

# LOCAL TRAFFIC COMMITTEE AGENDA

LIVERPOOL LOCAL TRAFFIC COMMITTEE  
MEETING

16 July 2025

## ORDER OF BUSINESS

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Liverpool Local Traffic Committee  
Local Traffic Committee Meeting  
6 July 2025  
9:30 AM

# AGENDA

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### **3. CONFIRMATION OF PREVIOUS MINUTES**

That the minutes of the Liverpool Local Traffic Committee Meeting held on 19 March 2025 be confirmed as a true record of that meeting.

### **4. BUSINESS ARISING**

### **5. AGENDA ITEMS**

<b>AI 01</b>	<b>Jardine Drive, Edmondson Park - Line marking and signage plan for the proposed road and culvert upgrade</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 208079.2025

**ELECTORATE** Liverpool

### REPORT BACKGROUND

At its 21 May 2025 meeting, the Liverpool Traffic Committee (LTC) differed this matter due to the late modification of the plans to include several new design elements. Since then, Council's project delivery team and in-house design team had completed the designs of the proposal. They are now submitting line marking and signage plan for the proposed road and culvert upgrade in Jardine Drive between Wakeling Drive and Rynan Avenue in Edmondson Park and installation of roundabout at the intersection of Rynan Avenue and Jardine Drive.

The Committee is requested to support the proposed line marking and signage plans for the road and culvert upgrade at a section of Jardine Drive and installation of a roundabout at the intersection of Rynan Avenue and Jardine Drive as indicated in Attachment 1.1.

### LOCATION



Fig 1 Location Plan and Extent of Works

## **ASSESSMENT**

- Road Width: 7.0m with 2.5m parking lane
- General Layout: Two-way, part north-south and part east-west
- Crash Data: 1 Non casualty crash
- Volume Data: AADT 2405
- Speed Data: approximately 60km/h
- Intersecting Roads: Wakeling Drive, Diamond Hill Circuit, Talana Hill Drive, Rynan Avenue.
- Bus Routes: NA
- Any Parking Restrictions: kerb side parking available

## **ISSUES**

The current road work was initiated by the Council's Delivery Team to upgrade the two-way Jardine Drive with 3.5m wide travel lane, 2.5m parking lane and 1.5m footpath on the northern side and 2.5 m wide shared path on the southern side of the road.

A culvert on the road is proposed to be built over Cabramatta Creek. A roundabout is also proposed at the intersection of Rynan Avenue and Jardine Drive.

The council's traffic unit advised temporary road closure signs to be placed at the future road in the southern leg of the proposed roundabout. However, the delivery team is seeking approval of the entire design.

The team informed, incase in the future, the private property will come and develop first before Council, then the development team can advise them this proposed design to be followed but if Council constructs first, Council's Delivery Team will require permission from the private property owner to construct a portion of the future road up to the kerb tangent point and install necessary signages.

## **PROPOSAL**

Council Traffic Staff have reviewed the line marking and signage plan for the following road infrastructure and traffic facilities.

- Priority intersections at Wakeling Drive, Diamond Hill Circuit, Talana Hill Drive, Rynan Avenue.
- Pavement marking, no stopping restriction along the subject road and side road intersections.
- Proposed raised pedestrian crossings
- Culvert approach signages
- Proposed roundabout at the intersection of Rynan Avenue and Jardine Drive.

The plans are deemed to be satisfactory as indicated in Attachment 1.1

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will improve pedestrians' crossing and people cycling

**BUS ROUTE IMPACT STATEMENT**

The proposal will have no impact on Bus Routes.

**CONSULTATION**

Consultation is not required except relevant and affected residents to be informed prior to construction.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

1. The implementation of the line marking and signage plans for the proposed road and culvert upgrade in Jardine Drive between Wakeling Drive and Rynan Avenue and installation of a roundabout at the intersection of Jardine Drive and Rynan Avenue, Edmondson Park as indicated in Attachment 1.1

**ATTACHMENTS**

1. Jardine dr.pdf



<b>AI 02</b>	<b>Epsom Road, Chipping Norton - Proposed Pedestrian Crossing</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 208165.2025

**ELECTORATE** Holsworthy

### REPORT BACKGROUND

The Council has received concerns about inadequate pedestrian crossing opportunities in Epsom Road between Alfred Road roundabout and Epsom Road pathway.

This location on Epsom Road has a frequent pedestrian activity due to the proximity of the Scalabrini Aged care facility, local restaurants and shops.

To improve the crossing opportunities, Council is proposing to install a pedestrian refuge at the roundabout at the intersection of Epsom Road and Alfred Road. In addition, an existing speed threshold could be replaced by a raised pedestrian crossing.

The Committee is requested to support installation of a concrete median refuge in the northeastern leg of the roundabout at the intersection of Alfred Road and Epsom Road and upgrade of the existing speed threshold with a raised pedestrian crossing along with line marking and signage plan as indicated in the Attachment 2.1

### LOCATION



Fig. 1: Location Plan

**ASSESSMENT**

- Road Classification: Epsom Road local road
- Road Width: approximately 11.5m
- General Layout: Two-way north-east local road with kerbside parking
- Crash Data: 3 Non-Casualty crashes
- Volume Data: combined AADT 11802, week starting 31/3/2025
- Speed Data: 85<sup>th</sup> percentile approximate speed 45km/h
- Intersecting Roads: Alfred Road, Childs Road and Westbury Street
- Bus Routes: Yes
- Any Parking Restrictions: Parking available

**ISSUES**

As mentioned, the subject location of Epsom Road is within pedestrian desire lines due to proximity of local shops, restaurants, aged care and disability services. As such all these pedestrian attractors are within 5min walking distance from the proposed crossing facilities.

Epsom Road in this area has footpaths on both sides of the streets. New kerb ramps are also proposed at the roundabout to direct pedestrians to cross within concrete median refuges.

**PROPOSAL**

Council Traffic Staff have reviewed the proposed concrete median refuge in the northeastern leg of roundabout at the intersection of Alfred Road and Epsom Road including replacing existing speed threshold with raised pedestrian crossing and deem the plans to be satisfactory.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will improve pedestrians' crossings and people cycling:

**BUS ROUTE IMPACT STATEMENT**

The proposal is aligned with Australian Standards for bus movements.

**CONSULTATION**

Consultation is not required. Affected residents will be informed prior to construction.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

1. The implementation of a concrete median refuge with new kerb ramps in the northeastern leg of the roundabout at the intersection of Alfred Road and Epsom Road, and the conversion of the existing speed threshold with a raised pedestrian crossing with associated line marking and signage as indicated in the Attachment 2.1.
2. The review and upgrade of lighting to be undertaken prior to the installation of the facilities to ensure lighting is compliant with relevant standards.



**ATTACHMENTS**

1. Pedestrian control items @ Epsom Road, Chipping Norton.pdf

<b>AI 03</b>	<b>Liverpool CBD- Special Community Event - 2025 Indian Festival Parade</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 210168.2025

**ELECTORATE** Liverpool

### REPORT BACKGROUND

The council has received an application on behalf of 'Friends of India', Australia to hold their Festival of India Parade in Liverpool CBD, a community event to be held from 2pm-3pm on Sunday, 31 August 2025.

The Committee is requested to support the road closures and classify the event as a Class 2 event requiring preparation and submission of Special Event Traffic Management Plan to the Transport for NSW (TfNSW)

### LOCATION

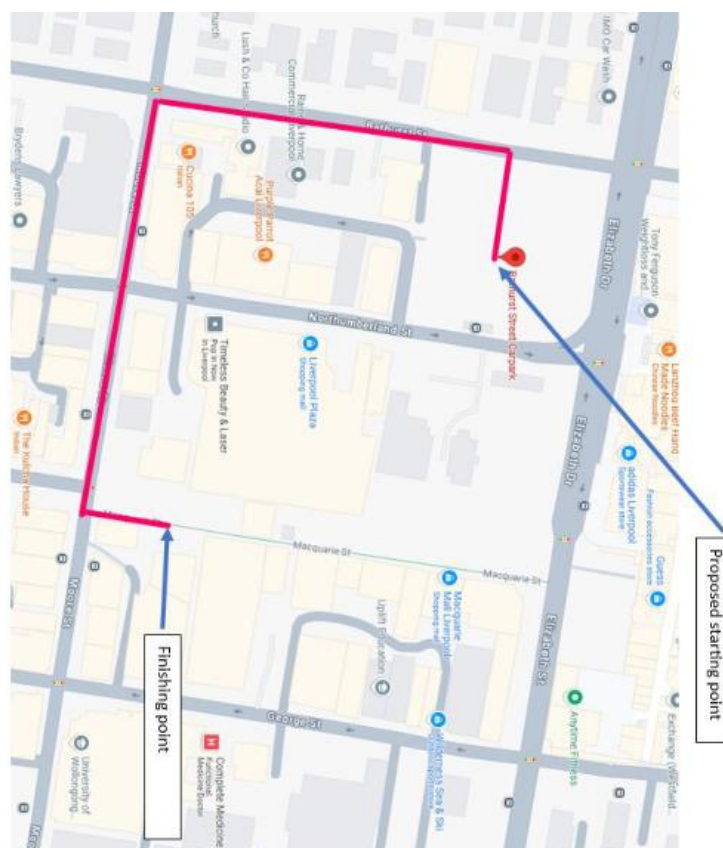


Fig.1: Procession Route

**ASSESSMENT**

As mentioned earlier, this procession is for a community event, involving a street parade requiring road closures, organized by Friend of India, Australia. The event is scheduled for Sunday 31 August 2025, which will start approximately at 2pm and end at 3pm.

The street procession, which would take approximately two hours, requires road closures across sections of Bathurst Street, Moore Street and Northumberland Street. As a result, Bathurst Street between Elizabeth Drive and Moore Street, Moore Street between Bathurst Street and Macquarie Street including partial road closure between Macquarie Street and George Street. Side roads closures signs would also be in place several streets such as Memorial Ave., Elizabeth Drive, Scott Street and Castlereagh Street.

The street procession is proposed to make the following movements (ref. attachment)

- Start at Bathurst Street carpark
- Turn left and continue along Bathurst Street
- Turn left into Moore Street
- Continue along Moore Street after crossing Northumberland Street intersection
- Turn left into Macquarie Street
- Stop in Macquarie Street

Two bus stops, situated on Moore Street between Bathurst Street & Northumberland Street and between Macquarie Street & George Street which may be impacted. Buses will be contacted for their approval. The event organizer should be required to permit buses to access the closure points up until the moment pedestrians are within the road space. This will minimise the amount of time the procession impacts on bus services.

Due to the scale and nature of the street parade the Committee is requested to classify the event as Class 2, in accordance with the TfNSW (Transport For NSW) Special Event Guidelines, which requires submission of special event traffic management plan to the TfNSW for endorsement.

The road closures are expected to be managed by the NSW Police Force. Confirmation from the NSW Police Force is required.

The Committee is requested to classify the event as Class 2 requiring submission of special event traffic management plan to the TfNSW for endorsement.

The event organisers are to work with the Council and the Police in a lead up to the event to address concerns of local community and bus companies.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

1. Council classifies the event as a Class 2 Special Event with all associated conditions including:
  - a. Submission of a Traffic Management Plan to the TfNSW for endorsement
  - b. Police approval for the management of road closures as indicated in the attached TCP

- c. Advertisement of the event in local papers for 28 days and via VMS Boards for at least 7 days prior to the closure
  - d. Obtaining Road Occupancy License (ROL) from the Transport Management Centre.
  - e. Submission of Certificate of Currency for Liability Insurance
  - f. Event organizers will be responsible for community notification via letter box drop to the residents/business that would be affected and advertisement of the event via VMS Boards for at least 7 days prior to the closure
2. Council liaises with the event organisers, Police, and local bus companies to ensure that the impact of the event is minimised, including, but not limited to, the need to permit buses through the closure along Moore Street until such time as the pedestrians access Moore Street during the procession.

## **ATTACHMENTS**

1. Friends of India - Special Event TMP

<b>AI 04</b>	<b>Proposed subdivision stage 1 &amp; 2 of 1382-1402 Camden Valley Way, Leppington NSW 2179 - Line marking and signage plan and TfNSW's response</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 225328.2025

**ELECTORATE** Leppington

### REPORT BACKGROUND

At its 21 May 2025 Traffic Committee meeting, the line marking and signage plan of the proposed subdivision (stage 1 and 2) at 1382 Camden Valley Way (ref. fig.1 for location plan) was presented for consideration. However, TfNSW required further details about the impact of queuing on Sangam Road between proposed traffic signal at Camden Valley Way and the proposed roundabout at the Crystal Palace Way in the proposed subdivision.

Council has since provided Traffic and Parking Assessment report to TfNSW. Upon reviewing the report, TfNSW has no further comments.

The committee is now requested to support the line marking and signage plans of the proposed subdivision (ref. fig.2) at 1382 Camden Valley Way, Leppington as indicated in Attachment 4.1.

### LOCATION

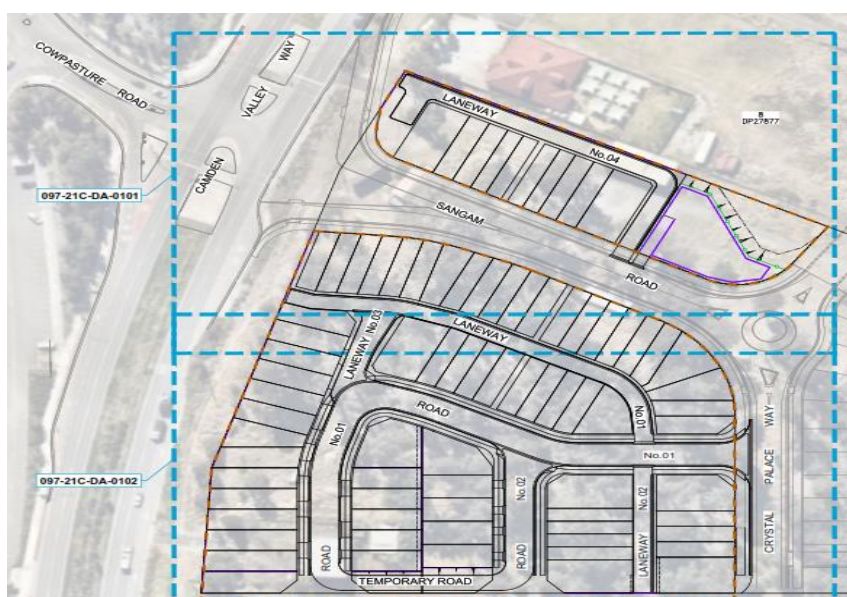


Fig. 1: Showing proposed subdivision

**ISSUES**

As mentioned earlier, the current agenda item is a differed agenda from 21 May LTC meeting. The Committee recommended that subject to satisfactory reviewing by TfNSW, line marking and signage plans of the proposed subdivision to be presented at the next LTC meeting. To comply with the requirements, Council submitted necessary Traffic report to TfNSW for their review. Upon reviewing the report, TfNSW advised they have no further comments.

**PROPOSAL**

Council Traffic Staff have reviewed the submitted plan comprising:

Road 01  
Road 02  
Laneway 01  
Laneway 02  
Laneway 03  
Several priority intersections

The plans have been deemed satisfactory for implementation.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

The proposed subdivision has included shared path for pedestrian and cycling facilities to connect with shared paths with wider cycling networks along Camden Valley Way via the proposed signaled intersection at Camden Valley Way and Sangam Road within the subdivision.

**BUS ROUTE IMPACT STATEMENT**

The proposal will have no impact on Bus Routes. As such the current proposal is within 400m walking catchment of proposed bus stop location and bus networks as per Department of Planning and Infrastructure.

**CONSULTATION**

Consultation is not required.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

1. The implementation of the line marking and signage plans for the proposed new works as part of the subdivision (stage 1 & 2) of 1382-1402 Camden Valley Way, Leppington as indicated in Attachment 4.1



**ATTACHMENTS**

1. Line marking and signage plan 1382-1384 CAMDEN VALLEY WAY,  
LEPPINGTON.pdf
2. Revised plan\_swept path\_pedestrian refuge\_shared path 1382 Camden Valley  
Way.pdf

<b>AI 05</b>	<b>189 Wilson Road, Green Valley - Proposed Relocation of Bus Stop</b>
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<b>REPORTING OFFICER</b>	Transport Engineer
<b>TRIM FILE REF</b>	231132.2025
<b>ELECTORATE</b>	Liverpool

### REPORT BACKGROUND

At its 29 January 2025 meeting, the proposed relocation of the bus stop from Green Valley Plaza (shown in fig. 1) was presented by the applicant of DA-340/2024. The Committee recommended the submitted proposal to be deferred for the applicant to undertake revised design to address comments raised by NSW Police, Councillor, Transit, TfNSW including the outcome of a community consultation and design to include a raised pedestrian crossing replacing existing pedestrian refuge in Wilson Road, outside the Police Station.

Since then, the applicant consulted with NSW Police, Transit and Council and then prepared four option designs for the proposed relocation of the bus stop.

The Committee is requested to consider the most suitable option design for the proposed relocation of the bus stop in Wilson Road from the submitted option designs as indicated in Attachment 5.1 and 5.2.

### LOCATION

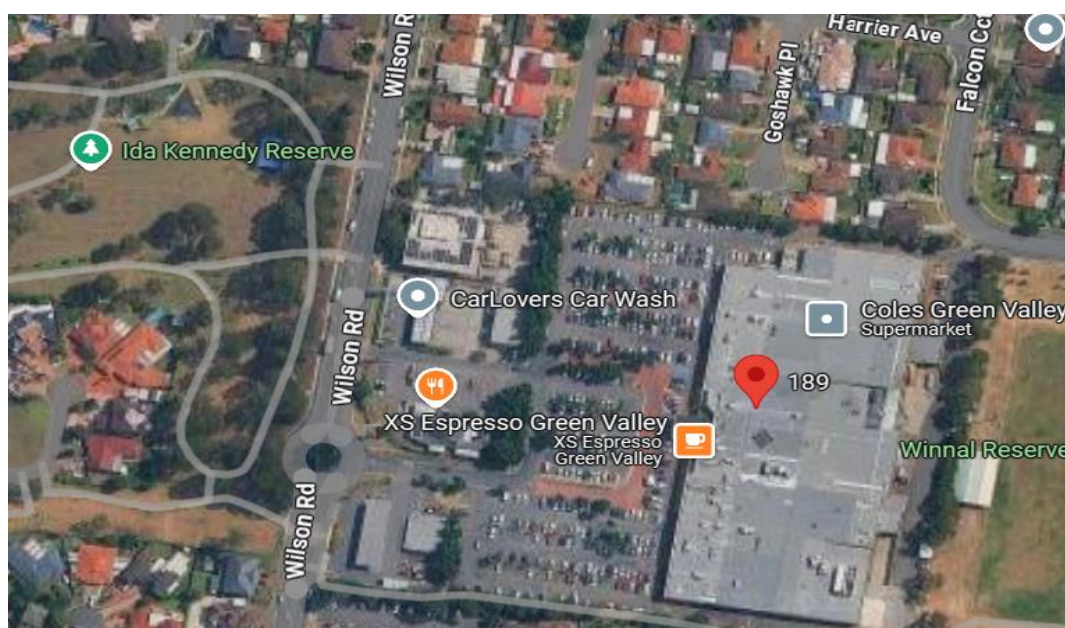


Fig. 1 location plan

**ASSESSMENT**

As mentioned above, the revised designs have been submitted by the applicant following meetings with NSW Police and Transit, organized by Council. There are four submitted option designs which have both pros and cons.

**Police Parking spaces in various options with reference to TfNSW Technical Direction**

- Option 1: Install 'No Stopping' zones in full accordance with the Technical Direction, reducing the number of available police parking spaces from 5 to 4.
- Option 2: Retains all 5 existing police parking spaces in Wilson Road. This option does not comply with the Technical Direction but could accord with the "unless a parking control sign applies" criteria subject to LTC approval. The concern could be that additional parked cars may reduce pedestrian visibility near the crossing.
- Option 3: Adopts Option 1 but remove the existing 'No Stopping' zones located on the approach to the police station and McDonald's driveways and their removal would increase parking availability for the police, increasing from 5 spaces to 7 spaces.
- Option 4: Adopts 2.5m wide kerb extension and no stopping restriction can be reduced to 7.5m long on approach in compliant with TfNSW technical directions. As a result, the police parking area, north of the crossing increases from 13.6m to 15.4m in length; with existing 6.1m on departure side (i.e. south of the crossing).

Council staff have reviewed the above options and propose an Option 5 which effectively modifies Option 4 by incorporating following changes:

- Option 5:
  - i) two bus zones on the eastern kerbside south of the proposed raised crossing – one being new and the other replacing the existing Police Parking
  - ii) 2 new police parking spaces on the eastern kerbside north of the proposed raised crossing – one replacing existing No Stopping with No Stopping (Police Vehicles Excepted) and the other replacing timed No Parking with No Parking (Police Vehicles Excepted)

Option 5 is understood to provide the Police an additional 12.5m of parking. Following is the breakdown;

- I. existing eastern kerbside Police Parking length = 20m and
- II. revised eastern kerbside Police Parking length = 32.5m.

Police will now be able to park 2 additional vehicles created in the 12.5m. It is at the discretion of the Police whether to keep 2 car spaces or allow No Stopping length for 6m and keep 1 car space. These additional two Police Parking spaces are within 40m-60m walking distance from the Police station pedestrian access gate.

Option 5 also helps Transit Systems to accommodate two buses to park on the eastern kerbside, south of the proposed raised crossing without impacting sight lines or access to driveways.

**PROPOSAL**

Council Traffic Staff propose the following

- An indented bus bay on the eastern side of Wilson Road; just south of the entrance of Car lover wash / McDonald car park, with shoulder widening to adopt a 3m wide bus stop.
- A bus zone on the western side of Wilson Road, opposite to entrance of Car lover Wash, suitable to accommodate 2 buses
- Parking restrictions on either side of Wilson Road due to the proposed bus bays
- Additional bus zone on the eastern kerbside, south of the proposed raised crossing, replacing Police Parking. This can be used for driver changeovers etc and will not be a passenger set up/drop down stop.
- Replacement of existing pedestrian crossing in Wilson Road (near the Police Station) with a raised pedestrian crossing
- 2 new police parking spaces on the eastern kerbside north of the proposed raised crossing – one replacing existing unrestricted No Stopping with No Stopping (Police Vehicles Excepted) and the other replacing timed No Parking with No Parking (Police Vehicles Excepted)
- A swept path analysis is also incorporated in the attachment

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

As indicated in the attached Traffic Report by the developer's consultant, there is a low proportion of mobility impaired users, the approximate 200m increase in walking distance to the center is not considered to have a significant impact on accessibility.

**BUS ROUTE IMPACT STATEMENT**

As indicated in the attached Traffic Report by the developer's consultant, the relocated bus stop will meet the peak seasonal demand of bus patronage.

**CONSULTATION**

The consultation has occurred with the Council, Police and Transit Systems regarding the relocated bus stop. As per the developer's appointed consultant, Architectus, the DA was previously notified to residents, and as there is only one location that suits the above parties, the applicant doesn't consider that further public consultation would be of assistance.

Similarly, undertaking public consultation on one location (with no alternative options) would not be of benefit to the project and be disingenuous to the community.

Two properties, no. 199 and no. 201, would be notified about the proposed parking changes. It should be noted that they will have the capacity to park on the western kerbside in the unrestricted parking area, making use of the improved crossing facility to safely get to and from any parked vehicle.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Committee supports:

1. Option 5 for the proposed relocation of the bus stop in Wilson Road as indicated in Attachment 5.2.

**ATTACHMENTS**

1. Traffic Report - 189 Wilson Road, Green Valley
2. Geen Valley Plaza - Option 5

**AI 06 Items Approved Under Delegated Authority**

**REPORTING OFFICER** Assistant Transport Engineer

**TRIM FILE REF** 223248.2025

**ELECTORATE** Multiple

**REPORT BACKGROUND**

This item provides a summary of minor traffic facilities that have been approved under the 'TfNSW Instrument of Delegation and Authorisation - Traffic Management and Pedestrian Works - Temporary Delegated Authority (No.2)' by Council staff over the two-month period, between June 2025 and July 2025.

Delegated Authority No.	Location	Description of Proposal
2025.025	280 Fifth Avenue, Austral	Installation of Subdivision signs and line marking (TF-1/2025)
2025.026	Goulburn Street, Liverpool	Installation of No Stopping Signs across the entry driveway to Liverpool Hospital
2025.027	10 Travers Street, Moorebank	Installation of No Stopping signs along curved section
2025.028	Maxwells Avenue, Ashcroft	Replacement of timed Bus Zone sign to full time
2025.029	McGirr Parade, Warwick Farm	Installation of Yellow No Stopping lines
2025.030	156 Maddecks Avenue, Moorebank	Installation of work zone signs and line marking
2025.031	Sergeant Street & Henderson Road, Edmondson Park	Installation of C3 Yellow no stopping linemarking
2025.032	Goulburn Street, Liverpool	Relocation of No Stopping Signs left of the entry driveway to Liverpool Hospital
2025.033	Twenty-Eighth Avenue, Austral	Installation of double barrier linemarking
2025.034	Lot 2, D.P. 1220978 Campbelltown Road & Soldiers Parade Stage 4, Edmondson Park	Installation of Subdivision signs and line marking (TF-6/2025)
2025.035	Lot 2, D.P. 1220978 Campbelltown Road & Soldiers Parade - Stage 5B, Edmondson Park	Installation of Subdivision signs and line marking (TF-8/2025)



2025.036	Stante Close, Prestons	Installation of No Stopping signs along the cul-de-sac near the Serbian Cultural Club
2025.037	Gill Avenue (northern section), Liverpool	Installation of Trucks Prohibited sign entry to Gill Avenue Carpark

#### **RECOMMENDATION TO TRAFFIC COMMITTEE**

The Committee notes the above Delegated Authority applications approved by Council staff under the TfNSW 'Instrument of Delegation and Authorisation' over the two-month period between June 2025 and July 2025.

#### **ATTACHMENTS**

Nil

<b>GBI 01</b>	<b>Lismore Street – Speed Cushion modification (permanent vs. modification)</b>
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<b>REPORTING OFFICER</b>	Transport Engineer
<b>TRIM FILE REF</b>	219950.2025
<b>ELECTORATE</b>	Liverpool

### REPORT BACKGROUND

The Council has received concerns about the rubber speed cushions which were installed as an interim arrangement to reduce speeding in Lismore Street, Hoxton Park.

As informed by the residents, some vehicles tend to travel through the gap between cushions leading to one wheel on a cushion and the other wheel on the pavement.

These cushions are specifically designed to facilitate bus movements as per the State Transit Bus Infrastructure Guide. The Council's Design Section investigated and confirmed that the installed speed cushions are in accordance with the standard guidelines.

Driver behavior in this instance is difficult to manage. That said, Council further investigated and undertook cost comparisons of a full width permanent solution and a full width rubber temporary speed cushion in Lismore Street which are presented below.

Components	1 x Permanent Raised full width Threshold (Asphaltic Concrete)	1 x Temporary Rubber Made Threshold
Preliminaries	\$10,341	\$5,400
Supply & Installation	\$17,898	\$13,395
Signage and line marking	\$1,600	\$1,600
15% contingency and surcharge at night work	\$9,283	\$6,218
<b>Total</b>	<b>\$34,315</b>	<b>\$23,454</b>

Noting the cushions are having the desired effect of reducing speeds through Lismore Street, and are raising driver awareness, given there are 3 sets along the road, Council Staff are considering the following three (3) options:

1. No modification to the existing arrangement. There have been reported crashes to the Police or Crime Stoppers since the installation. The concerns raised by the local community and the video evidence provided by the same, all show slow movements through the existing cushions.

2. Modification of the rubber cushions to full length. Retaining the rubber cushions as a temporary device enables ease to remove should the outcomes of the Traffic Impact Assessment for the wider area propose treatments that no longer require the device.
3. Installation of the concrete raised threshold. This is a more permanent solution and, should the TIA recommend the an outcome that results in their removal, will be more significant costs to the project scope. However, the devices are more durable and will not need replacement in the short term.

### **RECOMMENDATION**

The Committee is requested to note the cost comparison of Asphaltic Concrete and rubber made speed threshold and recommend a preferred approach for Council to investigate.

### **ATTACHMENTS**

Nil

**GBI 02** **Camden Valley Way and Corfield Road –  
Modification of Bus Stop**

**REPORTING OFFICER** Transport Engineer  
**TRIM FILE REF** 220490.2025  
**ELECTORATE** Liverpool

**REPORT BACKGROUND**

The Council has received concerns from a bus commuter about falling into non-grassed areas while attempting to board the bus near the intersection of Camden Valley Way Road and Corfield Road.

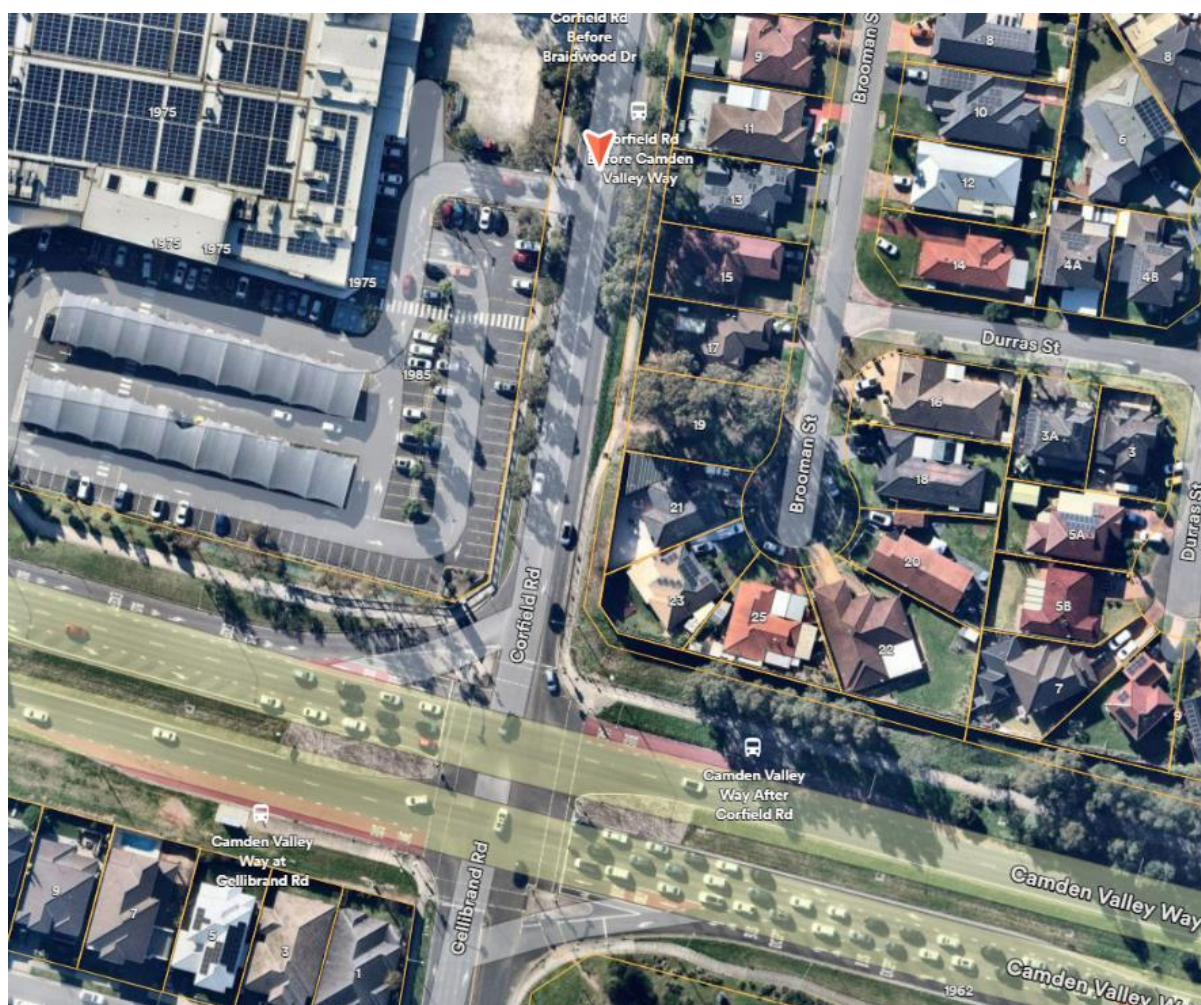


Fig. 1: Location Plan

Upon investigation by Transit Systems, it has been reported that behind the footpath, there are non-grassed areas (Dirt Patches) and in heavy rain this may cause dirt/mud to flow onto the pickup / set down pads.

The concrete hardstand should be modified to prevent this from occurring as it creates an unsafe scenario and impacts the journey experience for the customer.

Additionally, it has been noted that there is inadequate lighting at the bus stop near Corfield Rd and its intersection with Camden Valley Way. The installation of streetlights would assist in passengers to set down and pick up at these bus stops in the dark, especially since it gets dark before 6pm in winter months, and passengers waiting for buses in the dark consider this a general safety concern.

### **RECOMMENDATION**

The Committee is requested to note that Council will investigate the appropriate modifications to the hardstand and lighting at the subject bus stop.

### **ATTACHMENTS**

Nil



<b>GBI 03</b>	<b>Miri Crescent, Holsworthy - Request for Indented Parking</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 220787.2025

**ELECTORATE** Holsworthy

### REPORT BACKGROUND

The Council has received concerns about congestion in Miri Crescent, Holsworthy. The road is approximately 6.3 m wide and permits kerbside parking. This has been observed to make it difficult for two-way traffic movements along Miri Crescent.



Fig. 1: Location Plan



Upon inspection, it has been found that timed no stopping restrictions are available in some sections of the road. However, concerns have still been raised unrestricted parking areas leading to two-way movements being difficult to maneuver.

In order to mitigate such concerns on this narrow road, Council will add Miri Crescent to the 'Priority List of Indented Parking on Narrow Roads' for further investigation. The installation of such parking is subject to detailed design, feasibility and the availability of funding.

### **RECOMMENDATION**

The Committee is requested to note that Miri Crescent will be included in the 'Priority List of Indented Parking on Narrow Roads' for further investigation. Subject to the availability of funding and outcome of the investigation, Council will consider installation of indented parking bays along Miri Crescent.

### **ATTACHMENTS**

Nil

<b>GBI 04</b>	<b>Speed Street, Liverpool – Request for a Pedestrian Crossing</b>
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<b>REPORTING OFFICER</b>	Transport Engineer
<b>TRIM FILE REF</b>	223379.2025
<b>ELECTORATE</b>	Liverpool

### REPORT BACKGROUND

The Council received a request from the Councillor about installation of a pedestrian crossing facility in Speed Street, Liverpool, outside Al-Amanah College (shown in Fig1).

This College has two school gates which can be accessed via Nagle Street and Speed Street. Upon investigation, it has been found that a suitable location for pedestrian crossing in Speed Street near the school gate is not possible due to parking restrictions on the opposite side of the road preventing opportunities for the parents and guardians to stop and collect children.

The only viable location for a crossing on Speed Street is noted to be nearly 60m south of the school gate. Thus, it is not ideal for children to cross in Speed Street, as they are unlikely to follow the path, and the queueing of drivers from the kiss and ride zone directly outside the school is likely to cause vehicles to cross over any potential crossing creating an even more dangerous situation.



Fig. 1: Location plan

However, it should be noted that Council is investigating the upgrade of the existing children crossing in Nagle Street to a raised zebra crossing, subject to availability of funding.

Accordingly, most pick-up and drop-off activities should be occurring from Nagle Street.

### **RECOMMENDATION**

The Committee is requested to note, subject to the availability of funding and final design review, the existing children crossing would be replaced by a raised zebra crossing in Nagle Street, just in front of the school gate of Al-Amanah College.

### **ATTACHMENTS**

Nil

<b>GBI 05</b>	<b>Bardia Parade, Holsworthy - Upgrade of Pedestrian Crossing near Huon Crescent</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 223870.2025

**ELECTORATE** Holsworthy

### REPORT BACKGROUND

The Council has received concerns from the Community Development for Aged Care and Disability Team on behalf of a resident, requesting to improve access at the subject crossing at the intersection of Bardia Parade and Huon Crescent, Holsworthy.

The subject crossing is a rubber raised pedestrian crossing. Due to wear and tear, the crossing's ramps and raised platform are not optimal for those with mobility constraints.

The concerned resident in her request explained severe inconvenience and difficulty to cross Bardia Parade over this aging rubber raised crossing.

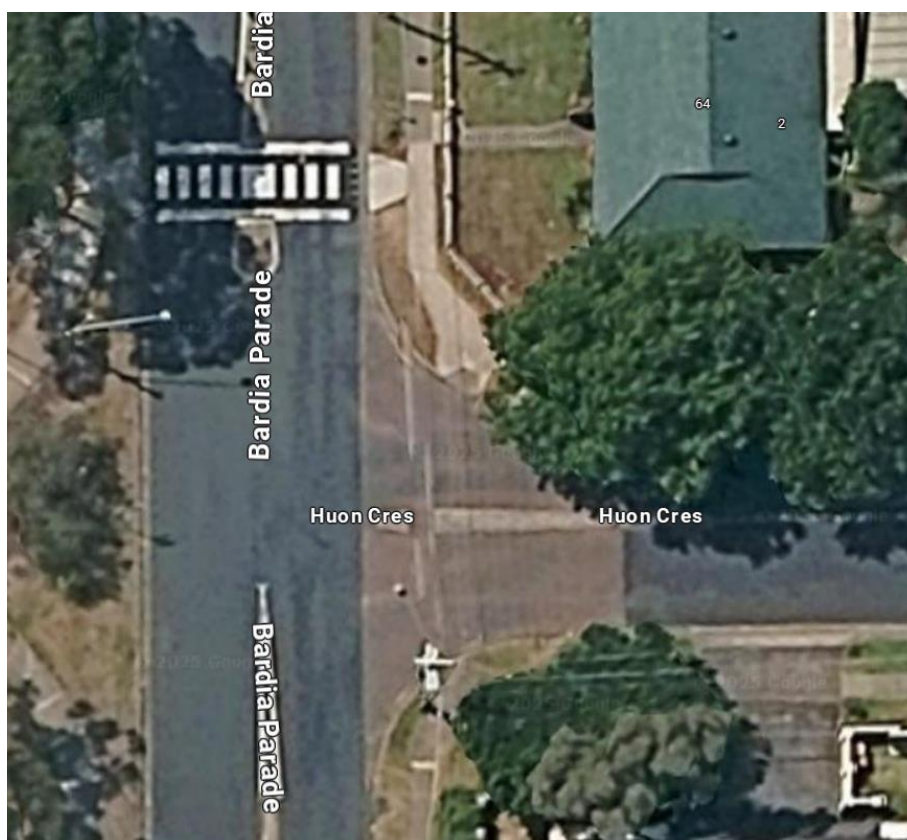


Fig. 1: Location plan

Council's Design section prepared a DDA (Disability Discrimination Act) compliant concrete crossing design as indicated in the Attachment. Council Staff are reviewing the design and intend to approve the change in accordance with the Temporary Delegations instrument. Subject to funding availability, this new crossing would be installed.

**RECOMMENDATION**

The Committee is requested to note that subject to availability of funding and final design review, a new raised pedestrian crossing will be installed in Bardia Parade, and Staff are seeking any input.

**ATTACHMENTS**

1. 2025-019\_DDA Pedestrian Crossing\_Bardia Pde\_v2-101 GP
2. 2025-019\_DDA Pedestrian Crossing\_Bardia Pde\_v2-102 DET.pdf
3. Pedestrian Crossing\_Bardia Pde\_v2-103 SWP.pdf



<b>GBI 06</b>	<b>Sheather Place, Moorebank - Proposed parking restriction</b>
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<b>REPORTING OFFICER</b>	Transport Engineer
<b>TRIM FILE REF</b>	224017.2025
<b>ELECTORATE</b>	Holsworthy

### REPORT BACKGROUND

The Council has received requests from the Councillor on behalf of their constituent about the installation of parking restrictions along the north side of Sheather Place, Moorebank (refer Fig. 1).

Sheather Place is a two-way local road which terminates at a cul-de-sac. The road is narrow, having an approximate road width of 6.15m. With kerbside parking on both sides of the road, it is very difficult for two-way vehicle movements. The northern side of the road has no driveway for the property of the New Brighton Golf Club.

The southern side of the road is fronting the driveways of several residential properties. These residents find it difficult to move in / out of their driveways due to parked vehicles on the northern side of the road. The Council's Waste trucks also have difficulty in maneuvering around the cul-de-sac due to parked cars.

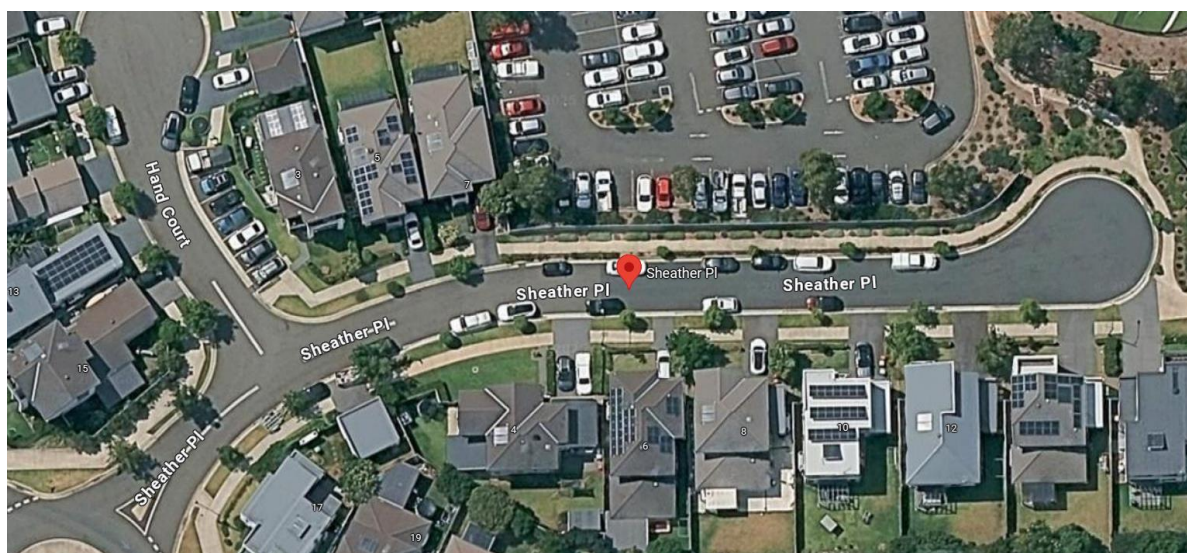


Fig. 1: Location plan

To respond to the above-mentioned request, Council organized necessary residents' consultation via the strata manager of the properties, regarding the proposed parking restriction along the northern side of the road including no stopping restrictions around the cul-de-sac as indicated in the Attachment.



Based on residents' opinion, parking restrictions will be implemented in Sheather Place, Moorebank.

**RECOMMENDATION**

The Committee is requested to note the parking restrictions will be implemented in Sheather Place, following the Councillor request.

**ATTACHMENTS**

1. SheatherPlace\_ Signage1.pdf

<b>GBI 07</b>	<b>Lawson Road, Badgerys Creek - Restriction of Heavy vehicle movements</b>
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<b>REPORTING OFFICER</b>	Transport Engineer
<b>TRIM FILE REF</b>	224238.2025
<b>ELECTORATE</b>	Liverpool

**REPORT BACKGROUND**

Concerns have been received from Council's Operation Section about potholes and road damages in Lawson Road, Badgerys Creek due to heavy vehicles movements. The road needs to be properly restored before further heavy vehicles activities. In order to restrict the heavy vehicle movements, Council would like to impose a 3-tonne load limit in Lawson Road between Elizabeth Drive and Cuthel Road. (refer Fig. 1)



Fig. 1: Location plan

The proposed load limit would not affect the provision of emergency vehicles. In addition, heavy vehicles such as delivery vehicles, garbage trucks with origin and destination in the road would not be prevented from using the road and this will be informed to the property owners/ residents prior to the installation of proposed load limit.

The council will undertake further investigation on the diversion of the north and south bound heavy vehicular traffic from Lawson Road into Martin Road via Cuthel Road.

#### **RECOMMENDATION**

The Committee is requested to note that Council Staff will investigate the possibility of imposing a 3-tonne load limit in Lawson Road between Elizabeth Drive and Cuthel Road, Badgerys Creek, and are seeking any input on the matter.

#### **ATTACHMENTS**

Nil

<b>GBI 08</b>	<b>Braidwood Drive, Prestons - Request for speed control measures</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 224445.2025

**ELECTORATE** Leppington

### REPORT BACKGROUND

The council has received concerns from the local Member of Parliament on behalf of their constituent about speeding in Braidwood Drive, Prestons.

Council Traffic Staff have investigated the concerns and also noted there have been multiple reported crashes in this road during the last 5-year period ending 2024.

Currently, Council is in the process of engaging a new provider for the supply of traffic data. The new software is anticipated to be available prior to the end of July 2025. This will enable Council to have live data of all available streets in the LGA and can provide the immediate status of traffic speeding and behavior.

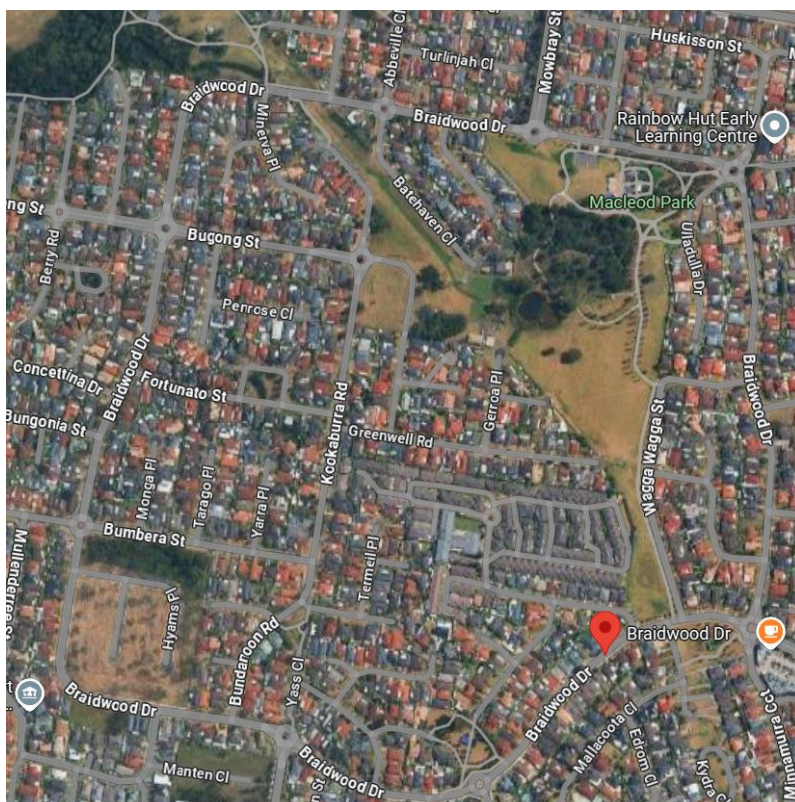


Fig. 1: Location Plan

**RECOMMENDATION**

The Committee is requested to note that the Council is in the process of engaging a new vendor to deliver live speed classification data. Subject to the availability of data, Council can advise the next steps going forward on this and future speeding requests immediately.

**ATTACHMENTS**

Nil

<b>GBI 09</b>	<b>George Street &amp; Moore Street, Liverpool CBD - Proposed implementation of streetscape works from the adopted Liverpool City Centre Public Domain Master Plan</b>
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<b>REPORTING OFFICER</b>	Transport Engineer
<b>TRIM FILE REF</b>	216954.2025
<b>ELECTORATE</b>	Liverpool

## REPORT BACKGROUND

Council's City Design and Public Domain team, in collaboration with the Traffic and Transport, Infrastructure Planning, and Western Sydney Infrastructure Grants (WSIG) teams proposed the concept designs for Streetscape works in George Street and Moore Street of Liverpool CBD (refer fig1 for location plan).

As a major north-south link for active transport, George Street plays a key role in the city centre. With one-way traffic between Elizabeth and Scott Streets, it presents a valuable opportunity to create a more pedestrian-friendly street environment.

Moore Street has been identified as the Smart Transit Boulevard, forming part of the Liverpool to Western Sydney International (WSI) Airport Transit Corridor. It is envisioned as a key east-west link within the city centre, prioritising active and public transport.

This project supports Liverpool's Bike Plan and the Council's commitment to enhancing cycling facilities across the LGA. By delivering high-quality cycling infrastructure along two of Liverpool's key corridors, the project is a vital step towards achieving Liverpool's long-term vision for an integrated, sustainable, and people-focused transport network.

Initial concept plans were developed in-house by Council to establish the alignment of the two bike lanes. The council then secured funding from Transport for NSW through the Get NSW Active Program (FY23/24) to prepare resolved concept designs. Using this funding, Council engaged AECOM through a Request for Tender process to deliver the resolved concept designs for George Street and Moore Street. This work included concept designs, Traffic and Transport Impact Assessments (TIA), Road Safety Audit (RSA), Access Report, Arborist Report, and Preliminary Traffic Signal Plans.

The Committee is requested to provide "Approval In Principle" of the Streetscape Concept Designs as indicated in Attachment XX for George Street and Moore Street in order to proceed to Stage 2 - Detailed Design to be implemented by selected consultant AECOM. All the supporting documents such as Traffic Impact Assessment (TIA), Road Safety Audit (RSA) and Traffic signal plans developed by the AECOM, relevant to complete the concept designs are also attached herewith.



## LOCATION



Fig. 1: location map of the proposed cycleways

## ASSESSMENT

### George Street – Existing Traffic Data

<b>Road Classification</b>	Local Roads
<b>Corridor Width</b>	20.1m (Between Scott Street to Campbell Street) 19.8m (Between Campbell Street to Hume Highway)
<b>General Layout</b>	<b>Between Scott Street and Elizabeth Street:</b> Pedestrian footpath both sides, kerbside parking on both sides, two southbound traffic lanes. <b>Between Elizabeth Street and Hume Highway:</b> Pedestrian footpath both sides, kerbside parking on both sides, one northbound and one southbound traffic lane.
<b>Crash Data</b>	13 recorded crashes during the last 5-year period ending 2023
<b>Volume &amp; Speed data</b>	Refer TIA
<b>Intersecting Roads</b>	Scott Street, Railway Street, Moore Street, Elizabeth Street, Campbell Street, Lachlan Street and Hume Highway.
<b>Bus Routes</b>	M90, 901, 902, 903, 904

### Moore Street – Existing Traffic Data

<b>Road Classification</b>	Part Local Roads, Bus Lanes State Road
<b>Corridor Width</b>	20.1m (Between Copeland Street to Bigge Street)

<b>General Layout</b>	Pedestrian footpath on both sides, bus lanes, two eastbound and westbound lanes, timed parking in some sections.
<b>Crash Data</b>	9 recorded crashes during the last 5-year period ending 2023
<b>Volume and speed data</b>	Refer TIA
<b>Intersecting Roads</b>	Copeland Street/Hume Highway, Castlereagh Street, Bathurst Street, Northumberland Street, Macquarie Street, George Street and Bigge Street.
<b>Bus Routes</b>	T80, 904, 801, 802, 803, 804, 805, 806, 808, 819, 827

## ISSUES

- George Street and Moore Street require a streetscape upgrade to improve the streetscape appearance and movement.
- Lacks active transport infrastructure like bike lanes, shared paths and wider pedestrian footpaths.
- Lack of tree canopy covers to support a comfortable environment to walk and cycle.
- Wide lane widths encourage vehicles to speed above 40km/h.
- Lack of adequate amenities like seating benches, upgraded bus stops, bins, bike racks, water bubblers and garden beds

## PROPOSAL

### The key design features of the project are:

- New dedicated cycleway along George Street between Scott Street and Elizabeth Street, and between Campbell Street and Hume highway, providing safe and continuous cycling connectivity.
- New dedicated cycleway along Moore Street between Copeland Street and Bigge Street providing safe and continuous cycling connectivity.
- New shared path along George Street between Elizabeth Street and Campbell Street, providing a safe path of travel for all active modes within a constrained environment.
- Updates to Traffic Control Signal infrastructure for cyclists, including cycle lanterns at signalised intersections, cycle turn boxes and signal phasing to support safe cycle movement through intersections.
- Cycle parking is included in each CBD block (excluding residential areas).
- Streetscape enhancements with wayfinding, high-quality materials, and street furniture.
- Reallocation of one traffic lane (south of Elizabeth Street) to a dedicated cycleway, maintaining one lane for general traffic and buses.
- North of Elizabeth Street remains two-way with design adjustments to support multimodal access.
- Moore Street to be converted to one-way operation in a westbound direction for general traffic between George Street and Bathurst Street. Bus operations will continue to be bi-directional.

- Intersection layouts, pedestrian crossings, and traffic signals are modified to support movement, reduce conflicts and prioritise safety.
- Peak-period clearways on George Street (between Elizabeth Street to Scott Street) to maintain traffic flow in high-demand periods.
- Retains bus access along George Street and Moore Street, with space reallocation designed to support continued bus movements including in-lane and floating bus stop treatments and dedicated bus lanes.
- Timed parking strategy with peak-period clearways and off-peak loading/short-term parking to support businesses.

The 80% Concept Designs contains the following changes to the streetscape (Refer to Attachments):

**GEORGE STREET:**

**Between Scott Street and Elizabeth Street:**

- New bidirectional bike lanes
- Clearway traffic lane during peak hours
- Upgraded Traffic Control Signals to accommodate the bike lanes
- Increase footpath widths to accommodate tree planting and for pedestrian volume.
- Trees planted in blisters between car spaces on the eastern side.
- Removal of the non-compliant pedestrian crossing across from the old library.

**Between Elizabeth Street and Campbell Street:**

- Shared path width of 5.4m to accommodate pedestrians and cyclists.
- Left in and Left Out access in and out of the Westfield Liverpool car park. Raised threshold.
- In lane bus stop in front of Westfield Liverpool entry and across from the school and church.
- An upgraded pedestrian crossing across from the school.
- Taxi rank and post office parking retained.

**Between Campbell Street and Hume Highway:**

- New bidirectional bike lane
- Trees planted in blisters between car spaces on both sides.
- Upgraded roundabout at Lachlan Street, with new wombat crossings introduced which accommodate the bike lane.

**MOORE STREET:**

**Between Copeland Street and Bathurst Street:**

- Grass verges removed and consistent granite paving.
- New street trees

- New bidirectional bike lane.
- New pedestrian crossing Castlereagh Street.
- Bus lane heading eastbound moved to the right lane.
- Eastbound traffic after Bathurst Street including the right turn into Bathurst Street restricted. Left turn only for Private vehicles.
- Weekend parking to be removed.

**Between Bathurst Street and George Street:**

- New bidirectional bike lane.
- New street trees and garden beds.
- Two floating bus stops to accommodate current bus requirements.
- One eastbound lane removed, no access for private vehicles. Bus access only.
- Right turn from Northumberland Street to Moore Street is restricted.
- Raised intersection at the scramble crossing at Macquarie Street and Macquarie Mall.
- Bike waiting box to be designed with the Traffic Control Signal Plans.
- Weekend parking to be removed.

**Between George Street and Bigge Street:**

- New bidirectional bike lane, that will transition into a shared zone to accommodate parking near the medical business area.
- To accommodate Bus turning from George Street, turning left into Moore Street. The Stop line for vehicles moving Eastbound has been moved further East. The design is like the design currently on Scott Street and the George Street intersection.
- Accessible car spaces retained.
- Loading zones and Council permit parking to be removed.
- Bus Zone proposed to be removed.
- Parking to be removed in the bus zone close to the school side.

**Parking**

Parking has been requested to be retained where possible, while accommodating widened footpaths, bike lanes, shared paths, tree pits and accommodating bus movements.

George Street		Moore Street	
Existing Parking	181	Existing Parking	41
Proposed Parking	194	Proposed Parking	4
Net Parking	Gained 13 Car Spaces	Net Parking	Loss of 39 Car Spaces

During peak periods, a clearway will be in effect on George Street between Scott Street and Elizabeth Street, temporarily affecting parking along the western side of the street.

Where parking has been removed, Council will work with the community to find alternative parking solutions. Currently the net parking loss is 26 spots.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

The proposal has a positive impact on pedestrians and cyclists.

Separated bikes lanes provide safe infrastructure for cyclists, and where the corridor is unable to accommodate bike lanes, a shared path is proposed with sufficient widths to accommodate both cyclists and pedestrians. Footpaths have been increased on the Western side of George Street and the Northern side of Moore Street.

The Bike Lanes and Share Paths have been designed in accordance with Transport for NSW Cycleway Toolbox and the Design of Roads and Streets (DORAS).

### **BUS ROUTE IMPACT STATEMENT**

This proposal has no impacts on the Bus Routes.

Floating bus stops have been designed for Moore Street and In Lane bus stops have been designed for George Street. The designs will be Disability Discrimination Act (DDA) Compliant. The bus zone on Moore Street (i.e., opposite Liverpool Public School) is proposed to be removed to accommodate the bike lane

### **CONSULTATION**

The community is being consulted on the Concept Designs from 7 July 2025 to 4 August 2025. Feedback will be reported back to the Liverpool Traffic Committee at the next meeting.

### **RECOMMENDATION**

Traffic Committee is requested to note that the status of the project is now proceeding to detailed design. The Committee is also requested to review and provide comments on the 80% concept design plans.

### **ATTACHMENTS**

1. Traffic and Transport Impact Assessment
2. 80% Design Plans
3. TCS plans
4. Road Safety Audit
5. Wayfinding plan
6. Access Report
7. Design Evaluation Report

8. 50% Design Report



<b>GBI 10</b>	<b>Hoxton Park Road and Hill Road, Lurnea - Request for Modification of Signal Phasing</b>
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<b>REPORTING OFFICER</b>	Transport Engineer
<b>TRIM FILE REF</b>	231056.2025
<b>ELECTORATE</b>	Holsworthy

**REPORT BACKGROUND**

The council has received concerns from the local MP on behalf of her constituent that motorists turning right from Hill Road onto Hoxton Park Road need to wait for quite some time before the traffic signal turns green at the subject intersection (shown in fig1). This not only results in heavy traffic congestion during peak times in Hill Road approaches of the intersection but also stop left turning vehicles from Hill Road onto Hoxton Park Road.

Since the signalized intersection belongs to TfNSW, the Council refers the above-mentioned concerns to TfNSW in order to modify the signal phasing to lessen the waiting time for the motorists, turning right from Hill Road onto Hoxton Park Road.



Fig 1. Location Plan

**RECOMMENDATION**

The Committee is requested to note the Council has already referred the request to TfNSW. The Committee will be updated with any response from TfNSW regarding the request to modify the signal phasing in future LTC meeting.

**ATTACHMENTS**

Nil

<b>GBI 11</b>	<b>Holston Street and Hume Highway, Casula - Request for Line Marking Modification at the intersection</b>
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**REPORTING OFFICER** Transport Engineer

**TRIM FILE REF** 231088.2025

**ELECTORATE** Holsworthy

### REPORT BACKGROUND

The council has received concerns from the local MP on behalf of their constituent about the increasing number of vehicles, turning right from Holston Street onto Hume Highway as shown in fig.1.

Council staff have investigated the request and advise that the road width at Holston Street, at the approach to Hume Highway, is approximately 4.5m.

There is not sufficient width to include a compliant through and right turn lane.

Given the street also services a bus route, there is no capacity to shift the centre line without impacting the ability for a bus to enter from Hume Highway onto Holston Street.

### LOCATION

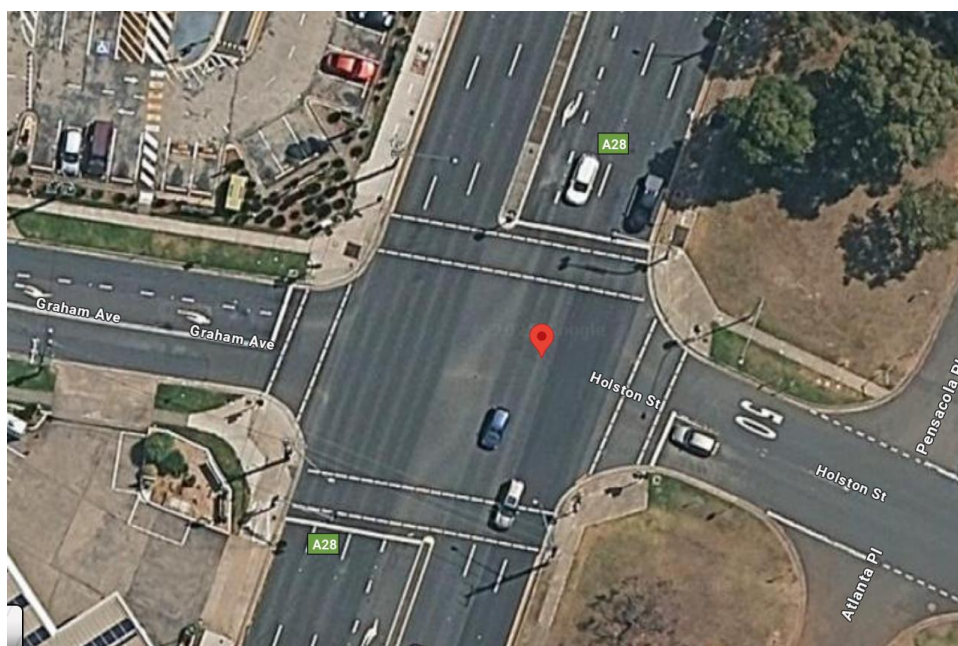


Fig 1 location plan

**RECOMMENDATON**

That the Committee notes Council cannot support any changes to the line marking at this stage and hence no representation to TfNSW is required.

**ATTACHMENTS**

Nil