

# ATTACHMENT BOOKLET

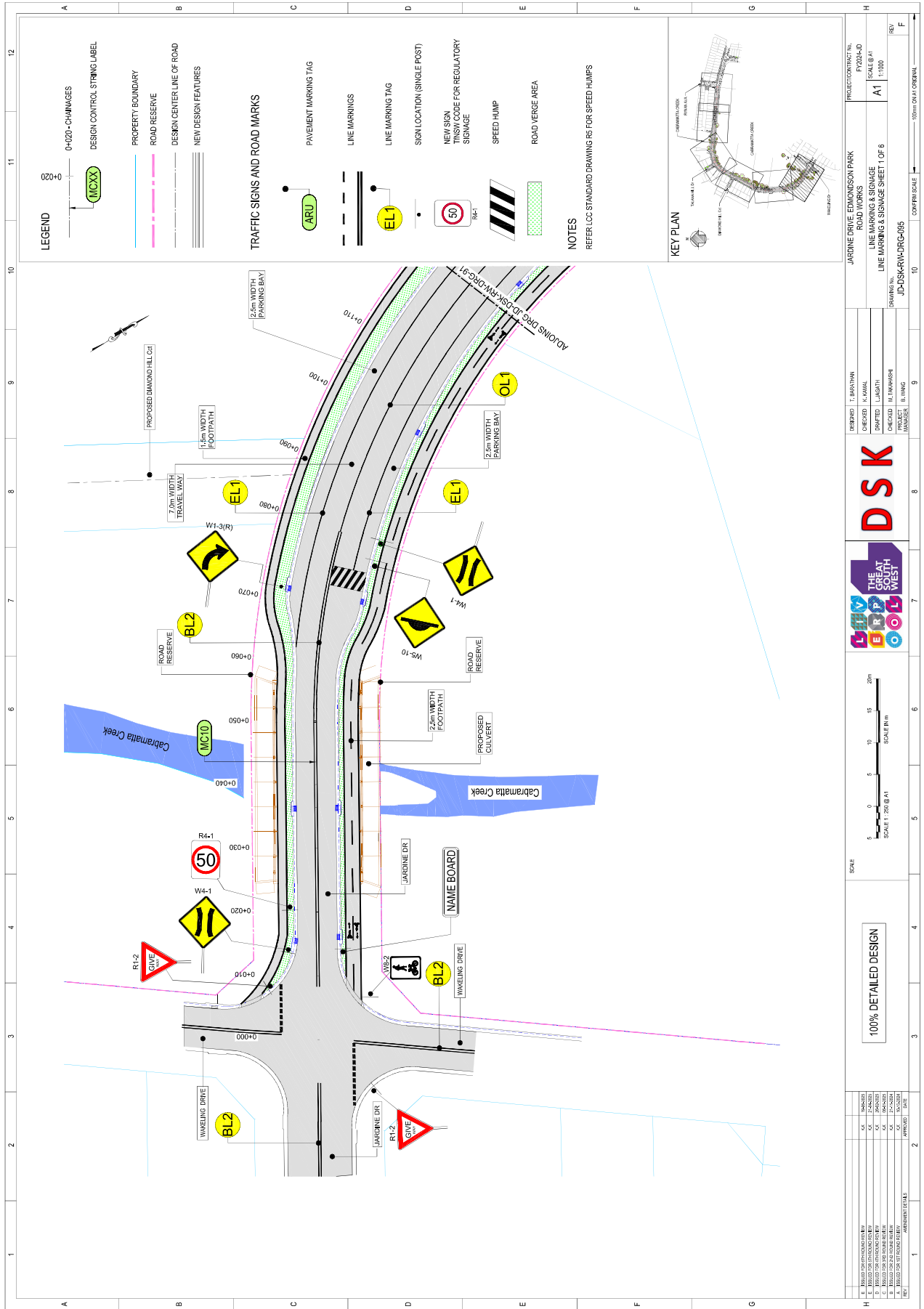
LIVERPOOL LOCAL TRAFFIC COMMITTEE  
MEETING

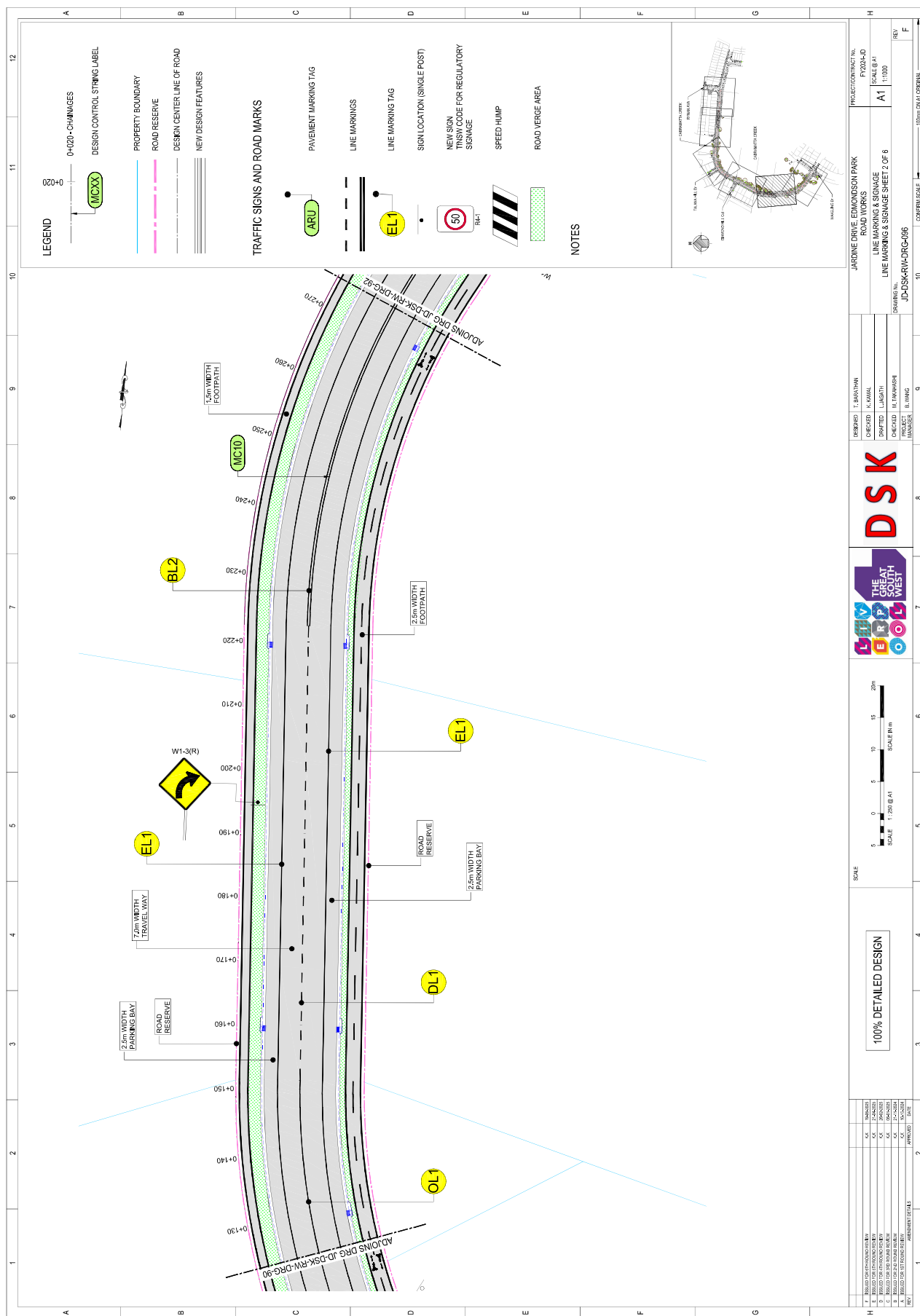
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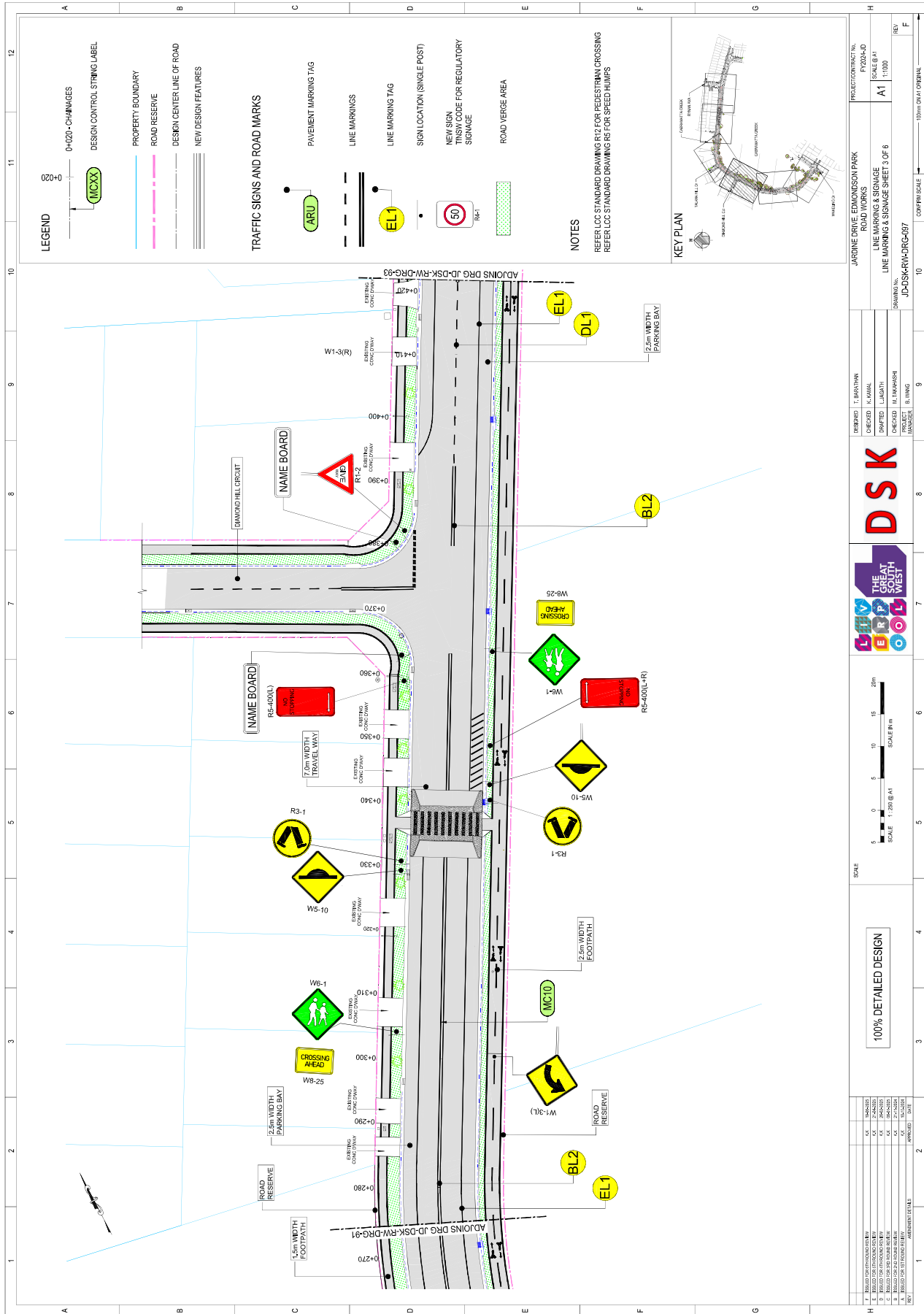


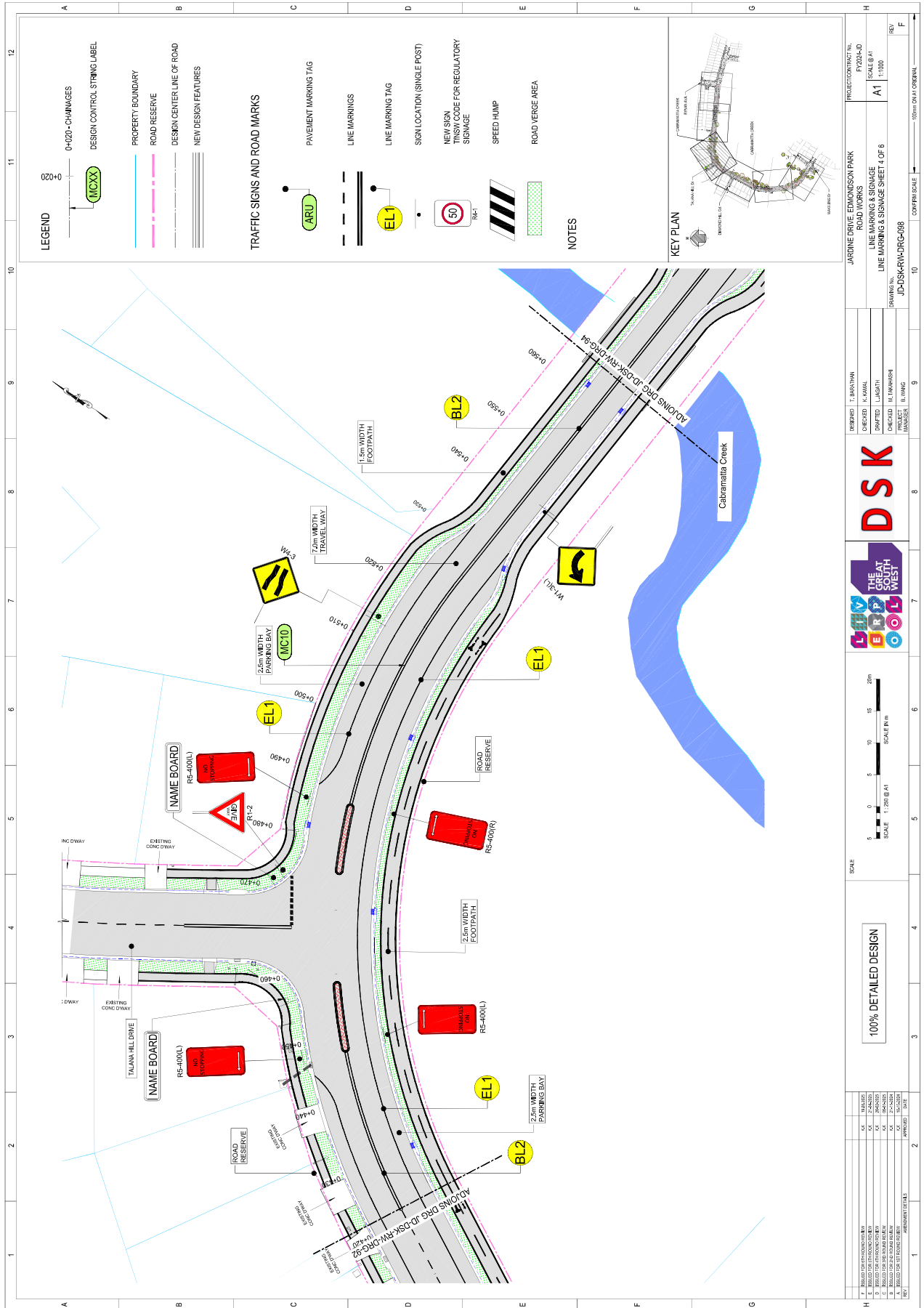
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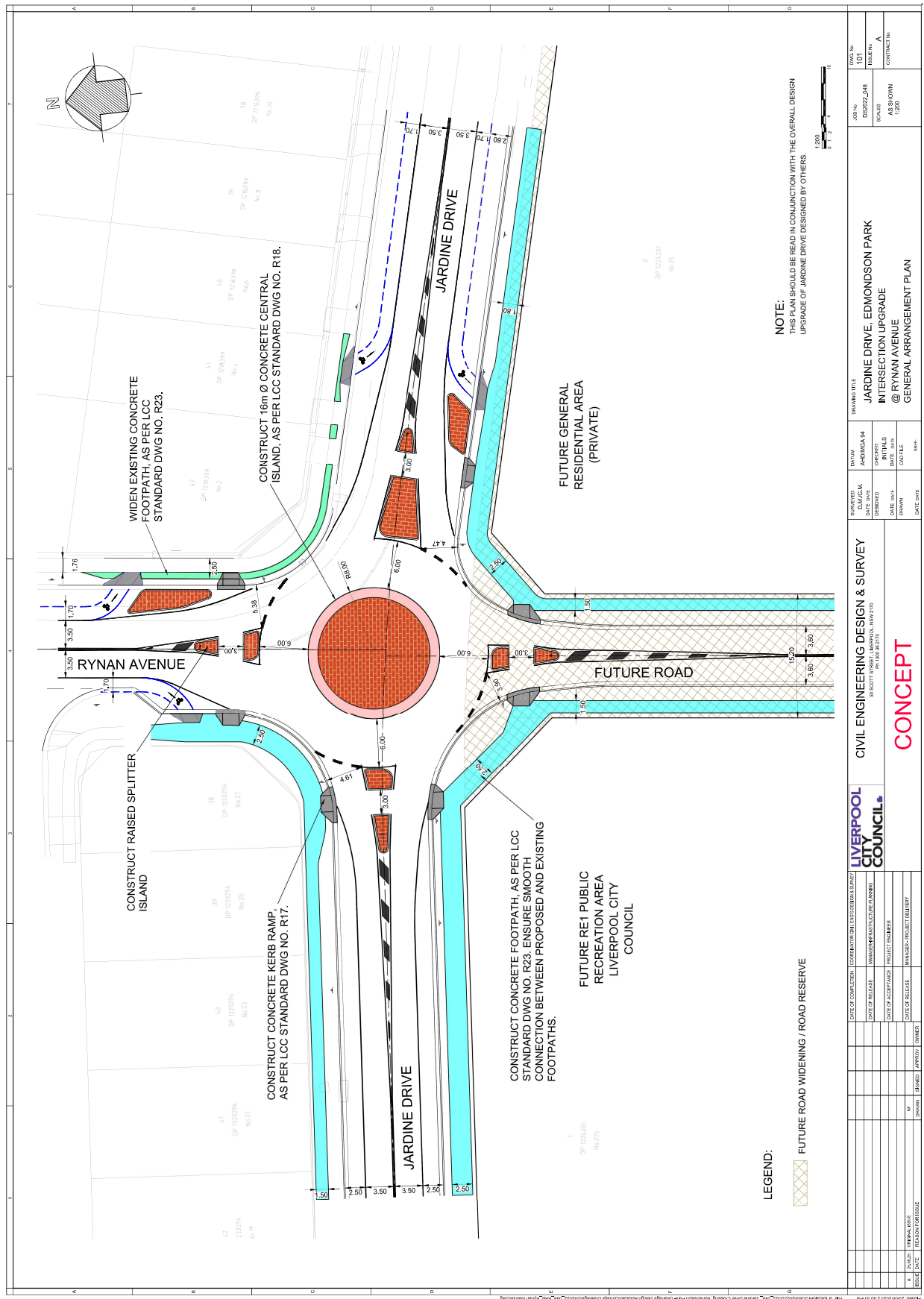






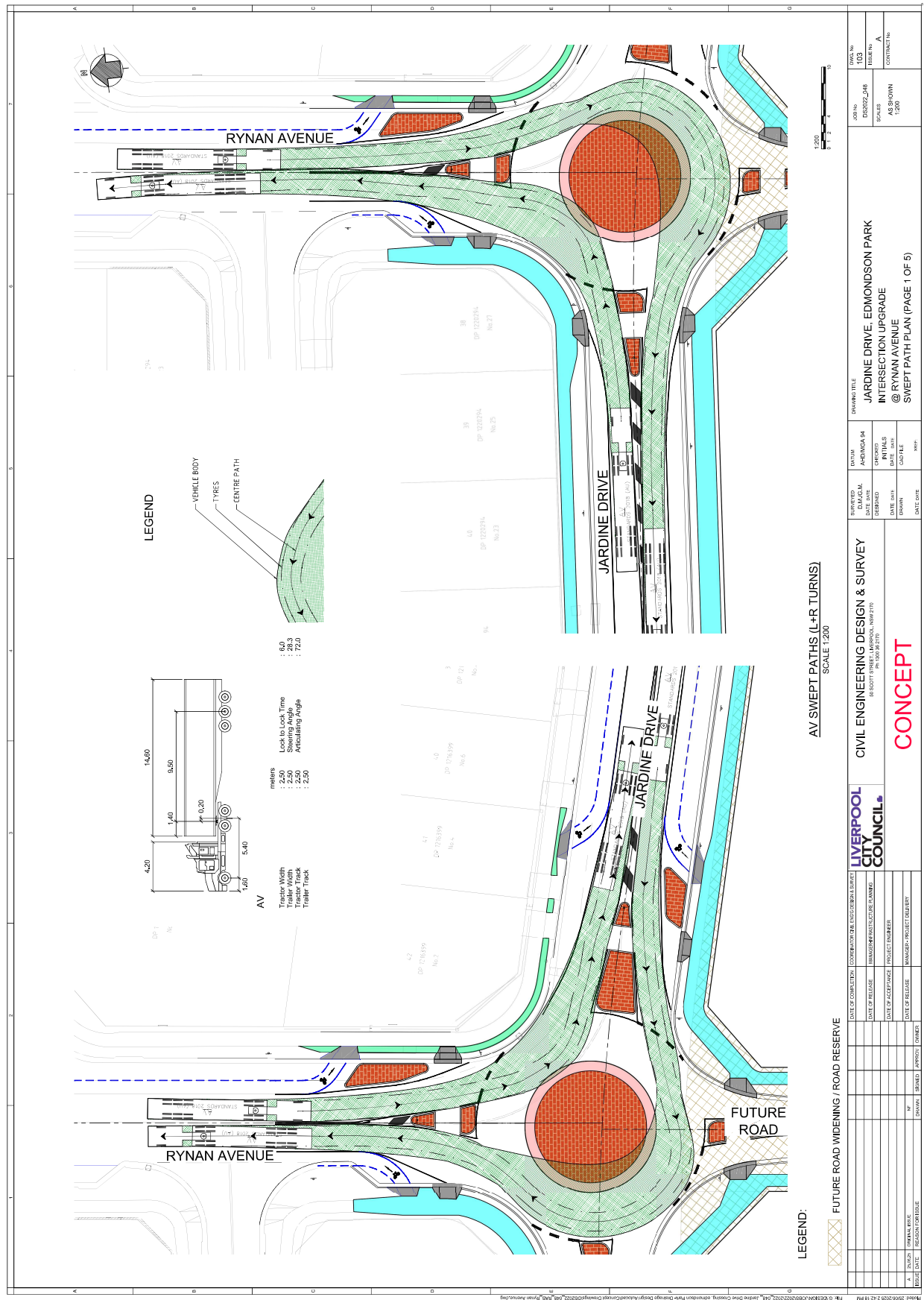








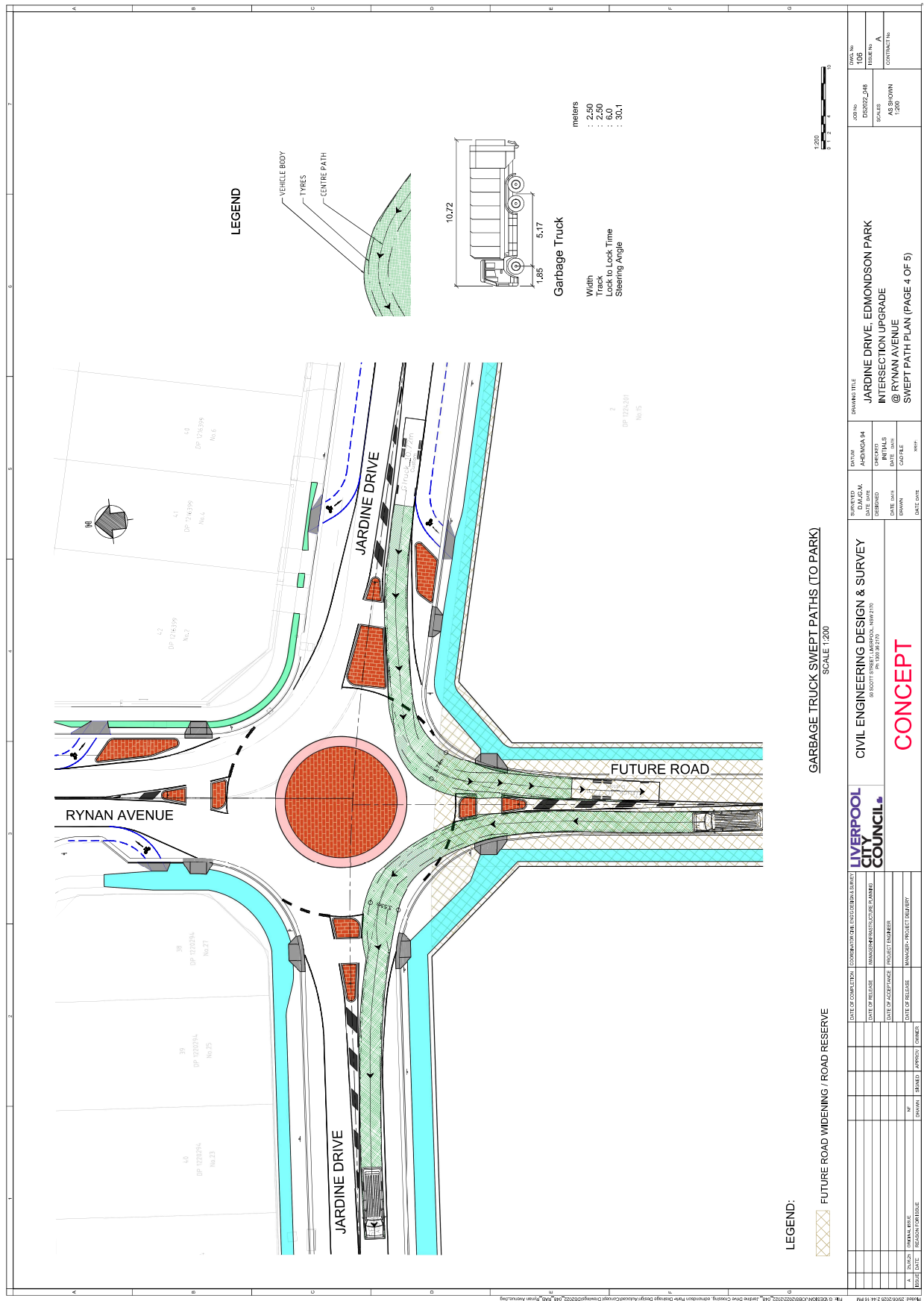


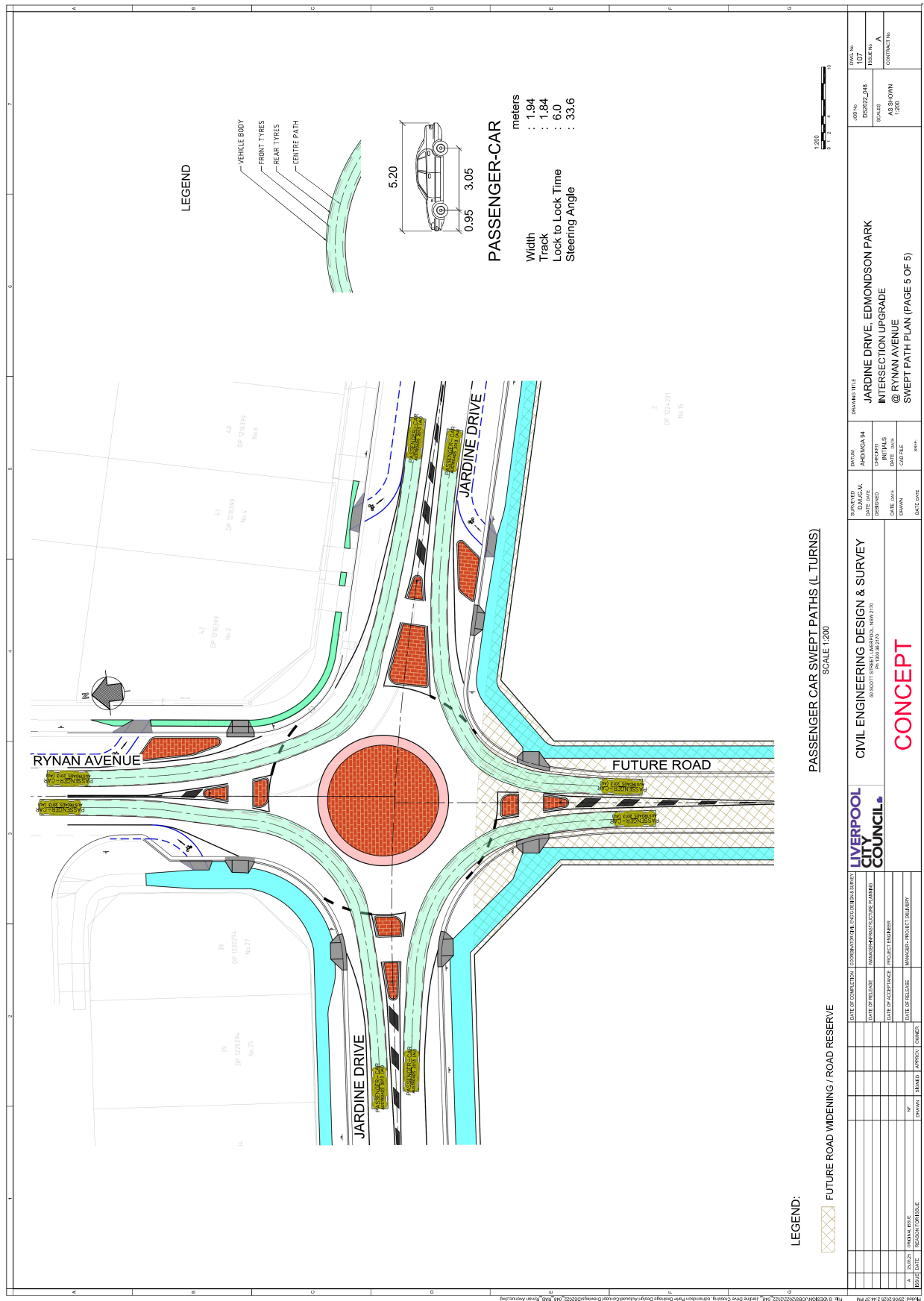




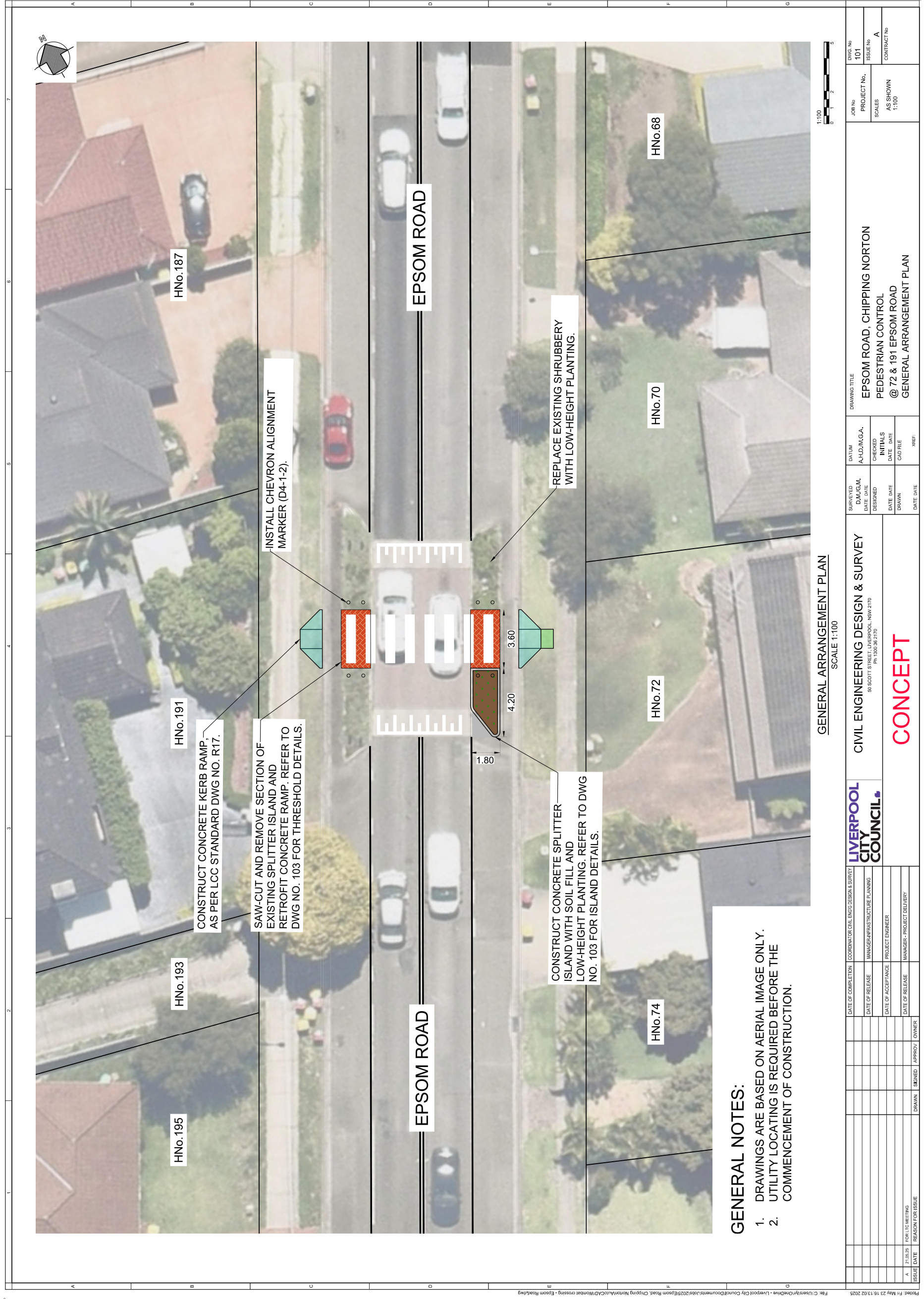




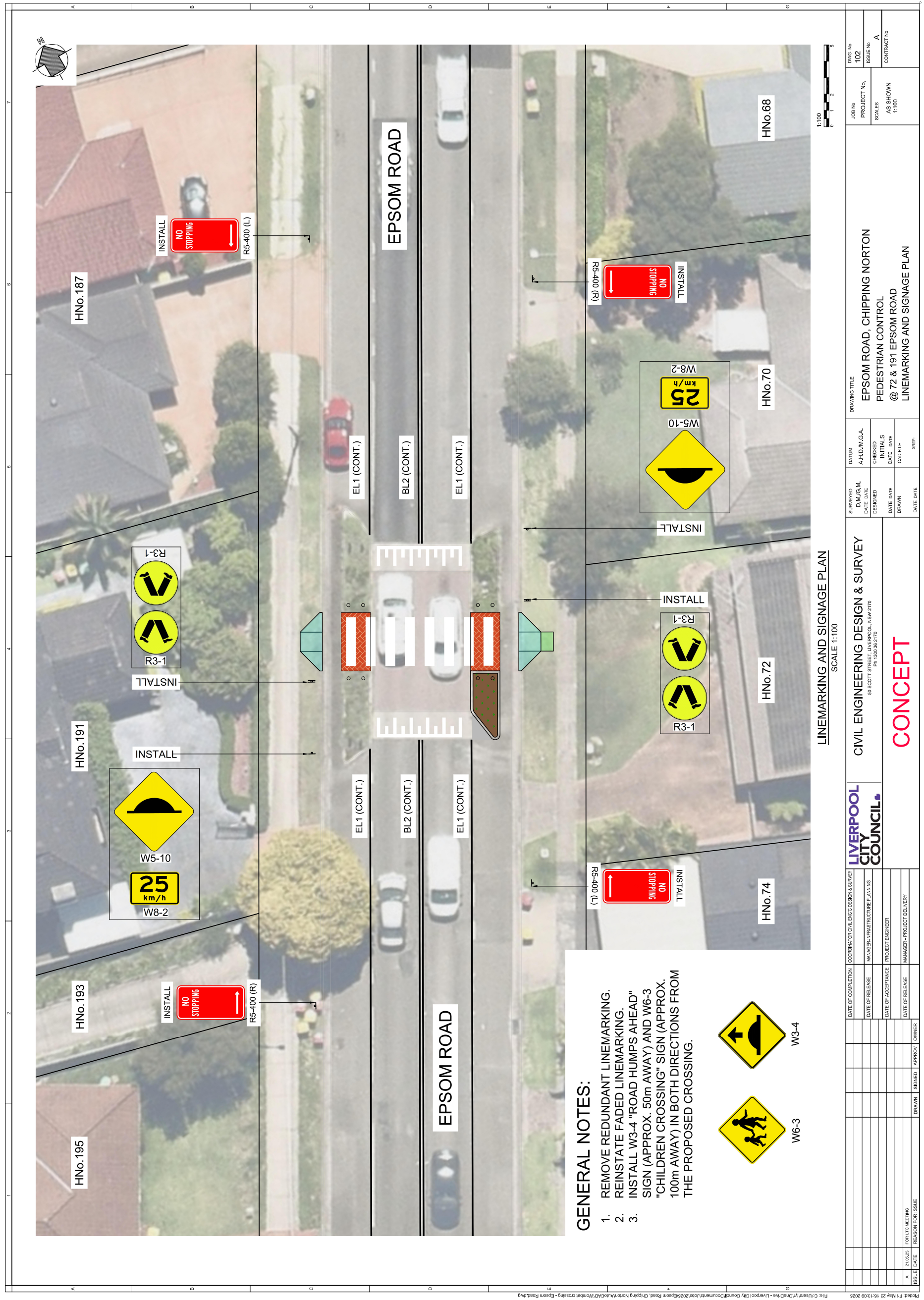




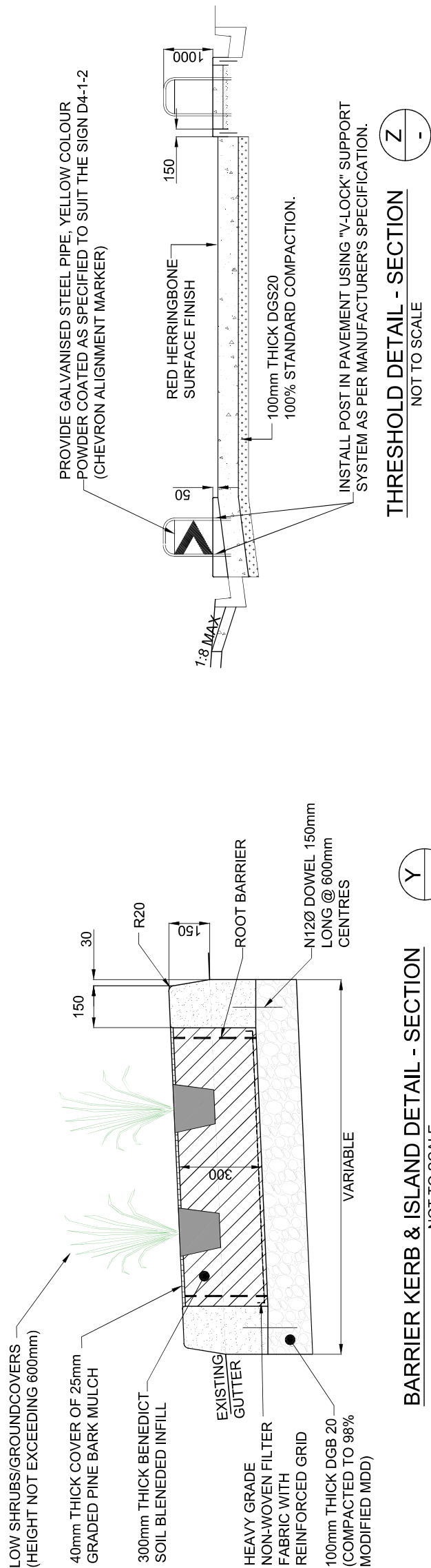
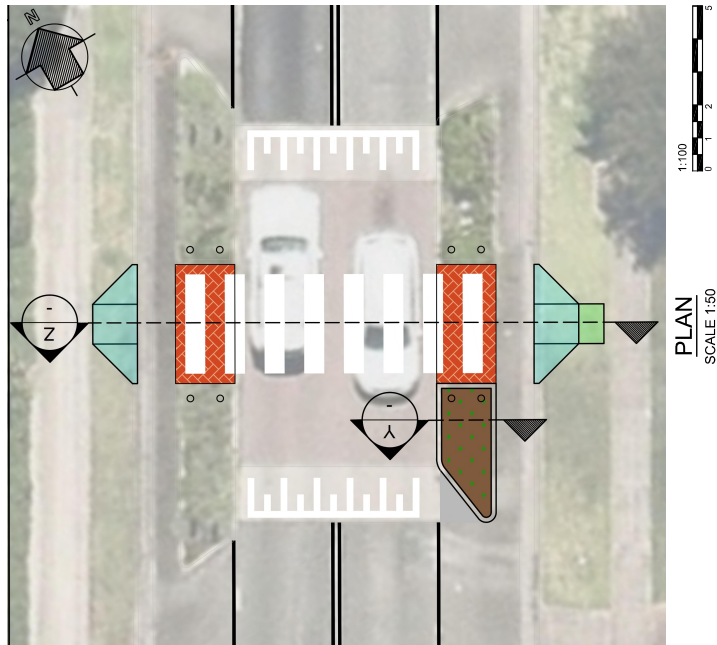


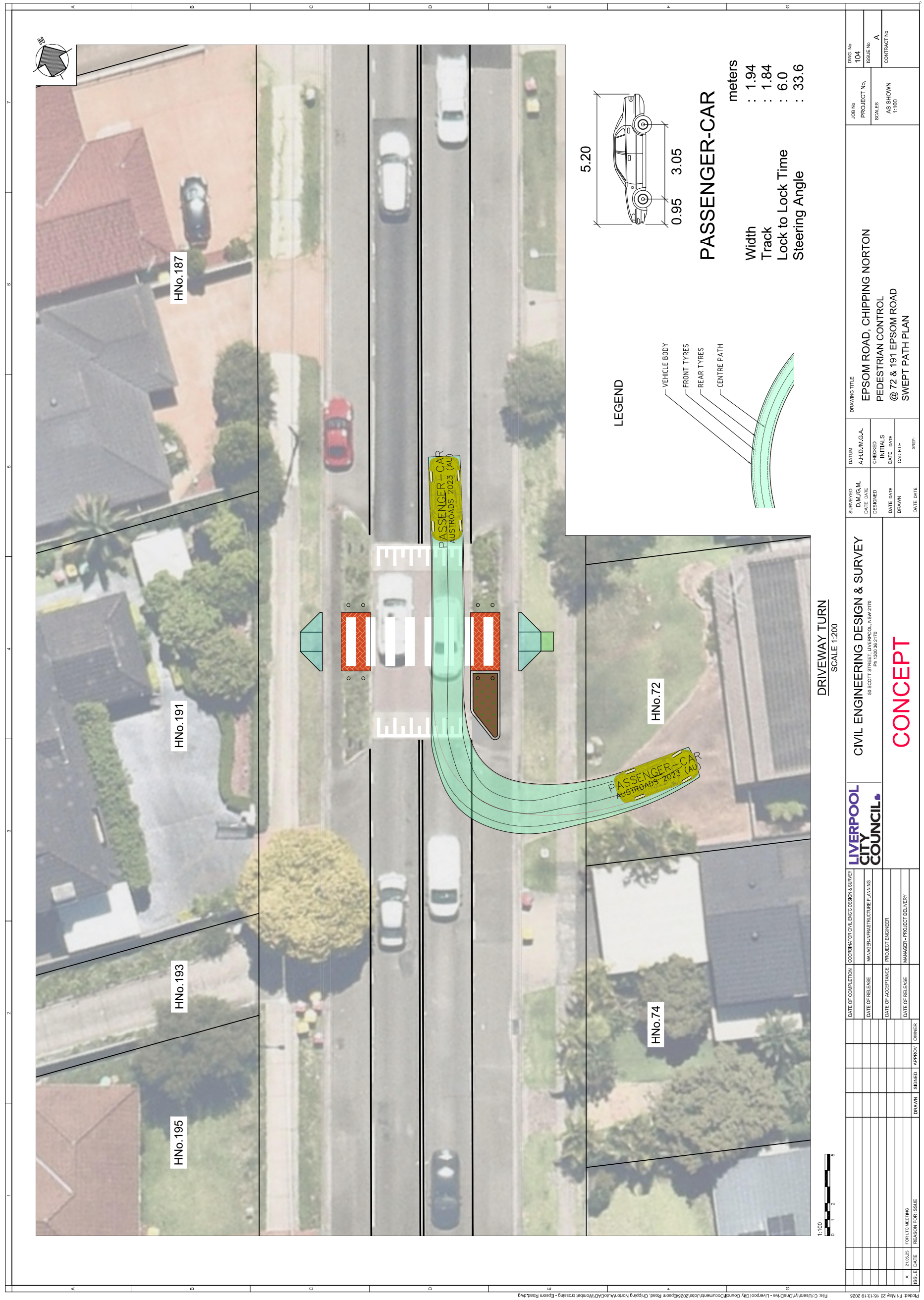




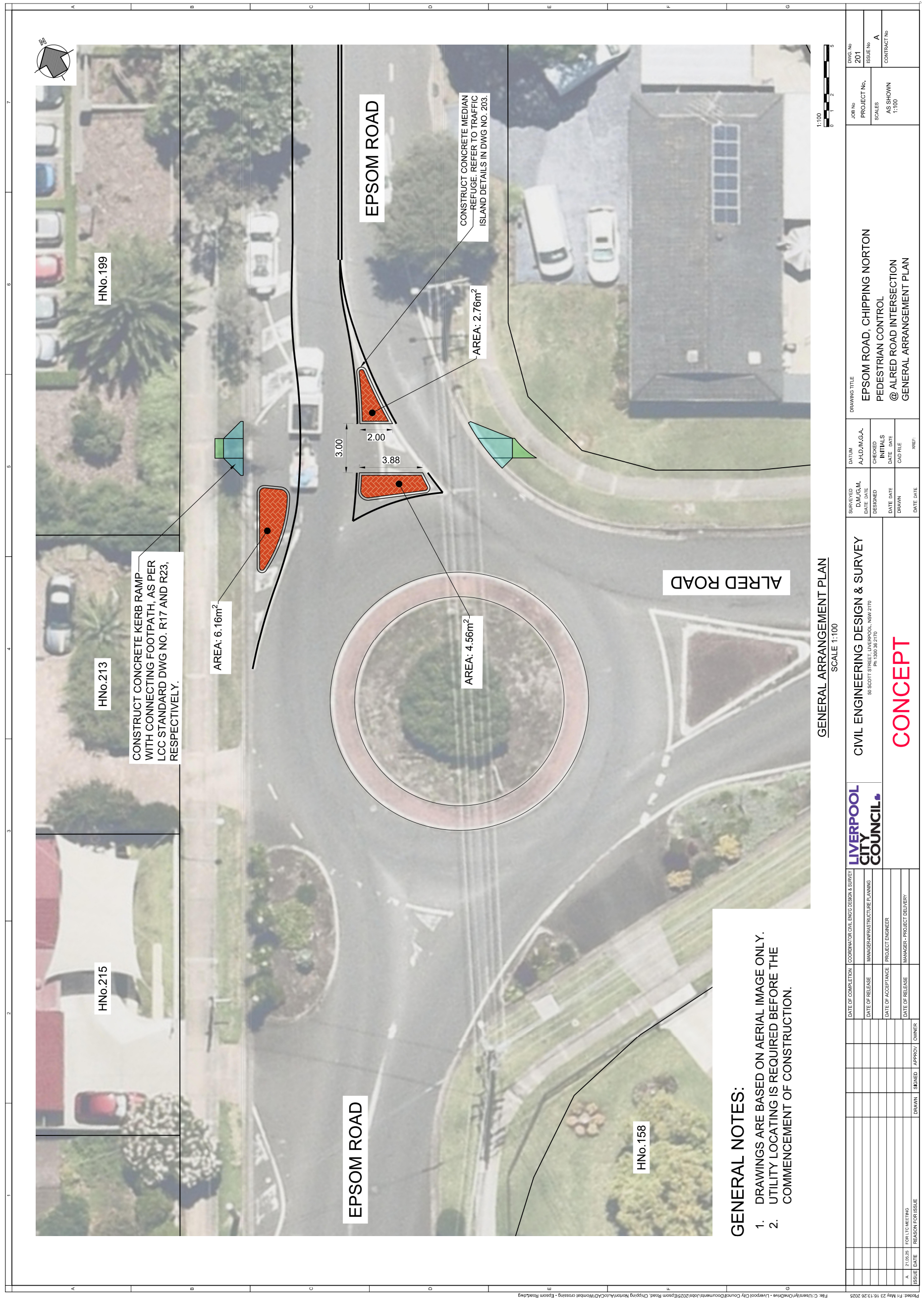




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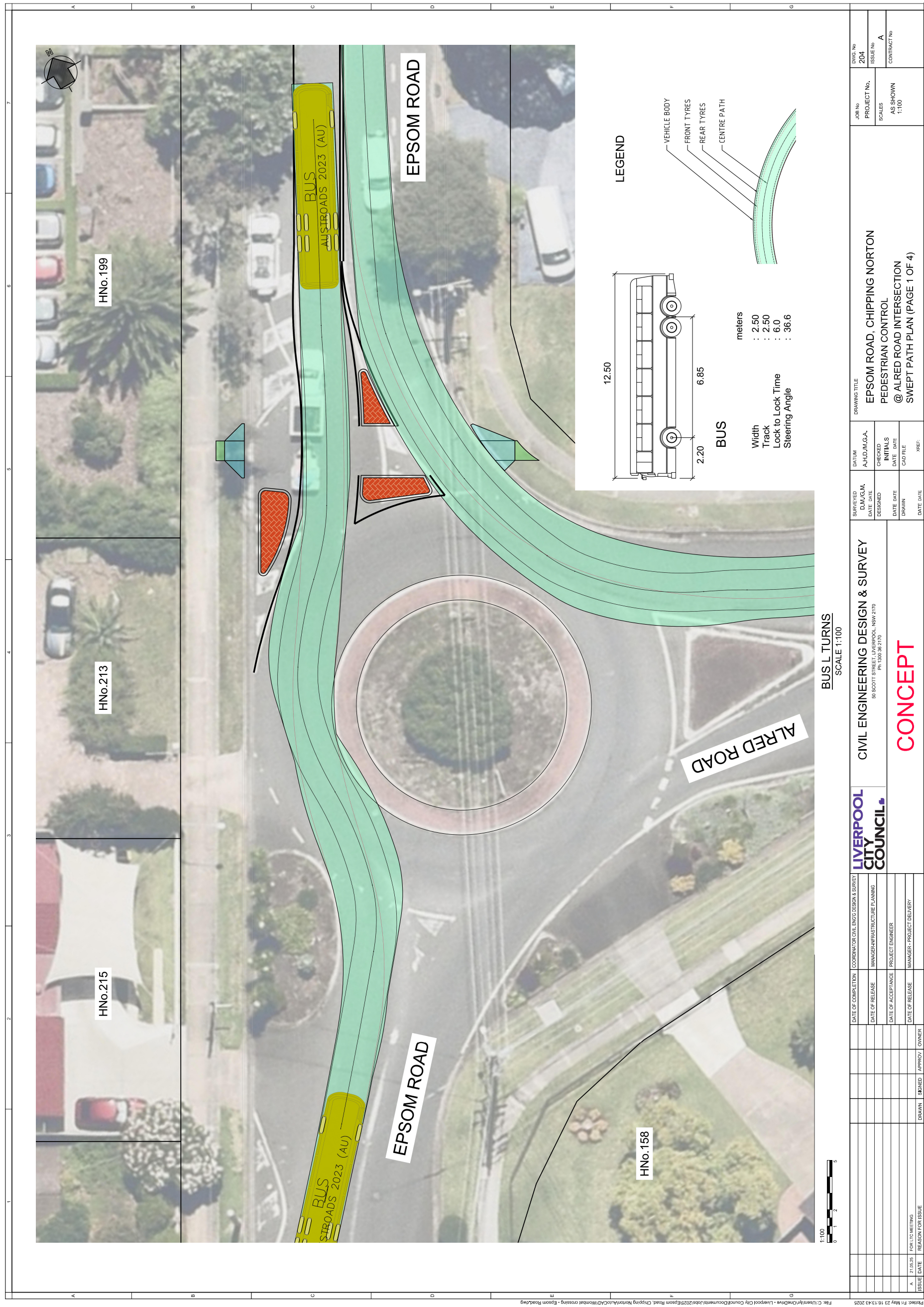




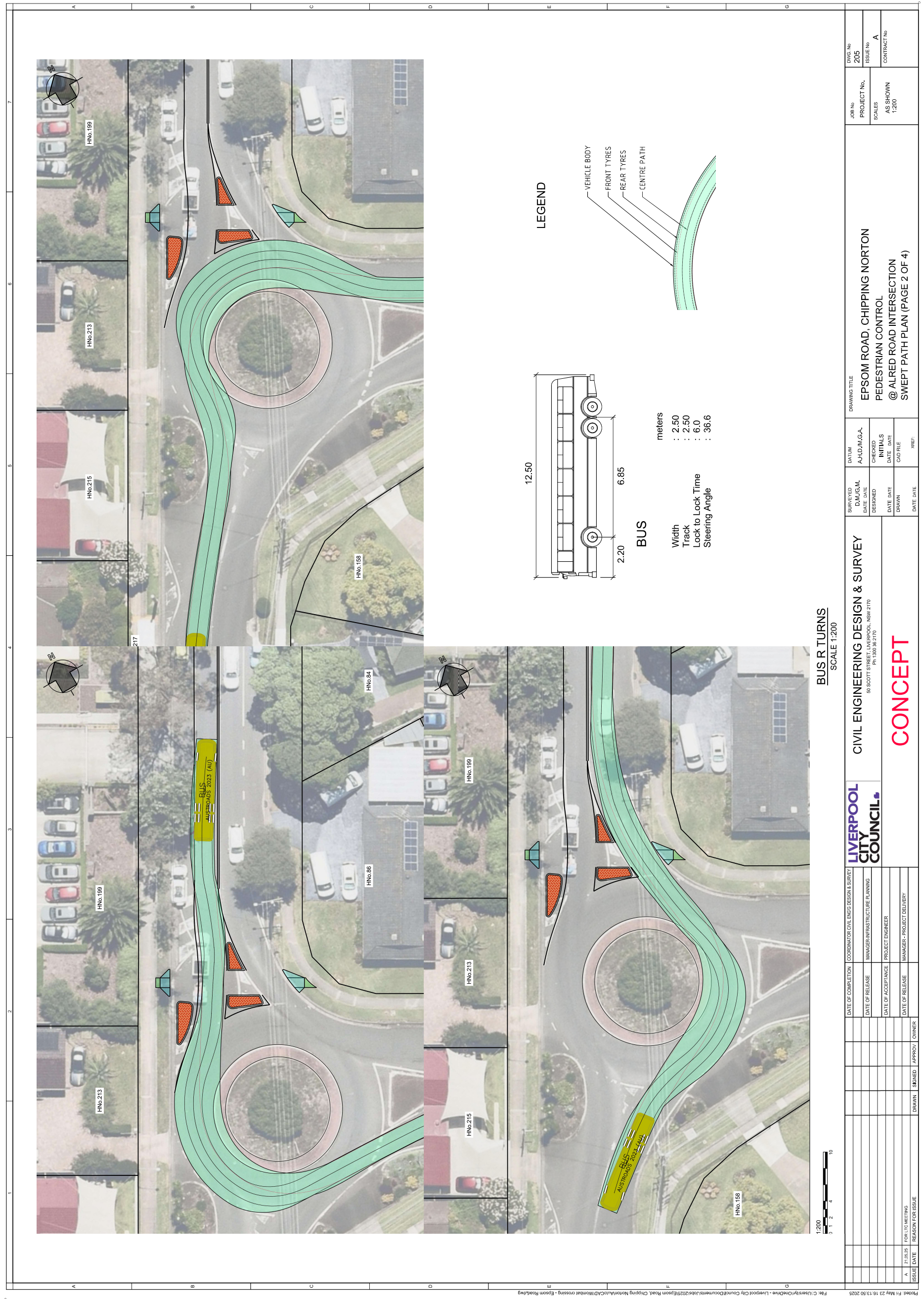




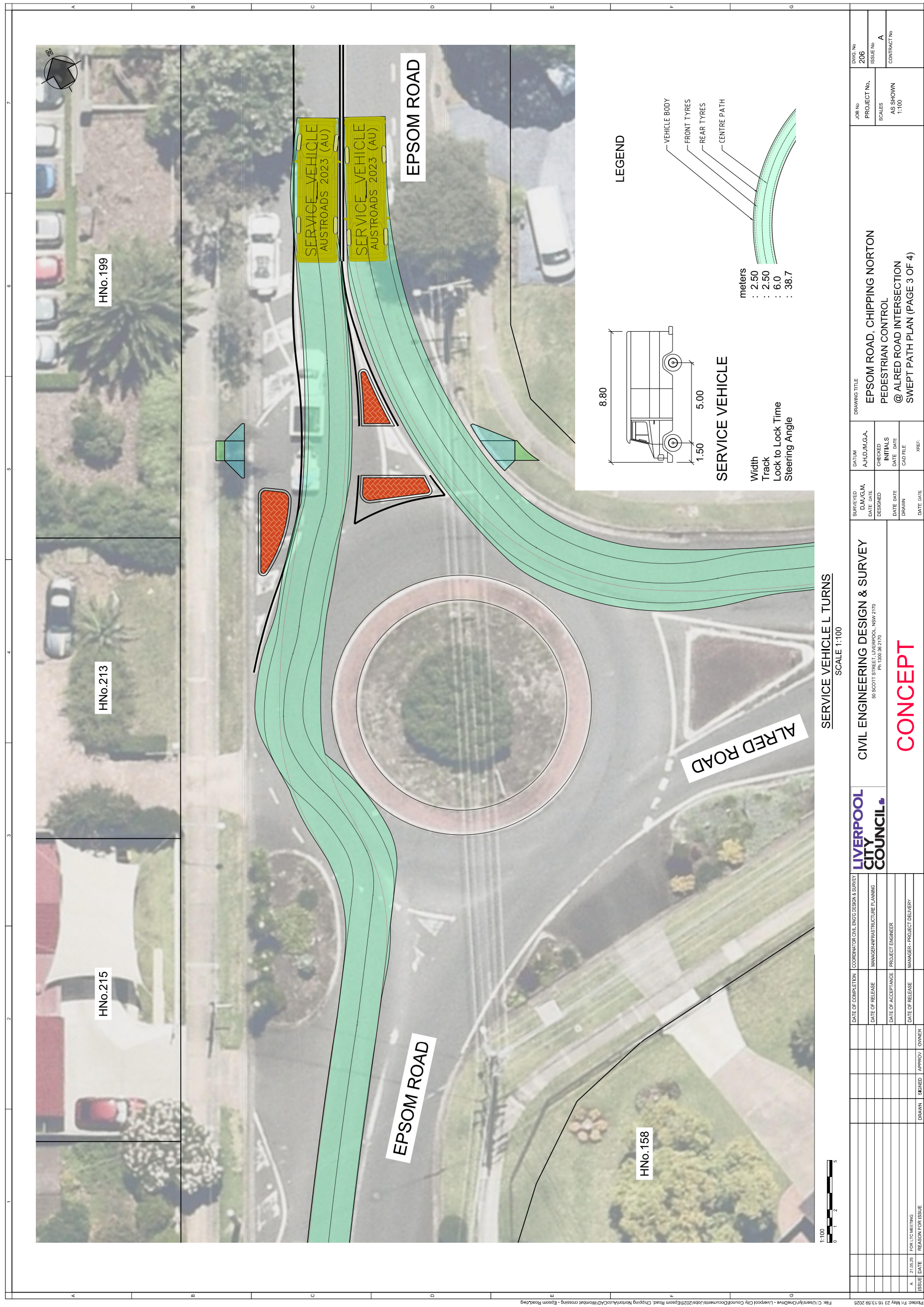
















# TRAFFIC MANAGEMENT PLAN

4/06/2025

Friends of India Australia - Bathurst  
Street to Macquarie Street, Liverpool  
NSW 2170.

## Indian Festival Parade.

Prepared By: Nadean Arnold.  
Company: West Sydney Traffic  
Control Pty Ltd.  
PWZTMP No: TCT0053312



A Traffic Management Plan (TMP) must be prepared for any activity or event that results in a temporary road closure or affecting local roads. A Traffic Management Plan (TMP) is a plan detailing work to be undertaken and describing its effect on the general area, especially its effect on public transport and passengers, cyclists, pedestrians, motorists and commercial operations.

All TMP's are to be prepared and submitted as detailed in the TfNSW guidelines titled "Procedures for the design of a new or site-specific (TMP)" Ver 6.0. The relevant details required for the TMP is reproduced below.

<b>ACTIVITY</b>	Indian Festival Parade
	Bathurst St to Macquarie St, Liverpool
<b>LOCATION OF EVENT</b>	Bathurst St to Macquarie St, Liverpool, NSW 2170
<b>TYPE</b>	Event
<b>CLIENT</b>	Friends Of India Australia
<b>CONTACT</b>	Rajani Nayak Friends of Indian Australia Event Co-Ordinator <a href="mailto:rajani_nitya@gmail.com">rajani_nitya@gmail.com</a> 0413 206 260
<b>APPLICANT CONTACT</b>	West Sydney Traffic Control Nadean Arnold Director 0416 140 604 <a href="mailto:info@wstc.com.au">info@wstc.com.au</a>
<b>DATE(S) &amp; HOURS</b>	Sunday 31/08/2025 Parade - Approx 2:00pm – 3:00pm

### **DEFINITIONS**

T.C- Traffic controller  
T.C.P- Traffic Control Plan  
L.B.D- Letter Box Drop

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**1. Overview.**

Friends of India Australia proposes to hold an Indian Festival Parade commencing at Bathurst Street to Macquarie Street, Liverpool.

The festival/event will take place on Sunday 31<sup>st</sup> of August 2025 between the hours of (estimated) 2:00pm – 3:00pm. (subject to council and TMC approval).

- **Description or detailed plan of proposed measures.**

It is proposed that streets surrounding the festival will be closed for the parade to take place. Motorists will be detoured around the closure points.

Motorists and attendees will be directed by traffic controllers at all times during the event.

As ref. mark up (pg.5) & Overview of closure - TCP #20251277 – (pg. 6).

Public vehicles on the affected road will be under the direction of Traffic control and detours.

**2. Management of the TMP**

Friends of India Australia has warranted that they will provide people, materials, resources, and systems to properly perform the services related to traffic management.

**3. Traffic Control**

It is suggested that at least 8 T.C with two vehicles and signage will attend to the proposed works and lay out all advanced warning signs and barricades required for the works.

T.C will be required to assist with all vehicle movements along the affected road, including:

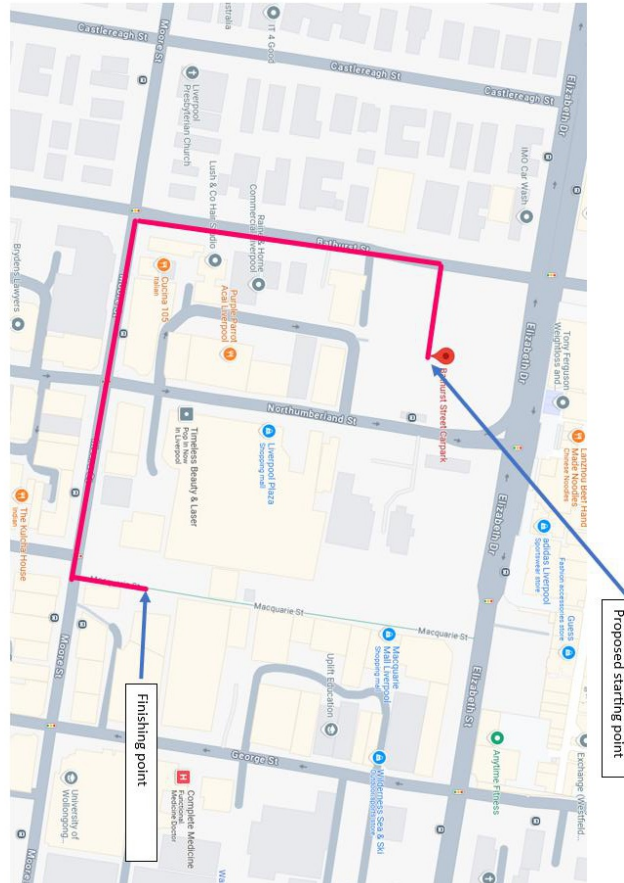
- Detours
- Managing Attendees
- Pedestrian Control.

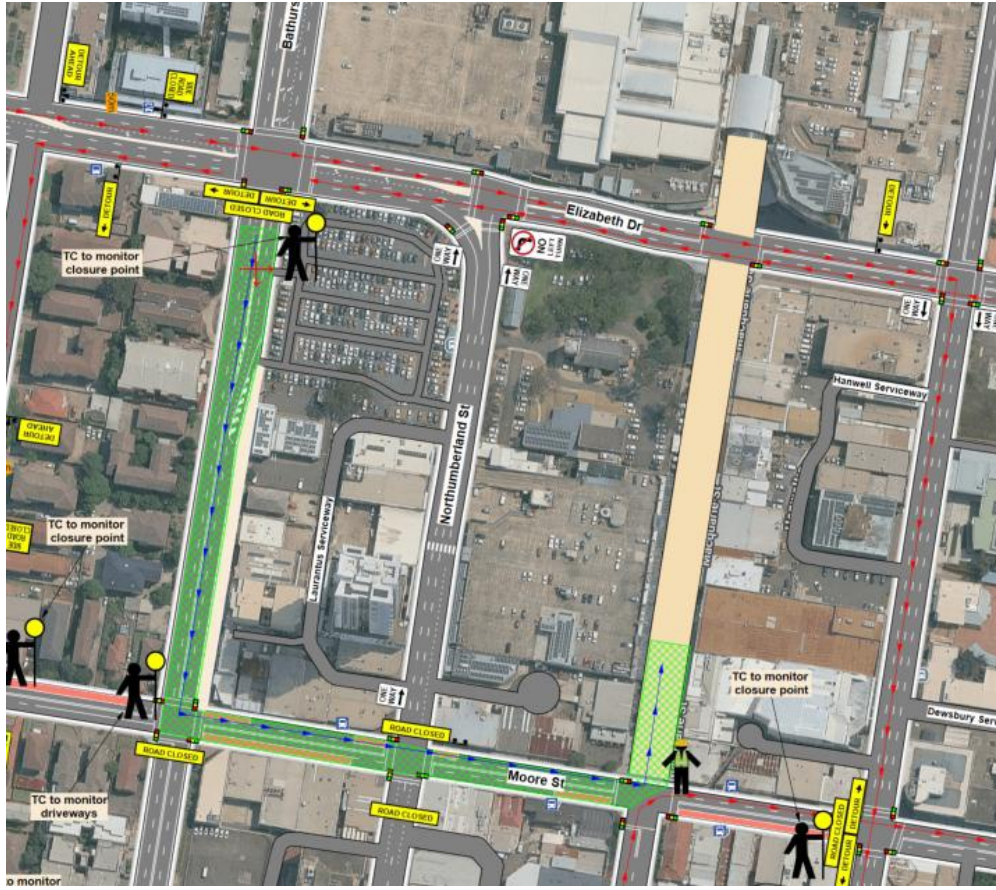
T.C will be in two-way communication at all times.

**4. Measures to ameliorate the impact of re-assigned traffic.**

A T.C.P has been developed to ameliorate conditions whilst event is taking place. The T.C.P and the Traffic Management Plan (TMP) are to go to council for approval.

Certified T.C and all advanced warning signs are to be on-site to assist road traffic whilst the work is being carried out.

**MARK UP OF PARADE**





**TRAFFIC CONTROL PLAN #20251277**

**6. Time Management.**

- **Bump In** – Signage set up will commence at 12:30pm with road closures set up no later than 1:30pm. Parade will commence at 2:00pm
- **Bump Out** – Packing down of the signage will commence at a 3:00pm when parade has completed. With full pack down completed and roads opened, returned to normal no later than 4pm.

**7. Assessment of public transport services effected.**

There are 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.

**8. Details of provision made for emergency vehicles, heavy vehicles and pedestrians.**

- **Emergency vehicles-** May be affected during the proposed event – Police will be contacted and their approval sought before the event commences.
- **Heavy vehicles-** will not be affected during the proposed event.
- **Pedestrians-** will be required to follow any and all instructions given by T.C and adhere to all advanced warning signs and devices set out within the T.C.P. Pedestrians will be required to follow all directions of traffic controllers.

**9. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**

There will be no effect as the works is short term and once completed, the road will be returned to normal conditions.

**10. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

There will be no disruption to adjoining council areas.

**11. Public Consultation Process.**

Letters will be distributed to all residents and businesses prior to the works commencing via L.B.D.

**WEST SYDNEY TRAFFIC CONTROL PTY LTD**

Tel: 02 8809 6406  
Mobile: 0416 140 604  
Email: info@wstc.com.au

A.C.N. 608 565 911



**Friends of India Australia – Festival Parade**  
**Bathurst Street – Macquarie Street, Liverpool NSW 2170 Sunday**  
**31/08/2025.**

Friends of India Australia will be holding a Festival Parade at commencing at Bathurst Street to Macquarie Street, Liverpool on Sunday 31<sup>st</sup> August 2025 between the hours of 2pm-3pm (subject to approval).

During the festival, attendees and general public vehicles will be under the direction of traffic controllers.

Motorists are advised to follow advanced warning signs and directions of Traffic Controllers at all times.

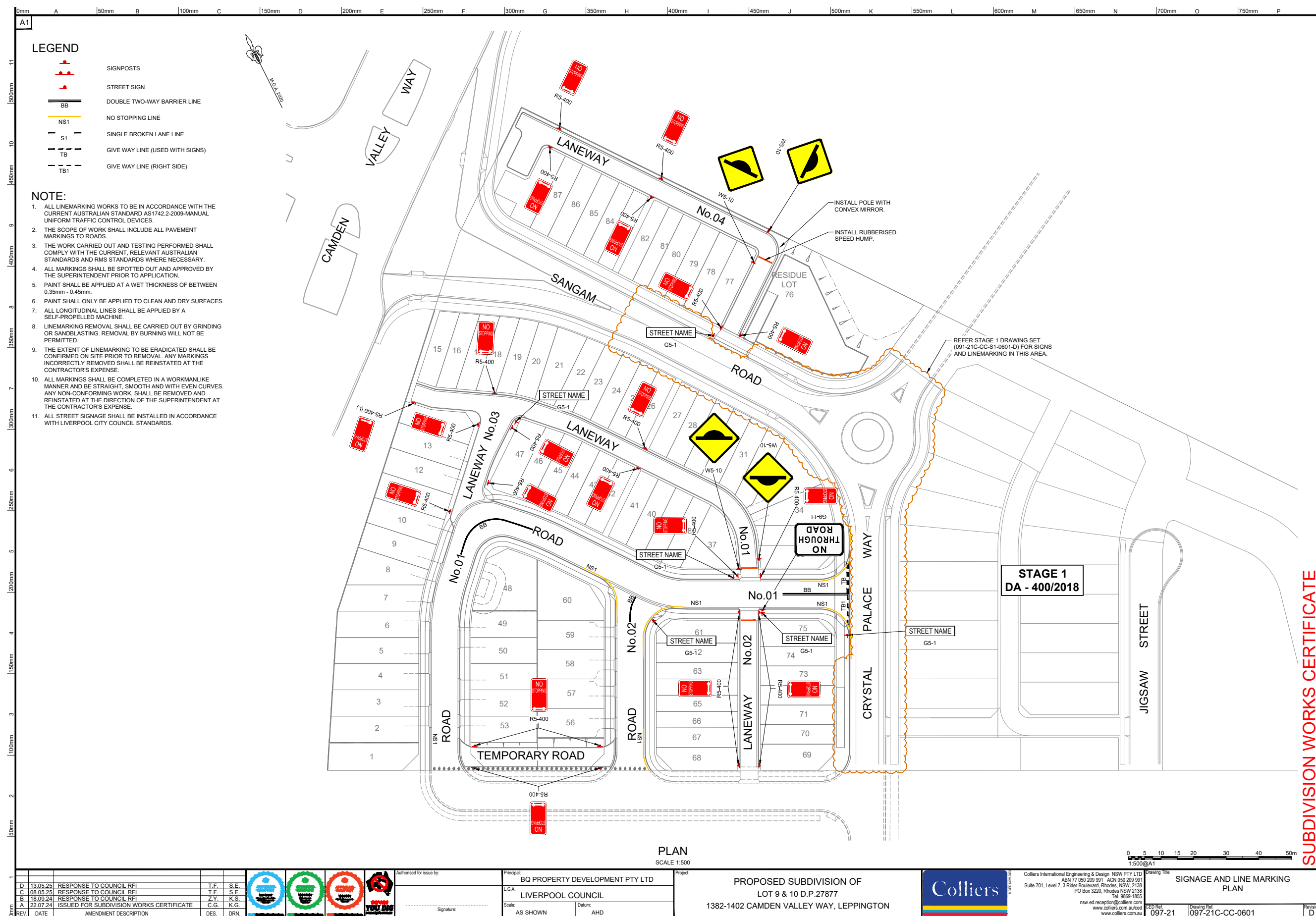
For any concerns or if you would like any further information please contact Rajani, Event Co-Ordinator, on  
Mobile: 0413 206 260

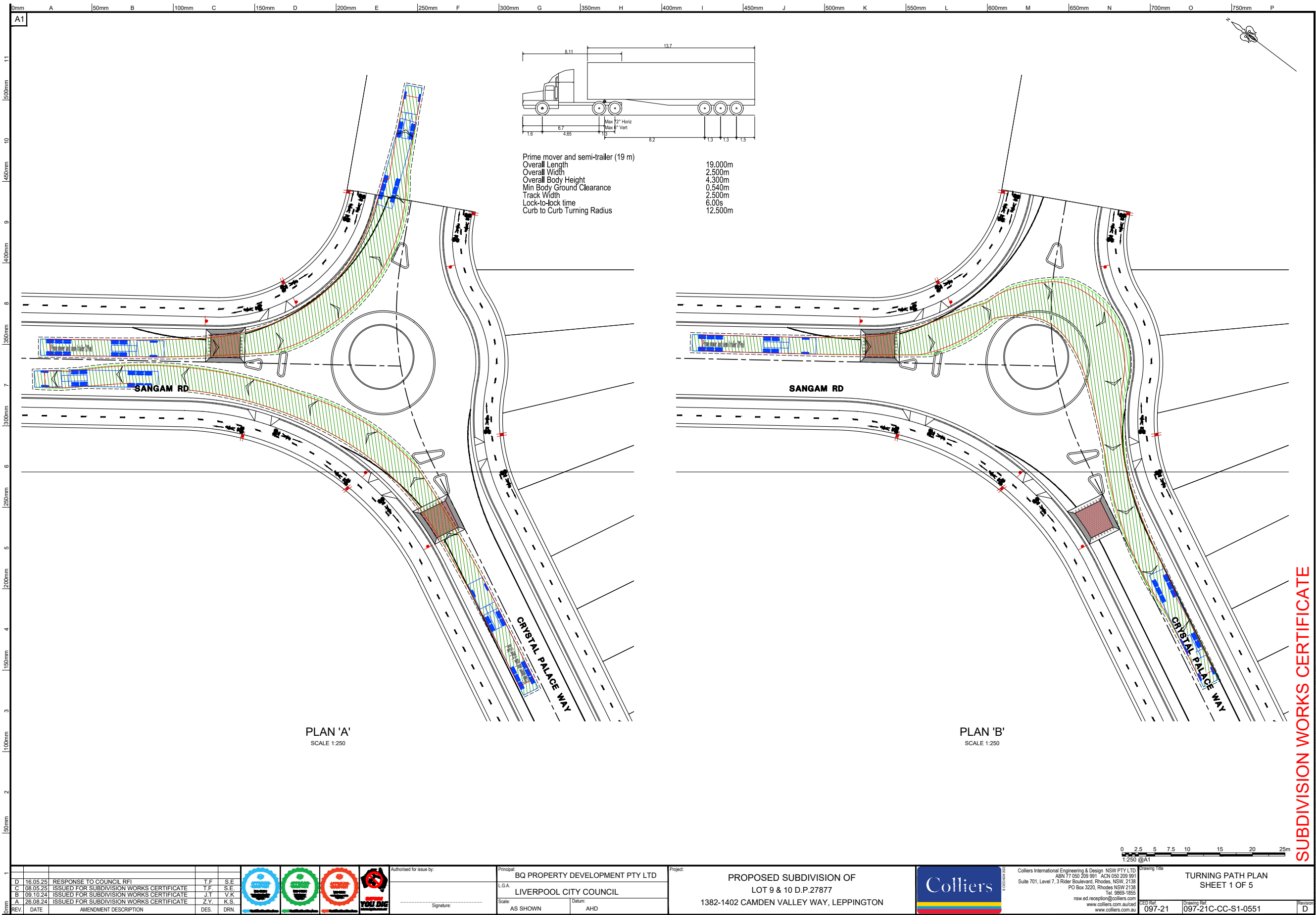
Kind Regards,  
Nadean Arnold.  
Director.

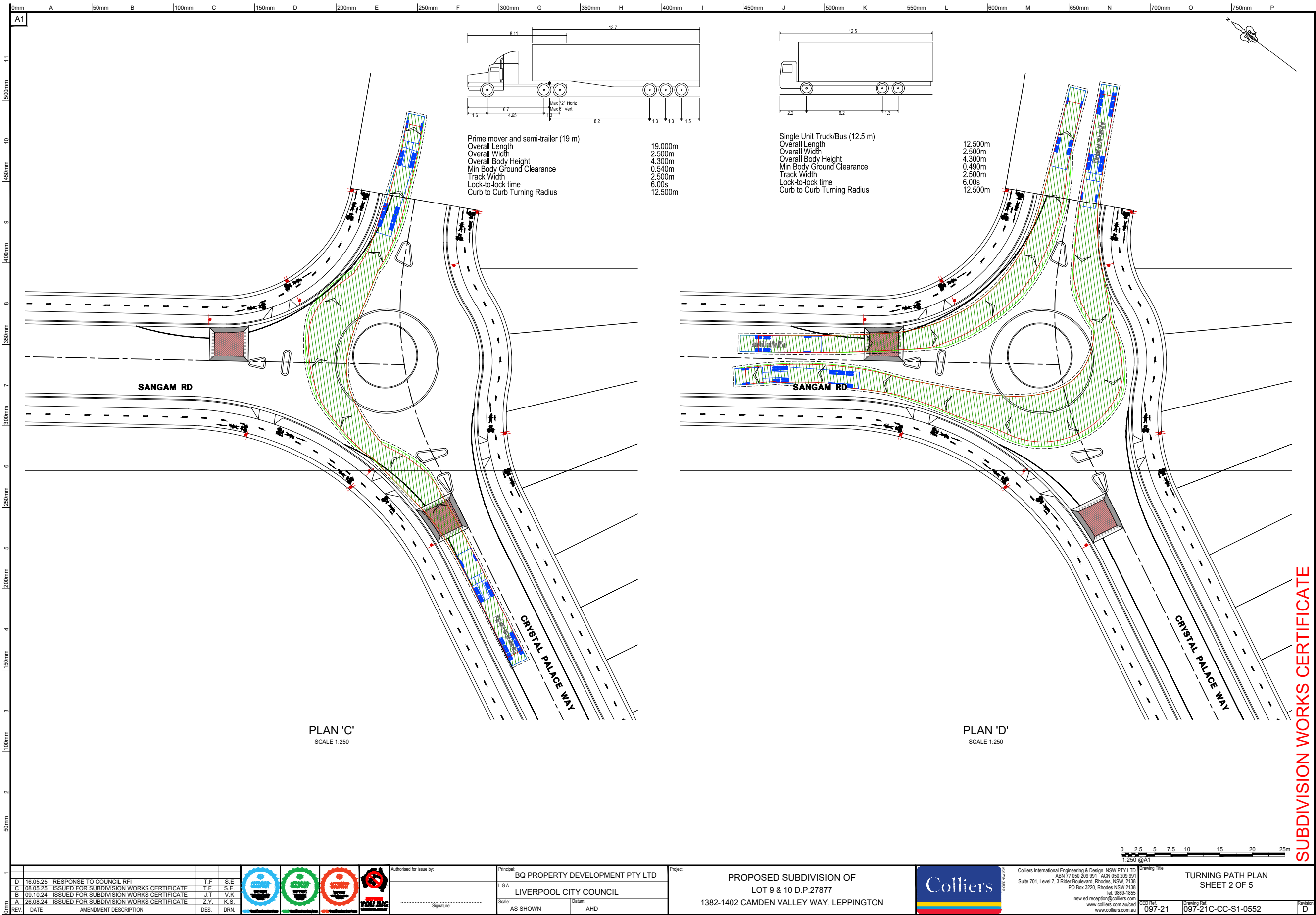
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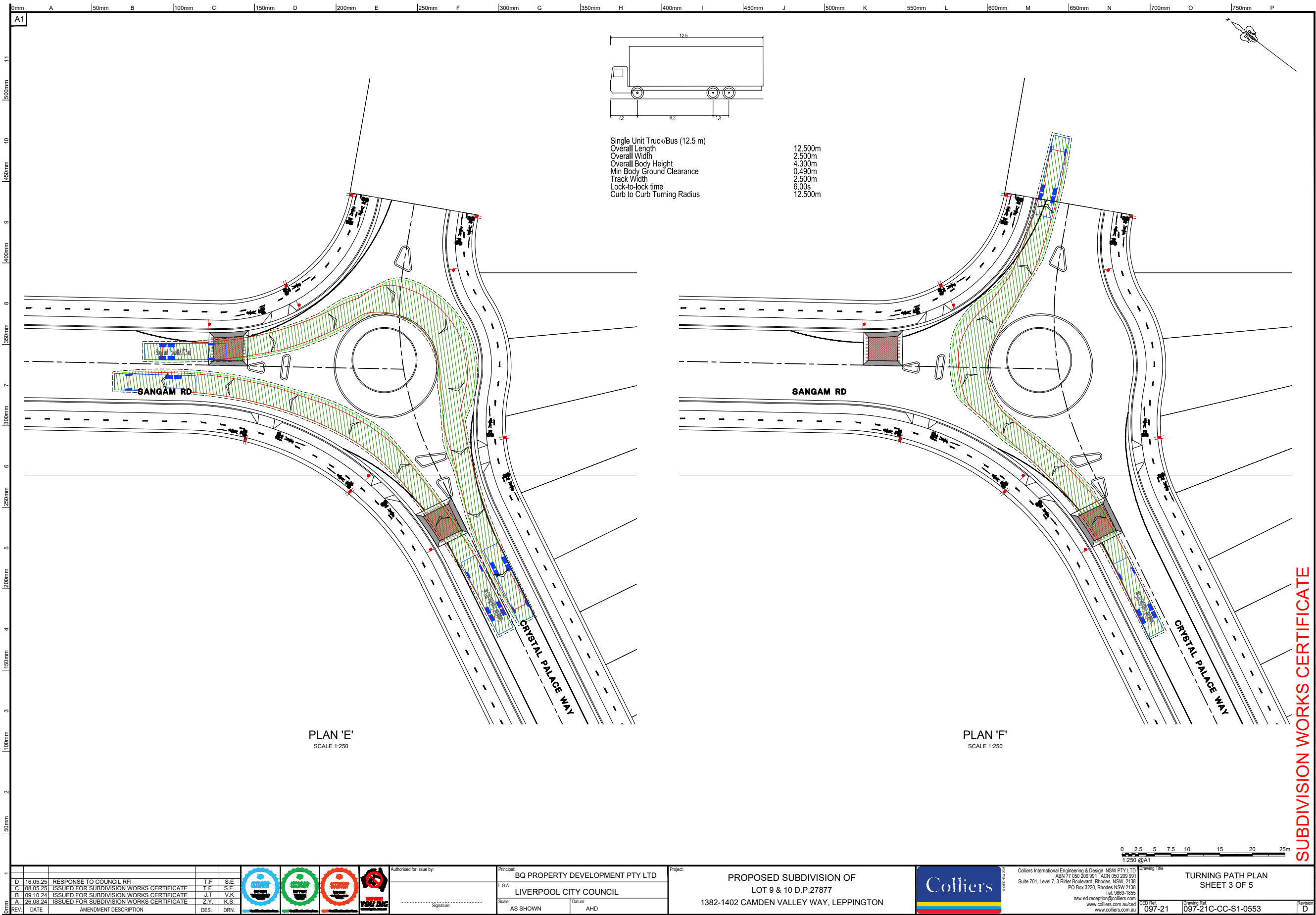


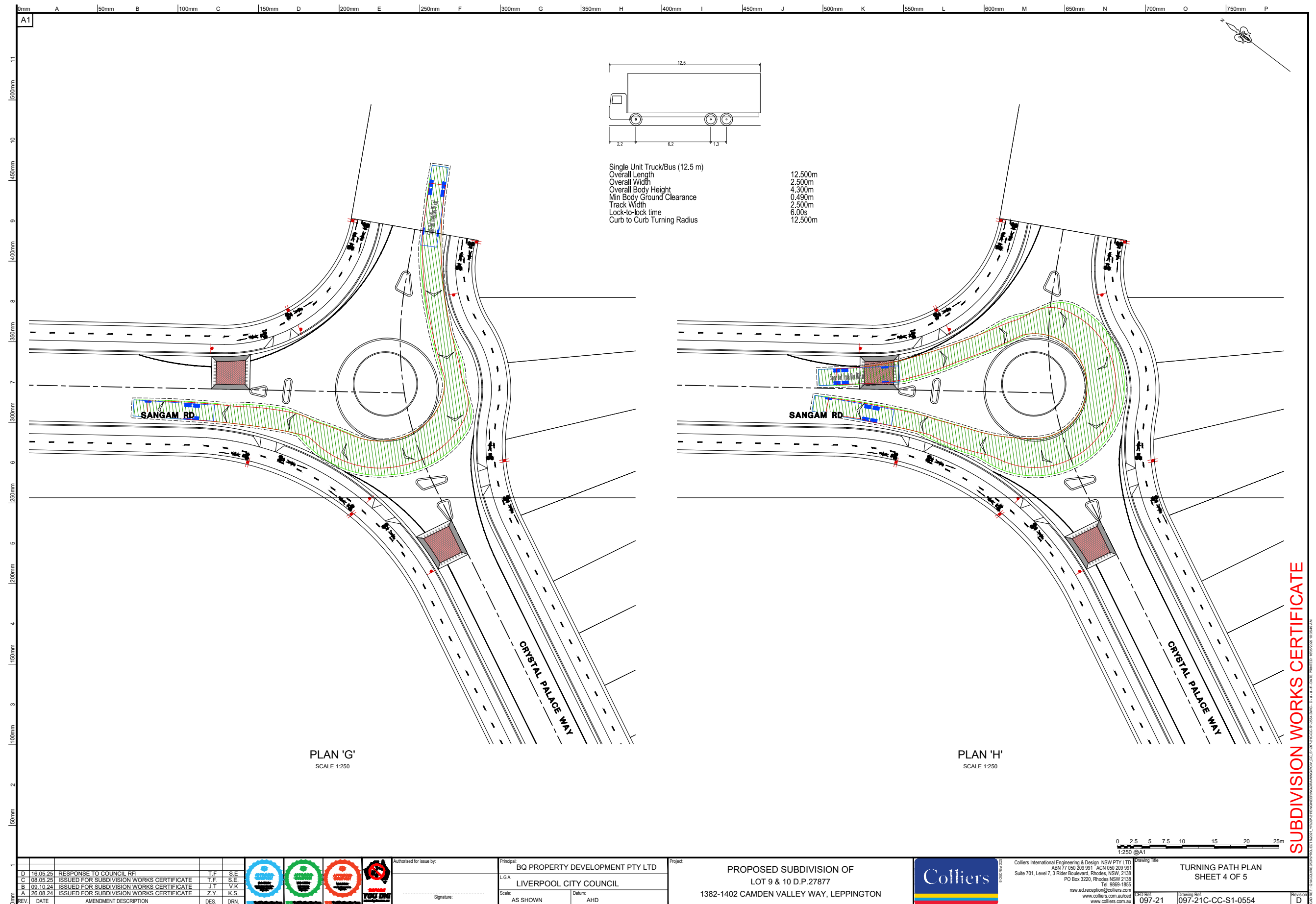




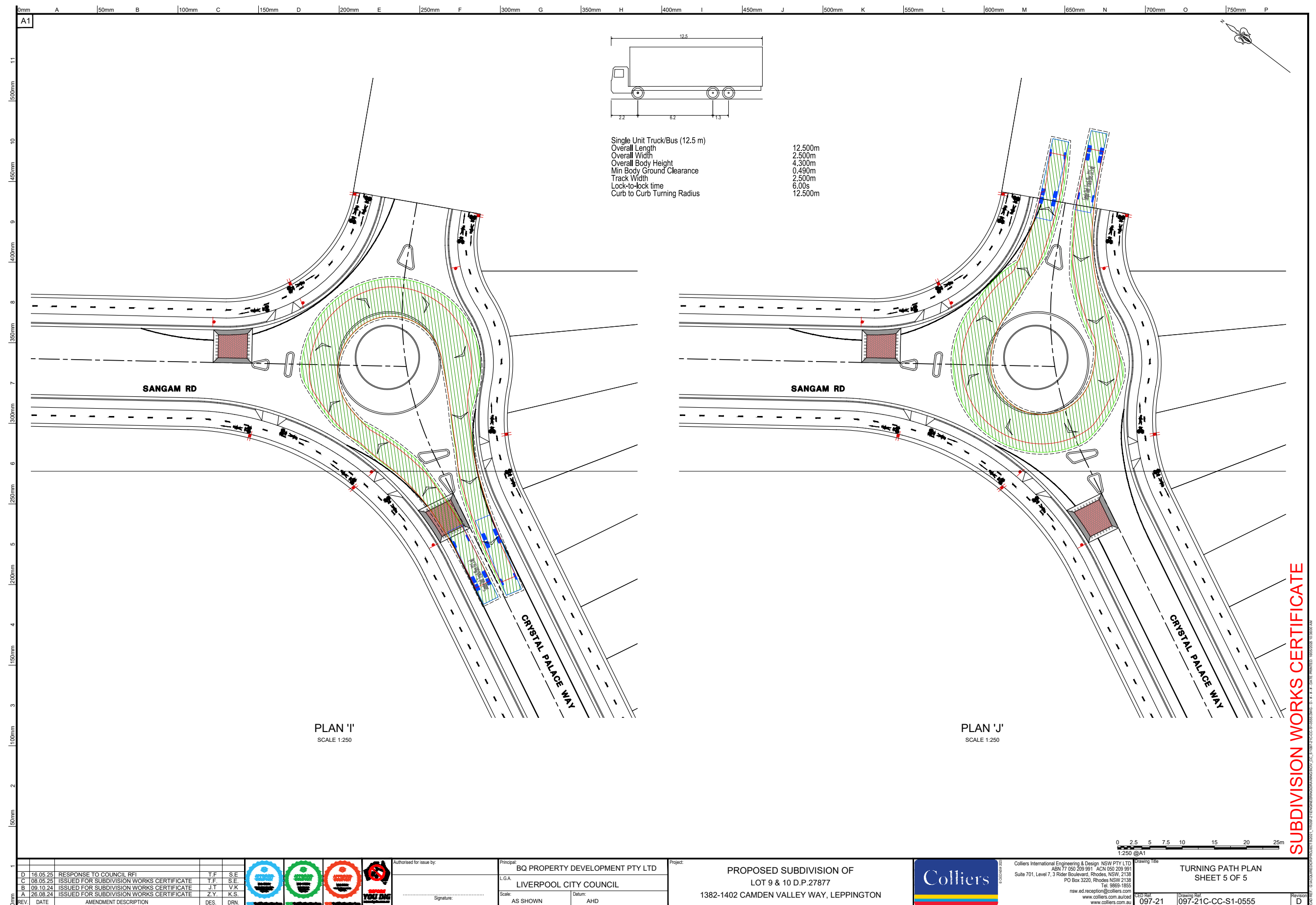




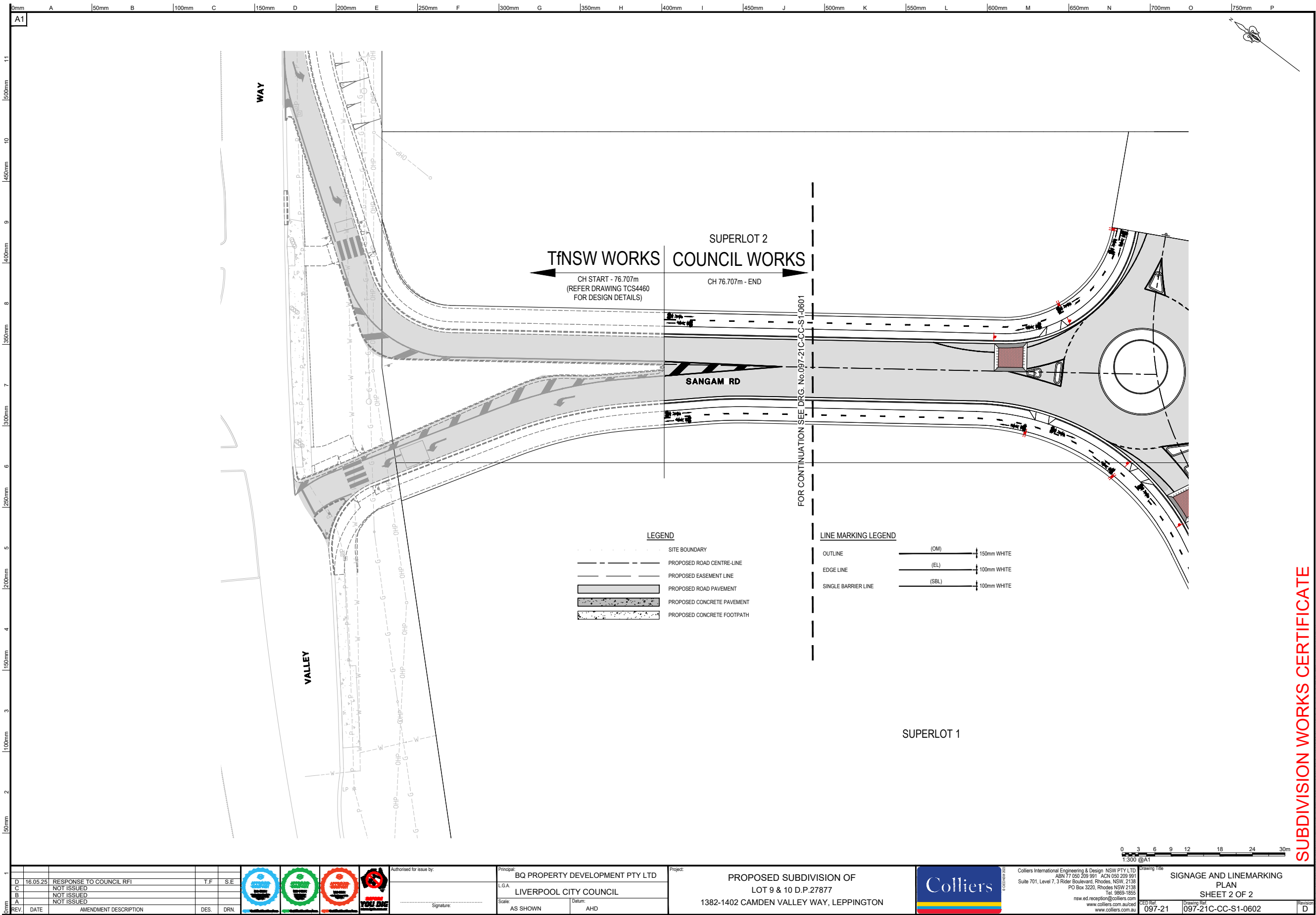












SUBDIVISION WORKS CERTIFICATE



Our Ref: 22432

20 June 2025

Po Sang Brothers Investments  
c/o- Archile Projects  
606/50 Clarence Street  
Sydney NSW 2000

**Attention: Alan Goh**

Dear Alan,

**RE: 189 WILSON ROAD, GREEN VALLEY  
BUS STOP RELOCATION – SIGHT DISTANCE ASSESSMENT FOR OPTION 2**

### Background

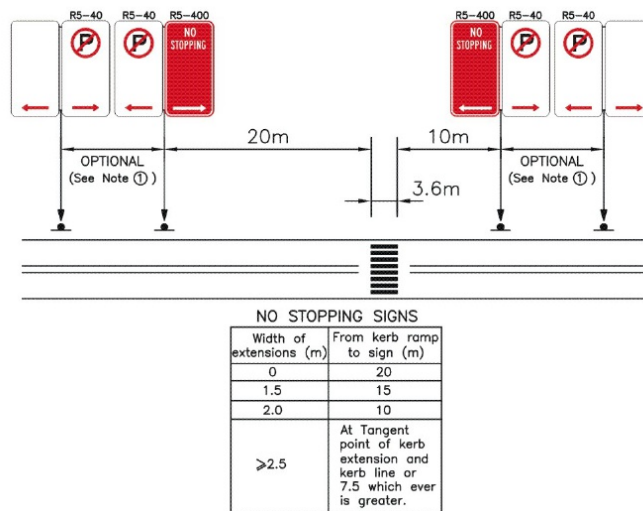
DA-340/2024 gained approval in 2024 for alterations and additions to the existing Valley Plaza shopping centre. It provided approval for removal of the existing bus stop, however with relocation details subject approval of the Liverpool Traffic Committee (LTC) prior to issue of a Construction Certificate.

An assessment of potential options for the proposed bus stop relocation has been undertaken and addressed in a letter dated 27 May 2025, which is provided in Attachment One.

Council has responded to the letter with a request for further information, regarding sight distances to the proposed raised zebra crossing in Option 2 of the bus stop relocation plan, where a reduction in the length of the No Stopping restrictions on approach to the pedestrian crossing has been proposed.

### No Stopping Requirements

The road rules indicate that drivers cannot park or stop within 20m on approach and 10m on departure from a pedestrian crossing unless a parking control sign applies. However, the TfNSW technical direction "Stopping and Parking Restrictions at Intersections and Crossings (TDT 2002/12c)", indicates that the no stopping distance can be reduced by the provision of kerb extensions, which would result in a reduction in the crossing distance and improves sight lines between an approaching vehicle and a pedestrian about to cross. The minimum no stopping distance is defined by the width of the kerb extension as detailed in the following.



The proposed pedestrian crossing in the Option 2 signage and linemarking plan, includes a 2.0m wide kerb extension and therefore, is required a minimum no stopping restriction of 10m on approach to the crossing. The kerb extension is consistent with the existing site which includes a pedestrian refuge crossing with a 2.0m wide extensions.

Option 2 retains the existing parking restrictions and signs on the southern side of Wilson Road, which includes a no stopping restriction 9.3m long on approach and 6.1m long on departure from the existing refuge crossing. On either side of the no stopping restrictions are police parking restrictions. It is not known on what grounds the existing reduction in no stopping restrictions have been applied.

### Sight Distance requirements

Sight distance requirements are stipulated by the Austroads *Guide to Road Design Part 4A* which stipulates that two sight distance requirements apply at a pedestrian crossing including: the Approach Sight Distance (ASD) from approaching cars and the Crossing Sight Distance (CSD) from pedestrians about to cross.



Based on Austroads the ASD for a 50km/h road is 48m, as shown in Table 1.

**Table 1: ASD Requirement**

Design speed (km/h)	Based on approach sight distance for a car <sup>(1)</sup> $h_1 = 1.1, h_2 = 0, d = 0.36^{(2)}$					
	$R_T = 1.5 \text{ sec}^{(3)}$		$R_T = 2.0 \text{ sec}$		$R_T = 2.5 \text{ sec}$	
	ASD (m)	K	ASD (m)	K	ASD (m)	K
40	34	5.3	40	7.2	–	–
50	48	10.5	55	13.8	–	–
60	64	18.8	73	24.0	–	–
70	83	31.1	92	38.9	–	–

The crossing sight distance is calculated by the following formula

$$CSD = T_c \times \frac{V}{3.6}$$

Where;

- V equates the 85<sup>th</sup> percentile approach speed (km/h), taken as the posted speed limit for the purposes of this assessment, though likely to be slower on approach to a pedestrian crossing.
- $T_c$  equates to the critical safe gap (sec) = crossing length / walking speed + 3 seconds for pedestrian start up and end clearance time, where
  - crossing length shall include the pedestrian set back i.e. 1.6m from the pavement edge
  - walking speed is 1.2m/s.

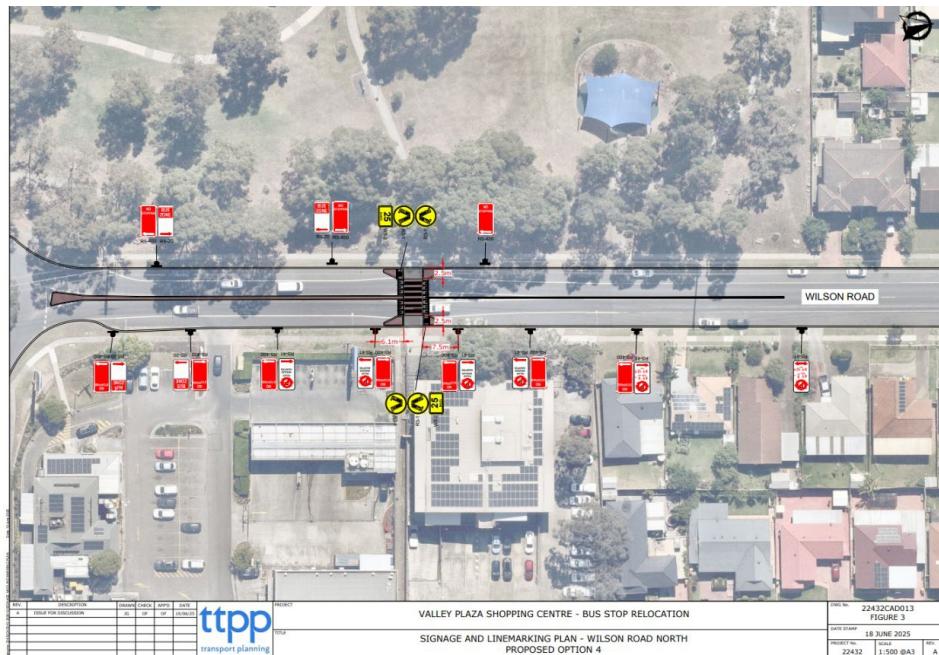
The crossing distance for Option 2 is 5.6m which includes 4m from the edge of the kerb extension to median refuge island plus a 1.6m setback distance.

Based on the above, Option 2 plan is required a CSD of 106m.

The sight lines assessment for Option 2 is presented in Figure 2 of Attachment Two. The assessment indicates that the ASD is met, while parked cars would obstruct the CSD. However, it is also noted that parked cars would obstruct the CSD if the No Stopping distance was compliant with technical guidelines i.e. 10m long with 2m wide kerb extensions or 20m with no kerb extensions. On this basis, the Option 2 signage plan is considered to be in line with the typical TfNSW requirements for sight lines at a crossing.

#### Alternative Option 4

Notwithstanding the above, an alternative pedestrian crossing design has been proposed. Option 4 allows for a 2.5m wide kerb extension and no refuge within the crossing. Based on the no stopping requirements of TDT 2002/12c, the no stopping restriction can be reduced to 7.5m long on approach. Option 4 is presented in Attachment Three and is compliant with the TfNSW technical directions. As a result, the police parking area north of the crossing increases from 13.6m to 15.4m in length.



It is noted that the no stopping restriction on departure side (i.e. south of the crossing) has been retained as 6.1m as per the existing site as it is not expected to have any impacts to sight lines to approaching traffic from the north.



Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ken Hollyoak'.

**Ken Hollyoak**  
**Director**

Encl.   Attachment One – Bus Stop Relocation Assessment  
          Attachment Two – Option 2 sight distance assessment  
          Attachment Three – Option 4 signage and line marking plan



# Attachment One

## Bus Stop Relocation Assessment





Our Ref: 22432

27 May 2025

Po Sang Brothers Investments  
c/o- Archile Projects  
606/50 Clarence Street  
Sydney NSW 2000

**Attention: Alan Goh**

Dear Alan,

**RE: 189 WILSON ROAD, GREEN VALLEY  
BUS STOP RELOCATION**

As requested, please find herein The Transport Planning Partnership (TPPP)'s traffic and parking assessment for the above proposed development.

### Background

DA-340/2024 gained approval for alterations and additions to the existing Valley Plaza shopping centre, including new retail tenancies, new outdoor plaza area, reconfiguration of car parking and pedestrian areas, new ancillary services and associated demolition, signage and landscaping works. The DA was approved by Council in December 2024. It provided approval for removal of the existing bus stop, however with relocation details subject approval of the Liverpool Traffic Committee (LTC) prior to issue of a Construction Certificate.

In seeking to resolve an agreed approach prior to the LTC meeting on Thursday 8 May 2025 a meeting was held with the NSW Police, Liverpool City Council (Council), Transit Systems NSW, the client (Archile Projects) and TPPP regarding the relocation of the bus stop within the Valley Plaza. The outcome of the meeting is presented below:

- *The developer needs to undertake following design requirements and bear all associated costs for their implementation.*
  1. *1 indented bus bay on the eastern side of Wilson Road; just south of the entrance of Car lover wash / McDonald carpark. The associated land acquisition for the indented bus bay will be borne by the proponent.*
  2. *2-3 bus bays on the western side of Wilson Road, opposite to entrance of Car lover Wash*



3. *Parking restrictions on either side of Wilson Road due to proposed bus bays*
  4. *1 bus bay on the southeast side of the roundabout at the intersection of Wilson Road and Green Valley Plaza access to provide relief including associated parking restriction*
  5. *Replacement of existing pedestrian crossing in Wilson Road (near the Police Station) with a raised pedestrian crossing*
  6. *All bus bays and bus stops will be DDA compliant and as per Australian standards*
- *Transit Systems to confirm what/if any one of fees are associated with the timetable changes for the above-mentioned arrangements (Items 1-4) including alternate relief bus proposals. This one-off cost will be borne by the applicant / proponent of the development.*
  - *The applicant will be required to provide updated survey data, prepared by a third party, identifying patrons / passengers' classification and volumes (including elderly and mobility impaired passengers). Please note data needs to include seasonal variation, festive / holiday periods, including daily peak time to find the correct classified bus patronage design volume data.*
  - *The applicant will provide all infrastructures from the proposed bus stops to Plaza Centre that will ensure the safety and amenity of vulnerable pedestrians*
  - *Subject to the concurrence of Police and Transit Systems, the proposal will be presented to the next most practicable Liverpool Local Traffic Committee for endorsement.*

This letter addresses the matters raised during the meeting on 8 May 2025.

### Design Requirements

A signage and line marking plan has been prepared to address the design requirements for the proposed bus stops on Wilson Road, as shown in **Attachment One**.

It is noted that the installation of a raised pedestrian crossing introduces additional parking restrictions under Road Rules Regulation 172, which states:

*"A driver must not stop on a pedestrian crossing that is not at an intersection, or on the road within 20 metres before the crossing and 10 metres after the crossing, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules."*

The road rules indicate that drivers cannot park within 20m on approach and 10m on departure from a pedestrian crossing unless a parking control sign applies.

In addition, TfNSW Technical Direction TDT 2002/12C *Stopping and Parking Restrictions at Intersections and Crossings* recommends a 'No Stopping' zone be provided 20 metres on the approach and 10 metres on the departure side of a pedestrian crossing.



TTPP has developed and assessed three alternative layout options for the bus stops and adjacent parking controls along Wilson Road. Each design incorporates a new raised pedestrian crossing, as requested by Council. The proposed police parking spaces have been evaluated using the *AS2890.5:2020 On Street Parking* standards for on-street parking dimensions, with end spaces measured at 5.4 metres and intermediate spaces at 6.0 metres. The three options are outlined below:

- **Option 1:** Install 'No Stopping' zones in full accordance with the Technical Direction, which would reduce the number of available police parking spaces. There are 5 on-street parking spaces currently available for police, this would reduce to 4 spaces.
- **Option 2:** Retains the existing police parking restriction on the southern side of Wilson Road, all 5 spaces would be retained. This option does not comply with the Technical Direction but could accord with the "unless a parking control sign applies" criteria which presumably would need to be approved by traffic committee. 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, which seem further away from the driveways than is usual. The rationale for these existing restrictions is unclear (it may be that they were implemented to facilitate sight distance from the driveways), and their removal would increase parking availability for the police, increasing from 5 spaces to 7 spaces. Swept path analysis confirms that two-way access to and from the driveways remains feasible without these restrictions in place, however the sight distance from these driveways to oncoming vehicles may be impeded by parked cars, although this is not unusual where there is on street car parking.

### Updated Survey Data

In the meeting held on Thursday 8 May 2025 Council and the NSW Police requested updated bus usage surveys to be undertaken in addition to the surveys that were undertaken in 2023 prior to submission of the DA.

360 Traffic Surveys was engaged to undertake bus passenger usage and classification surveys on Friday 16 May and Saturday 17 May 2025, between 9:00 am and 7:00 pm at the Valley Plaza. Weather conditions were generally fine on both days.

Patrons using walking aids were classified as mobility impaired for the purpose of the survey.

The full results are included in **Attachment Two**, with a summary provided in Table 1.



Table 1: Bus Usage Survey Results

Time	Friday 16 May 2025				Saturday 17 May 2025			
	Child	Adult	Mobility Impaired	Total	Child	Adult	Mobility Impaired	Total
9:00am	0	22	0	22	0	16	0	16
10:00am	0	30	2	32	0	13	0	13
11:00am	0	23	1	24	1	14	0	15
12:00pm	1	24	0	25	0	15	1	16
1:00pm	0	15	1	16	0	14	3	17
2:00pm	0	27	0	27	0	14	1	15
3:00pm	8	57	0	65	0	10	1	11
4:00pm	7	26	0	33	0	25	0	25
5:00pm	0	18	0	18	0	14	0	14
6:00pm	0	6	0	6	0	4	0	4
Total	16	248	4	268	1	139	6	146

The peak bus usage was recorded on Friday between 3:00 pm and 4:00 pm, with 65 users. Volumes generally ranged from 15–35 users on Friday and 10–20 users on Saturday. Mobility impaired users made up 1.5% on Friday and 4.1% on Saturday. To account for seasonal variation, Valley Plaza customer volumes were reviewed (see Table 2). In May, average daily patronage was 8,261 (2023) and 8,309 (2024), compared to 8,689 (2023) and 8,874 (2024) in December—an increase of approximately 6%. Applying this factor to the survey results gives an adjusted peak hour bus usage of 69 users. This adjustment ensures the bus stop design accommodates peak seasonal demand.





Table 2: Valley Plaza Customer Volumes

Year By Month Statistics For 2024

Using First Month Weekday as Mon. For The Valley Plaza

Friday, 9 May 2025  
11:56:26 AM

2024					2023		
Month	Days	Count	Average	Diff%	Days	Count	Average
1	35	289,552	8,273	-0.56%	35	291,178	8,319
2	28	240,187	8,578	1.12%	28	237,527	8,483
3	28	223,826	7,994	-4.58%	28	234,575	8,378
4	35	292,994	8,371	33.98%	27	218,662	8,099
5	28	232,660	8,309	-19.53%	35	289,137	8,261
6	28	221,091	7,896	-3.66%	28	229,479	8,196
7	35	273,176	7,805	-5.60%	35	289,383	8,268
8	28	224,468	8,017	-4.09%	28	234,035	8,358
9	35	284,912	8,140	19.39%	28	238,643	8,523
10	28	225,330	8,048	-24.79%	35	299,596	8,560
11	28	238,899	8,532	0.99%	28	236,549	8,448
12	34	301,704	8,874	24.01%	28	243,263	8,689
	370	3,048,789	8,240	0.22%	363	3,042,067	8,380

Year By Month Statistics For 2024

Using First Month Weekday as Mon. For The Valley Plaza

Given the low proportion of mobility impaired users, the approximate 200m increase in walking distance to the centre is not considered to have a significant impact on accessibility.

Bus Bay Locations

- As requested, all plans show:
- An indented bus bay on the eastern side of Wilson Road; just south of the entrance of Car lover wash / McDonald carpark, has extracted from the plan below to more clearly show the likely works to widen the shoulder to provide a 3m wide bus stop.

Figure 1: Kerb Realignment Required



- 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 proposed bus bays
- The bus zone on southeast side of the roundabout at the intersection of Wilson Road and Green Valley Plaza has been provided including associated parking restrictions. This will only be used for driver changeover, rest 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

We believe that the three options produced address the list of issues raised at the recent meeting but each of the plans shows a variant on how the police parking and no stopping zones will be provided.

Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ken Hollyoak', written over a light grey rectangular background.

**Ken Hollyoak**  
**Director**

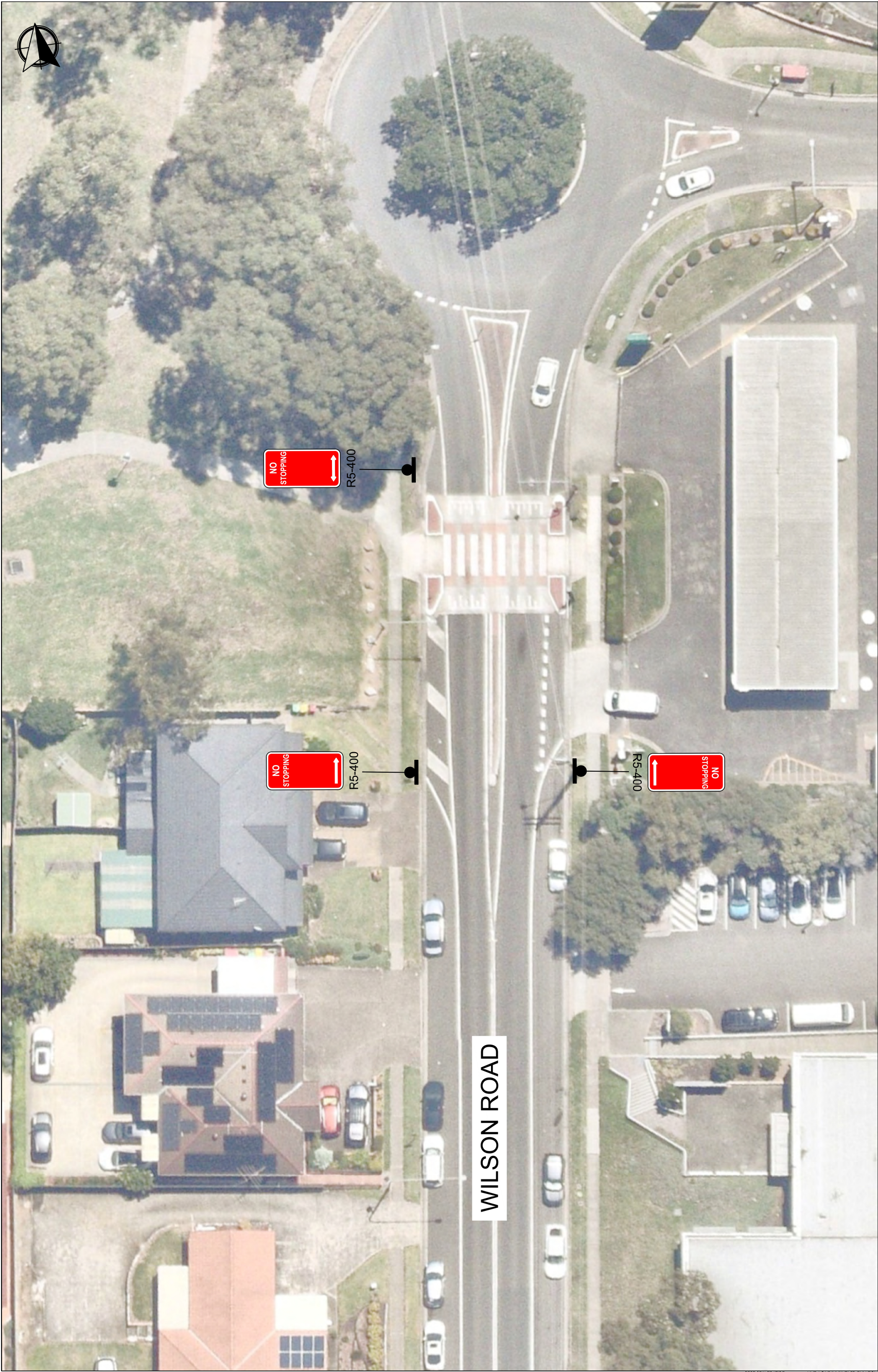
Encl. Attachment One – Signage and Linemarking Plan  
Attachment Two – Survey Results



# Attachment One

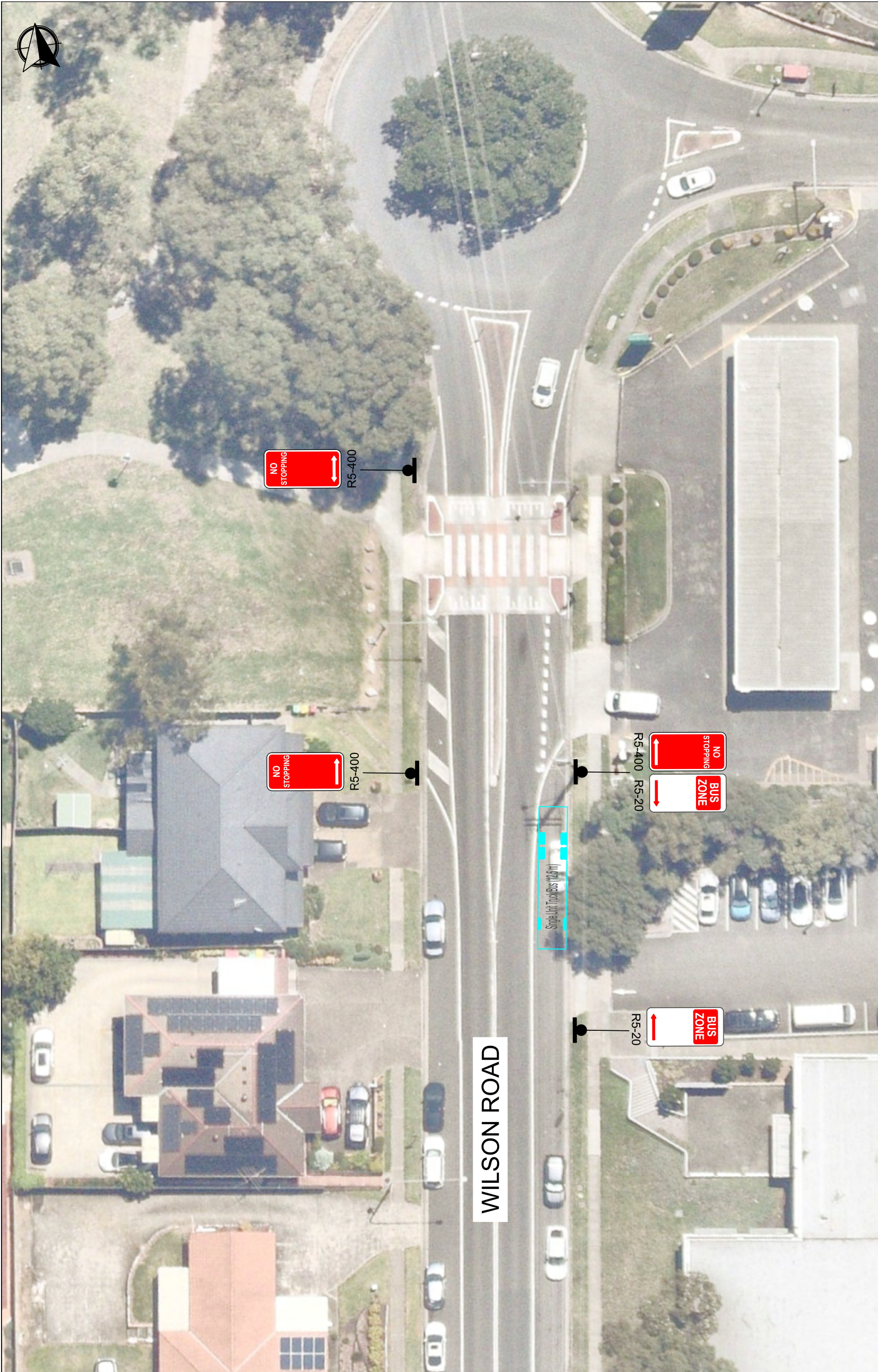
## Signage and Linemarking Plan





										PROJECT										DWG No. 22432CAD012 FIGURE 1									
										VALLEY PLAZA SHOPPING CENTRE - BUS STOP RELOCATION										DATE STAMP 22 MAY 2025									
										TITLE																			
										SIGNAGE AND LINEMARKING PLAN - WILSON ROAD SOUTH EXISTING																			
REV.	DESCRIPTION				DRAWN	CHECK	APP'D	DATE																					
A	ISSUE FOR DISCUSSION				JG	OF	OF	22/05/25																					
										PROJECT No.		22432		SCALE 1:300 @A3		REV. A													

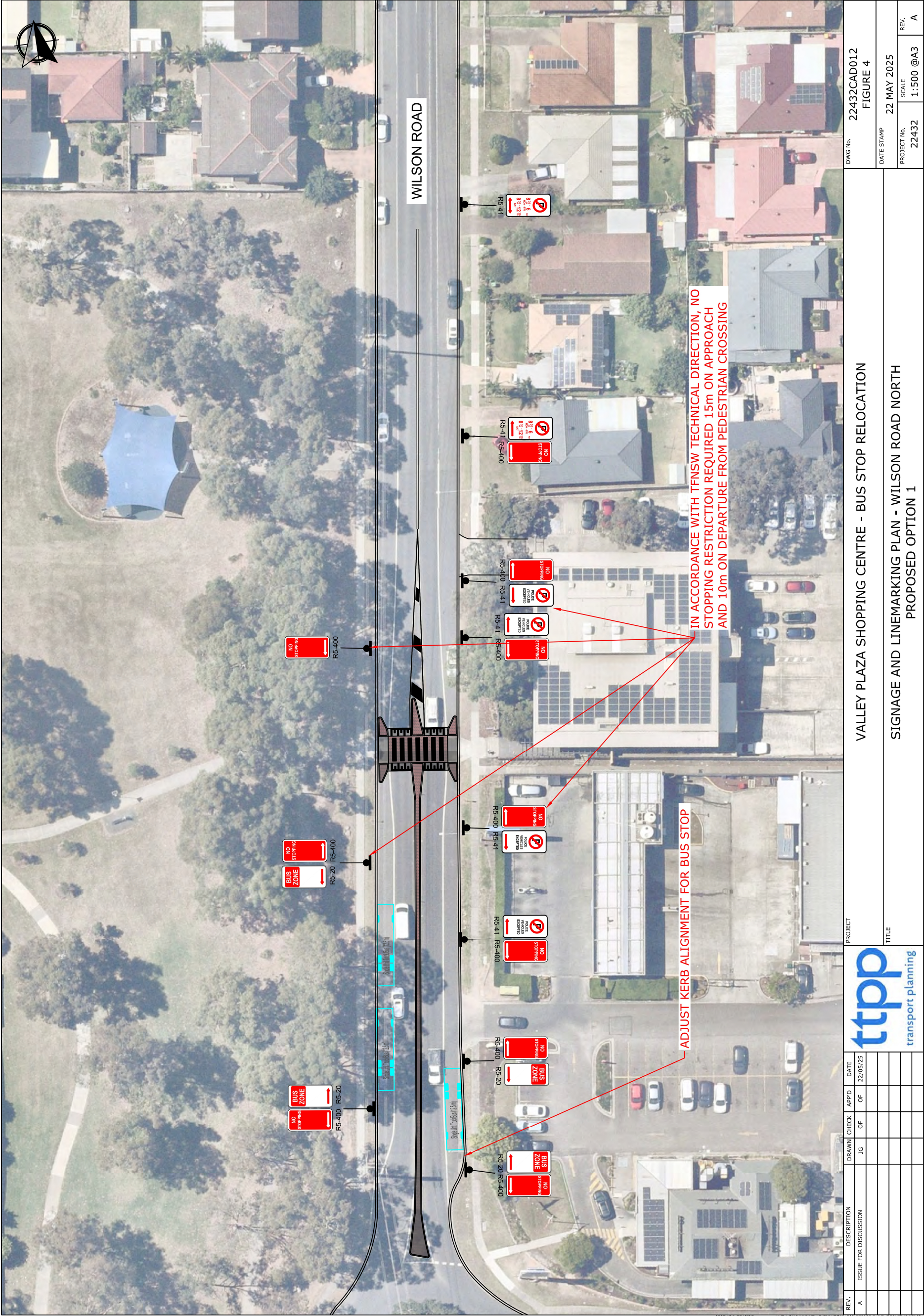




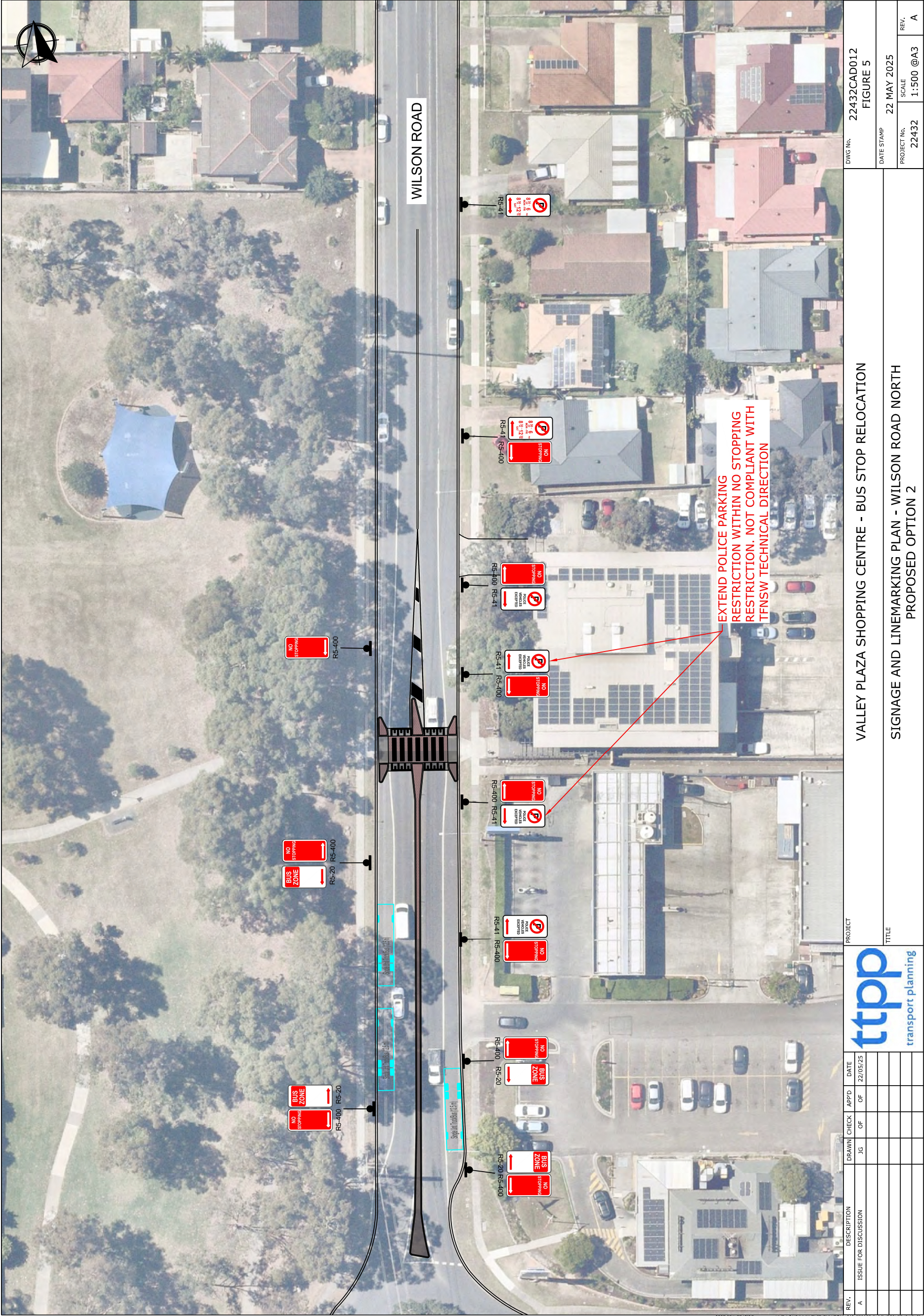




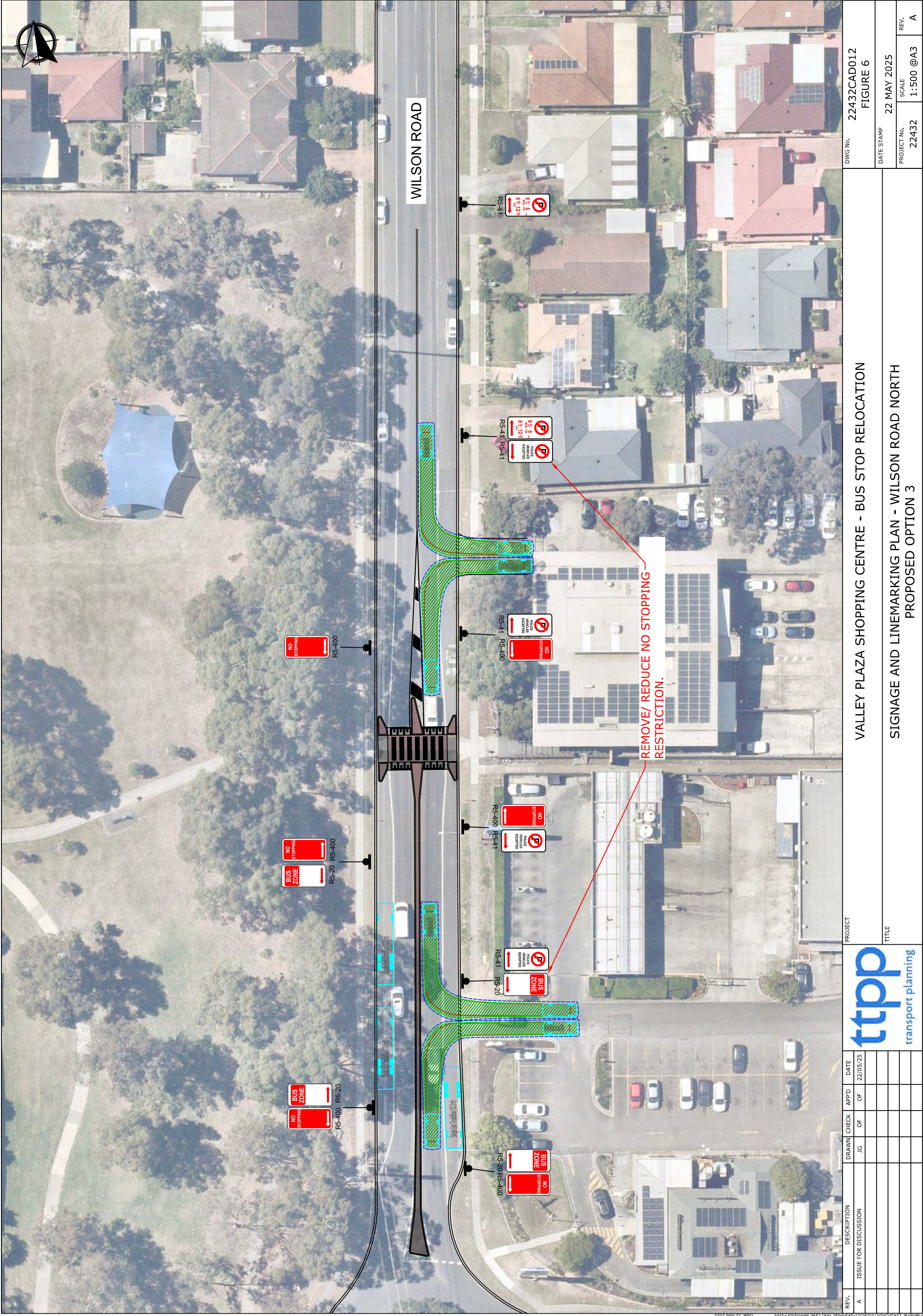
















# Attachment Two

## Survey Results

Friday 16 May 2025

From	To	Boarding			Alighting		
		Children	Adults	Mobility Impaired	Children	Adults	Mobility Impaired
9:00:00	9:15:00	0	2	0	0	6	0
9:15:00	9:30:00	0	0	0	0	3	0
9:30:00	9:45:00	0	3	0	0	3	0
9:45:00	10:00:00	0	2	0	0	3	0
10:00:00	10:15:00	0	4	1	0	4	0
10:15:00	10:30:00	0	2	0	0	1	0
10:30:00	10:45:00	0	6	0	0	7	1
10:45:00	11:00:00	0	3	0	0	3	0
11:00:00	11:15:00	0	2	1	0	6	0
11:15:00	11:30:00	0	1	0	0	2	0
11:30:00	11:45:00	0	5	0	0	6	0
11:45:00	12:00:00	0	1	0	0	0	0
12:00:00	12:15:00	0	2	0	1	11	0
12:15:00	12:30:00	0	1	0	0	0	0
12:30:00	12:45:00	0	5	0	0	2	0
12:45:00	13:00:00	0	2	0	0	1	0
13:00:00	13:15:00	0	2	0	0	1	0
13:15:00	13:30:00	0	0	0	0	0	0
13:30:00	13:45:00	0	7	0	0	2	1
13:45:00	14:00:00	0	2	0	0	1	0
14:00:00	14:15:00	0	3	0	0	5	0
14:15:00	14:30:00	0	6	0	0	5	0
14:30:00	14:45:00	0	2	0	0	6	0
14:45:00	15:00:00	0	0	0	0	0	0
15:00:00	15:15:00	0	5	0	0	18	0
15:15:00	15:30:00	0	4	0	1	6	0
15:30:00	15:45:00	0	0	0	0	9	0
15:45:00	16:00:00	0	2	0	7	13	0
16:00:00	16:15:00	0	1	0	0	7	0
16:15:00	16:30:00	7	4	0	0	2	0
16:30:00	16:45:00	0	2	0	0	2	0
16:45:00	17:00:00	0	4	0	0	4	0
17:00:00	17:15:00	0	3	0	0	5	0
17:15:00	17:30:00	0	1	0	0	2	0
17:30:00	17:45:00	0	1	0	0	2	0
17:45:00	18:00:00	0	1	0	0	3	0
18:00:00	18:15:00	0	0	0	0	0	0
18:15:00	18:30:00	0	1	0	0	2	0
18:30:00	18:45:00	0	0	0	0	1	0
18:45:00	19:00:00	0	1	0	0	1	0

Saturday 17 May 2025

From	To	Boarding			Alighting		
		Children	Adults	Mobility Impaired	Children	Adults	Mobility Impaired
9:00:00	9:15:00	0	2	0	0	1	0
9:15:00	9:30:00	0	6	0	0	2	0
9:30:00	9:45:00	0	2	0	0	1	0
9:45:00	10:00:00	0	1	0	0	1	0
10:00:00	10:15:00	0	0	0	0	1	0
10:15:00	10:30:00	0	4	0	0	2	0
10:30:00	10:45:00	0	2	0	0	0	0
10:45:00	11:00:00	0	1	0	0	3	0
11:00:00	11:15:00	1	4	0	0	2	0
11:15:00	11:30:00	0	3	0	0	2	0
11:30:00	11:45:00	0	0	0	0	0	0
11:45:00	12:00:00	0	1	0	0	2	0
12:00:00	12:15:00	0	0	0	0	0	0
12:15:00	12:30:00	0	1	0	0	6	1
12:30:00	12:45:00	0	0	0	0	5	0
12:45:00	13:00:00	0	2	0	0	1	0
13:00:00	13:15:00	0	0	0	0	0	0
13:15:00	13:30:00	0	4	0	0	4	1
13:30:00	13:45:00	0	0	0	0	0	0
13:45:00	14:00:00	0	3	2	0	3	0
14:00:00	14:15:00	0	2	0	0	0	0
14:15:00	14:30:00	0	2	0	0	5	0
14:30:00	14:45:00	0	1	0	0	1	0
14:45:00	15:00:00	0	2	0	0	1	1
15:00:00	15:15:00	0	0	0	0	0	0
15:15:00	15:30:00	0	2	1	0	0	0
15:30:00	15:45:00	0	0	0	0	0	0
15:45:00	16:00:00	0	6	0	0	2	0
16:00:00	16:15:00	0	0	0	0	0	0
16:15:00	16:30:00	0	5	0	0	4	0
16:30:00	16:45:00	0	5	0	0	7	0
16:45:00	17:00:00	0	1	0	0	3	0
17:00:00	17:15:00	0	0	0	0	0	0
17:15:00	17:30:00	0	2	0	0	3	0
17:30:00	17:45:00	0	1	0	0	2	0
17:45:00	18:00:00	0	1	0	0	5	0
18:00:00	18:15:00	0	0	0	0	1	0
18:15:00	18:30:00	0	2	0	0	1	0
18:30:00	18:45:00	0	0	0	0	0	0
18:45:00	19:00:00	0	0	0	0	0	0

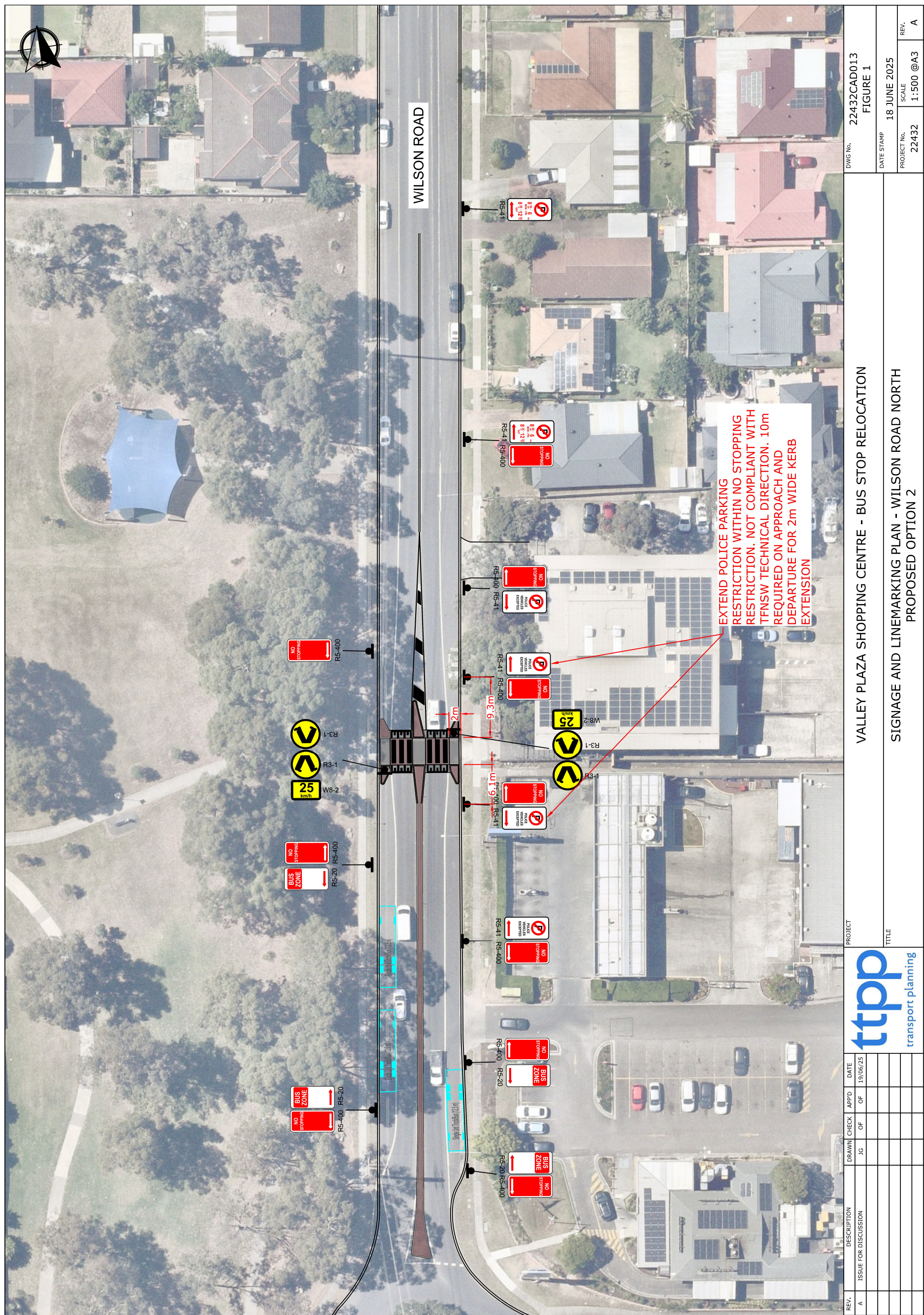




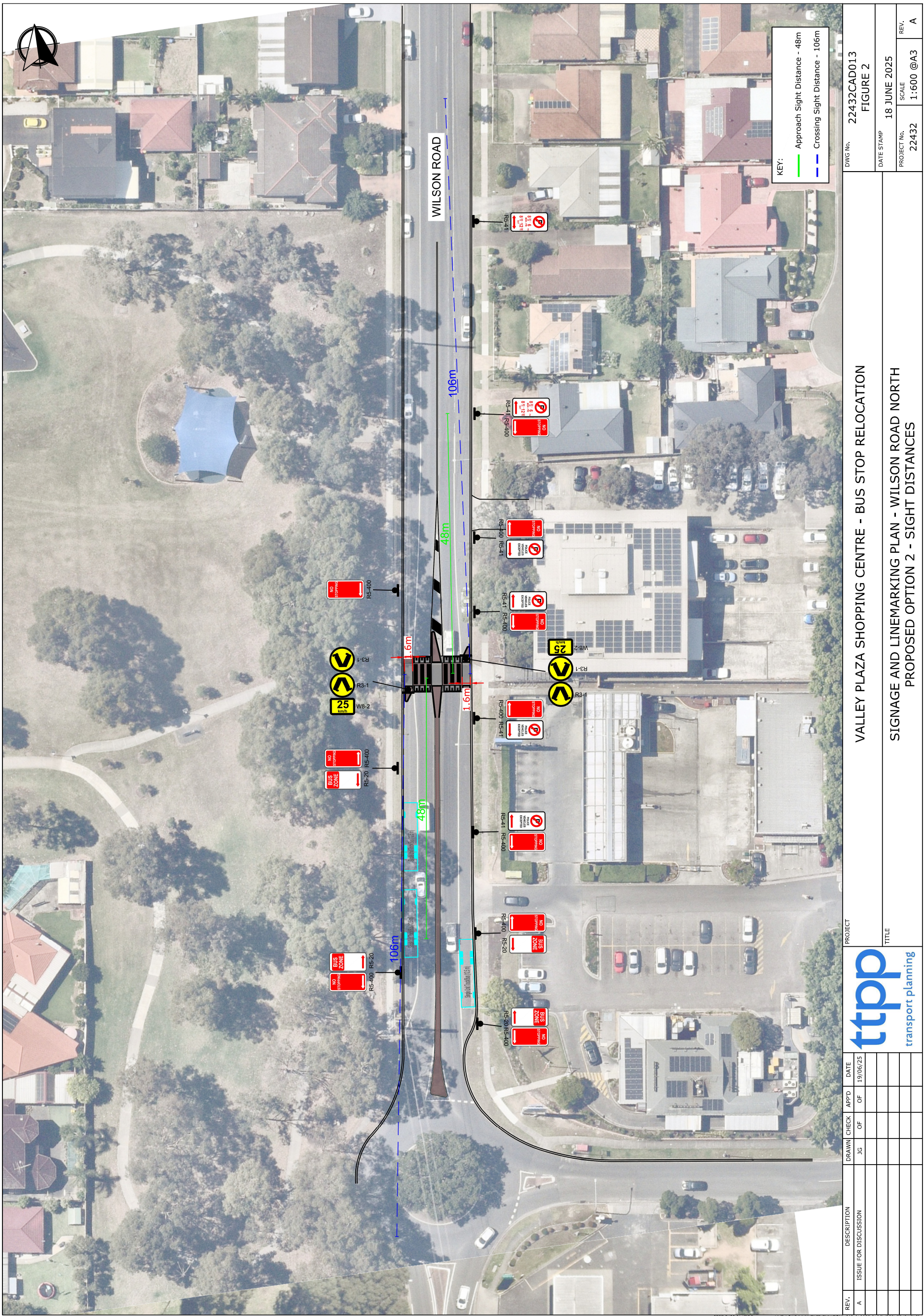
# Attachment Two

## Option 2 Signage Plan and Sight Distance Assessment









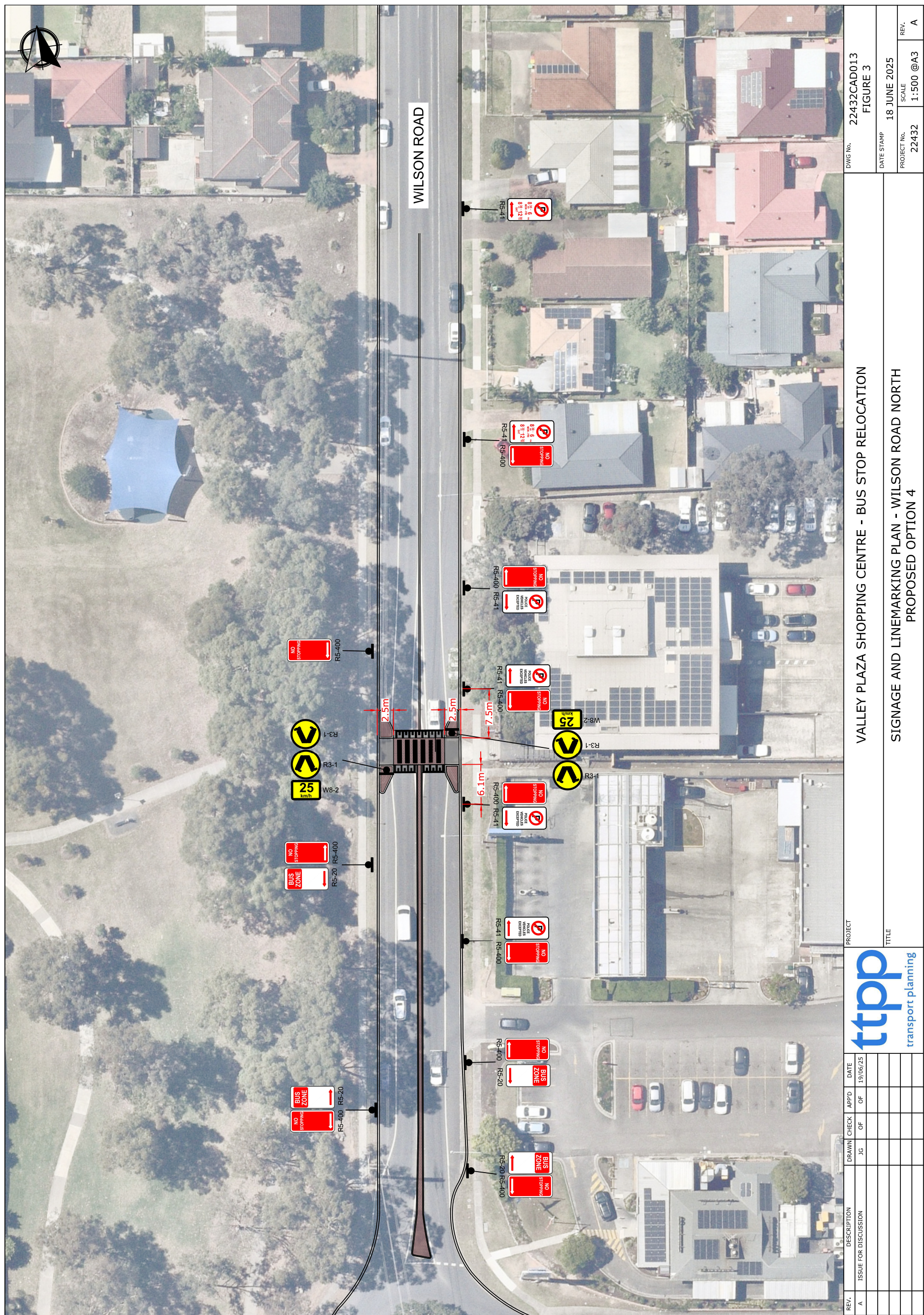




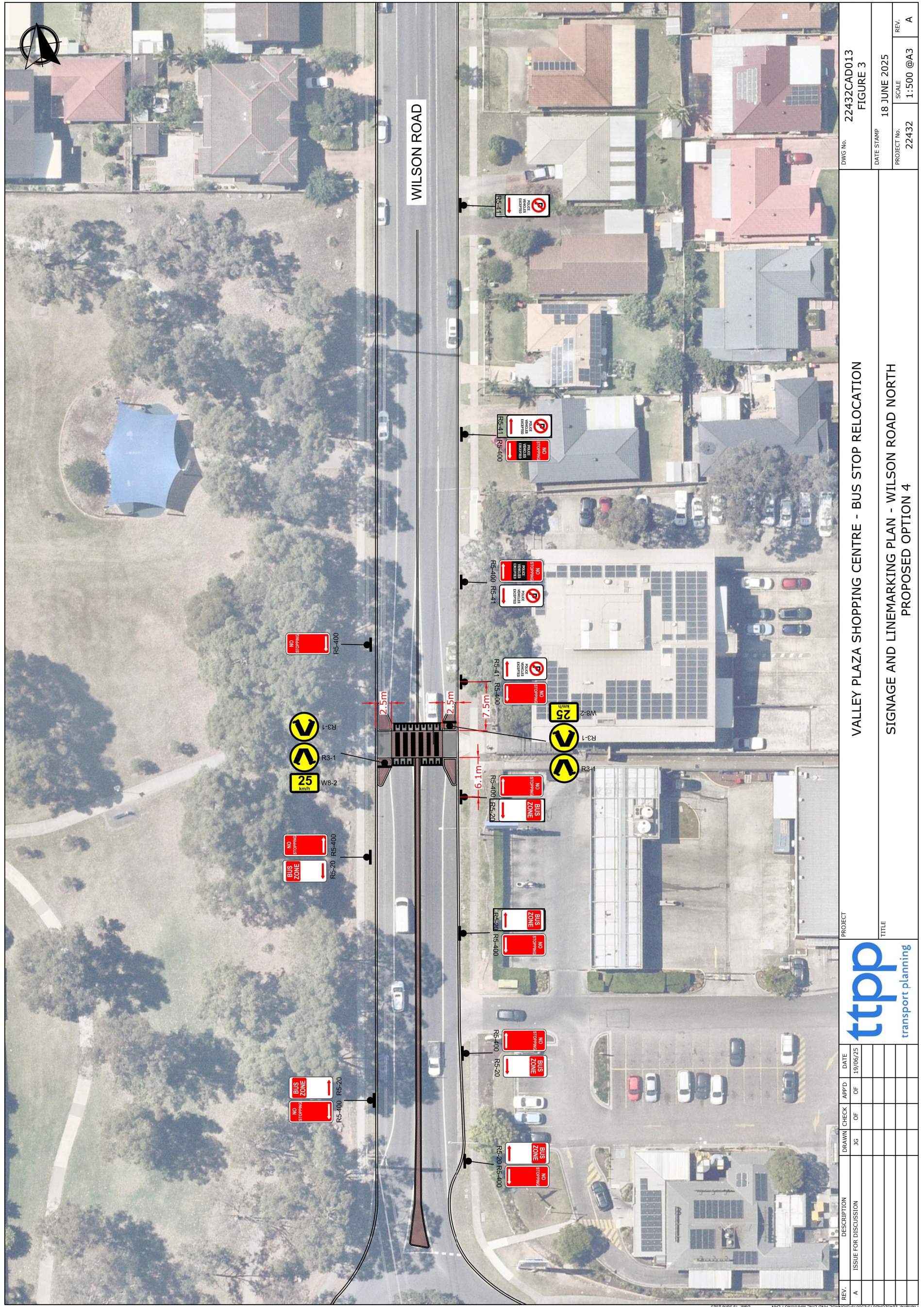
# Attachment Three

## Option 4 Signage Plan

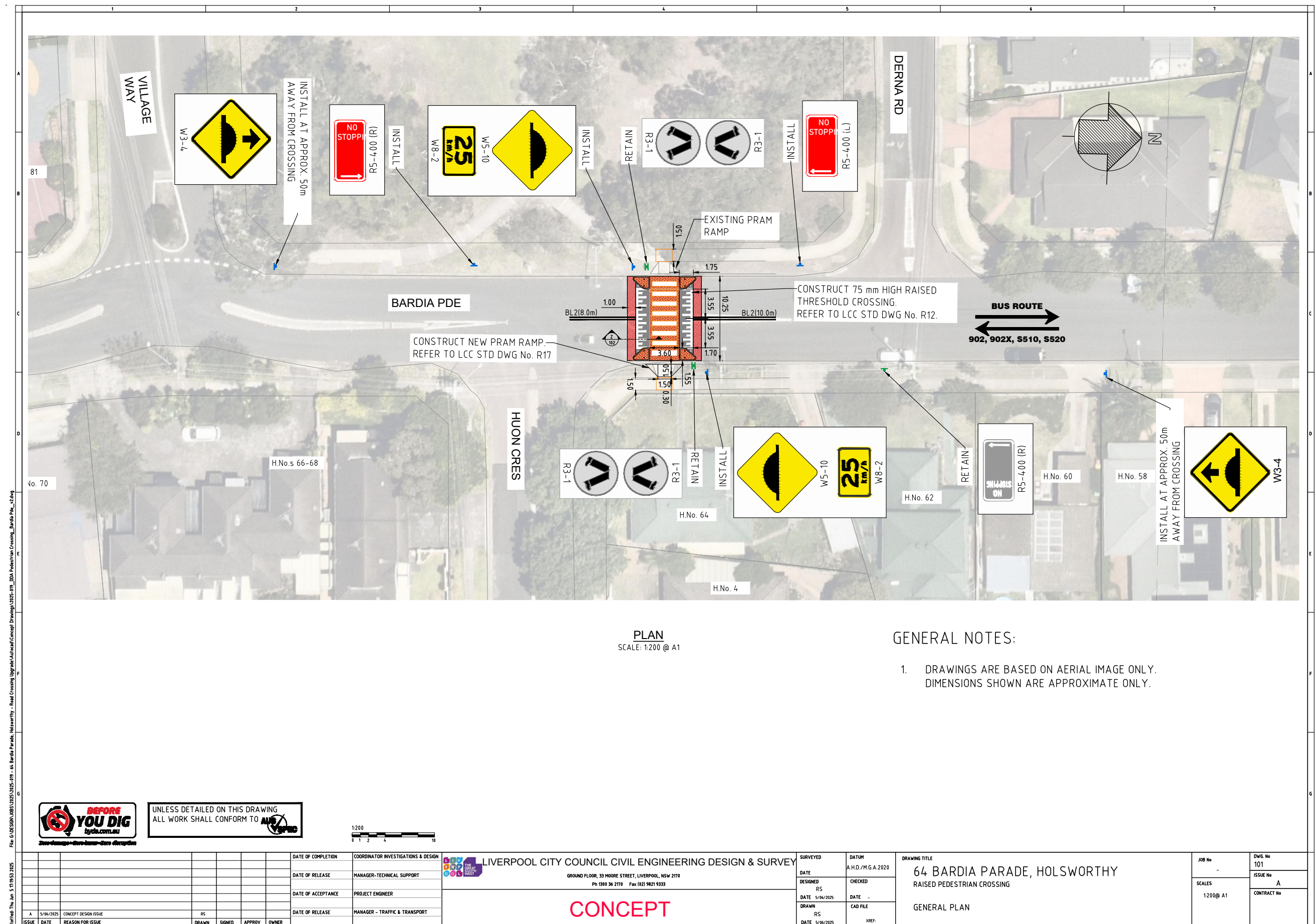


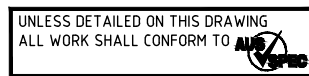








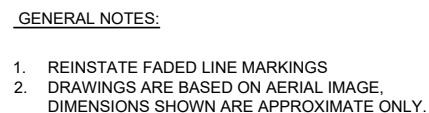


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