peakhurst Park will continue to function as an important neighbourhood and district-level recreational hub, supporting sporting participation, passive recreation, walking and cycling, youth activity, and family use. The framework provides the foundation for future detailed design, funding applications and a comprehensive master plan that ensures the park remains fit-for-purpose, adaptable and responsive to community needs over time.

2.2 Key Features

Key features of the framework include:

- **Youth zone:** Provision of a dedicated youth-focused area, including opportunities for off-road mountain cycling and informal active recreation
- **Movement and connectivity improvements:** Improved internal path networks, clearer park entries and better links to surrounding streets, public transport, and neighbouring open spaces
- **Environmental and landscape enhancements:** Protection and enhancement of landscape character, tree canopy, and natural features, incorporating water-sensitive and sustainable design principles
- **Recreation areas and open space improvement:** Enhance the quality, accessibility and functionality of recreation areas and open spaces across the park through upgrades to passive and informal recreation spaces, and additional seating and shade.

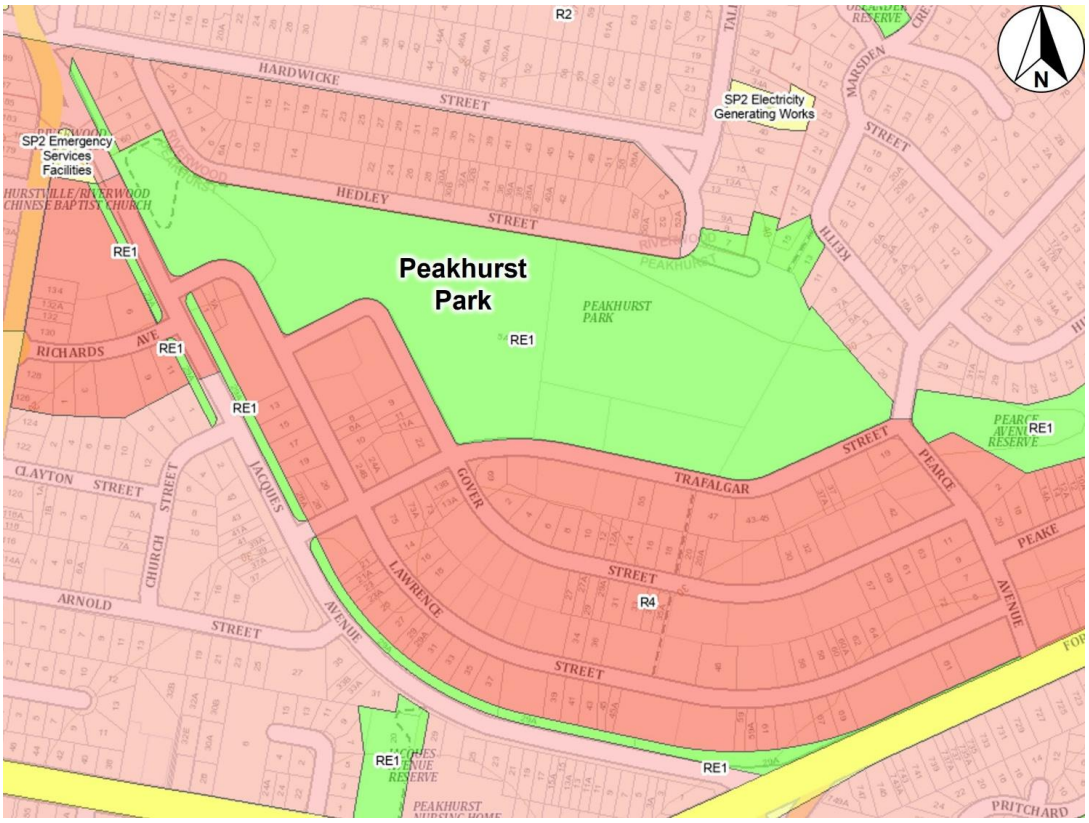
The framework is shown in **Appendix A**.

3. EXISTING CONDITIONS

3.1 Locality

Under the Georges River Local Environmental Plan 2021 as shown in Figure 3.1:

- Peakhurst Park is zoned as RE1 Public Recreation
- Jacques Avenue, Trafalgar Street, Gover Street and Lawrence Street are zoned as R4 High Density Residential
- Hedley Street is zoned as R3 Medium Density Residential.



Adapted from NSW Planning Portal Spatial View – Georges River Local Environmental Plan 2021

Figure 3.1: Land Zoning Map

3.2 Road Network

The road network within the study area is summarised in Table 3.1.

Table 3.1: Surrounding Road Network

Road Name	Road Classification	Cross-section	Speed Limit	Key Features
Trafalgar Street	Local Road	2-lane undivided	50km/h	▪ Kerbside parking ▪ Formal 90° angle parking fronting the park
Gover Street	Local Road	2-lane undivided	50km/h	▪ Kerbside parking ▪ Formal 90° angle parking fronting the park
Hedley Street	Local Road	2-lane undivided	50km/h	▪ Kerbside parking ▪ Formal and informal 90° angle parking fronting the park
Lawrence Street	Local Road	2-lane undivided	50km/h	▪ Kerbside parking ▪ Formal 90° angle parking fronting the park
Jacques Avenue	Local Road	2-lane undivided	50km/h	▪ Kerbside parking ▪ Signalised intersection at Forest Road
Pearce Avenue	Local Road	2-lane undivided	50km/h	▪ Kerbside parking
Hardwicke Street	Local Road	2-lane undivided	50km/h	▪ Kerbside parking
Forest Road	State Road*	6-lane divided	60km/h	▪ Part of MR168 between Mascot and Peakhurst

**Local Road south of Henry Lawson Drive.*

3.3 Public Transport

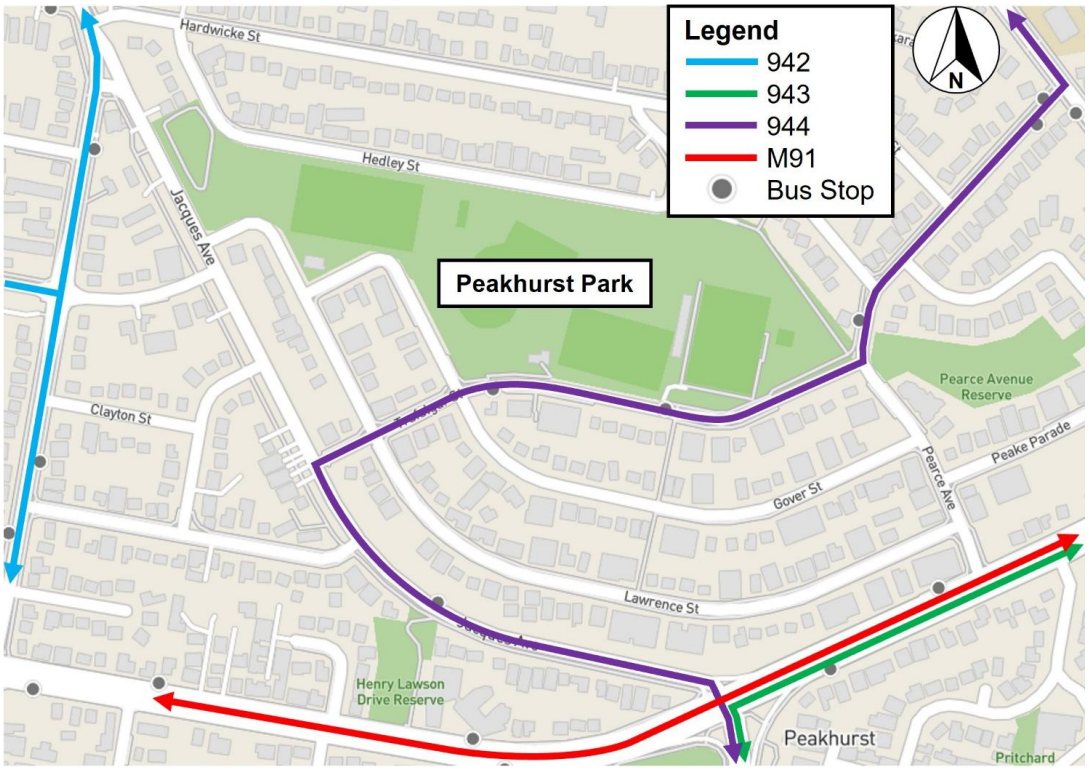
3.3.1 Bus

The site is serviced by four bus routes within 900m walking distance, (operated by either U-Go Mobility or Transit Systems) as summarised in Table 3.2. The routes and stop locations are shown in Figure 3.2.

Table 3.2: Nearby Bus Services

Route No.	Route Description	Service Frequency
942	Lugarno to Campsie	▪ 30 mins (Monday to Saturday) ▪ 60 mins (Sunday and public holidays)
943	Lugarno to Hurstville	▪ 30 mins (weekdays) ▪ 60 mins (weekends and public holidays)
944	Bankstown to Mortdale via Peakhurst Heights	▪ 30 mins (weekdays) ▪ 60 mins (weekends and public holidays)
M91	Hurstville to Parramatta via Padstow & Chester Hill	▪ 10-15 mins (weekdays) ▪ 20 mins (weekends and public holidays)

Source: transportnsw.info



Adapted from transportnsw.info

Figure 3.2: Nearby Bus Network

3.3.2 Train

Riverwood Railway Station is located approximately 1.4km north on Belmore Road. It is serviced by the T8 Airport & South Line between Macarthur and the City via the Airport every 15 minutes throughout the day and more frequently during peak periods.

3.4 Active Transport

The walking network within the study area is generally well-connected, but there is limited direct access to the park. Footpaths are provided at either end of the park connecting with the playground and synthetic football field.

The cycling network is very limited, with only mixed traffic routes for vehicles and bicycles provided along Jacques Avenue, Belmore Road, Hedley Street, Lawrence Street, Gover Street, Trafalgar Street, and Pearce Avenue along the park frontage. As such, cyclist activity is very minimal within the study area with no infrastructure surrounding the park or connections to the wider network.

The nearby active transport network is shown in Figure 3.3.



Sources: Cycleway Finder (Transport for NSW) / Georges River Council Online Mapping System / Nearmap

Figure 3.3: Nearby Active Transport Network

3.5 Site Visits

AM and PM peak site visits were undertaken on Tuesday, 2 December 2025 to observe existing traffic and parking conditions and issues. The weather was clear.

Key issues observed during the site visits included:

- Faded 90° angle parking line marking
- Deep, sudden slope drops with no fence behind the 90° angle parking along Trafalgar Street
- Narrow road width in front of the 90° angle parking area along Trafalgar Street
- Sight line issues at the Gover Street and Lawrence Street bends
- Sight line issues due to trees at the 90° angle parking area along Hedley Street
- No footpath connection to the 90° angle parking areas
- No kerb ramps adjacent to the synthetic field connecting to the laneway between Trafalgar Street and Gover Street
- Lack of formal No Stopping signage and line marking at the Trafalgar Street/Gover Street intersection
- Very narrow road widths on Gover Street and Lawrence Street with only one travel lane for both directions and few passing opportunities due to parked vehicles on both sides. Changing grades and curves also reduce driver sight lines.

A site visit issues map and photos are shown in **Appendix B**.

4. CRASH DATA ANALYSIS

The most recent five years of crash data between January 2020 and December 2024 was obtained from Transport for NSW and used to assess the crash history within the study area.

As per Rule 287 (3) of the NSW *Road Rules 2014*, crashes are only recorded if they are reported to the police and when:

- Any person is killed or injured
- Drivers involved in the crash do not exchange particulars; or
- When a vehicle involved in the crash is towed away.

The crash data was mapped by severity and road user movement code group and is presented in **Appendix C** along with an attribute table. Table 4.1 summarises the number of casualty crashes per year by severity.

Table 4.1: Casualty Crashes within the Study Area (January 2020-December 2024)

Year	Crash Severity				Total
	Fatal	Serious Injury	Moderate Injury	Minor/Other Injury	
2020	-	-	-	-	0
2021	-	-	-	1	1
2022	-	-	1	-	1
2023	-	-	-	-	0
2024	-	-	-	-	0
Total	**0**	**0**	**1**	**1**	**2**

As shown in the above table, two casualty crashes were recorded between January 2020 and December 2024. The data also reveals:

- There were no fatalities or serious injuries
- No pedestrians, pedal cycles, or motorcycles were involved
- One crash was classified as ‘off carriageway, left on right bend into object/parked vehicle’ and the other as ‘entering parking’.

The study area reveals a very low casualty crash rate (less than one crash per year), and no prevailing crash patterns or hotspots.

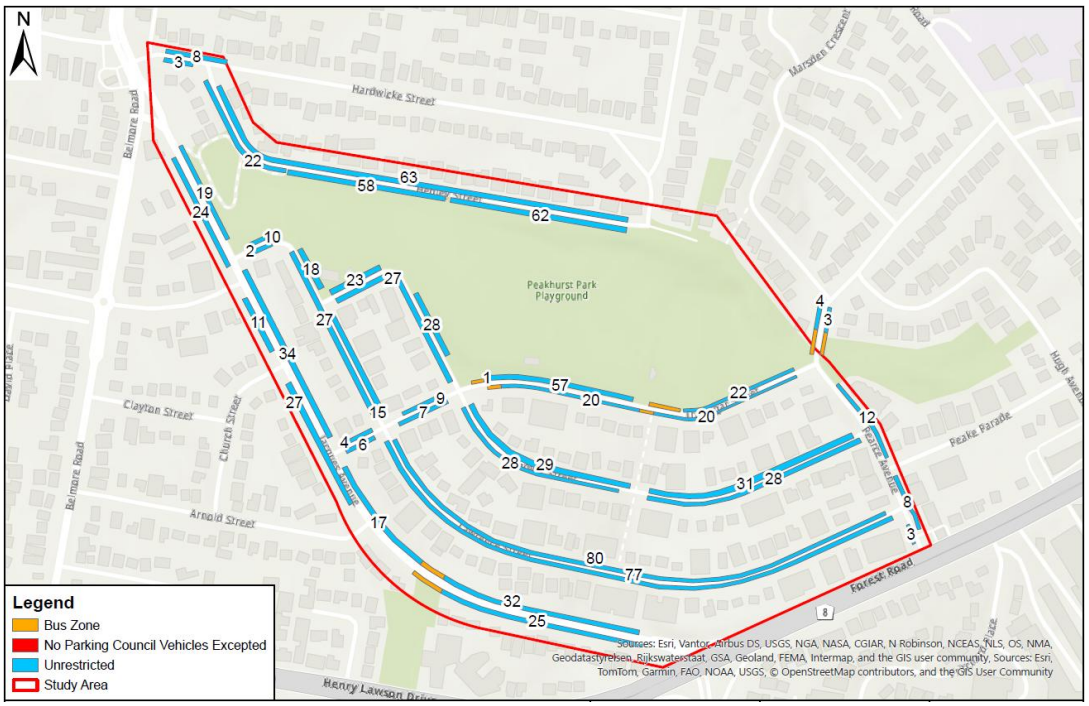
5. PARKING DATA ANALYSIS

5.1 Parking Surveys

Bitzios Consulting engaged Matrix Traffic and Transport to undertake hourly parking occupancy surveys on Tuesday 2 and Saturday 6 December 2025 between 8:00am-8:00pm. Six St George Football Association men's all age and over 35 matches were held (two at a time) at 6:45pm, 7:25pm, and 8:05pm. The surveys covered Jacques Avenue, Trafalgar Street south of Keith Street, Lawrence Street, Hardwicke Street, Hedley Street, Gover Street, and Pearce Avenue. The parking supply and restrictions in each street are summarised in Table 5.1 and their locations are shown in Figure 5.1. The parking survey data and occupancy maps are provided in **Appendix D**.

Table 5.1: Parking Survey Inventory

Location	Parking Restriction	Parking Supply
Jacques Avenue	Unrestricted	189
Trafalgar Street	Unrestricted	145
	No Parking 4am-4pm Council Vehicles Excepted	1
Lawrence Street	Unrestricted	229
Hardwicke Street	Unrestricted	11
Hedley Street	Unrestricted	205
Gover Street	Unrestricted	194
Pearce Avenue	Unrestricted	30
Total		**1,004**



Adapted from World Topographic Map

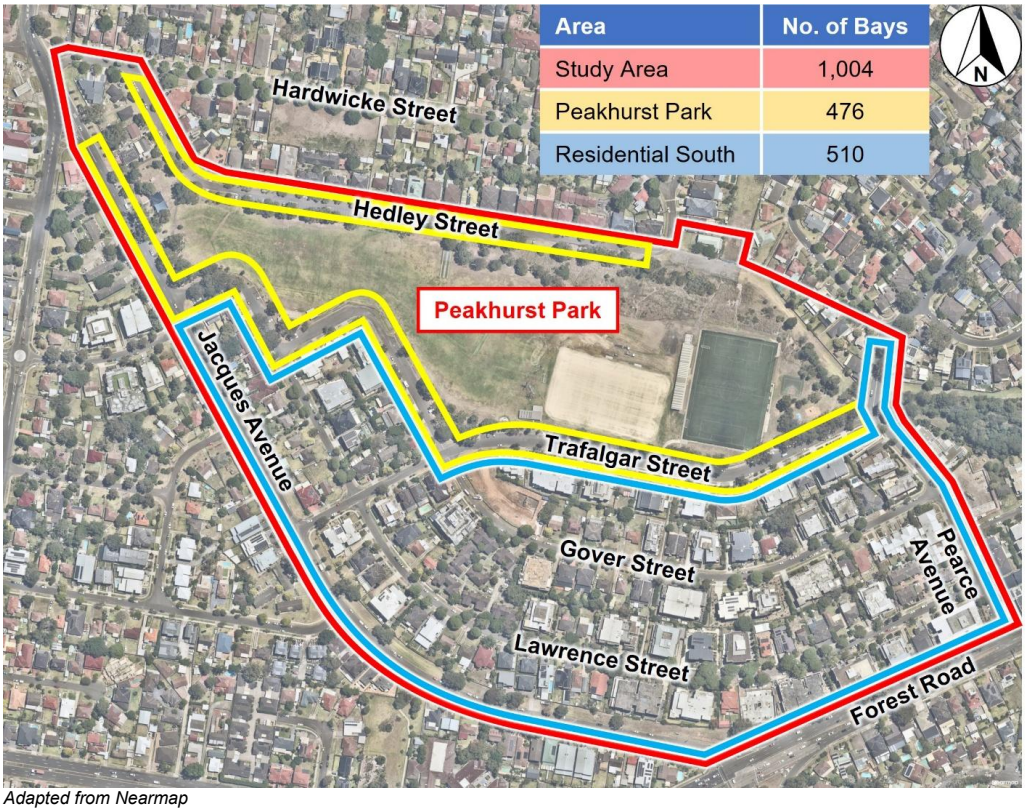
Figure 5.1: Parking Survey Areas

5.2 Occupancy Results

5.2.1 Overview

The parking occupancy data has been analysed for the study area, as well as two sub-areas as follows (see Figure 5.2):

- **Peakhurst Park:** areas directly surrounding the park, including:
  - Jacques Avenue, between Lawrence Street and Hardwicke Street
  - Lawrence Street, between Jacques Avenue and Gover Street
  - Gover Street, between Lawrence Street and Trafalgar Street
  - Trafalgar Street, between Gover Street and Pearce Avenue
  - Hedley Street.
- **Residential south:** where a number of multi-dwelling developments are located, including:
  - Jacques Avenue, between Lawrence Street and Forest Road
  - Lawrence Street, between Gover Street and Pearce Avenue
  - Gover Street, between Trafalgar Street and Pearce Avenue
  - Trafalgar Street, between Gover Street and Jacques Avenue
  - Pearce Avenue.



Adapted from Nearmap

Figure 5.2: Parking Occupancy Areas Analysed

Austroads Guide to Traffic Management Part 11: Parking Management Techniques recommends a target occupancy rate of 85% for maximum efficiency. If a parking area regularly exceeds 85% occupancy it is considered to be 'oversaturated' and can lead to additional drive time for motorists circulating to find available parking, which can lead to increasing congestion and emissions within the centre area. Areas that are over 85% occupancy are typically those where some form of parking management regime change needs to be considered to improve parking availability, and/or turnover. The parking occupancy figures in this report include the 85% occupancy rate.

5.2.2 Study Area

The parking occupancy results for the study area are presented in Figure 5.3. Key observations include:

- The highest occupancy on Tuesday was 406 vehicles (approximately 40%) at 7:00pm
- There was a steady increase in occupancy on Tuesday
- The highest occupancy on Saturday was 385 vehicles (approximately 38%) at 8:00pm
- The occupancy on Saturday remained steady
- There was generally low occupancy across the study area.

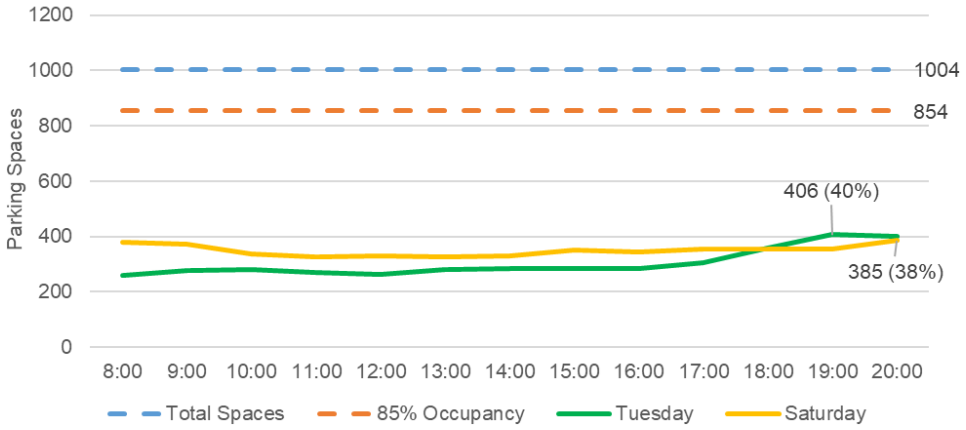


Figure 5.3: Existing Parking Occupancy – Study Area

5.2.3 Peakhurst Park

The parking occupancy results for Peakhurst Park are presented in Figure 5.4. Key observations include:

- The highest occupancy on Tuesday was 136 vehicles (approximately 29%) at 7:00pm
- There was a steady increase in occupancy on Tuesday
- The highest occupancy on Saturday was 116 vehicles (approximately 24%) at 9:00am
- The occupancy on Saturday dropped at 10:00am and then remained steady
- There was generally low occupancy across these areas, mainly due to being the off-season for sporting activities.

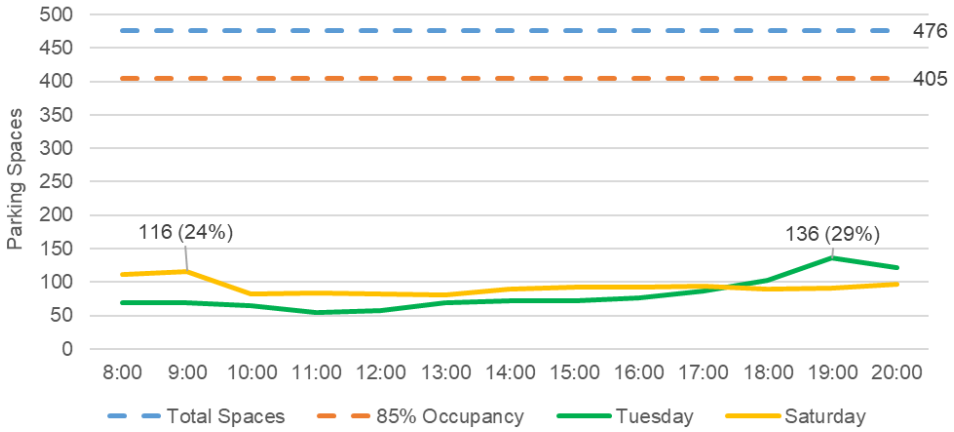


Figure 5.4: Existing Parking Occupancy – Peakhurst Park

5.2.4 Residential South

The parking occupancy results for the residential south are presented in Figure 5.5. Key observations include:

- The highest occupancy on Tuesday was 268 vehicles (approximately 53%) at 8:00pm
- There was a steady increase in occupancy on Tuesday
- The highest occupancy on Saturday was 280 vehicles (approximately 55%) at 8:00pm
- The occupancy on Saturday remained steady before increasing from 5:00pm
- These areas have medium parking occupancy, except for the concentrated areas along Gover Street and Lawrence Street.

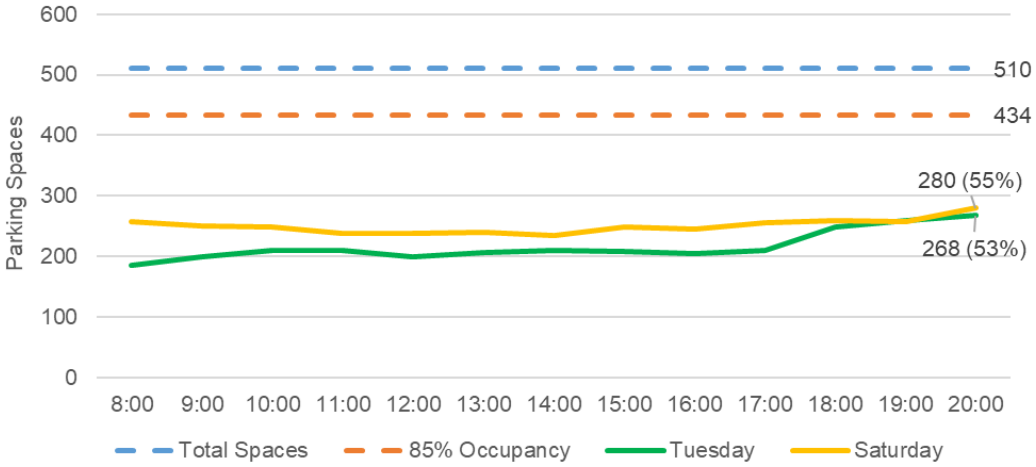


Figure 5.5: Existing Parking Occupancy – Residential South

6. VISITATION CHARACTERISTICS

6.1 2026 Booking Data

The 2026 booking data was provided by Council, which represents the future usage of the park. The park was primarily used for the following sporting activities:

- Football – 57%
- Rugby League – 26%
- Rugby Union – 9%
- Cricket – 1%
- School organised sports such as school carnivals (all kinds) – 7%.

The total number of daily and monthly attendees by activity are presented in Figure 6.1 and Figure 6.2 respectively.

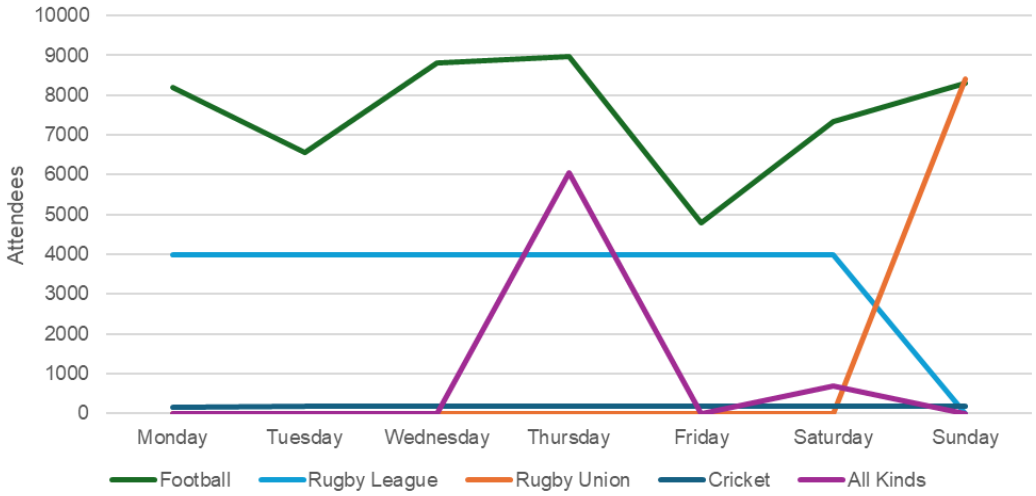


Figure 6.1: Total Daily Attendees by Activity

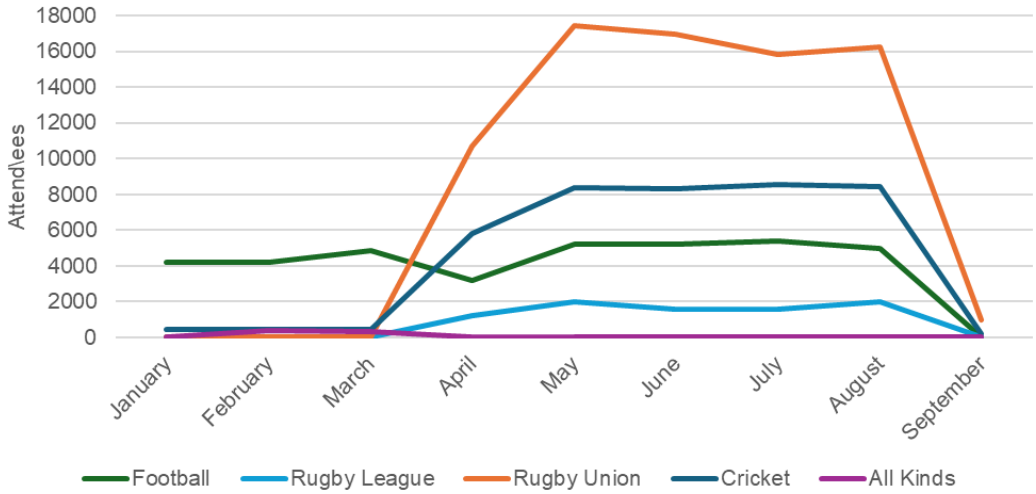


Figure 6.2: Total Monthly Attendees by Activity

The total daily park attendees are presented in Figure 6.3.

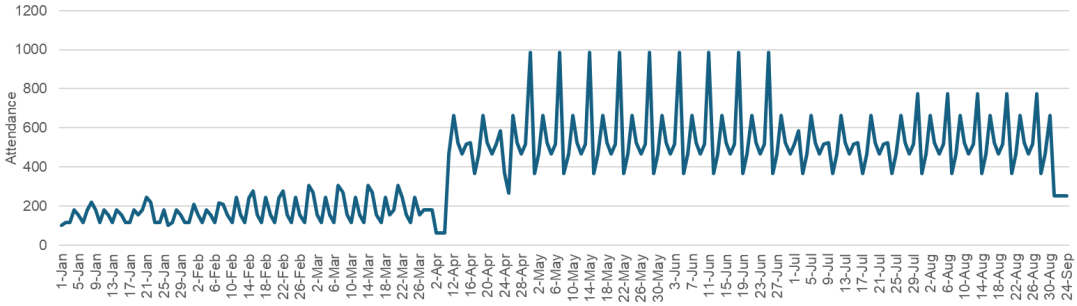


Figure 6.3: Total Daily Park Attendees

The data reveals that the peak weekday demand occurs on Thursday, with up to 985 attendees during May and June. It also reveals that May will be the peak month, with more than 33,000 attendees throughout the month.

6.2 Parking Demand Assumptions

A first-principles approach was used to estimate the future parking demand based on the confirmed 2026 booking data and validated based on past events. Each booking session was broken down into individual games or training sessions to assess overlapping demand.

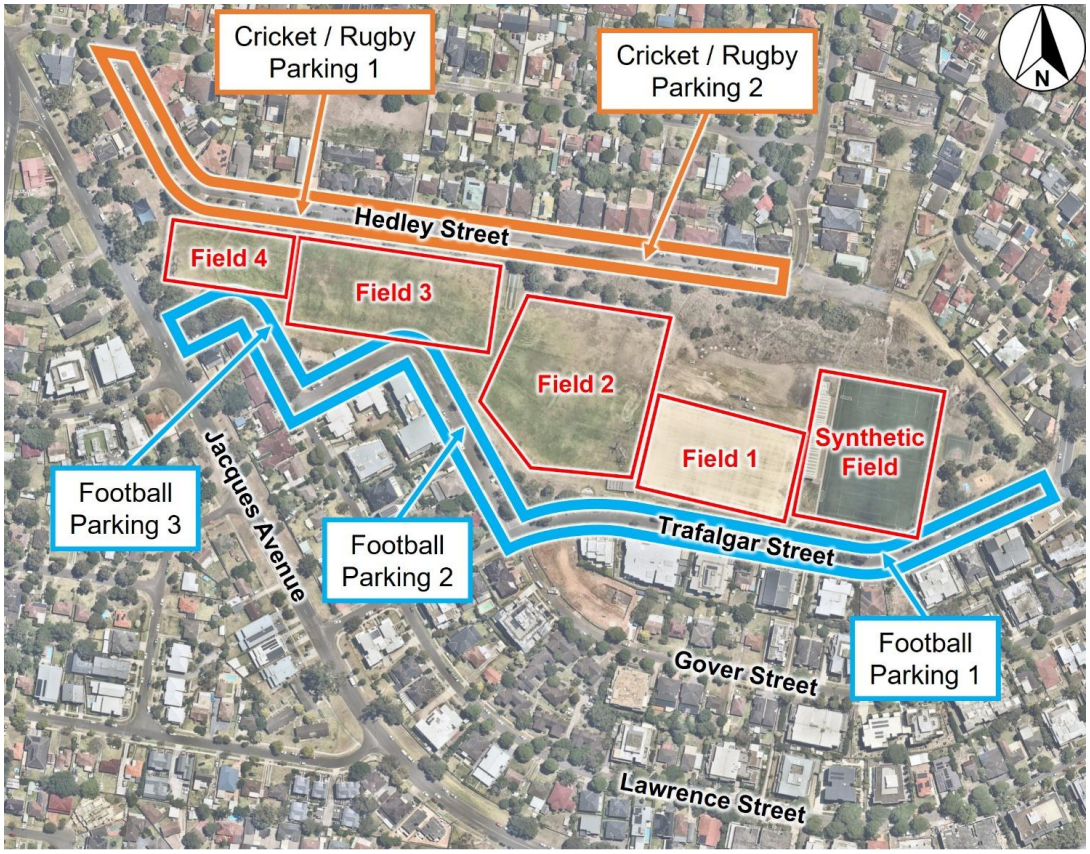
Hourly vehicle trips were calculated to determine simultaneous parking demand, with overlapping arrival and departure periods captured to represent conservative worst-case peak parking demand conditions.

The key assumptions (based on typical rates and past projects) are as follows:

- Junior sports:
  - 2 attendees (children) per vehicle
  - Vehicle mode share of 100%.
- Senior sports:
  - 1.5 attendees (teens/adults) per vehicle
  - Vehicle mode share of 90% based on proximity to Riverwood Station and adjacent bus stops.
- Attendee arrival time: 30 mins prior to session start
- Attendee departure time: 15 mins after session completion.

As the sporting fields are distributed throughout the park, attendees associated with different sports are expected to park in different locations based on proximity and convenience.

Based on the fields booked for each sport, football activities will be held on Fields 1 and 2 and the synthetic field, which are more conveniently accessed from Trafalgar Street, with Gover Street serving as a secondary parking location. Cricket and rugby activities will be held on Fields 3 and 4, which are more conveniently accessed from Hedley Street. This is illustrated in Figure 6.4.



Parking areas numbered in order of choice/proximity to fields. / Adapted from Nearmap

Figure 6.4: Parking Distribution by Sport

6.3 Parking Generation

One peak weekday and weekend day with the highest total attendance from the 2026 booking data have been adopted to estimate the parking demand as follows:

- Thursday, 14 May 2026
- Sunday, 17 May 2026.

The resulting cumulative parking demand for each hour by field is summarised in Table 6.1 and Table 6.2 and the demand by road section is summarised in Table 6.3 and Table 6.4. Detailed calculations are presented in **Appendix E**.

Table 6.1: Estimated Thursday Cumulative Parking Demand by Field

Hour Starting	Playing Field 1	Playing Field 2	Playing Field 3	Playing Field 4	Synthetic Field	Total
4:00pm	0	0	10	10	0	20
5:00pm	0	0	20	20	13	53
6:00pm	9	11	31	31	47	129
7:00pm	23	25	21	21	34	124
8:00pm	14	14	21	21	34	104
9:00pm	0	0	0	0	34	34
10:00pm	0	0	0	0	0	0
Total	**46**	**50**	**103**	**103**	**162**	**464**

Table 6.2: Estimated Sunday Cumulative Parking Demand by Field

Hour Starting	Playing Field 1	Playing Field 2	Playing Field 3	Playing Field 4	Synthetic Field	Total
8:00am	11	13	0	0	18	42
9:00am	11	13	17	17	18	76
10:00am	22	26	40	40	18	146
11:00am	22	27	42	42	18	151
12:00pm	25	14	43	43	36	161
1:00pm	14	0	42	42	18	116
2:00pm	28	0	32	32	18	110
3:00pm	14	0	14	14	18	60
4:00pm	14	0	0	0	18	32
5:00pm	0	0	0	0	18	18
Total	**161**	**93**	**230**	**230**	**198**	**912**

Table 6.3: Estimated Thursday Cumulative Parking Demand by Road Section

Hour Starting	Road Section (Parking Spaces)			
	Hedley Street (195)	Lawrence Street, between Jacques Avenue and Gover Street (34)	Gover Street, between Lawrance Street and Trafalgar Street (78)	Trafalgar, Street between Gover Street and Pearce Avenue (119)
4:00pm	10%	0%	0%	0%
5:00pm	21%	0%	0%	11%
6:00pm	32%	0%	0%	56%
7:00pm	22%	0%	0%	69%
8:00pm	22%	0%	0%	52%
9:00pm	0%	0%	0%	29%
10:00pm	0%	0%	0%	0%

Table 6.4: Estimated Sunday Cumulative Parking Demand by Road Section

Hour Starting	Road Section (Parking Spaces)			
	Hedley Street (195)	Lawrence Street, between Jacques Avenue and Gover Street (34)	Gover Street, between Lawrance Street and Trafalgar Street (78)	Trafalgar Street, between Gover Street and Pearce Avenue (119)
8:00am	0%	0%	0%	35%
9:00am	17%	0%	0%	35%
10:00am	41%	0%	0%	55%
11:00am	43%	0%	0%	56%
12:00pm	44%	0%	0%	63%
1:00pm	43%	0%	0%	27%
2:00pm	33%	0%	0%	39%
3:00pm	14%	0%	0%	27%
4:00pm	0%	0%	0%	27%
5:00pm	0%	0%	0%	15%

The peak parking demand on Thursday will be at 6:00pm with 129 vehicles and 12:00pm on Sunday with 161 vehicles as shown in Figure 6.5. Demand on both days is primarily driven by football and rugby. These demands were then added to the existing Tuesday and Saturday occupancy to estimate the worst-case scenario.

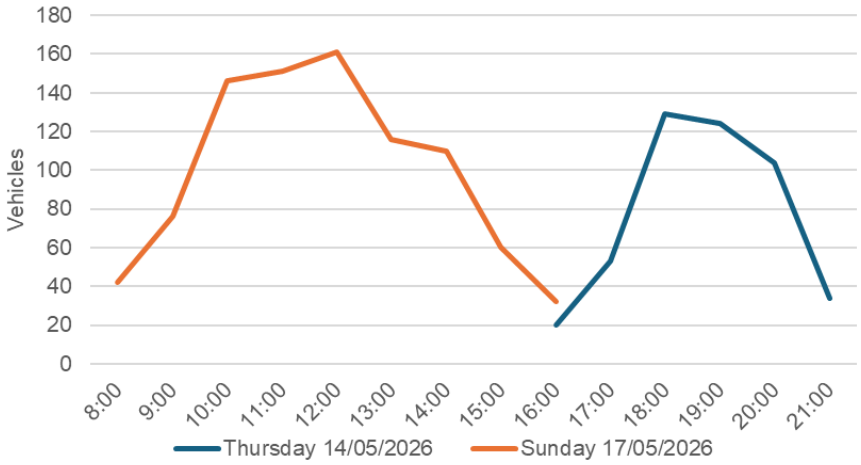


Figure 6.5: Estimated Hourly Cumulative Parking Demand

7. FUTURE PARKING DEMAND

7.1 Approach

A background traffic growth rate was determined based on Peakhurst population estimates between 2017 and 2024 from forecast.id. The rate was calculated to be 1.52%, compounded annually. This rate was applied to the existing parking demand to determine the 2026 and 2036 parking demand.

These future parking projections have assumed the proposals outlined in the Spatial Framework, such as formalisation of the grass parking area (refer to Section 8.4), have been implemented.

To capture the worst-case scenario of the parking occupancy based on the 2026 booking data, 2026 and 2036 parking assessments have been undertaken.

7.2 2026

7.2.1 Study Area

The 2026 parking occupancy for the study area, incorporating the addition of estimated parking demand, is presented in Figure 7.1. Parking occupancy maps are presented in **Appendix F**. Key observations include:

- There is a total of 994 parking spaces in the study area
- The highest weekday occupancy is estimated to be 552 vehicles (approximately 56%) at 7:00pm, an increase of 15% from the existing occupancy
- A rapid increase is expected in weekday occupancy from 4:00pm to 7:00pm
- The highest weekend occupancy is estimated to be 527 vehicles (approximately 53%) at 12:00pm, an increase of 20% from the existing occupancy
- The weekend occupancy is expected to steadily decrease after peaking at 12:00pm and remaining steady from 4:00pm.

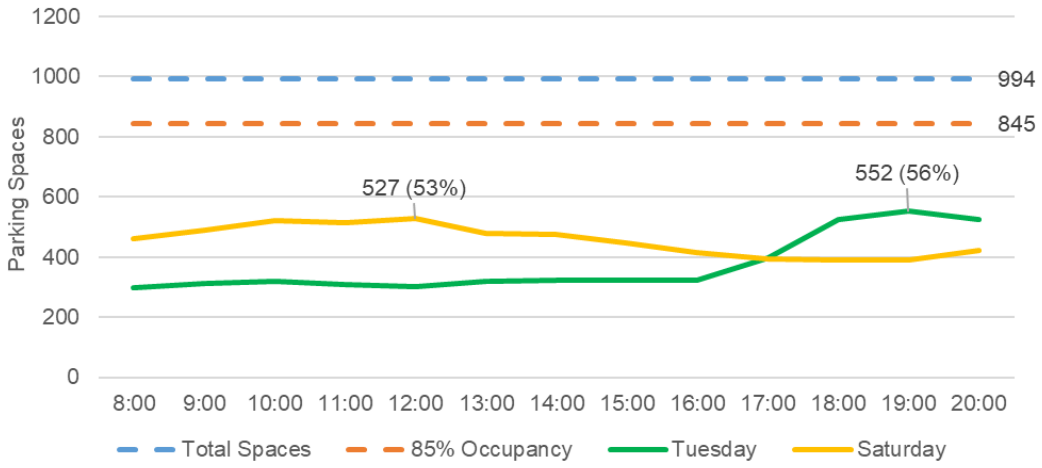


Figure 7.1: 2026 Parking Occupancy – Study Area

7.2.2 Peakhurst Park

The 2026 parking occupancy for Peakhurst Park are presented in Figure 7.2. Key observations include:

- The highest weekday occupancy is estimated to be 256 vehicles (approximately 55%) at 7:00pm, an increase of 26% from the existing occupancy
- A rapid increase is expected in weekday occupancy from 4:00pm to 7:00pm

- The highest weekend occupancy is estimated to be 257 vehicles (approximately 55%) at 12:00pm, an increase of 38% from the existing occupancy
- The weekend occupancy is expected to rapidly increase between 8:00am and 10:00am, then rapidly decrease after peaking at 12:00pm, and remain steady from 5:00pm.

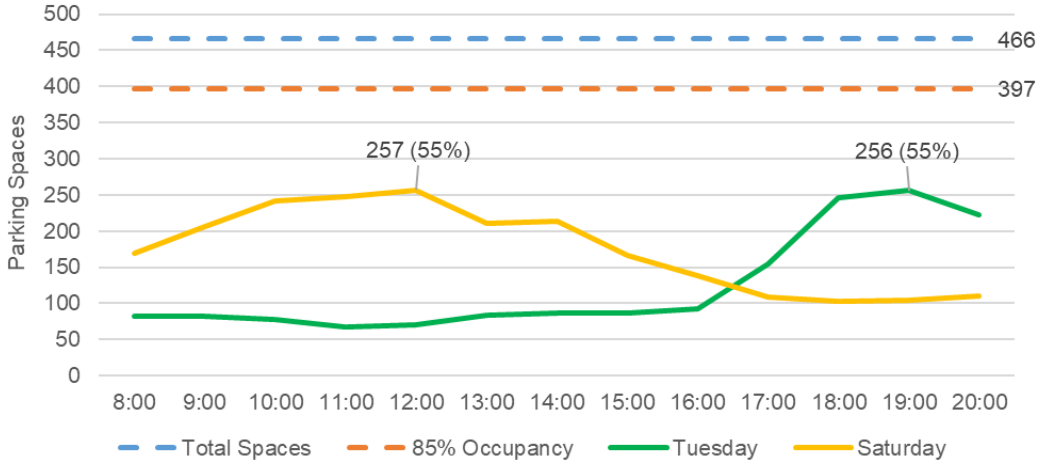


Figure 7.2: 2026 Parking Occupancy – Peakhurst Park

7.2.3 Residential South

The 2026 parking occupancy for the residential south is presented in Figure 7.3. Key observations included:

- The highest weekday occupancy is estimated to be 290 vehicles (approximately 57%) at 8:00pm, an increase of 4% from the existing occupancy
- The highest weekend occupancy is estimated to be 300 vehicles (approximately 59%) at 8:00pm, an increase of 4% from the existing occupancy
- The occupancy on both days is expected to remain steady until 5:00pm.

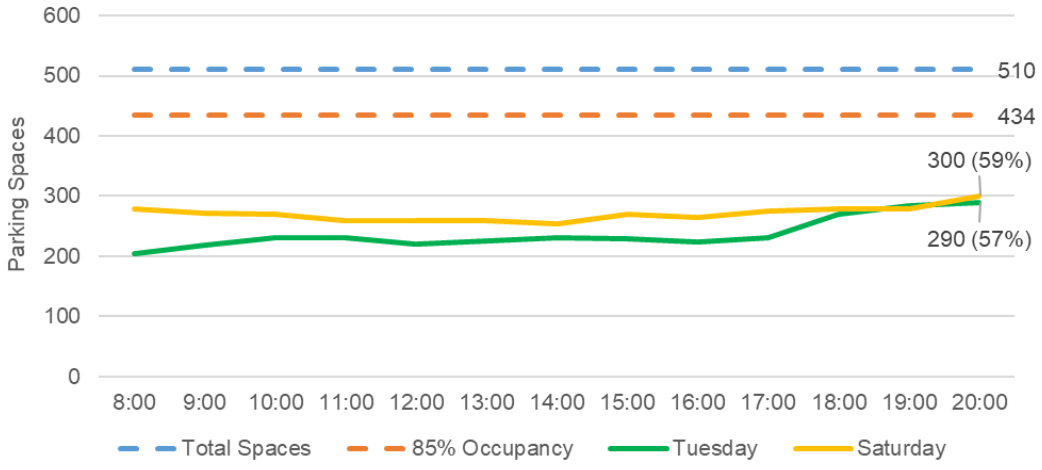


Figure 7.3: 2026 Parking Occupancy – Residential South

7.3 2036

7.3.1 Study Area

The 2036 parking occupancy for the study area, incorporating the addition of estimated trip generation, is presented in Figure 7.4. Parking occupancy maps are presented in **Appendix F**. Key observations include:

- The highest weekday occupancy is estimated to be 608 vehicles (approximately 61%) at 7:00pm, an increase of 21% from the existing occupancy
- The highest weekend occupancy is estimated to be 566 vehicles (approximately 57%) at 12:00pm, an increase of 24% from the existing occupancy.

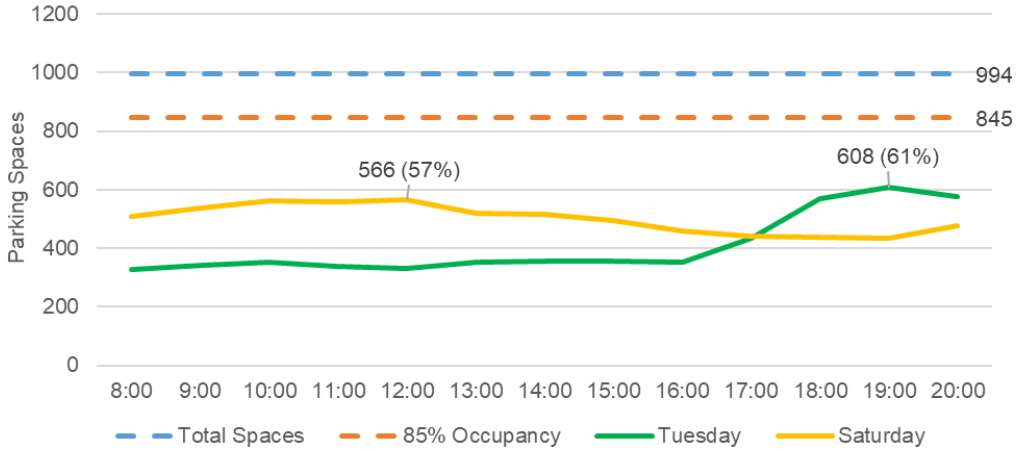


Figure 7.4: 2036 Parking Occupancy – Study Area

7.3.2 Peakhurst Park

The 2036 parking occupancy for Peakhurst Park are presented in Figure 7.5. Key observations included:

- The highest weekday occupancy is estimated to be 273 vehicles (approximately 59%) at 7:00pm, an increase of 30% from the existing occupancy
- The highest weekend occupancy is estimated to be 264 vehicles (approximately 57%) at 12:00pm, an increase of 39% from the existing occupancy.

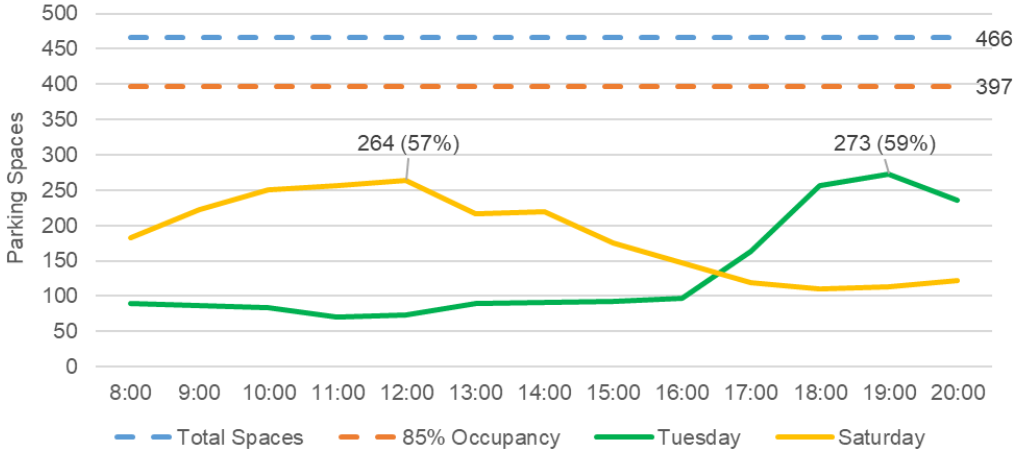


Figure 7.5: 2036 Parking Occupancy – Peakhurst Park

7.3.3 Residential South

The 2036 parking occupancy for the residential south is presented in Figure 7.6. Key observations include:

- The future highest weekday occupancy is estimated to be 329 vehicles (approximately 65%) at 8:00pm, an increase of 12% from the existing occupancy
- The future highest weekend occupancy is estimated to be 343 vehicles (approximately 67%) at 8:00pm, an increase of 12% from the existing occupancy.

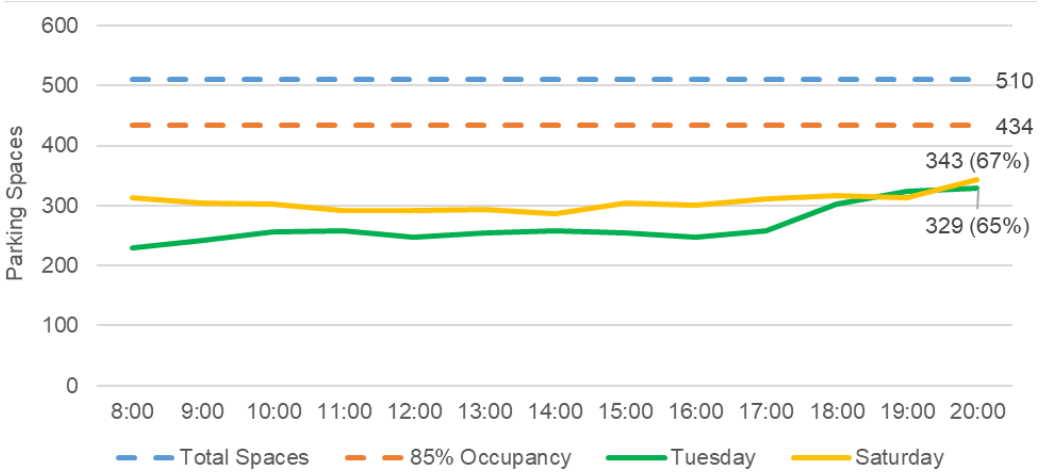


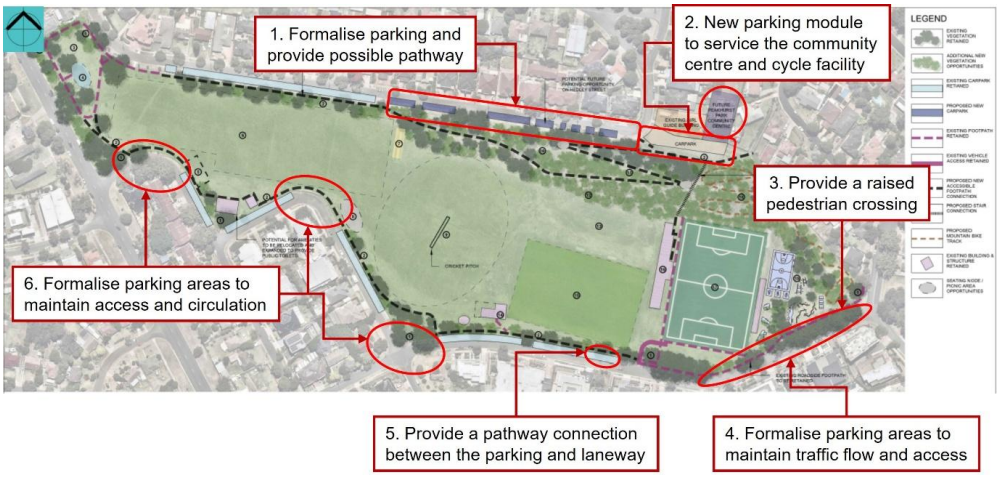
Figure 7.6: 2036 Parking Occupancy – Residential South

8. PARKING IMPROVEMENTS

8.1 Overview

Parking improvements have been proposed based on the site visit issues and a review of infrastructure upgrades already planned as part of the framework. These improvements aim to optimise on-street parking provision surrounding Peakhurst Park while maintaining safe traffic circulation, access, and connectivity to parking facilities. The improvements focus on formalising existing parking areas, improving management and efficiency through signage and line marking, and ensuring parking layouts respond to both recreational and residential demands.

An overview of the proposed improvements is shown in Figure 8.1, Table 8.1 and **Appendix G**. with details provided in the following sections.



Adapted from Peakhurst Park Spatial Framework (Georges River Council, 2024)

Figure 8.1: Proposed Parking Improvements – Overview

Table 8.1: Proposed Parking Improvements – Overview

Recommendation	Treatments	Rationale	Priority
1. Formalise parking and possible shared path along Hedley Street (east)	▪ Pavement works ▪ Kerb and gutter ▪ Signs / line marking ▪ Footpath ▪ Earthworks	▪ Currently informal parking ▪ Pedestrians required to walk around the western side due to the embankment	Medium
2. New parking module to service the community centre and cycle facility	▪ Pavement works ▪ Kerb and gutter ▪ Line marking ▪ Footpath	▪ Provide suitable connection to facilities and cater for bicycles	Low
3. Raised pedestrian crossing at Trafalgar Street / Pearce Avenue	▪ Raised crossing ▪ Signs / markings ▪ Kerb and gutter	▪ Provide a safe crossing connection near key facilities	Medium
4. Formalise parallel parking along Trafalgar Street (east)	▪ Signs / line marking	▪ Manage traffic flow and parking	Low
5. Pathway connection between Trafalgar Street and the laneway	▪ Earthworks	▪ Complement existing laneway/ kerb ramp for local residents	Low
6. Formalise parking along Trafalgar (west), Gover and Lawrence (north) Streets	▪ Signs / line marking	▪ Improve parking compliance ▪ Improve traffic circulation/safety ▪ Manage property access	High

8.2 Trafalgar Street

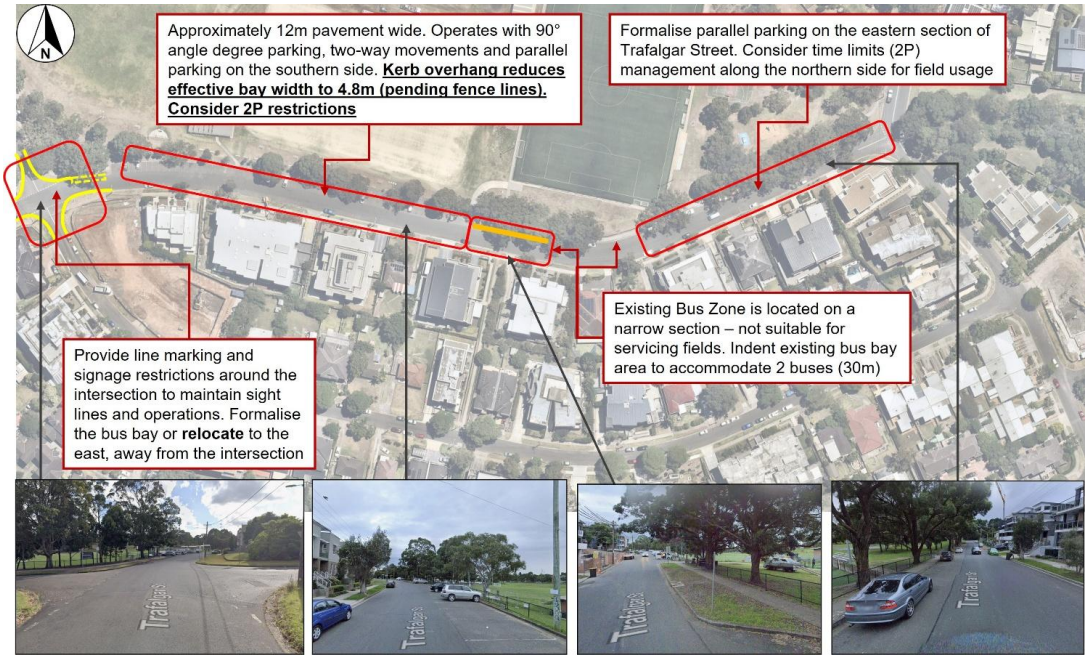
Trafalgar Street between Gover Street and Pearce Avenue has a carriageway width of approximately 12m, accommodating 90° angle parking on the north-western side and parallel parking on the north-eastern side.

Two bus zones are provided on the northern side: one after the Gover Street intersection and the other adjacent to the synthetic field. Due to the constrained road width, these locations are not considered suitable for safe or efficient bus operations, and cause conflicts with parking and general traffic movements.

At the Gover Street intersection, a lack of No Stopping signage and line marking reduces sight distances and increases crash risk for road users at the intersection.

The following improvements are recommended to improve the safety and visibility of traffic operations and user experience along Trafalgar Street (see Figure 8.2):

- Formalise parallel parking on the eastern section
- Implement 2-hour time limits at the 90° angle parking on the western section to cover the duration of games
- Provide No Stopping signage and line marking around the Gover Street intersection to maintain adequate sight lines and safe operations
- Formalise the Gover Street bus zone or relocate it away from the intersection
- Indent the existing synthetic field bus zone to accommodate two buses.



Adapted from Nearmap / Google Street View

Figure 8.2: Proposed Parking Improvements – Trafalgar Street

8.3 Gover and Lawrence Streets (South)

Gover and Lawrence Streets between Trafalgar Street and Pearce Avenue have carriageway widths of approximately 7m, accommodating parallel parking on both sides but only one travel lane for two-way vehicle movements and few passing opportunities. This creates a very constrained and low-speed traffic environment. In some locations, parking near driveways reduces the effective road width and restricts safe vehicle access to and from residential properties. Additionally, changing grades and curves also reduce driver sight lines. As the area grows, on-street parking along Gover and Lawrence Streets will continue to be a premium resource for residential use.

No Parking zones should be considered to allow vehicles to pass, ensure safe, efficient driveway access and improve visibility for vehicles and pedestrians as shown in Figure 8.3.



Adapted from Nearmap

Figure 8.3: Proposed Parking Improvements – Gover and Lawrence Streets (South)

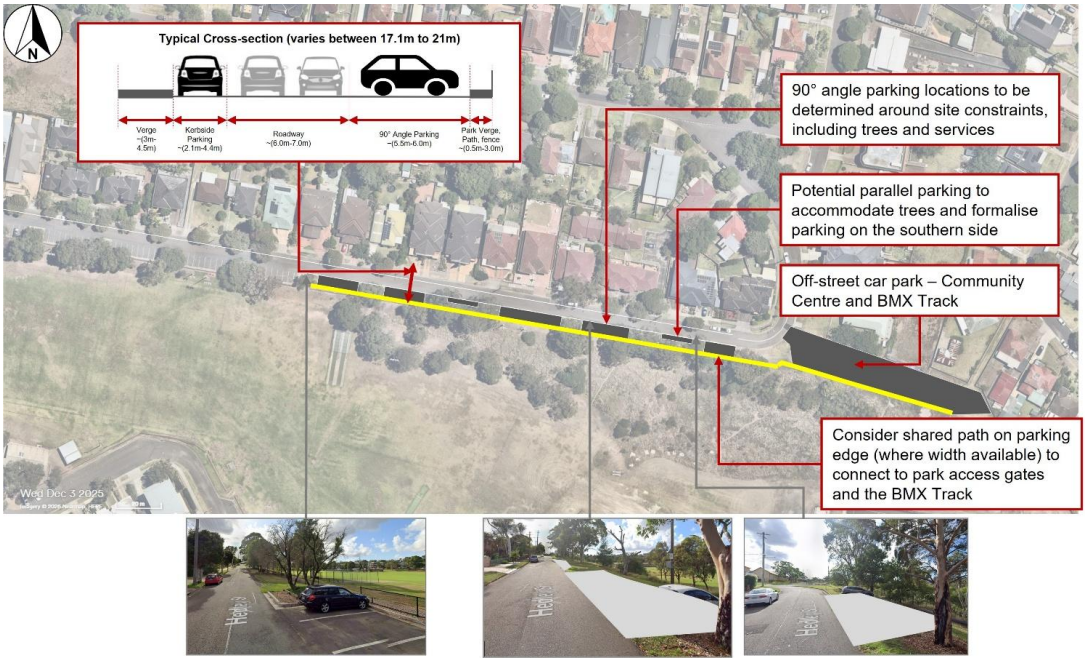
8.4 Hedley Street

Hedley Street has varying road widths of between approximately 17.1m and 21m, accommodating parallel parking on the northern side, formal 90° angle parking on the south-western side, and a large informal grass parking area on the south-eastern side. Constraints include overgrown trees and services, limiting the parking opportunities along the street.

Pedestrian connectivity between parking areas and park access is limited, with some parking areas not directly connected to formal footpaths or park access due to the existing embankment.

The following improvements are recommended to improve vehicle safety movement, enhance pedestrian and cyclist connectivity and provide a well-structured parking environment that supports the peak demand of the park (see Figure 8.4):

- Formalise 90° angle parking along the current grass parking area (as proposed in the framework)
- Formalise parallel parking along the constrained grass area, including trees and services
- Consider the provision of a shared path fronting parking bays to improve pedestrian and cyclist connectivity to the park and the future mountain bike track as shown in the yellow line in Figure 8.4 after formalising the parking area on the eastern end of Hedley Street
- Provide an off-street car park to accommodate the use of the community centre and the bike track. Sufficient room should be provided behind parking spaces to allow people to load and unload their bikes.



Adapted from Nearmap / Google Street View

Figure 8.4: Proposed Parking Improvements – Hedley Street

Given the prevailing minimal cyclist activity and very limited infrastructure within the study area, no other and/or major cycling improvements have been identified.

8.5 Gover Street (North)

Gover Street between Trafalgar Street and Lawrence Street has a road width of approximately 12m, which is insufficient to provide safe two-way vehicle movement, compliant 90° angle parking on the park side, and parallel parking on the residential side.

To resolve this issue, three options have been proposed and are detailed in the following sections:

- **Option 1:** Remove parallel parking on the residential side
- **Option 2:** Retain the non-compliant road width
- **Option 3:** One-way circulation with 45° angle parking.

8.5.1 Option 1: Remove parallel parking on the residential side

Option 1 (see Figure 8.5) proposes to:

- Remove the parallel parking on the residential side
- Install No Stopping signage and line marking, and a double two-way barrier line along the bend
- Install No Parking signage elsewhere.

This maintains clear two-way vehicle movement and improves safety and access but would reduce on-street parking provision along this section.

Line marking of the 90° angle parking would also be updated, and consideration for the provision of an accessible parking space near the park entry gate should also be given, subject to *Disability Discrimination Act 1992* (DDA) compliance review.



Adapted from Nearmap / Google Street View

Figure 8.5: Proposed Parking Improvements – Gover Street (North) Option 1

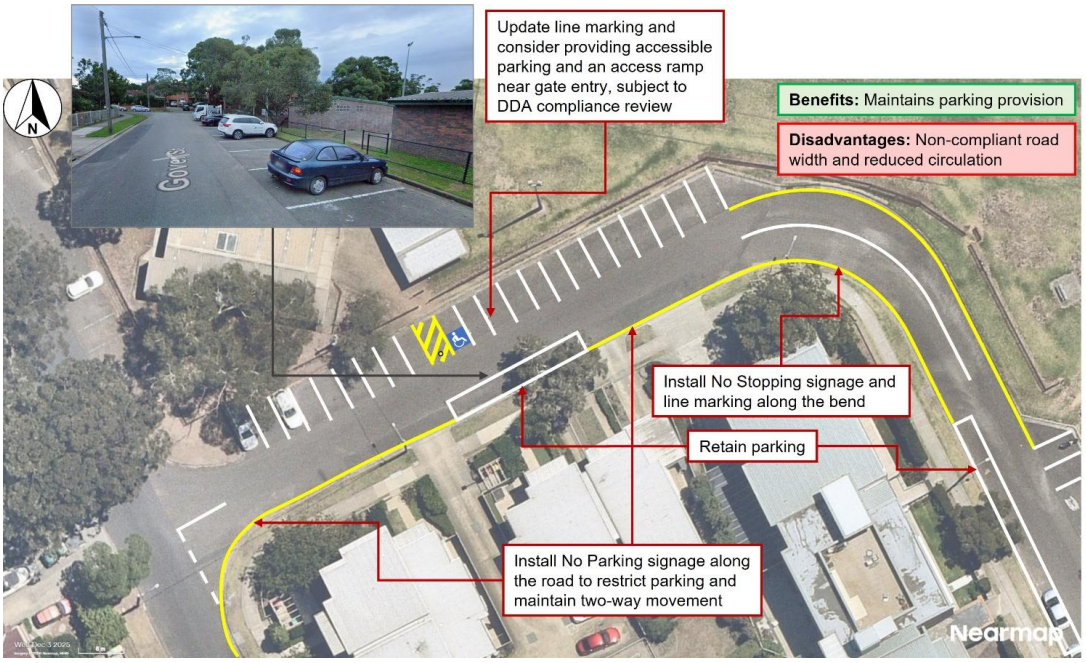
8.5.2 Option 2: Retain the non-compliant road width

Option 2 (see Figure 8.6) proposes to:

- Retain the non-compliant road width by formalising parallel parking bays on the residential side
- Install No Stopping signage and line marking, and a double two-way barrier line along the bend
- Install No Parking signage to maintain two-way vehicle movement.

This maintains on-street parking provision, but the road width remains insufficient to achieve fully compliant circulation.

Line marking of the 90° angle parking would also be updated, and consideration for the provision of an accessible space near the park entry gate should also be given, subject to DDA compliance review.



Adapted from Nearmap / Google Street View

Figure 8.6: Proposed Parking Improvements – Gover Street (Peakhurst Park) Option 2

8.5.3 Option 3: One-way circulation with 45° angle parking

Option 3 (see Figure 8.7) proposes:

- One-way northbound/westbound circulation
- Changing the 90° angle parking to 45° angle parking
- Formalising parallel parking bays on the residential side.

This achieves compliant circulation but would reduce on-street parking provision along this section.

Consideration for the provision of an accessible space near the park entry gate should also be given, subject to DDA compliance review.



Adapted from Nearmap / Google Street View

Figure 8.7: Proposed Parking Improvements – Gover Street (Peakhurst Park) Option 3

8.5.4 Parking Impacts

The parking provision changes under each option are compared in Table 8.2.

Table 8.2: Parking Provision Changes – Gover Street (Peakhurst Park) Options 1-3

Option	Existing	Proposed	Change
1	78	50	-28
2	78	66	-12
3	78	64	-14

8.5.5 Recommendation

Upon consideration of the above options, it is recommended that Option 2 be adopted. The review of the crash history indicates that this section of Gover Street is not inherently unsafe and does not indicate a crash pattern due to the existing circulation arrangement. Compared with Options 1 and 3, Option 2 results in the least loss of parking spaces, improves safety and operations, and provides the most practical outcome.

9. CONCLUSIONS

This traffic and parking study has assessed existing and future parking conditions surrounding Peakhurst Park in the context of current usage patterns and future booking data.

Parking surveys indicate that existing on-street parking within the study area is generally underutilised, with low to moderate occupancy observed during both weekday and weekend conditions. Areas directly adjacent to the park also exhibit low parking demand outside peak sporting seasons, while higher utilisation is concentrated within nearby residential streets along Gover and Lawrence Streets.

Future parking demand has been assessed using a first-principles approach based on confirmed 2026 park booking data. The assessment indicates that, while parking demand is expected to increase during peak weekday evenings and weekend periods, overall parking occupancy across the study area is estimated to remain within acceptable limits. Peak future overall area occupancy is estimated to be approximately 61% on a typical weekday and 57% on a typical weekend day in 2036.

Parking improvements in several areas have been identified to address safety, accessibility and operational arrangement, including formalising existing informal parking areas, improving line marking and signage, and enhancing pedestrian connectivity between parking areas and park facilities. Given the prevailing minimal cyclist activity and very limited infrastructure within the study area, no major cycling improvements have been identified.

Several layout options have proposed for constrained sections of Gover Street to balance parking provision with safe vehicle movement and access requirements. It is recommended that Option 2 be adopted, which would result in a loss of 12 parking spaces while improving safety and operations.

Overall, the study concludes that the existing road network and parking supply, when supported by the proposed improvements, can adequately accommodate current and future demand associated with sporting and community activities at Peakhurst Park.

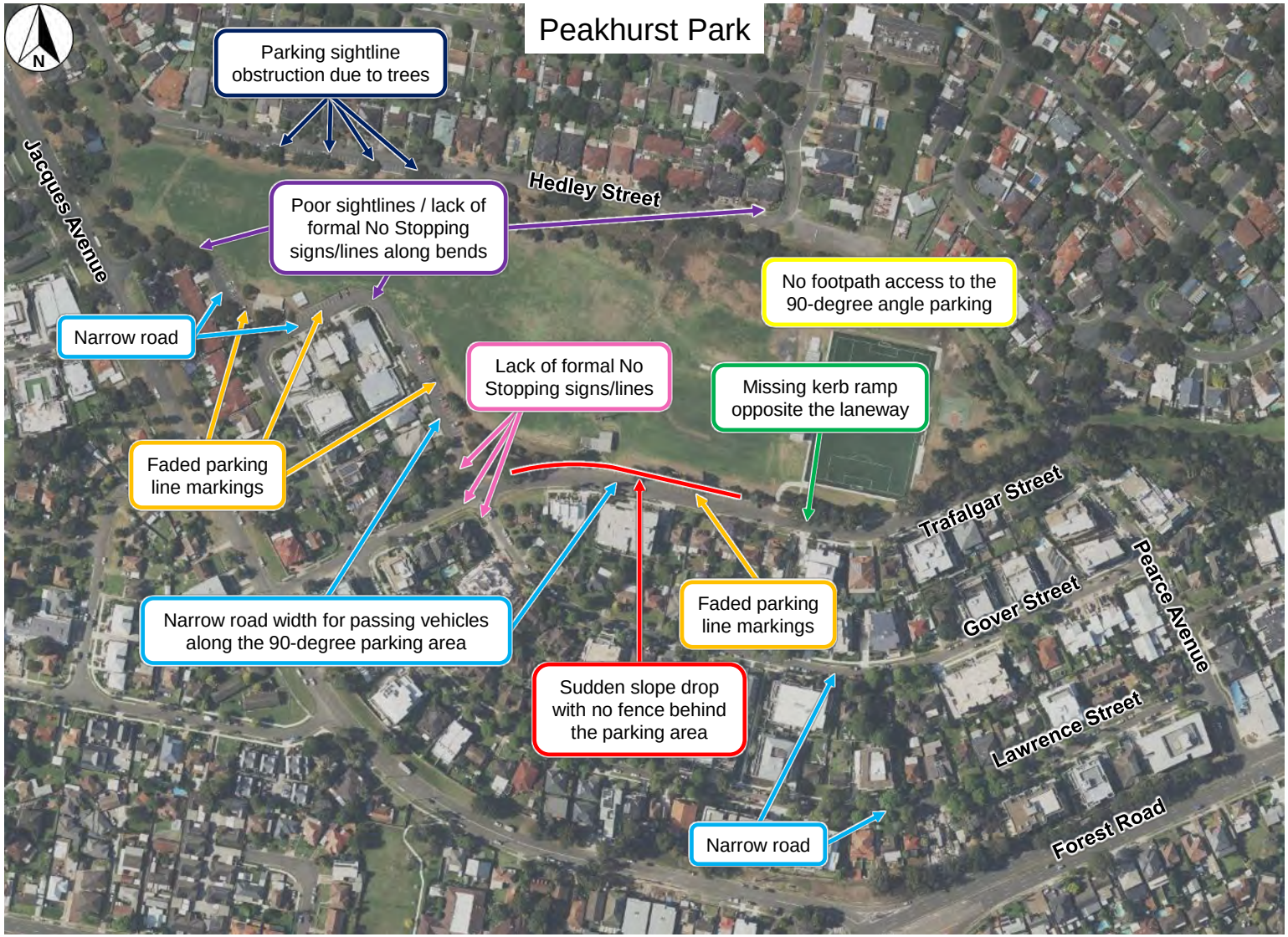
Appendix A: Peakhurst Park Spatial Framework




ACCESS TO THE PARK TO BE PROVIDED WHERE POSSIBLE
POTENTIAL FUTURE PARKING OPPORTUNITY ON HEDLEY STREET
FUTURE PEAKHURST PARK COMMUNITY CENTRE
EXISTING GIRL GUIDE BUILDING
CARPARK
OPPORTUNITY FOR STAIR CONNECTION TO EXISTING FIELDS.
POTENTIAL FOR AMENITIES TO BE RELOCATED AND EXPANDED TO PROVIDE PUBLIC TOILETS
CRICKET PITCH
EXISTING ROADSIDE FOOTPATH TO BE RETAINED.
LEGEND
EXISTING VEGETATION RETAINED
ADDITIONAL NEW VEGETATION OPPORTUNITIES
EXISTING CARPARK RETAINED
PROPOSED NEW CARPARK
EXISTING FOOTPATH RETAINED
EXISTING VEHICLE ACCESS RETAINED
PROPOSED NEW ACCESSIBLE FOOTPATH CONNECTION
PROPOSED STAIR CONNECTION
PROPOSED MOUNTAIN BIKE TRACK
EXISTING BUILDING & STRUCTURE RETAINED
SEATING NODE / PICNIC AREA OPPORTUNITIES
PICNIC SHELTER
INCLUSIVE PLAYGROUND
AMENITY BUILDING
PLANTED EMBANKMENT / HABITAT RESTORATION
AMPHITHEATRE / TERRACED SEATING
MOUNTAIN BIKE TRACK
YOUTH ZONE
ACTIONS:
1 OPPORTUNITIES TO IMPROVE VEGETATION / NATURALISATION
2 OPPORTUNITY TO INCLUDE A PERIMETER FOOTPATH AROUND THE PARK
3 OPPORTUNITIES FOR FUTURE PICNIC AREA. IMPROVEMENT TO INCLUDE THE UPGRADE / REPLACEMENT OF PICNIC TABLES, BBQS, WATER BUBBLERS, BINS AND SHELTERS AS REQUIRED.
4 OPPORTUNITIES FOR FUTURE INCLUSIVE PLAYGROUND UPGRADES / REPLACEMENT. RENEW AND UPGRADE FACILITIES TO NEIGHBORHOOD LEVEL.
5 POTENTIAL OPPORTUNITY TO RELOCATE THE AMENITY BUILDING TO SERVICE BOTH PLAYGROUND AND SPORTS FIELDS.
6 CONTINUE REGULAR ONGOING MAINTENANCE. FUTURE OPPORTUNITIES FOR SPORTS FIELDS IMPROVEMENTS INCLUDING RESURFACING, INSTALLATION OF IRRIGATION AND DRAINAGE SYSTEM.
7 CONTINUE ONGOING MAINTENANCE. OPPORTUNITY FOR FUTURE UPGRADES / REPLACEMENT OF CRICKET NETS.
8 FUTURE OPPORTUNITY FOR SEATING NODE / PICNIC AREA.
9 CONTINUE ON GOING MAINTENANCE. FUTURE OPPORTUNITIES FOR SPORTS OVAL IMPROVEMENT INCLUDING RESURFACING, INSTALLATION OF IRRIGATION AND DRAINAGE SYSTEM.
10 REVEGETATION / ADDITIONAL PLANTING TO EXISTING EMBANKMENT, NATURALISE PLANTING AREAS TO IMPROVE LOCAL FLORA AND FAUNA HABITATS.
11 POTENTIAL PATH CONNECTION FROM TOP OF EXISTING EMBANKMENT INTO THE PARK TO PROVIDE BETTER CONNECTIVITY.
12 POTENTIAL OPPORTUNITY FOR TERRACED SEATING / AMPHITHEATRE.
13 CONTINUE ONGOING MAINTENANCE. OPPORTUNITY TO IMPROVE EXISTING PASSIVE OPEN SPACE.
14 INVESTIGATE POTENTIAL OPPORTUNITIES TO UPGRADE / REPLACE AMENITIES FOR UNIVERSAL USE.
15 CONTINUE REGULAR INSPECTIONS AND MAINTENANCE. FUTURE OPPORTUNITIES FOR UPGRADES / RENEWAL.
16 OPPORTUNITY FOR FUTURE IMPROVEMENT TO INCLUDE STAIRS DOWN TO THE NATURAL FIELD.
17 EXISTING SYNTHETIC SPORTS FIELD, MAINTAIN, UPGRADE AND REPLACE AS REQUIRED.
18 PROPOSED DOWNHILL MOUNTAIN BIKE / BMX TRACK
19 PROPOSED YOUTH ZONE WITH BIKE RACKS, WATER STATION, MULTI COURT, TABLE TENNIS AND PARKOUR EQUIPMENT TO MAXIMUM THE FUNCTION OF THE SPACE.
GENERAL IMPROVEMENT / RECOMMENDATIONS:
- RATIONALISE ALL FENCING AROUND THE PARK TO IMPROVE SITE AESTHETIC, SECURITY AND FUNCTIONALITY.
- INVESTIGATE SPORTS LIGHTING TO IMPROVE SPORTING FACILITY.
- INVESTIGATE OPPORTUNITIES FOR CCTV / IMPROVED PASSIVE SURVEILLANCE TO BE INCLUDED INTO THE PARK.
- SEEK OPPORTUNITIES TO INCREASE NATURALISATION ONSITE TO IMPROVE HABITAT.
- SEEK OPPORTUNITIES TO IMPROVE GATEWAY ENTRY TO THE PARK, INCORPORATING WAY FINDING AND PUBLIC ART OPPORTUNITIES
- FUTURE OPPORTUNITY FOR STORMWATER MANAGEMENT DEVICE TO MANAGE OVERLAND FLOW
- INVESTIGATE OPPORTUNITIES TO INCLUDE FITNESS EQUIPMENT WHERE POSSIBLE
- INVESTIGATE A POTENTIAL ACTIVE TRANSPORT LINK TO PEARCE AVENUE RESERVE
GEORGES RIVER COUNCIL
SPATIAL FRAMEWORK
PEAKHURST PARK, PEAKHURST
PREPARED BY: CITY TECHNICAL SERVICES
FOR: INFORMATION
REV: FINAL-V2
DATE: 03/10/24
SCALE: 1:1000 @ A1
1:2000 @ A3

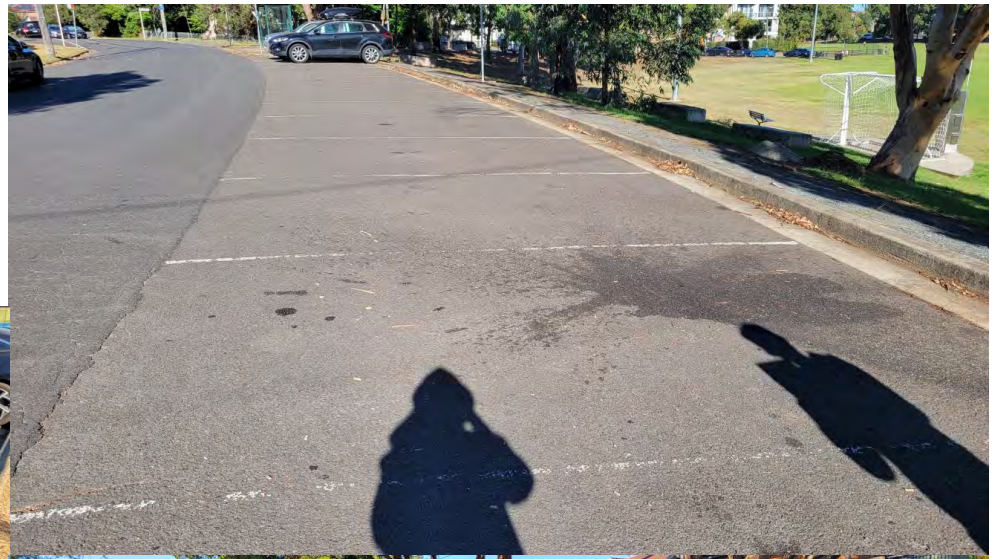
Appendix B: Site Visit Issues




Peakhurst Park
N
Parking sightline obstruction due to trees
Jacques Avenue
Hedley Street
Poor sightlines / lack of formal No Stopping signs/lines along bends
No footpath access to the 90-degree angle parking
Narrow road
Lack of formal No Stopping signs/lines
Missing kerb ramp opposite the laneway
Faded parking line markings
Trafalgar Street
Pearce Avenue
Gover Street
Narrow road width for passing vehicles along the 90-degree parking area
Faded parking line markings
Sudden slope drop with no fence behind the parking area
Lawrence Street
Forest Road
Narrow road

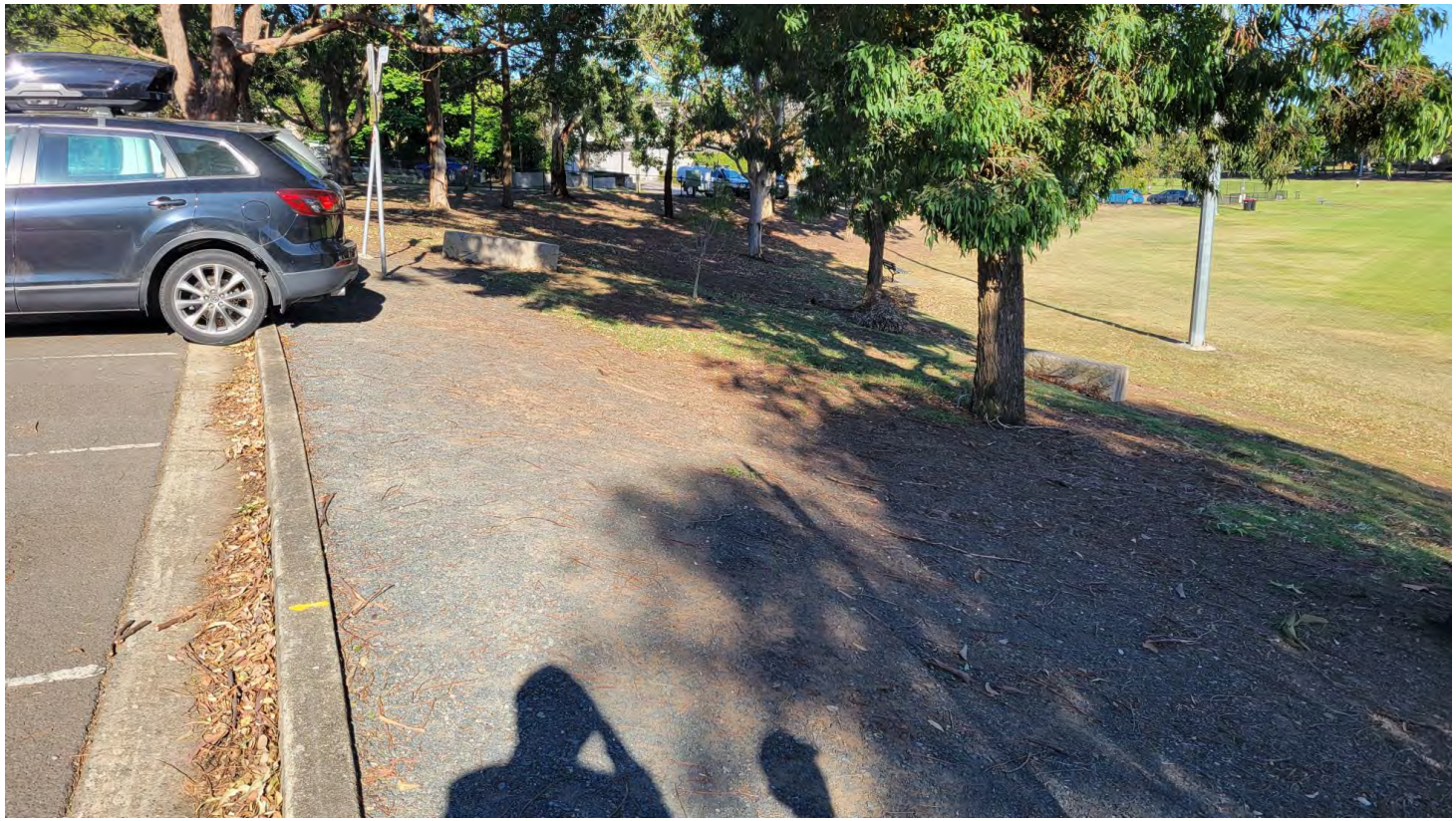
1. Faded parking line markings







2. Suddenly slope deep drop with no fence behind the parking area



3. Narrow road width



3. Narrow road width

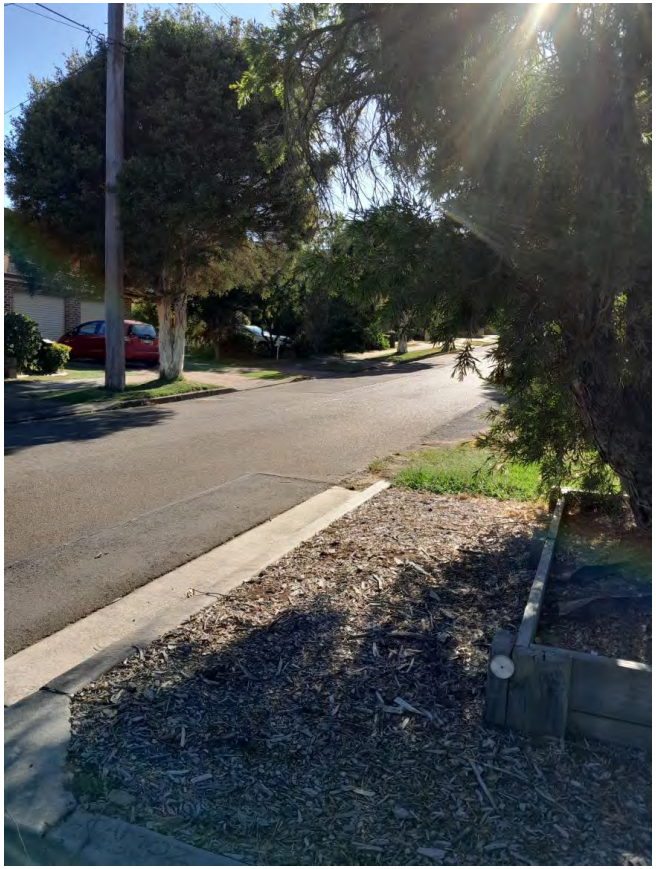


4. Parking slot sight line issue at the bent area





5. Parking space sight line issue due to the trees



6. No footpath connect to the 90° angle parking







7. Missing kerb ramp connected to the laneway



8. Lack of official 'No-Stopping' signage



Appendix C: Crash Data





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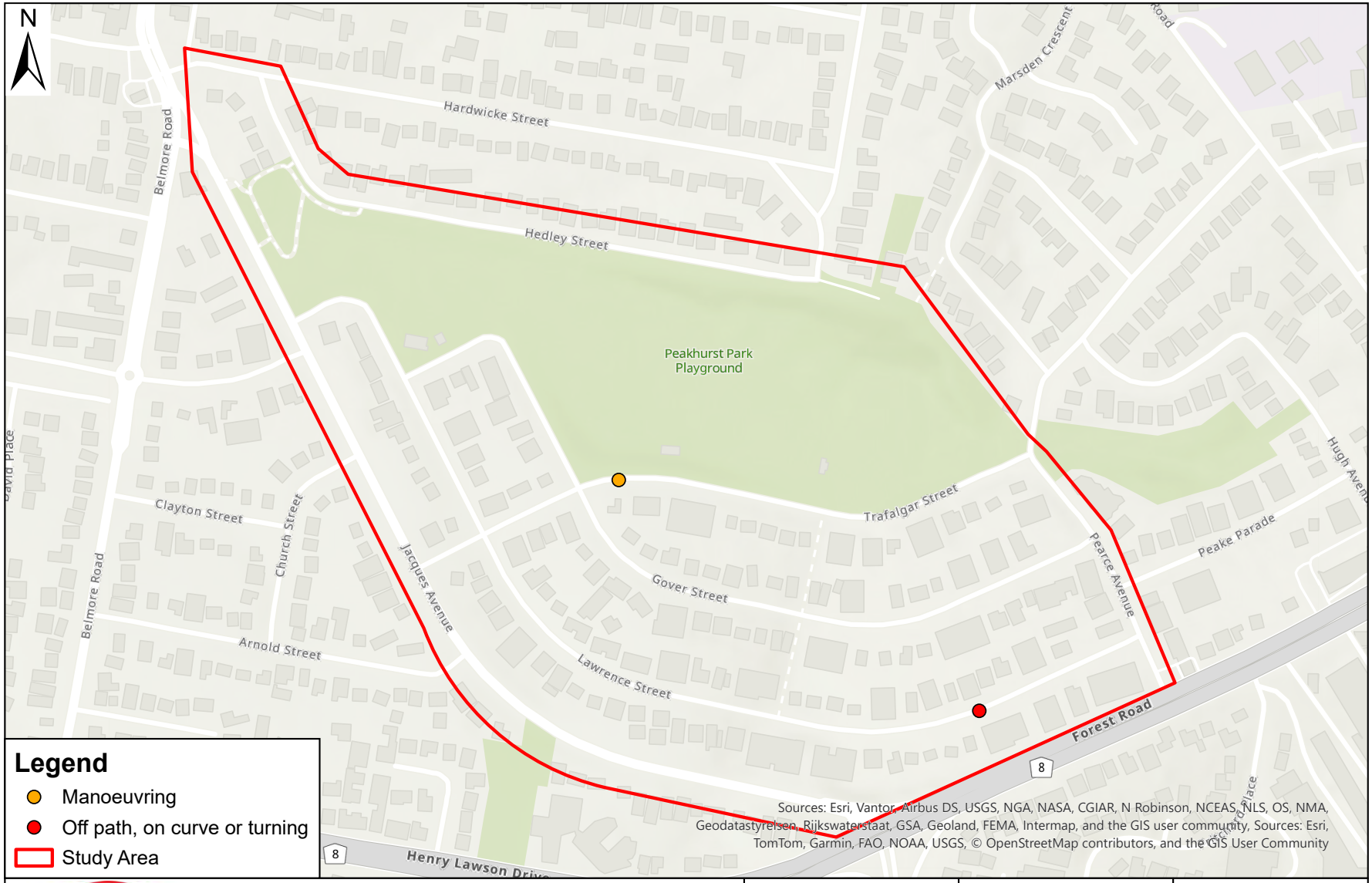
E: admin@bitziosconsulting.com.au

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Crash Severity 2020-2024
Project Number:	P7321
Date:	18/05/2026
Issue:	002



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Newtown NSW 2042
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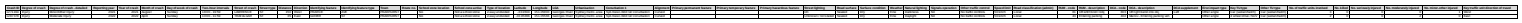
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Crash RUM Code Group 2020-2024
Project Number:	P7321
Date:	18/05/2026
Issue:	002



Appendix D: Parking Surveys / Existing Parking Occupancy



Client	Bitzios Consulting
Date	Tuesday, 2 December 2025
Survey Time	8:00-20:00 (inclusive)
Description	Georges River Parking Survey

MATRIX Traffic and Transport Data



N

[Location]
1. Jacques Ave
2. Trafalgar St
3. Lawrence St
4. Hardwicke St
5. Hedley St
6. Gover St
7. Pearce Ave

Client	Bitzios Consulting
Date	Tuesday, 2 December 2025
Survey Time	8:00-20:00 (inclusive)
Description	Georges River Parking Survey

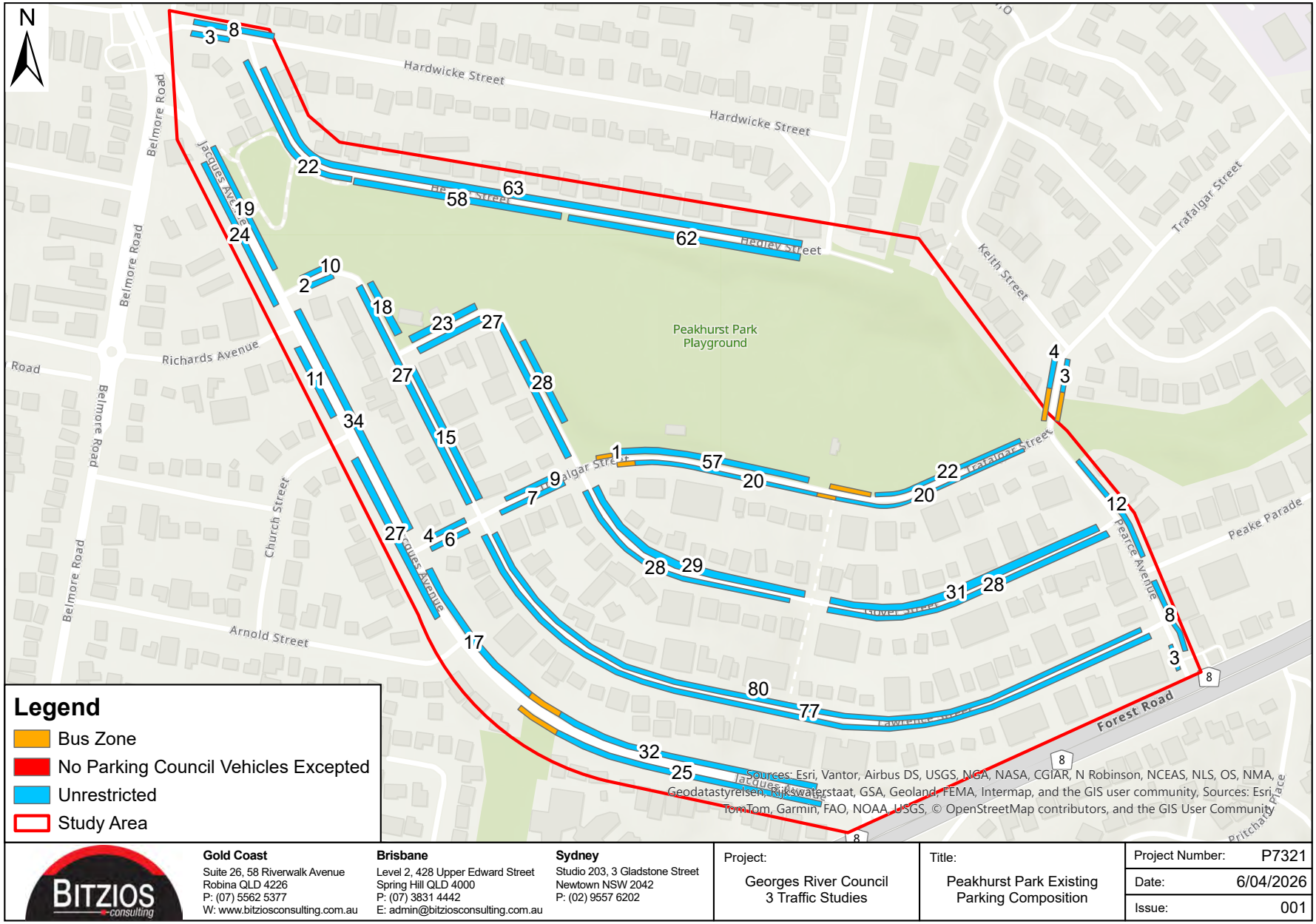
MATRIX Traffic and Transport Data

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
1. Jacques Ave	East side	Hardwicke St & Lawrence St	No Restriction		**19**	4	5	6	5	3	5	4	4	2	5	3	3	4
			No Stopping															
		Lawrence St & Trafalgar St	No Stopping															
			No Restriction		**34**	7	8	9	9	8	8	8	8	8	10	8	9	9
			No Stopping															
		Trafalgar St & Forest Rd	No Stopping															
			No Restriction		**17**	4	5	5	8	8	6	7	5	5	4	4	4	3
			Bus Zone															
	West side	Henry Lawson Dr & Arnold St	No Restriction		**32**	10	11	13	9	10	8	12	9	10	9	11	12	8
			No Stopping															
			No Restriction		**25**	12	9	11	12	12	12	13	12	14	12	14	13	14
			Bus Zone															
		Arnold St & Church St	No Restriction		**27**	5	7	6	6	6	6	4	5	3	3	5	6	5
		Church St & Richards Ave	No Restriction		**11**	3	4	5	3	3	3	4	3	4	4	3	3	3
		Richards Ave & Hardwicke St	No Stopping															
			No Restriction		**24**	0	0	0	0	0	0	0	0	2	2	3	3	3
				Total	**189**	**45**	**49**	**55**	**52**	**50**	**48**	**52**	**46**	**48**	**49**	**51**	**53**	**49**
				% Capacity		**24%**	**26%**	**29%**	**28%**	**26%**	**25%**	**28%**	**24%**	**25%**	**26%**	**27%**	**28%**	**26%**
2. Trafalgar St	North side	Jacques Ave & Lawrence St	No Stopping															
			No Restriction		**4**	0	0	0	1	0	0	0	1	0	0	0	0	0
			No Stopping															
		Lawrence St & Gover St	No Restriction		**9**	2	1	1	3	1	1	1	1	3	2	2	2	3
		Gover St & Pearce Ave	No Stopping															
			Bus Zone															
			No Parking	4am-4pm Council Vehicles Excepted; 90° Angle Parking Front to Kerb	**1**	0	0	0	0	0	0	0	0	0	0	0	1	0
			No Restriction	90° Angle Parking Front to Kerb	**57**	5	5	7	5	6	9	6	9	10	11	9	60	29
			No Stopping															
			Bus Zone															
			No Restriction		**22**	8	7	6	3	4	6	7	8	8	9	13	16	14
	South side	Pearce Ave & Gover St	No Stopping															
			No Restriction		**20**	6	8	9	8	11	11	12	12	11	9	15	16	13
			Bus Zone															
			No Restriction		**20**	10	9	6	5	5	6	5	6	9	11	10	14	11
			Bus Zone															
		Gover St & Lawrence St	No Stopping															
			No Restriction		**7**	3	3	3	3	3	4	4	4	3	3	4	3	5
		Lawrence St & Jacques Ave	No Stopping															
			No Stopping															
			No Restriction		**6**	0	0	1	1	1	2	1	1	0	2	2	2	1
			No Stopping															
				Total	**146**	**34**	**33**	**33**	**29**	**31**	**39**	**36**	**42**	**44**	**47**	**55**	**84**	**76**
				% Capacity		**23%**	**23%**	**23%**	**20%**	**21%**	**27%**	**25%**	**29%**	**30%**	**32%**	**38%**	**58%**	**52%**
3. Lawrence St	East side	Jacques Ave & Gover St	No Stopping															
			No Restriction		**10**	1	2	2	1	1	1	1	1	1	1	1	1	1
			No Restriction	90° Angle Parking	**18**	2	3	3	2	2	2	4	2	3	3	5	3	4
		Gover St & Trafalgar St	No Stopping															
			No Restriction		**15**	3	3	3	4	4	3	2	3	1	3	4	6	6
		Trafalgar St & Pearce Ave	No Stopping															
			No Restriction		**80**	43	47	44	48	39	42	32	34	37	39	53	52	56
			No Stopping															
	West side	Pearce Ave & Trafalgar St	No Stopping															
			No Restriction		**77**	39	41	39	35	32	33	38	37	32	35	39	42	42
			No Stopping															
		Trafalgar St & Jacques Ave	No Stopping															
			No Restriction		**27**	4	4	6	6	8	8	9	9	9	6	6	7	7
			No Stopping															
			No Restriction		**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping															
				Total	**229**	**92**	**100**	**97**	**96**	**86**	**89**	**86**	**86**	**83**	**97**	**108**	**111**	**116**
				% Capacity		**40%**	**44%**	**42%**	**42%**	**38%**	**39%**	**38%**	**38%**	**36%**	**42%**	**47%**	**48%**	**51%**
4. Hardwicke St	North side	Belmore Rd & Lauricella Ln	No Board															
	South side	Lauricella Ln & Opposite Hedley St	No Restriction		**8**	2	2	2	2	3	2	1	1	2	2	2	2	2
		Hedley St & Belmore Rd	No Restriction		**3**	1	1	1	1	1	1	1	1	1	1	1	1	1
				Total	**11**	**3**	**3**	**3**	**3**	**4**	**3**	**2**	**2**	**3**	**3**	**3**	**3**	**3**
				% Capacity		**27%**	**27%**	**27%**	**27%**	**36%**	**27%**	**18%**	**18%**	**27%**	**27%**	**27%**	**27%**	**27%**
5. Hedley St	North side	Hedley St(Walking Path) & Hardwicke St	No Stopping															
			No Restriction		**63**	8	7	6	8	5	6	7	6	5	3	4	6	5
	South side	Hardwicke St & Hedley St(Walking Path)	No Restriction		**22**	6	7	5	4	4	4	5	4	4	6	7	6	6
			No Restriction	90° Angle Parking	**58**	6	5	5	3	2	2	4	4	5	6	8	7	8
			No Restriction	90° Angle Parking (Parking on Gravel, no marked bays)	**62**	2	2	2	2	5	6	4	4	5	6	5	5	5
			No Stopping															
				Total	**205**	**22**	**21**	**18**	**17**	**16**	**18**	**20**	**18**	**19**	**23**	**24**	**22**	**24**
				% Capacity		**11%**	**10%**	**9%**	**8%**	**8%**	**9%**	**10%**	**9%**	**9%**	**10%**	**12%**	**11%**	**12%**
6. Gover St	East side	Lawrence St & Trafalgar St	No Stopping															
			No Restriction	90° Angle Parking, Vehicles under 6m only	**23**	0	0	2	2	3	2	3	1	1	1	1	2	1
			No Restriction	90° Angle Parking	**28**	5	4	3	4	4	5	5	5	4	6	11	9	11
		Trafalgar St & Pearce Ave	No Restriction		**29**	12	15	16	14	13	13	16	10	10	12	16	19	19
			No Stopping															
			No Restriction		**31**	8	9	12	11	14	18	16	21	20	19	18	22	24
	West side	Pearce Ave & Trafalgar St	No Stopping															
			No Restriction		**28**	8	10	13	11	13	14	15	13	14	16	25	25	25
			No Stopping															
			No Restriction		**28**	7	9	10	10	9	9	12	14	12	16	17	17	20
		Trafalgar St & Lawrence St	No Restriction		**27**	6	5	2	2	2	4	5	6	7	8	7	6	6
			No Stopping															
				Total	**194**	**46**	**52**	**58**	**54**	**58**	**65**	**72**	**70**	**68**	**78**	**95**	**100**	**106**
				% Capacity		**24%**	**27%**	**30%**	**28%**	**30%**	**34%**	**37%**	**36%**	**35%**	**40%**	**49%**	**52%**	**55%**
7. Pearce Ave	East side	Keith St & Peake Pde	No Restriction		**3**	2	2	2	1	1	1	1	1	0	1	1	3	3
			Bus Zone															
			No Stopping						1									
			No Restriction		**12**	6	5	5	8	7	7	9	10	11	8	10	7	9
		Peake Pde & Forest Rd	No Stopping															
			No Stopping															
			No Restriction		**8**	6	5	5	6	7	7	5	5	5	5	5	6	6
			No Stopping															
	West side	Forest Rd & Lawrence St	No Stopping															
			No Restriction		**3**	3	3	3	2	2	2	3	3	3	3	3	3	3
		Lawrence St & Gover St	No Stopping															
			No Parking															
			No Stopping															
		Gover St & Trafalgar St	No Stopping															
			No Parking															
			No Stopping															
		Trafalgar St & Keith St	No Stopping															
			Bus Zone															
			No Restriction		**4**	2	3	3	2	2	2	0	1	1	2	2	4	4
				Total	**30**	**19**	**18**	**18**	**20**	**19**	**19**	**18**	**20**	**20**	**19**	**21**	**23**	**25**
				% Capacity		**63%**	**60%**	**60%**	**67%**	**63%**	**63%**	**60%**	**67%**	**67%**	**63%**	**70%**	**77%**	**83%**

Client Bitzios Consulting
Date Saturday, 6 December 2025
Survey Time 8:00-20:00 (inclusive)
Description Georges River Parking Survey

MATRIX Traffic and Transport Data

Street Name	Side of Street	Between	Restriction	Applicable Hours	Supply	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
1. Jacques Ave	East side	Hardwicke St & Lawrence St	No Restriction		19	6	6	4	6	5	4	5	4	5	5	5	4	4
			No Stopping															
		Lawrence St & Trafalgar St	No Stopping															
			No Restriction		34	12	10	10	10	10	12	12	14	12	14	14	14	14
			No Stopping															
		Trafalgar St & Forest Rd	No Stopping															
			No Restriction		17	4	4	4	4	5	4	5	4	2	2	2	2	3
			Bus Zone															
	West side	Henry Lawson Dr & Arnold St	No Restriction		32	16	14	16	15	13	14	10	10	12	12	12	12	14
			No Stopping															
			No Restriction		25	14	14	15	13	14	14	10	10	13	13	10	10	13
			Bus Zone															
		Arnold St & Church St	No Restriction		27	6	7	7	7	7	7	6	6	6	6	6	5	6
		Church St & Richards Ave	No Restriction		11	5	4	4	4	4	3	3	4	3	4	4	4	4
		Richards Ave & Hardwicke St	No Stopping															
			No Restriction		24	2	3	3	2	2	1	5	5	5	8	6	5	5
			Total		189	65	62	63	61	60	63	56	57	58	64	59	56	63
			% Capacity			34%	33%	33%	32%	32%	33%	30%	30%	31%	34%	31%	30%	33%
2. Trafalgar St	North side	Jacques Ave & Lawrence St	No Stopping															
			No Restriction		4	1	2	2	0	0	0	0	0	0	0	0	0	0
			No Stopping															
		Lawrence St & Gover St	No Restriction		9	3	2	2	2	2	2	1	2	2	2	1	2	2
		Gover St & Pearce Ave	No Stopping															
			Bus Zone															
			No Parking	4am-4pm Council Vehicles Excepted; 90° Angle Parking Front to Kerb	1	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Restriction	90° Angle Parking Front to Kerb	57	15	14	12	10	11	8	12	12	11	8	8	14	13
			No Stopping															
			Bus Zone															
			No Restriction		22	18	17	9	8	6	7	9	9	8	7	6	4	7
			No Stopping															
	South side	Pearce Ave & Gover St	No Stopping															
			No Restriction		20	13	12	8	8	6	7	9	6	7	8	10	10	12
			Bus Zone															
			No Restriction		20	11	14	13	13	14	15	11	13	12	14	10	10	11
			Bus Zone															
		Gover St & Lawrence St	No Stopping															
			No Restriction		7	4	3	3	5	5	5	4	4	5	5	4	3	3
		Lawrence St & Jacques Ave	No Stopping															
			No Stopping															
			No Restriction		6	2	2	2	2	3	3	3	1	1	1	1	1	2
			No Stopping															
			Total		146	67	66	51	48	47	47	49	47	46	45	40	44	50
			% Capacity			46%	45%	35%	33%	32%	32%	34%	32%	32%	31%	27%	30%	34%
3. Lawrence St	East side	Jacques Ave & Gover St	No Stopping															
			No Restriction		10	1	1	1	1	1	0	0	0	0	1	0	0	0
			No Restriction	90° Angle Parking	18	7	7	3	3	3	3	3	3	3	5	6	4	
		Gover St & Trafalgar St	No Stopping															
			No Restriction		15	6	5	5	6	6	5	5	5	5	4	7	6	6
		Trafalgar St & Pearce Ave	No Stopping															
			No Restriction		80	48	49	49	45	48	44	50	51	50	46	55	54	60
			No Stopping															
	West side	Pearce Ave & Trafalgar St	No Stopping															
			No Restriction		77	36	33	36	37	32	35	32	37	32	39	32	32	39
			No Stopping															
		Trafalgar St & Jacques Ave	No Stopping															
			No Restriction		27	10	8	8	7	7	7	7	8	10	10	8	9	8
			No Stopping															
			No Restriction		2	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping															
			Total		229	108	103	102	99	97	94	97	104	100	103	107	107	117
			% Capacity			47%	45%	45%	43%	42%	41%	42%	45%	44%	45%	47%	47%	51%
4. Hardwicke St	North side	Balmoral Rd & Lauricella Ln	No Board															
		Lauricella Ln & Opposite Hedley St	No Restriction		8	4	4	4	4	4	4	5	5	5	4	4	5	5
	South side	Hedley St & Balmoral Rd	No Restriction		3	2	1	0	0	0	0	0	1	1	0	0	0	1
			Total		11	6	5	4	4	4	4	5	6	6	4	4	5	6
			% Capacity			55%	45%	36%	36%	36%	36%	45%	55%	55%	36%	36%	45%	55%
5. Hedley St	North side	Hedley St(Walking Path) & Hardwicke St	No Stopping															
			No Restriction		63	10	11	10	9	11	9	10	13	10	10	10	14	12
	South side	Hardwicke St & Hedley St(Walking Path)	No Restriction		22	4	3	3	3	3	4	4	6	6	6	6	6	6
			No Restriction	90° Angle Parking	58	3	4	2	4	4	4	5	7	7	7	5	4	6
			No Restriction	90° Angle Parking (Parking on Gravel, no marked bays)	62	2	1	1	2	2	3	3	3	2	2	3	0	1
			No Stopping															
			Total		205	19	19	16	18	20	20	22	27	25	25	24	24	25
			% Capacity			9%	9%	8%	9%	10%	10%	11%	13%	12%	12%	12%	12%	12%
6. Gover St	East side	Lawrence St & Trafalgar St	No Stopping															
			No Restriction	90° Angle Parking, Vehicles under 6m only	23	5	9	0	0	0	1	1	2	2	2	3	3	4
			No Restriction	90° Angle Parking	28	9	7	8	9	9	7	9	8	11	10	9	7	8
		Trafalgar St & Pearce Ave	No Restriction		29	11	12	11	11	10	11	10	15	15	18	18	18	18
			No Stopping															
			No Restriction		31	21	23	22	20	21	23	23	23	23	20	27	25	25
			No Stopping															
	West side	Pearce Ave & Trafalgar St	No Restriction		28	20	22	25	23	22	23	18	23	25	26	21	25	24
			No Stopping															
			No Restriction		28	16	16	13	13	14	14	14	15	15	16	20	16	17
		Trafalgar St & Lawrence St	No Restriction		27	6	7	5	5	5	3	3	3	3	3	3	4	4
			No Stopping															
			Total		194	88	96	84	81	81	82	84	89	94	95	101	98	100
			% Capacity			45%	49%	43%	42%	42%	42%	43%	46%	48%	49%	52%	51%	52%
7. Pearce Ave	East side	Keith St & Peake Pde	No Restriction		3	1	1	1	1	2	1	1	2	2	2	0	1	
			Bus Zone												1	1	1	
			No Stopping															
			No Restriction		12	12	10	7	7	8	6	7	8	7	9	8	11	12
			No Stopping															
		Peake Pde & Forest Rd	No Stopping															
			No Restriction		8	7	7	5	5	6	5	6	6	5	5	6	6	7
			No Stopping															
	West side	Forest Rd & Lawrence St	No Stopping															
			No Restriction		3	3	3	3	3	2	3	2	3	2	3	3	3	3
		Lawrence St & Gover St	No Stopping															
			No Parking															
			No Stopping															
		Gover St & Trafalgar St	No Stopping															
			No Parking															
			No Stopping															
		Trafalgar St & Keith St	No Stopping															
			Bus Zone															
			No Restriction		4	2	1	1	1	2	1	1	1	1	1	1	1	1
			Total		30	25	22	17	17	20	16	17	20	17	21	21	22	24
			% Capacity			83%	73%	57%	57%	67%	53%	57%	67%	57%	70%	70%	73%	80%



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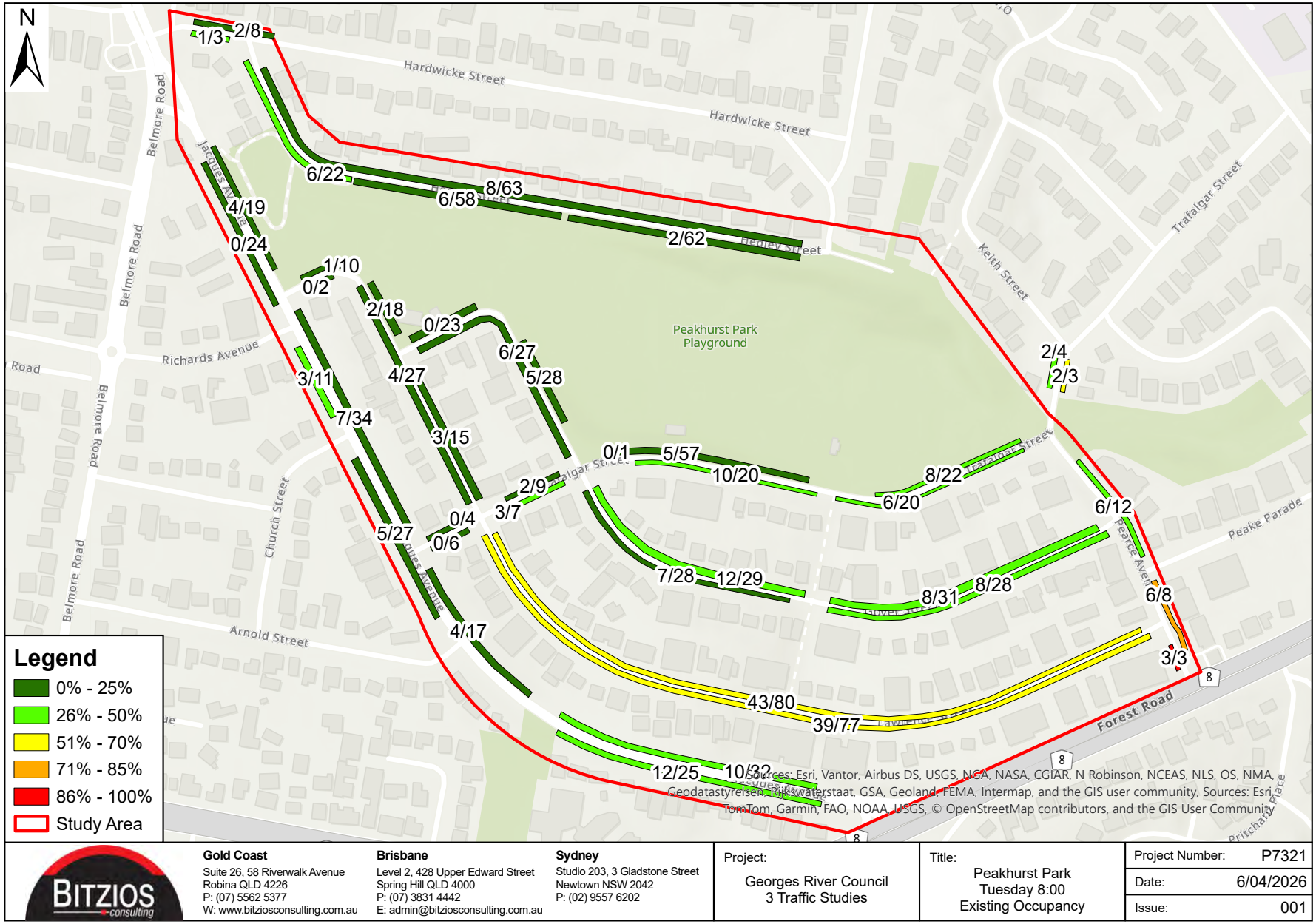
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Existing Parking Composition
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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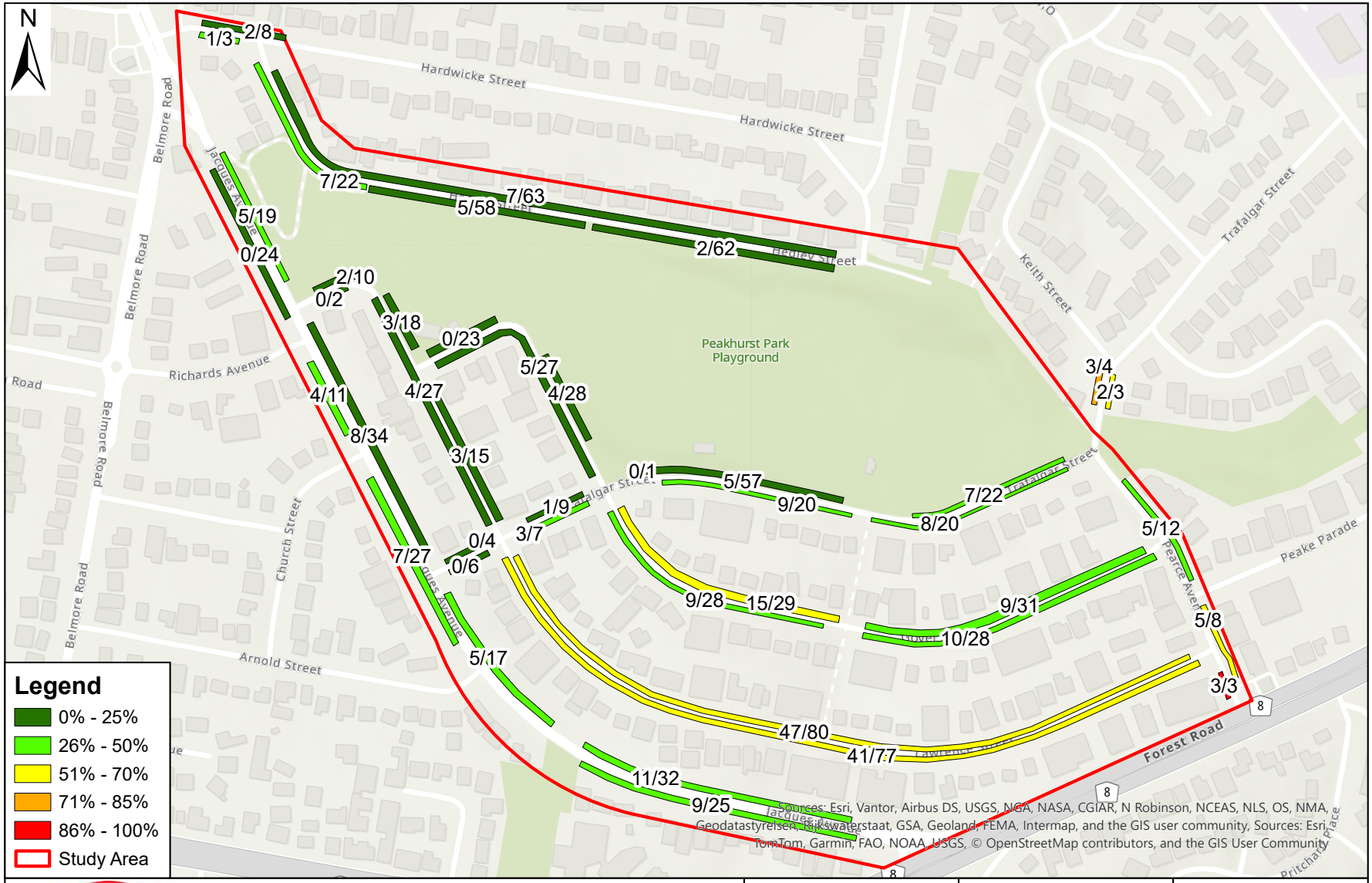
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 8:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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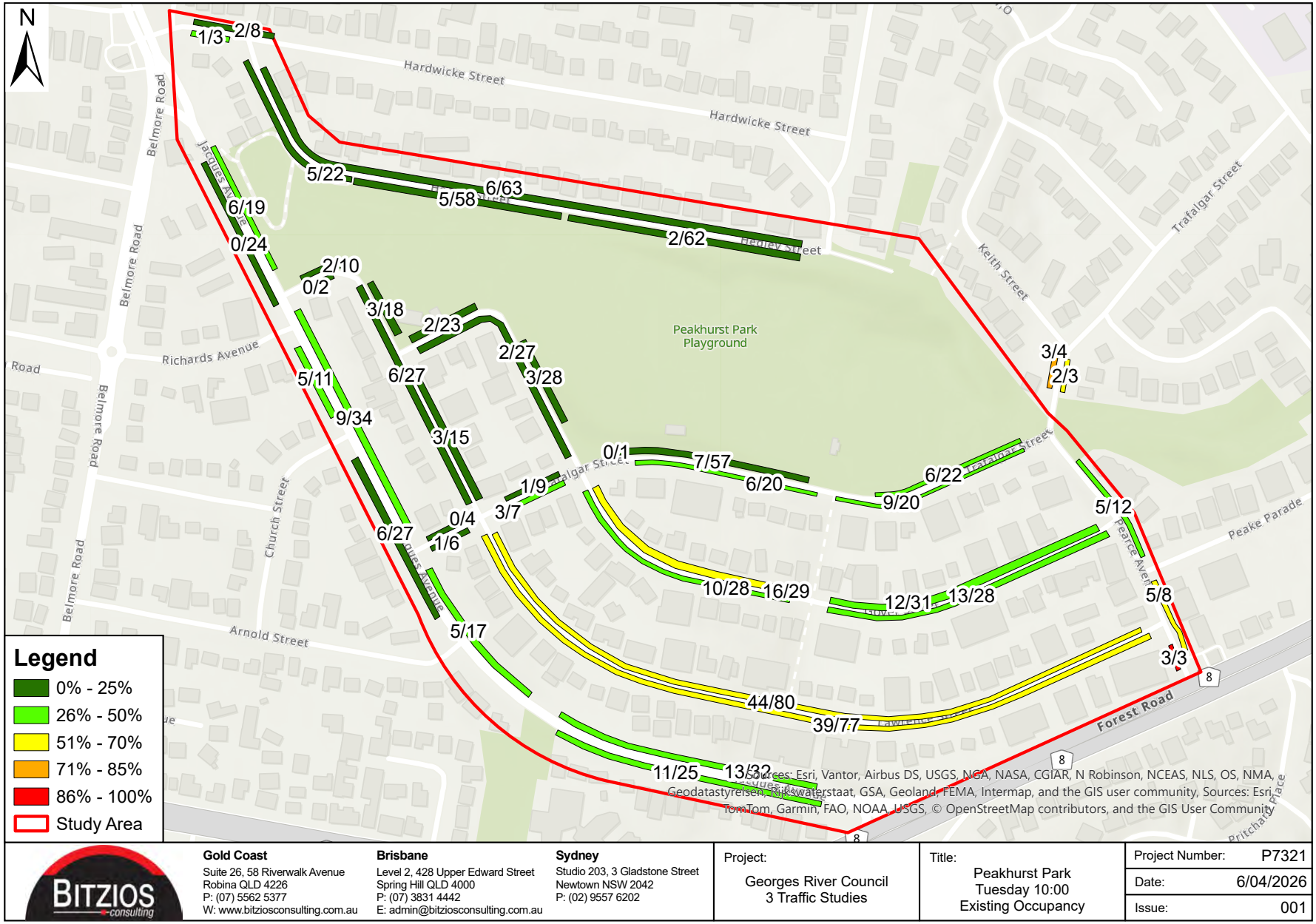
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 9:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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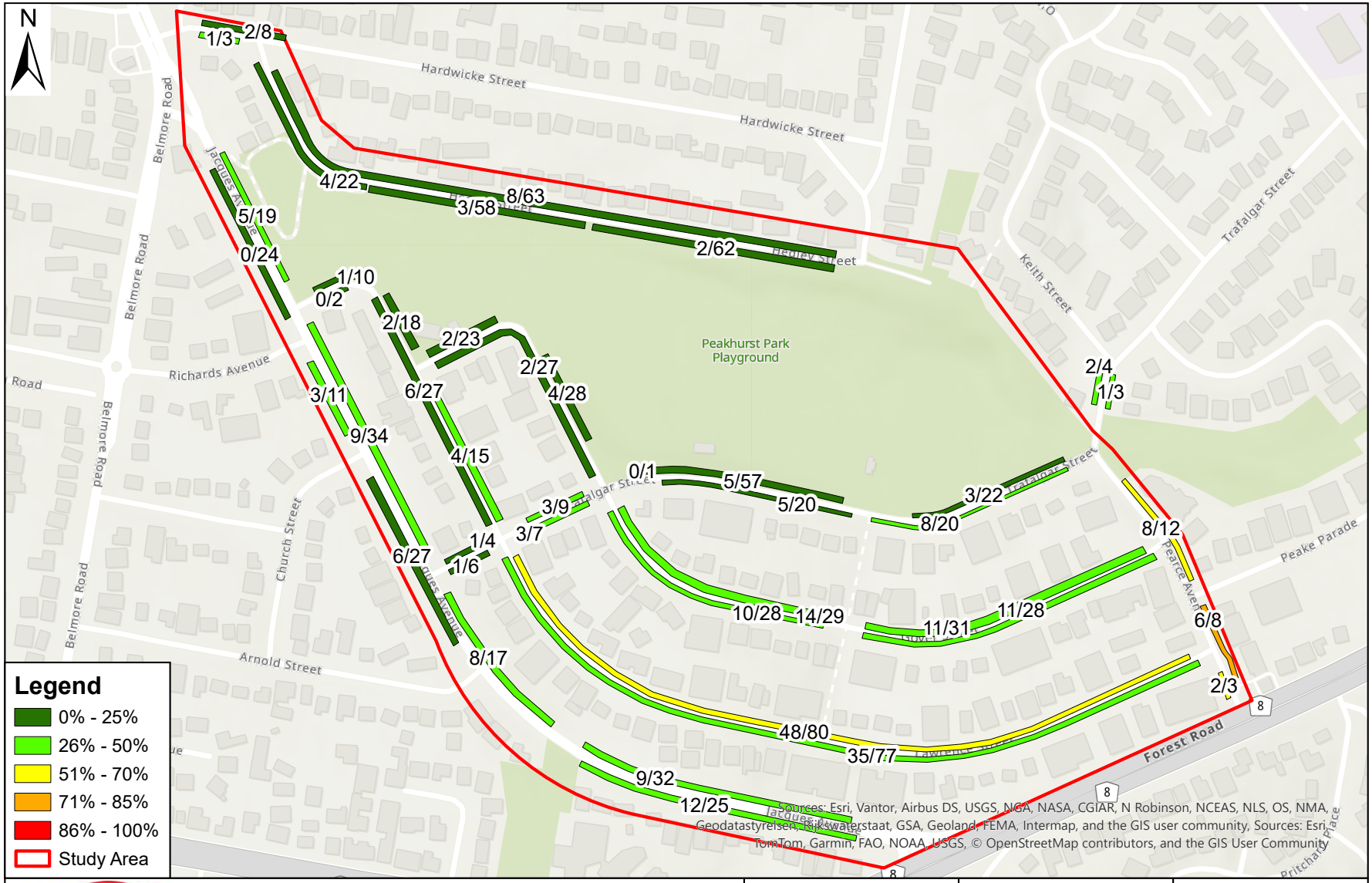
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 10:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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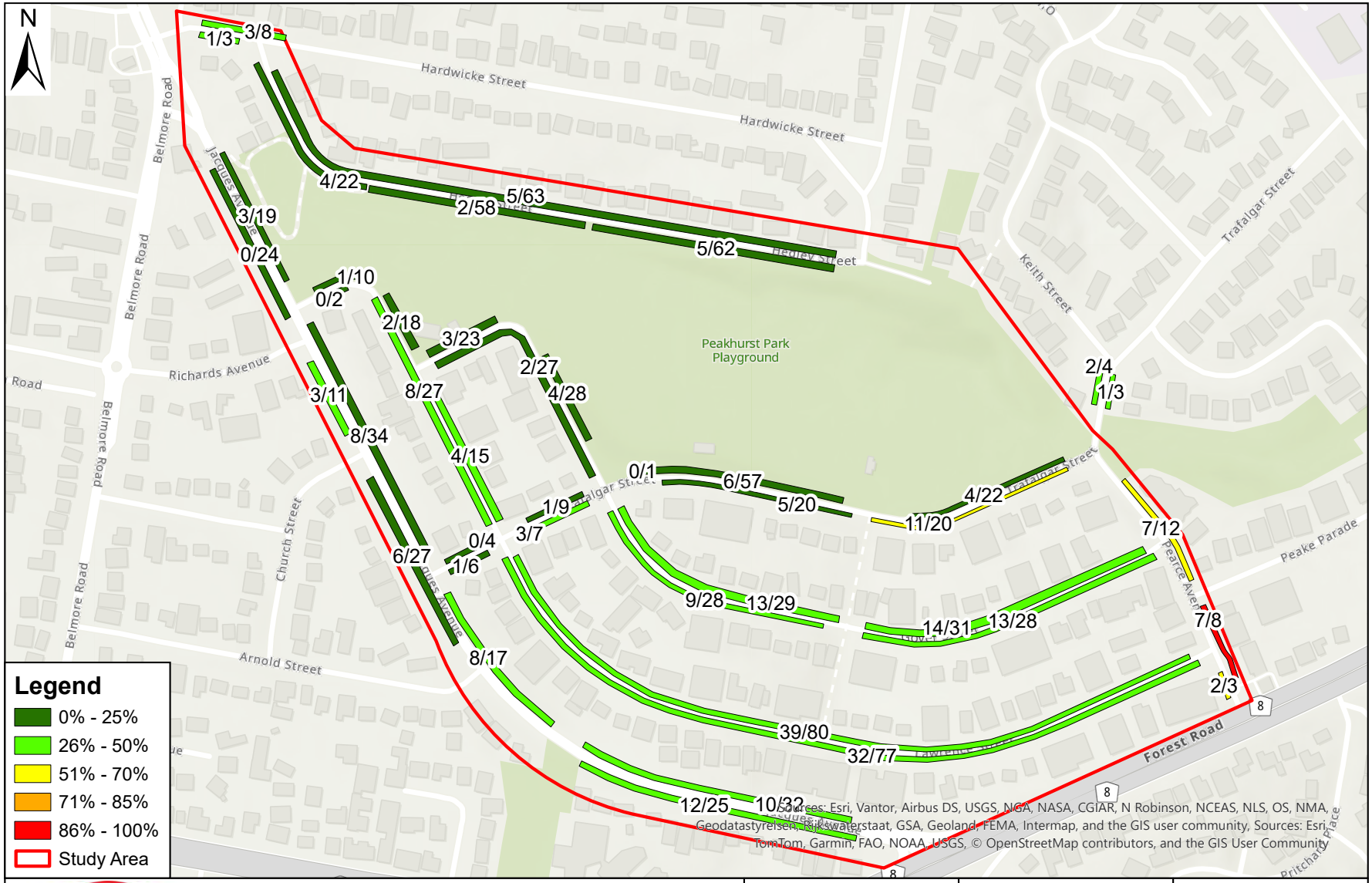
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 11:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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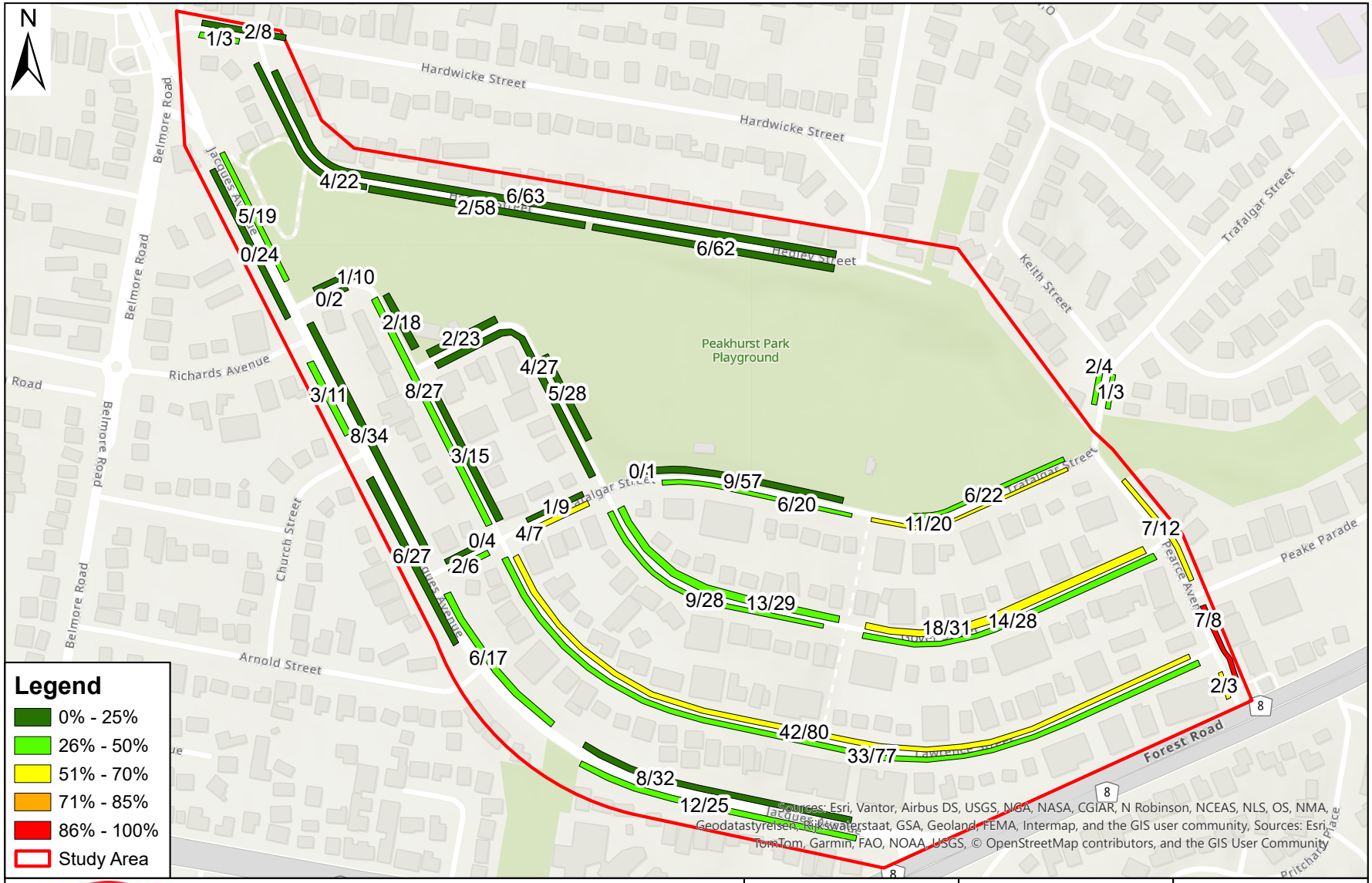
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 12:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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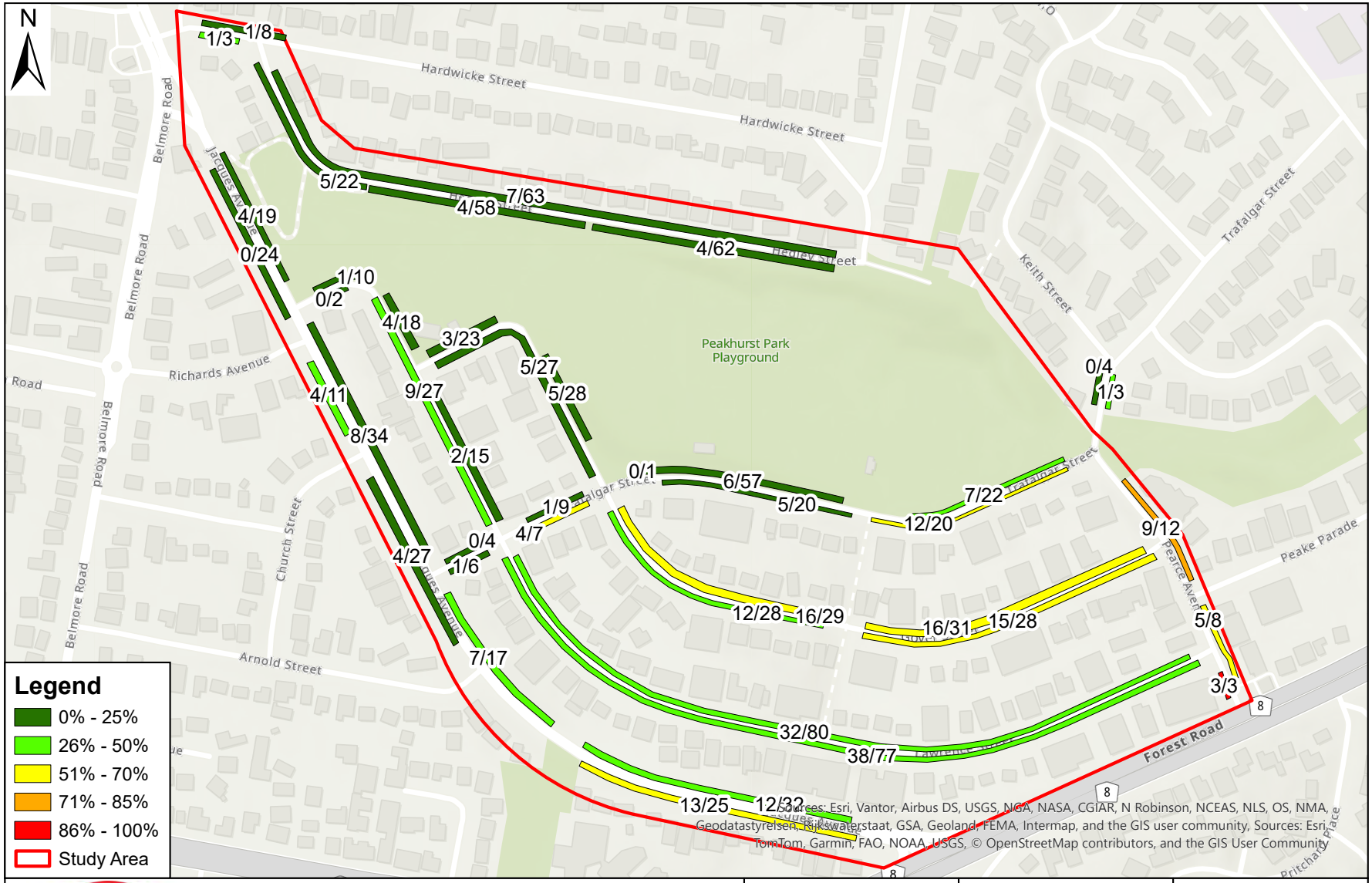
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 13:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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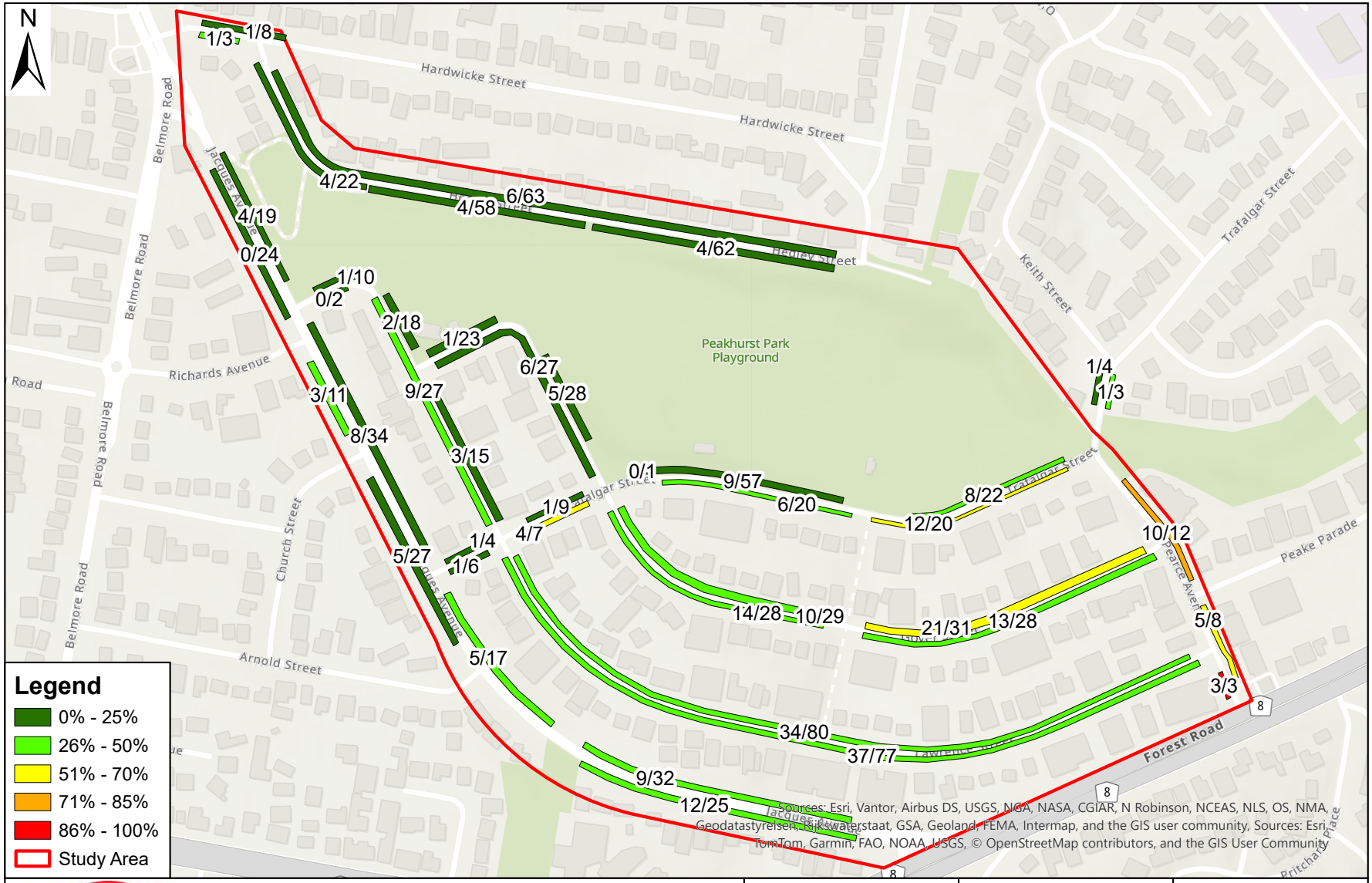
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 14:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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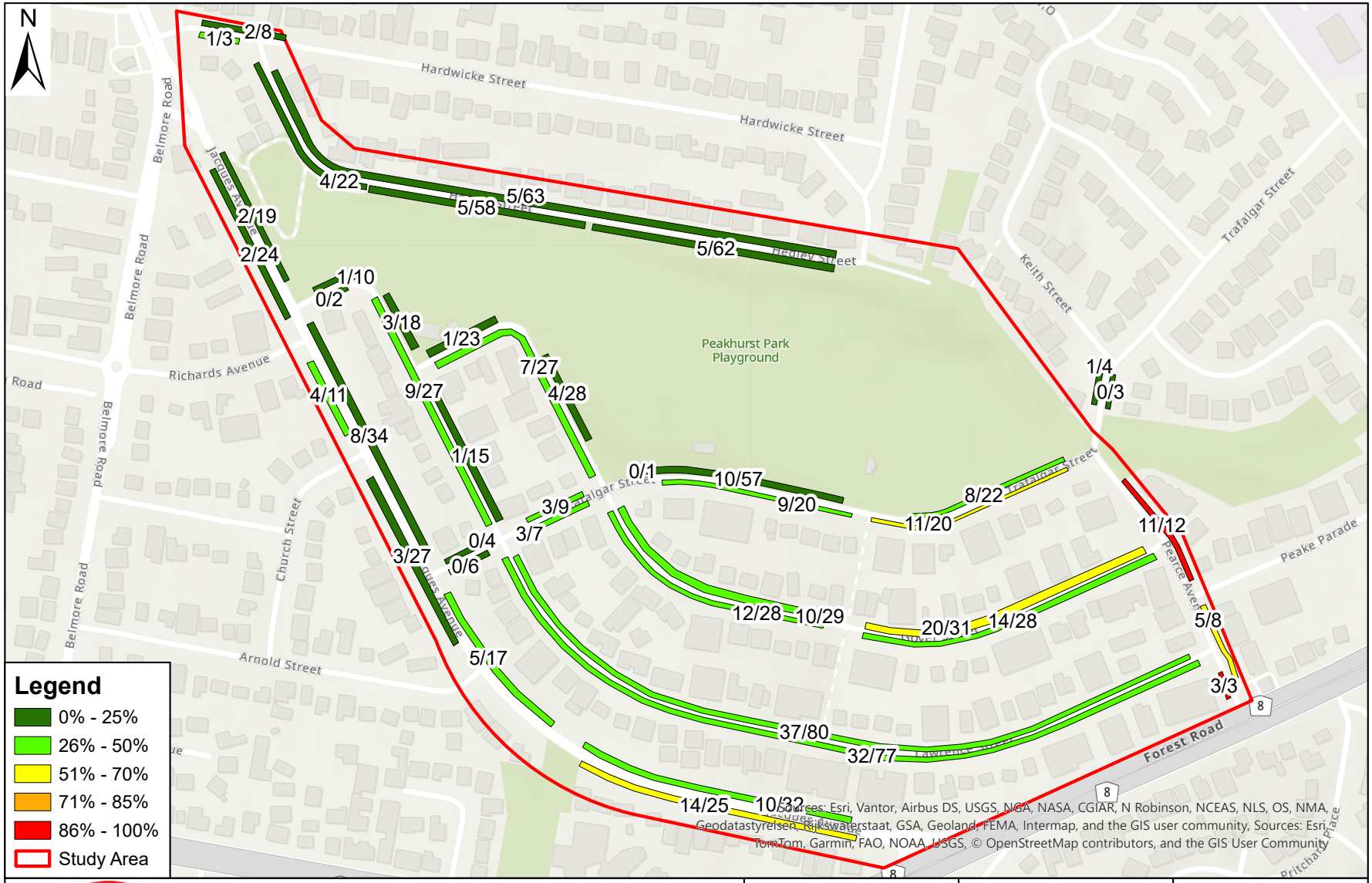
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 15:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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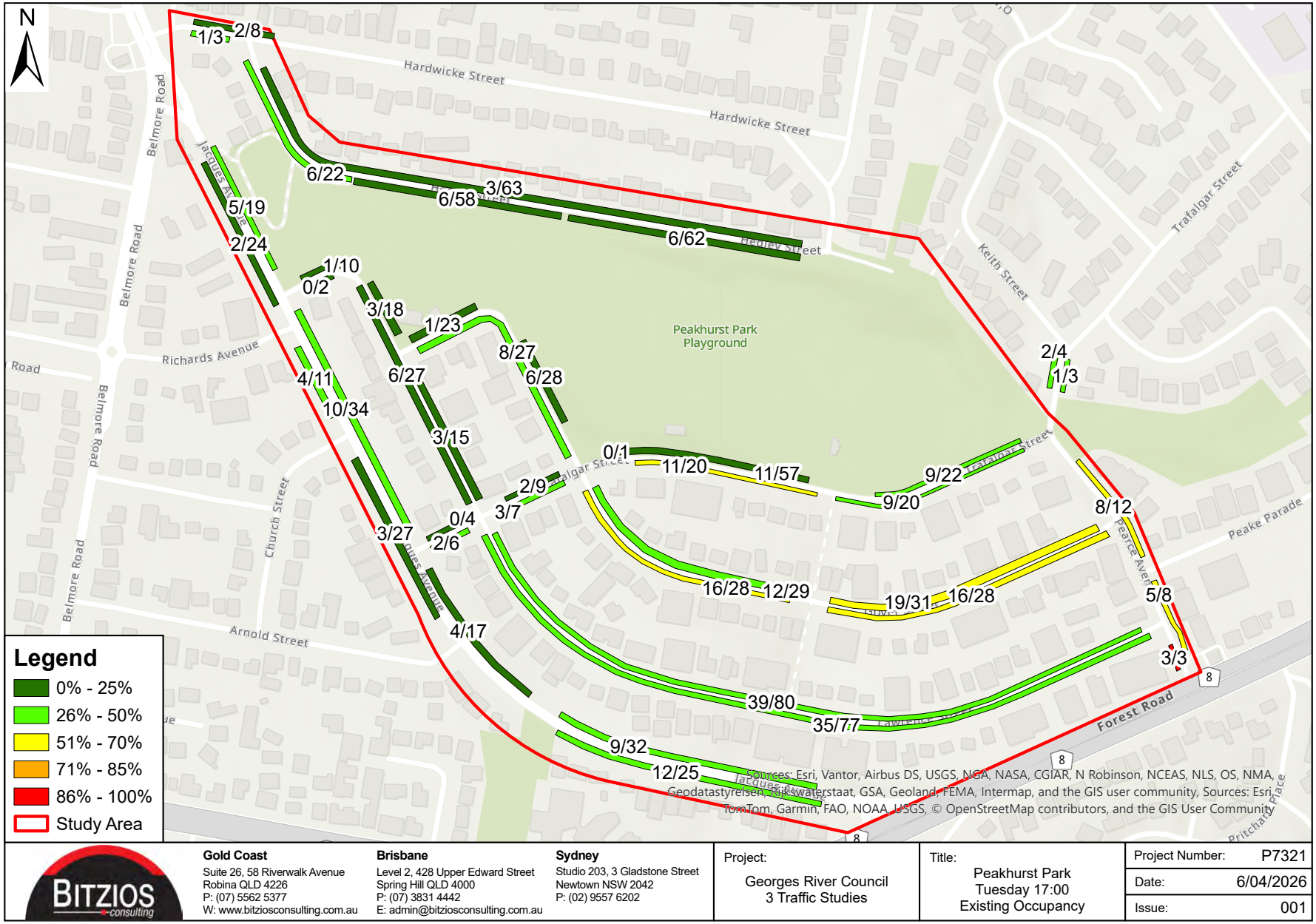
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 16:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 17:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
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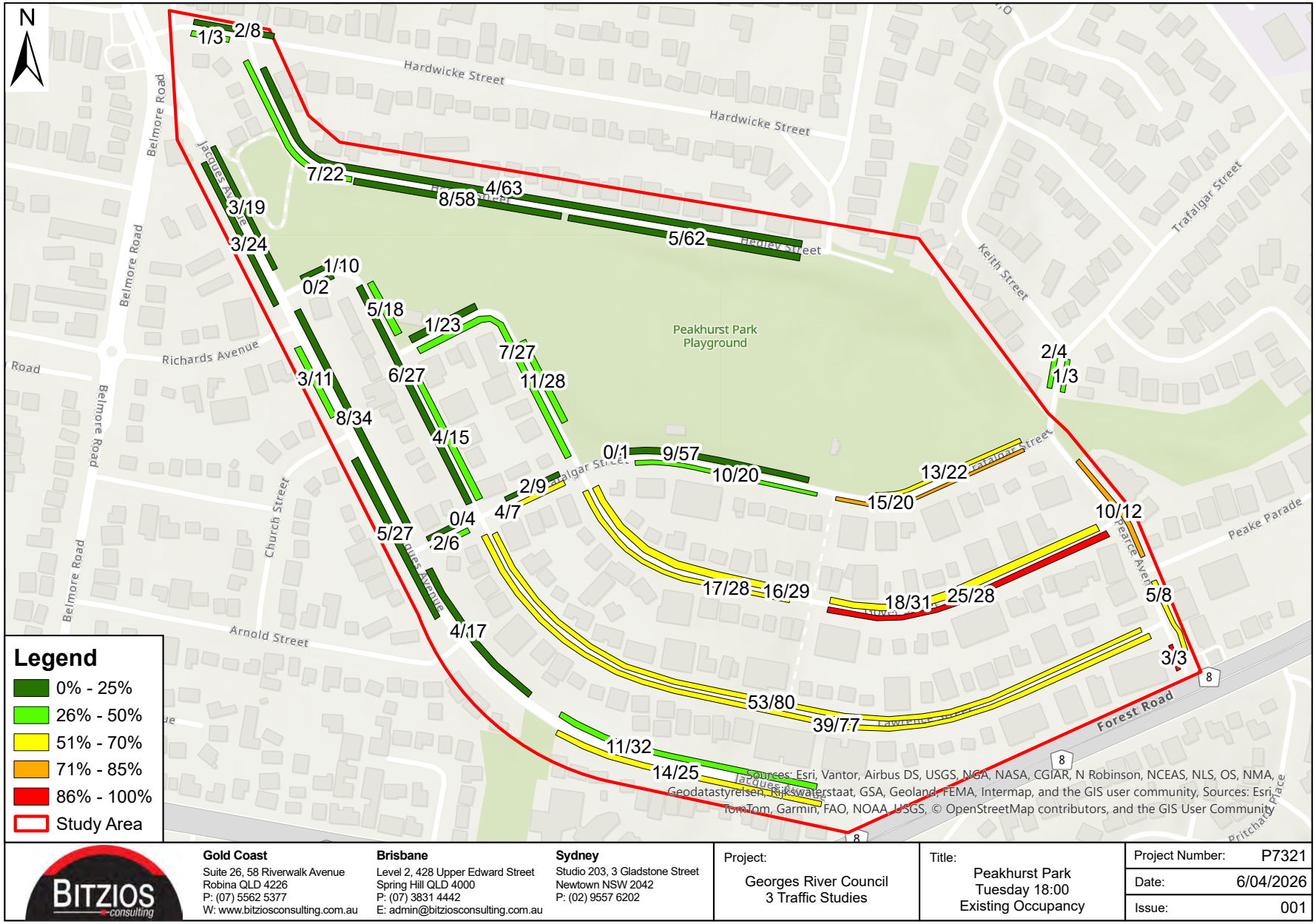

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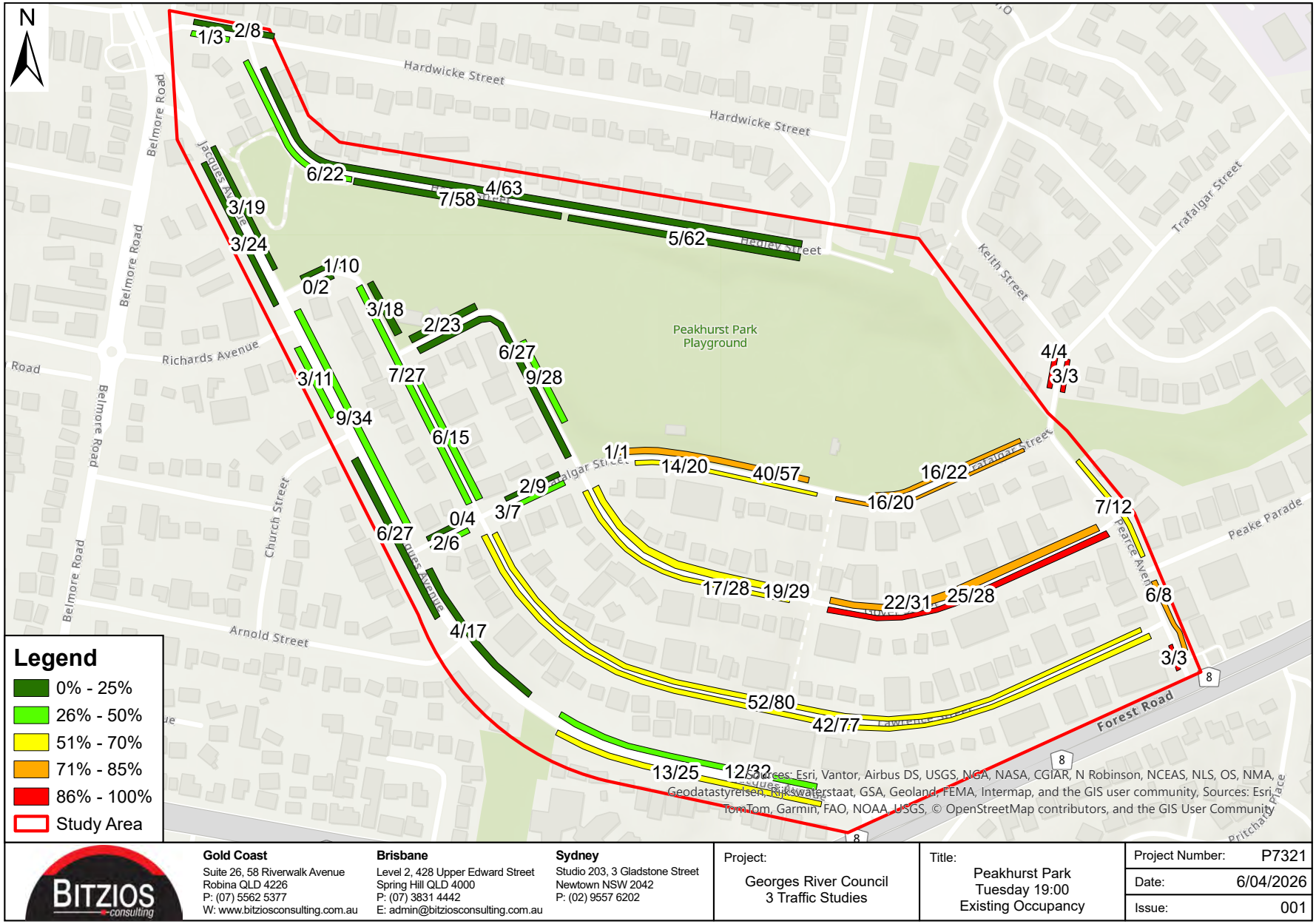
Title:	Peakhurst Park Tuesday 18:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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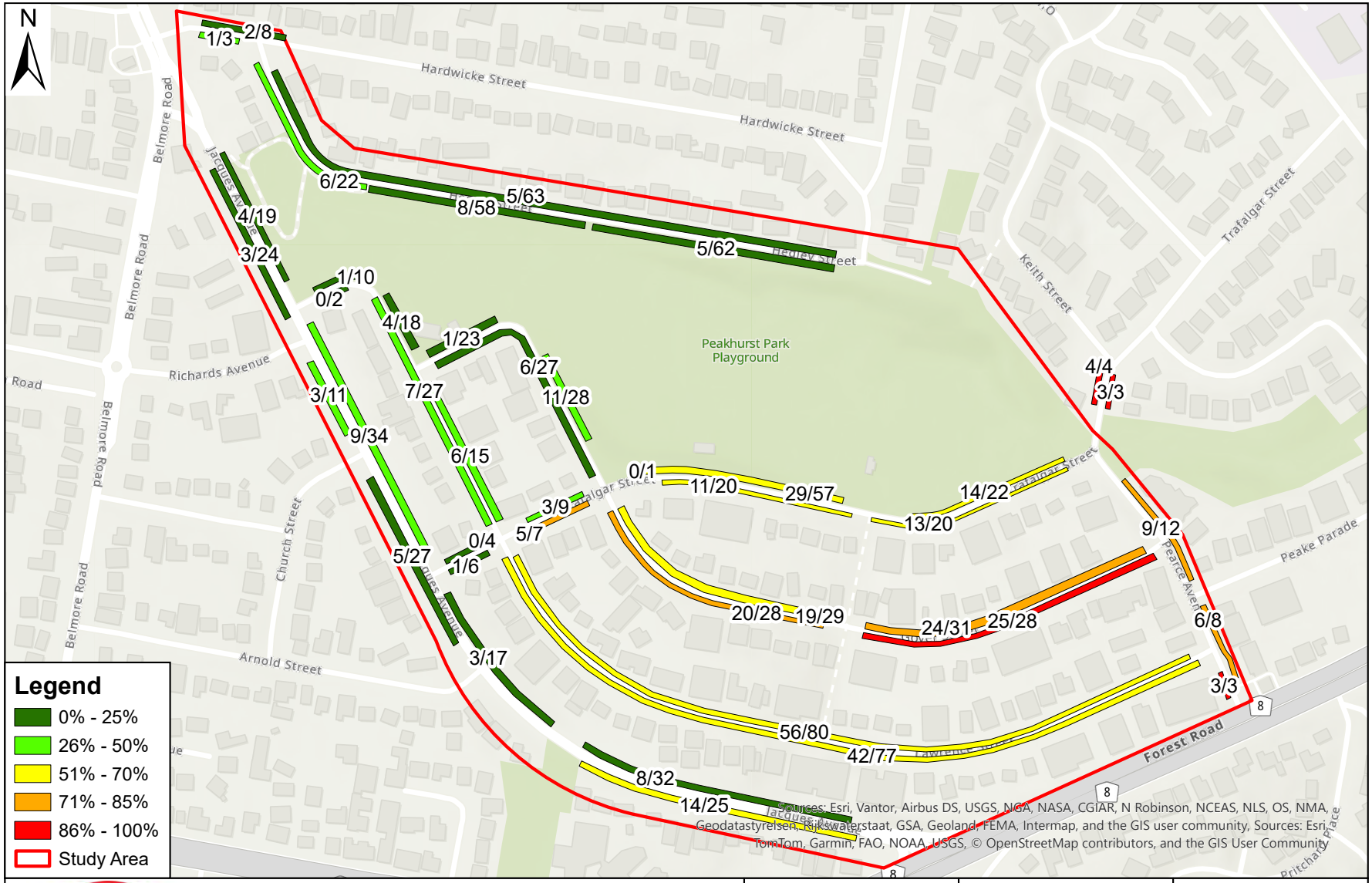
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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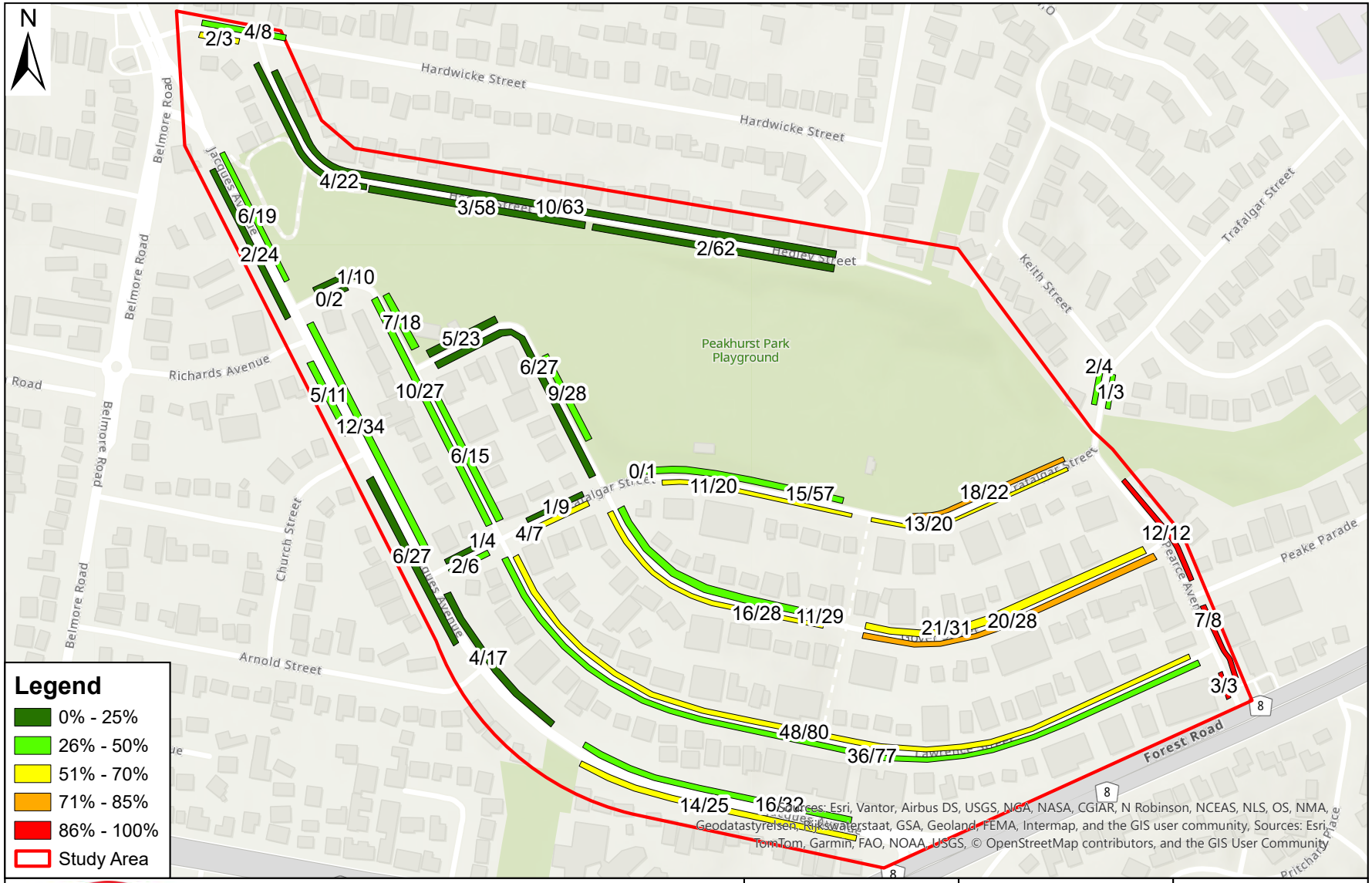
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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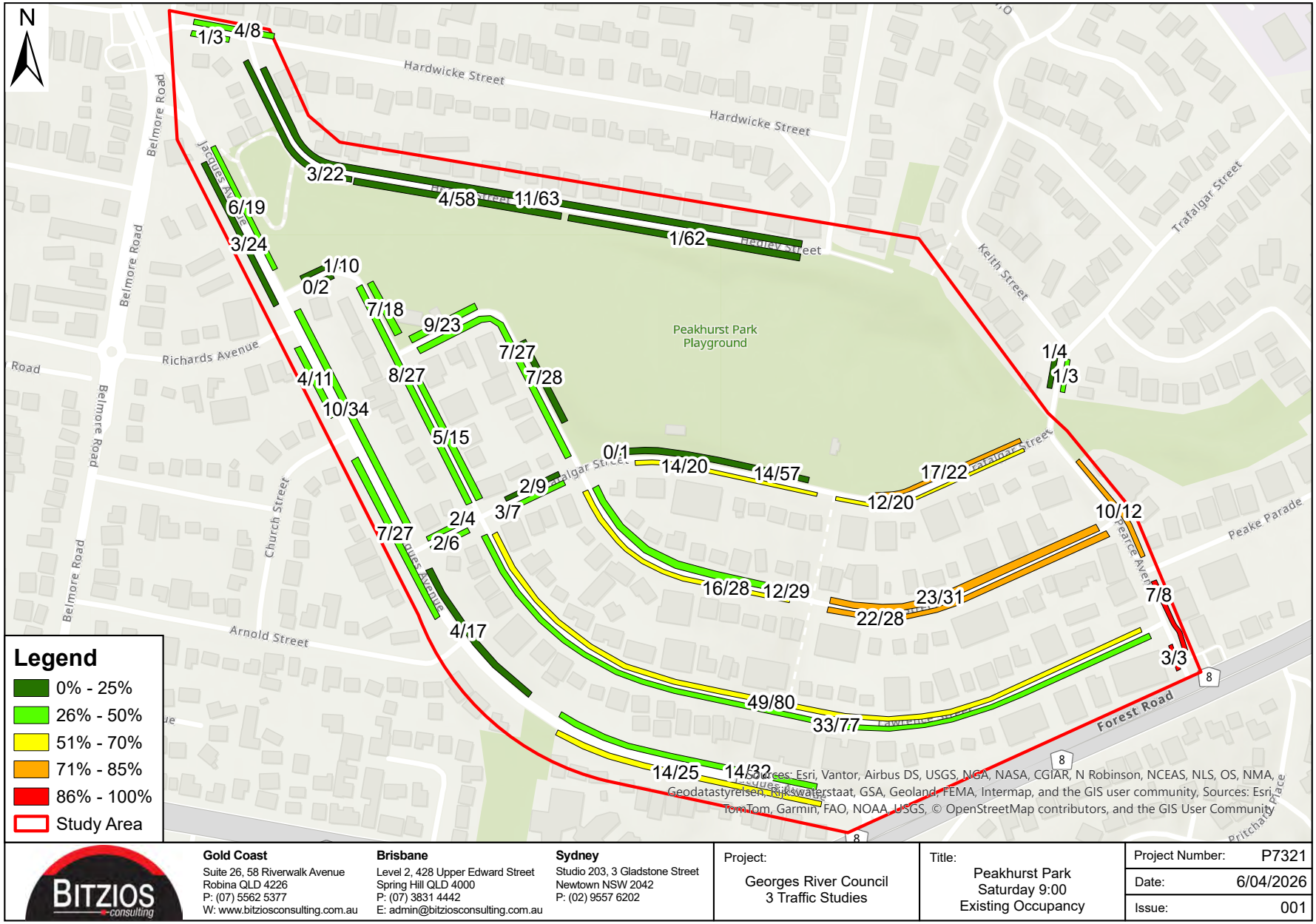
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 8:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 9:00 Existing Occupancy
Project Number:	P7321
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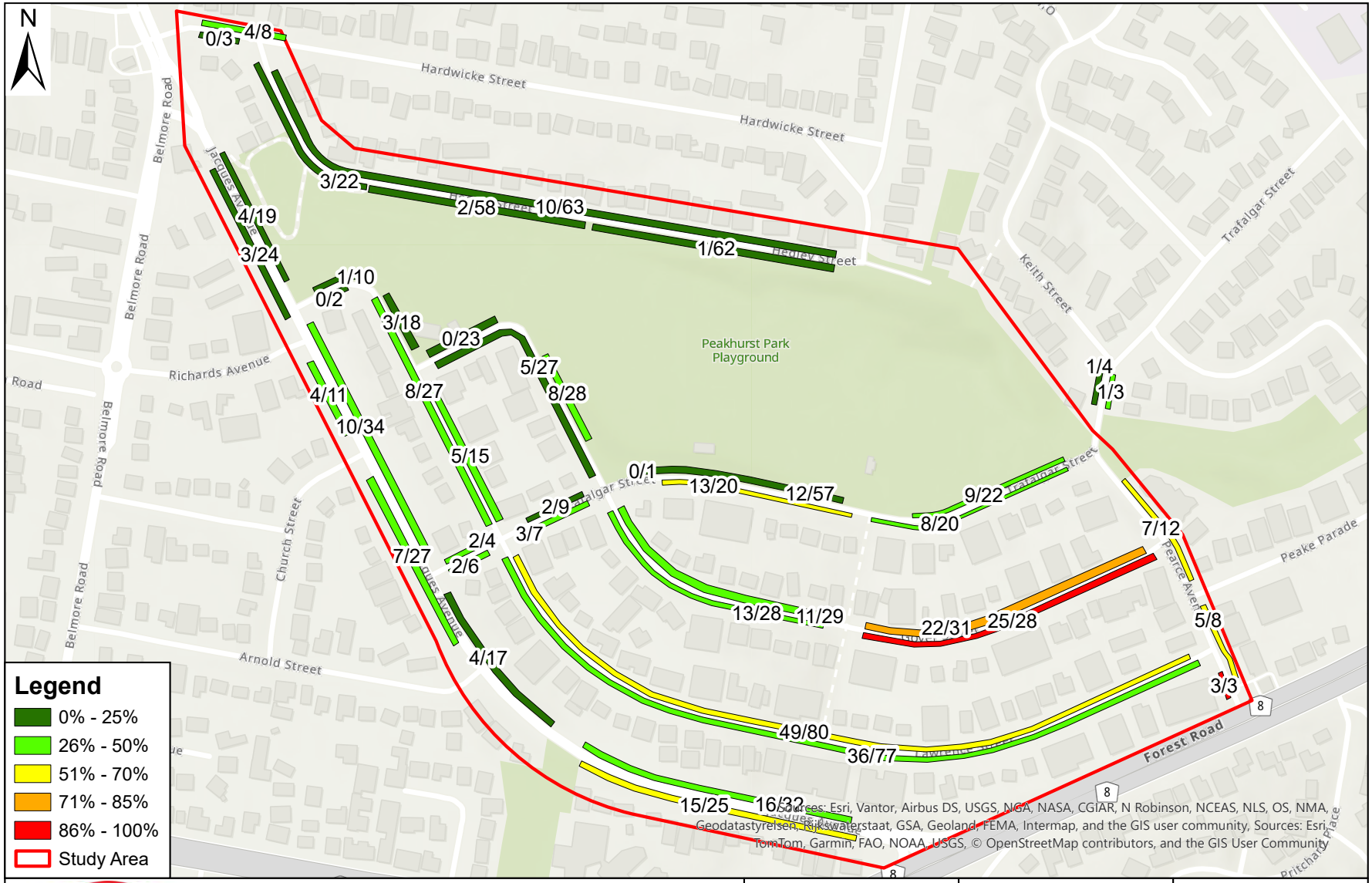
Issue:	001



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Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 10:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
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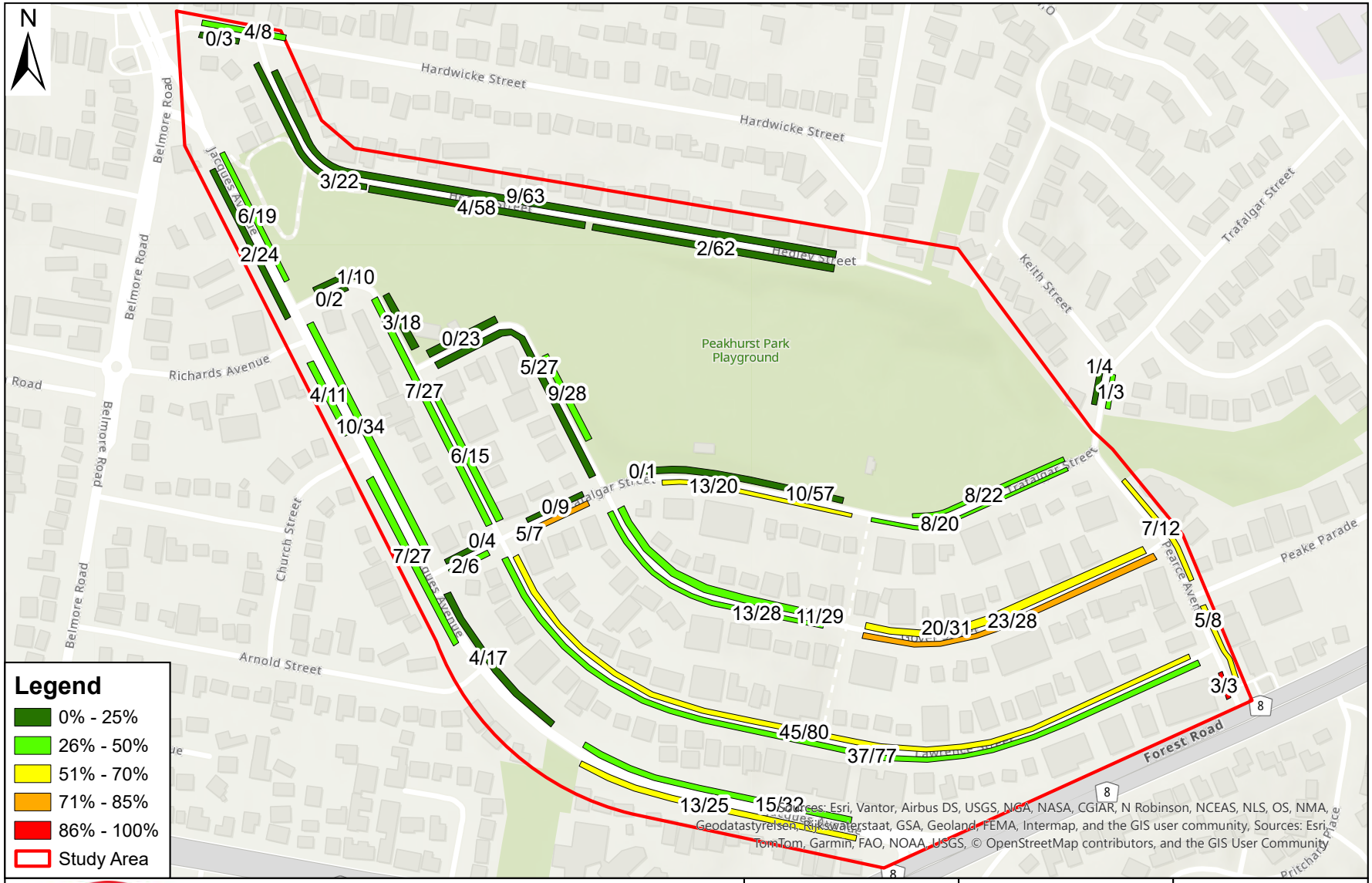

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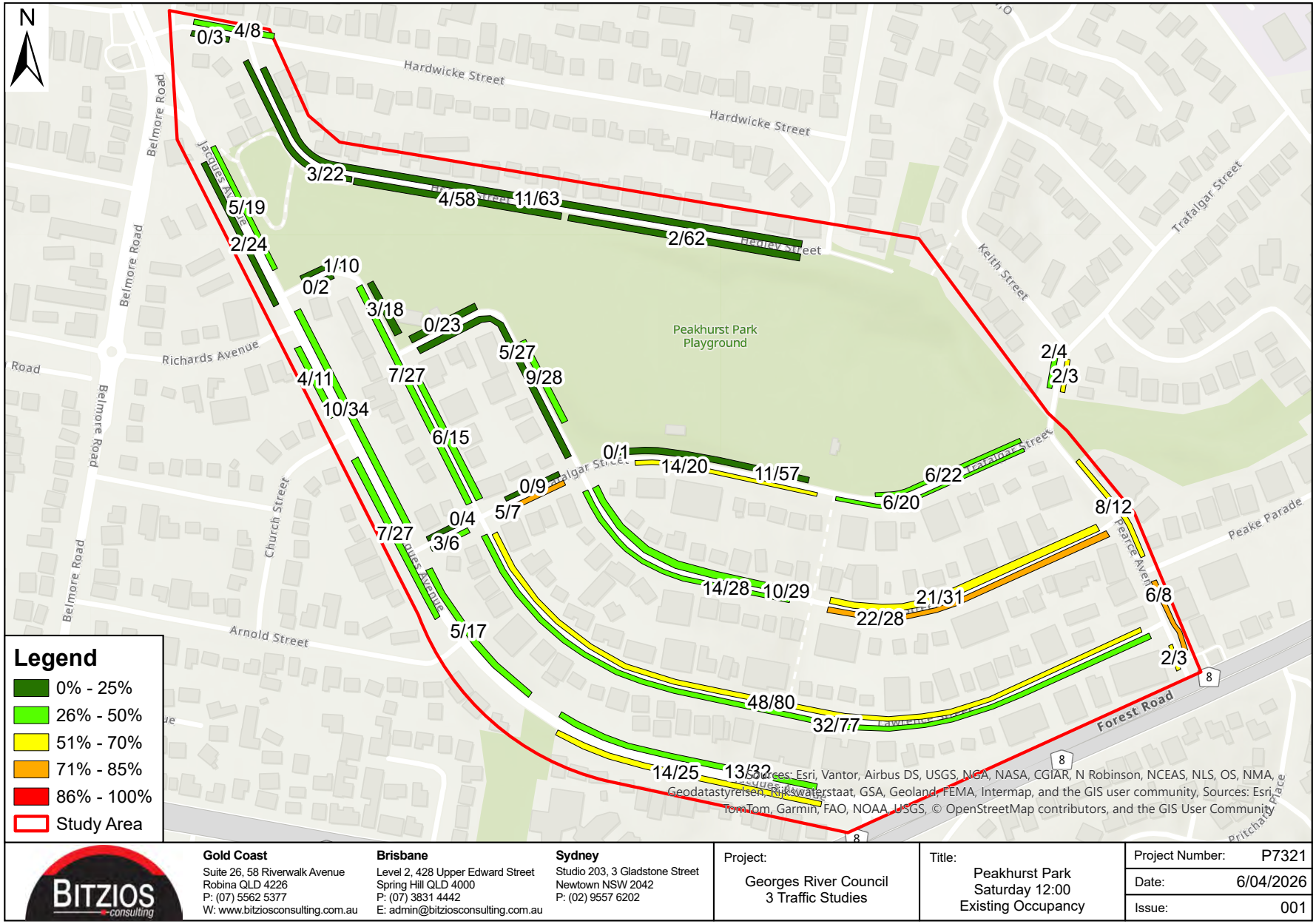
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 11:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001



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Project Number:	P7321
Date:	6/04/2026
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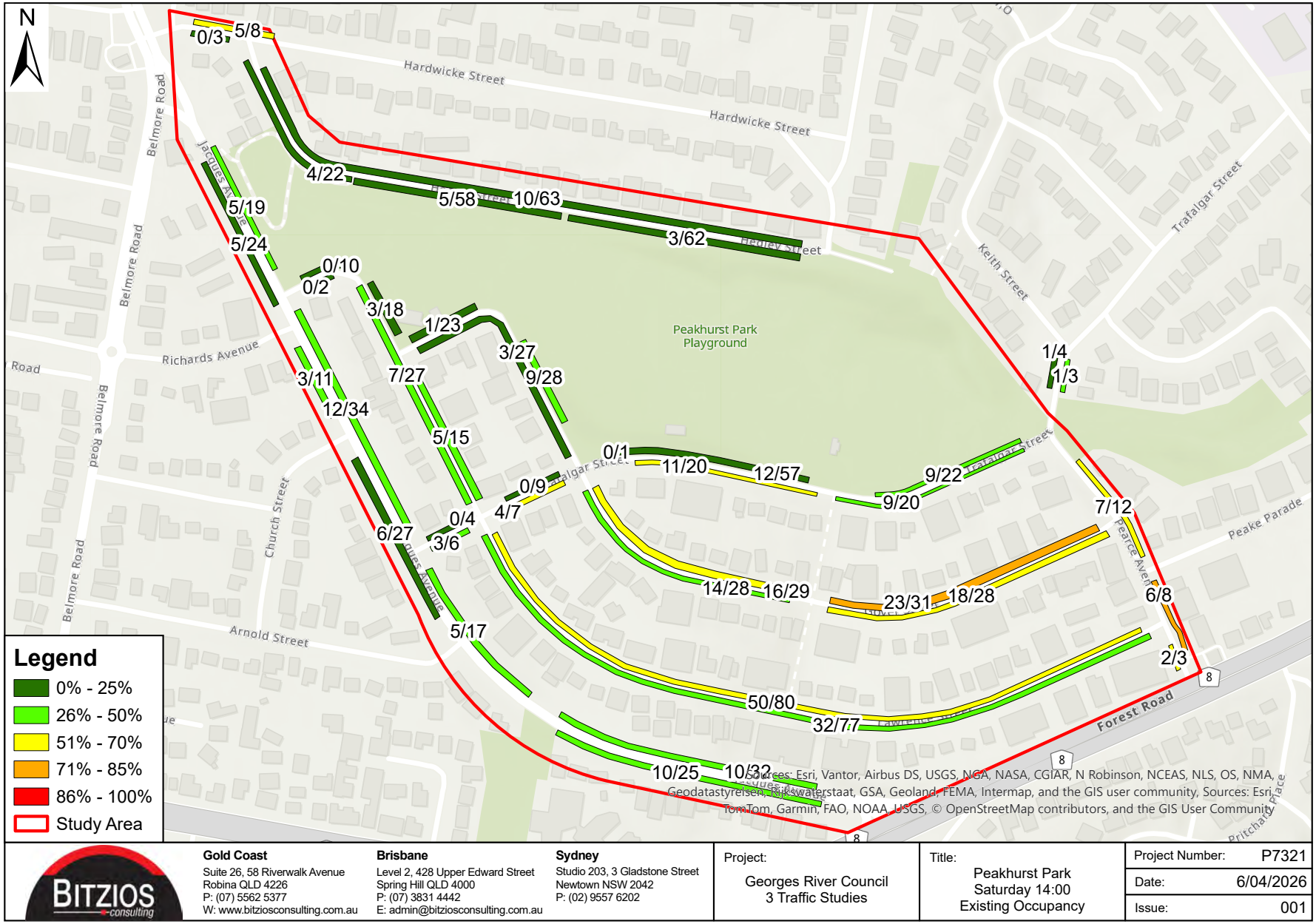

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Project Number:	P7321
Date:	6/04/2026
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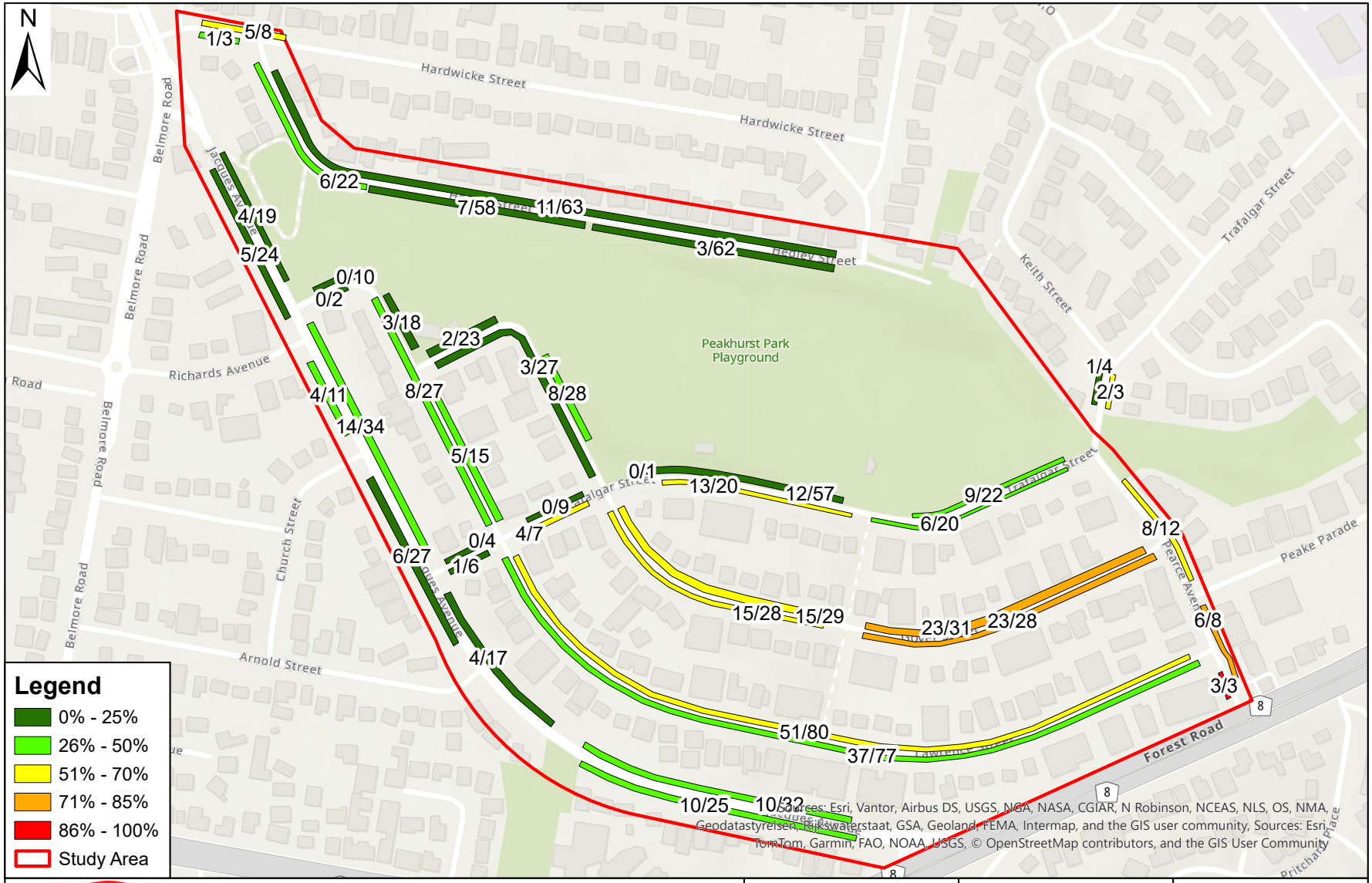

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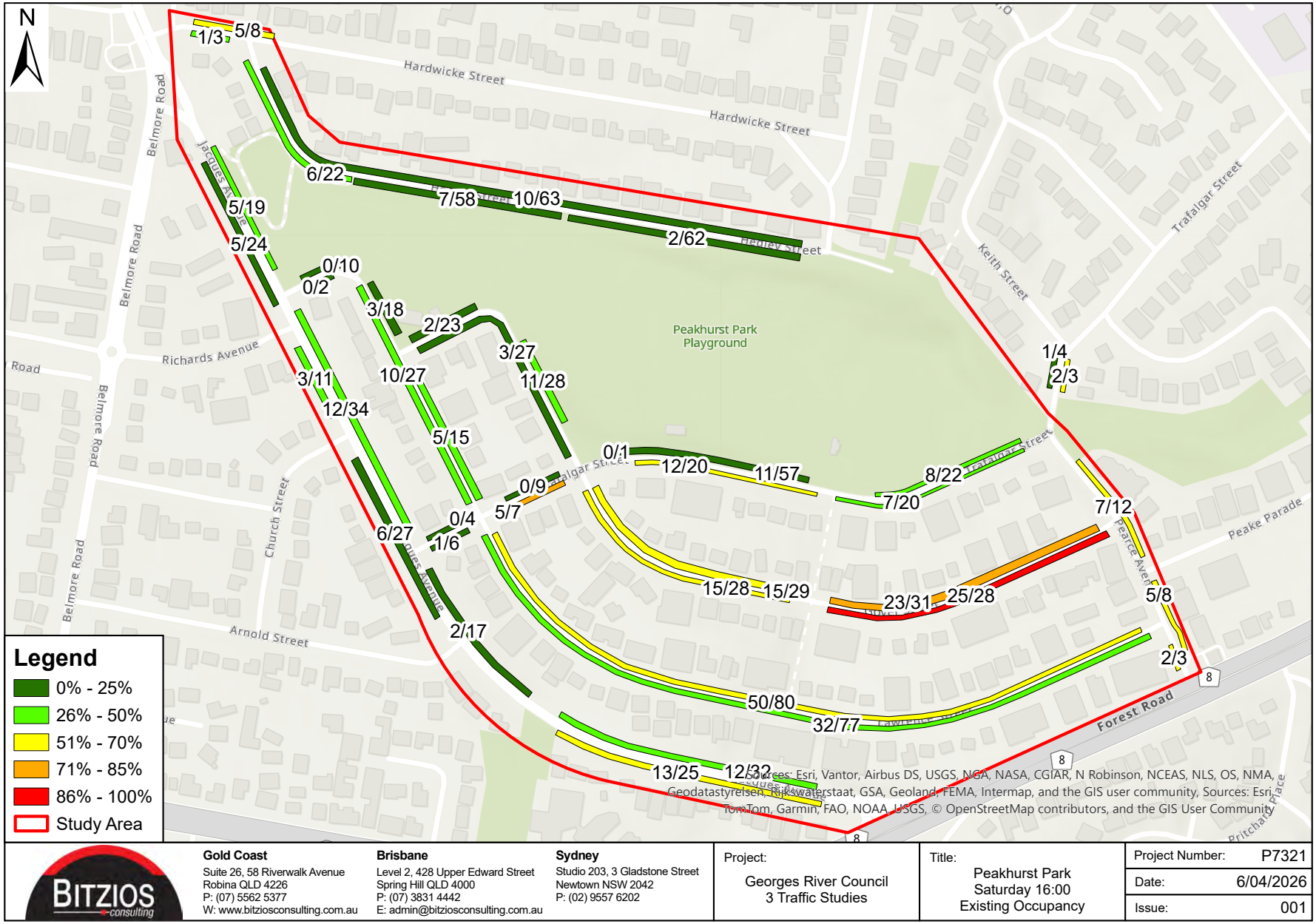

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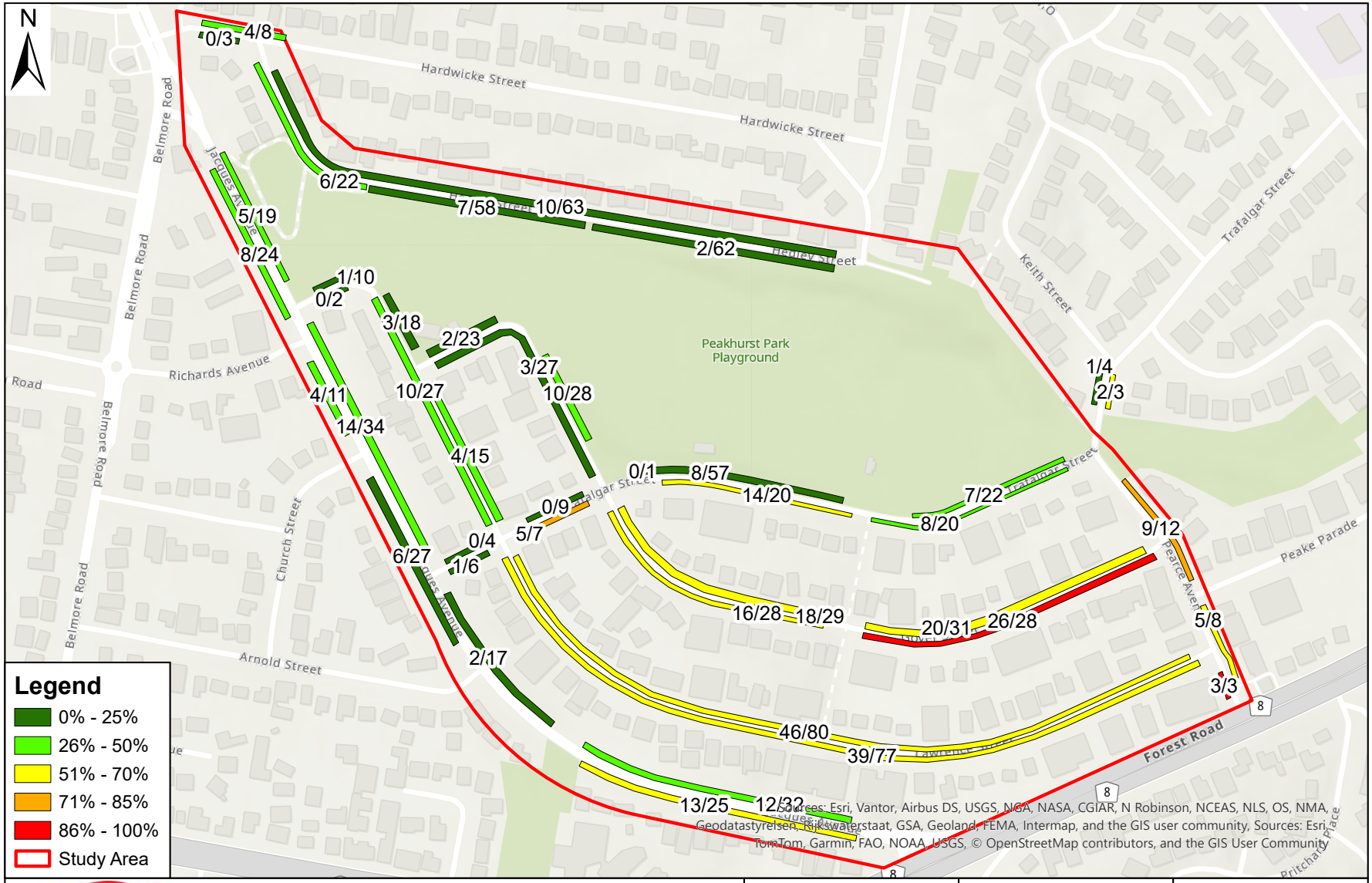

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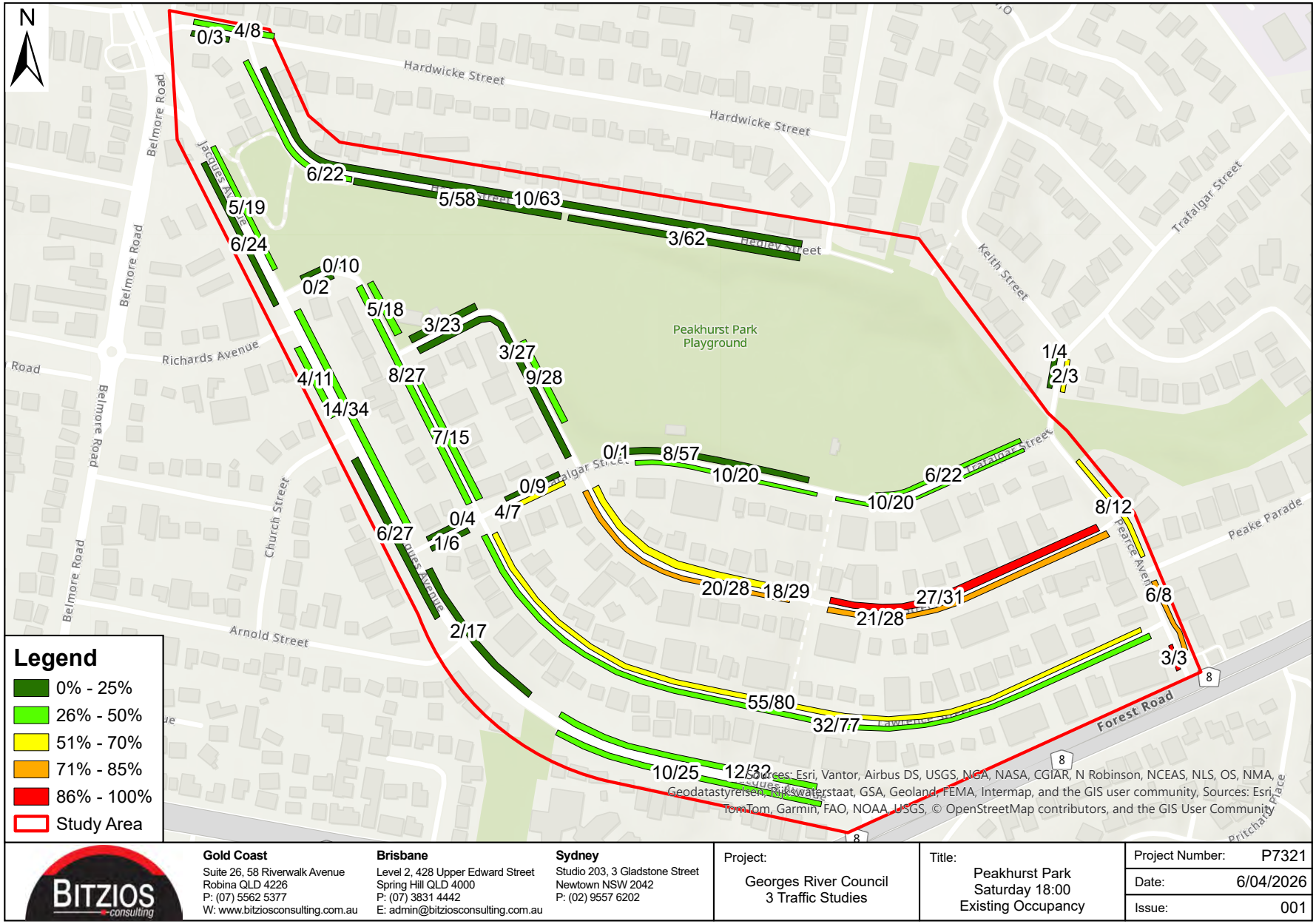

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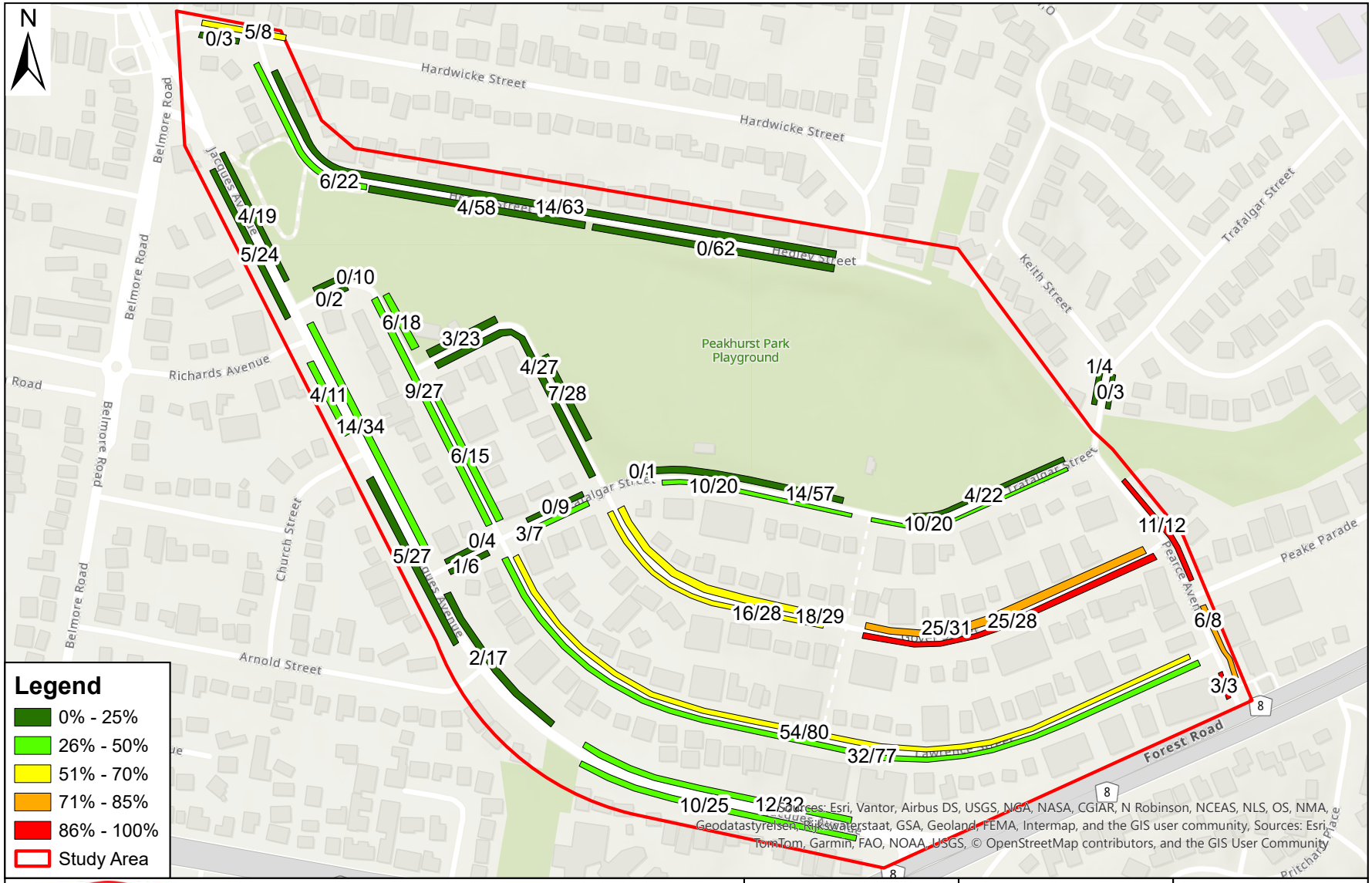

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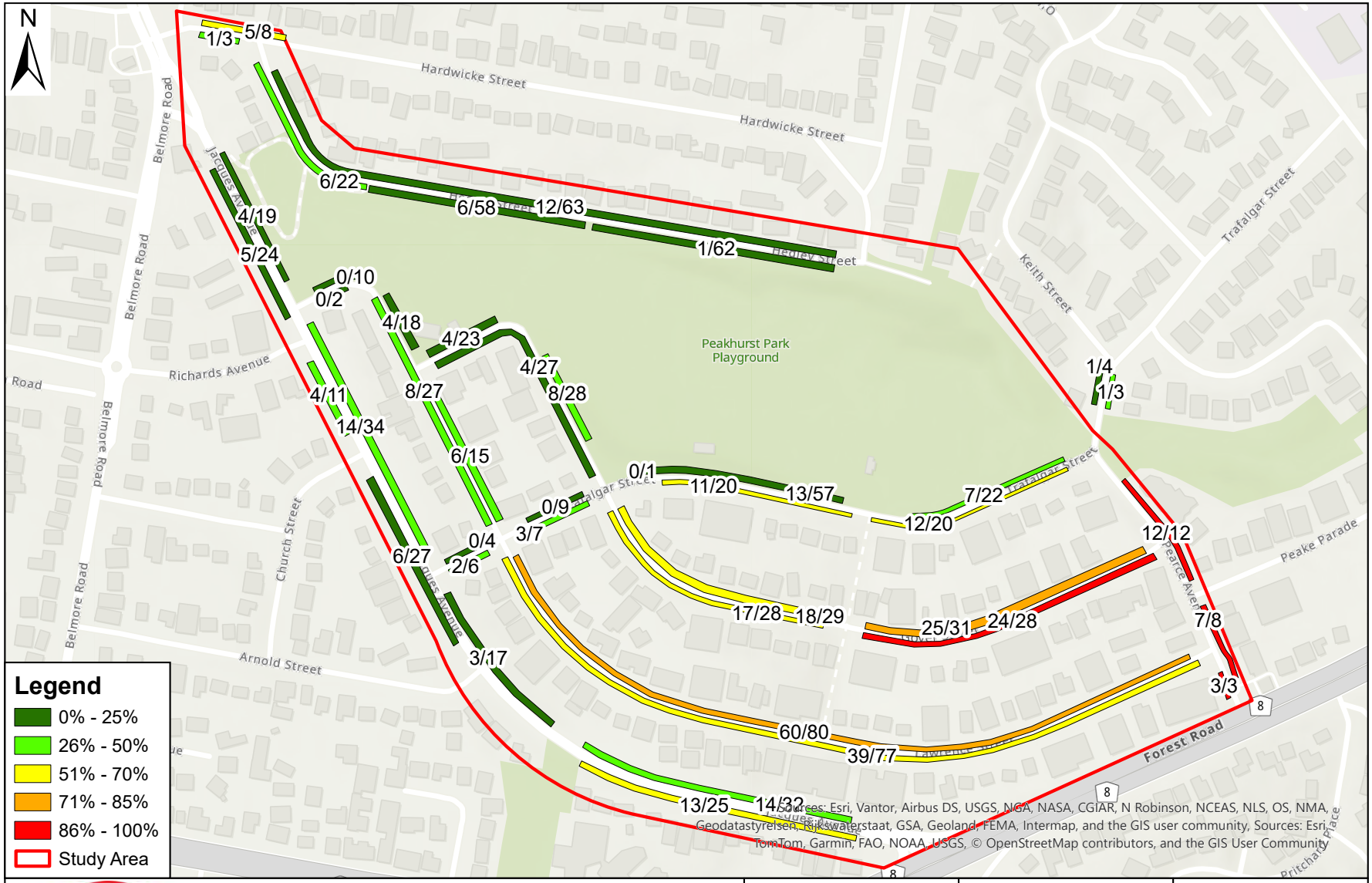

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Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 20:00 Existing Occupancy
Project Number:	P7321
Date:	6/04/2026
Issue:	001

Appendix E: Future Trip Generation Calculations



First Principles

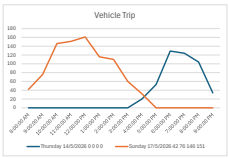
Assumptions	ppl/veh	Vehicle Occ
Junior	2	1
Senior	1.5	0.9

Arriving	30mins	Before
Leaving	15mins	After

Thursday 14/5/2026		2025 Reference Data			Group	Title	Vehicle trips	Time Start	Time End	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM	10:00:00 PM
Playing Field 1	Game 1	1h (6-7)	U12	18	Football St George	Peakhurst United FC - 2026 Season Hire	9	6:00:00 PM	7:00:00 PM	0	0	0	9	0	0	0
	Game 1	1h (7-8)	AAWB	22			13.2	7:00:00 PM	8:00:00 PM	0	0	0	14	14	0	0
Playing Field 2	Game 2	1h (6-7)	U16	22	Football St George	Peakhurst United FC - 2026 Season Hire	11	6:00:00 PM	7:00:00 PM	0	0	11	11	0	0	0
	Game 2	1h (7-8)	PLM	22			13.2	7:00:00 PM	8:00:00 PM	0	0	0	14	14	0	0
	Training 1	1h	Open	21	Football St George	el St George Training Access - Winter Season	12.6	5:00:00 PM	6:00:00 PM	0	13	13	0	0	0	0
Synthetic Field Full-Sized	Game 1	3h	First Grade	22	Hurstville Zagreb Football Club	HZ - NPL training	13.2	6:30:00 PM	9:30:00 PM	0	0	14	14	14	14	0
	Game 2	3h	U20	18			10.8	6:30:00 PM	9:30:00 PM	0	0	11	11	11	11	0
	Game 3	3h	U18	17			8.5	6:30:00 PM	9:30:00 PM	0	0	9	9	9	9	0
Football Total										0	13	67	82	62	34	0
Playing Field 3	Game 1	1h	U6	20	New South Wales Rugby League	Riverwood Legion	10	4:30:00 PM	5:30:00 PM	10	10	0	0	0	0	0
	Game 2	1h	U12	20			10	5:30:00 PM	6:30:00 PM	0	10	10	0	0	0	0
	Game 3	1.5h	O/35	35			21	6:30:00 PM	8:00:00 PM	0	0	21	21	21	0	0
Playing Field 4	Game 1	1h	U6	20	New South Wales Rugby League	Riverwood Legion	10	4:30:00 PM	5:30:00 PM	10	10	0	0	0	0	0
	Game 2	1h	U12	20			10	5:30:00 PM	6:30:00 PM	0	10	10	0	0	0	0
	Game 3	1.5h	O/35	35			21	6:30:00 PM	8:00:00 PM	0	0	21	21	21	0	0
Rugby Total										20	40	62	42	42	0	0
Total							174			20	53	129	124	104	34	0

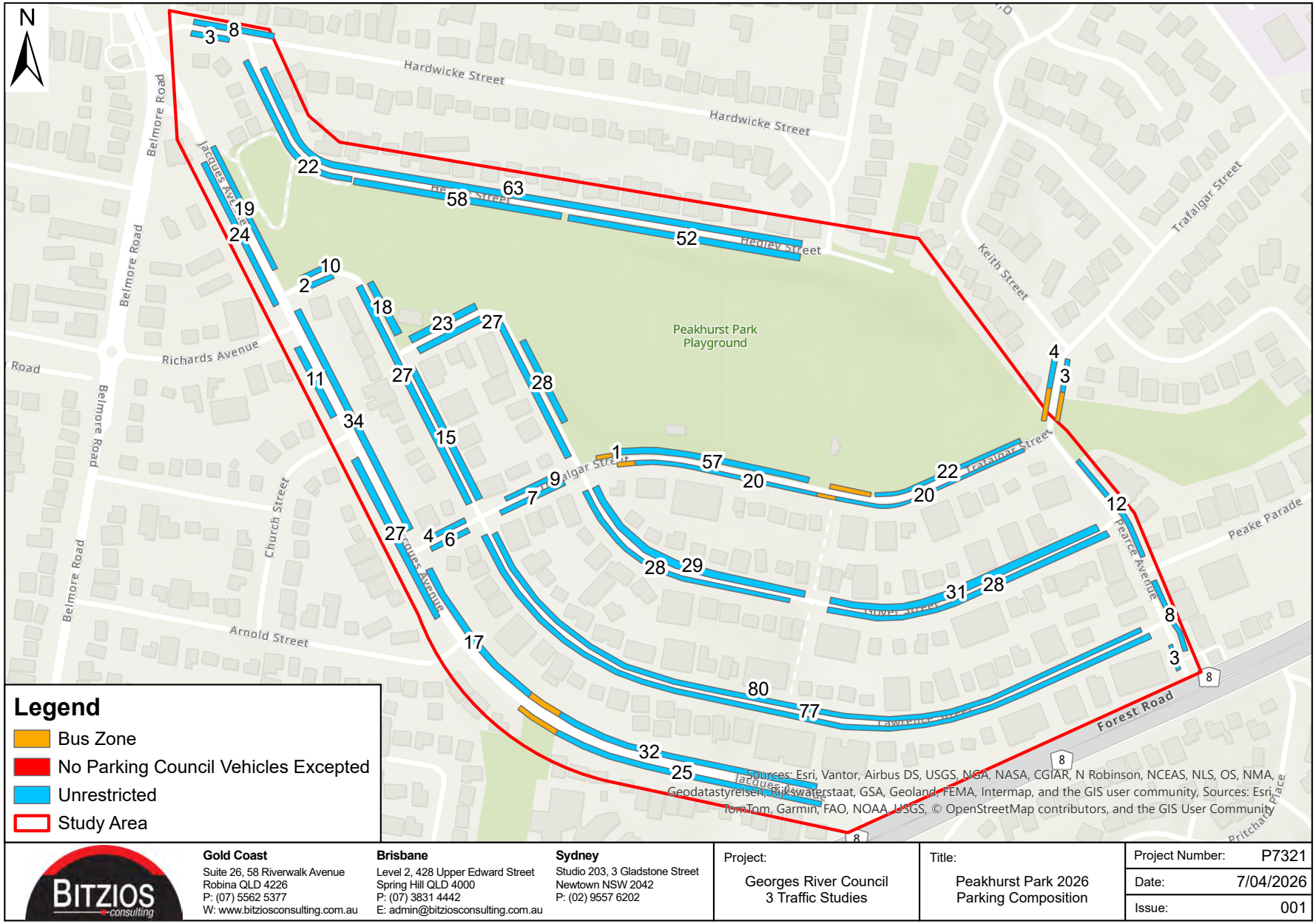
Sunday 17/5/2026									8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM
Playing Field 1	Game 1	1h	U13	22	Football St George	FSG Winter Competition 2026	11	8:30:00 AM	9:45:00 AM	11	11	11	11	0	0	0	0	0
	Game 2	1h	U14	22			11	9:45:00 AM	11:00:00 AM	0	0	11	11	0	0	0	0	0
	Game 3	1h	U15	22			11	11:00:00 AM	12:25:00 PM	0	0	0	11	11	0	0	0	0
	Game 4	2h	A	22			13.2	12:25:00 PM	2:25:00 PM	0	0	0	0	14	14	14	0	0
	Game 5	2h	A	22			13.2	2:25:00 PM	4:25:00 PM	0	0	0	0	0	0	14	14	14
Playing Field 2	Game 1	1h	U11/7	26	Football St George	FSG Winter Competition 2026	13	8:30:00 AM	9:45:00 AM	13	13	13	0	0	0	0	0	0
	Game 2	1h	U10/6	26			13	9:45:00 AM	11:00:00 AM	0	0	13	13	0	0	0	0	0
	Game 3	1h	U9/8	28			14	11:00:00 AM	12:25:00 PM	0	0	0	14	14	0	0	0	0
Synthetic Field Full-Sized	Fistr Half	4h		30	Football St George	FSG Winter Competition 2026	18	8:30:00 AM	12:30:00 PM	18	18	18	18	18	0	0	0	0
	Second Ha	4h		30			18	12:30:00 PM	4:30:00 PM	0	0	0	0	18	18	18	18	18
Football Total										42	42	66	67	75	32	46	32	32
Playing Field 3	Game 1	1h	U11	34	Oatley Rugby Club	Oatley Rugby Training and Gameday	17	9:00:00 AM	10:00:00 AM	0	17	17	0	0	0	0	0	0
	Game 2	1h	U14	45			22.5	10:00:00 AM	11:00:00 AM	0	0	23	23	0	0	0	0	0
	Game 3	1h	U14	38			19	11:00:00 AM	12:00:00 PM	0	0	0	19	19	0	0	0	0
	Game 4	1h	Open	40			24	12:00:00 PM	1:00:00 PM	0	0	0	0	24	24	0	0	0
	Game 5	1h	U16/17	35			17.5	1:20:00 PM	2:30:00 PM	0	0	0	0	0	18	18	0	0
	Game 6	1h	U14	27			13.5	2:30:00 PM	3:30:00 PM	0	0	0	0	0	0	14	14	0
Playing Field 4	Game 1	1h	U11	34	Oatley Rugby Club	Oatley Rugby Training and Gameday	17	9:00:00 AM	10:00:00 AM	0	17	17	0	0	0	0	0	0
	Game 2	1h	U14	45			22.5	10:00:00 AM	11:00:00 AM	0	0	23	23	0	0	0	0	0
	Game 3	1h	U14	38			19	11:00:00 AM	12:00:00 PM	0	0	0	19	19	0	0	0	0
	Game 4	1h	Open	40			24	12:00:00 PM	1:00:00 PM	0	0	0	0	24	24	0	0	0
	Game 5	1h	U16/17	35			17.5	1:20:00 PM	2:30:00 PM	0	0	0	0	0	18	18	0	0
	Game 6	1h	U14	27			13.5	2:30:00 PM	3:30:00 PM	0	0	0	0	0	0	14	14	0
Rugby Total										0	34	80	84	86	64	64	28	0
Total							363			42	76	146	151	161	118	110	60	32

	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Thursday 14/5/2026	0	0	0	0	0	0	0	0	20	53	129	124	104	34
Sunday 17/5/2026	42	76	146	151	161	116	110	60	32	0	0	0	0	0



Appendix F: Future Parking Occupancy





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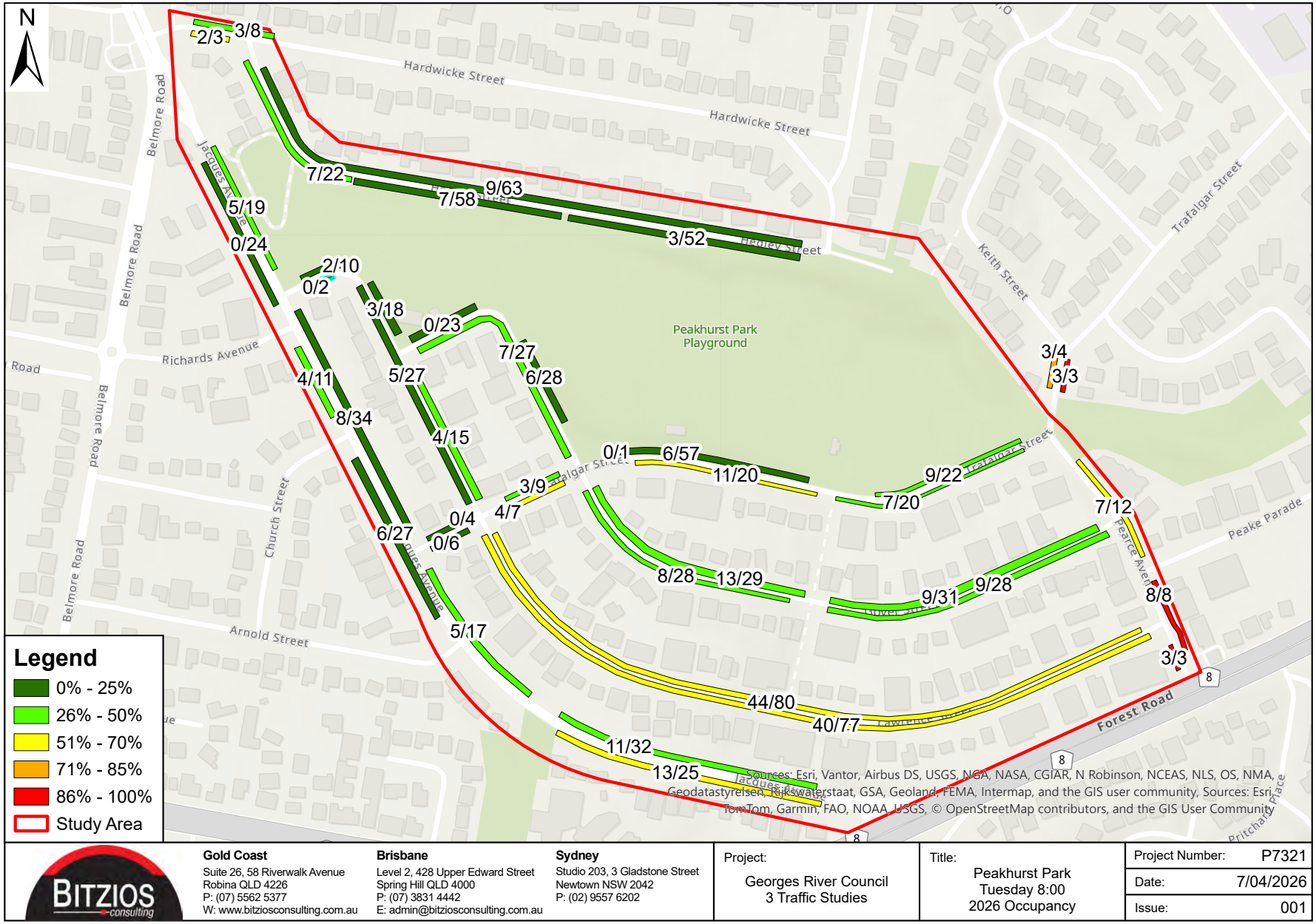
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park 2026 Parking Composition
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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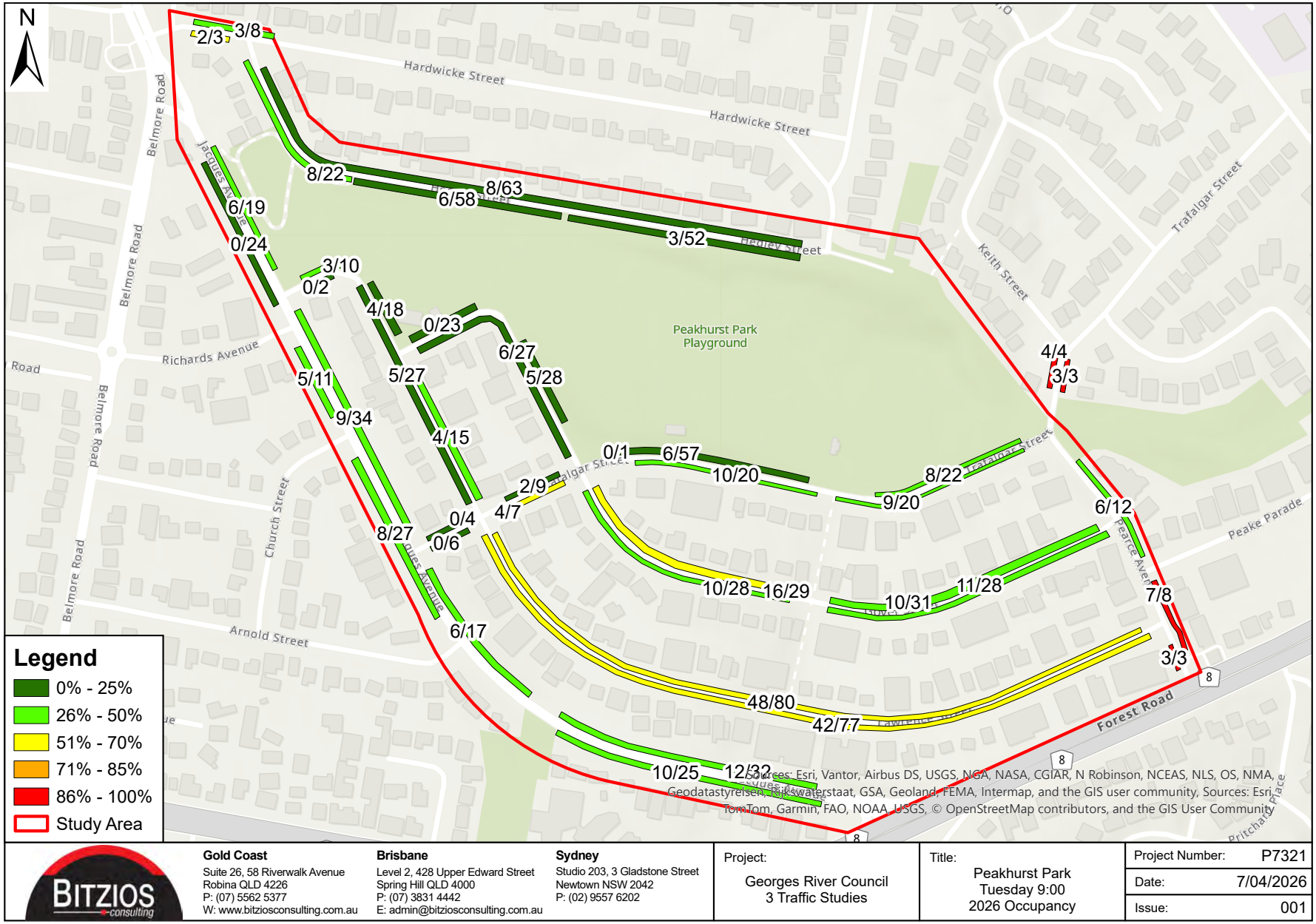
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 8:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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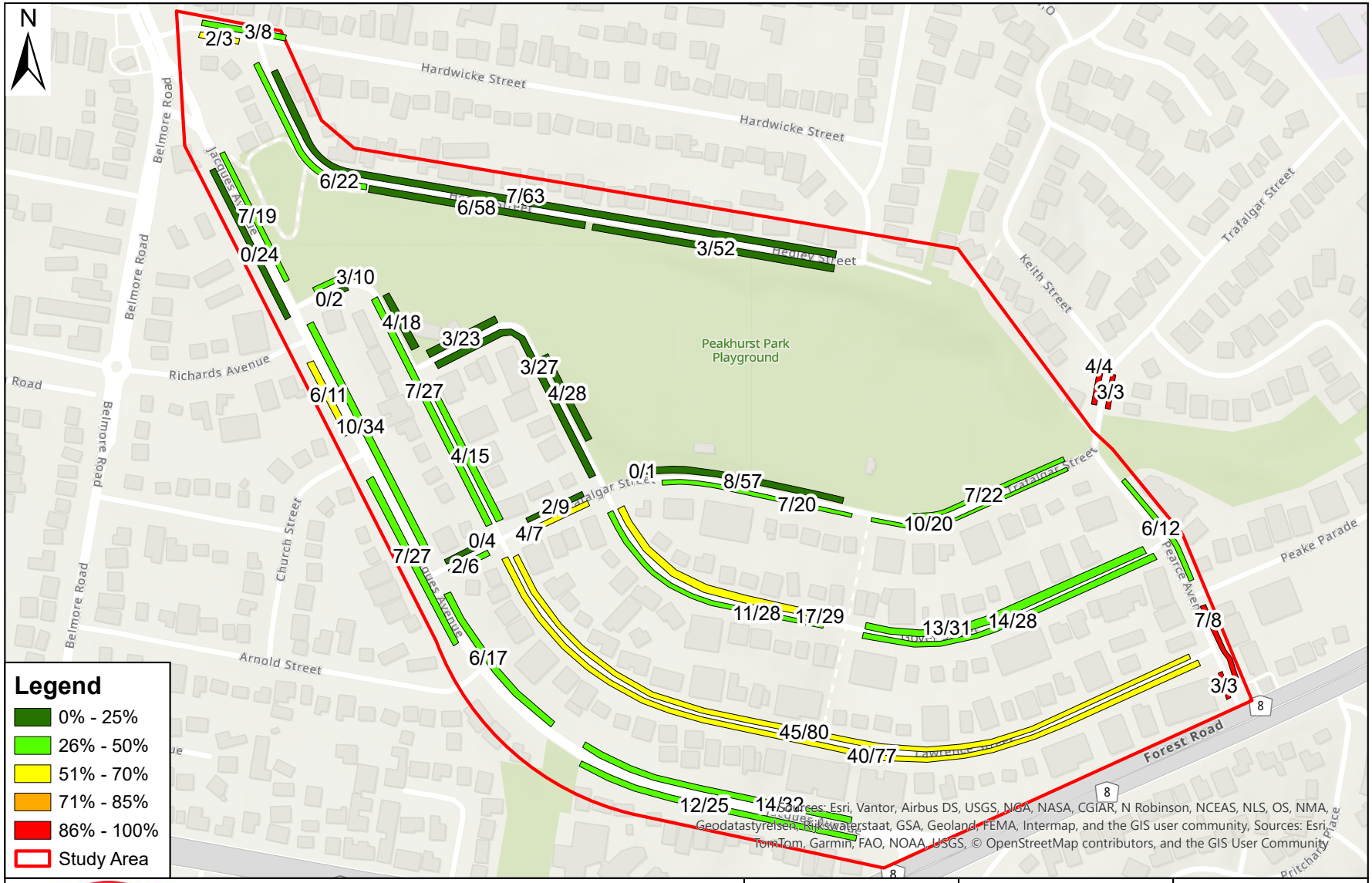
Title:	Peakhurst Park Tuesday 9:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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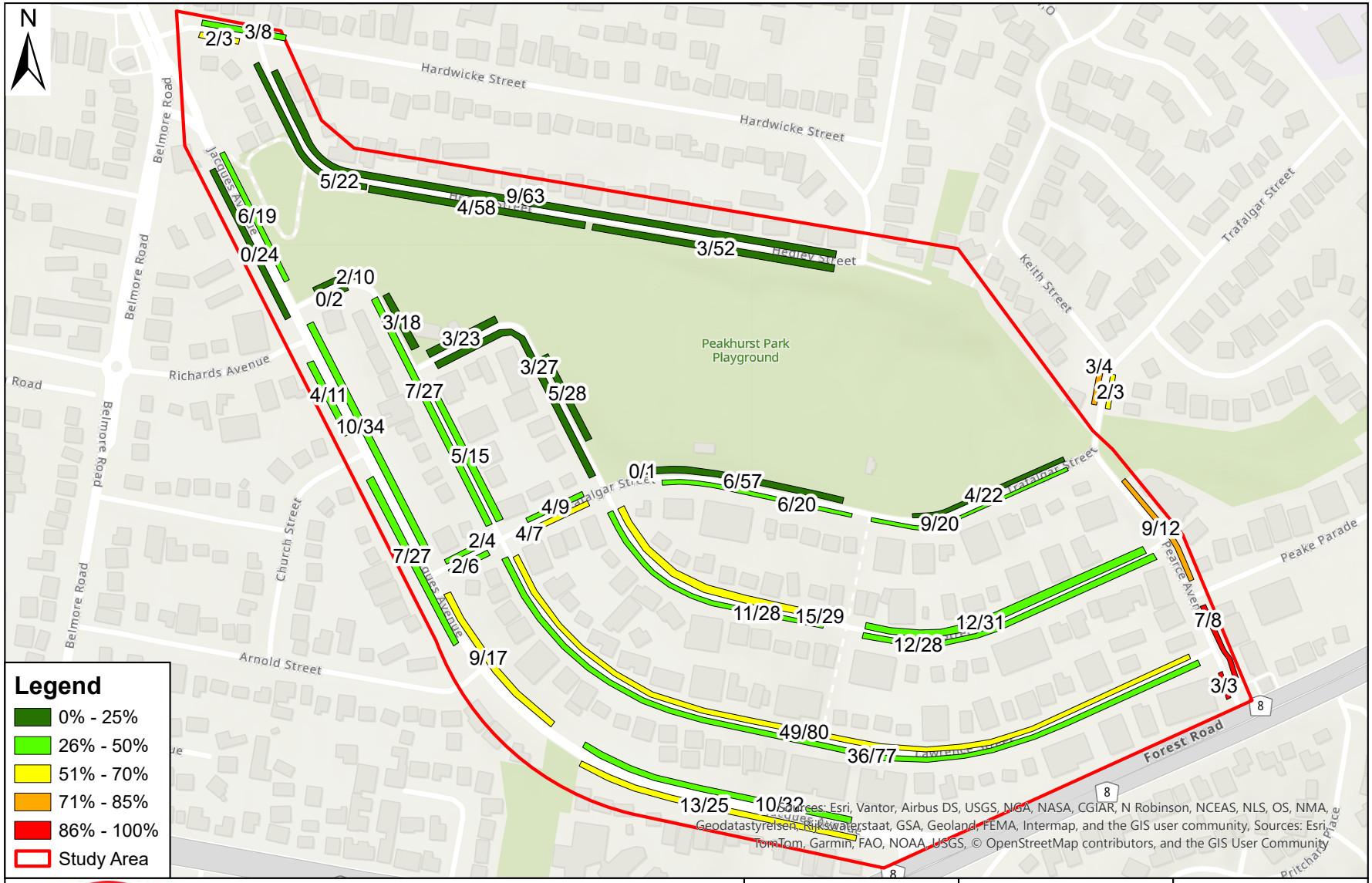
Date:	7/04/2026
Issue:	001



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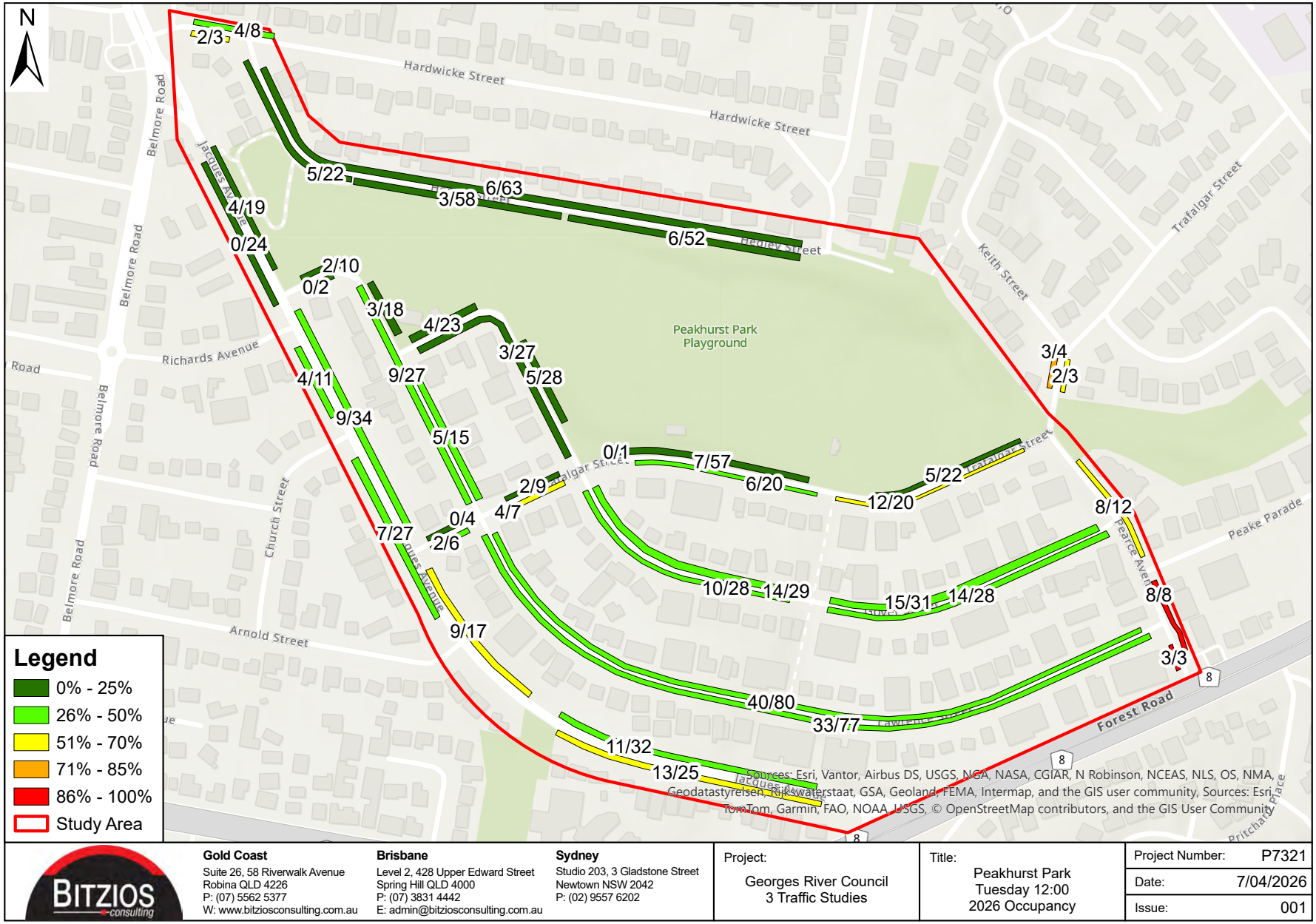
Date:	7/04/2026
Issue:	001



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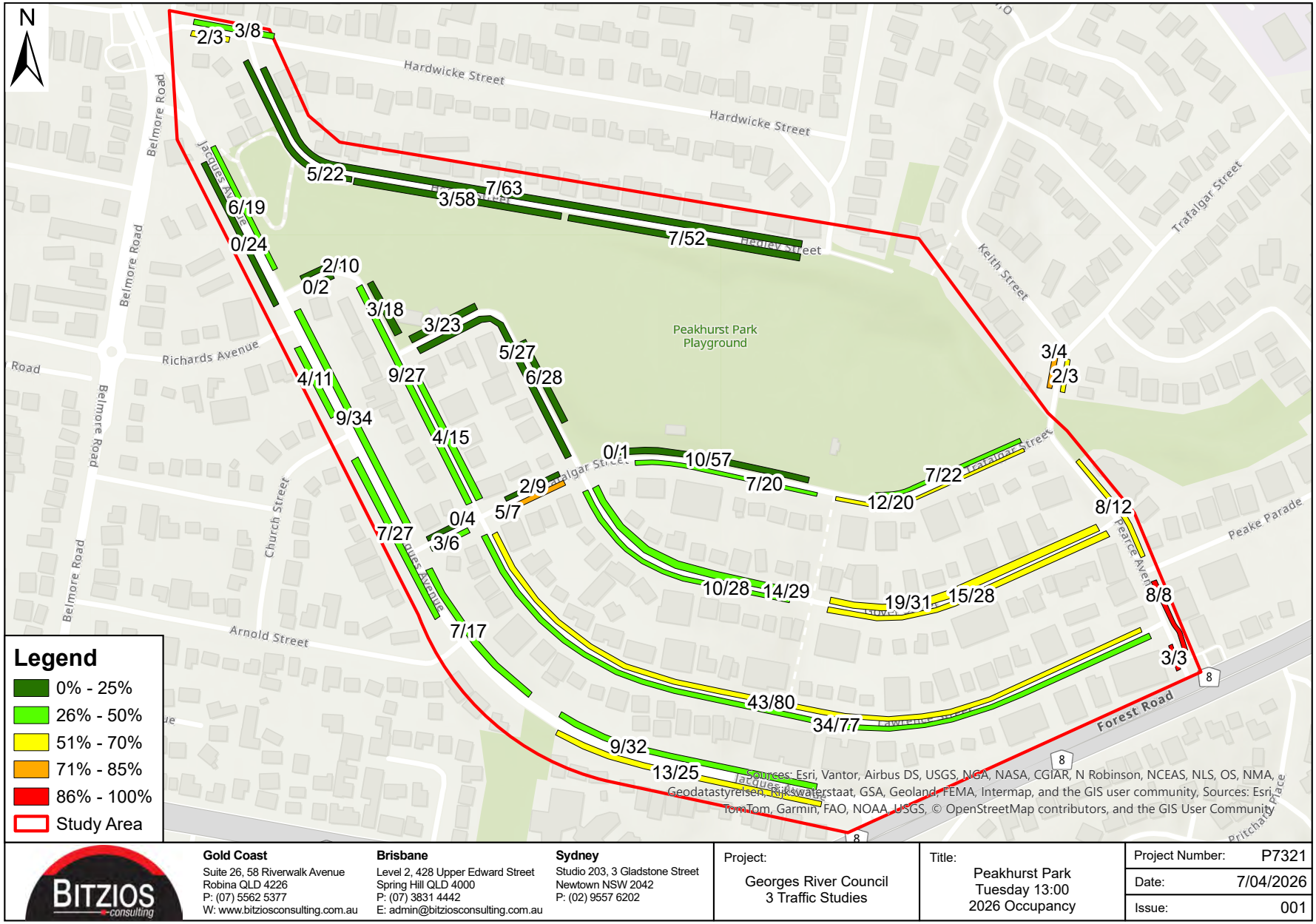
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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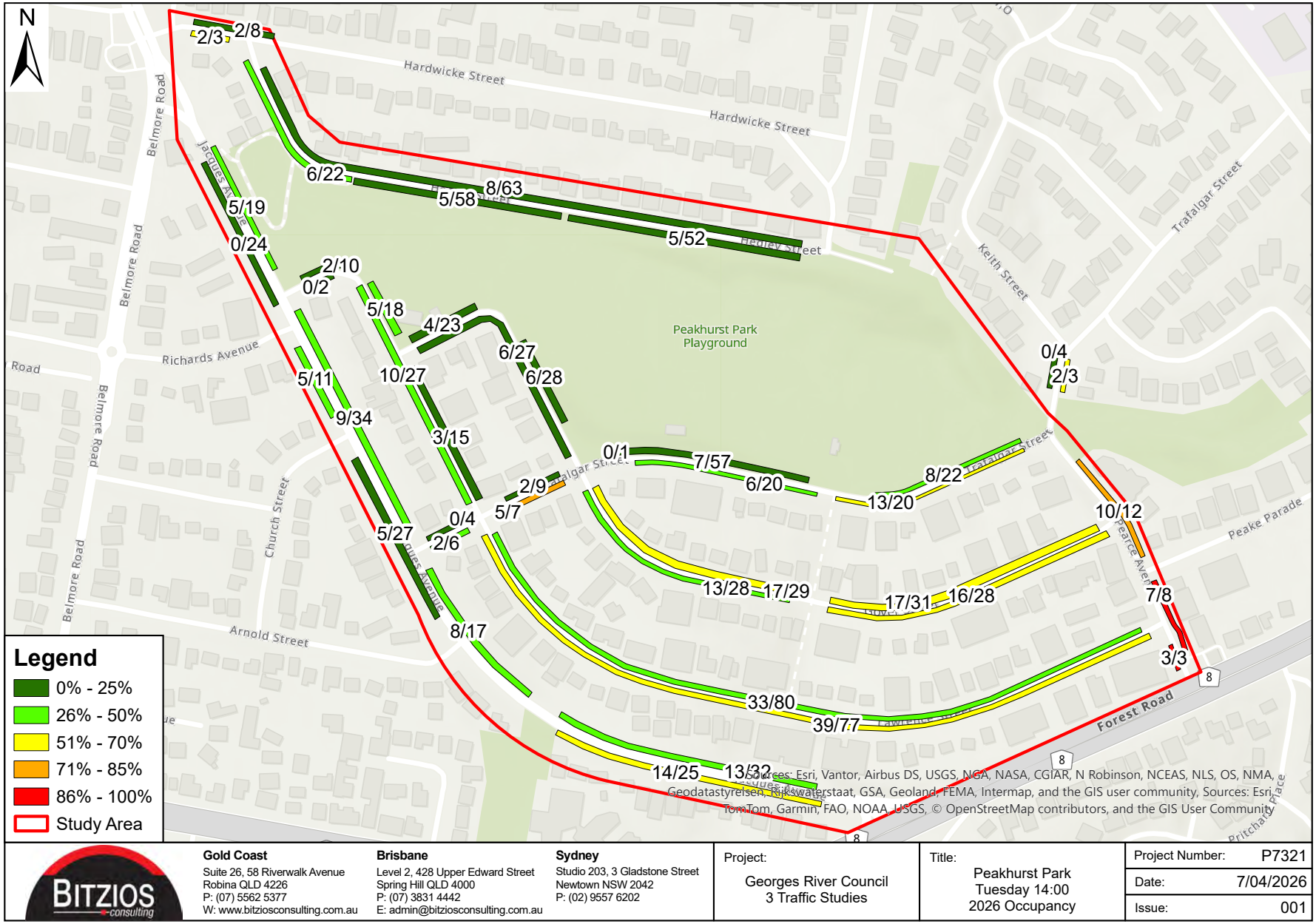
Title:	Peakhurst Park Tuesday 13:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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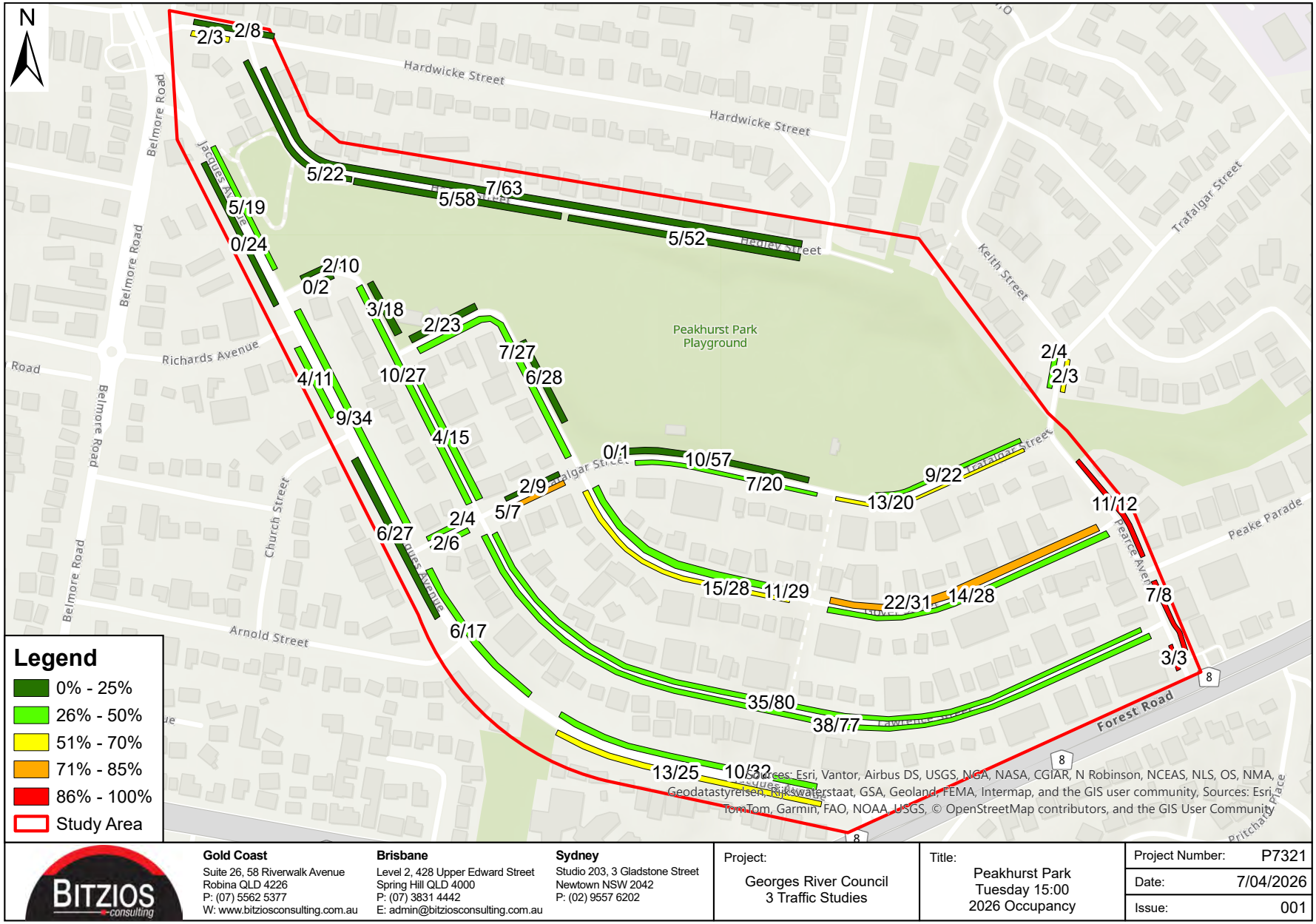
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 14:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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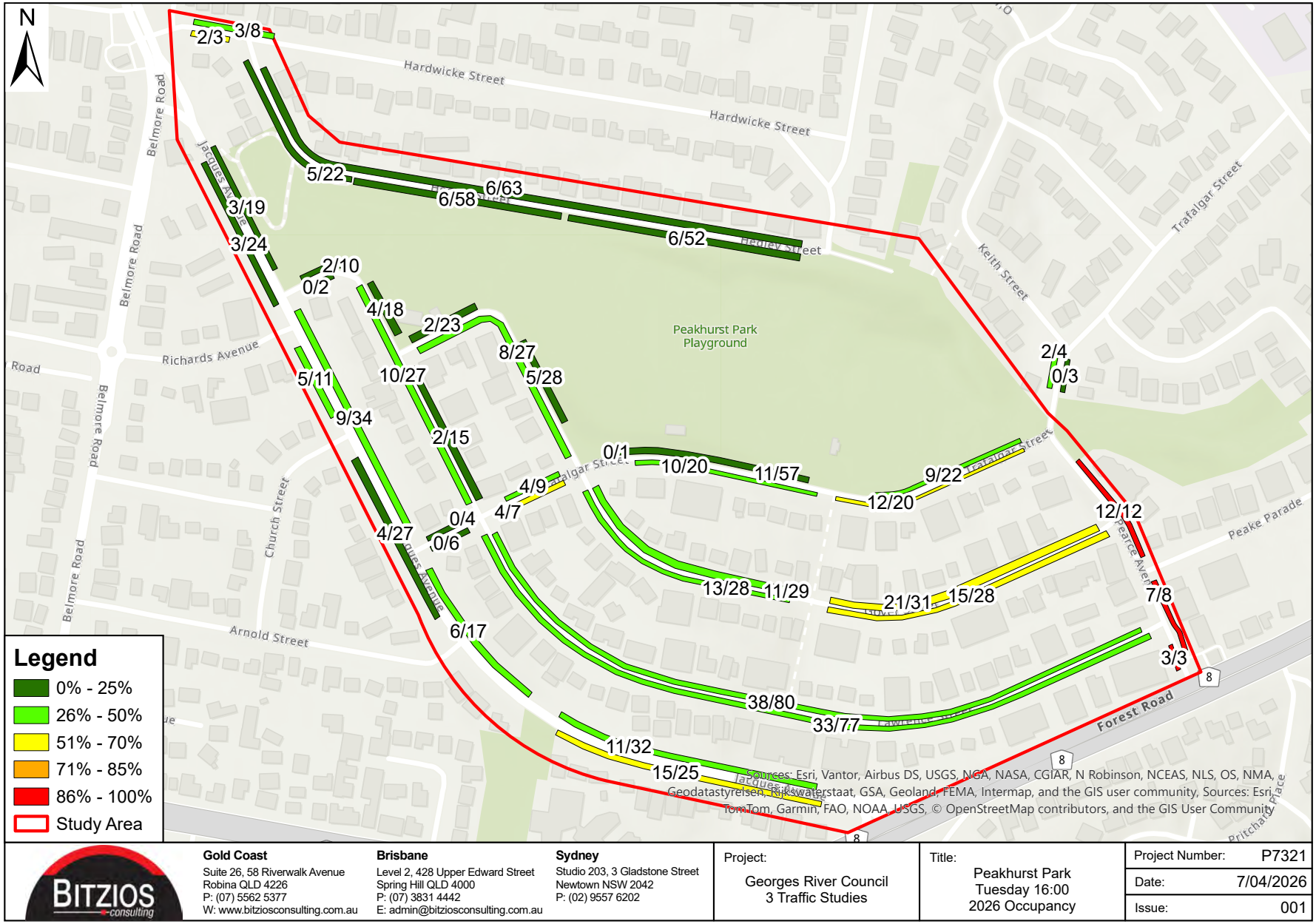
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 15:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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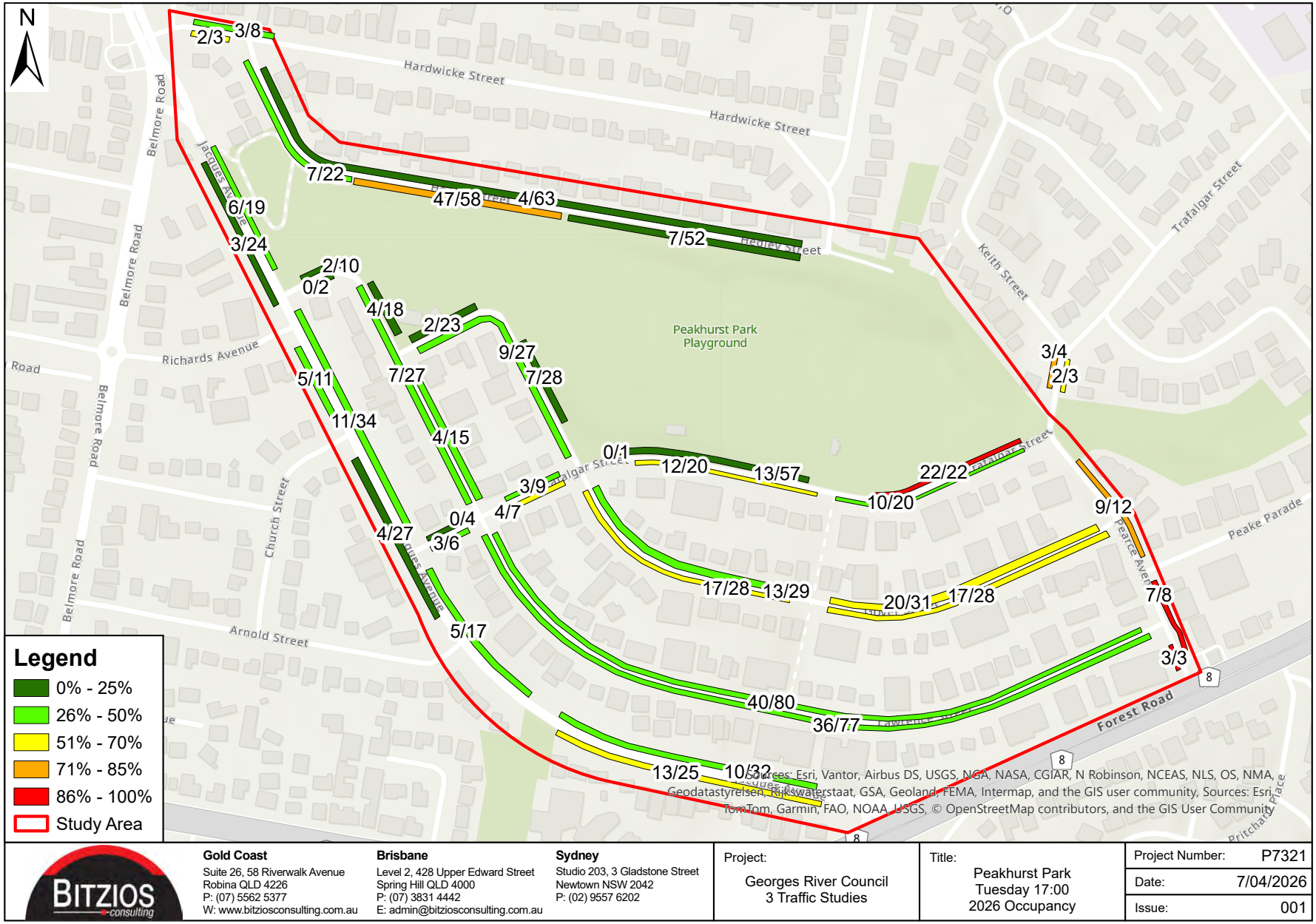
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 16:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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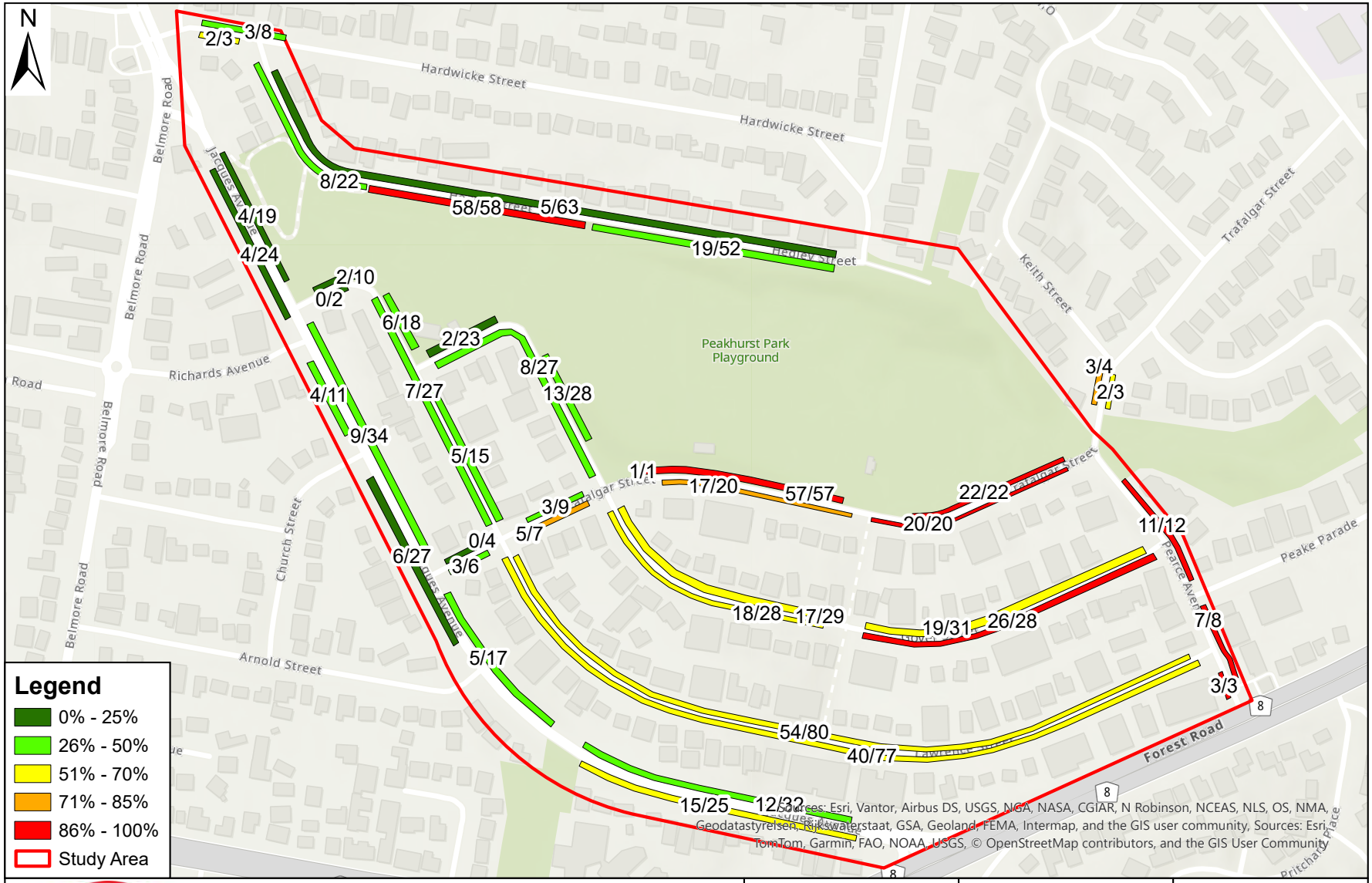
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 17:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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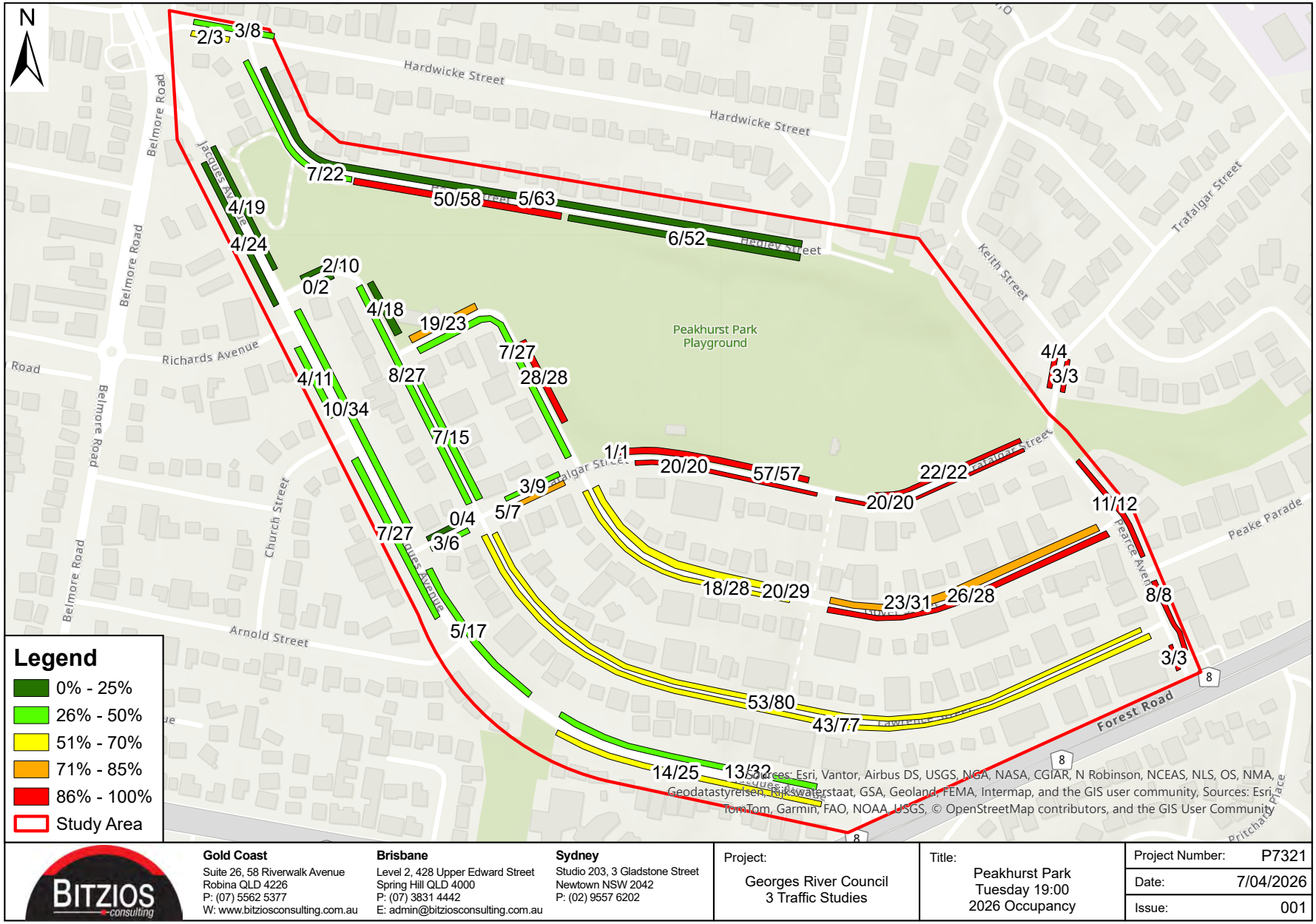
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 18:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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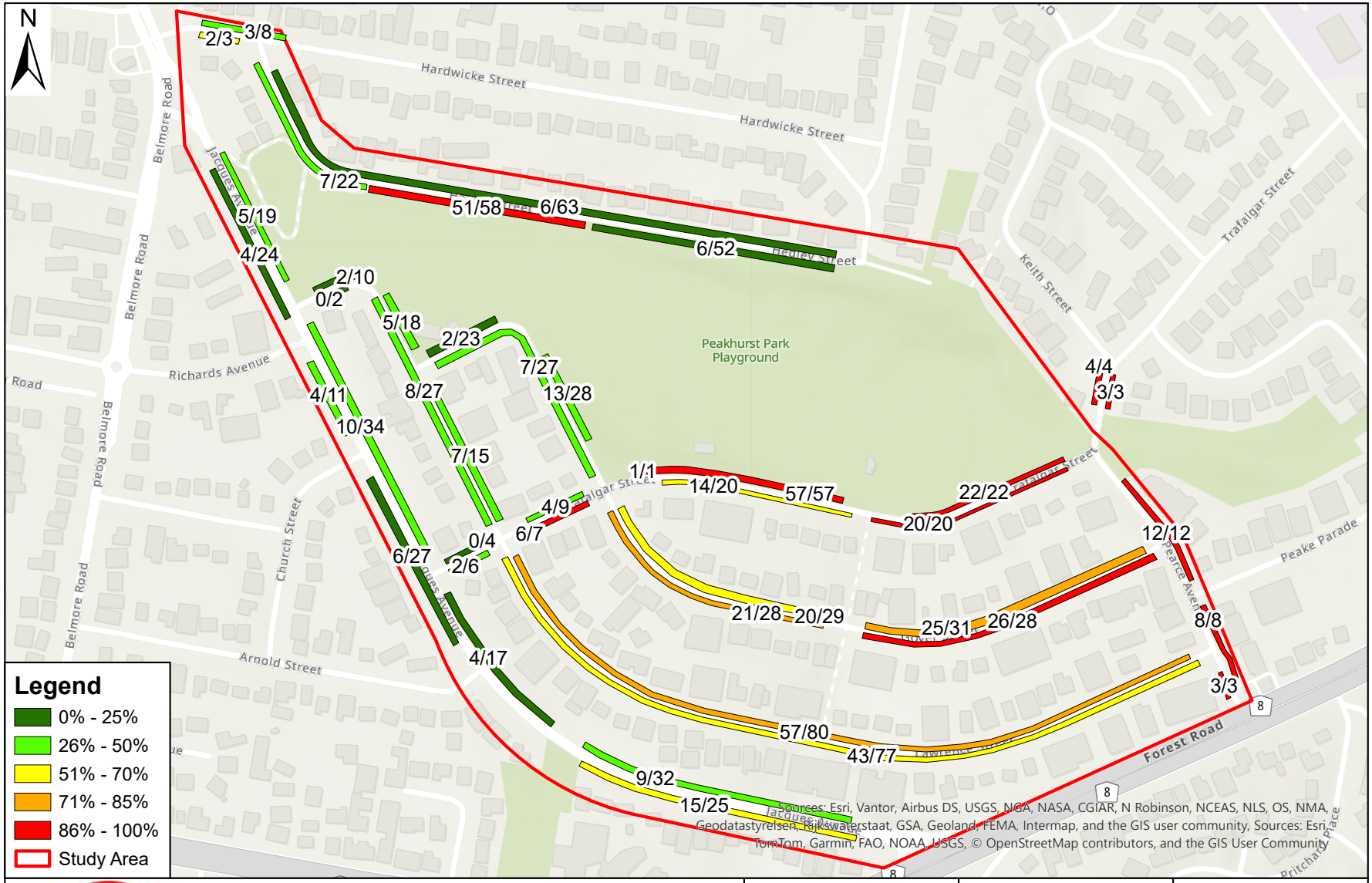
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 19:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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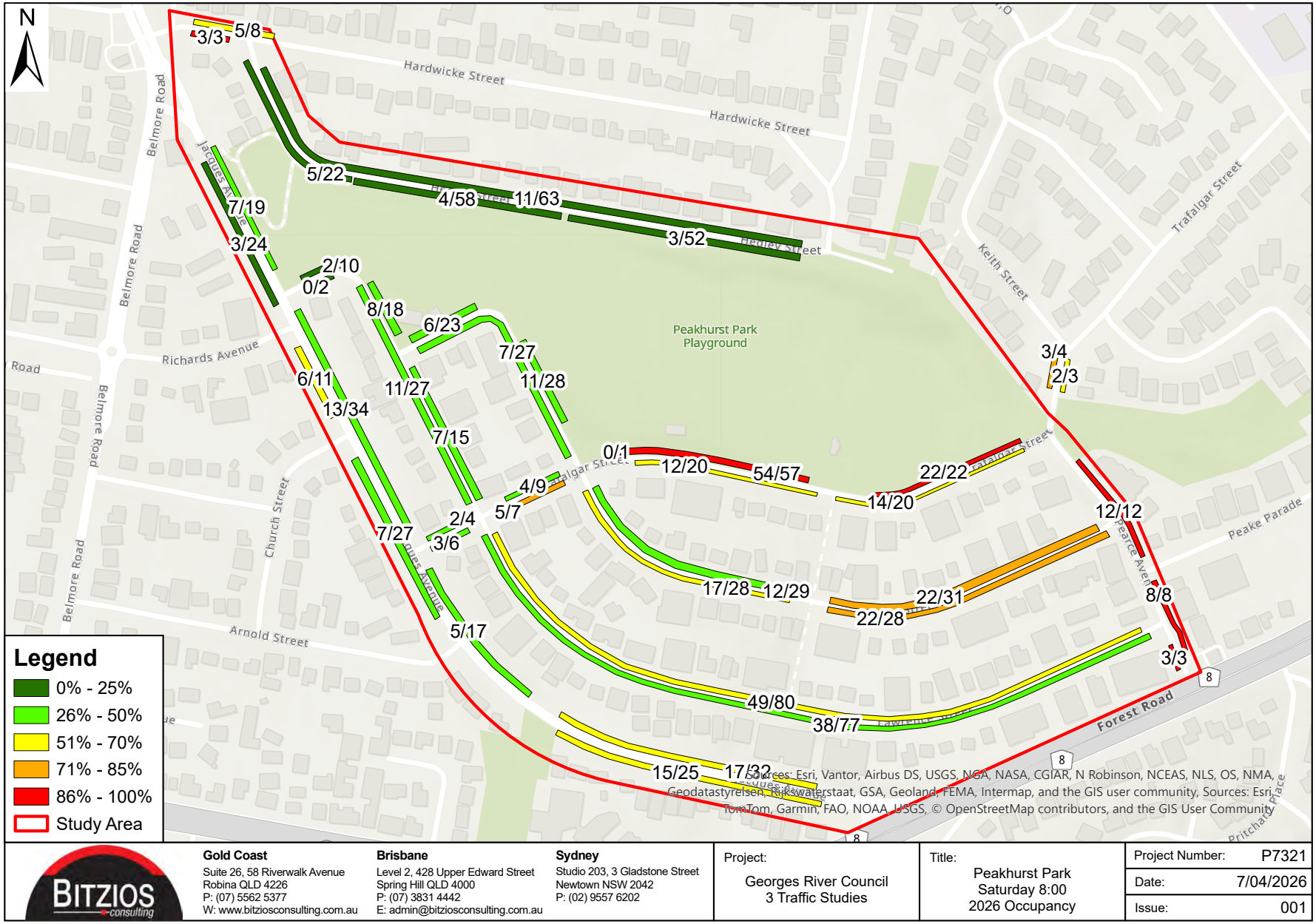
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Tuesday 20:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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Project Number:	P7321
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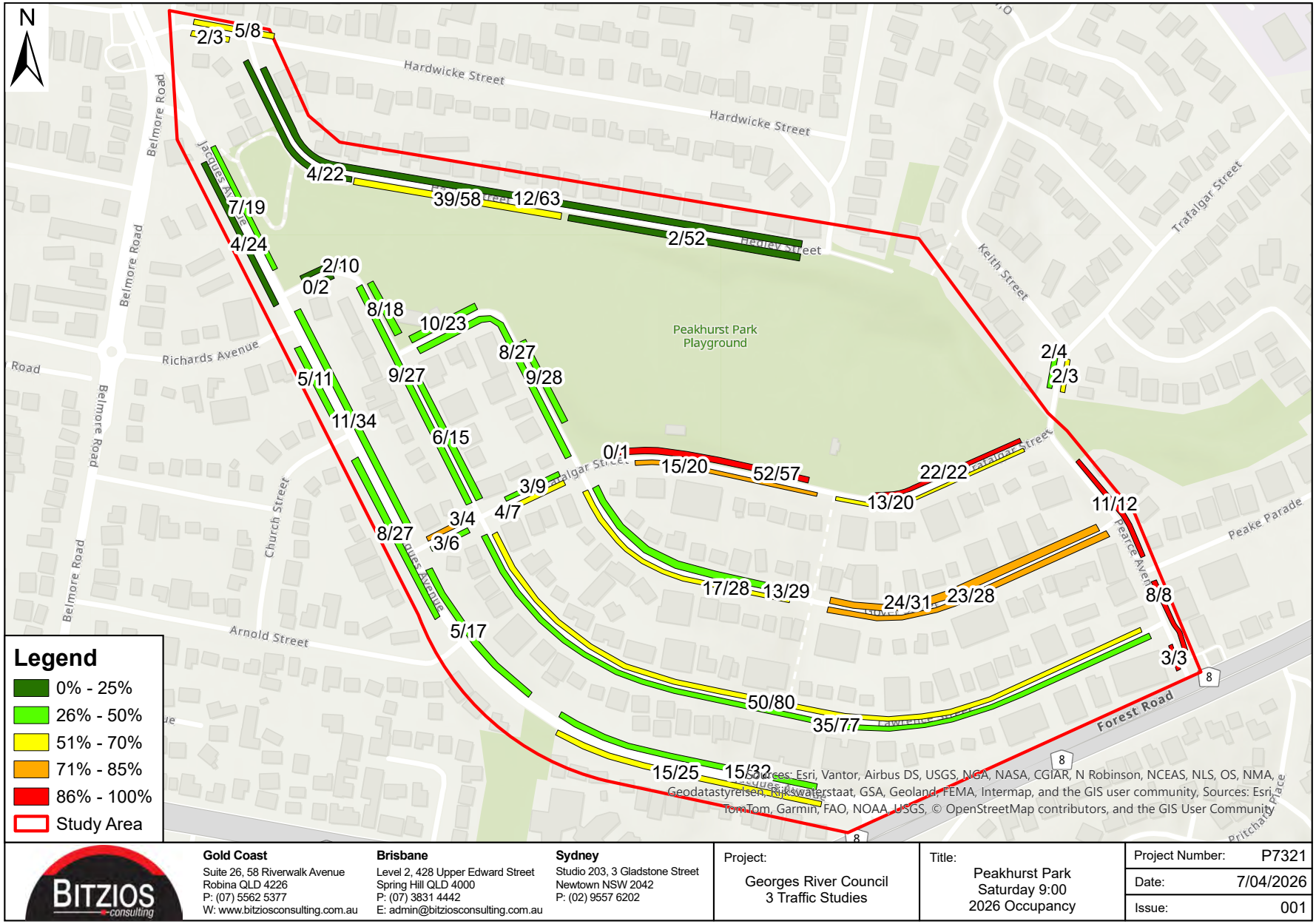
Issue:	001



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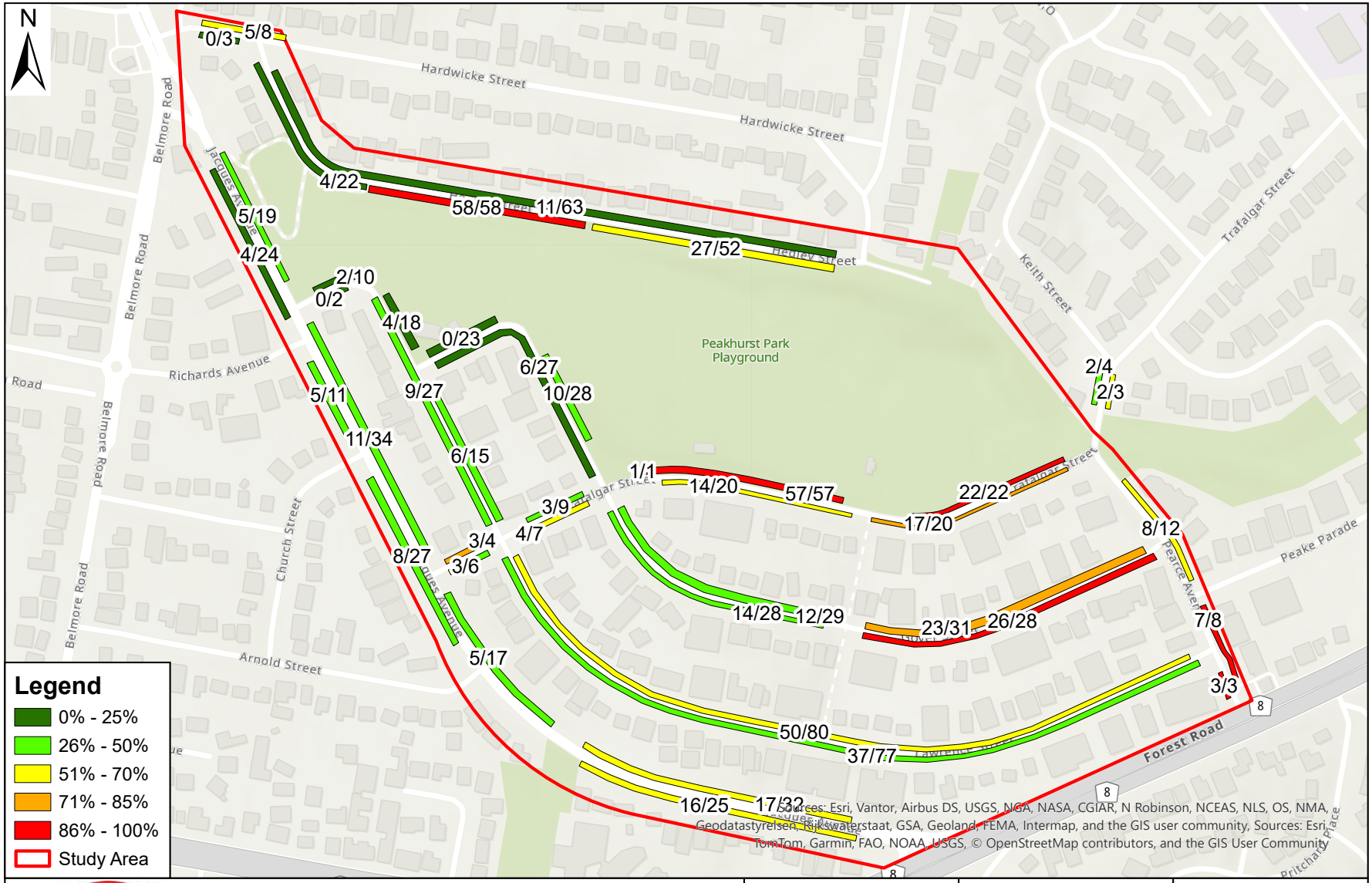

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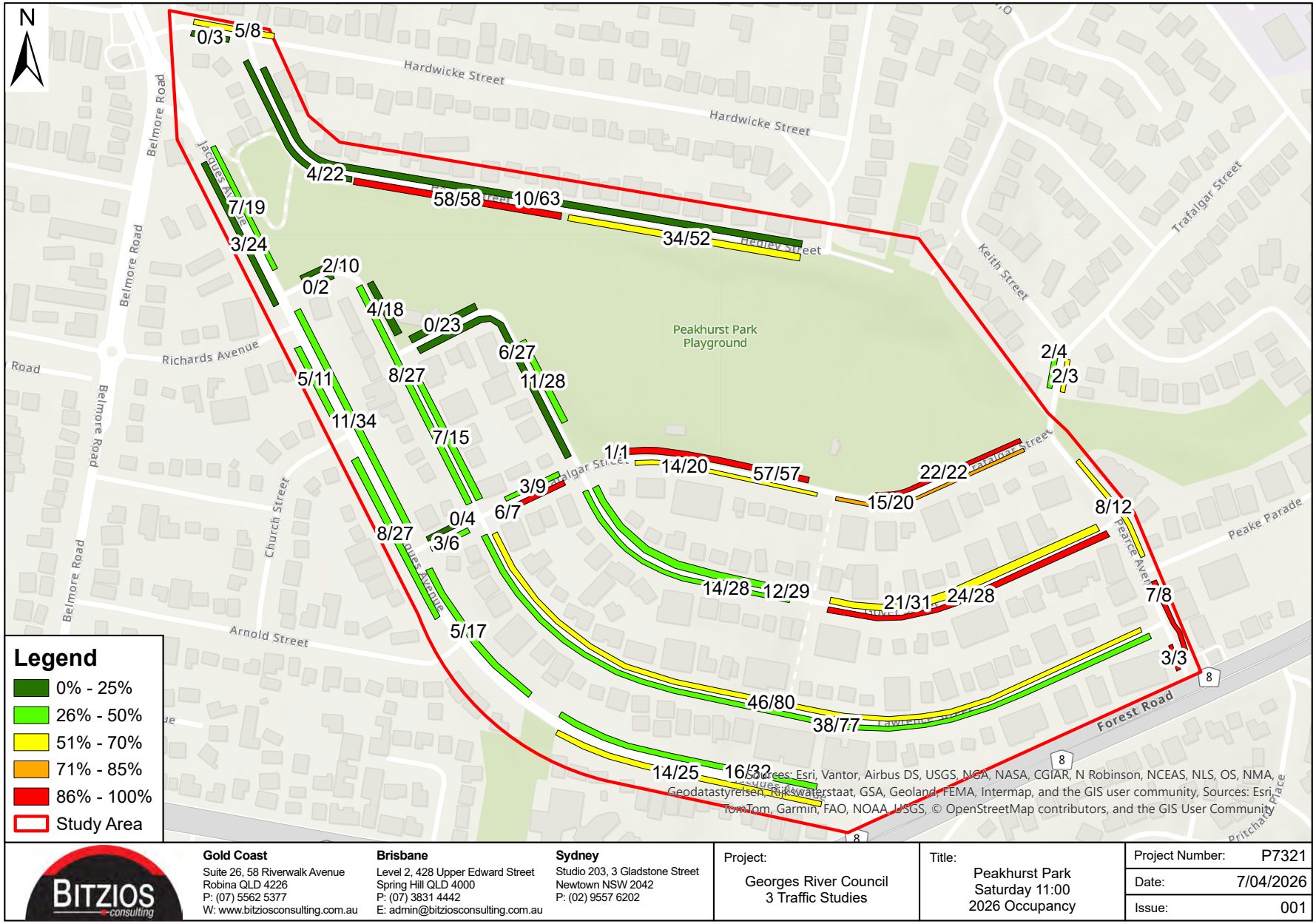

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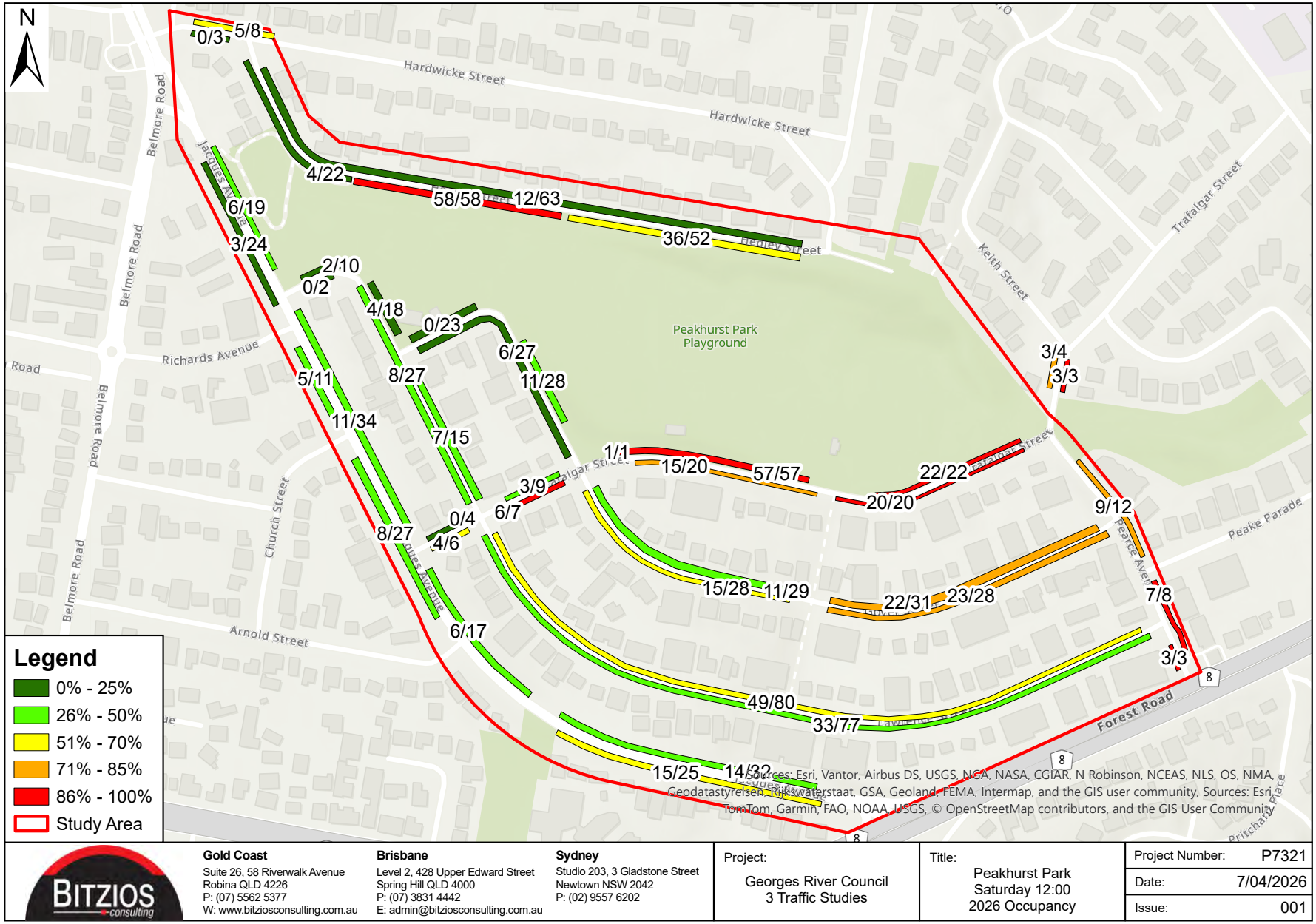

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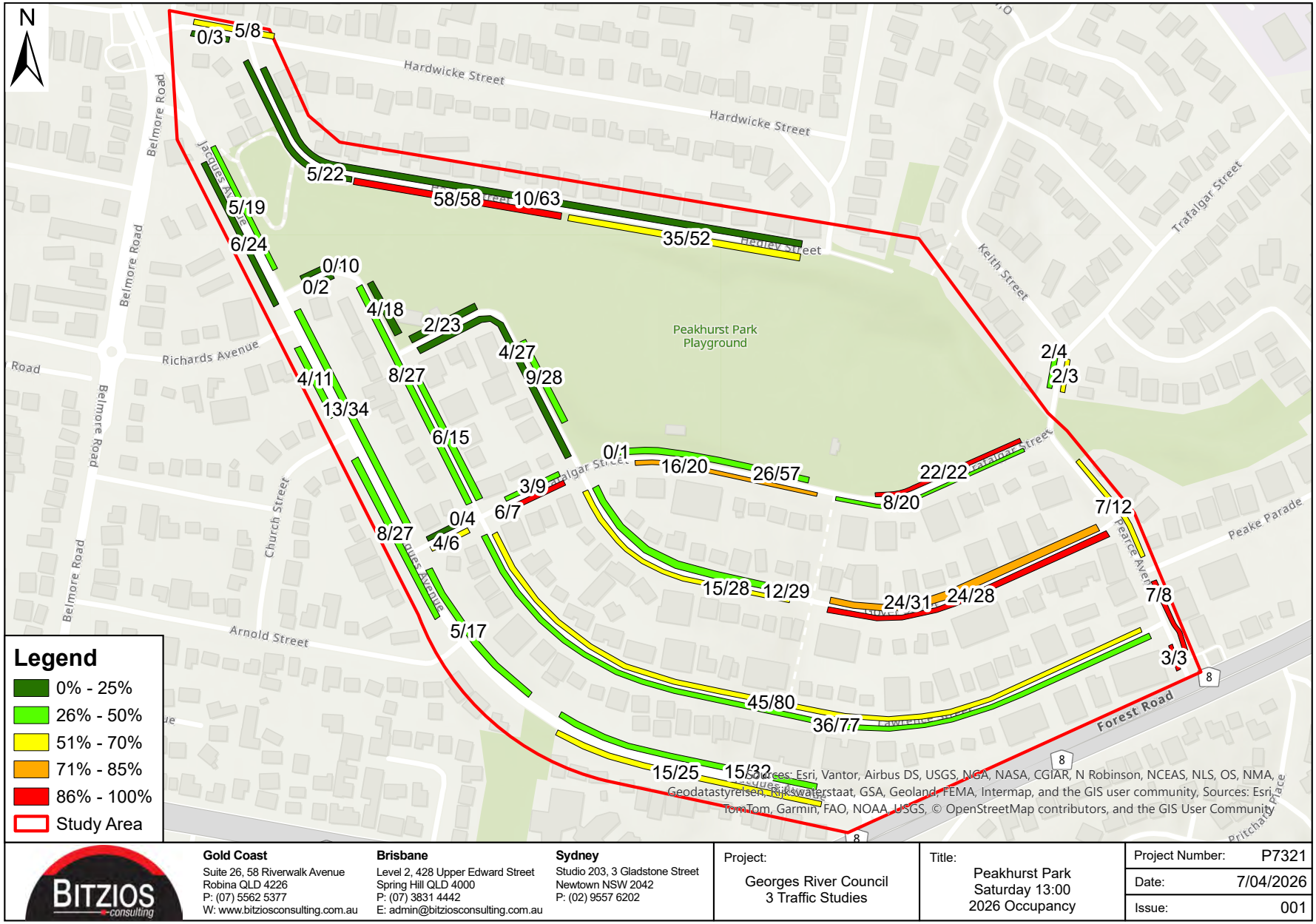

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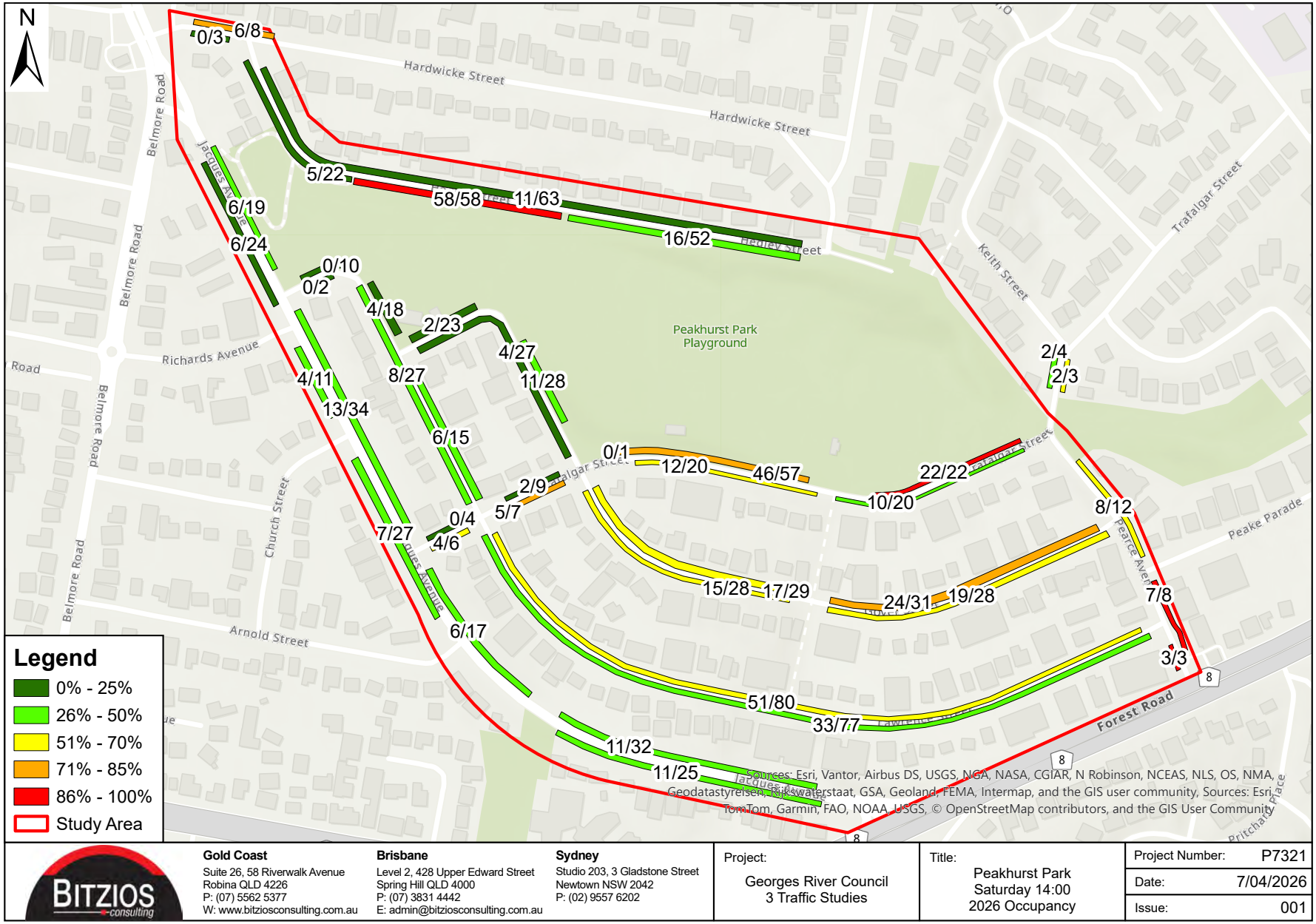

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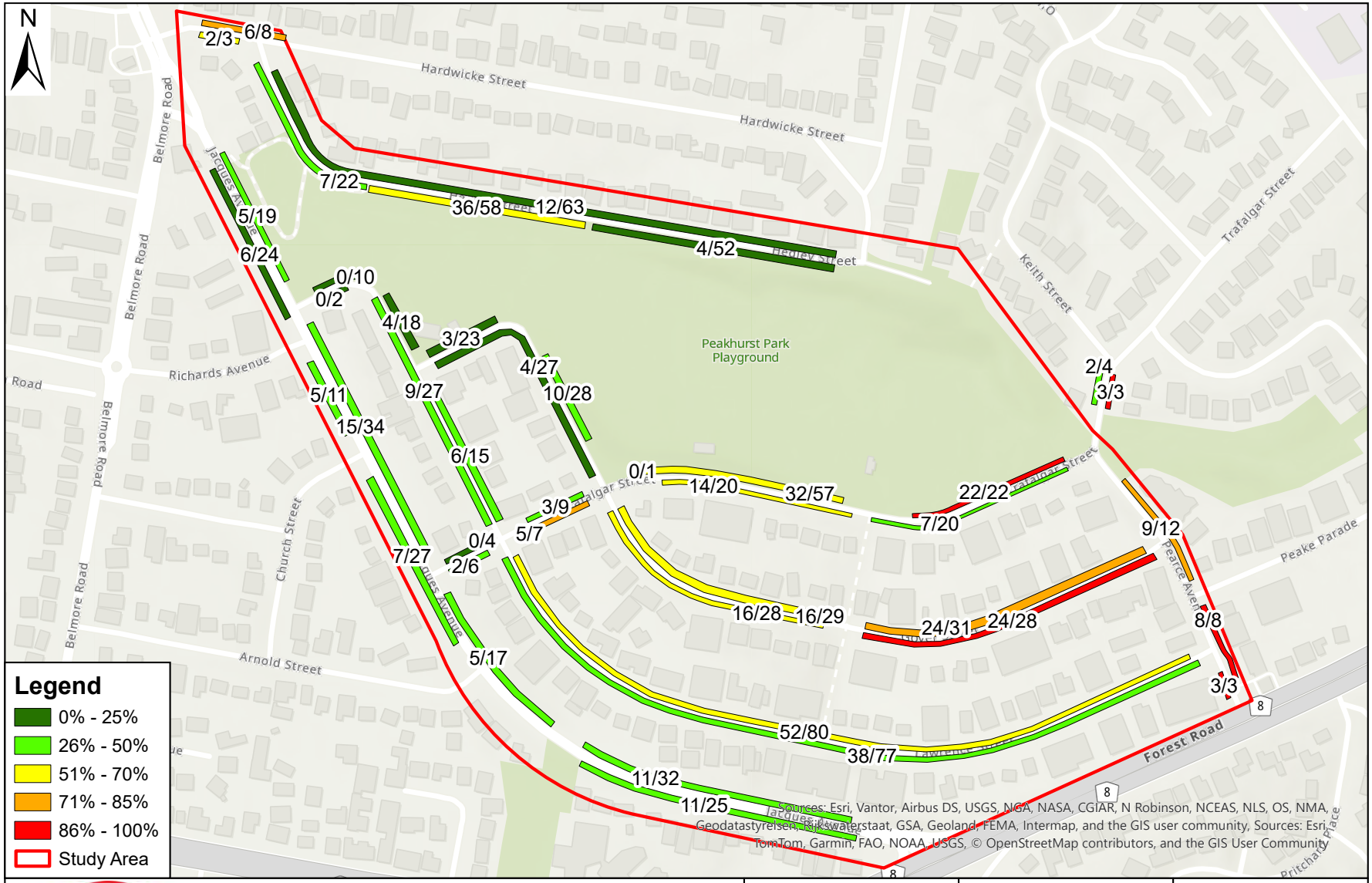
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 14:00 2026 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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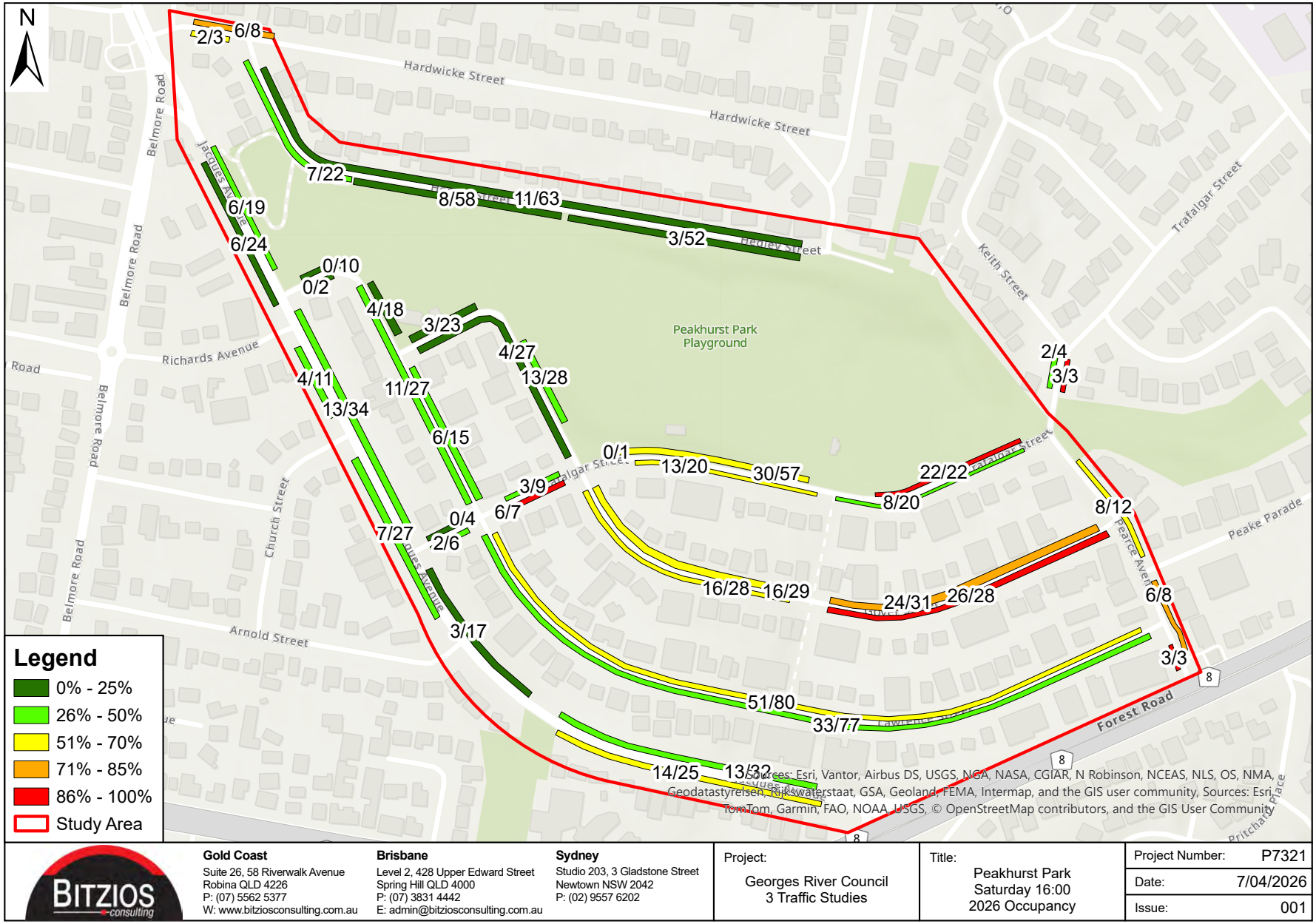

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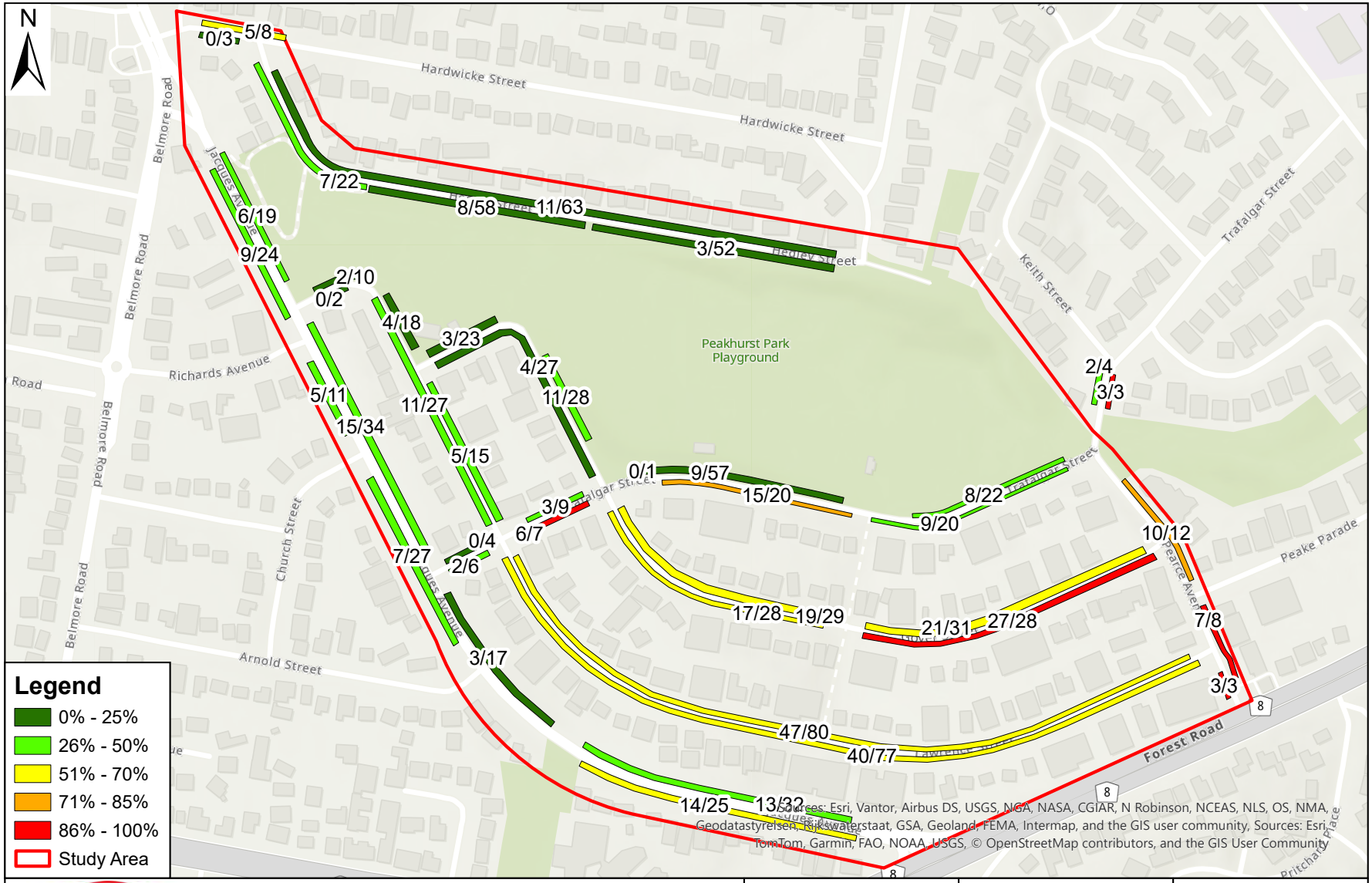

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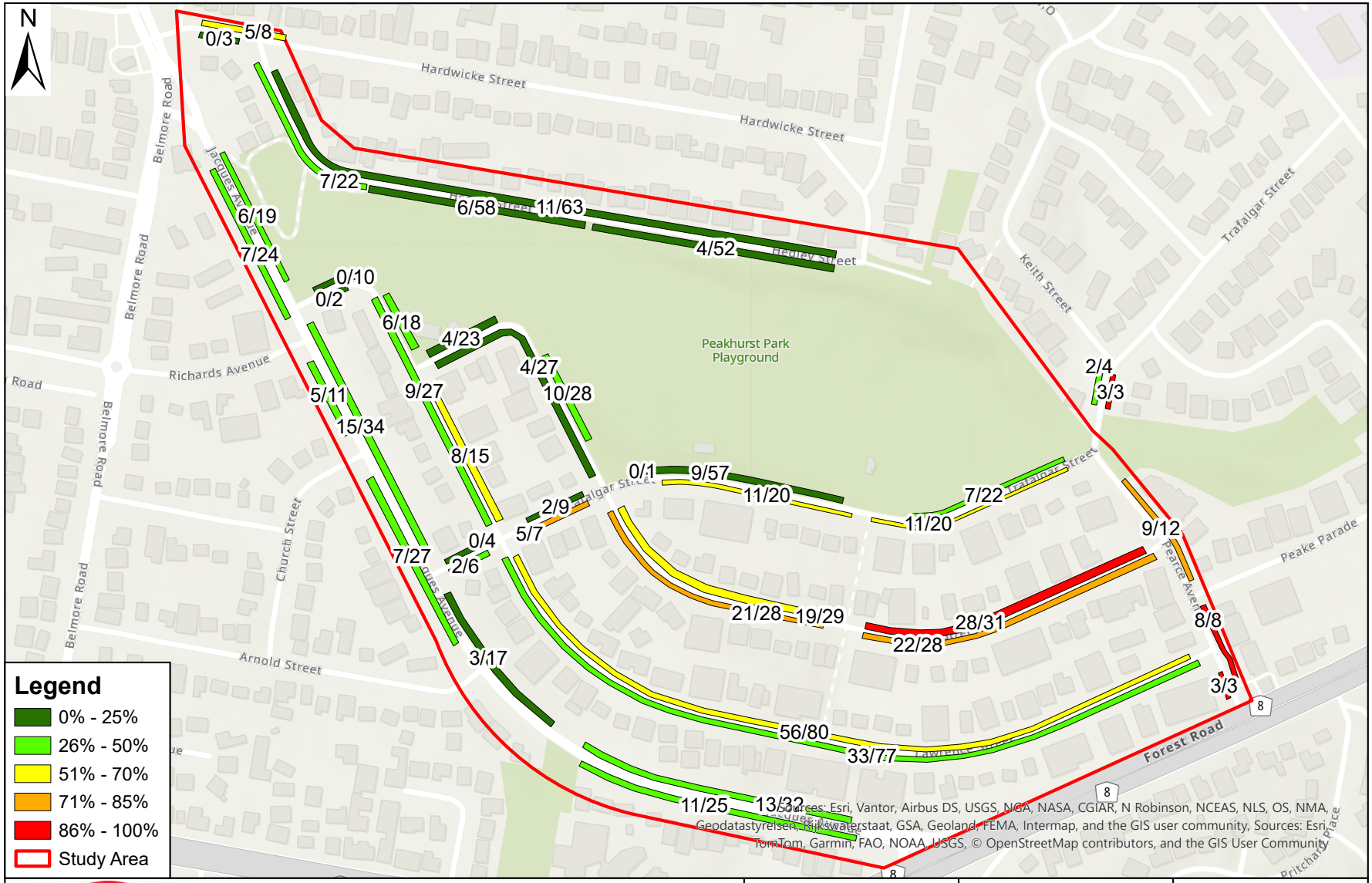

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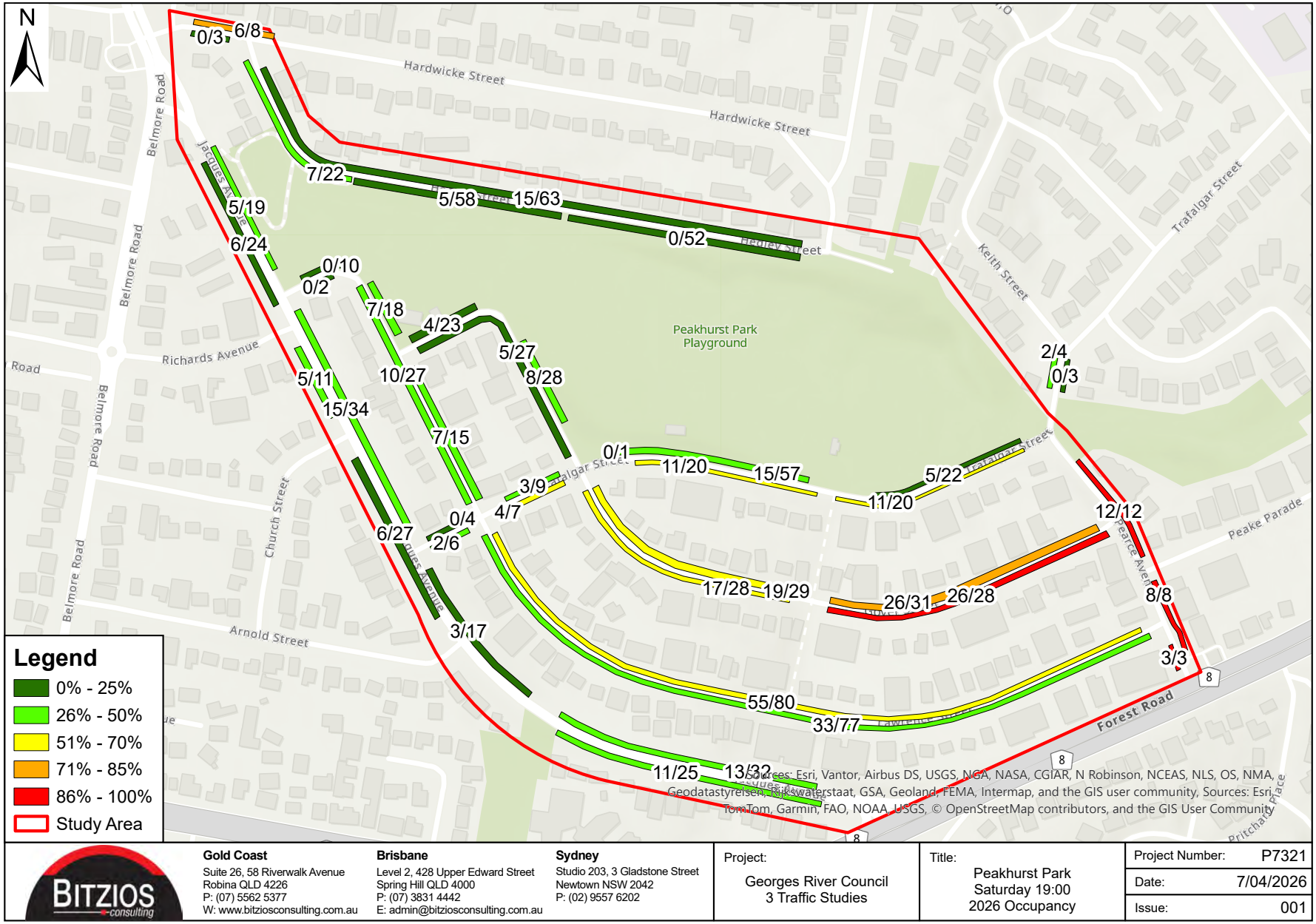

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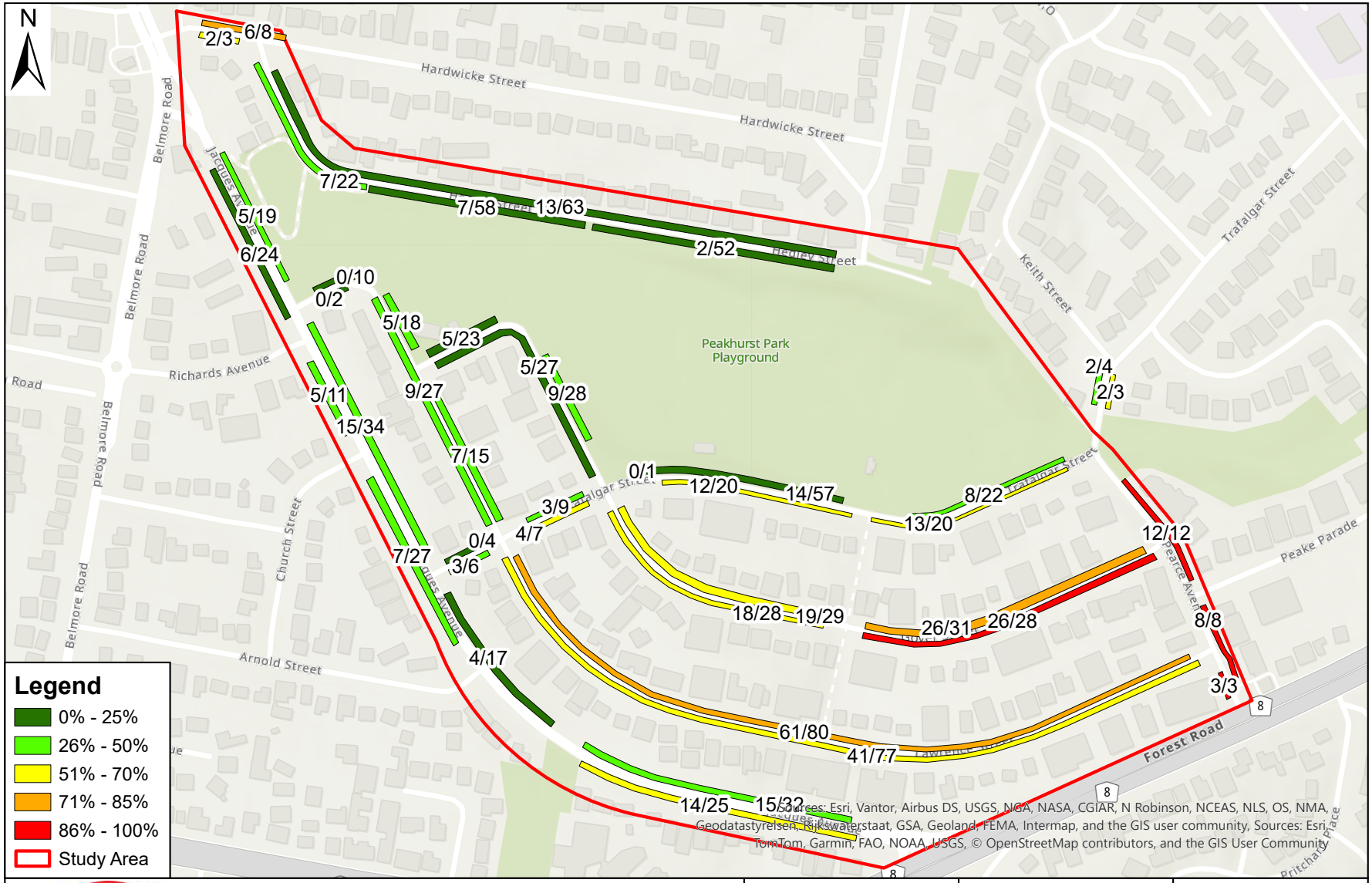

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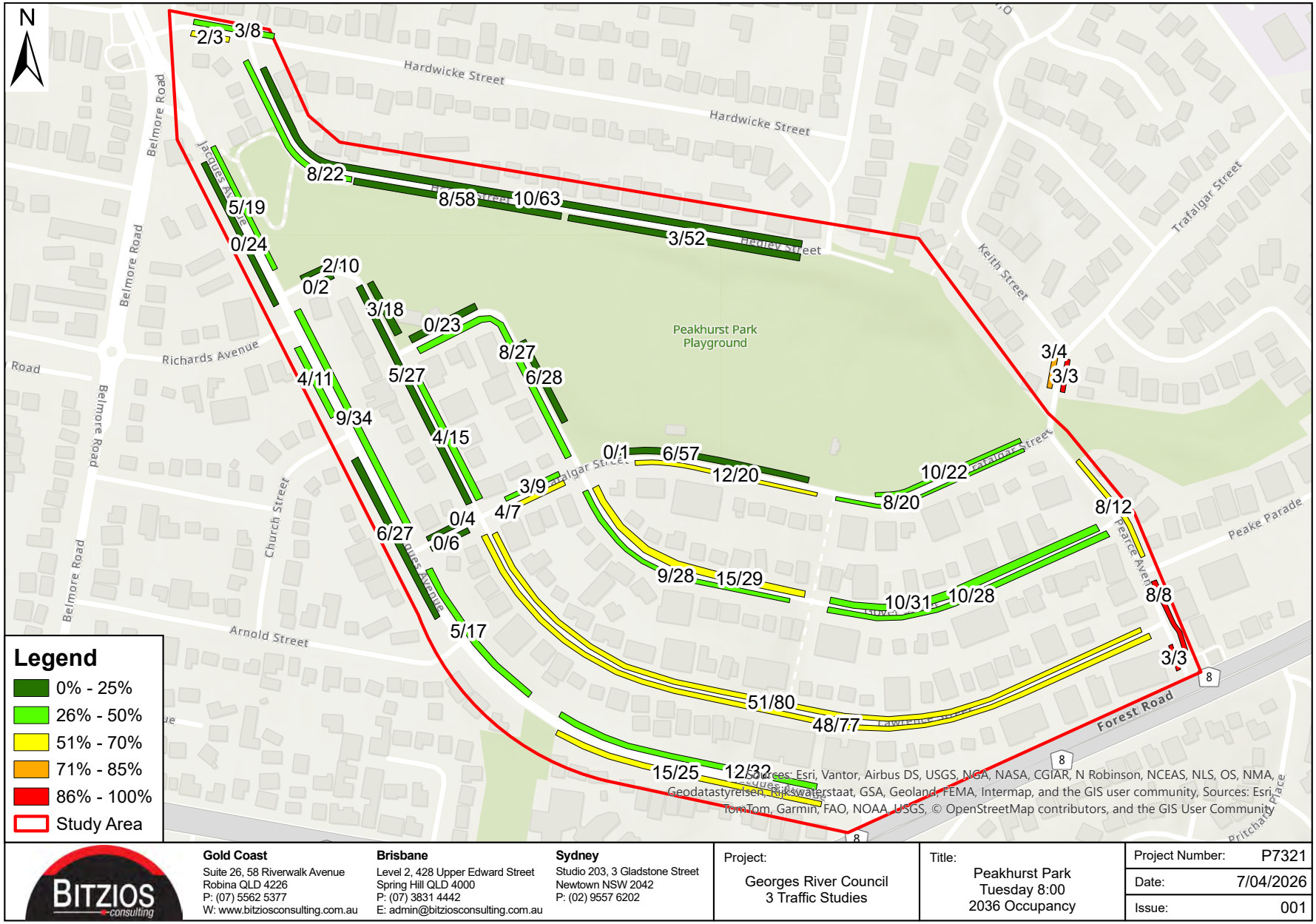

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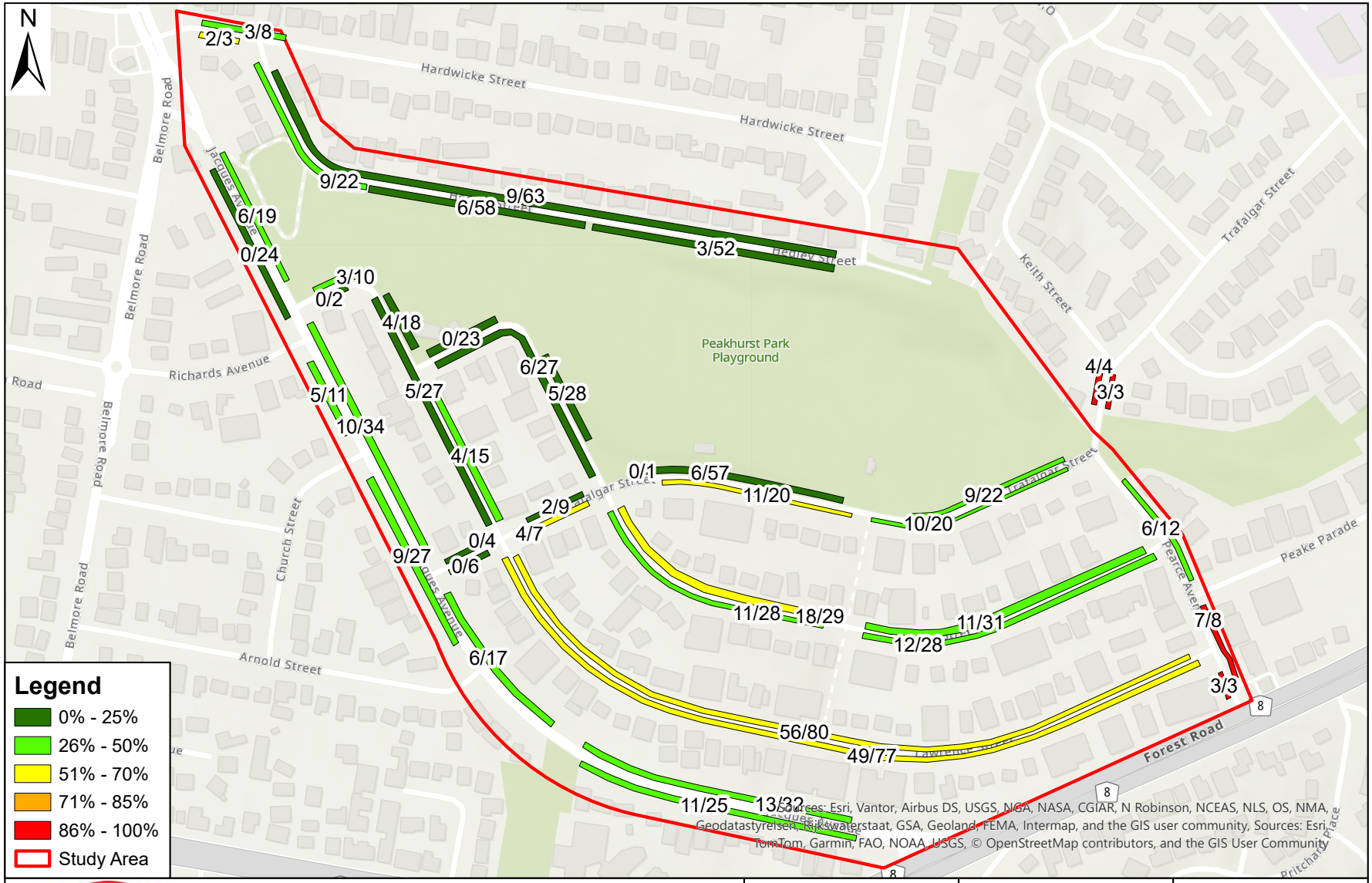

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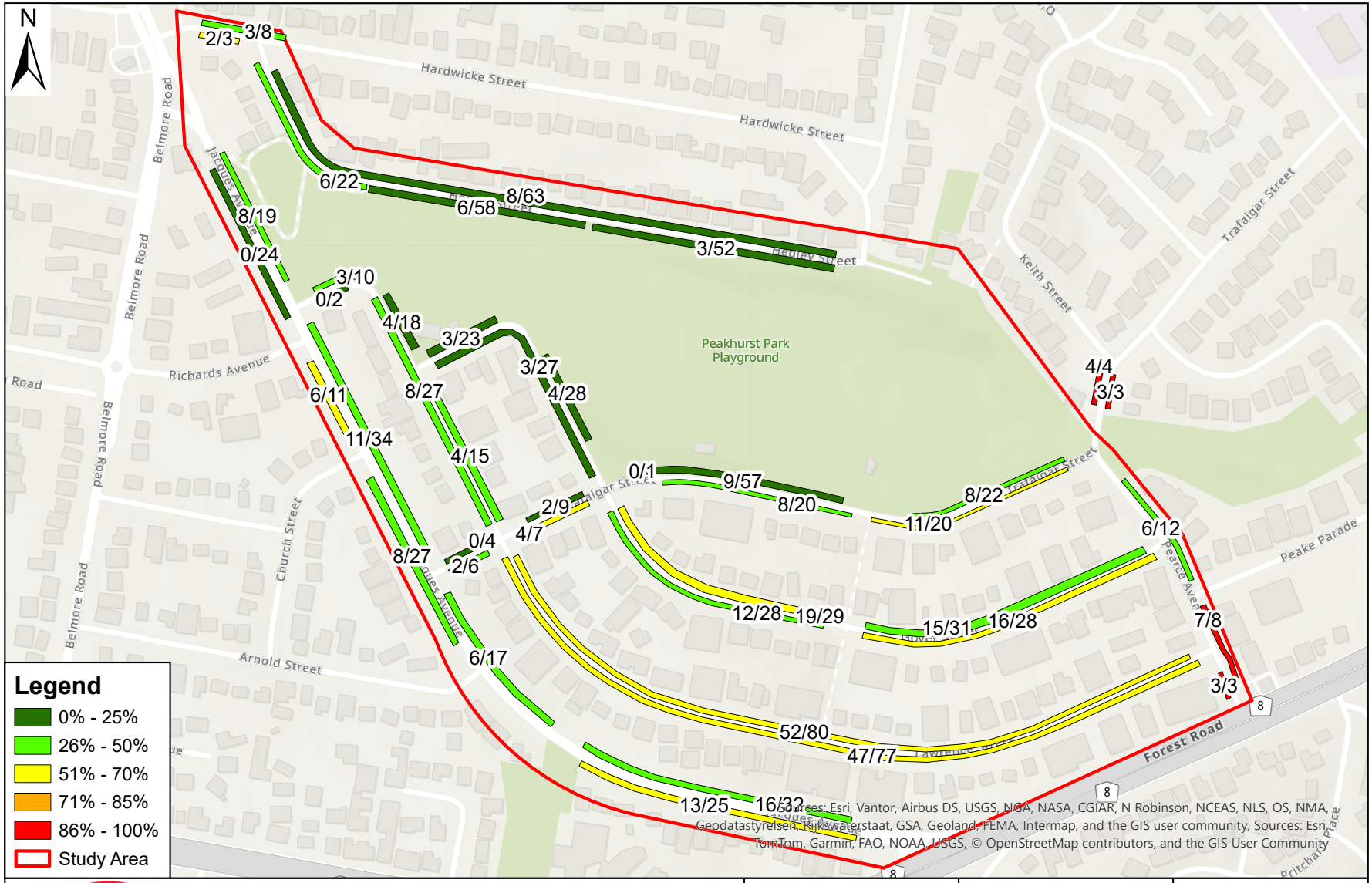

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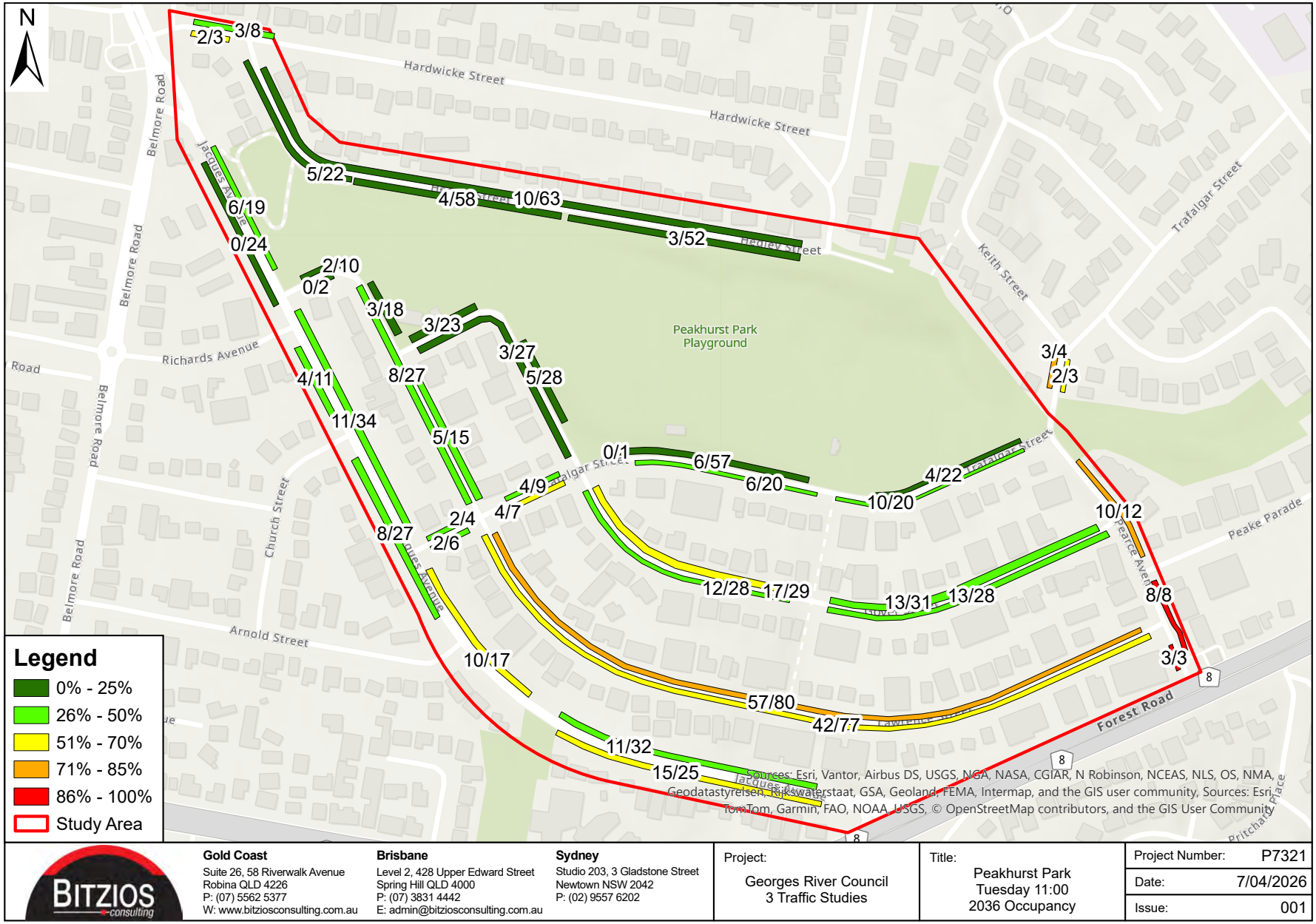

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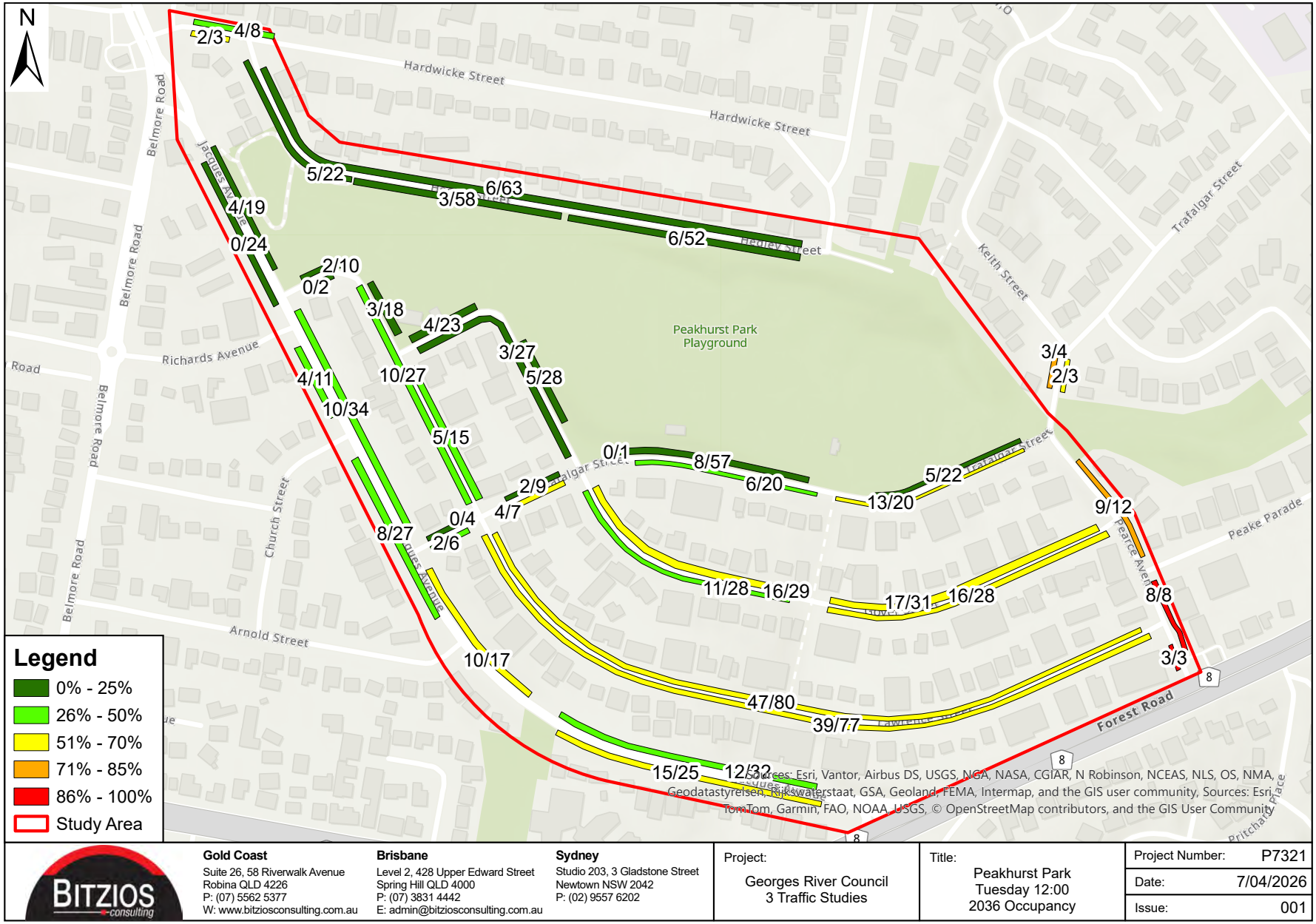

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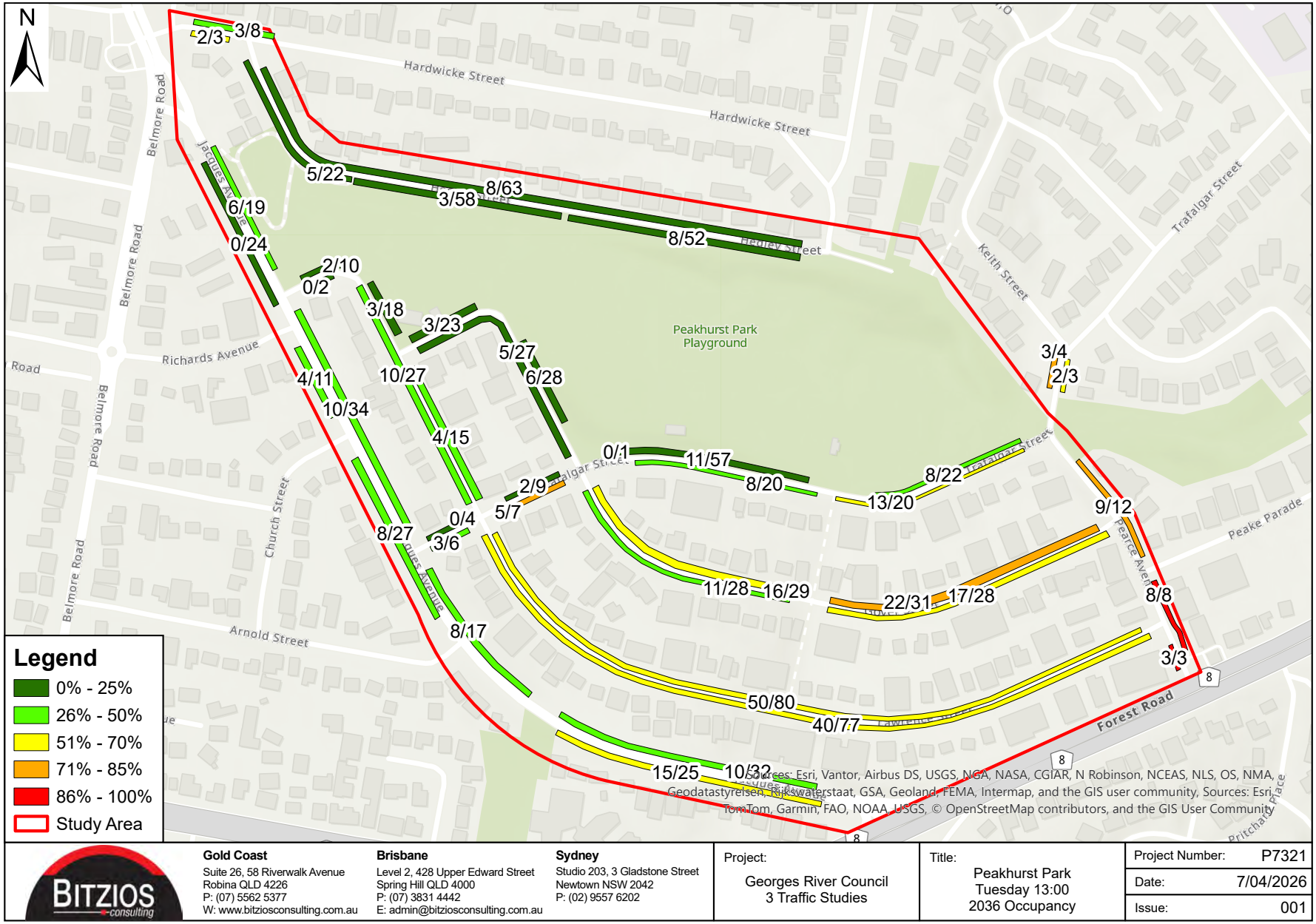

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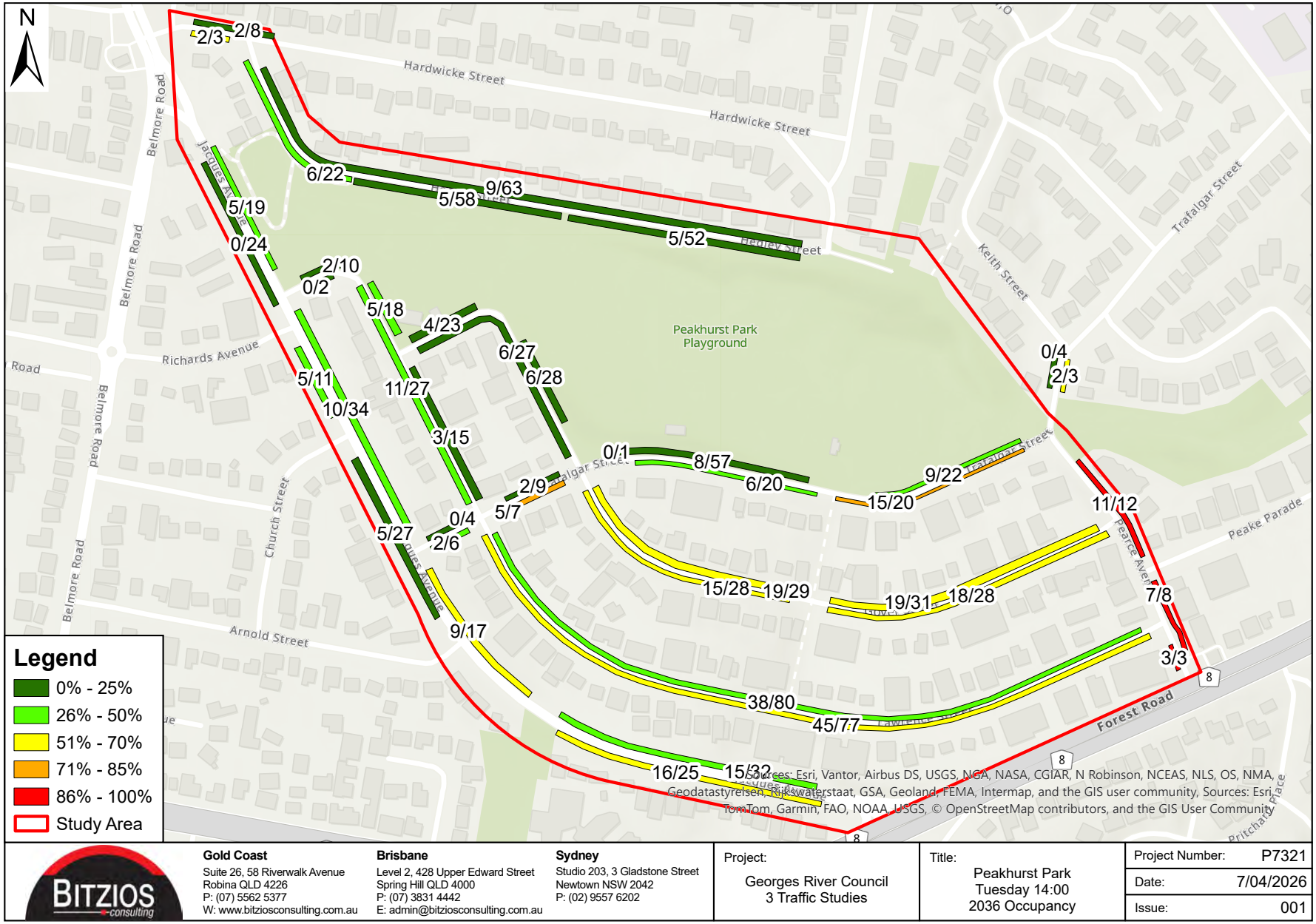

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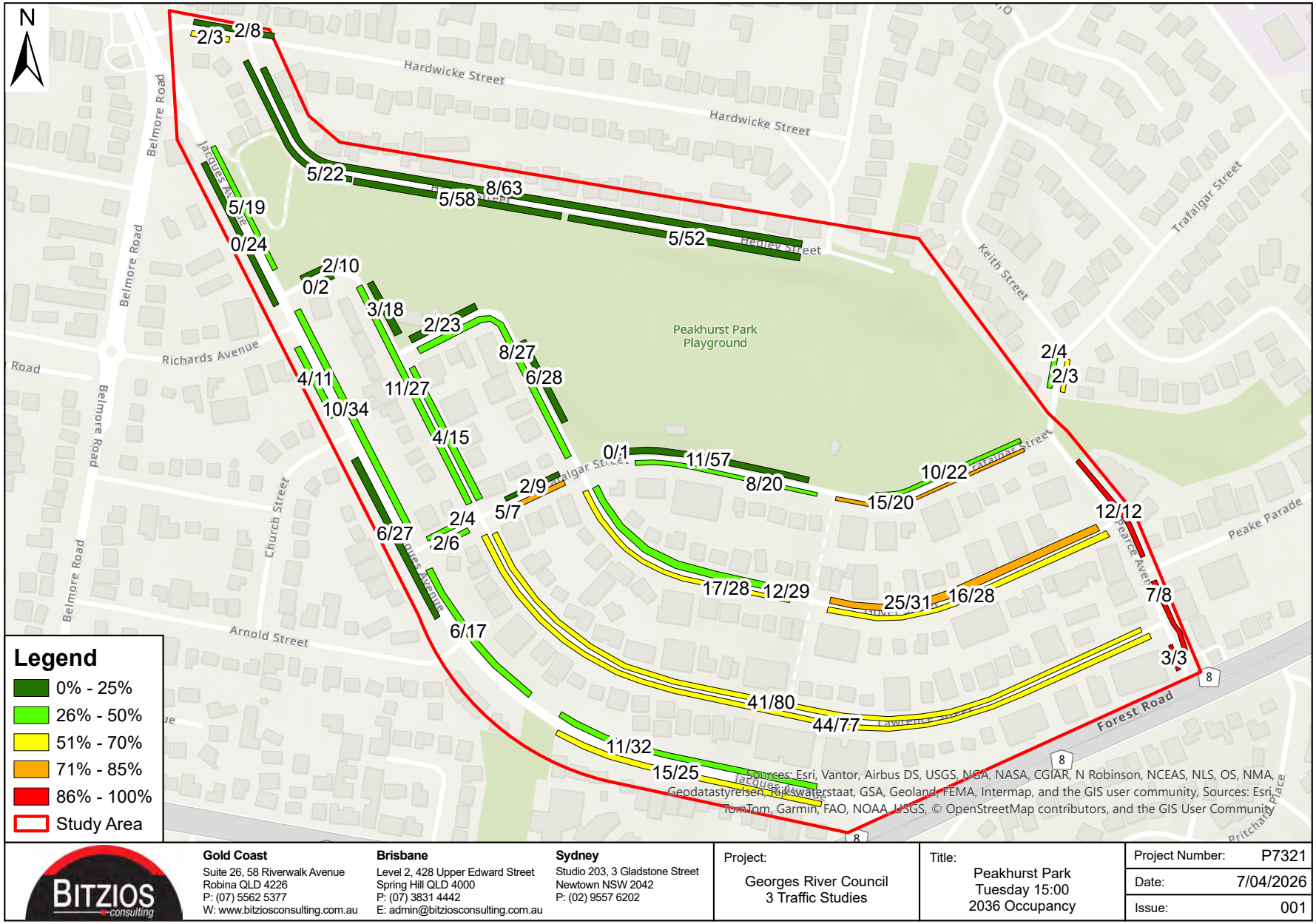

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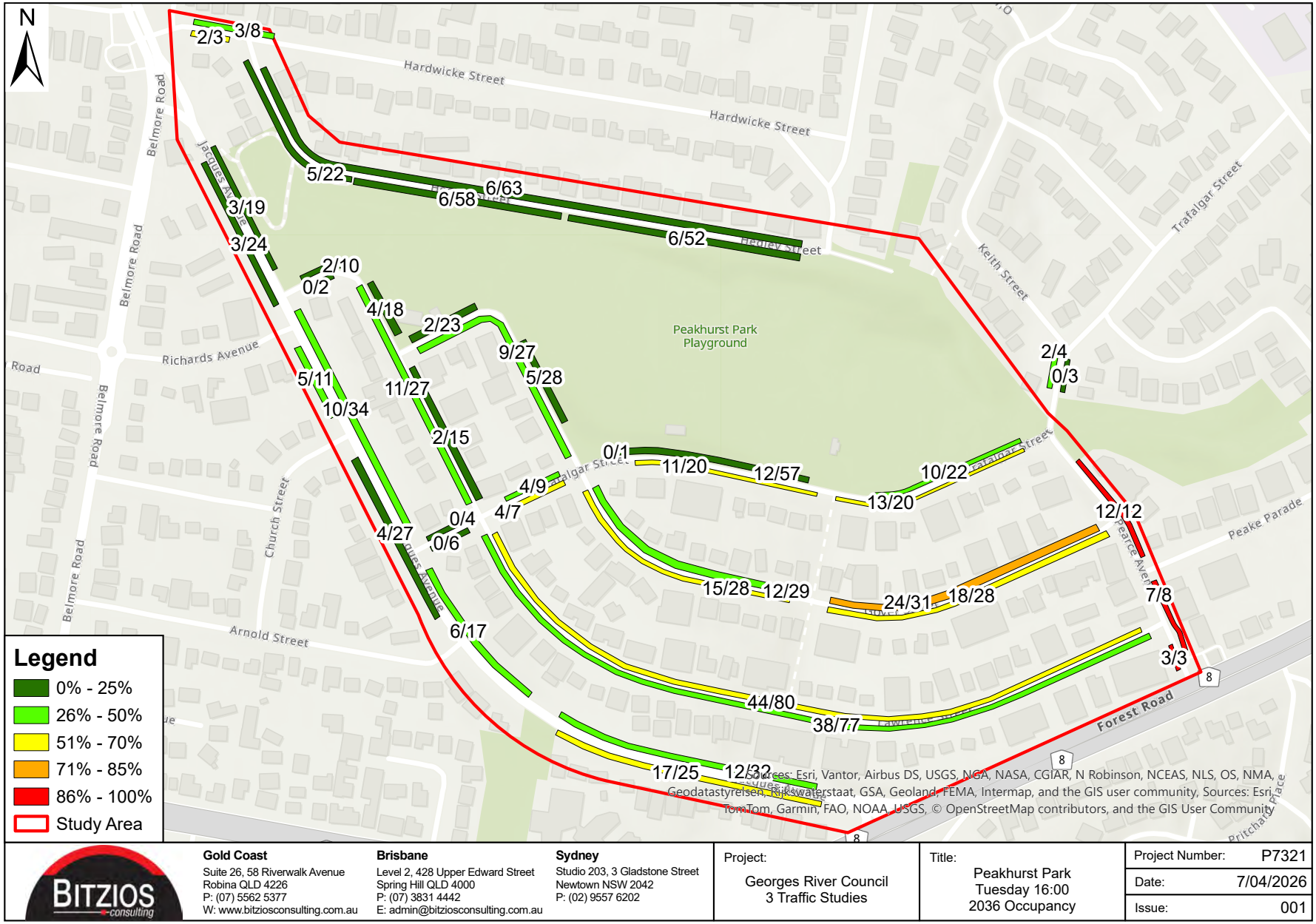

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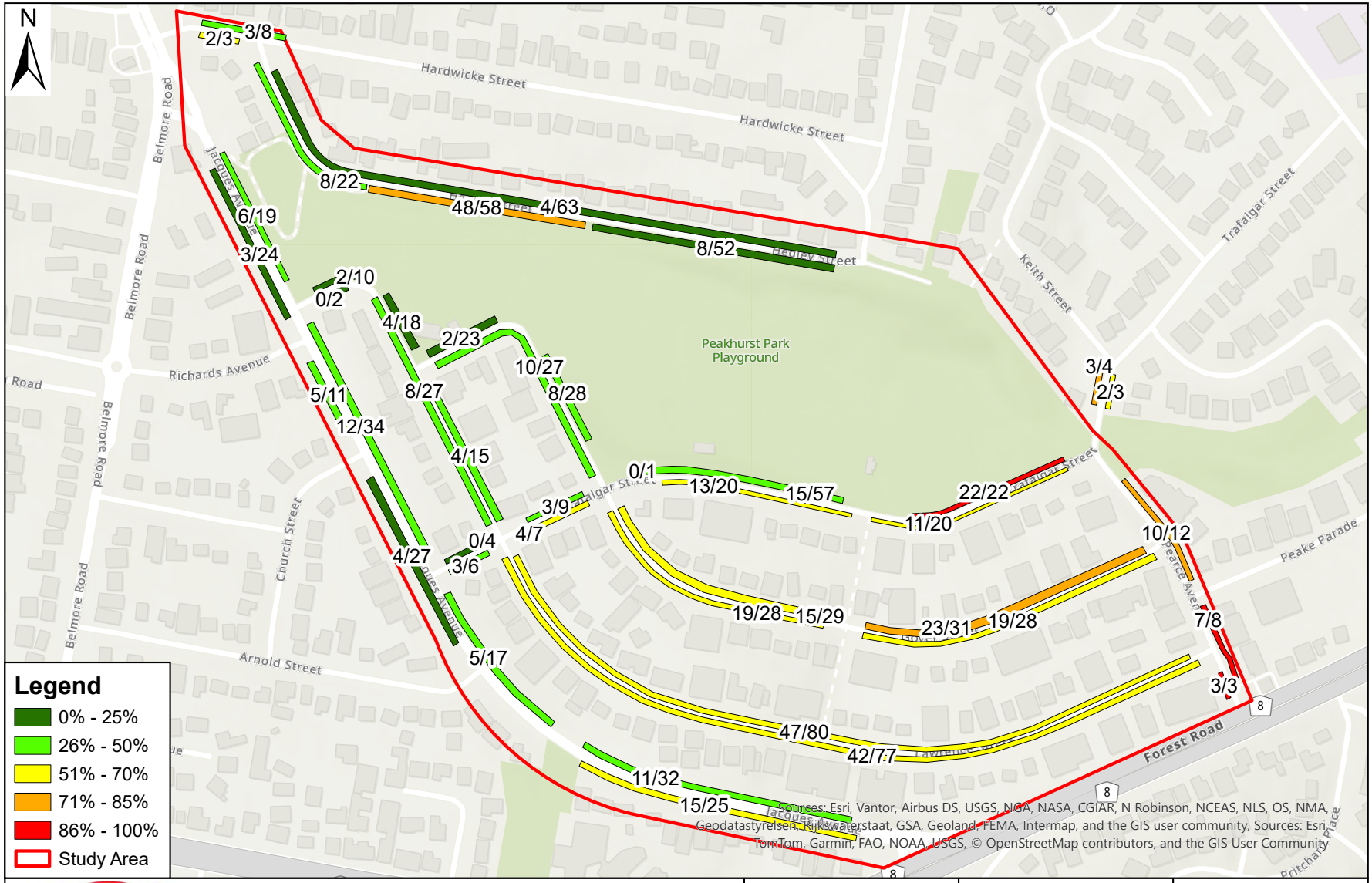

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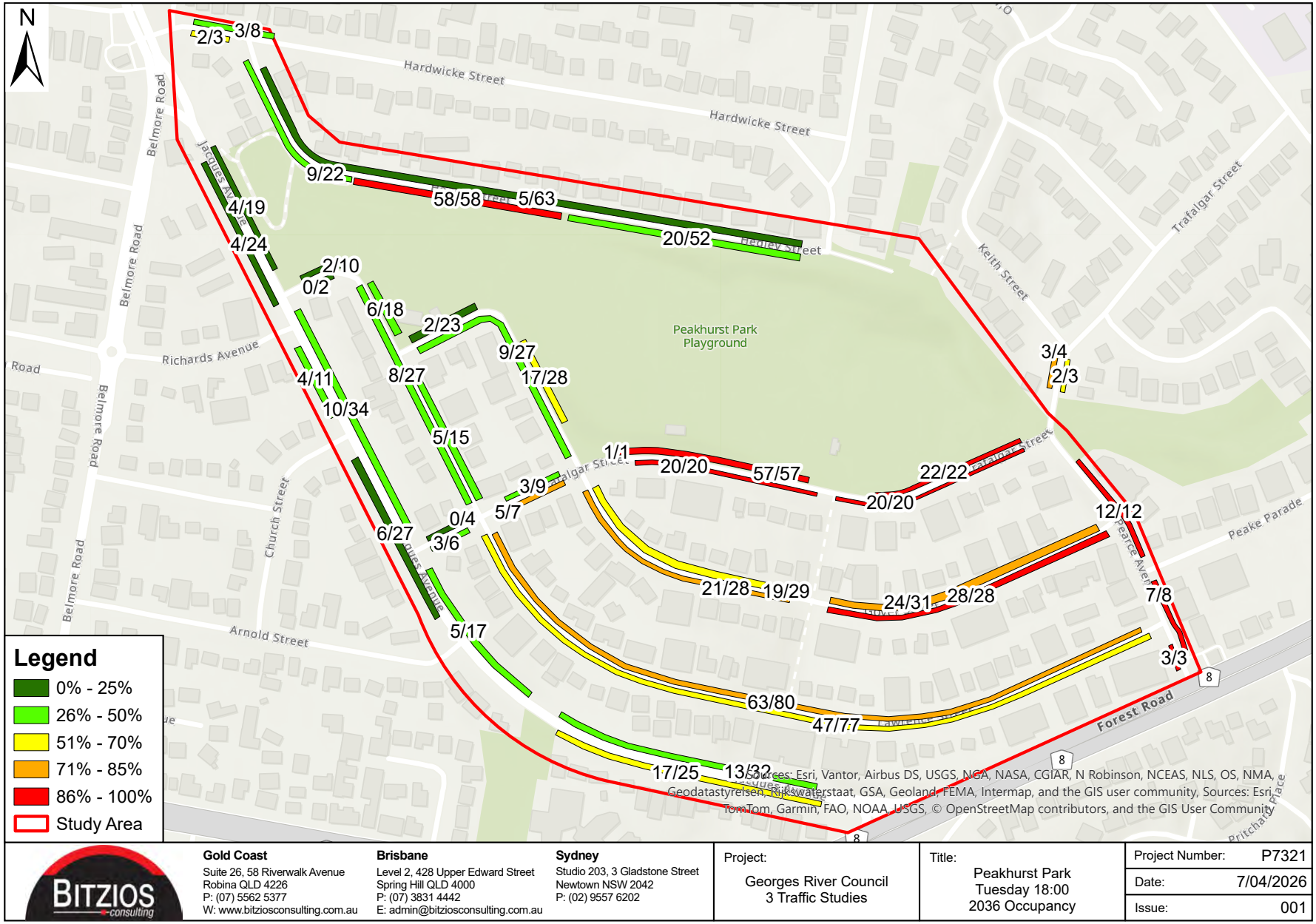

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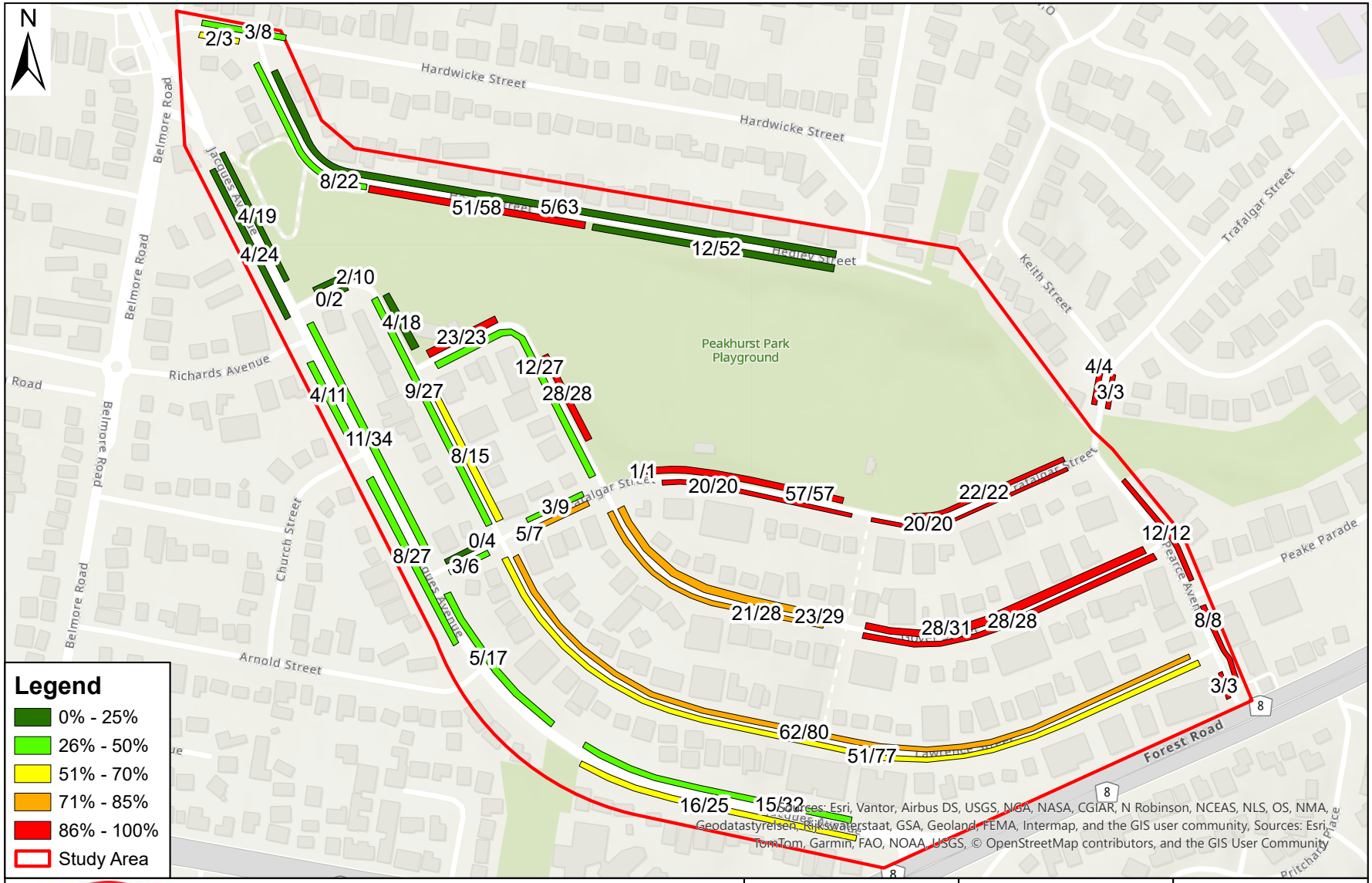

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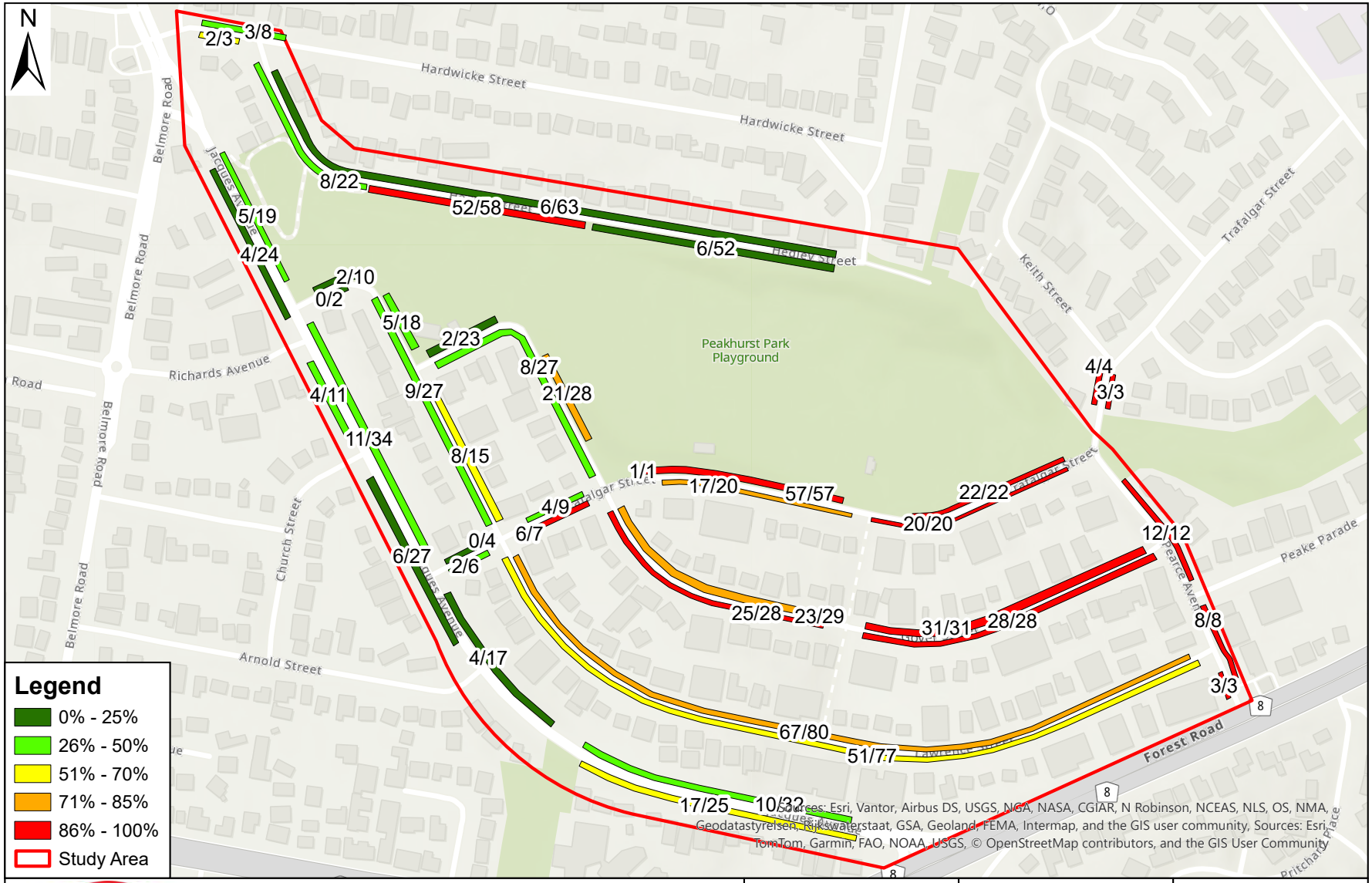

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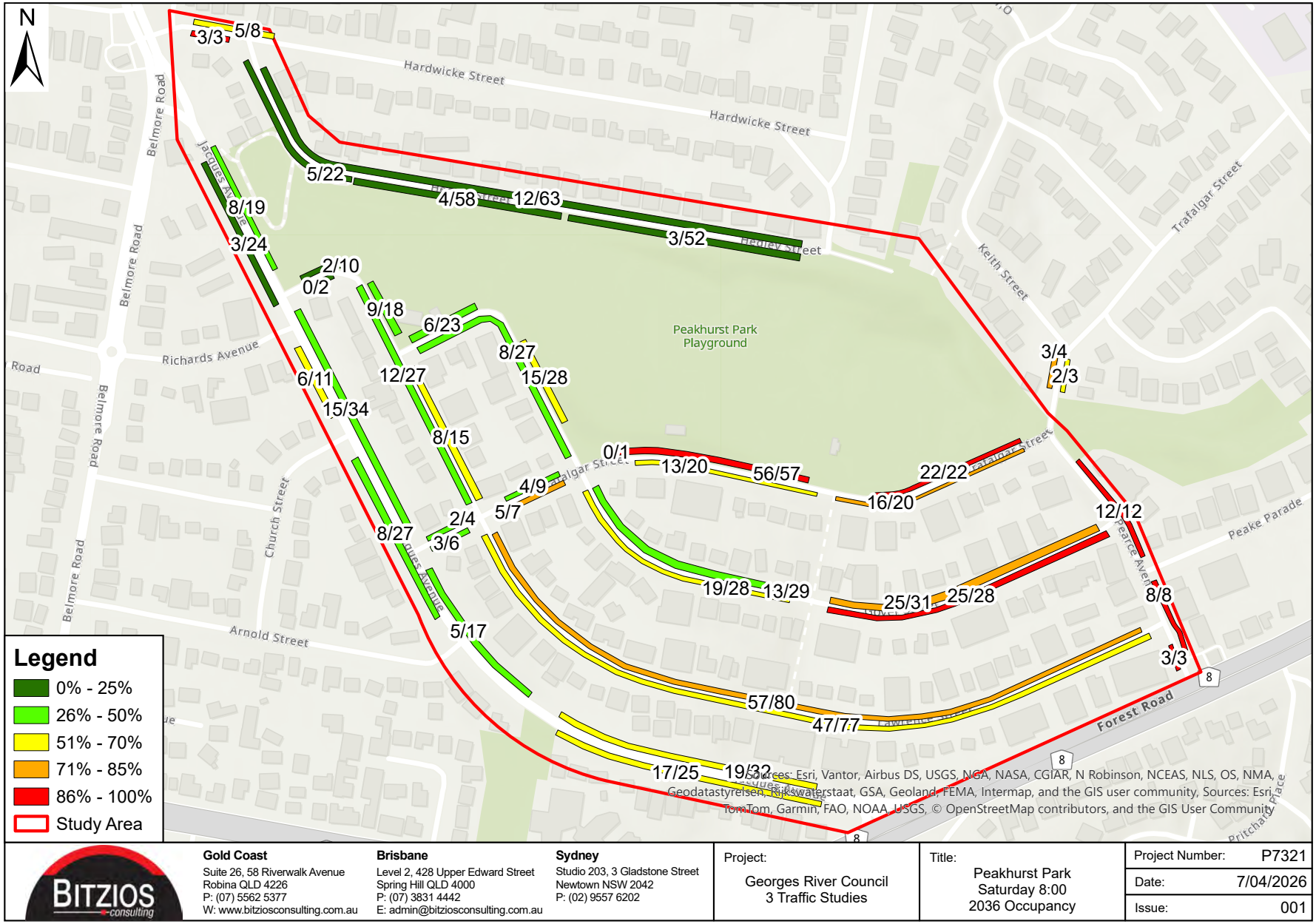

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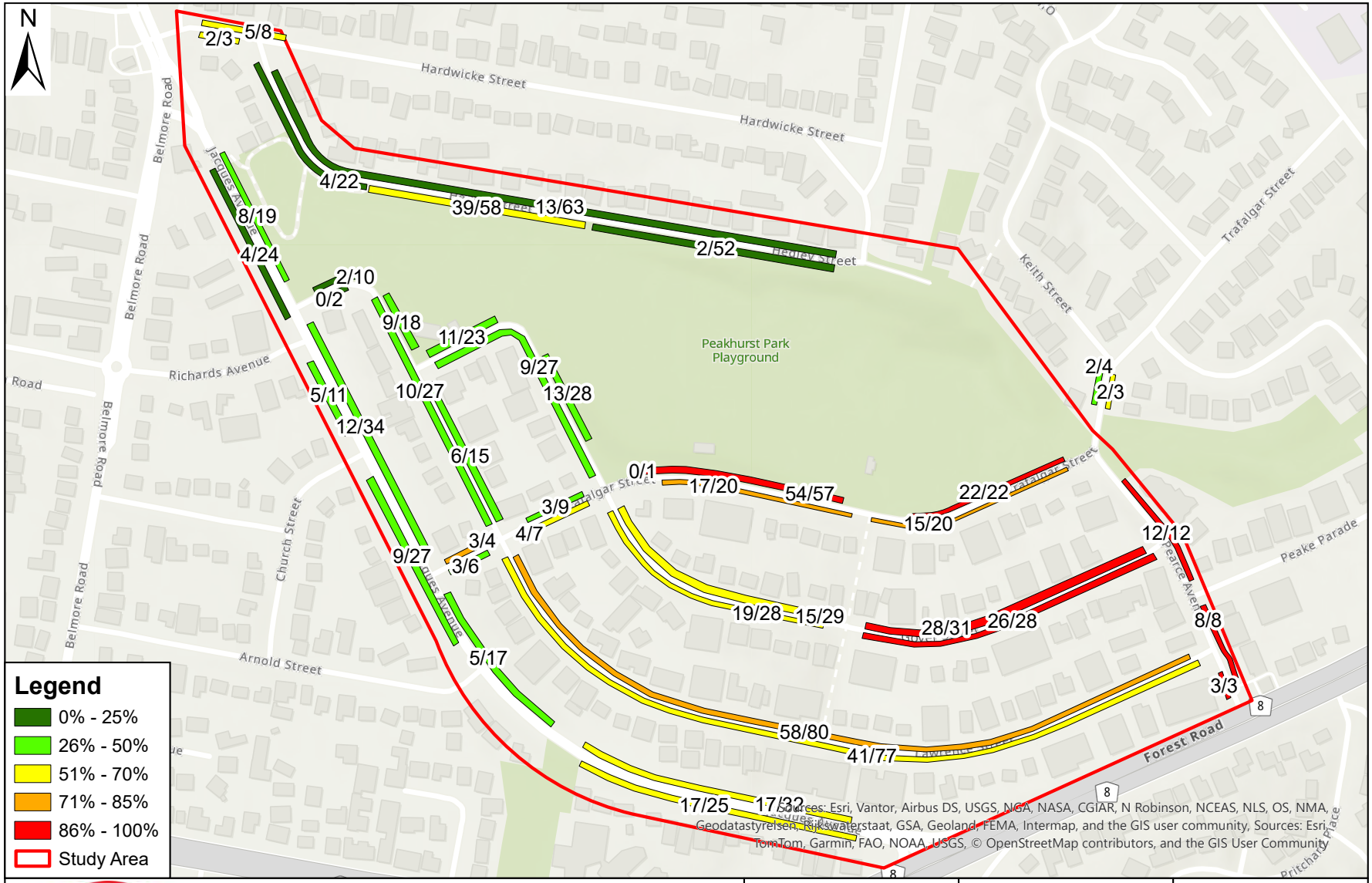

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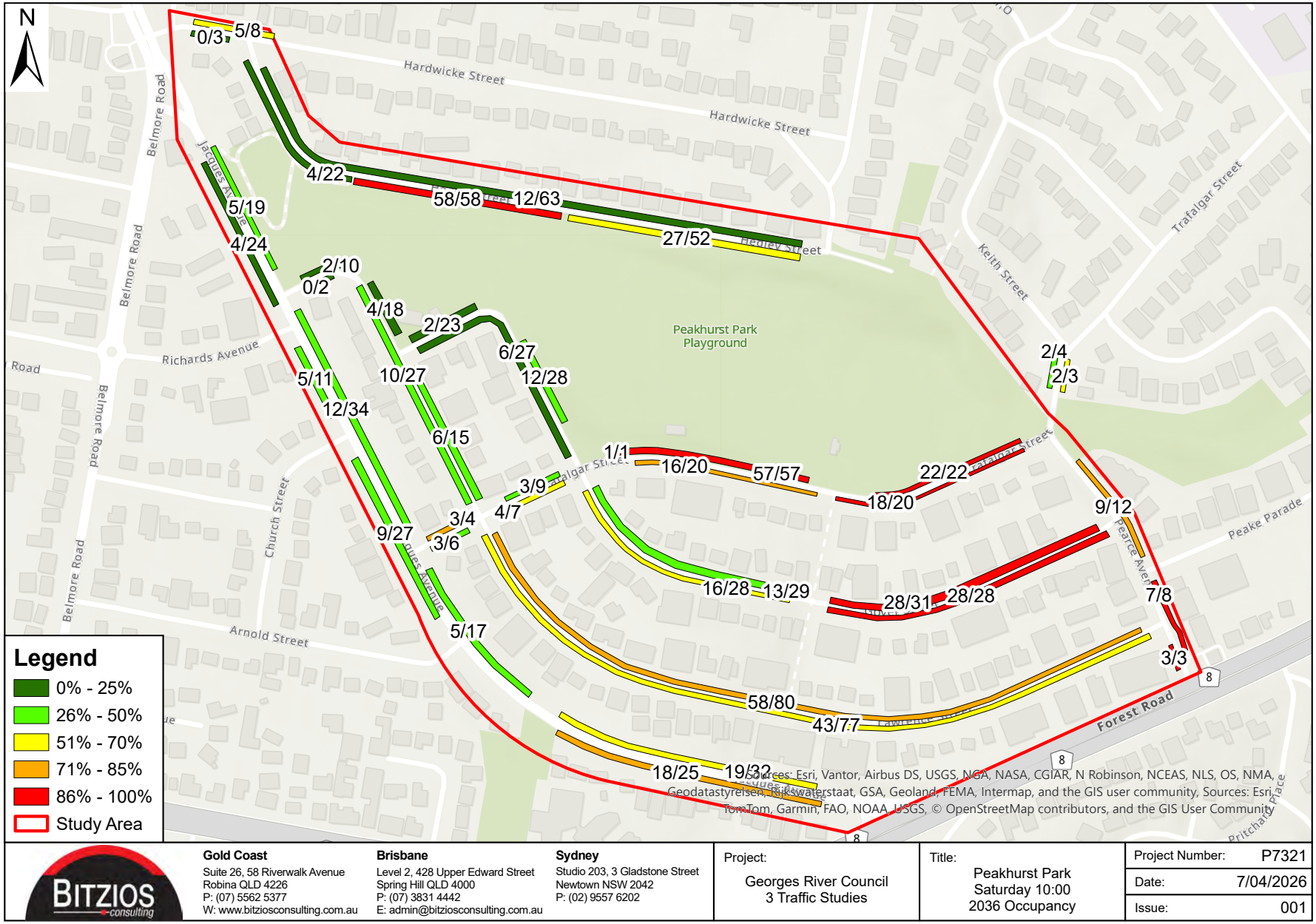

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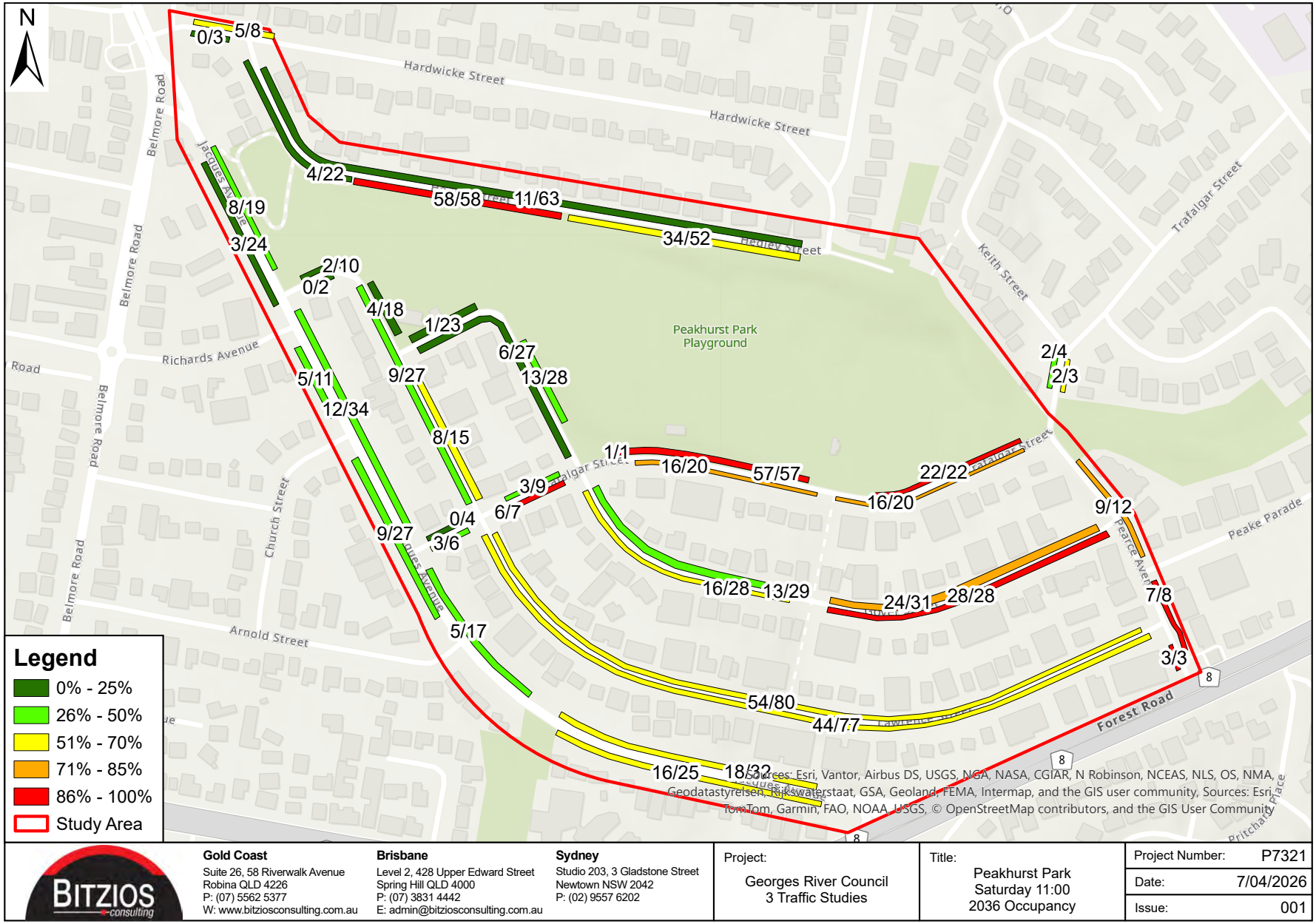

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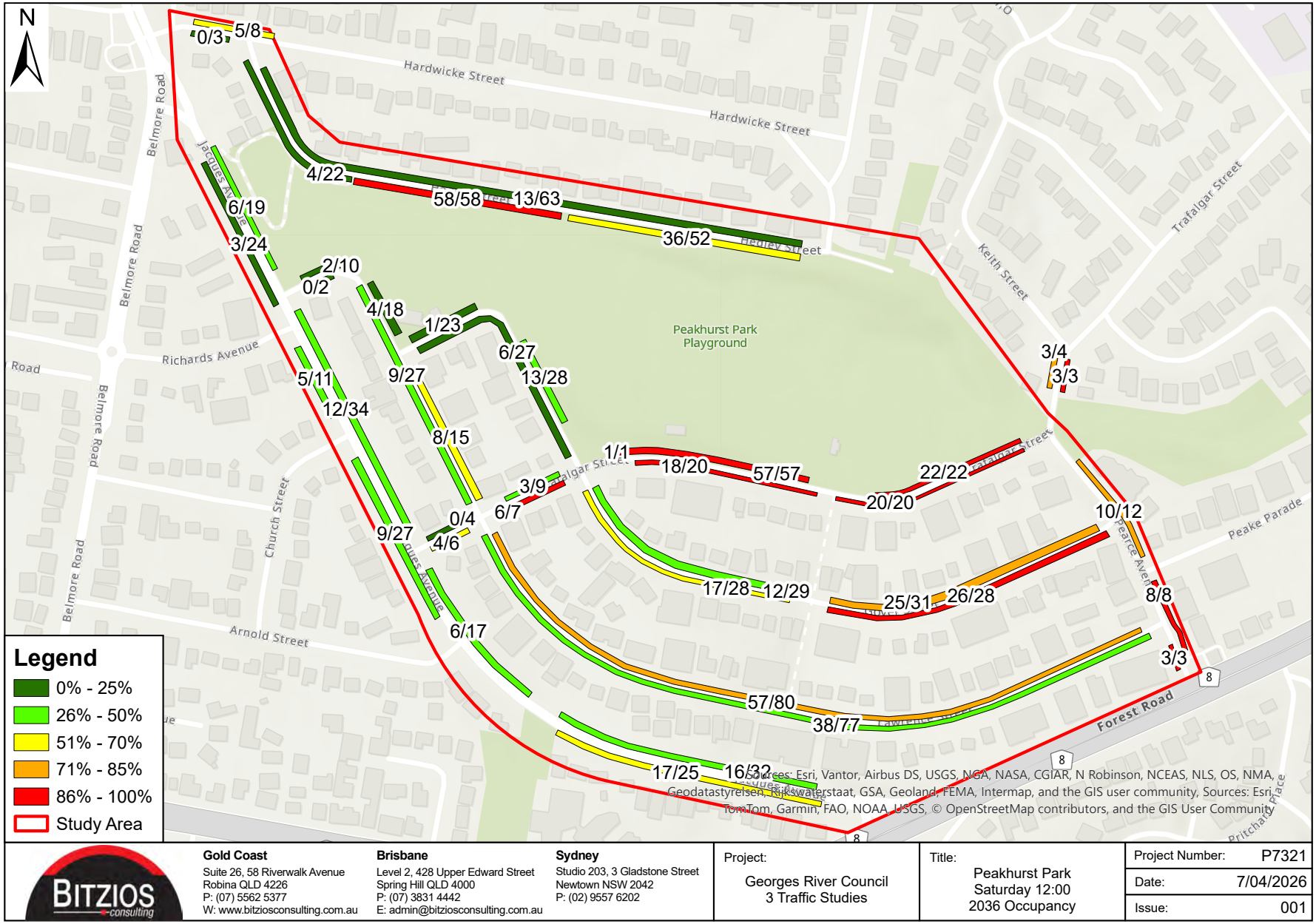

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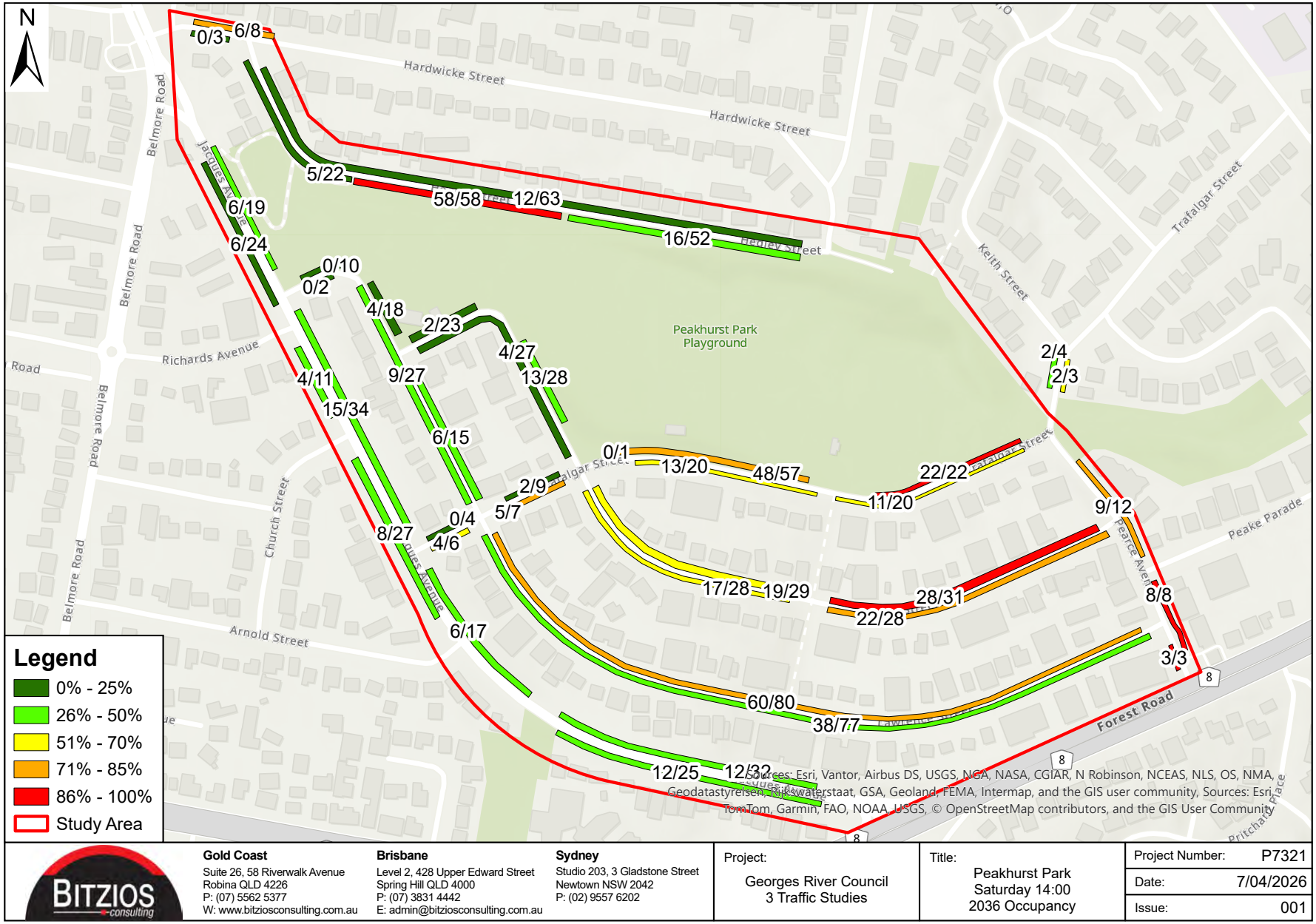

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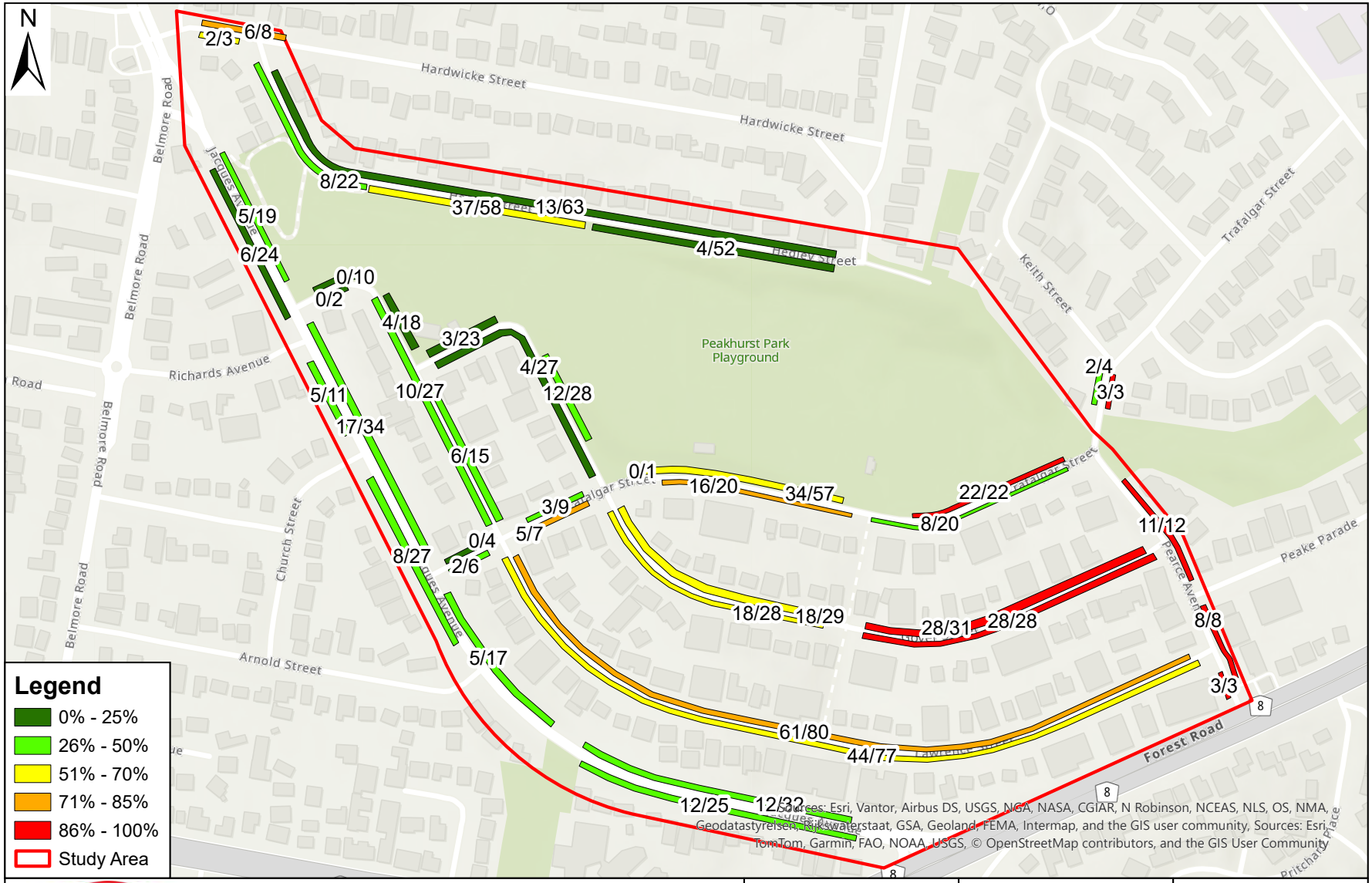
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 14:00 2036 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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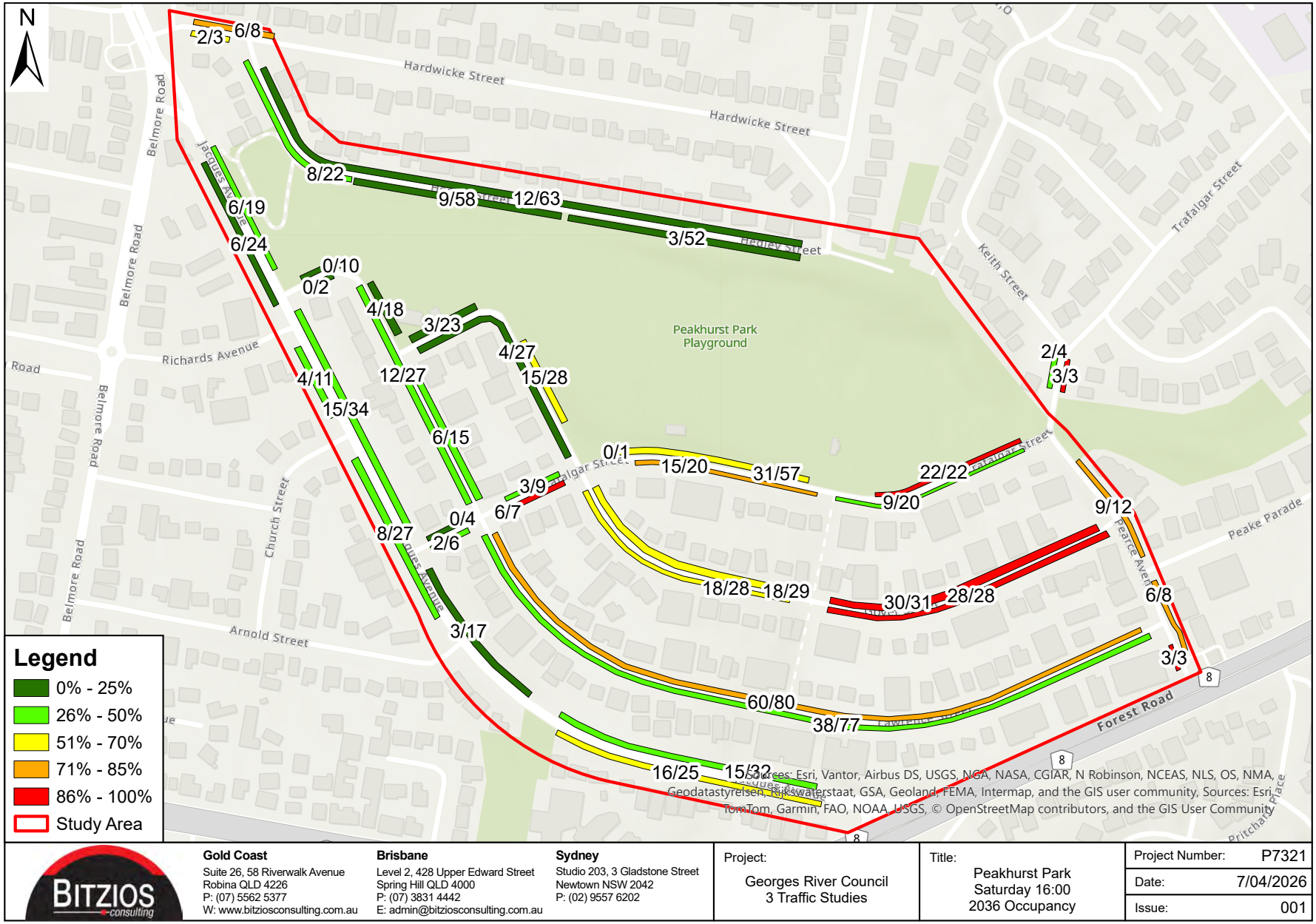
Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 15:00 2036 Occupancy
Project Number:	P7321
Date:	7/04/2026
Issue:	001



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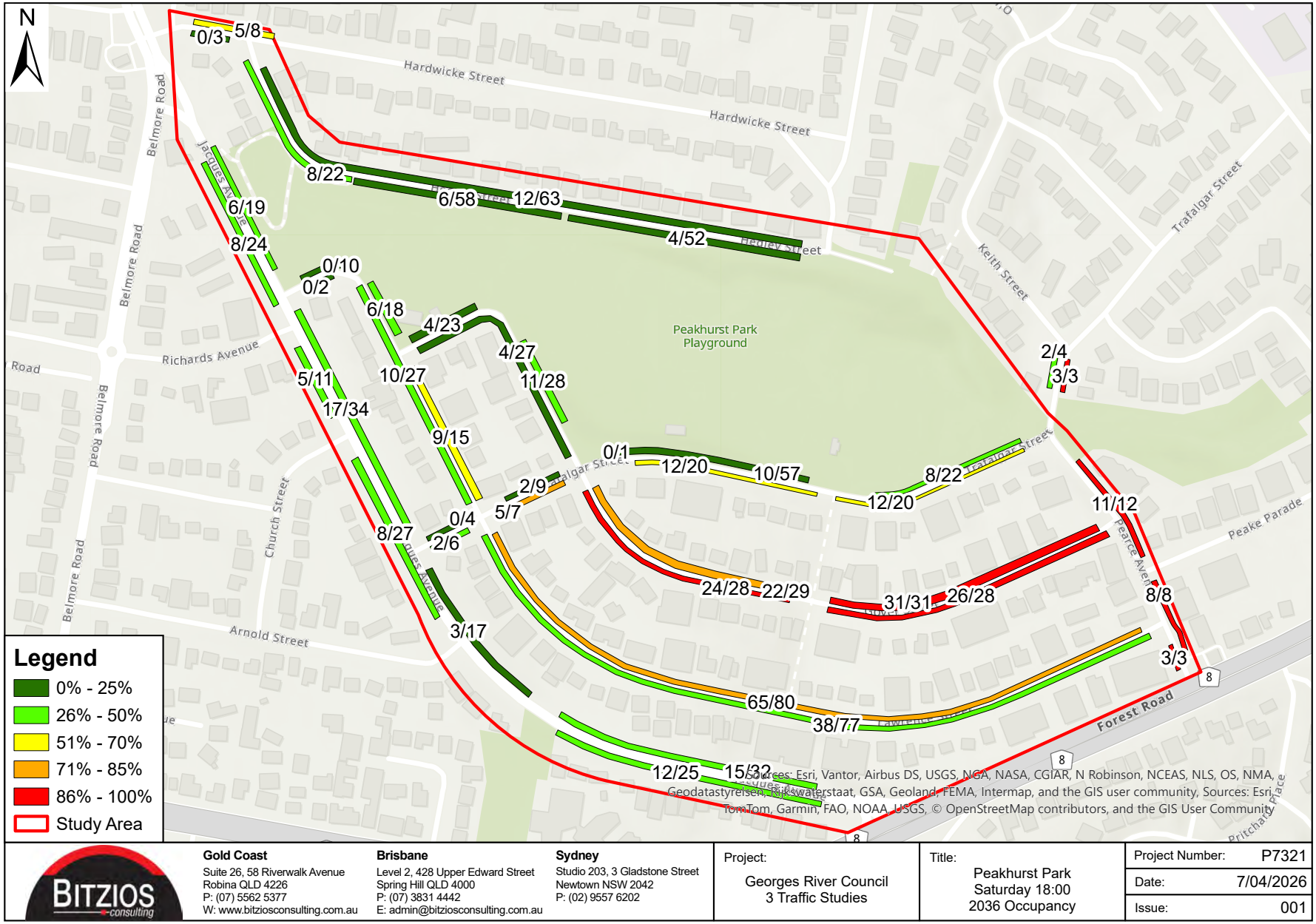

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Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 18:00 2036 Occupancy
Project Number:	P7321
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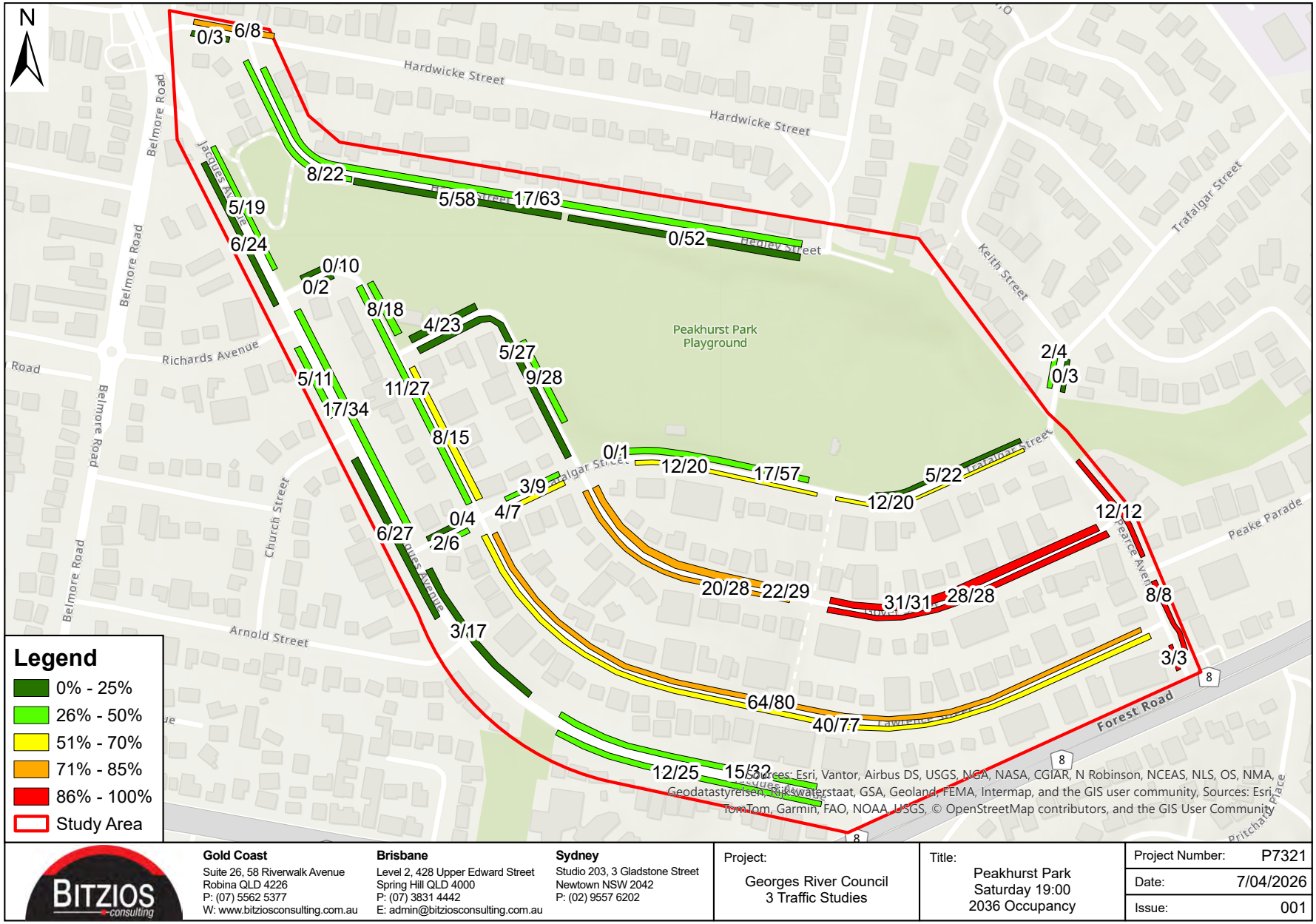
Issue:	001



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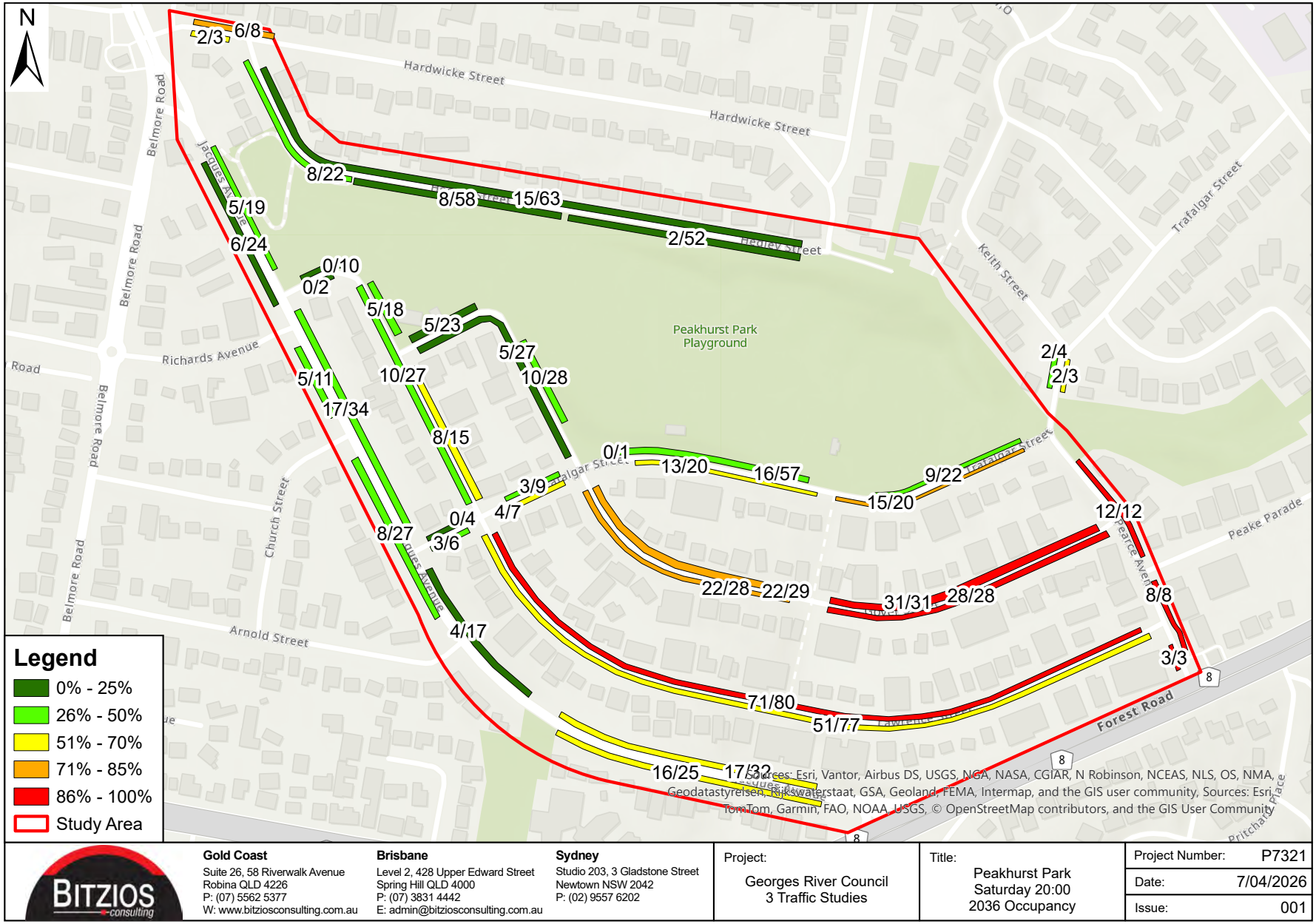

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Project:	Georges River Council 3 Traffic Studies
Title:	Peakhurst Park Saturday 20:00 2036 Occupancy
Project Number:	P7321
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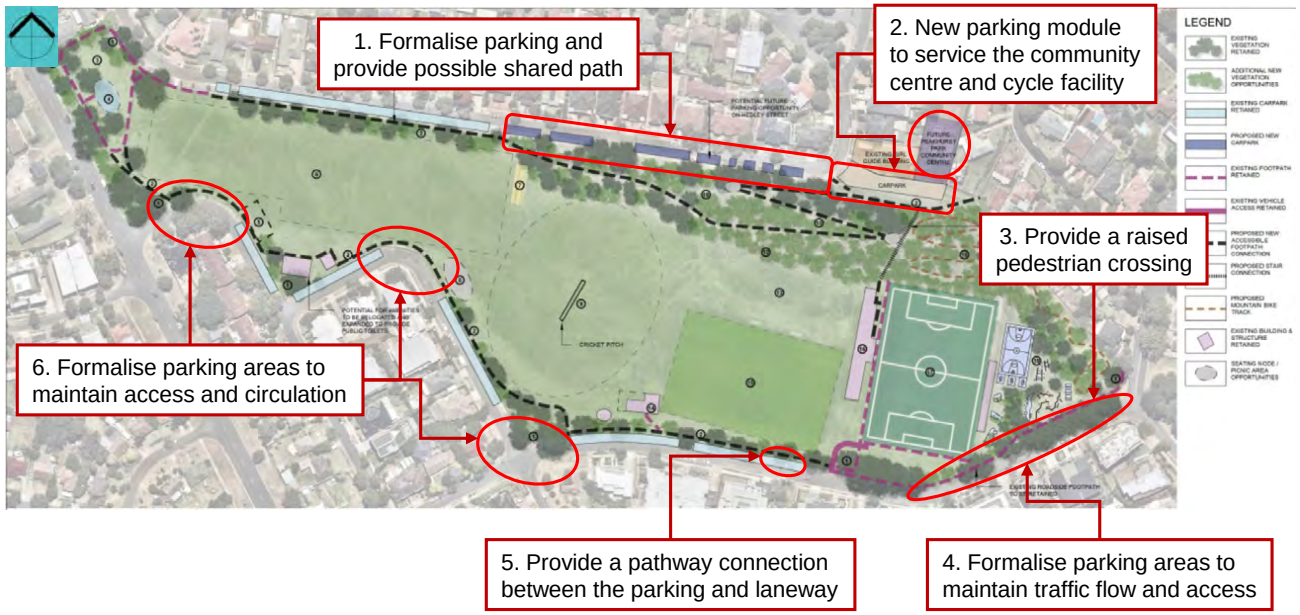
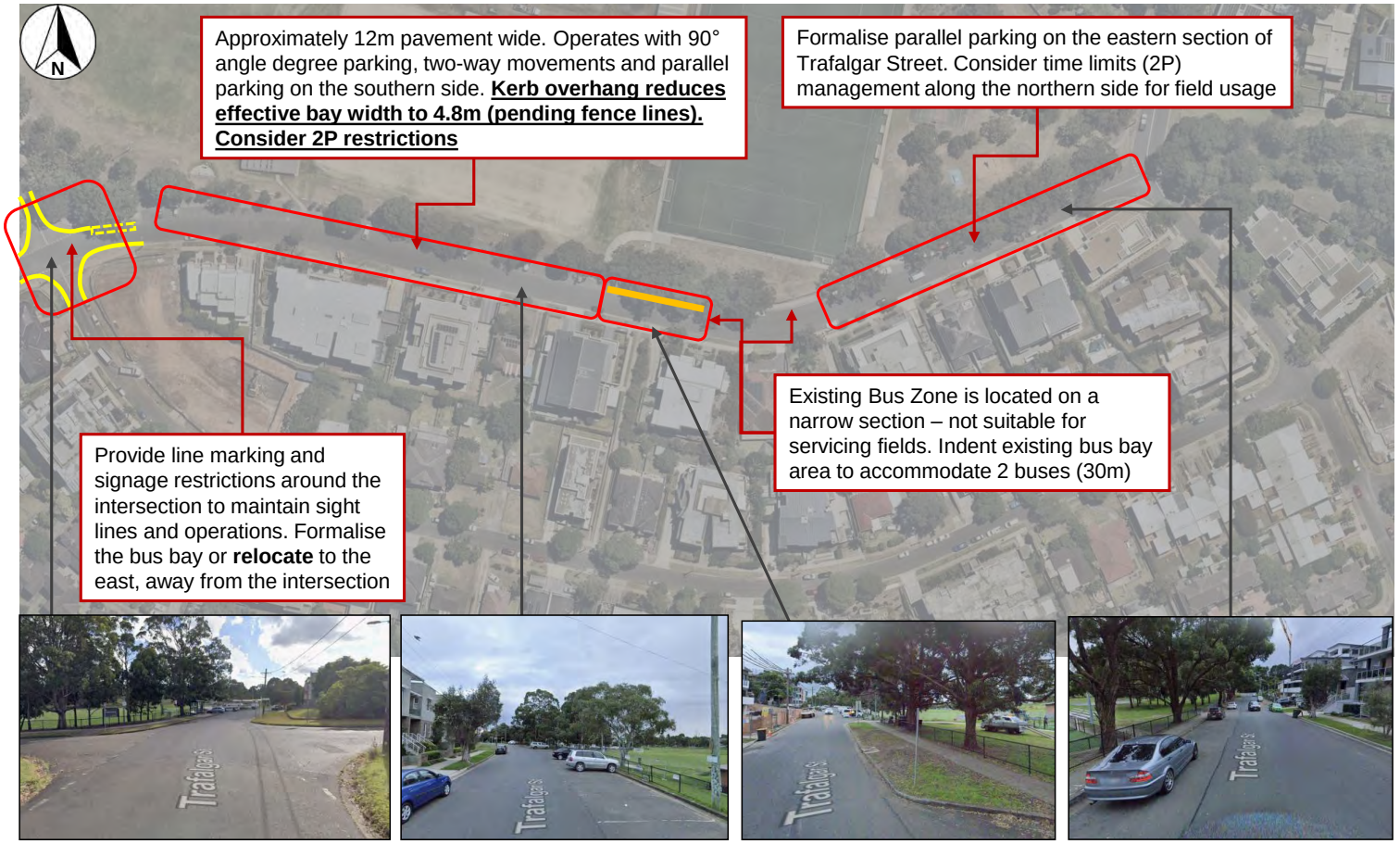
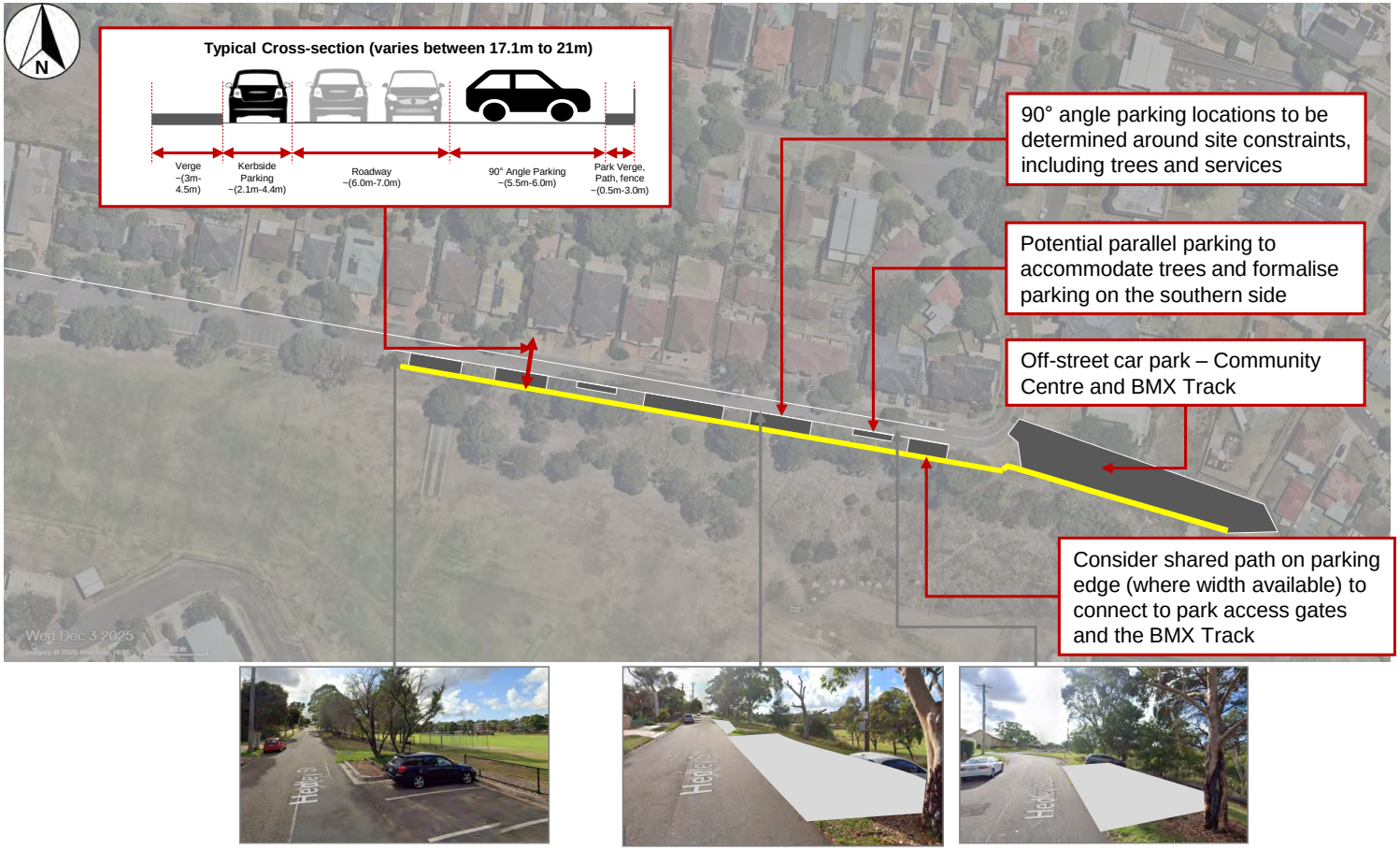
Appendix G: Parking Improvements

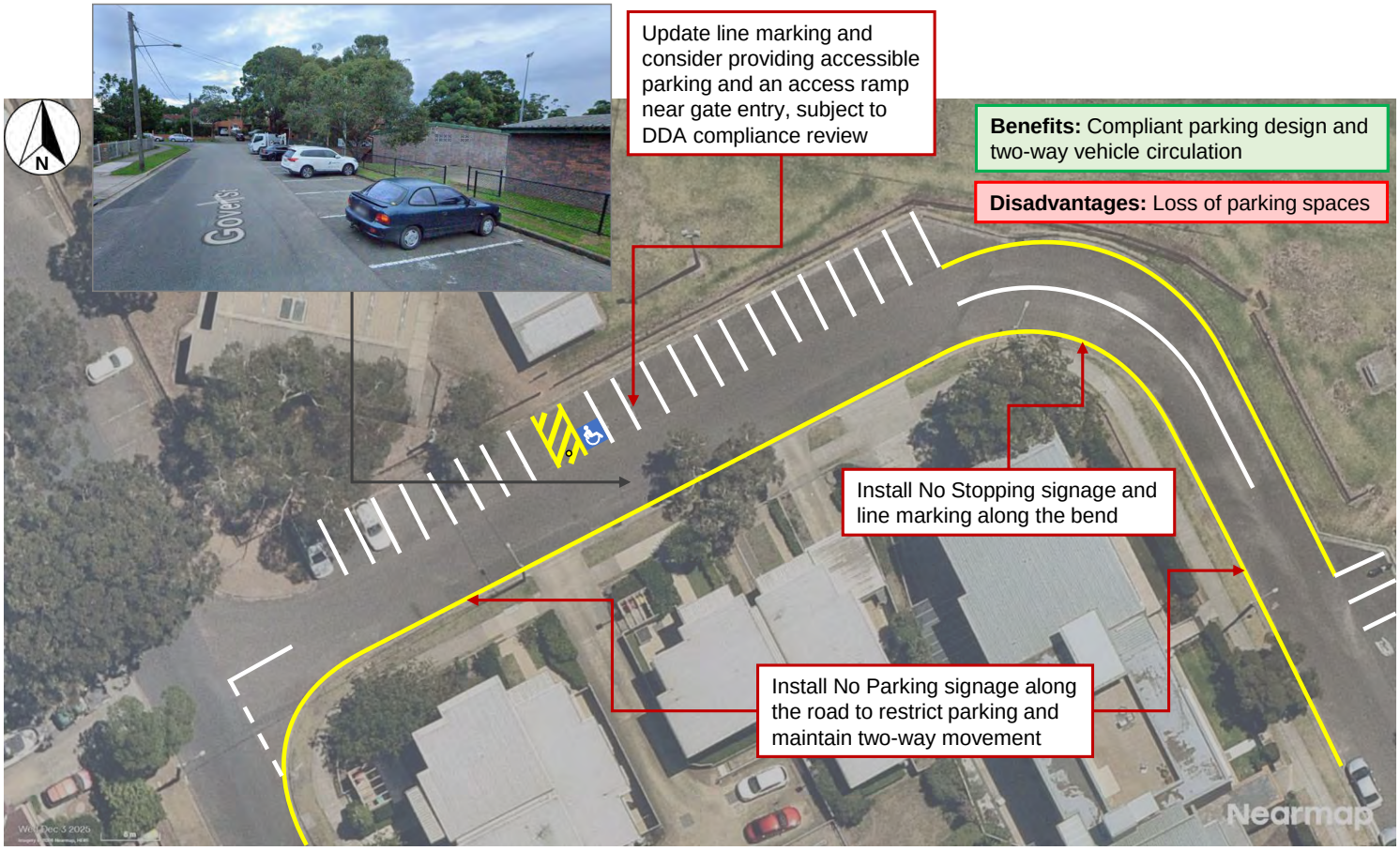


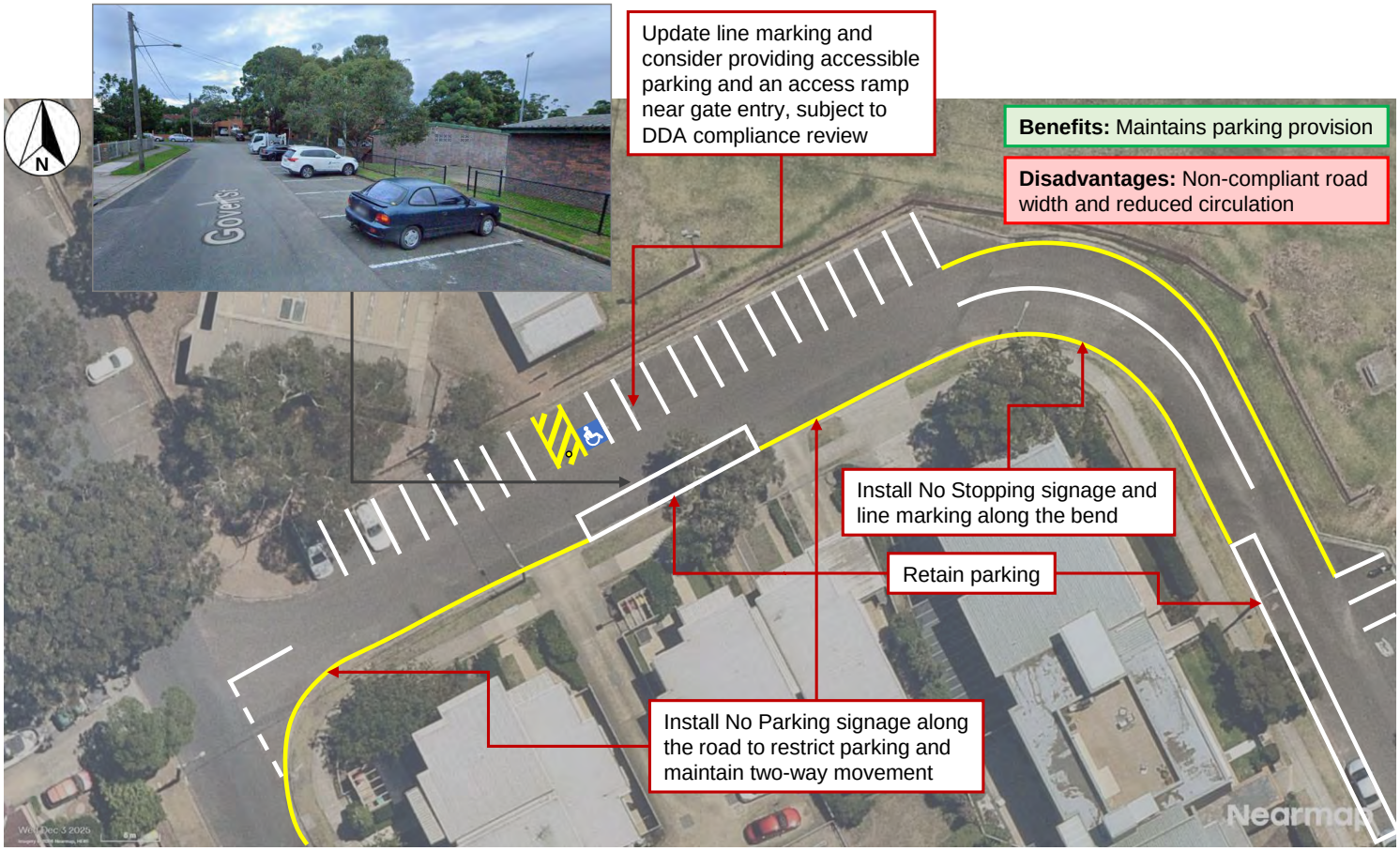

1. Formalise parking and provide possible shared path
2. New parking module to service the community centre and cycle facility
3. Provide a raised pedestrian crossing
4. Formalise parking areas to maintain traffic flow and access
5. Provide a pathway connection between the parking and laneway
6. Formalise parking areas to maintain access and circulation
LEGEND

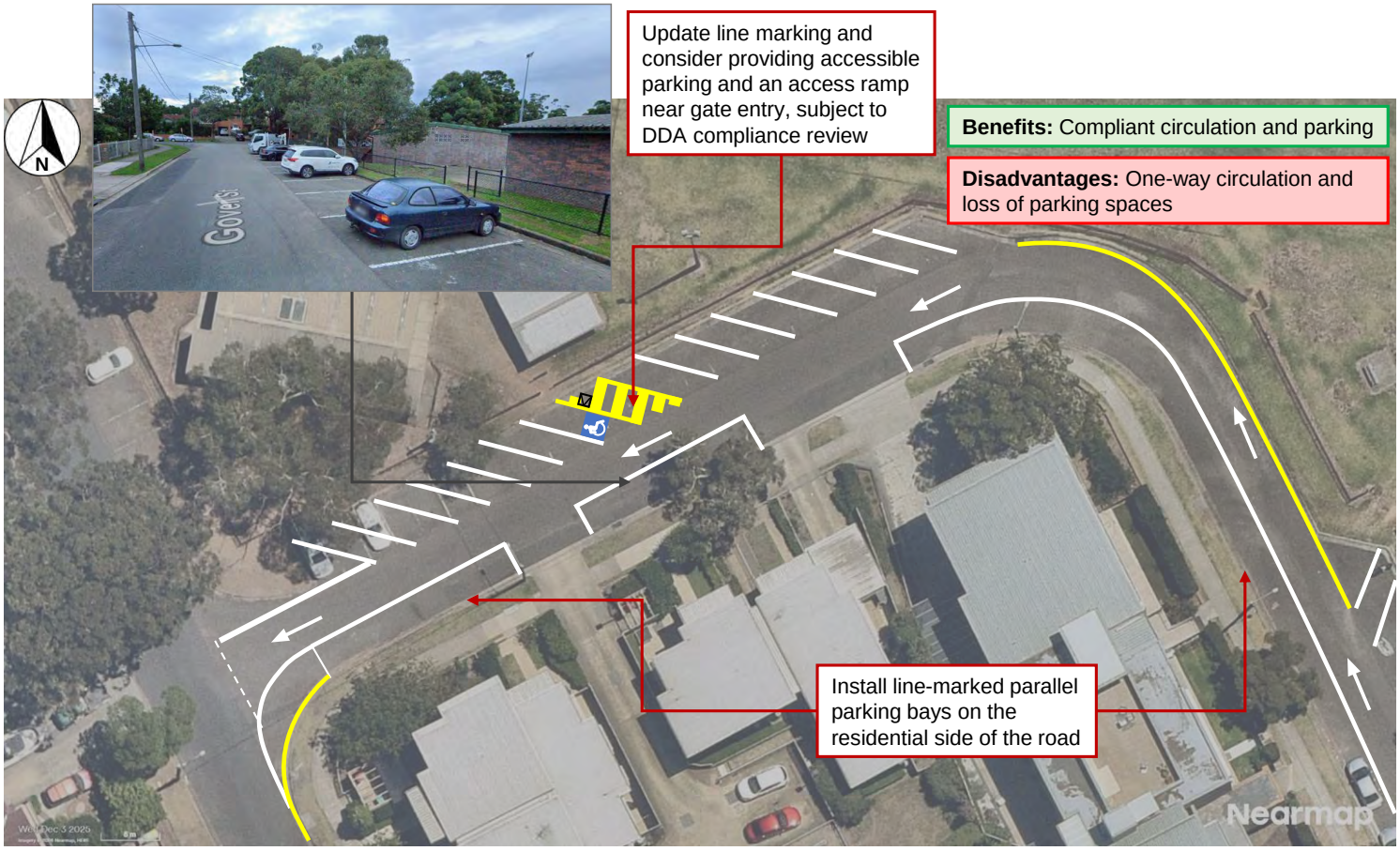

N
Approximately 12m pavement wide. Operates with 90° angle degree parking, two-way movements and parallel parking on the southern side. **Kerb overhang reduces effective bay width to 4.8m (pending fence lines). Consider 2P restrictions**
Formalise parallel parking on the eastern section of Trafalgar Street. Consider time limits (2P) management along the northern side for field usage
Existing Bus Zone is located on a narrow section – not suitable for servicing fields. Indent existing bus bay area to accommodate 2 buses (30m)
Provide line marking and signage restrictions around the intersection to maintain sight lines and operations. Formalise the bus bay or **relocate** to the east, away from the intersection


N
Provide No Parking zones
Gover Street
Lawrence Street
12m
12m
12m
12m
12m
25m
12m
23
30
39
44
51
53-57
51-55
71-75


N
Typical Cross-section (varies between 17.1m to 21m)
Verge ~(3m-4.5m)
Kerbside Parking ~(2.1m-4.4m)
Roadway ~(6.0m-7.0m)
90° Angle Parking ~(5.5m-6.0m)
Park Verge, Path, fence ~(0.5m-3.0m)
90° angle parking locations to be determined around site constraints, including trees and services
Potential parallel parking to accommodate trees and formalise parking on the southern side
Off-street car park – Community Centre and BMX Track
Consider shared path on parking edge (where width available) to connect to park access gates and the BMX Track
Wed Dec 3 2025


Update line marking and consider providing accessible parking and an access ramp near gate entry, subject to DDA compliance review
Benefits: Compliant parking design and two-way vehicle circulation
Disadvantages: Loss of parking spaces
Install No Stopping signage and line marking along the bend
Install No Parking signage along the road to restrict parking and maintain two-way movement
N
Nearmap


Update line marking and consider providing accessible parking and an access ramp near gate entry, subject to DDA compliance review
Benefits: Maintains parking provision
Disadvantages: Non-compliant road width and reduced circulation
Install No Stopping signage and line marking along the bend
Retain parking
Install No Parking signage along the road to restrict parking and maintain two-way movement
N
Nearmap


Update line marking and consider providing accessible parking and an access ramp near gate entry, subject to DDA compliance review
Benefits: Compliant circulation and parking
Disadvantages: One-way circulation and loss of parking spaces
Install line-marked parallel parking bays on the residential side of the road
N
Nearmap

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Item: **LTF052-26 NM048-24 - Penshurst Train Station - Traffic Study Outcome**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That Council notes the outcome and recommendations provided within the traffic study report for the vicinity of Penshurst train station.

b) That the outcomes of this traffic study be incorporated into draft Penshurst Public Domain Plan.

c) That any recommendations to be actioned are reported to the Local Transport Forum prior to implementation.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the investigation outcomes for the Penshurst Train Station traffic study. It aims to update the Forum on the outlined recommendations to improve road safety, pedestrian access, traffic flow and mitigate traffic congestion issues.

BACKGROUND

2. *In May 2024, NM048-24 was resolved by Council as follows:*

   a. *That the General Manager conducts a traffic investigation to assess the existing traffic at the intersections of:*

      i. Penshurst Street, Penshurst Lane and Bridge Street, Penshurst.

      ii.Bridge Street and Connelly Street; and

      iii. Penshurst and Bridge Street

   b. *That a report be submitted to the Georges River Council Traffic Advisory Committee detailing the recommendations of the investigation, if required*.

3. Council engaged an external consultant to undertake a traffic study within the vicinity of Penshurst Train Station (refer to Figure 1 for the traffic study boundary), which includes the Bridge Street / Penshurst Street intersection, Bridge Street / Connelly Street intersection, and The Strand.

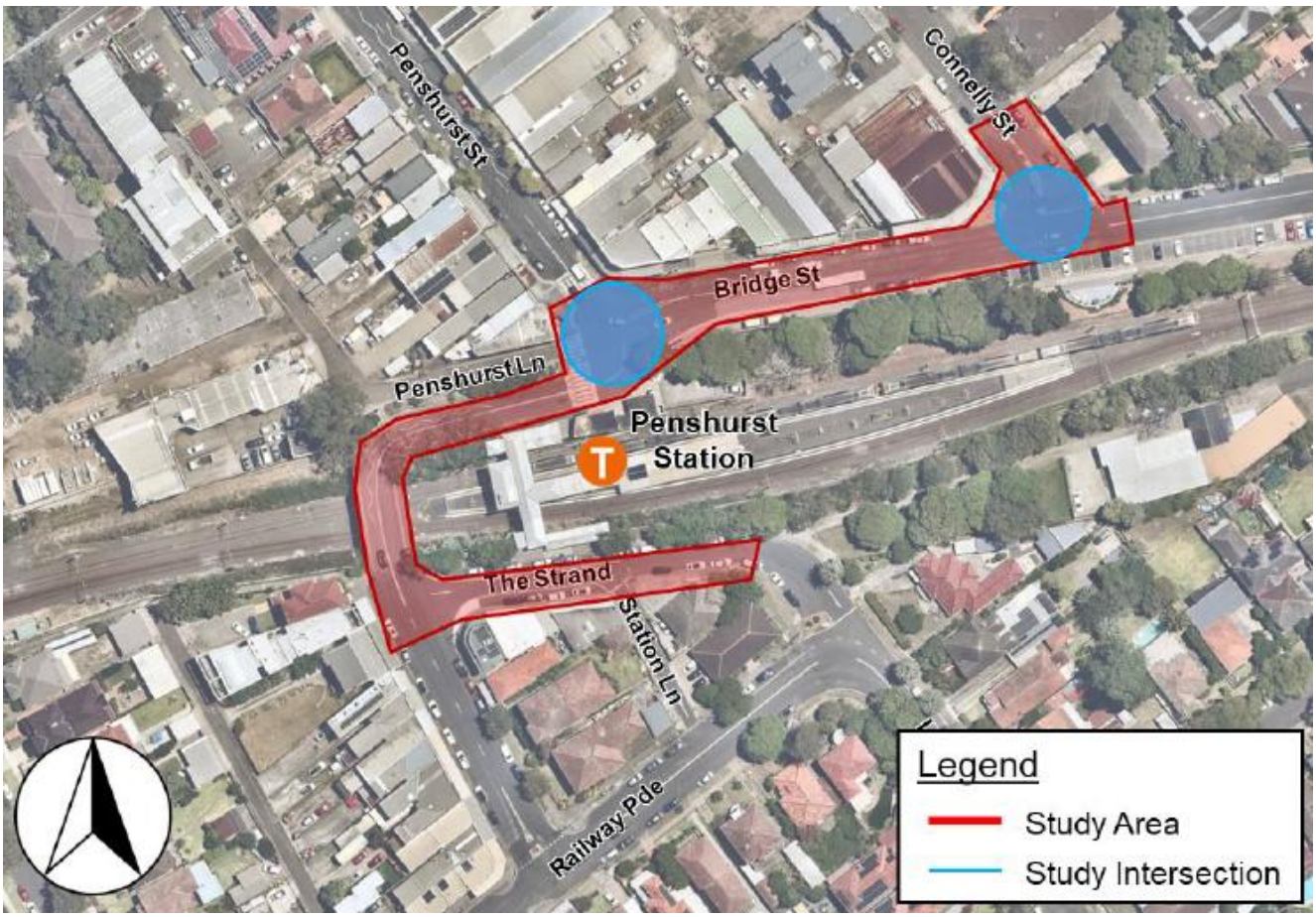

Figure 1 Study Area – Penshurst Train Station (Source: Bitzios, 2026)

4. The aim of the traffic study is to identify and address existing road safety, pedestrian access, traffic congestion, and traffic flow issues within the vicinity.

5. The traffic study report is provided in Attachment 1.

6. The study identified existing traffic and transport issues through site visits, intersection turning movement counts, SIDRA modelling, crash analysis, and a review of existing transport facilities and connections.

7. The study provided a comprehensive list of recommended measures to improve road safety, pedestrian connectivity, traffic flow while mitigating traffic congestion, as shown in Table 1.

8. The recommendations would require Council's Traffic Engineers and Design Engineers to undertake further investigations. The recommendations will also be considered and incorporated into the draft Penshurst Public Domain Plan during its development.

9. Subsequently, any recommendations for implementation as part of the outcomes of this study or the Penshurst Public Domain Plan will be referred to future Local Transport Forums for consideration and will be added to future Capital Works Programs or undertaken as part of operational business

Location	Treatment Description	Projected Benefits	Priority
Penshurst Street / Bridge Street	Restrict westbound right-turn from Bridge Street	Safety improvements through the restriction of minor road right-turn. Resulting reduction in traffic volumes improves intersection performance. *Note: may have wider traffic implications outside modelled intersections and as such may require further study*	*N/A Recommend further investigation*
	Relocate Pedestrian Crossing to east leg	Improves traffic flow along the main north-south corridor by relocating conflict point to minor road leg. *Note: Has several notable design constraints that require investigation, assessment, and mitigation before implementation.*	*N/A Recommend further investigation*
Penshurst Lane	Partial widening of laneway	Provides location for two-way traffic to safely pass each other in narrow laneway	High
The Strand	Kerb extensions	Reduces turn radius into one-way eastbound section, reducing traffic speed using geometric constraints.	High
	Refuge Island and Kerb Ramps	Better distinguishes priorities between vehicles and pedestrians, improving traffic capacity through Bridge Street in front of Penshurst Station.	High
	Speed Humps (one-way section)	Eliminates conflict point between pedestrians and vehicles, improving vehicle movements through the intersection and pedestrian safety.	Medium
Bridge Street / Connelly Street	Pedestrian Refuge with Kerb Extensions	Provides location for two-way traffic to safely pass each other in narrow laneway	Medium

Table 1 Summary of Recommendations

PROPOSAL

10. That Council note the outcome and recommendations provided within the traffic study report for Penshurst Train Station.
11. Council Engineers will undertake further investigations regarding the design and feasibility of the outlined recommendations, which will be subject to community consultation and funding availability.

FINANCIAL IMPLICATIONS

12. Financial implications of the recommendations outlined in the traffic study report will be provided to future Local Transport Forums as they are progressed.

COMMUNITY ENGAGEMENT

13. Community engagement will be undertaken for specific recommendations as they are progressed through future Local Transport Forums and as required.

FILE REFERENCE

D26/165424

ATTACHMENTS

Attachment ⇩1 Penshurst Train Station - Traffic Study Report

LTF052-26

PENSHURST TOWN CENTRE

Traffic and Transport Study Report

BITZIOS consulting
traffic engineering transport planning

Georges River Council

10 June 2026



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P7321.002R Penshurst Town Centre Study Report	002	Prepared: Reviewed: Issued	A. Hu M. Hearne M. Hearne	21/05/2026	Sokan Chhoun schhoun@georgesriver.nsw.gov.au
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Appendix A: Preliminary Concept Plans

1. INTRODUCTION

1.1 Background

Georges River Council (Council) is undertaking a series of traffic studies within its Local Government Area with the intention of improving traffic congestion and road safety for all road users. One of these studies focuses on the streets immediately surrounding Penshurst Station, with key streets providing important pedestrian and vehicle connections.

Bitzios Consulting was engaged by Council to undertake a comprehensive review of the existing traffic and transport related issues, including the crash history, intersection safety, and traffic modelling. This work will aim to understand the existing conditions and concerns, identify opportunities for improvement, and propose infrastructure recommendations

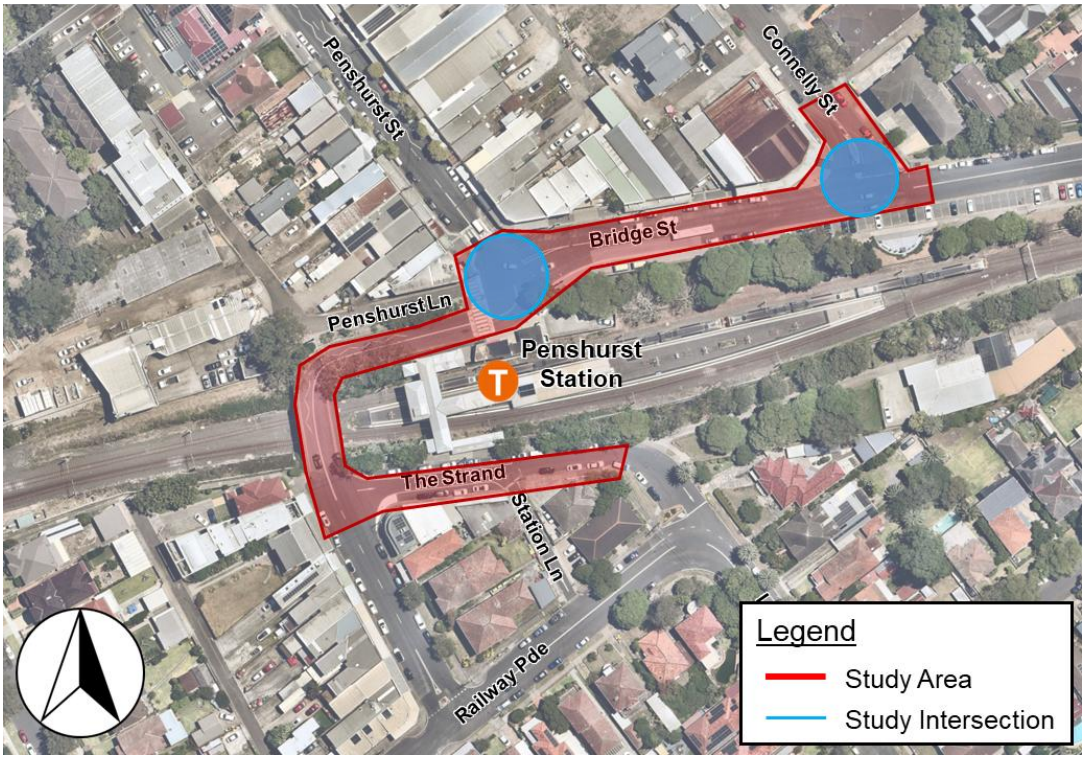
1.2 Study Area

The study area consists of the intersections of Bridge Street / Penshurst Street and Bridge Street / Connelly Street, as well as a section of The Strand south of the rail line.

Penshurst Street provides a main north-south connection while also operating as a retail and shopping precinct. It is connected to a railway overpass along Bridge Street, which is one of few road connections over the rail corridor in the wider area.

Penshurst Station is located central to the study area, and generates high pedestrian volumes particularly in the AM and PM peaks, with large platoons of pedestrians exiting the station after 5:30pm.

This is shown in Figure 1.1.



Adapted: Nearmap

Figure 1.1: Study Area

1.3 Objectives

The primary objectives of this traffic study are as follows:

- Explore the existing traffic and transport conditions surrounding Penshurst Station to provide a detailed understanding of the current infrastructure provisions and traffic operation and performance
- Identify any road safety risks in the study area through the analysis of crash data alongside a review of road geometry to understand the main site factors contributing to road safety
- Provide recommendations for improvement and mitigation of traffic congestion issues and road safety risks in alignment with strategic planning principles to create a safer and more efficient road environment.
- Provide recommendations for active transport infrastructure improvements as a means of improving pedestrian safety and amenity, maintaining the importance of the train station to residents.

2. EXISTING CONDITIONS

2.1 Road Network

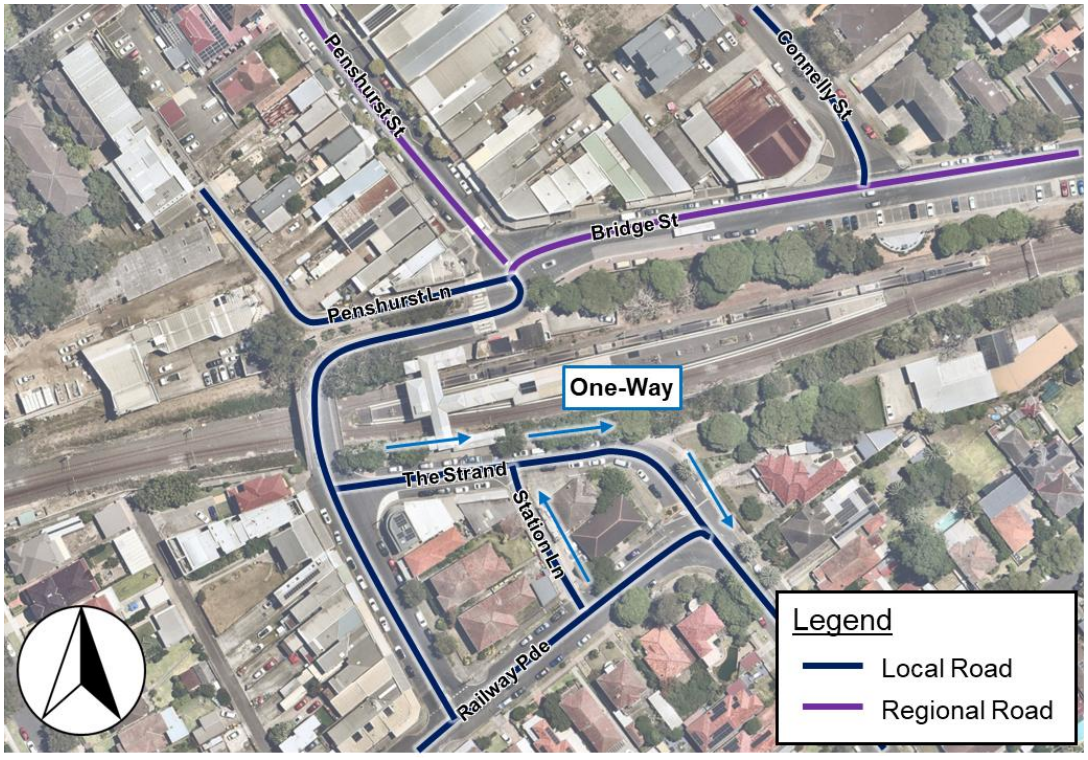
Penshurst Street and Bridge Street are classified Regional Roads. Other streets within the study area are local roads.

There are no signalised intersections within the study area.

The surrounding road network is shown in Figure 2.1.

Table 2.1: Road Network

Road	Configuration	Speed
Penshurst Street	One travel lane and one kerbside parking lane in each direction	50km/h
Bridge Street	One travel lane and one kerbside parking lane in each direction. Bus stops on both sides near Penshurst Street	50km/h
Connelly Street	One travel lane and one kerbside parking lane in each direction	50km/h
Penshurst Lane	One wide lane servicing both directions No through road	50km/h
The Strand	One lane, one-way eastbound Kerbside parking on both sides of the road	50km/h
Station Lane	One lane, one-way northbound	50km/h



Adapted: Nearmap

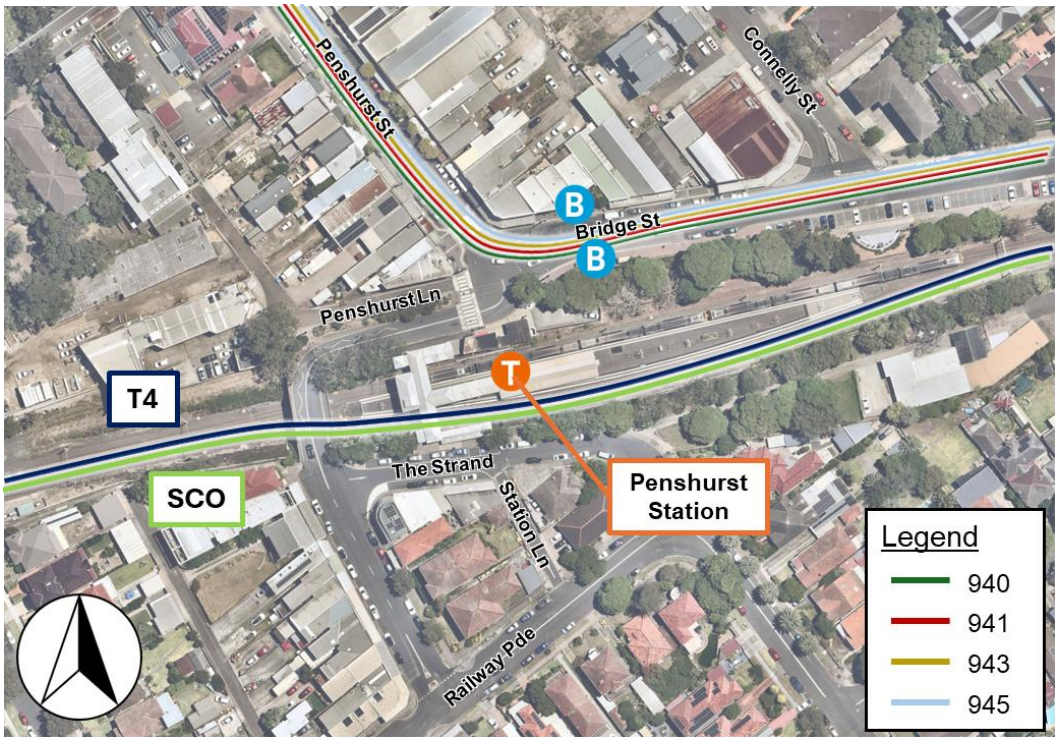
Figure 2.1: Road Network

2.2 Public Transport

All bus routes within the study area travel via Penshurst Street and Bridge Street. Bus stops are located on both sides of Bridge Street, servicing both public and school bus routes.

Penshurst Station is a railway station that services the T4 Eastern Suburbs & Illawarra Line, and South Coast Line (SCO), providing connections between Sydney, Wollongong, Bondi Junction, and Cronulla, and Kiama.

The public transport network is shown in Figure 2.2, and route details are shown in Table 2.2.



Adapted: Nearmap

Figure 2.2: Public Transport Network

Table 2.2: Public Transport Routes and Frequencies

Line Number	Route Description	Service Frequency	
		AM Peak	PM Peak
Public Bus Services			
940	Hurstville to Bankstown via Riverwood	30 minutes	30 minutes
	Bankstown to Hurstville via Riverwood	30 minutes	30 minutes
941	Hurstville to Bankstown via Greenacre	30 minutes	30 minutes
	Bankstown to Hurstville via Greenacre	30 minutes	30 minutes
943	Hurstville to Lugarno	20 – 30 minutes	20 – 30 minutes
	Lugarno to Hurstville	20 minutes	20 minutes
945	Hurstville to Bankstown via Mortdale	15 minutes	15 minutes
	Bankstown to Hurstville via Mortdale	25 minutes	25 minutes

Line Number	Route Description	Service Frequency	
		AM Peak	PM Peak
School Bus Services			
S118	Penshurst to Rose St. and Punchbowl Rd.	-	School Days: 1 PM service
S135	Georges River College Peakhurst to Hurstville		
S138	Penshurst Station to Lugarno		
Train Services			
T4 Eastern Suburbs & Illawarra Line	Waterfall or Cronulla to Bondi Junction	10 minutes	10 – 20 minutes
	Bondi Junction to Waterfall or Cronulla	10 – 20 minutes	10 – 20 minutes
SCO	Bondi Junction to Kiama	30 minutes	20 minutes
	Kiama to Bondi Junction	20 minutes	60 minutes

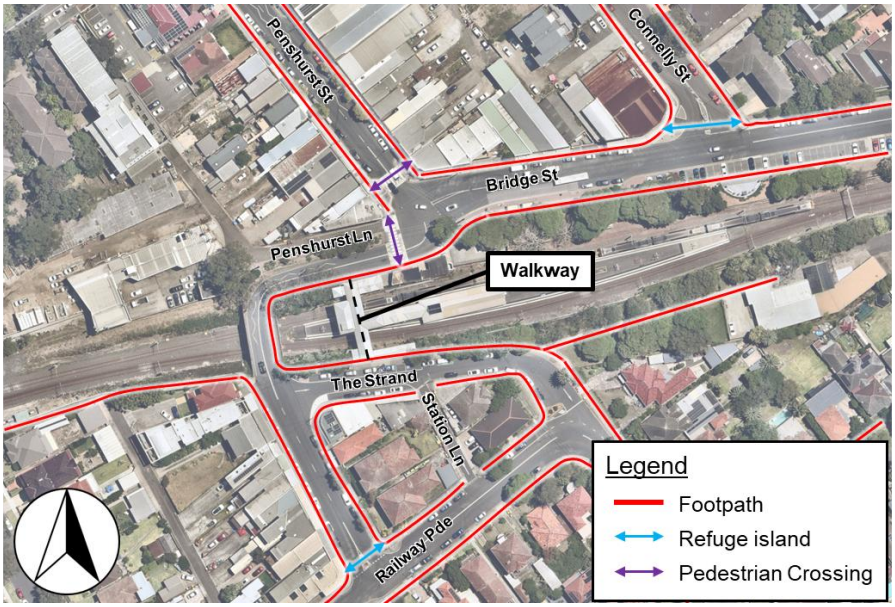
2.3 Active Transport

2.3.1 Pedestrians

The pedestrian infrastructure network has been designed to accommodate the high foot traffic generated from Penshurst Station and to support the pedestrian desire lines. Given the surrounding land uses, the pedestrian footpaths are well-connected and generally wide. There is only one footpath on the southern section of Bridge Street which connects to The Strand.

On the northern side of the station, there are raised pedestrian crossings across the northern and western legs of the Bridge Street / Penshurst Street intersection, providing pedestrian-priority movement options across the intersection. The pedestrian crossing in front of the station extends past both Bridge Street and Penshurst Lane, forming one long raised crossing. These crossings connect the station to the storefronts and residential areas on the northern side of the railway corridor.

Near The Strand, pedestrian infrastructure is more limited, relying more on raised kerb ramps to facilitate crossing movements. To the south, there is one refuge island crossing The Strand near the intersection at Railway Parade. There is no pedestrian crossing infrastructure immediately outside the southern exit of Penshurst Station.



Adapted: Nearmap

Figure 2.3: Pedestrian Infrastructure Network

2.3.2 Cycling

Georges River Council categorises Bridge Street – The Strand – Railway Parade as an On-Road cycling path. This is shown in Figure 2.4.

There are no dedicated cycleways or shared paths in the vicinity, as well as no supporting bicycle facilities or infrastructure such as bicycle racks within the study area or at Penshurst Station.



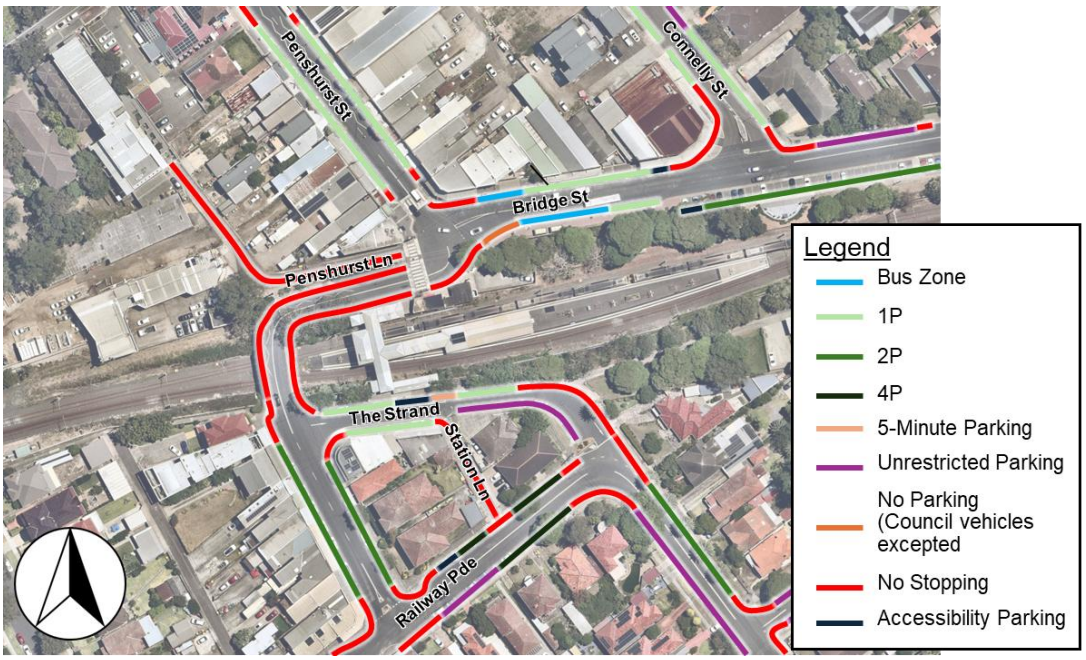
Adapted: Nearmap

Figure 2.4: Active Transport Network

2.4 On-Street Parking

The on-street parking arrangements near the study area are shown on Figure 2.5. Given the high concentration of storefronts and businesses within Penshurst Street, Connelly Street, Bridge Street and The Strand, most of the parking within the study area have short-term time restrictions.

The parking arrangements typically range from 1P, 2P to 4P. Generally, parking is enforced from 8:30AM to 6PM on weekdays, and from 8:30AM to 12:30PM on Saturdays. The parking restrictions were as per a site inspection in December 2025.



Adapted from Nearmap

Figure 2.5: On-street Parking Network

3. MOVEMENT AND PLACE

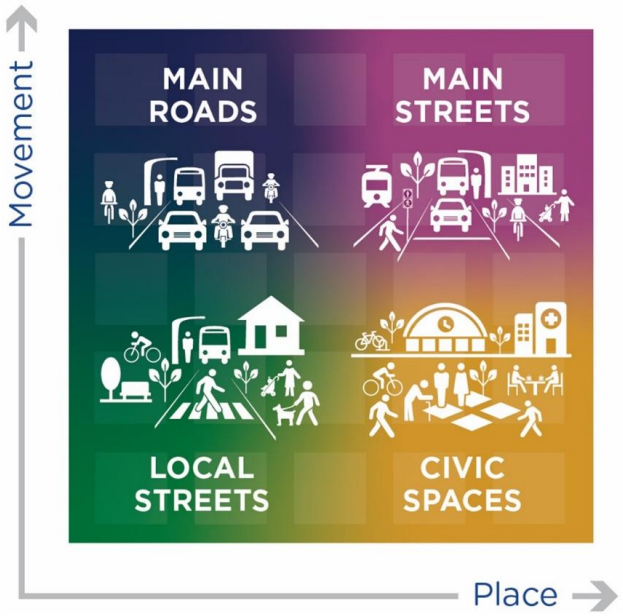
3.1 Overview

TfNSW's *Design of Roads and Streets – A guide to improve the quality of roads and streets in NSW* (2024) is a manual for improving our roads and streets. The main principle is that designers must understand the role/function of our roads and streets as local places to provide context-specific design advice. It is underpinned by the Movement and Place Framework.

- **Movement** – The movement of people through, to and from, or within a place by understanding movement patterns and functions
- **Place** – The qualities of a space that encourage engagement in social, recreational, educational, and economic activity, facilitated by the surrounding built or natural environment and physical features.

To summarise the relationship between Movement and Place, the Framework identifies four street environments as shown in Figure 3.1:

- **Civic Spaces** – Places for people which prioritise active transport amenity and connectivity in a safer, low-speed environment
- **Local Streets** – Quiet, low traffic streets that comprise the majority of urban road networks, typically supporting local resident traffic
- **Main Streets** – Vibrant areas which blend both significant Movement and Place characteristics. Typically found in high amenity areas or around public transport nodes, requiring a balance between comfort, safety and efficiency of the transport network.
- **Main Road** – Busy, high traffic corridors which prioritise the movement of people and goods.



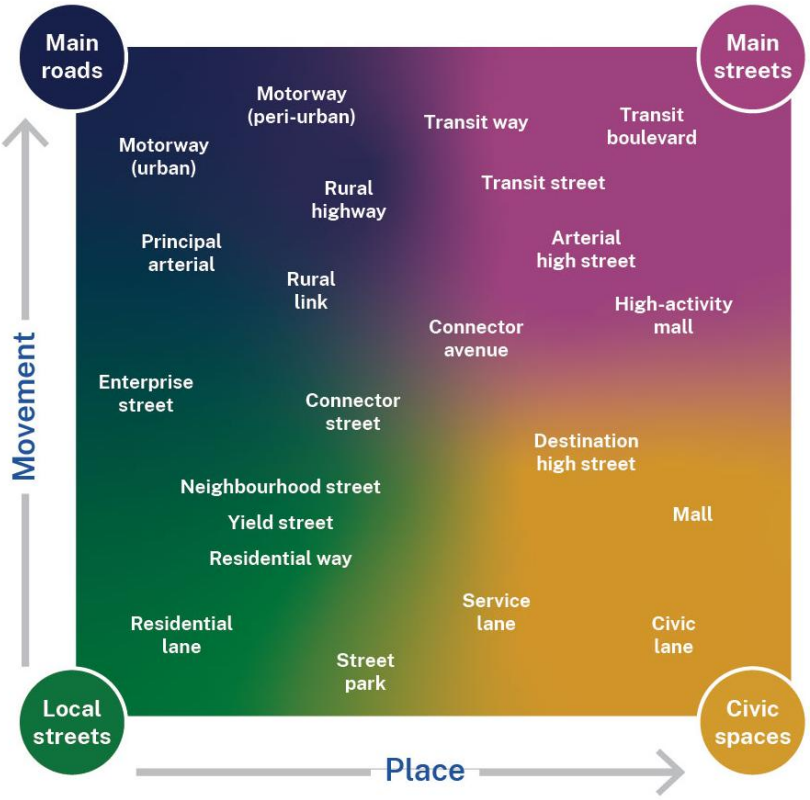
Source: TfNSW Movement & Place – Design of Roads and Streets

Figure 3.1: Movement and Place Chart

The application of the Movement and Place framework to the Penshurst area helps in providing an in-depth understanding of the street environment within the study area. This directly corresponds to the suitability of planning and ideation of recommendations and infrastructure upgrades.

3.2 Road and Street Types

The four street environments can be further distinguished into road and street types as shown in Figure 3.2 and detailed in Table 3.1. This table was used to determine the appropriate road and street types of the street environment within the study area.



Source: TfNSW Movement & Place – Design of Roads and Streets

Figure 3.2: Movement and Place Chart - Road & Street Type

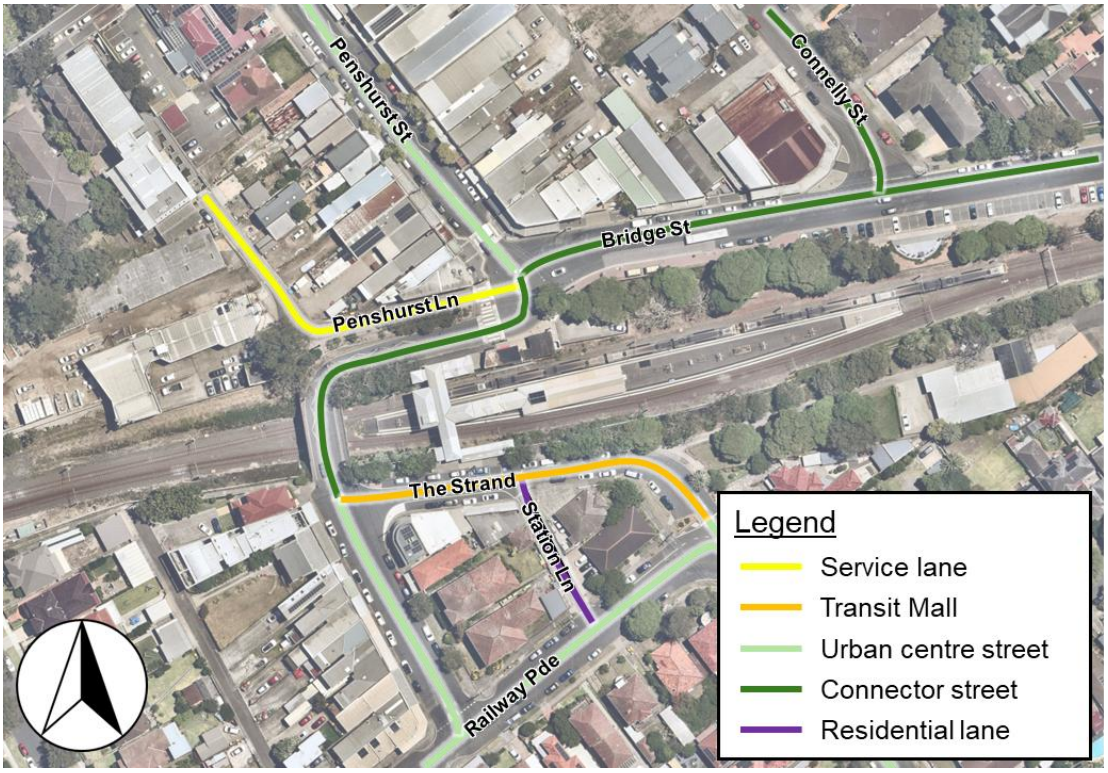
Table 3.1: Road and Street Types

Main Road		Main Street	
Transit-only Corridor	A corridor which only allows public and active transport use.	**Arterial High Street**	A lively street that supports high place intensity and a high level of multi-modal movement
Rural Link	A secondary connection between cities and towns in regional areas.		
Rural Highway	A high-speed primary connection between cities and towns in regional areas.	**High-activity mall**	A vibrant high amenity street where people can easily interchange between modes in a low-speed environment
Secondary Arterial	A road with high movement function that connects principal arterial roads, urban centres or enterprise areas.	**Transit street**	A strategic street for active and / or public transport mobility in a lively and high amenity place environment
Principal Arterial	A major movement corridor serving metropolitan areas.	**Connector Avenue**	A street with moderate place intensity and movement function that connects neighbourhoods, urban centres, or enterprise areas
Motorway	A high-speed and grade-separated corridor for vehicular movement functions between cities and towns	**Transit Way**	A dedicated and distinctive corridor for active and public transport mobility over longer distances, often complemented by significant blue and green infrastructure
Local Streets		**Civic Spaces**	
Connector Streets	A local street that connects neighbourhoods, linking residential areas with local destinations such as centres, schools, and transport hubs	**Destination High Street**	A vibrant street with intense sense of place, supported by multi-modal movement at low speeds and volumes.
Neighbourhood Street	A quiet residential street for people to spend time in an environment with a low speed and volume of movement	**Mall**	A vibrant street at the heart of a community's social and cultural life, made possible by restricting access to motor vehicle
Yield Street	A very quiet residential street for living activities and movement at low speeds and volumes, with a carriageway that requires people driving vehicles to yield to one another to pass	**Civic Lane**	A vibrant and informal narrow street for spending time, often featuring local art and culture, and with shared or restricted access to motor vehicles
Residential Way	A very quiet residential street inviting for people to spend time in, often with an informal layout and a sharing of spaces, and a low speed and volume of movement	**Service Lane**	A narrow street aligned to the rear of mixed-use properties to provide service access and facilitate the provision of continuous active frontages on parallel streets
Residential Lane	A quiet, narrow street aligned to the rear of residential properties for service access, paired with parallel residential streets that can be designed for safer and more continuous links for people to walk and cycle		
Street Park	A public open space in the street reserve providing space for people and green and blue infrastructure		
Enterprise Street	A street that serves industrial and commercial areas, catering to people who work in the areas as well as those who deliver freight and servicing		

Source: TfNSW Movement & Place – Design of Roads and Streets

3.3 Movement and Place Assessment

All roads within the study area were classified according to the Movement and Place Framework as shown in Figure 3.3. As mentioned previously, the classifications were made in relation to the road/street's functional context, including but not limited to road geometries, proximity to the station or storefronts, connection to other roads around the network, vehicle volumes and movements.



Adapted: Nearmap

Figure 3.3: Movement and Place Assessment

3.3.1 Main Streets

Penshurst Street serves as the Arterial High Street within its suburban context. Penshurst Street provides a direct connection to Forest Road in parallel to Connelly Street, providing a high movement function. Its high place function is evident from the local businesses which line both sides of the road, resulting in moderate pedestrian traffic and high car parking turnover.

3.3.2 Civic Spaces

The one-way section of The Strand is classified as a Transit Mall, providing the interface between train, car, and pedestrian travel modes. Penshurst Station kiss-and-ride is formally located here, allowing commuters to be picked up or dropped off from the station. Pedestrians accessing the southern side of the railway corridor must also pass through this section of The Strand.

Penshurst Lane is a cul-de-sac primarily servicing industrial lots and some residential access, and so is designated a service lane.

3.3.3 Local Streets

The two-way section of The Strand is an Urban Centre Street, possessing moderate movement and place characteristics. This complements the high pedestrian activity at Penshurst Station, serving as a less intense extension of the commercial area along Penshurst Street. In its suburban context, The Strand rides the edge of falling within the Main Street category.

Railway Parade, Laycock Road, Bridge Street, and Connelly Street were classified as Connector Streets, each serving as a direct connection to nearby key roads or destinations:

- Bridge Street: to King Georges Road northbound and the nearest access over the railway corridor
- Connelly Street: to Forest Road
- Railway Parade: to Mortdale Town Centre
- Laycock Avenue: to Hillcrest Avenue and King Georges Road southbound

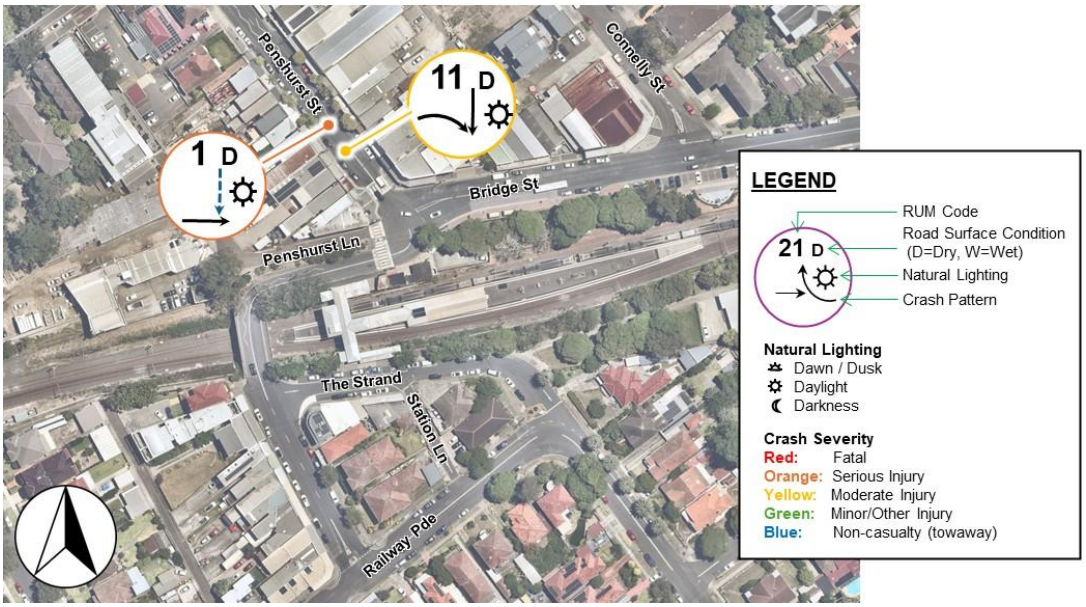
Station Lane is a narrow one-way northbound street, allowing only right-turns at its intersection with The Strand. Its primary function is as a Residential Lane, providing access to off-street parking at adjacent properties and the Penshurst Station kiss-and-ride area.

4. ISSUES AND OPPORTUNITIES

4.1 Crash Data Analysis

The latest available crash data for the 5-year period between January 2020 to December 2024 was sourced from TfNSW.

There were 2 crashes recorded in a five-year period within the study area. Figure 4.1 shows the location of these crashes and their corresponding RUM codes.



Adapted: Nearmap

Figure 4.1: Crash History

The first crash has a RUM code of 1, which refers to a pedestrian approaching the road from the near side and getting struck by a vehicle. This crash occurred in 2021 under daylight conditions, resulting in a serious injury.

The RUM code of 11 describes a conflict between vehicles from adjacent directions within an intersection. Here, there was a collision between a right-far movement with a through movement. This crash occurred in 2024, resulting in a moderate injury.

4.2 Traffic Data Review

4.2.1 Traffic Profile

Automatic traffic count (ATC) data was collected at The Strand, just west of Station Lane, to understand traffic volumes and vehicle speeds. Data was collected over a 7-day period from 1 December to 8 December in 2025.

- Traffic volumes
  - Weekday average was 1493 vehicles/day, weekend average was 1003 vehicles/day
  - Weekday AM peak average was 135 vehicles/day, weekday PM peak average was 149 vehicles/day
  - Saturday saw 1136 vehicles.
- Speeds
  - The 7-day average was 26.4km/h, the 7-day 85th percentile speed was 34.3km/h
  - The posted speed limit is 50km/h, 0.2% of vehicles exceeded the posted speed limit.

4.2.2 Congestion Issues

Congestion occurs primarily through large volumes of pedestrians using the pedestrian crossings on Bridge Street and Penshurst Street to get to and from Penshurst Station during the AM and PM peaks.

In the morning, there is a more constant stream of people crossing Bridge Street, resulting in moderate vehicle queues across the intersection. Around 8:40AM, there is a sharp spike in queues at the eastbound approach on Bridge Street.

In the evenings, the arrival trips from those returning from the city leads to significant pedestrian volumes, which arrive in platoons that obstruct all traffic movements through the Penshurst Street / Bridge Street intersection. The queueing extends over the rail overpass bridge, up Penshurst Street, and along the eastern approach of Bridge Street. This queueing lasts for a few minutes, then queuing is relatively low and traffic flows far more easily. Outside of the train arrivals, pedestrian movements are far less numerous.

These issues are shown in Figure 4.2 and Figure 4.3.



Figure 4.2: Pedestrian Movements

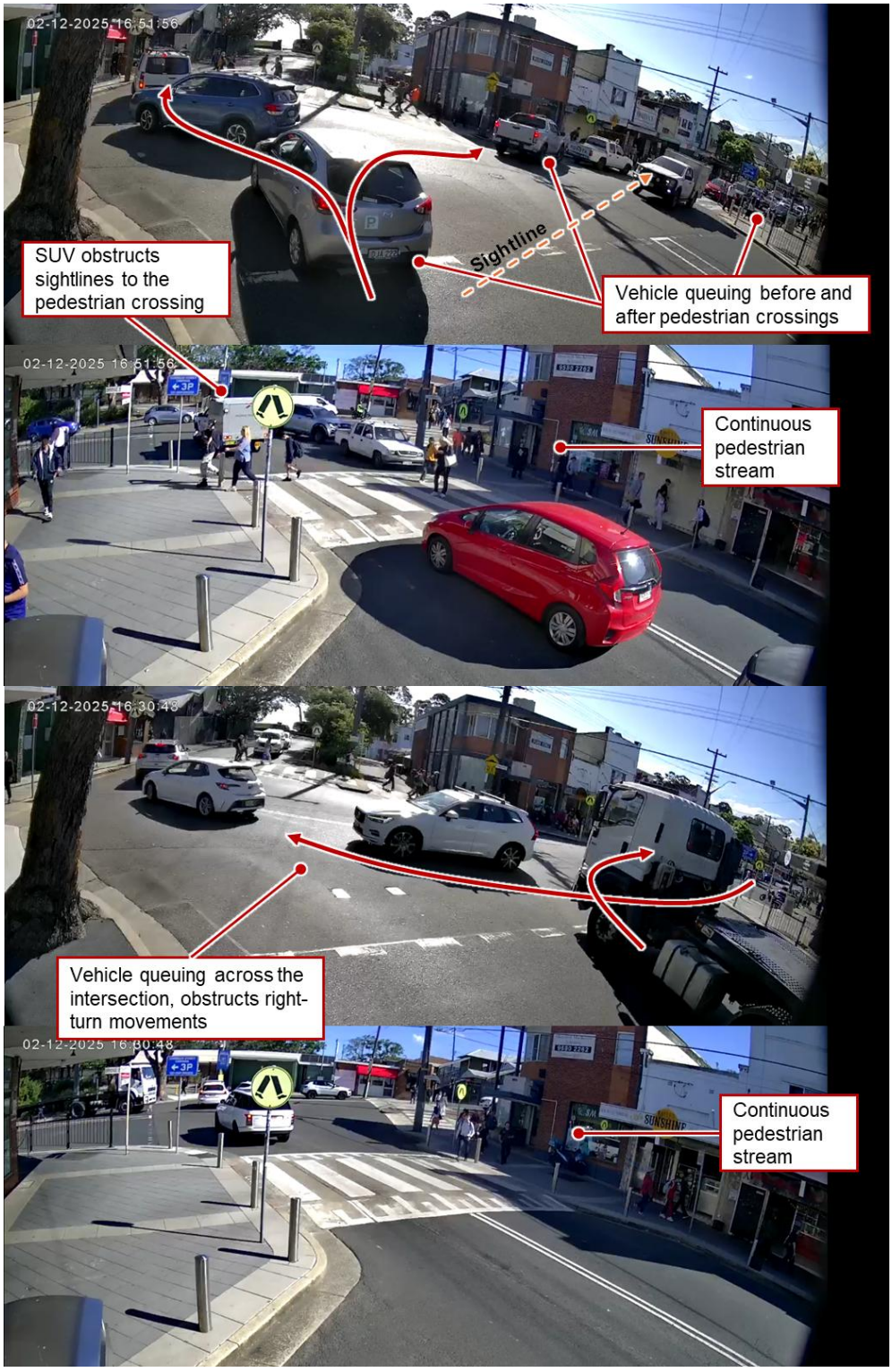


Figure 4.3: Vehicle Queuing and Congestion Issues

4.2.3 Vehicle Composition

The traffic surveys recorded 2.6% of vehicles within the study area being heavy vehicles. Most of these travel between Bridge Street and Penshurst Street. Few heavy vehicles travel over the rail line overpass, likely due to the narrow road geometry makes it unsuitable for larger vehicles. This is summarised in Figure 4.4.

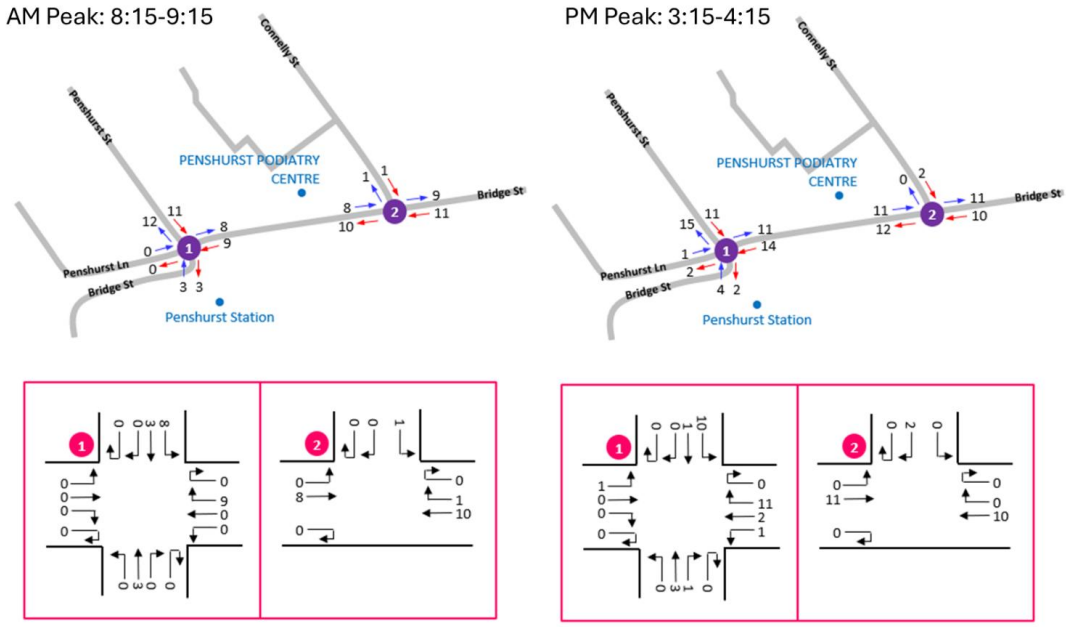


Figure 4.4: Heavy Vehicle Volumes

4.3 Traffic Signal Warrants Assessment

4.3.1 Guidelines

TfNSW's *Traffic Signals Design – Section 2: Warrants* provides the general guides for numerical warrants for traffic signals. The warrants are summarised as follows:

Traffic Demand: For each of the four one-hour periods of an average day:

- The major road flow exceeds 600 vehicles/hour in each direction
- The minor road flow exceeds 200 vehicles/hour in one direction.

Continuous Traffic: For each of the four one-hour periods of an average day:

- The major road flow exceeds 900 vehicles/hour in each direction
- The minor road flow exceeds 100 vehicles/hour in one direction.
- The speed of traffic on major road or limited sight distance from the minor road causes undue delay or hazard to the minor road vehicles
- There is no other nearby traffic signal site easily accessible to the minor road vehicles.

Pedestrian Safety: For each of the four one-hour periods of an average day:

- Pedestrian flow crossing the major road exceeds 150 persons/hour
- The major road flow exceeds 600 vehicles/hour in each direction or, where there is a central median of at least 1.2m wide, 1000 vehicles/hour in each direction.

Pedestrian Safety – High Speed Road: For each of the four one-hour periods of an average day:

- Pedestrian flow crossing the major road exceeds 150 persons/hour
- The major road flow exceeds 450 vehicles/hour in each direction or, where there is a central median of at least 1.2m wide, 750 vehicles/hour in each direction
- The 85th percentile speed on the major road exceeds 75km/h.

Crashes

- The intersection has been the site of an average of three or more reported tow-away or casualty traffic accidents per year over a three-year period, where the traffic accidents could have been prevented by traffic signals
- The traffic flows are at least 80% of the appropriate flow warrants.

4.3.2 Warrant Evaluation

For the purpose of this assessment, Penshurst Street – Bridge Street (south leg) is defined as the 'major road' and Bridge Street as the minor road.

The **Pedestrian Safety – High Speed Road** and **Crashes** warrant conditions are not satisfied for the following reasons:

- The 85th percentile speed of the major road does not exceed 75km/h (50km/h road)
- The crash history does not meet the requisite crashes per year.

The **Traffic Demand**, **Continuous Traffic** and **Pedestrian Safety** warrant conditions were checked via a comparison of the hourly vehicle and pedestrian flows for the major and minor roads.

The warrant evaluations are summarised in Table 4.1, Table 4.2, and Table 4.3.

Table 4.1: Flow Criteria Evaluation - Traffic Demand

Time period	Criterion (vph)	Major Road Flow		Criterion (vph)	Minor Road Flow
		NB	SB		
AM Period					
7:00 – 8:00	≥ 600	349	223	≥ 200	162
8:00 – 9:00		390	337		252
9:00 – 10:00		323	293		230
PM Period					
15:00 – 16:00	≥ 600	382	400	≥ 200	317
16:00 – 17:00		365	371		323
17:00 – 18:00		392	375		314

Table 4.2: Flow Criteria Evaluation – Continuous Traffic

Time period	Criterion (vph)	Major Road Flow		Criterion (vph)	Minor Road Flow
		NB	SB		
AM Period					
7:00 – 8:00	≥ 900	349	223	≥ 100	162
8:00 – 9:00		390	337		252
9:00 – 10:00		323	293		230
PM Period					
15:00 – 16:00	≥ 900	382	400	≥ 100	317
16:00 – 17:00		365	371		323
17:00 – 18:00		392	375		314

Table 4.3: Flow Criteria Evaluation – Pedestrian Safety

Time period	Criterion (vph)	Major Road Flow		Criterion (pph)	Pedestrians Crossing Main Road
		NB	SB		
AM Period					
7:00 – 8:00	≥ 600	349	223	≥ 150	485
8:00 – 9:00		390	337		815
9:00 – 10:00		323	293		428
PM Period					
15:00 – 16:00	≥ 600	382	400	≥ 150	816
16:00 – 17:00		365	371		482
17:00 – 18:00		392	375		548

From the above tables, the following outcomes are noted:

The Traffic Demand major road flow requirement of 600 vph in each direction is **not satisfied** by any of the recorded one-hour periods on the major road. Minor road flow is satisfied for five of the six recorded one-hour periods.

The Continuous Traffic major road flow requirement of 900 vph in each direction is **not satisfied** by any of the recorded one-hour periods. Minor road flow is satisfied for all recorded one-hour periods.

The Pedestrian Safety major road hourly vehicle flow requirement of 600 vph (without median) is **not satisfied**. Requisite pedestrian volume crossing the major road of 150 pph is satisfied by all recorded one-hour periods. Total pedestrian volumes at the intersection were recorded as being significantly higher than the vehicle volumes.

The warrant outcomes are therefore as summarised in Table 4.4.

Table 4.4: Traffic Signal Warrant Outcomes

Intersection	Warrant Met?				
	Traffic Demand	Continuous Traffic	Pedestrian Safety	Pedestrian Safety – High Speed Road	Crashes
Penshurst Street – Penshurst Lane – Bridge Street	No	No	No	No	No
Bridge Street – Connelly Street	No	No	No	No	No

4.4 Safety Review

4.4.1 Overview

A number of safety issues were identified during the site inspection and review of intersection count video footage. The details are provided in the following sections, with a summary map provided in Section 4.4.7.

4.4.2 Bridge Street Overpass Sight Distances to Pedestrians

One identified issue is vegetation (trees and bushes) obstructs sightlines from drivers travelling eastbound over the rail overpass to the pedestrian crossing on Bridge Street. This reduces the visibility of the pedestrians entering from the northern approach. The risk is further elevated by the prominent downhill grade of the road, potentially leading to higher approach speeds and braking distances, as well as the wide turning radius from Bridge Street towards the station can enable higher vehicle approach speeds.



Figure 4.5: Sight Line Obstructions to Pedestrian Crossing

4.4.3 Penshurst Street / Bridge Street Intersection

The high volumes of pedestrian movements across the Bridge Street and Penhurst Street pedestrian crossings results in significant vehicle queuing and congestion, often resulting in vehicles blocking turning movements in the intersection. The queueing vehicles, which can include buses turning to/from Bridge Street (east) further contributes to this issue, particularly for the right-turn from Bridge Street to Penshurst Street.

Other issues include some missing road markings and signage, as well as the relatively wide roadway from Bridge Street (east) encourages informal driving behaviour. Sight lines for left turning vehicles out of Bridge Street (east) are obstructed by buses and heavy vehicles, making it difficult to safely enter the intersection.

This congestion and delays led to observations of dangerous, unpredictable turning movements, increasing the risk to pedestrians.

It was also observed that due to the long pedestrian crossing width, vehicles that were already stopped at the crossing would remain stopped if a new pedestrian enters the far side of the crossing. This leads to an additional aspect of inefficient vehicle movements through the intersection.



Figure 4.6: Sight Line Obstructions for Turning Vehicles

4.4.4 Penshurst Lane

Penshurst Lane is a narrow laneway that provides access a number of businesses and residential buildings. Varying in width between 4.4m and 5.2m, it cannot easily accommodate two vehicles at a time. It was observed that conflicts in the laneway forced one of the vehicles to reverse, either back into the laneway, or into the intersection.

Vehicles can turn into the laneway from each approach of the intersection. Vehicles turning right into the lane from Penshurst Street have limited road markings and signs, as well as reduced visibility to vehicles coming from the Bridge Street rail overpass due to the vegetation and steep gradient.

Vehicles were also observed to exit the laneway in all directions, some manoeuvres being difficult due to poor sightlines to vehicles entering the intersection. Video footage also observed Council waste collection vehicles reversing into the laneway. This manoeuvre obstructs sightlines, delays the intersection and may endanger nearby pedestrians and cars.

Observations in Penshurst Lane are shown in Figure 4.7.



Figure 4.7: Penshurst Lane Safety Issues

4.4.5 The Strand

The Strand sees high pedestrian volumes accessing Penshurst Station despite the lack of crossing facilities. The complex environment created by the priority intersection, traffic congestion, parking activity, and pedestrian activity greatly increases driver workload and can create an overall unsafe environment for pedestrians.

Vehicles access The Strand and the Penshurst Station kiss-and-ride from the western side near the rail overpass. The turn angle into The Strand is very wide, leading to higher entry speeds into what should be a lower-speed pedestrian-friendly environment. These higher speed turning movements conflict directly with the pedestrian desire line at Penshurst Station, increasing the risk severity at this intersection.

Through The Strand itself, 85th percentile speeds were recorded at 34.3km/h across the 7-day survey period, which is higher than is ideal for this road environment given the high volumes of pedestrians walking to and from the station and crossing the street at this location.

An existing footpath network provides direct access between Penshurst Station and the surrounding residential dwellings, notably an aged-care facility to the west. Railway Parade south of the Strand has wide crossing distance with minimal crossing facilities. Furthermore, there are no crossing facilities supporting movements from the station to the storefronts and local businesses to the south of The Strand.

4.4.6 Bridge Street – Connelly Street

The intersection between Bridge Street – Connelly Street has a refuge island and prominent kerb extensions on one side of the approach which slow vehicle approach speeds. The eastern side has a wider crossing distance with no kerb extension treatment. Sight lines between pedestrians and southbound vehicles on Connelly Street can be partially obstructed by northbound vehicles.

There is no pedestrian crossing infrastructure across Bridge Street at this location. Although raised pedestrian crossings are available outside Penshurst Station, some pedestrian movements across Bridge Street were observed near Connelly Street.

4.4.7 Safety Issue Summary

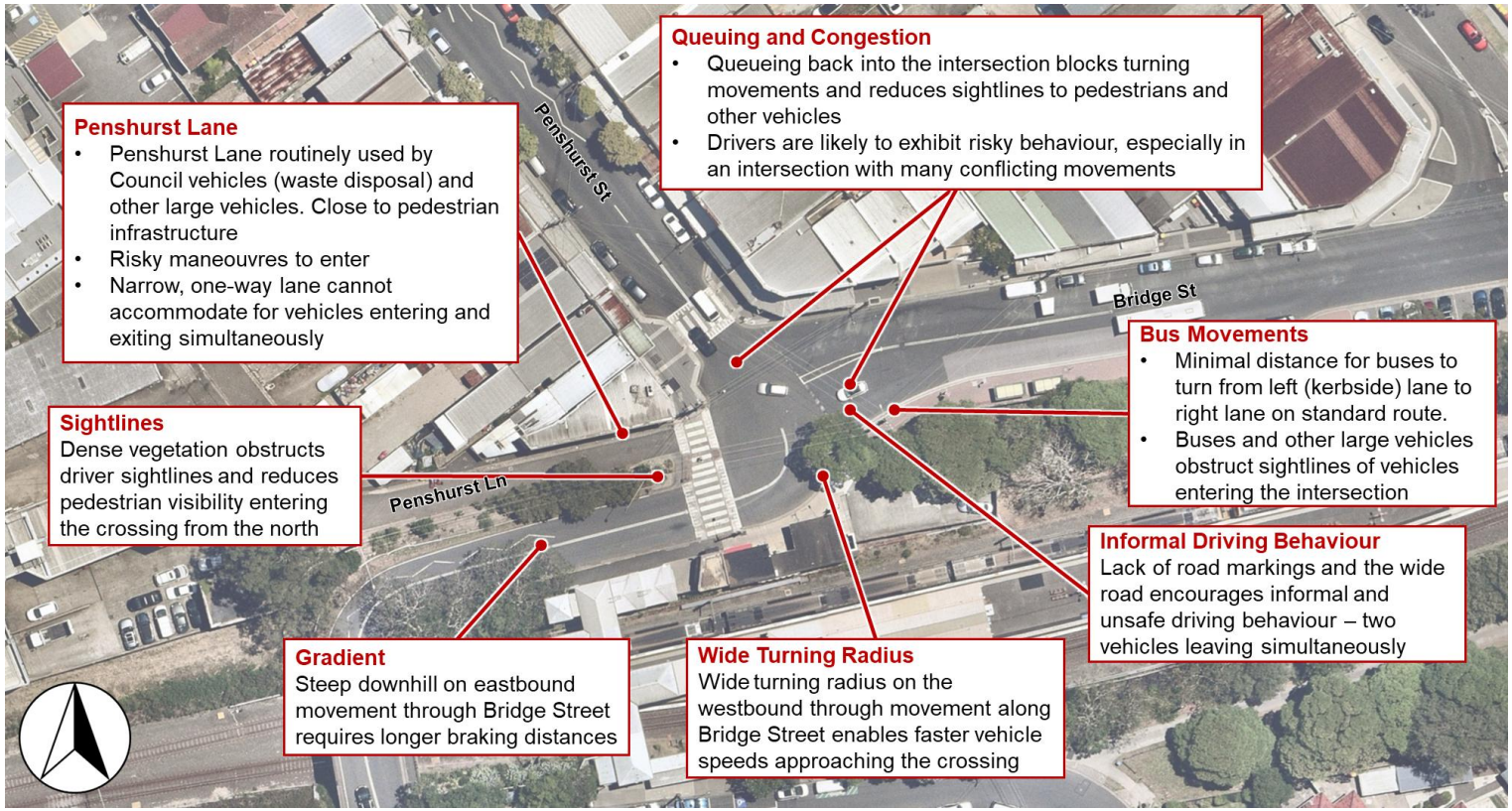


Figure 4.8: Pedestrian and Vehicle Safety Issues at Bridge Street – Penshurst Street



Figure 4.9: Pedestrian and Vehicle Safety Issues at Bridge Street – Connelly Street

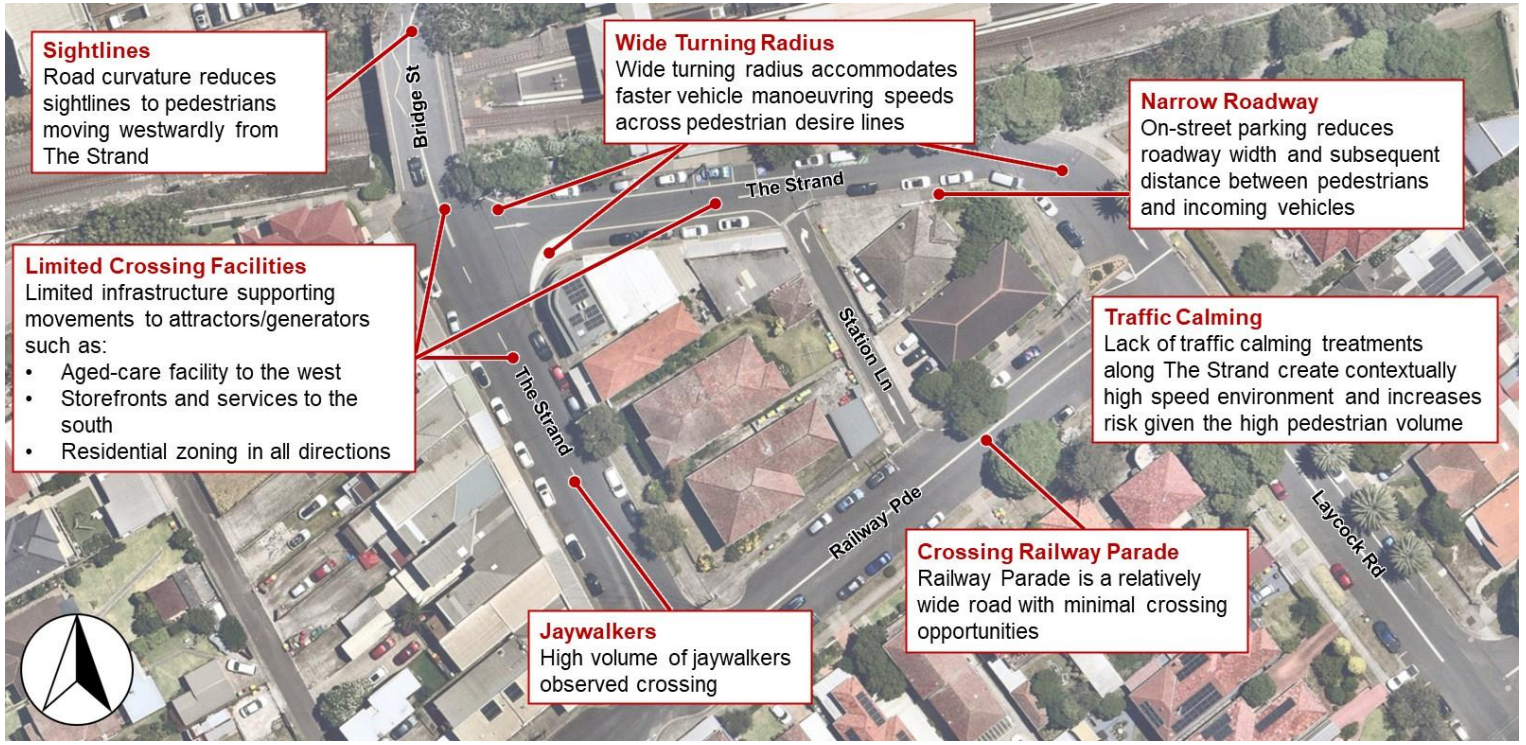


Figure 4.10: Pedestrian and Vehicle Safety Issues at The Strand

5. SIDRA MODELLING

5.1 Modelled Network

Figure 6.1 shows the modelled geometry for each of the assessed key sites in SIDRA.

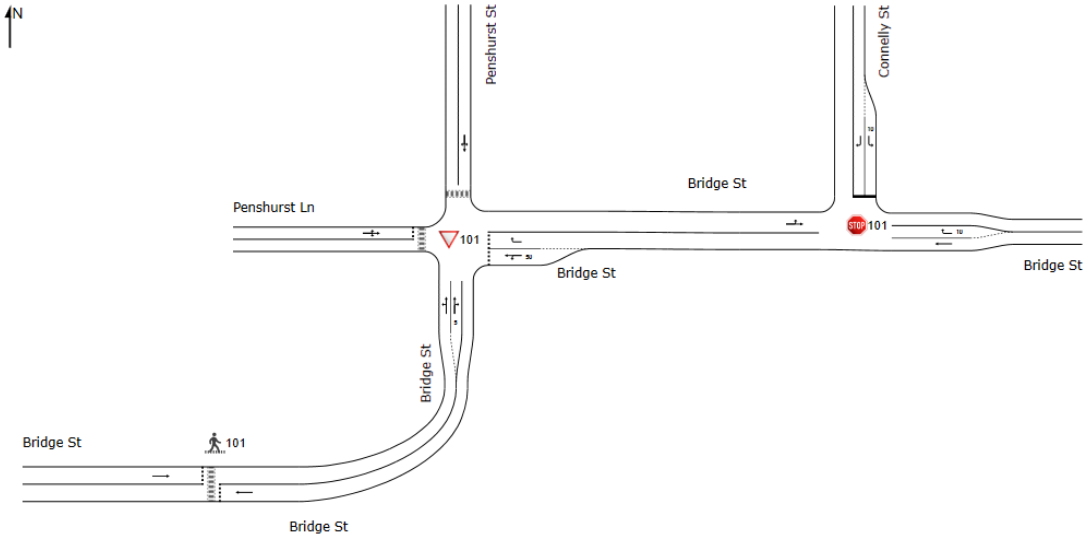


Figure 5.1: SIDRA Network Geometry

To replicate the appropriate interaction between vehicle and pedestrian priorities, the raised pedestrian crossing across Bridge Street has been separated into two sections:

- The northern section is included in the west leg of the Penshurst Street / Bridge Street / Penshurst Lane intersection
- The southern section is a separate midblock crossing.

Pedestrian volumes and calibration parameters of the two pedestrian crossings are set to be identical.

5.2 Base Model Calibration and Validation

The AM and PM peak network models were calibrated and validated according to the 95th percentile of queue lengths observed during the site visit. Modelled queue lengths were targeted to be within 3 vehicles of the observed queue lengths. The weekend model adopted the calibration parameters used for the AM and PM peak models. A comparison between the observed and modelled queue lengths are shown in Table 5.1 and Table 5.2.

Table 5.1: Bridge Street / Penshurst Street / Penshurst Lane Queue Length Comparison

Approach	Lane	Turn	AM Peak Queue (veh)		PM Peak Queue (veh)		Weekend Peak (veh)
			Observed	Modelled	Observed	Modelled	Modelled
North	1	R, T, L	8.2	5.2	5.8	3.9	2.1
East	1	L	3.8	0.8	1.8	1.3	0.5
	2	R, T	1.8	2.7	6.8	3.2*	1.8
South	1	R, T, L	10.0	11.9	5.8	3.4	1.6
West	1	R, T, L	0.8	0.3	1.0	0.1	0.0

**Queue length was not met due to stopped buses restricting queue storage and access to the kerbside lane*

Table 5.2: Bridge Street / Connelly Street Queue Length Comparison

Approach	Lane	Turn	AM Peak Queue (veh)		PM Peak Queue (veh)		Weekend Peak (veh)
			Observed	Modelled	Observed	Modelled	Modelled
East	1	R	5.0	4.6	3.8	4.4	1.9
North	1	L	1.0	0.1	1.8	0.1	0.0
	2	R	1.9	0.2	2.8	0.2	0.2

Some queue lengths were not met due to modelling software limitations and site-specific behaviours. These were considered inappropriate to be replicated in the model:

Queues on the northern leg of the Bridge Street / Penshurst Street / Penshurst Lane intersection were observed to correlate with parking activity and occasional 'double parking' behaviour that was not considered in the model, resulting in shorter modelled queues than observed.

Queues on the eastern leg queue were extended whilst a bus was stopped at Penshurst Station Bridge Street stop, as the left-turn queue would otherwise have to wait for the bus to depart. This heavily affected the PM peak due to the 30% higher traffic volumes compared to the AM peak. As replicating this in the traffic model would result in unrealistic congestion, the validation target was unmet for this lane during the PM peak.

Otherwise, the model accurately reflects the traffic capacity at the Penshurst Town Centre under its current arrangement and the constraints created by the intense pedestrian activity during peak hours.

5.3 Network Performance

The current intersection performance was assessed through the following modelling outputs:

- Level of Service (LoS)
- Approach delays
- Degree of Saturation (DoS).

DoS is a measure of input demand flows against the capacity of each approach lane. Generally, as DoS approaches 1.0, the closer the approach lane is to the operational capacity of the link. Any sections which exceed 1.0 are considered to be over-capacity, with a greater volume of incoming demand than can be satisfied.

LoS is a measure of intersection approach delay, classified into the thresholds outlined in Table 5.3.

Table 5.3: Level of Service Thresholds

LoS	Average Delay (s)
LOS A	14 or below
LOS B	15 to 28
LOS C	29 to 42
LOS D	43 to 56
LOS E	57 to 70
LOS F	70 or above

A future year 2035 model was also developed, adopting a growth rate of 2% per annum per census data. The intersection performance the modelled network for both the base year and future year is shown in Table 5.4, Table 5.5, and Table 5.6.

Table 5.4: Intersection Performance – Level of Service

Approach	AM Peak		PM Peak		Weekend Peak	
	2025	2035	2025	2035	2025	2035
Bridge Street / Penshurst Street / Penshurst Lane						
North[1]	LOS E	LOS F	LOS B	LOS F	LOS A	LOS C
East[1]	LOS F	LOS F	LOS F	LOS F	LOS B	LOS D
South	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
West	LOS F	LOS F	LOS C	LOS F	LOS B	LOS C
Bridge Street / Pedestrian Crossing						
East	LOS A	LOS E	LOS A	LOS B	LOS A	LOS A
West	LOS C	LOS F	LOS A	LOS C	LOS A	LOS A
Bridge Street / Connelly Street						
North	LOS A	LOS B	LOS A	LOS B	LOS A	LOS B
East	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
West	LOS A	LOS B	LOS A	LOS B	LOS A	LOS B

Note 1: Standard reporting criteria is to state the worst movement at each approach. The model includes turning movements to/from Penshurst Lane, where vehicles see excessive delays and difficulties turning into and out of the laneway. Excluding turns into Penshurst Lane, the approaches typically operate at LOS A-B in 2025, LOS A-D in 2035, which reflect the actual key movements at the intersection.

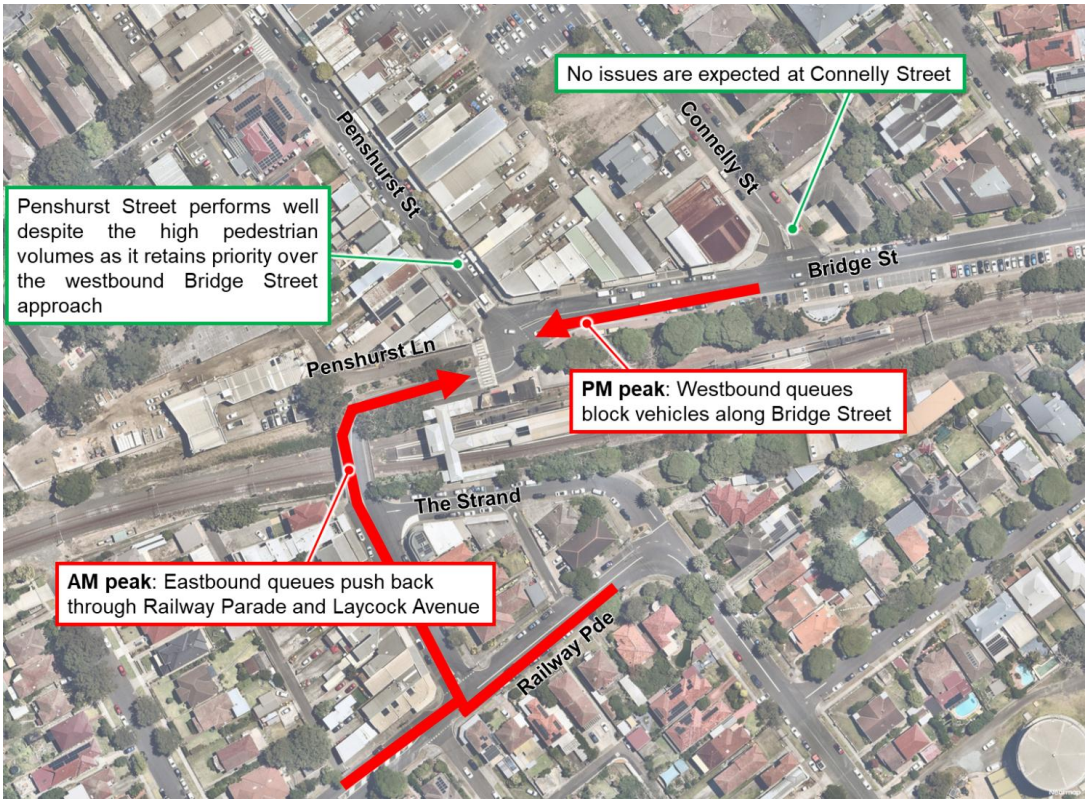
Table 5.5: Intersection Performance – Queue Length

Approach	AM Peak		PM Peak		Weekend Peak	
	2025	2035	2025	2035	2025	2035
Bridge Street / Penshurst Street / Penshurst Lane						
North	15.1	22.8	11.4	13.5	5.9	12.4
East	8	17.5	9.4	94.1	5.2	10
South	5.5	5.4	4.2	6.3	3.1	4.1
West	0.8	3.3	0.3	0.7	0.1	0.2
Bridge Street / Pedestrian Crossing						
East	13.1	14	12.4	14	5.4	9.4
West	33	255	9	18.2	3.9	6.5
Bridge Street / Connelly Street						
North	0.7	0.9	1.4	1.9	1.2	1.6
East	0.2	0.3	0.3	0.3	0.2	0.2
West	0	0	0	0	0	0

Table 5.6: Intersection Performance – Degree of Saturation

Approach	AM Peak		PM Peak		Weekend Peak	
	2025	2035	2025	2035	2025	2035
Bridge Street / Penshurst Street / Penshurst Lane						
North	0.661	0.651	0.577	0.516	0.365	0.534
East	0.587	0.869	0.614	1.3	0.398	0.646
South	0.348	0.336	0.279	0.364	0.218	0.28
West	0.121	0.525	0.041	0.104	0.013	0.02
Bridge Street / Pedestrian Crossing						
East	0.651	0.97	0.578	0.725	0.366	0.473
West	0.914	1.379	0.501	0.763	0.305	0.398
Bridge Street / Connelly Street						
North	0.067	0.091	0.125	0.201	0.107	0.148
East	0.122	0.149	0.14	0.195	0.116	0.142
West	0.13	0.138	0.083	0.101	0.124	0.152

The key modelling findings are shown in Figure 5.2.



Adapted: Nearmap

Figure 5.2: SIDRA Modelling Findings

6. OPTION TESTING AND ASSESSMENT

6.1 Option 1: Right Turn Ban from Bridge Street to Penshurst Street

Option 1 tested the effects of banning the right-turn from Bridge Street to Penshurst Street, while retaining the movement for buses. These right-turn volumes for both light and heavy vehicles have been redistributed to the right-turn movement on the eastern approach of the Bridge Street / Connelly Street intersection. It is noted that this action would have implications outside the study area and modelled road network and so further traffic assessment is recommended should this measure be further considered. This arrangement is shown in Figure 6.1.



Figure 6.1: Option 1 Overview

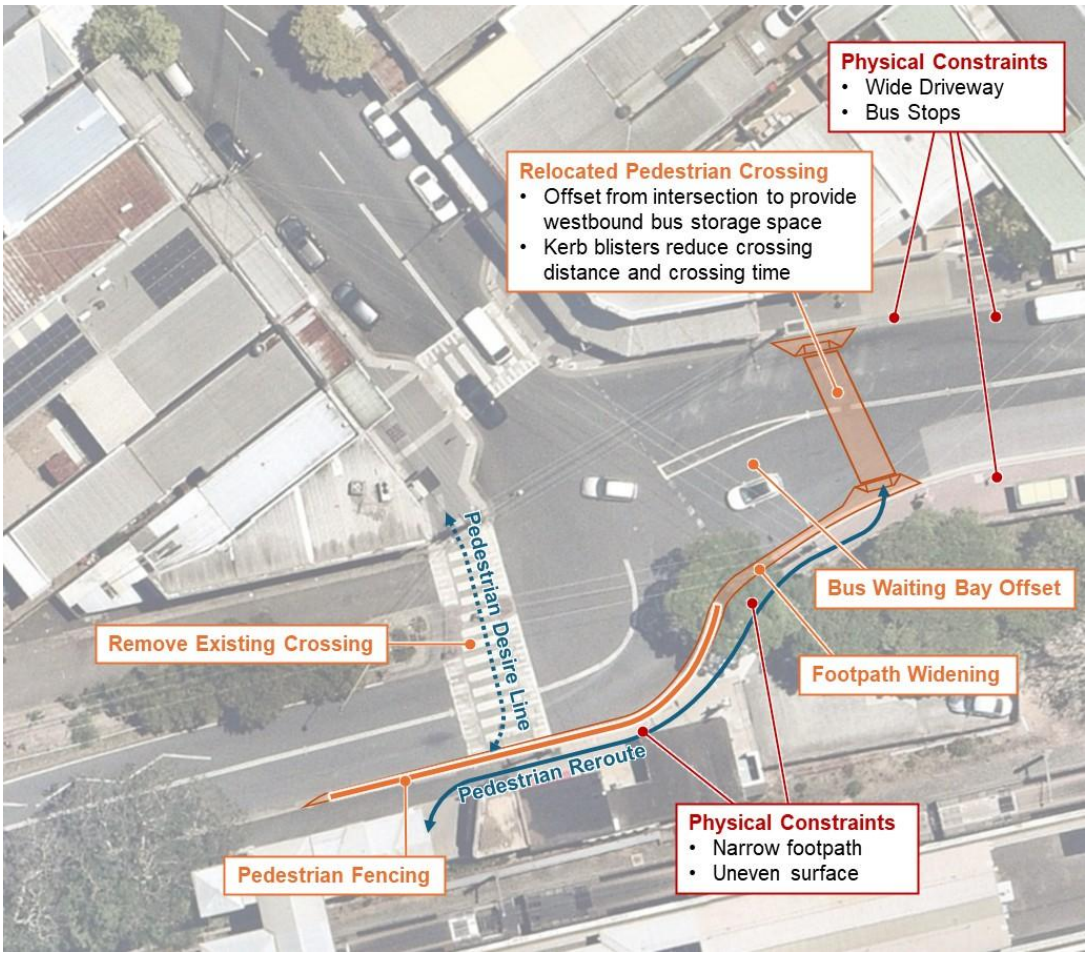
The SIDRA assessment of Option 1 shows an improvement in Level of Service (LoS) across all approaches at the three modelled intersections during the AM peak, PM peak, and weekend peak periods, however, some movements still had poor performance in the future year volumes.

In general, queue lengths decrease across most approaches within the network. The exception is the northern arm of the Penshurst Street / Bridge Street intersection, which is a minor approach. In the 2035 AM peak scenario, the queue length on this approach is predicted to increase by approximately 44 metres.

The degree of saturation (DoS) decreases on all approaches at the Penshurst Street / Bridge Street intersection across all peak periods, except for the northern arm. The northern approach of the Bridge Street / Connelly Street intersection sees an increase in DoS during all peak periods.

6.2 Option 2: Relocate Bridge Street Pedestrian Crossing

An alternative option for the Bridge Street pedestrian crossing is to relocate it to the eastern leg of the intersection, reducing the number of conflict points for traffic on the main north-south route. Additionally, this relocation introduces an opportunity to reduce the length of the pedestrian crossing and hence reduce the duration that each pedestrian interrupts traffic flow. Key design considerations are shown in Figure 6.2.



Adapted: Nearmap

Figure 6.2: Proposed Pedestrian Crossing Relocation

This design has a number of key geometric constraints that will require significant works on the eastern leg of this intersection. This includes the consideration of:

- Minimising the conflicting movements for a westbound bus at the intersection, providing enough space between the intersection and the crossing for a bus
- The driveway and bus stop on the northern side of the intersection will conflict with a crossing of compliant width, requiring either:
  - The bus stop on the northern side to be relocated to the east and the driveway to be narrowed, impacting on-street parking
  - The pedestrian crossing to be angled away from Penshurst Station, further straying away from pedestrian desire lines.
- Sufficient footpath widths and quality on the south side of Bridge Street.

To accommodate the increased pedestrian activity and improve wheelchair access, the footpath on the south side of Bridge Street will need to be widened and resurfaced due to the uneven surface and obstructions as shown in Figure 6.3. The *TfNSW Walking Space Guide (2020)* recommends that a walking space width of 3.2m is provided for a medium pedestrian activity footpath. This width is not feasible for the section of Bridge Street in front of Penshurst Station would require significant widening, landscaping, and services relocation to adequately accommodate pedestrian accessibility.



Adapted: Nearmap

Figure 6.3: Bridge Street Southern Footpath Quality

This arrangement would also negatively impact pedestrian travel time from the train station to Penshurst Street and residential areas on the northwestern side of Penshurst Station. Pedestrian fencing would also need to be provided along Bridge Street to prevent pedestrians trying to cross the road along the desire line, further cutting into the narrow footpath in front of the station.

New pedestrian crossings are restricted to roadway cross-sections that allow for one lane of traffic in each direction. Although unmarked, the eastern approach typically operates as a dual-lane approach to the intersection. Additionally, *Austroads Guide to Traffic Design: Part 4* recommends a maximum pedestrian crossing length of 10m. Providing kerb extensions will allow the crossing to reach this length, and encourage one lane of traffic to pass the crossing before splitting into two approach lanes at the intersection. The extent of these kerb extensions would have to consider the movement of buses to and from their stop locations.

Modelling results indicate that these changes will substantially improve traffic performance along Penshurst Street and Bridge Street in front of the Penshurst Station entrance at the expense of westbound traffic along Bridge Street. With the one-lane westbound constraint at the relocated crossing, vehicle queues will consistently stretch past the Bridge Street / Connelly Street intersection.

Much of the improvement in performance in may be attributed to shifting the pedestrian crossing to a lower traffic volume approach, impacting fewer vehicles. LoS greatly improves in the existing year, although the increased vehicle and pedestrian volumes in future years again degrade performance, notably for westbound traffic.

Westbound queues will typically stretch through the Bridge Street / Connelly Street, during both weekday peaks. As a result, performance at Connelly Street degrades, although delays remain at LOS A. The DoS of the pedestrian crossing reflects this, indicating that the gaps in pedestrians are insufficient for the peak westbound traffic demand.

This option is feasible, however, is subject to further investigation to ascertain its overall impacts and benefits on the area, particularly regarding projected pedestrian and traffic demand. This should consider the urban design vision, any future improvement plans in the area by Council, and other local traffic generating developments. The option is noted to improvements traffic performance, and as such further investigation would need to assess issues such as:

- Alignment of pedestrian desire lines and provided crossing infrastructure locations
- Resolving existing path width, streetscape vegetation, and footpath quality
- Increase to pedestrian walking times and distances.

6.3 Options Testing Model Results

The results indicate the poor network performance is primarily due to the pedestrian crossings, and not Bridge Street (east) right turning traffic. Resolving the pedestrian crossing delays would likely be the most effective performance improvement for the intersection, but may impact on pedestrian amenity. The results of the network modelling are presented in Table 6.1 to Table 6.6.

Table 6.1: AM Peak Level of Service (LoS)

Intersection	Approach	2025	Option 1 2025	Option 2 2025	2035	Option 1 2035	Option 2 2035
Penshurst St / Bridge St / Penshurst Ln	N[1]	LOS E	LOS F	LOS A	LOS F	LOS F	LOS D
	E[1]	LOS F	LOS C	LOS B	LOS F	LOS E	LOS F
	S	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
	W	LOS F	LOS C	LOS A	LOS F	LOS F	LOS B
Bridge St / Crossing	E	LOS A	LOS A	LOS A	LOS D	LOS D	LOS F
	W	LOS C	LOS B	LOS A	LOS F	LOS F	LOS F
Bridge St / Connelly St	N	LOS A	LOS A	LOS A	LOS A	LOS B	LOS A
	E	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
	W	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A

[1]Excluding turns into Penshurst Lane, the approaches typically operate at LOS A-B in 2025, LOS A-D in 2035

Table 6.2: AM Peak Queue Length(m)

Intersection	Approach	2025	Option 1 2025	Option 2 2025	2035	Option 1 2035	Option 2 2035
Penshurst St / Bridge St / Penshurst Ln	N	15.1	16.6	10.3	22.8	66.9	14.8
	E	8	1.9	8	17.5	11.9	14
	S	5.5	4.8	6.7	5.4	4.6	10.5
	W	0.8	0.7	0.1	3.3	3.6	0.2
Bridge St / Crossing	E	13.1	13.1	8.9	14	14	86
	W	33	29	12.6	255	235	14
Bridge St / Connelly St	N	0.7	0.8	0.7	0.9	1.2	6.9
	E	0.2	1.5	0.2	0.3	1.9	43.4
	W	0	0	0	0	0	0

Table 6.3: AM Peak Degree of Saturation (DoS)

Intersection	Approach	2025	Option 1 2025	Option 2 2025	2035	Option 1 2035	Option 2 2035
Penshurst St / Bridge St / Penshurst Ln	N	0.661	0.688	0.511	0.651	0.935	0.543
	E	0.587	0.322	0.582	0.869	0.587	0.947
	S	0.348	0.313	0.42	0.336	0.31	0.481
	W	0.121	0.091	0.013	0.525	0.529	0.018
Bridge St / Crossing	E	0.651	0.651	0.541	0.97	0.97	1.233
	W	0.914	0.878	0.58	1.379	1.332	0.803
Bridge St / Connelly St	N	0.067	0.081	0.067	0.091	0.116	0.192
	E	0.122	0.122	0.122	0.149	0.149	0.149
	W	0.13	0.13	0.13	0.138	0.139	0.158

Table 6.4: PM Peak Level of Service (LoS)

Intersection	Approach	2025	Option 1 2025	Option 2 2025	2035	Option 1 2035	Option 2 2035
Penshurst St / Bridge St / Penshurst Ln	N[1]	LOS B	LOS B	LOS A	LOS F	LOS C	LOS C
	E[1]	LOS F	LOS C	LOS B	LOS F	LOS D	LOS E
	S	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
	W	LOS C	LOS B	LOS A	LOS E	LOS C	LOS B
Bridge St / Crossing	E	LOS A	LOS A	LOS A	LOS A	LOS A	LOS F
	W	LOS A	LOS A	LOS A	LOS B	LOS B	LOS F
Bridge St / Connelly St	N	LOS A	LOS A	LOS A	LOS A	LOS B	LOS A
	E	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
	W	LOS A	LOS A	LOS A	LOS A	LOS B	LOS A

[1]*Excluding turns into Penshurst Lane, the approaches typically operate at LOS A-B in 2025, LOS A-D in 2035*

Table 6.5: PM Peak Queue Length(m)

Intersection	Approach	2025	Option 1 2025	Option 2 2025	2035	Option 1 2035	Option 2 2035
Penshurst St / Bridge St / Penshurst Ln	N	11.4	11.3	7	13.5	13.5	13.9
	E	9.4	2.6	9.4	94.1	6.3	14
	S	4.2	4.1	4.2	6.3	5.9	6.8
	W	0.3	0.2	0.1	0.7	0.5	0.2
Bridge St / Crossing	E	12.4	12.4	11.1	14	14	86
	W	9	9	6.1	18.2	17.7	10.2
Bridge St / Connelly St	N	1.4	1.7	1.4	1.9	2.7	12.7
	E	0.3	1.8	0.3	0.3	2.3	47
	W	0	0	0	0	0	0

Table 6.6: PM Peak Degree of Saturation (DoS)

Intersection	Approach	2025	Option 1 2025	Option 2 2025	2035	Option 1 2035	Option 2 2035
Penshurst St / Bridge St / Penshurst Ln	N	0.577	0.575	0.394	0.516	0.516	0.547
	E	0.614	0.388	0.614	1.3	0.834	0.934
	S	0.279	0.272	0.284	0.364	0.354	0.396
	W	0.041	0.028	0.011	0.104	0.074	0.015
Bridge St / Crossing	E	0.578	0.578	0.594	0.725	0.798	1.195
	W	0.501	0.501	0.385	0.763	0.748	0.506
Bridge St / Connelly St	N	0.125	0.161	0.125	0.201	0.24	0.35
	E	0.14	0.14	0.14	0.195	0.171	0.171
	W	0.083	0.083	0.083	0.101	0.101	0.101

6.4 Bridge Street Pedestrian Crossing Impact and Constraints

In the 2025 scenario, pedestrian volumes at the Bridge Street crossing are 486, 320, and 161 pedestrians during the AM peak, PM peak, and weekend peak periods respectively. Applying the assumed annual growth rate, pedestrian volumes in the 2035 scenario are forecast to increase to 592 in the AM peak, 390 in the PM peak, and 196 in the weekend peak.

The close proximity of the pedestrian crossing to the Bridge Street / Penshurst Street intersection, combined with the high pedestrian demand across Bridge Street, results in congestion on the western approach to the crossing. This congestion leads to operational failure, with the crossing operating at LoS F. Although signalisation of the pedestrian crossing may improve network there are geometric constraints which lead to a lack of sufficient pedestrian storage space at both ends of the crossing limiting the feasibility of installing signals. The pedestrian volumes observed exiting Penshurst Station in the evening could not fit within the existing footpath extents, as illustrated in Figure 6.4. It is also noted that this intersection did also not pass the signal warrant assessment.



Figure 6.4: Geometric Constraints on Bridge Street

7. RECOMMENDATIONS

7.1 Overview

Several goals were adopted for improving the conditions within the study area:

- Improve pedestrian crossing options, amenity, and safety in The Strand
- Improve the efficiency and safety of traffic behaviour at the Bridge Street pedestrian crossing
- Consider long-term options to manage the conflict points between pedestrians and vehicles along Bridge Street
- Improving safety of pedestrian crossing movements at the Bridge Street / Connelly Street intersection.

The recommendations to achieve these goals are summarised in Table 7.1.

Table 7.1: Recommendations Summary

Location	Treatment Description	Projected Benefits	Priority
Penshurst Street / Bridge Street	Restrict westbound right-turn from Bridge Street	Safety improvements through the restriction of minor road right-turn. Resulting reduction in traffic volumes improves intersection performance. *Note: may have wider traffic implications outside modelled intersections and as such may require further study*	*N/A Recommend further investigation*
	Relocate Pedestrian Crossing to east leg	Improves traffic flow along the main north-south corridor by relocating conflict point to minor road leg. *Note: Has several notable design constraints that require investigation, assessment, and mitigation before implementation.*	*N/A Recommend further investigation*
Penshurst Lane	Partial widening of laneway	Provides location for two-way traffic to safely pass each other in narrow laneway	High
The Strand	Kerb extensions	Reduces turn radius into one-way eastbound section, reducing traffic speed using geometric constraints.	High
	Refuge Island and Kerb Ramps	Better distinguishes priorities between vehicles and pedestrians, improving traffic capacity through Bridge Street in front of Penshurst Station.	High
	Speed Humps (one-way section)	Eliminates conflict point between pedestrians and vehicles, improving vehicle movements through the intersection and pedestrian safety.	Medium
Bridge Street / Connelly Street	Pedestrian Refuge with Kerb Extensions	Provides location for two-way traffic to safely pass each other in narrow laneway	Medium

7.2 Penshurst Lane

Penshurst Lane is not suitable for the two-way vehicle demands in its current configuration. There are limited options to improve the road environment given the existing constraints, property boundaries, and grade change to the adjacent roadway.

It can be considered to implement local widening at one section of it to allow for two vehicles to pass one another. This would remove some vegetation, however, it is recommended that this be removed anyway to improve sight lines between drivers and pedestrians (Section 4.4.2).

7.3 The Strand

The proposed recommendation for The Strand is a combination of new pedestrian infrastructure and local traffic calming treatments. New infrastructure would improve pedestrian amenity when travelling to/from Penshurst Station via The Strand.

A refuge island is proposed on the western leg of The Strand. Refuge islands assist pedestrians by staging the crossing into two parts, effectively halving the crossing distance. The island also narrows the roadway width, providing traffic calming.

Kerb extensions provide further traffic calming and reduce crossing distances, while slowing vehicle speeds entering The Strand, improving pedestrian safety.

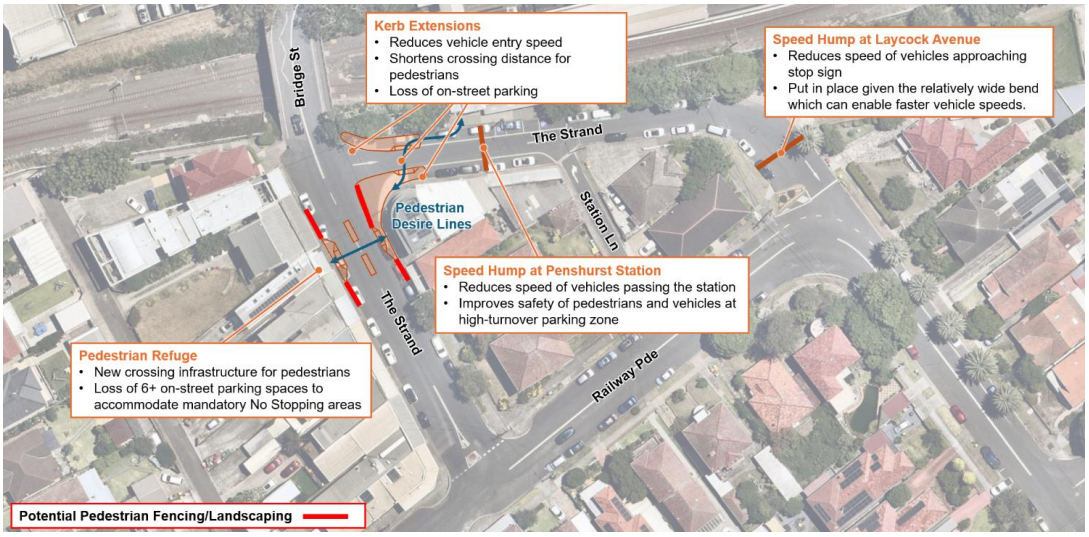
This recommendation aims to control the speed environment and provide pedestrian lines but comes at the cost of a loss of around 6 on-street parking spaces on The Strand near the shops.

Two options were investigated for these upgrades, including:

- **Option 1:** Improvements to pedestrian infrastructure at The Strand, improving safety through vehicle speed reduction and retaining car parking spaces
  - Kerb build-outs at the eastern leg of the intersection between The Strand / Bridge Street
  - Two speed humps along the midblock and end of the one-way section of The Strand
- **Option 2:** Major improvements to pedestrian infrastructure at The Strand which better cater for eastbound pedestrian desire lines. Incurs additional losses to car parking along the two-way section of The Strand
  - Kerb build-outs at the eastern and southern legs of the intersection between The Strand / Bridge Street
  - Refuge island across the southern leg of the intersection between The Strand / Bridge Street
  - Two speed humps located at the start and end of the one-way section of The Strand.

These preliminary concept designs are provided in Appendix A.

The preferred arrangement is shown in Figure 7.1, which takes the more extensive pedestrian infrastructure upgrades of Option 2, but retains the location of the kerb blisters in Option 1 to minimise parking losses along the one-way section of The Strand. The proposed speed humps in front of the station and at the end of The Strand at Laycock Road are included.



Adapted: Nearmap

Figure 7.1: Proposed Traffic Calming Treatments – The Strand

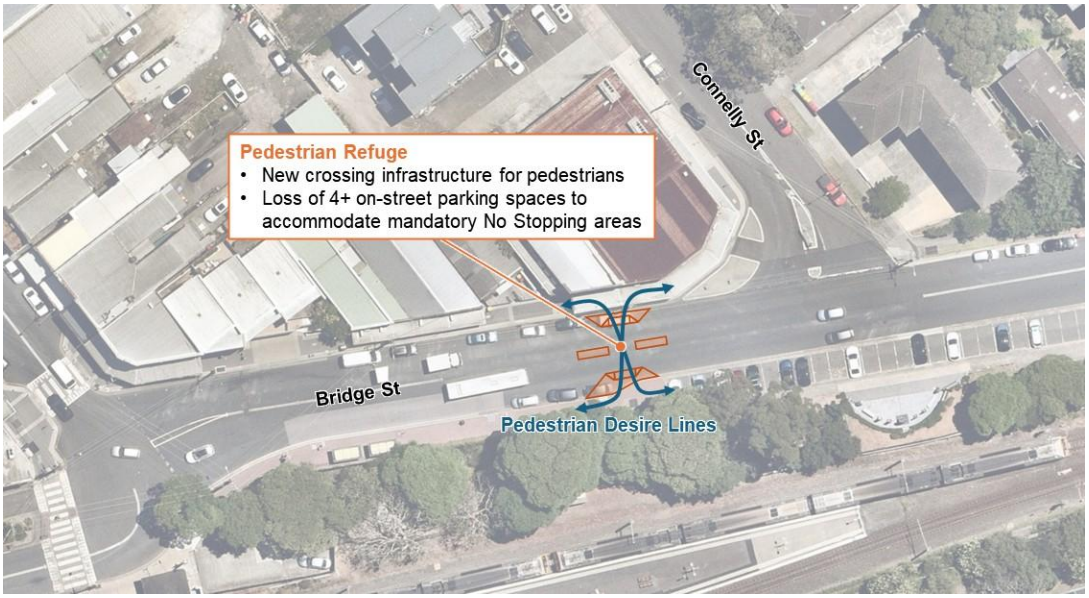
It can be considered to install pedestrian fencing along the western side of The Strand, however, this may make it difficult for drivers parking on the street to reach the footpath. It is therefore recommended that if any pedestrian fencing/landscaping is implemented, it be located within the mandatory No Stopping areas required by pedestrian refuges, or otherwise in areas where pedestrian crossing movements are particularly undesirable due to safety concerns.

7.4 Bridge Street / Connelly Street

This intersection currently has kerb extensions which shorten the crossing distance for pedestrians across the Connelly Street leg. Kerb ramps facilitate pedestrian movements across Bridge Street, but the crossing distance is long, and the straight road geometry can lead to higher than desirable vehicle speeds at this area.

The large quantity of on-street parking spaces along the southern side of Bridge Street near this intersection could be used by people visiting the nearby stores and shopping centres which would require crossing Bridge Street, and this desire line is not currently accommodated in a safe manner.

It is recommended that a pedestrian refuge be considered in this location as shown in Figure 7.2.



Adapted: Nearmap

Figure 7.2: Proposed Pedestrian Crossing Facility – Bridge Street / Connelly Street

8. CONCLUSION

The traffic congestion and safety issues at Penshurst are predominantly driven by the conflicting demands of pedestrians travelling to/from Penshurst Station using the raised pedestrian crossings and vehicles travelling between Bridge Street and Penshurst Street.

The proximity of the two pedestrian crossings, alongside the large pedestrian volumes leads to vehicle movements across all legs of the intersection to be obstructed until all crossings are clear.

SIDRA modelling identified the pedestrian crossing demand will be the main source of congestion in the future year, with some movements at failure levels of performance.

A traffic signal warrants assessment was undertaken, and the study intersections did not pass any of the warrants due to traffic volumes being too low. It was noted that pedestrian volumes were significantly higher than vehicles.

Two options at the Bridge Street / Penshurst Street intersection had preliminary assessments undertaken and were modelled using SIDRA. This indicated the options may be feasible, however, would require further investigation, assessment, and design to determine if they are appropriate treatments. These are:

- Ban right-turn movements from Bridge Street to Penshurst Street
- Relocate the pedestrian crossing on the western side of the intersection to the eastern side.

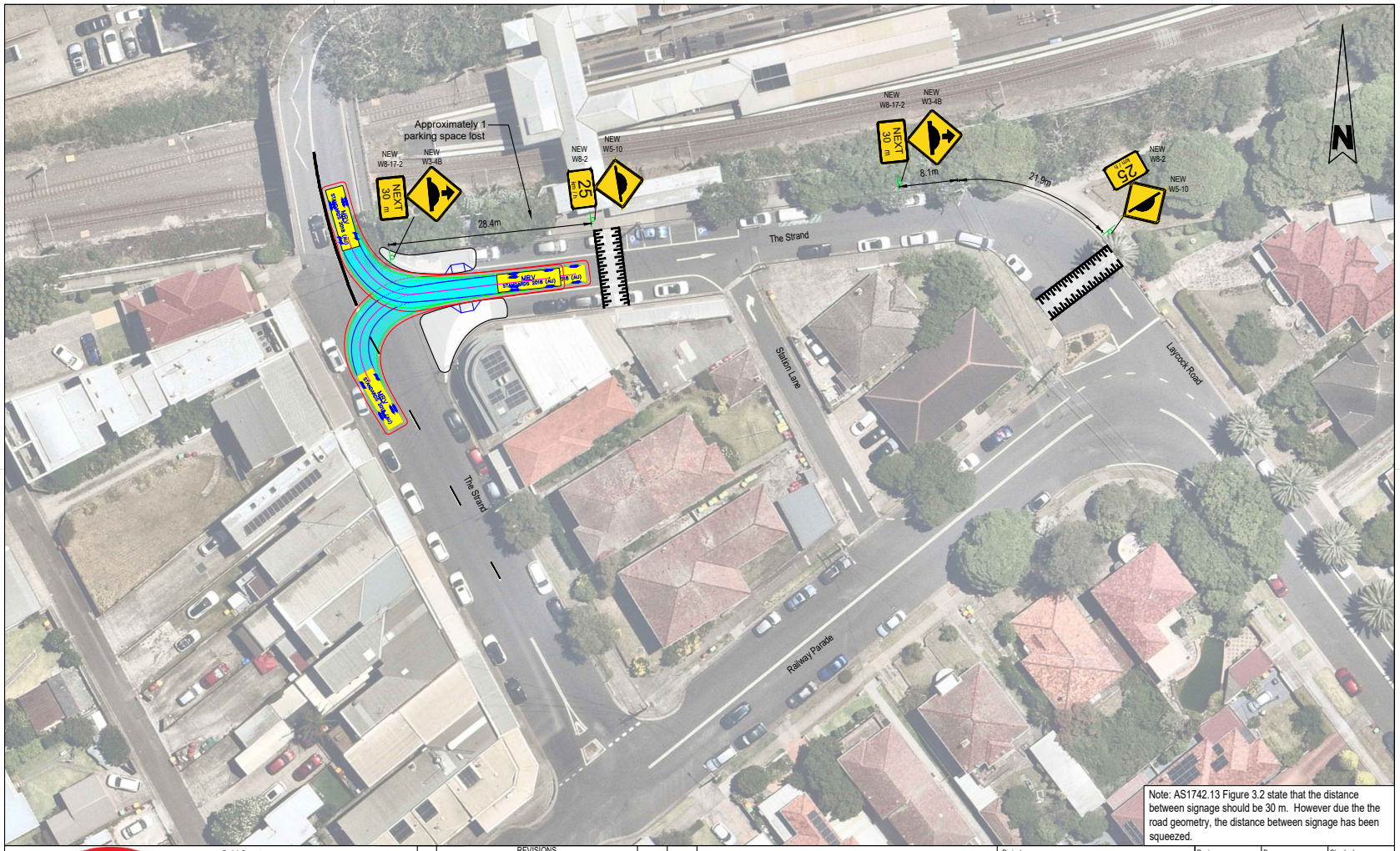
Other improvement options were assessed for the study intersections along Bridge Street, seeking to minimise or eliminate conflicts between vehicles and pedestrians. The recommended items include:

- Traffic calming devices and improved pedestrian crossing options along The Strand
- Partial widening of Penshurst Lane, improving the safety and feasibility of two-way traffic movements
- Pedestrian refuge across Bridge Street near its intersection with Connelly Street.

A review of The Strand found that the area does not provide suitable pedestrian amenity, and so improving pedestrian crossing options and reducing vehicle speeds will improve safety for road users. A loss of a small number of parking spaces is expected from the measures.

Appendix A: Preliminary Concept Plans





Note: AS1742.13 Figure 3.2 state that the distance between signage should be 30 m. However due the the road geometry, the distance between signage has been squeezed.

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Penshurst Town Centre Concept Design	L.F	20.02.2026
002	Penshurst Town Centre Concept Design with Preferred Option	A.H	12.05.2026
003	Minor revision	M.H	10.06.2026

Project: Georges River Council 3 Traffic Studies
Title: Concept Drawing Option 1
Design: L.F | Drawn: L.F | Checked: M.H
NOT FOR CONSTRUCTION
Date: 10.06.2026
Project Number: P7321 | Sheet Number: 1 | Issue: 003



Note: TS05422 Pedestrian Refuges Figure 2 state that the distance between Refuge Signage signage should be 95 m. However due the the road geometry, the distance between signage has been squeezed.

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Penshurst Town Centre Concept Design	L.F	20.02.2026
002	Penshurst Town Centre Concept Design with Preferred Option	A.H	12.05.2026
003	Penshurst Town Centre Concept Design with Preferred Option	A.H	10.06.2026

Project: Georges River Council 3 Traffic Studies	Design: A.H	Drawn: A.H	Checked: M.H
	NOT FOR CONSTRUCTION		Date: 10.06.2026
Title: Concept Drawing Option 2 (Preferred Option)	Project Number: P7321	Sheet Number: 2	Issue: 003



Note: TS05422 Pedestrian Refuges Figure 2 state that the distance between Refuge Signage signage should be 95 m. However due the the road geometry, the distance between signage has been squeezed.

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Project: Georges River Council 3 Traffic Studies	Design: L.F	Drawn: L.F	Checked: M.H
	NOT FOR CONSTRUCTION		Date: 10.06.2026
Title: Concept Drawing Option 2 (Alternative)	Project Number: P7321	Sheet Number: 3	Issue: 003

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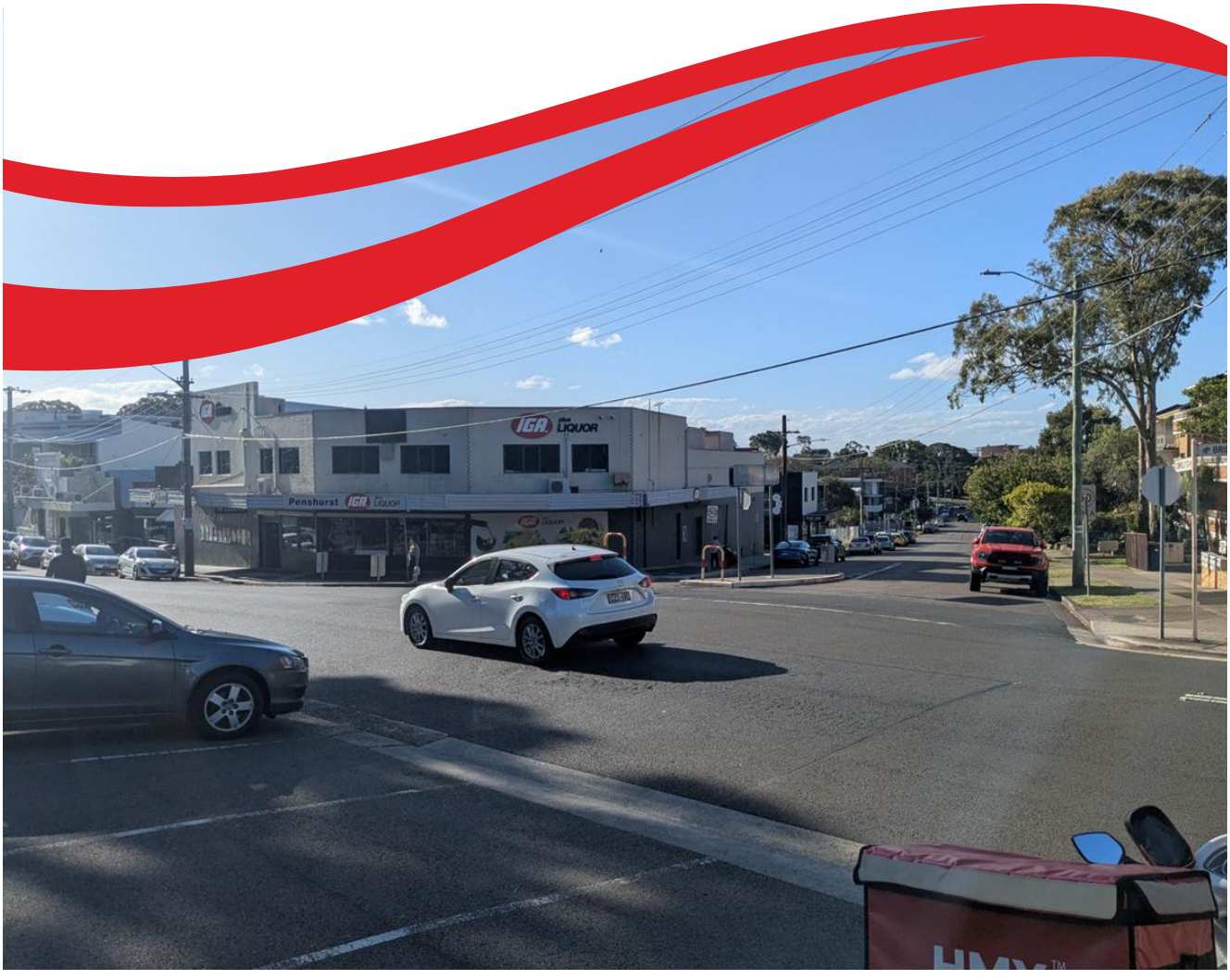


Item: **LTF053-26 NM021-25 - Railway Parade, Allawah - Request for pedestrian safety fences on Railway Parade, and at the intersection with Lily Street & Elizabeth Street.**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the Transport Forum note that the installation of safety fencing on Railway Parade at Lily Street and Elizabeth Street, Allawah, is not supported and that no further action be taken.

EXECUTIVE SUMMARY

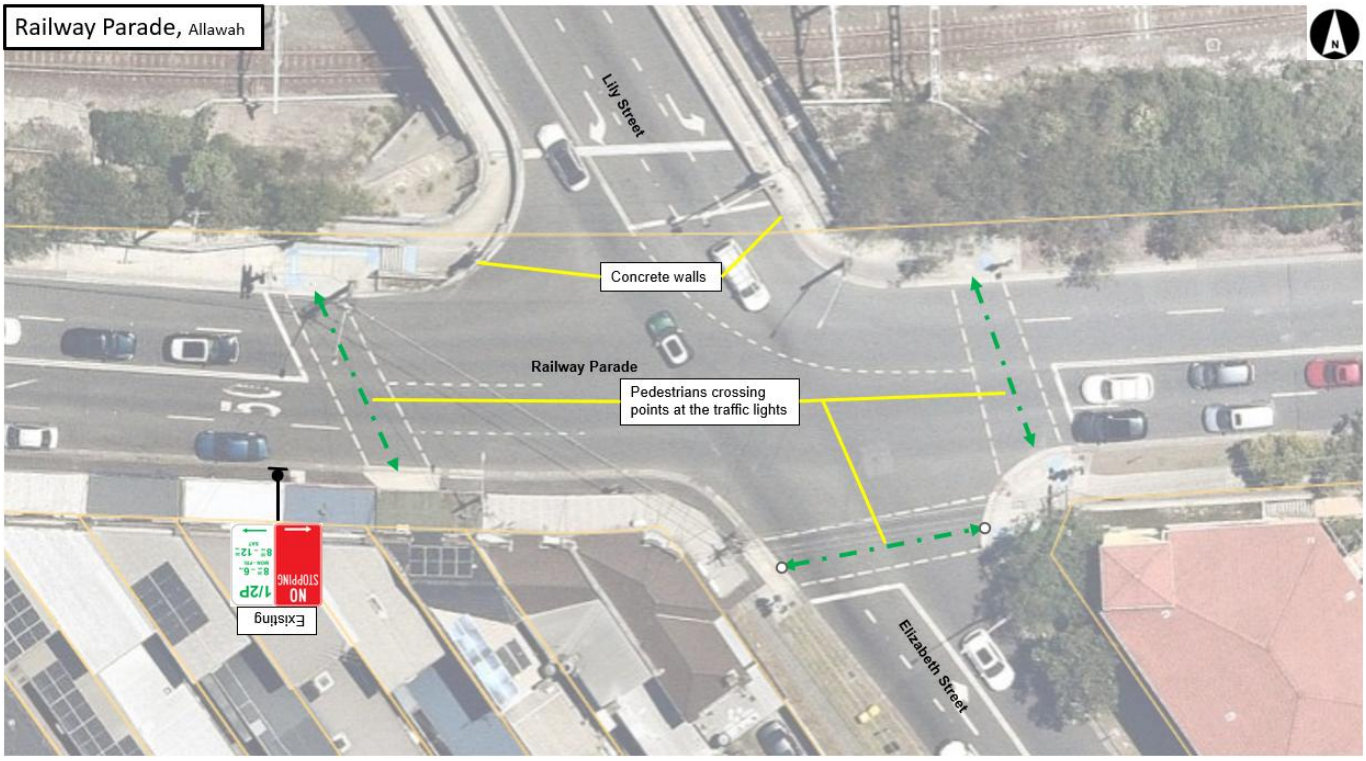
1. This report advises the Transport Forum that the installation of safety fencing at the subject intersection is not feasible.

BACKGROUND

2. Council received a request to investigate the need for, and feasibility of, safety fencing on Railway Parade at the intersection of Lily Street and Elizabeth Street, Allawah.
3. The subject location is a signalised intersection near Allawah Railway Station. Concrete barriers are already installed on the northern side of Lily Street over the railway bridge. Site inspections indicate that pedestrian use of the signalised crossings is generally appropriate and that pedestrian and traffic operations are satisfactory.
4. Council reviewed site conditions, pedestrian activity, parking arrangements and crash history. Transport for NSW data for the five-year period ending March 2025 identified no reported pedestrian-related crashes in the immediate vicinity.
5. Council's assessment determined that safety fencing at the intersection, or along Railway Parade adjacent to the shops and station, is neither feasible nor supported. Such fencing may only redirect pedestrians wishing to cross unlawfully further along Railway Parade, rather than encouraging use of the existing legal signalised crossings. Furthermore, it is not feasible to install pedestrian fencing along the full length of the shops, as this may introduce additional safety risks by requiring occupants of parked vehicles to step onto the roadway to access the footpath.

CONCLUSION

6. Council's investigation concluded that additional safety fencing at this location is not warranted. The existing signalised crossing facilities and physical barriers are considered adequate. Accordingly, no further action is recommended at this time.



FILE REFERENCE

D26/166386

ATTACHMENTS

Nil

Item: **LTF054-26 UnContained Arts and Cultural Festival**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

(a) That the request to temporarily close Belgrave Street, Kogarah between Post Office Lane and Kensington Street from 4pm Friday 26 June 2026 to 6am Sunday 28 June 2026, be approved.

(b) That Council consult with the impacted stakeholders to notify them accordingly of the proposed closure.

(c) That the event be categorised as a 'Class 3' Event.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum consideration of the proposed annual closure of Belgrave Street for the UnContained Arts and Cultural Festival in June 2026.

BACKGROUND

2. Council is proposing a road closure of Belgrave Street, Kogarah, between Post Office Lane and Kensington Street, for the UnContained Arts and Cultural Festival as per the previous year.

3. UnContained aligns with key actions from the Create Georges River Cultural Strategy including establishing new relationships between industry, business, cultural and community organisations for creative public outcomes (4.7), the implementation of the Public Art Policy (2.3), and assisting to evaluate perceptions of, and participation in, (1.23). UnContained also aligns with Goal 5.1 of the Georges River Council Community Strategic Plan, creating events that celebrate community and cultural identity and benefit the economy.

4. UnContained expands and challenges the ideas of what 'art' is, breaking it free of a traditional gallery space, and letting it take over the streets.

5. The event proposes to place a series of shipping containers in Kogarah, which community members are encouraged to explore in and around these pop-up artworks. Bringing together large-scale installations with small discoverable artworks, the community will uncover incidental art experiences, and immersive activities involving performance, sound, light, and colour.

6. Transitioning from day to night and stimulating the senses, UnContained will be an accessible event, inviting people from all walks of life across all abilities to take part in a celebration of our City's creativity

PROPOSAL

7. That the request for a Full Road Closure of Belgrave Street, Kogarah between Post Office Lane and Kensington Street Kogarah be approved.
8. Bump in for event setup is to commence from 4pm Friday 26 June 2026 and bump out is to be completed by 6am Sunday 28 June 2026, Belgrave Street will be closed between these times.
9. The event is scheduled to run for 3 days from Friday 26 June 2026 to Sunday 28 June 2026 between 4pm to 11pm daily.

FINANCIAL IMPLICATIONS

10. To be funded from an appropriate Council Event budget.

COMMUNITY ENGAGEMENT

11. Council to liaise with the Greek Orthodox Church on Belgrave Street about the proposed event dates and road closure.

12. Council to undertake notification with affected stakeholders on Belgrave Street to advise them of the proposed closure a minimum of 7 days prior to the event.

FILE REFERENCE

D26/168509

ATTACHMENTS

Attachment ⇩1 TMP 2026 Uncontained

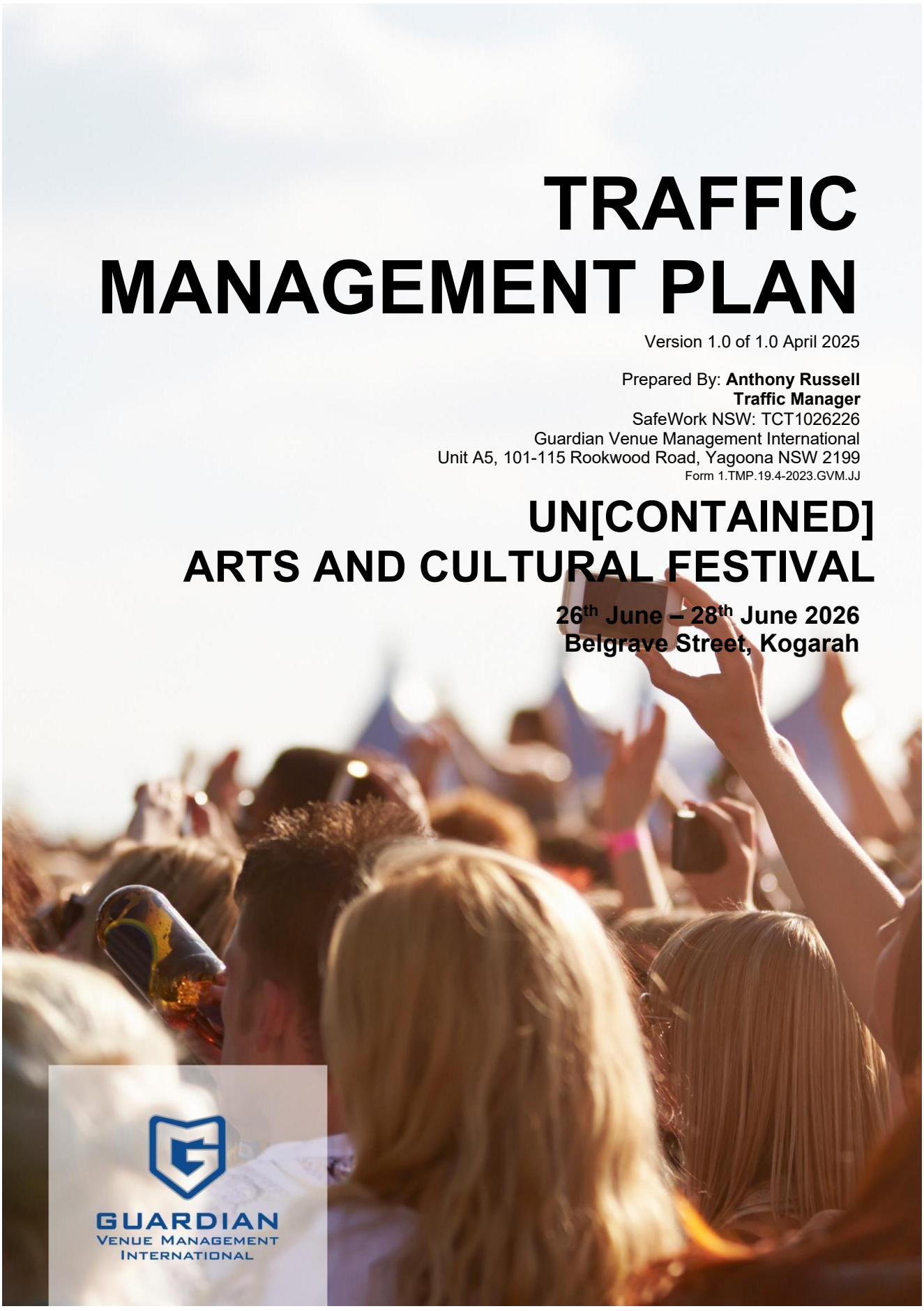
TRAFFIC MANAGEMENT PLAN

Version 1.0 of 1.0 April 2025

Prepared By: **Anthony Russell**
Traffic Manager
SafeWork NSW: TCT1026226
Guardian Venue Management International
Unit A5, 101-115 Rookwood Road, Yagoona NSW 2199
Form 1.TMP.19.4-2023.GVM.JJ

UN[CONTAINED] ARTS AND CULTURAL FESTIVAL

26th June – 28th June 2026
Belgrave Street, Kogarah



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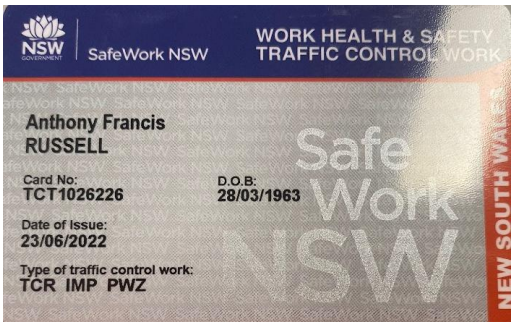
2 DOCUMENT AUTHOR

Prepared By	Anthony Russell - Lead Traffic Planner
Signature	
	
Date	16th April 2026

3 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Michael Lakkis	1.0	16/04/2026	

4 DISTRIBUTION

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6 CONFIDENTIALITY STATEMENT

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and copyright (©) of Guardian Venue Management International and affiliated entities.

7 TERMS AND DEFINITIONS

Terms	Definitions
PAX	Persons Amount X
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
LAC	Local Area Command
LGA	Local Government Area
PWZ/TMP	Prepare a Work Zone/Traffic Management Plan
TNSW	Transport for NSW
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan

8 EXECUTIVE SUMMARY

Un[Contained] expands and challenges the ideas of what ‘art’ is, breaking it free of a traditional gallery space, and letting it take over the streets.

By situating a series of shipping containers in Kogarah, the community are encouraged to explore in and around these pop-up artworks. Bringing together large-scale installations with small discoverable artworks, our community will uncover incidental art experiences, and immersive activities involving performance, sound, light, and colour.

Transitioning from day to night and stimulating the senses, un[contained] will be an accessible event, inviting people from all walks of life across all abilities to take part in a celebration of our city’s creativity.

Aim:

- To disrupt what people, think of as art
- To bring new contemporary artists to the LGA
- To invite our community to participate in collaborative works (the model of which could then be used at other events)
- To engage with adults (20-45) in the Georges River LGA



9 SCOPE

This plan addresses traffic management for the proposed events only and the document has been prepared following consultation and assessments from the respective stakeholders.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary signs and safety barriers.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plans & where possible we have tried to minimise road closures to maintain regular traffic flow around the precinct.

This document should be read in conjunction with the following:

#	Document	Version
1	Guide to Traffic and Transport Management for Special Events	July 2024 – Version 4
2	Transport for NSW Traffic Control at Worksites Technical Manual	6.1
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408

10 OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc.:
   a) Inform the RMS Representative and
   b) Not damage the equipment,
   c) Make suitable arrangements where required.
   d) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,
7. Design temporary roadways and detours in accordance with RMS Road Design Guide and
8. Meet the requirements RMS Traffic Control at Worksites Manual.



11 MANAGEMENT OF THE TMP

Guardian Venue Management International has undertaken that it will provide the Traffic Control Plans for this event.

It is required by Council/RMS and/or consenting authorities that all traffic control works to be carried out by RMS certified and accredited personnel.

12 IMPLEMENTATION

Traffic Management for work and/or events sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of the event organiser and shall be carried out by RMS certified and accredited personnel.

13 PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

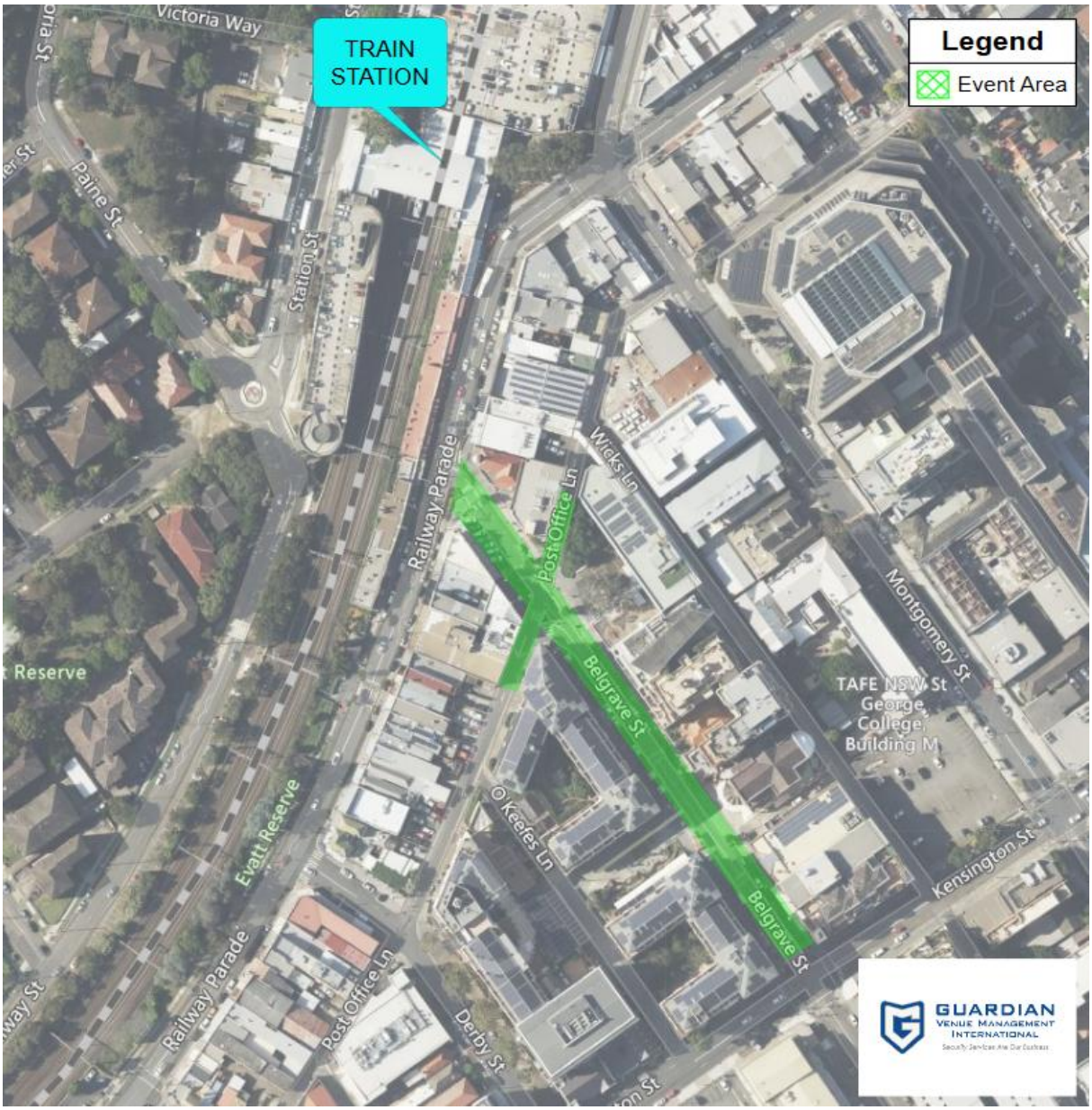
Agency	**Area**
NSW Police	St George LAC
Council	Georges River Council
Cultural Services Coordinator	Event Organiser

14EVENT DETAILS

Event Names	Un [Contained
Event Date & Times	**Event Date:** Friday 26th June 2026 **Event Time:** 16:30 - 22:00hrs **Event Date:** Saturday 27th June 2026 **Event Time:** 16:30 - 22:00hrs **Event Date:** Sunday 28th June 2026 **Event Time:** 16:30 - 21:00hrs
Bump In	Thursday, 25th June from 18:00hrs
Bump Out	Monday, 29th June 2026 – until Road re-opens
Venue(s)	Belgrave Street, Kogarah (Between Railway Parade to Kensington St)
Demographic	Families



15 LOCATION MAP





16 TRAFFIC MANAGEMENT

During the event traffic safety will be managed by the implementation of specifically tailored TGSs that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the RMS Guide to Traffic and Transport Management for Special Events.

In the risk management context, the RMS Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGSs implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.

16.1 TRAFFIC CONTROL PLANS AND VMS LOCATIONS (TBC)

The attached traffic control plans indicate the intended setup for traffic management to ensure continual flow around the immediate area.

1. VMS LOCATION 1
2. VMS LOCATION 2
3. VMS LOCATION 3
4. VMS LOCATION 4

16.2 ROAD CLOSURES

Road closures and control points shall be implemented at the following locations.

1) Belgrave St at Kensington St intersection
2) Belgrave St and Post Office Lane intersection

The Event Road closures shall commence at Thursday 12am on 25th June 2026 and remain in place until 6am Monday 29th June 2026

16.3 VEHICLE ENTRY & EGRESS

The primary entry and exit are as follows:

1) Entry: off Railway Parade.
2) Exit: Out at Kensington Street end.
3) Disability Parking on Belgrave St, Railway Parade end.

16.4 VEHICLE EMERGENCY ACCESS

In the case of an emergency, vehicle access entry/exit points will be from either of the road closure points, these are for event related issues only, not for general travel routes.



16.5 PUBLIC NOTIFICATIONS

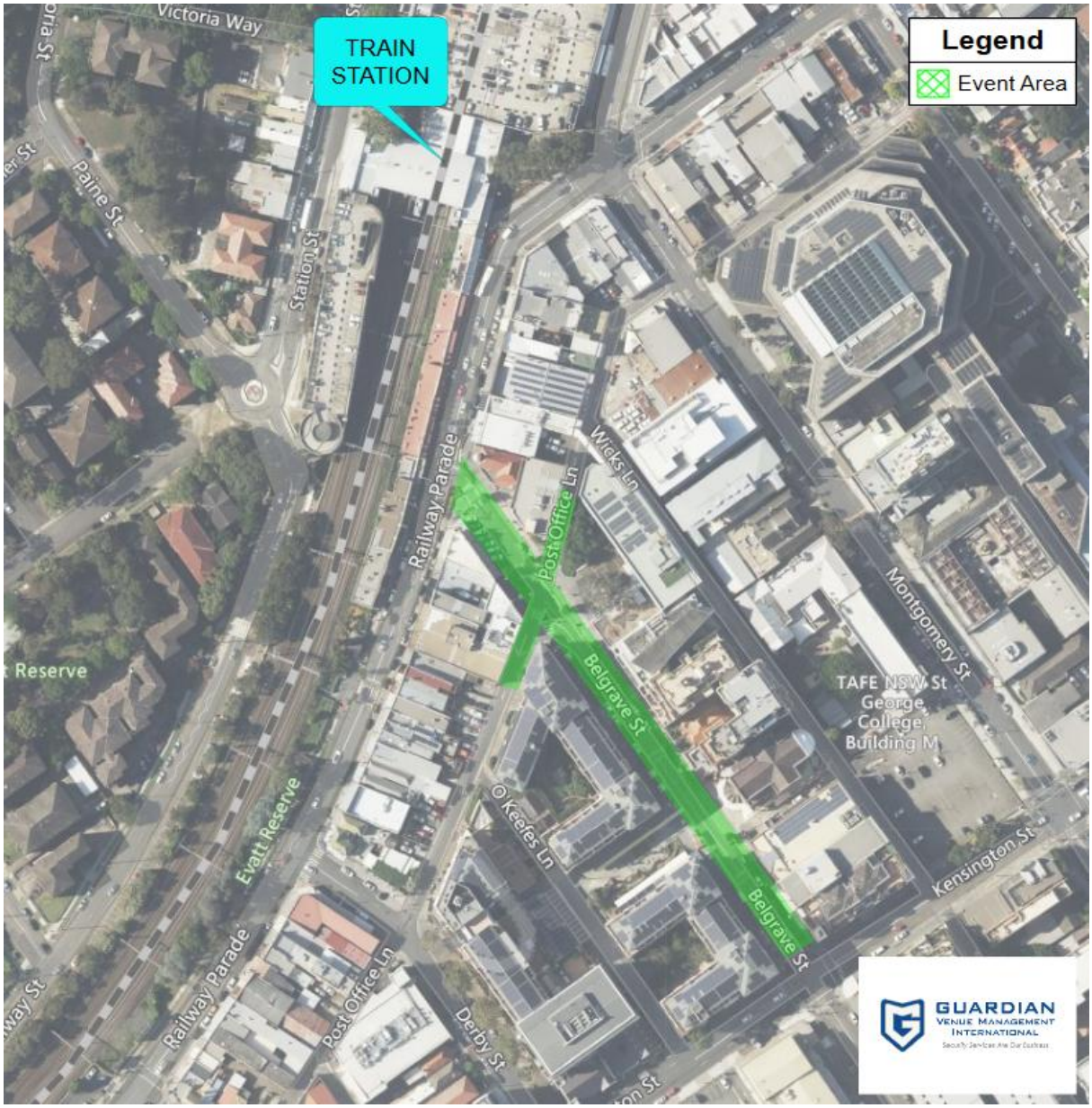
Public notifications shall be undertaken by the event organiser and/or a third a party provider to the impacted residents/business affected by the closures via a letter box drop 7 days prior to the event.

16.6 PUBLIC TRANSPORT LOCATIONS – TRAIN



TRAFFIC MANAGEMENT PLAN

Arts and Cultural Festival
Guardian Venue Management International Page **11** of **19**



16.7 PUBLIC TRANSPORT LOCATIONS – BUS



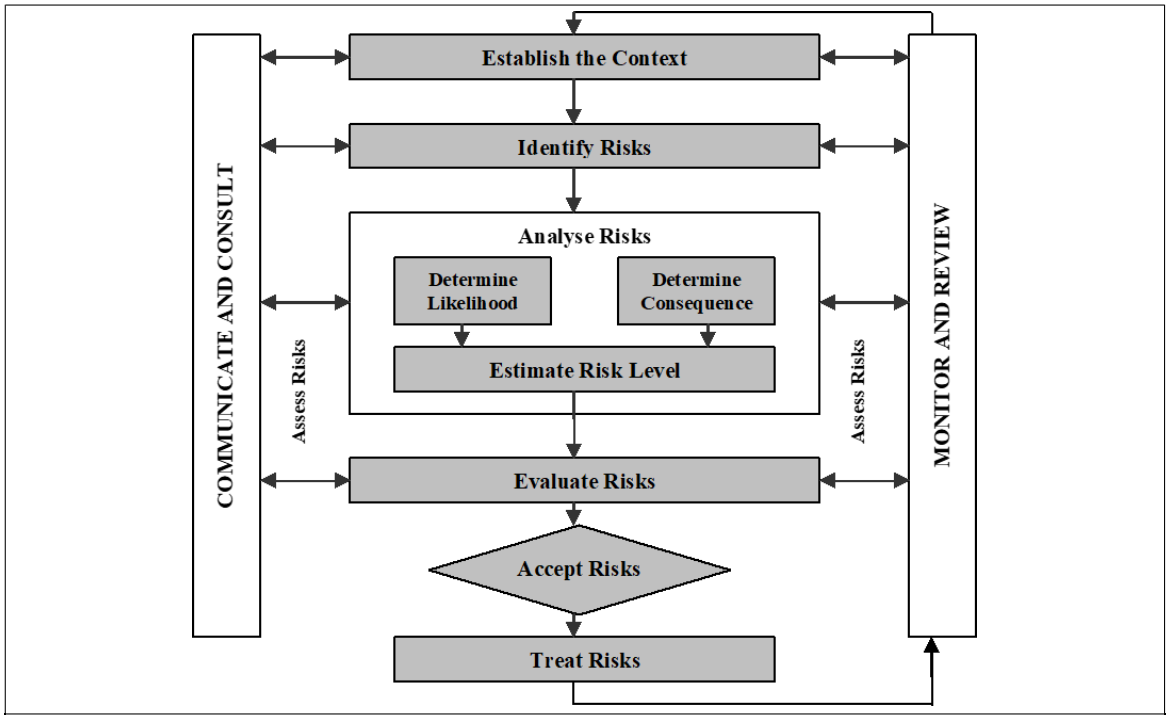


17 RISK MANAGEMENT



17.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



17.2 RISK TOLERANCE

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.

17.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.



Likelihood	Consequences				
	Insignificant (1) *(Minor problem easily handled by normal day to day processes)*	**Minor (2)** *(Some disruption possible, e.g., damage equal to $500k)*	**Moderate (3)** *(Significant time/resources required, e.g., damage equal to $1 million)*	**Major (4)** *(Operations severely damaged, e.g., damage equal to $10 million)*	**Catastrophic (5)** *(Business survival is at risk damage equal to $25 million)*
Rare (1) *(e.g., <3% chance)*	**2**	**3**	**4**	**5**	**6**
Unlikely (2) *(e.g., between 3% and 10% chance)*	**3**	**4**	**5**	**6**	**7**
Moderate (3) *(e.g., between 10% and 50% chance)*	**4**	**5**	**6**	**7**	**8**
Likely (4) *(e.g., between 50% and 90% chance)*	**5**	**6**	**7**	**8**	**9**
Almost certain (5) *(e.g., >90% chance)*	**6**	**7**	**8**	**9**	**10**

17.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



17.5 RISK TREATMENTS

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating of minimising such risks. When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e., if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle;

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimised the risk to the lowest reasonably practicable level.



17.6 RISK ASSESSMENT PLAN (RISK REGISTER)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Road Closure during event to allow safe area for all. First aid trained person onsite. Traffic controllers to be mindful of same when working on network.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Large public space within area to ensure patrons within closure. Traffic controller at each entry/exit point to ensure no persons queuing onto road network	1	2	L	First Aid Event Organiser Police Traffic Controller
4	Road Subsidence	Death Short Term Injury Long Term Injury Delay	5	3	M	Council to check venue prior to event. All staff along the internal roads to be vigilant and monitor surface and report any damage to event organiser.	3	3	M	Council Event Organiser All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS for event. Consultation will relevant stakeholders as part of planning. Detour setup to assist with vehicle flows. Road closed is not a main arterial road.	2	2	L	Police Site Manager LGA



6	Vehicle/Pedestrian interaction	Death Short Term Injury Long Term Injury Delay	3	4	H	Road closures to reduce potential of interaction & to minimize possibility. No Vehicle movement during live phase of Festival. Existing street with lighting. First aid onsite during festival. All staff should be in hi-vis vest when working around traffic.	2	3	M	First aid Event Organiser Traffic Controller All staff
7	Vehicle Breakdown	Financial Delay	2	2	L	Alternate routes to be utilised. RMS/Police to be advised of same for assistance.	2	1	L	Event Organiser Traffic Controller Police/RMS
WEATHER RISKS										
8	Exposure to Cold	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Call Emergency Services 000 Ambulance.	1	2	L	Event Organiser First aid Traffic Control
9	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. Water available from supervisor & staff reminded to bring spare supply. All TC's reminded to use sunscreen and protective clothing.	2	2	L	First aid Event Organiser Traffic Control
10	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. First aiders onsite during event, security at other times during bump in & out. Unsafe areas to be barricaded off.	2	2	L	First aid Event Organiser LGA Traffic Control
11	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
12	Strong Wind	Death	4	4	H	BOM to be monitored throughout event-by-Event Organiser.	6	5	M	First Aid



TRAFFIC MANAGEMENT PLAN

Arts and Cultural Festival

Guardian Venue Management International Page **18** of **19**

		Short Term Injury Financial				All signs to be weighted in high wind areas. Traffic Controllers not to stand under trees in storms.				Event Organiser Traffic Control
HEALTH RISKS										
13	COVID	Death Short Term Injury Long Term Injury Financial	3	5	H	Event organiser to develop COVID plan. TC's to conduct social distancing of 1.5m from other persons. PPE to be utilised when required. Wash hand regularly and follow current health guidelines. If you have any symptoms do not attend work.	2	4	M	All staff Traffic Control Event Organiser NSW Health
14	Staff Fatigue	Short Term Injury Delay	4	2	M	GVM Fatigue Management Plan implemented. Team Leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary. Production to be advised of any spills/potential slip hazards that may exist.	2	2	L	Cleaners Event Organiser First Aid Traffic Control
16	Terrorism	Death Short Term Injury Long Term Injury Financial Delay Reputation	3	5	H	Event organiser to assess re Target Hardening control measures. TC's at key entry points controlling access. Shipping containers on road network re reduce risk of injury,	3	2	M	Event Organiser Police Traffic Control
MISCELLANEOUS										
17	Communication Failure	Death Short Term Injury Financial	3	2	M	Consultation with all stakeholders to ensure that everyone is aware of correct procedures in case of loss of communications. Monitor/report any issues with radios.	3	1	L	Telecommunications Provider Two Way Radio Provider



		Reputation				Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios. Use of Instant messenger apps as backup (i.e., WhatsApp), use encryption where possible.				Event Organiser Emergency Services

18 CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

NAME	ORGANISATION
Michael Lakkis	Guardian Venue Management International
Anthony Russell	Guardian Venue Management International
Candace Hutchison	Georges River Council / Acting Head of Events and Sponsorship
TBC	St George PAC

19 APPENDICES

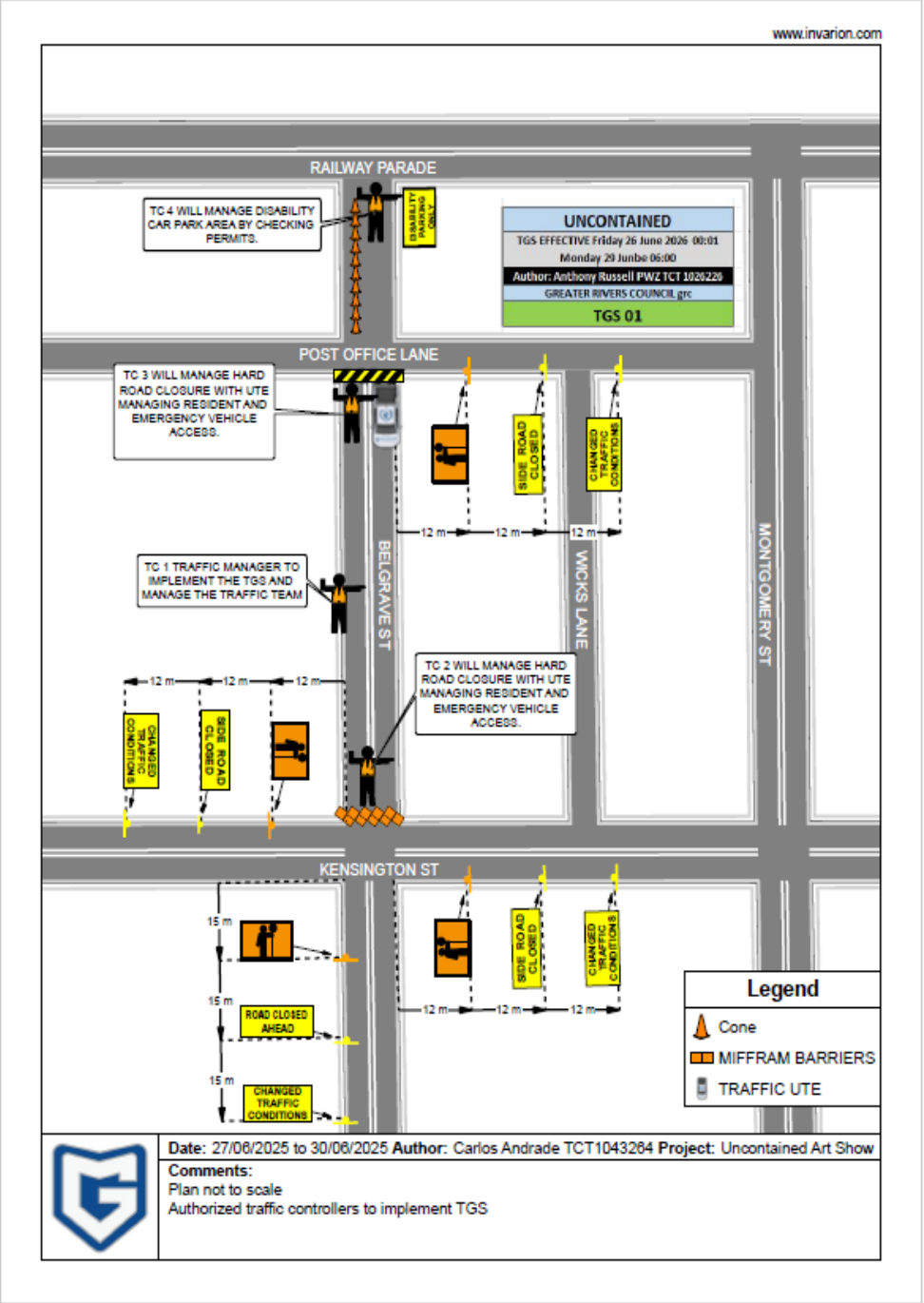
The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

#	Document Name
1	TGS01_UNC25



TRAFFIC MANAGEMENT PLAN

Arts and Cultural Festival
Guardian Venue Management International Page **20** of **19**





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Item: **LTF055-26 Kensington Street, Kogarah - Proposed Temporary Relocation of Taxi Zone and Loading Zone**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That an existing 'Taxi Zone' be temporarily located fronting 26-28 Kensington Street, Kogarah, as per the plan in the report.
b) That the 'Loading Zone' Mon-Fri from 8:30am to 6pm and Sat from 8:30am to 12:30pm at the frontage of 26-28 Kensington Street, Kogarah, be relocated behind the 'Taxi Zone' as per the plan in the report.
c) That the parking restrictions be returned to its original arrangements, following the completion of the Hoarding for St George Hospital 'Stage 3'.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the temporary relocation of a 'Taxi Zone' and the time restricted 'Loading Zone' fronting 26-28 Kensington Street, Kogarah.

BACKGROUND

2. The builder of a Council approved development at 16 Kensington Street, Kogarah has been granted approval to extend the works of their development. The development involves the construction of a multi-level facility including a 3-level underground car park for St George Hospital 'Stage 3' (SSD-39170713).

3. The original parking restrictions for the 'Taxi Zone' and 'Loading Zone' have been affected once again, which in turn a temporarily relocation has been requested to the existing 1P time-restricted (8:30am to 6pm Mon- Fri, 8:30am to 12:30pm Sat) and 'Loading Zone' Mon-Fri from 8:30am to 6pm and Sat from 8:30am to 12:30pm parking zone at the frontage of property 26-28 Kensington Street, Kogarah.

4. The current temporary taxi zone location was consulted and agreed with St George Cabs, as per previously approved TAC043-25.

5. The temporary relocation of the 'Taxi Zone and Loading Zone' is expected to last 2 to 3 months (June, July and August 2026).

6. Concerns were raised about the location of the existing temporary taxi zone, which is hard for patients and visitors leaving St George Hospital to locate. In addition, concerns were raised about when large vehicles parked within the loading zone, they encroach the taxi zone and hence reducing the effective length of the taxi zone.

7. The proposed relocation arrangement would position the taxi zone closer to the Kensington Street/ Belgrave Street intersection and St George Hospital, which would make the taxi zone easier for the hospital patients and visitors to spot and access.

PROPOSAL



FINANCIAL IMPLICATIONS

8. No budget impact for this report. Installation cost of signage to be borne by developer.

COMMUNITY ENGAGEMENT

9. Council has previously notified the affected residents (August 2025 – TAC057-25), with no objections received.

10. Council has engaged with St George Cabs and they are supportive of the proposal.

FILE REFERENCE

D26/169841

ATTACHMENTS

Nil