

REPORT NAME {item-title}

REPORT OF {position}

PROPOSAL:

The proposal involves the installation of a concrete median island on Spurway Street, Ermington, designed to restrict right-turn access into Betty Cuthbert Avenue. This measure aims to enhance road safety and traffic flow near the signalised intersection at Victoria Road by limiting turning movements that contribute to congestion and potential conflict points.

To support southbound motorists who need access to Betty Cuthbert Avenue, the proposal also includes the construction of a roundabout at Jackson Street. This roundabout will provide a safe and convenient location for U-turns, ensuring continued access while maintaining traffic efficiency.

Figure 1 shows the concept plan of proposal.



Figure 1: Concept plan showing the median island in Spurway Street at Betty Cuthbert Avenue and a roundabout at Jackson Street, Ermington

BACKGROUND

City of Parramatta Council received an offer of 100% funding from the NSW Government for the detailed design and construction of a median island in Spurway Street at Betty Cuthbert Avenue and a roundabout at Jackson Street, Ermington under the 2024/25 - 2026/27 Towards Zero Safer Roads Program.

Spurway Street is a two-lane local road. Between Victoria Road and Boronia Street, it has parking only on the east side and a school zone starting south of Jackson Street. Betty Cuthbert Avenue links Spurway Street and River Road through Ermington Shopping precinct, spans 17m, and offers angled parking on both sides.

The right turn from Spurway Street into Betty Cuthbert Avenue is of concern due to its proximity to Victoria Road which causes traffic congestion and delays in Victoria Road's intersection with Spurway Street. Furthermore, there was one recorded 'right-thru' accident in Spurway Street at Betty Cuthbert Avenue in the 5 years between January 2020 and December 2024.

Accordingly, Council is proposing to extend the existing concrete median island in Spurway Street at Victoria Street to the south across Betty Cuthbert Avenue to stop right turn movements in and out of the shopping precinct.

To support southbound motorists who need access to Betty Cuthbert Avenue, the proposal also includes the construction of a roundabout at Jackson Street. This roundabout will provide a safe and convenient location for U-turns up to 8.8m long vehicles, ensuring continued access while maintaining traffic efficiency.

Motorists wishing to turn right out of Betty Cuthbert Avenue to travel south in Spurway Street would use River Road and Jackson Street to travel south (refer to Figure 2).

There will not be any impact on Woolworths trucks that use Jackson Street and Club Lane to access their loading dock in Club Lane at River Road.

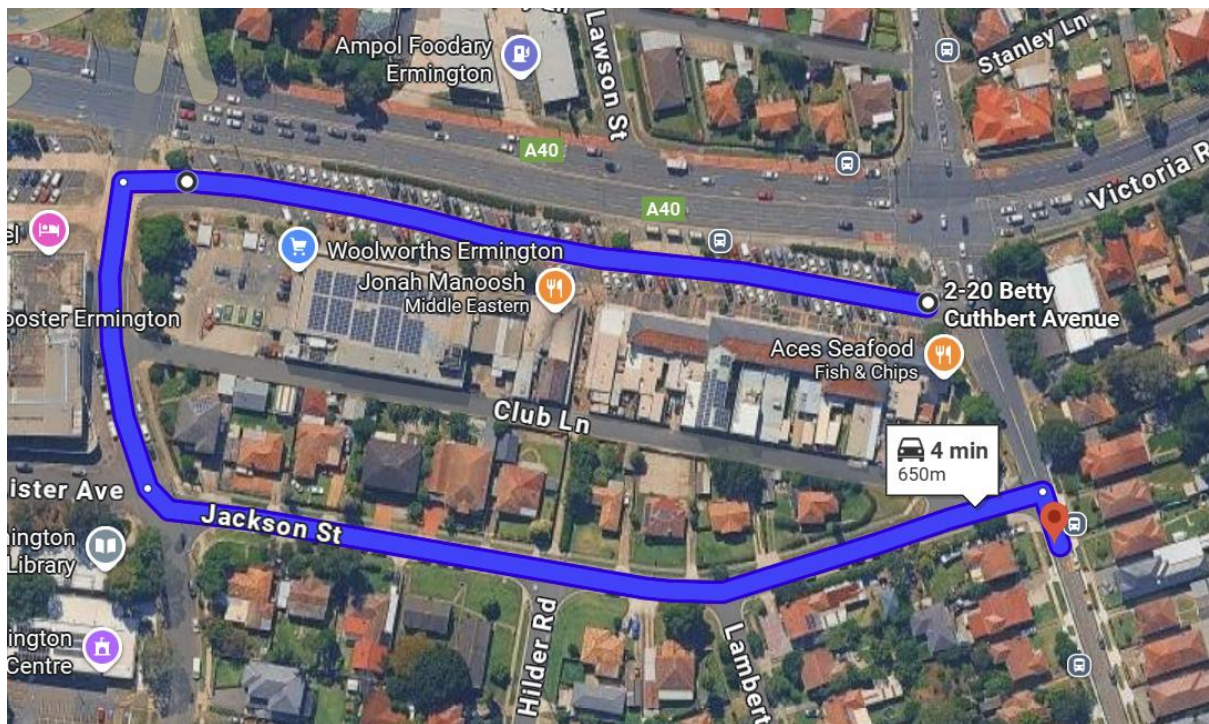


Figure 1: Plan showing the detour route for motorists wishing to turn right from Betty Cuthbert Avenue into Spurway Street, Ermington

Impacts on Public Transport

To accommodate the roundabout at Jackson Street and maintain traffic flow southbound, the existing Bus Stop located on the east side of Spurway Street south of Jackson Street is proposed to be relocated south by approx. 10m.

PUBLIC CONSULTATION

Community consultation for the project was conducted between 14 August and 16 September 2025 through the following engagement channels:

- Advertisement in a local newspaper
- Mailout to property owners and occupiers
- Notification on the Participate Parramatta website
- Installation of corflute signs at the intersection
- A "Pop-Up" session at Ermington shopping precinct in Betty Cuthbert Avenue on Thursday 4th September 2025

The advertised proposal included (refer to Figure 3):

- a median island in Spurway Street to restrict right turn access for motorists accessing Betty Cuthbert Avenue
- a roundabout at Jackson Street
- pedestrian refuge island in Spurway Street (north leg) and
- pedestrian refuge island in Jackson Street, Ermington (subsequently removed from the proposal)

- a 'No Right Turn, Vehicles under 9m Excepted' restriction in Jackson Street at Club Lane to accommodate the pedestrian refuge island in Jackson Street (subsequently removed from the proposal)

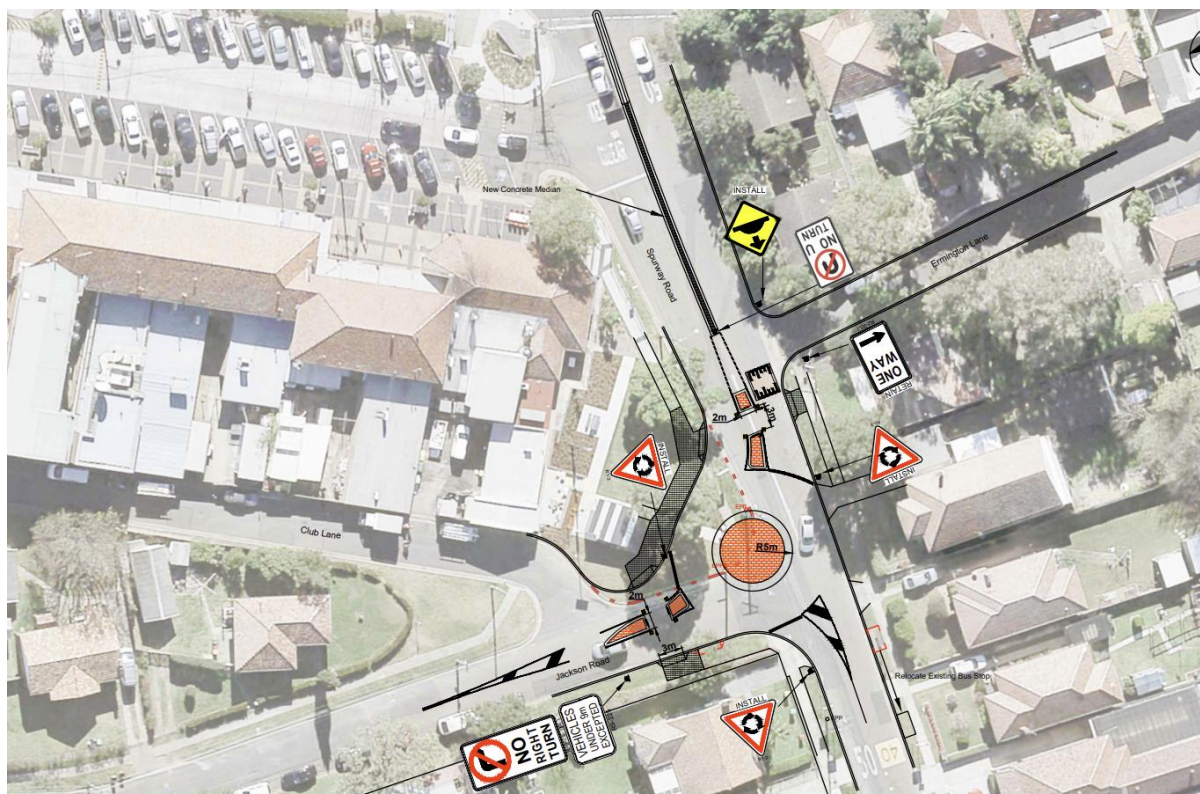


Figure 3: Concept plan used for Public Consultations for Spurway Street, Ermington project

Council received a total of 98 submissions, with the following breakdown:

Category	Count
Yes	31
Yes, to an extent	22
Unsure	8
No	37

The results indicate that 31 respondents support the proposal, with an additional 22 expressing partial support.

The main theme of comments provided by the respondents are:

1. The proposed 'No Right Turn; Vehicles under 9m Excepted' restriction in Jackson Street would affect truck access to Woolworths loading dock.
2. Southbound motorists wishing to turn right into Betty Cuthbert Avenue will need to use the roundabout at Jackson Street. This may lead to traffic congestion, particularly when queues of northbound vehicles extend beyond the Jackson Street intersection.

3. Motorists exiting Betty Cuthbert Avenue into Spurway Street frequently block the northbound travel lanes while attempting to access the right lane to turn right into Victoria Road. With additional northbound traffic between Jackson Street and Betty Cuthbert Avenue anticipated under the proposed changes, delays along Spurway Street are expected to increase.
4. Motorists turning right from Betty Cuthbert Avenue into Spurway Street to travel south will be required to exit via River Road. However, during peak periods, motorists waiting to turn right into River Road often block those wishing to turn left, leading to increased congestion. With additional traffic making this left turn expected under the proposed changes, delays within Betty Cuthbert Avenue are likely to increase.
5. Consider Installing dedicated right turn phases at Victoria Rd/Spurway St and Victoria Rd/River Rd traffic signals and restoring left turns on red at River Rd/Victoria Rd traffic signals.
6. Jackson Street is a narrow road and is likely to struggle with the increased traffic volume that would be rerouted under the proposed changes. Consideration should be given for similar treatments at River Road.
7. Consider installing One Way (westbound) restriction in Betty Cuthbert Avenue.

Council Officers Response

Response to Concern 1: Deliveries to Woolworths

The proposed pedestrian refuge island has been removed from the design. As a result, the 'No Right Turn – Vehicles under 9m Excepted' restriction is no longer required.

Response to Concerns 2 & 3: Effectiveness of the proposal

To better understand traffic conditions along Spurway Street, several site inspections were conducted during peak periods. Video footage was captured, and traffic count surveys were conducted at the following three locations on Saturday, 13 September 2025 from 10:00 AM to 2:00 PM and Wednesday, 17 September 2025 during morning (7:00 AM – 9:00 AM) and afternoon (4:00 PM – 6:00 PM) peak periods.

1. Spurway Street at Victoria Road
2. Spurway Street at Betty Cuthbert Avenue
3. Spurway Street at Jackson Street

Peak hour traffic count data for Wednesday morning and afternoon and Saturday lunch time are provided in Figure 4. The data indicates that 105, 162, and 189 vehicles turned right from Spurway Street (southbound) into Betty Cuthbert Avenue during Wednesday and Saturday peak hours. During these periods 243, 256 and 248 vehicles respectively travelled north in Spurway Street.

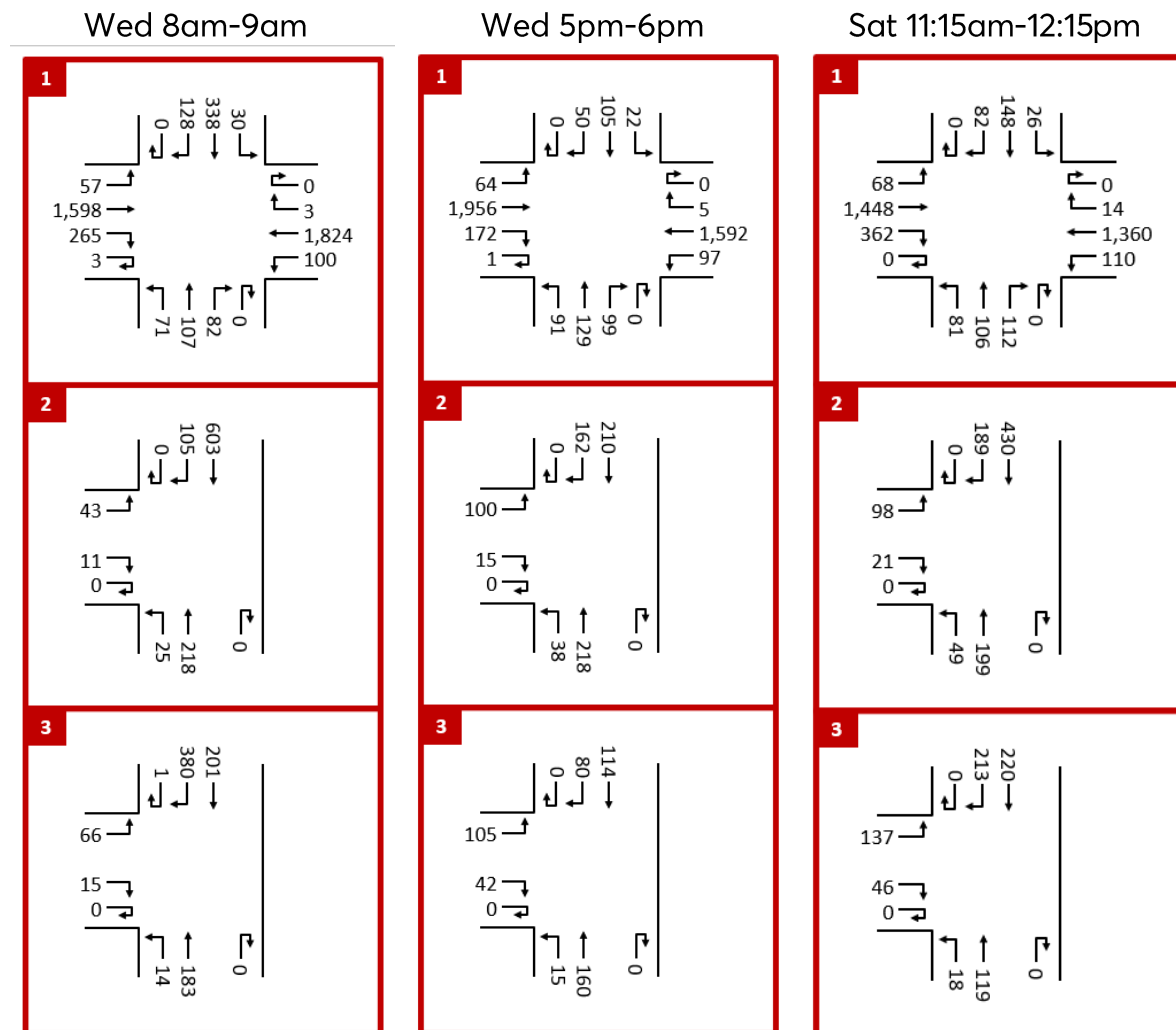


Figure 4: Traffic Count data in Spurway Street at (1) Victoria Road, (2) Betty Cuthber Avenue and (3) Jackson Street, Ermington

A review of the video indicates that during peak hours,

- Northbound traffic queues extended beyond the Jackson Street intersection approximately 5 times in an hour (refer to Figure 5). However, these queues typically dissipated within one green signal phase, suggesting that while congestion does occur, it is generally short-lived and clears within 40 to 90 seconds.



Image taken on Wednesday at 16:48:40

Figure 5: A typical screenshot showing the extent of the worst northbound queue on Spurway Street, viewed from the south near Jackson Street, Ermington

- Motorists exiting Betty Cuthbert Avenue queue across northbound travel lanes at most cycles, however these queues are generally short lived and cleared within one signal phasing cycle (refer to Figure 6).



Image taken on Wednesday
at 17:48:07



Image taken on Wednesday
at 17:49:10



Image taken on Wednesday
at 17:49:22

Figure 6: Screenshots showing queuing of vehicles in Spurway Street at Betty Cuthbert Avenue, which cleared within one signal cycle

- Motorists turning right from Betty Cuthbert Avenue into Spurway Street have limited sightlines of southbound vehicles due to northbound traffic queuing at the Victoria Road signals. This restricted visibility often results in unsafe right-turn movements. Concurrent right turns into and out of Betty Cuthbert Avenue contributes to unsafe conditions at the intersection. Refer to Figure 7 below.



Image taken on Wednesday
17:14:11

Figure 7: Screenshot showing vehicle movements at the intersection of Spurway Street and Betty Cuthbert Avenue

- Southbound motorists on Spurway Street were observed to queue back on to Victoria Road due to vehicles waiting to turn right into Betty Cuthbert Avenue (refer to Figure 8).



Image taken on Wednesday
at 16:50:01

Figure 8: Screenshot showing southbound vehicle queues at Victoria Road intersection

- Turnover of vehicles at the angled parking spaces on Betty Cuthbert Avenue near Spurway Street resulted in queuing along Spurway Street



Image taken on Saturday
at 11:47:18

Figure 9: Screenshot showing queuing of vehicles in Spurway Street resulting from parking manoeuvre in Betty Cuthbert Avenue

Based on observations, it is anticipated that banning right-turn access into Betty Cuthbert Avenue will improve road safety by reducing conflicting traffic movements at the intersection.

Under this proposal, the existing 'Keep Clear' pavement marking would be removed as this is no longer be required. However, this change does not change the legal requirements for driving, as Road Rule No. 128 states that a driver must not enter an intersection if the driver cannot drive through the intersection because the intersection, or a road beyond the intersection, is blocked.

Southbound motorists wishing to access Betty Cuthbert Avenue would be required to use the roundabout to perform a U-turn. While this may occasionally result in temporary blockage of the roundabout due to northbound vehicle queues, the impact is expected to last no more than 90 seconds. It is anticipated that this congestion may cause some southbound queues, however these queues are unlikely to extend to Victoria Road.

Council will monitor traffic conditions following the completion of the project and, if necessary, consider implementing a 'No U-Turn' restriction during peak hours. The alternative route to Betty Cuthbert Avenue would then be via River Road.

Note that some of the southbound traffic in Spurway Street that currently turns right into Betty Cuthbert Avenue would use Victoria Road and River Road (rather than Spurway Street) to Access Betty Cuthbert Avenue from the west following installation of the median island in Spurway Street.

Response to Concerns 4 & 5: Traffic signal upgrades

A review of video footage at the intersection of Victoria Road and Spurway Street, Ermington indicated that there were sufficient gaps in traffic for motorists on Spurway Street to turn right onto Victoria Road. As a result, northbound queues on Spurway Street were short-lived, with most vehicles clearing within two signal cycles.

It is noted that Council previously reviewed this intersection in 2018. That review concluded that the average delay and queuing distance would increase if dedicated right-turn phases were provided on Spurway Street. Based on current observations, this conclusion remains applicable and therefore, it is not proposed to modify the traffic signals at this stage.

In regard to the River Road and Victoria Road traffic signals, Council will undertake a similar review separate to this project to better understand the traffic conditions in River Road and whether any changes are required. This review will also include Betty Cuthbert Avenue at River Road intersection.

It is to be noted that traffic count data in Figure 4 indicates that 11, 15, and 21 vehicles turned right from Betty Cuthbert Avenue into Spurway Street during Wednesday and Saturday peak hours. These volumes are relatively low and are therefore unlikely to have a significant impact on westbound traffic along Betty Cuthbert Avenue at River Road.

Note that the 'Left Turn on Red Permitted After Stopping' sign at the traffic signal on River Road at Victoria Road was removed by Transport for NSW (TfNSW) on 7 May 2019 to increase the safety of pedestrians using the traffic signal pedestrian crossing to walk across River Road. The red arrow protection was also increased for the left turn from Victoria Road into River Road for the same crossing. TfNSW provided additional green time in River Road to assist traffic flow from River Road.

Response to Concerns 6 & 7: Other matters

Council will monitor traffic conditions after the project is complete and determine whether one-way restrictions and changes to parking arrangements are required in Betty Cuthbert Avenue and Jackson Street, Ermington.

Iman Mohammadi
Traffic and Transport Senior Engineer

Richard Searle
Traffic and Transport Manager

ATTACHMENTS:

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