

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

THURSDAY 2 NOVEMBER 2017

10.00am

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Inner West Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Inner West Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation. The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown and Marrickville LAC's;
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown and Heffron or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC. Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson.

AGENDA

- 1 Apologies**
- 2 Disclosures of Interest**
- 3 Confirmation of Minutes**
- 4 Matters Arising from Council's Resolution of Minutes**
- 5 Part A – Items Where Council May Exercise Its Delegated Functions**

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Late Items

Nil at time of printing.

7 General Business

8 Close of Meeting

Item No: T1117 Item 1
Subject: ANTHONY STREET, CROYDON- ANNUAL ROAD OCCUPANCY (CHRISTMAS STREET PARTY) ON SATURDAY 16 DECEMBER 2017
File Ref: 17/6022
Prepared By: Boris Muha - Traffic and Projects Engineer
Authorised By: Wal Petschler - Group Manager Footpaths, Roads, Traffic and Stormwater

SUMMARY

Council seeks the support of the committee for a temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to be supported in order to conduct an annual Christmas Street party on Saturday, 16 December 2017 as recommended below.

RECOMMENDATION

THAT:

Support be provided for the temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on the Saturday 16 December 2017, from 4.00pm - 9.00pm, subject to the following conditions:

1. The organiser is responsible to erect the signs and barricades in accordance of the Traffic Control Plan (TCP) attached, and arrange the management of the closure with RMS accredited traffic controllers.
2. Council Rangers be requested to oversee the event to assure that the traffic control arrangements are correctly in place.
3. The event would only entail the placement of tables and chairs upon the public footway or street, and be covered under Council (Casual Hire) insurance.
4. A clear passage of at least 4.0m must be provided for emergency vehicle access as required by Police.
5. The organiser is to arrange waste bins for litter control and make the area neat and tidy prior to the re-opening of the road.
6. The organiser is to arrange the dismantling of the temporary signs and barricades, and place the material in a designated area for Council to pick up after the completion of the event; and
7. The organiser is responsible for notifying the residents in the area at least one week prior to the event

BACKGROUND

Representation has been received from Ms Jackie Speak for residents in Anthony Street, Croydon, requesting the temporary closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street party from 4.00pm-9.00pm on Saturday 16 December 2017.

This Christmas street party closure has been held the last few years. The road closure is a category type "Class 3" under the RMS format for special events. Concurrence is only required from the Council and Police and that RMS be only notified of the event.

The above section of Anthony Street is two way Local Road that carries low volumes of traffic. Detouring of traffic can be made via the surrounding streets of Croydon Road/Elizabeth Street and Etonville Parade/Hunt Street. Resident access will be allowed from the Etonville Parade end of the closure - see attached Traffic Control Plan.

This event is of similar arrangements as in previous years and approved by the Traffic Committee.

Police and RMS have raised no objection in previous years to the above special event road closure.

FINANCIAL IMPLICATIONS

Council will supply material (signs and barricades) to the event organiser. Funds will be provided under Council budget.

OTHER STAFF COMMENTS

This event is of similar arrangements as in previous years and approved by the Traffic Committee. Police and RMS have raised no objection in the past to the above special event road closure.

For this type Class 3 minor event the main conditions of the road closure are:

- Council supplies material (signs and barricades) to the event organiser. The organiser is responsible to erect the signs and barricades according to the Traffic Control Plan (TCP) below, and arrange the management of the closure with RMS accredited traffic controllers. Council Rangers would be requested to oversee the event to assure that the traffic control arrangements are in order.
- The event only entails the placement of tables and chairs upon the public footway or street, and is assessed as a low risk event to have it covered under Council (Casual Hire) insurance.
- A clear passage of at least 4.0m is provided for emergency vehicle access. (Police condition)
- The organiser is responsible to arrange bins for litter control, and make the area neat and tidy following the re-opening of the road.
- The organiser is responsible to dismantle the signs and barricades and place the material in a designated area for Council to pick up after the completion of the event.

PUBLIC CONSULTATION

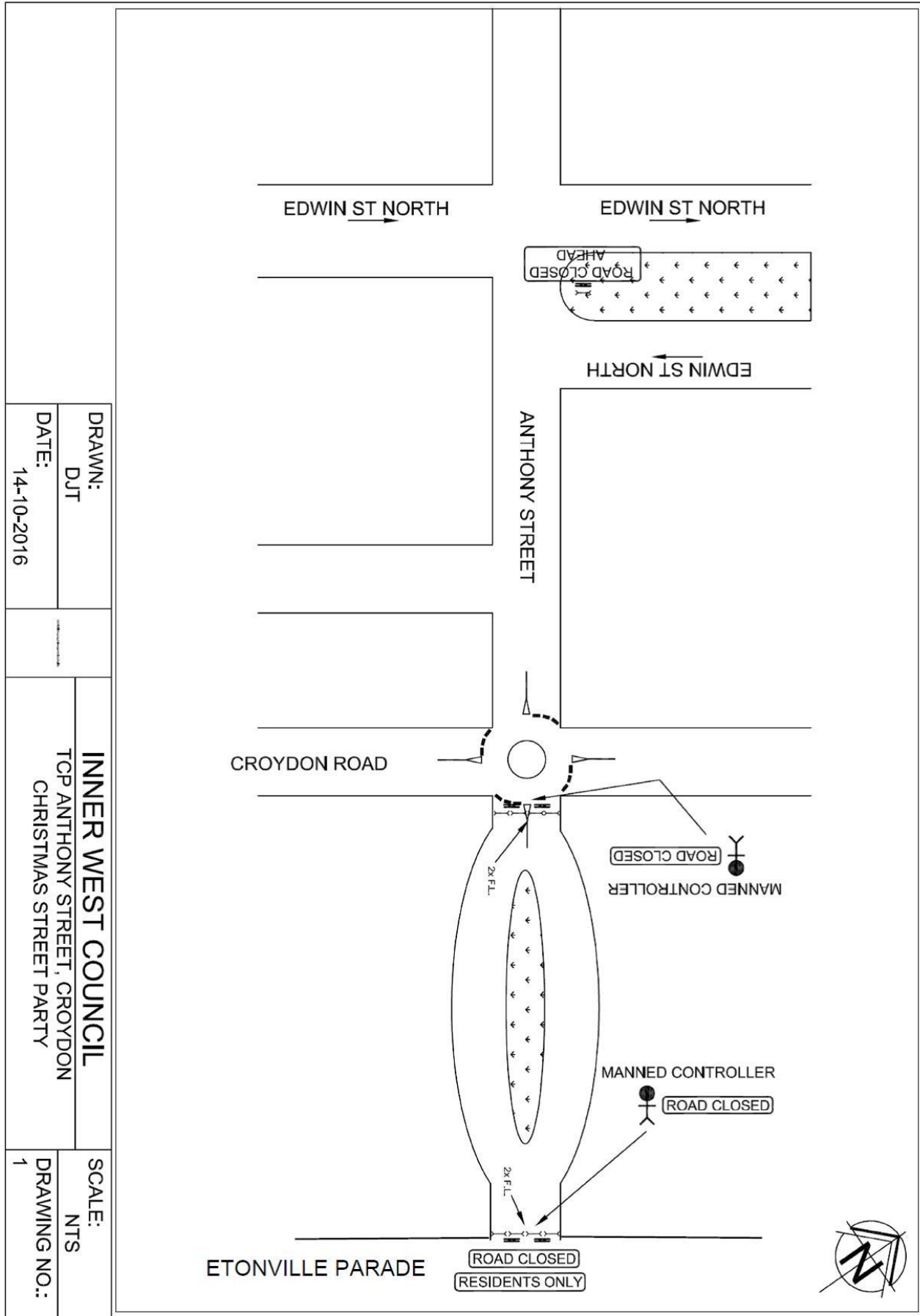
The organiser is responsible for notifying the residents in the area at least one week prior to the event. Council officers have arranged notification of the temporary full road closure of Anthony Street in the local newspaper, for a period of at least 28 days prior to the event.

CONCLUSION

It is recommended that support be provided for the temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on Saturday, 16 December 2017, from 4.00pm - 9.00pm. The closure will be subject to relevant conditions as imposed by Council together with any other conditions from the RMS and Police.

ATTACHMENTS

1. [↓](#) Attachment 1 - Anthony Street Road Closure



Item No: T1117 Item 2
Subject: RED LION STREET, ROZELLE, ANNUAL ROAD OCCUPANCY (STREET PARTY) (LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT LAC)
File Ref: 17/6022
Prepared By: Manod Wickramasinghe - Traffic and Parking Engineer
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report seeks approval for the temporary road closure of Red Lion Street, Rozelle to facilitate the annual 'Christmas Street Party' event that has been successfully conducted since 2009.

RECOMMENDATION

THAT:

1. The temporary road closure of Red Lion Street between Darling Street and Evans Street, Rozelle on Saturday, 9th December 2017 between 4.00pm and 11.00pm be supported, subject to the following conditions:
 - a. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Red Lion Street, Rozelle.
 - b. The occupation of the road carriageway must not occur until the road has been physically closed.
 - c. That the organiser be advised to arrange accredited traffic controllers to manage the road closure.
 - d. That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event.
 - e. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.
 - f. That the Fire Brigade (Balmain) be notified of the intended closure by the applicant.
 - g. That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
 - i. Barrier Boards
 - ii. 'Road Closed' (T2-4) signs
 - iii. 'Detour' (T5-1) signs
 - i. That the applicant be advised Council provides barricades and 'Road Closed' signs free or at minimum cost. The applicant is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
 - j. That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs.

- k. That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Protection of the Environment Operations Act 1997.
- l. That a copy of the Council approval be available on site for inspection by relevant authorities.
- m. That Council reserves the right to cancel the approval at any time.
- n. That the applicant complies with any reasonable directive from Council Officers and NSW Police; and

2. That the applicant be advised of the Committee's recommendation.

BACKGROUND

Council has received an application for approval of a street party in Red Lion Street between Darling Street and Evans Street, from a resident of Red Lion Street, Rozelle.

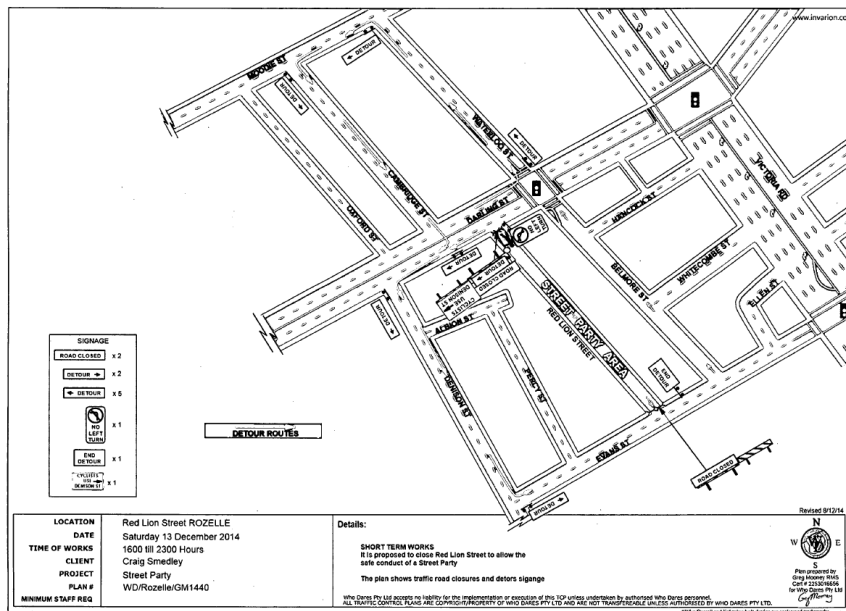
The street party is proposed to be held on Saturday, 9th December 2017 between 4.00pm and 11.00pm. The applicant is seeking permission for a temporary full road closure of Red Lion Street between Darling Street and Evans Street, Rozelle.

FINANCIAL IMPLICATIONS

The Street Party Co-ordinator will bear all costs associated with the road closure.

OTHER STAFF COMMENTS

The Traffic Control Plan for the closure is as follows:



This is an annual event and no significant issues have occurred in the past (first event was in 2009).

According to the RMS 'Guide to Traffic and Transport Management for Special Events' (Version 3.4) a small street party is considered as a 'Class 3' event.

Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- The party is to be held outdoors for fewer than 100 people
- No temporary structures or jumping castles are to be erected,
- Participants are to bring their own food and drinks, and food and drink are not for sale
- There will be no performers or amplified music involved

For approved street parties, Council will provide barricades and 'Road Closed' signs free or at minimum cost. Any non-standard signs may be provided at cost. The Street Party Co-ordinator will need to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost.

PUBLIC CONSULTATION

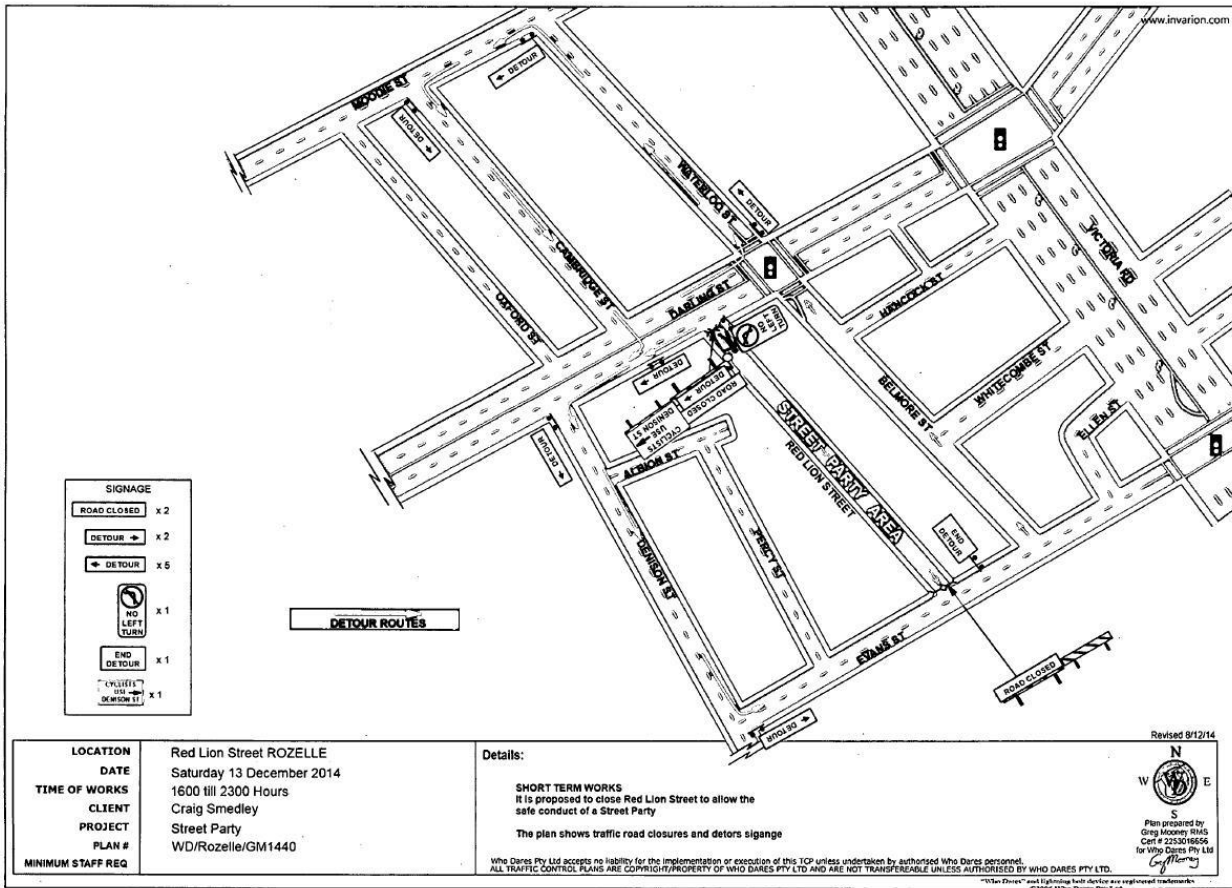
The proposed temporary full-road closure is currently advertised in the local newspaper for a period of 28 days.

CONCLUSION

It is recommended that the temporary closure of Red Lion Street between Darling Street and Evans Street on Saturday 9th December 2017 be supported subject to the conditions listed in the recommendation.

ATTACHMENTS

1. [↓](#) Attachment 1 - Red Lion Street - Road Occupancy



Item No: T1117 Item 3
Subject: SHORT STREET, BALMAIN – ROAD OCCUPANCY (BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT LAC)
File Ref: 17/6022
Prepared By: Manod Wickramasinghe - Traffic and Parking Engineer
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received an application from a resident of Short Street, Balmain to conduct a Christmas street party in Short Street between Spring Street and Curtis Road. This is an annual event.

RECOMMENDATION

THAT:

1. The temporary road closure of Short Street between Spring Street and Curtis Road, Balmain on Saturday, 16th December 2017 between 6.00pm and 11.30pm be supported, subject to the following conditions:
 - a. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Short Street, Balmain.
 - b. The occupation of the road carriageway must not occur until the road has been physically closed.
 - c. That the organiser be advised to arrange accredited traffic controllers to manage the road closure.
 - d. That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event.
 - e. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.
 - f. That the Fire Brigade (Balmain) be notified of the intended closure by the applicant.
 - g. That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
 - i. Barrier Boards
 - ii. 'Road Closed' (T2-4) signs
 - iii. 'Detour' (T5-1) signs
 - i. That the applicant be advised Council provides barricades and 'Road Closed' signs free or at minimum cost. The applicant is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
 - j. That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs.

-
- k. That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Protection of the Environment Operations Act 1997.
 - l. That a copy of the Council approval be available on site for inspection by relevant authorities.
 - m. That Council reserves the right to cancel the approval at any time.
 - n. That the applicant complies with any reasonable directive from Council Officers and NSW Police; and

2. That the applicant be advised of the Committee's recommendation.

BACKGROUND

Council has received an application from a resident of Short Street, Balmain to conduct a Christmas street party in Short Street between Spring Street and Curtis Road.

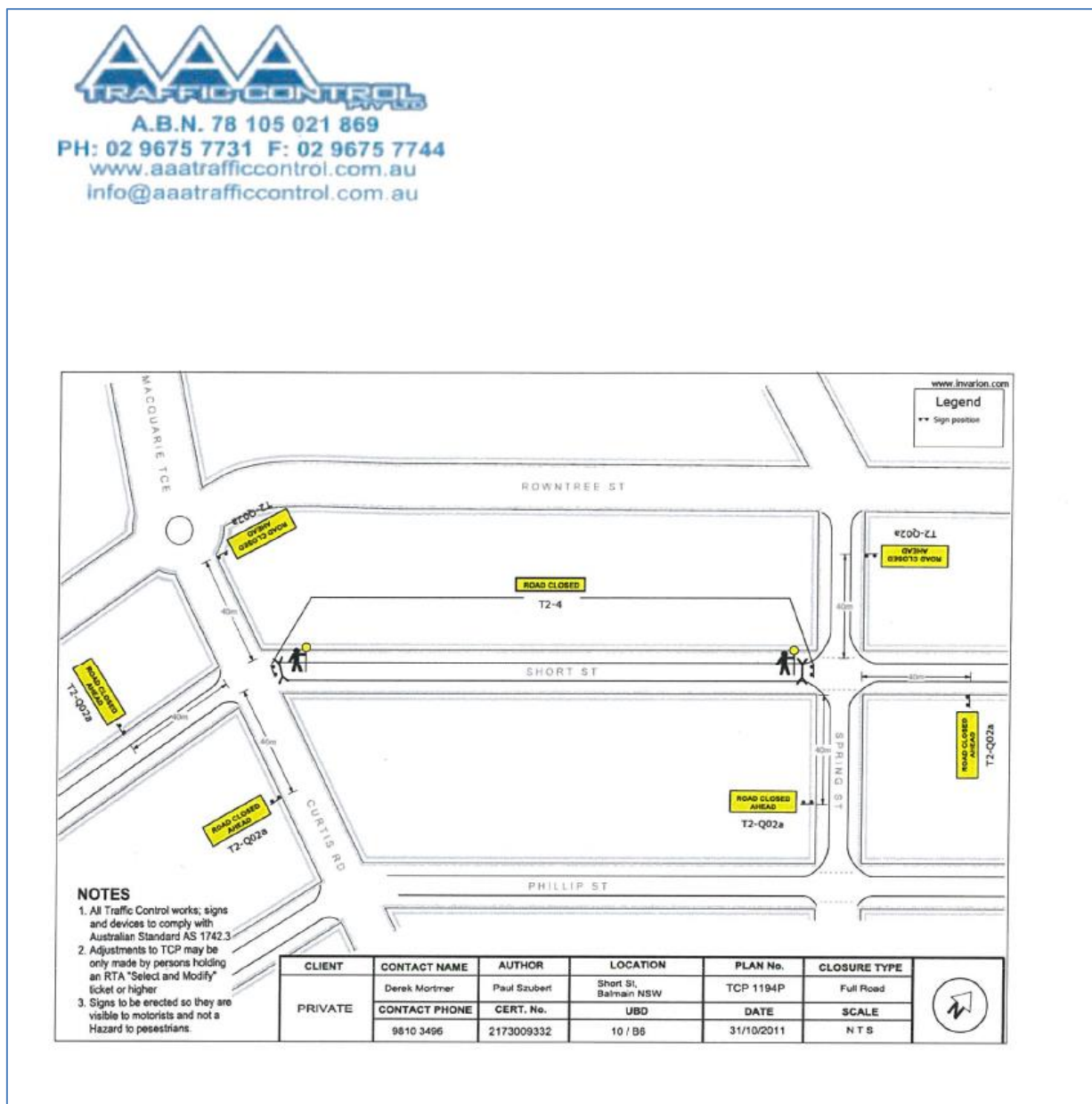
The street party is proposed to be held on Saturday, 16th December 2017 between 6.00pm and 11.30pm. The applicant is seeking permission for a temporary full road closure of Short Street, Balmain, between Spring Street and Curtis Road.

FINANCIAL IMPLICATIONS

The Street Party Co-ordinator will bear all costs associated with the road closure.

OTHER STAFF COMMENTS

The Traffic Control Plan for the closure is as follows:



This is an annual event and no significant issues have occurred in previous years.

According to the RMS 'Guide to Traffic and Transport Management for Special Events' (Version 3.4) a small street party is considered as a 'Class 3' event.

The RMS advises that features common to all Class 3 special events are that the event:

- does not impact local or major traffic and transport systems or classified roads
- disrupts the non-event community in the immediate area only
- requires Local Council and Police consent
- is conducted on-street in a very low traffic area such as a dead-end or cul-de-sac
- is never used for racing events.

Other features of a Class 3 special event are that it:

- may, depending on Local Council policy, require a simplified Transport Management Plan
- may depend on each Council's Special Events Policy and is not available in all Council areas
- may not require advertising the event's traffic aspects to the community.

Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- The party is to be held outdoors for fewer than 100 people
- No temporary structures or jumping castles are to be erected,
- Participants are to bring their own food and drinks, and food and drink are not for sale
- There will be no performers or amplified music involved

For approved street parties, Council will provide barricades and 'Road Closed' signs free or at minimum cost. Any non-standard signs may be provided at cost. The Street Party Co-ordinator will need to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost.

Subject to the approval of the street party by the Traffic Committee, if required, Council's Employee Services will undertake a risk assessment with the applicant to ensure that the event is conducted in a safe manner.

PUBLIC CONSULTATION

The proposed temporary full-road closure is currently advertised in the local newspaper for a period of 28 days.

CONCLUSION

It is recommended that the temporary closure of Short Street between Spring Street and Curtis Road, Balmain on Saturday 16th December 2017 be supported subject to the conditions listed in the recommendation.

ATTACHMENTS

Nil.

Item No: T1117 Item 4
Subject: DAY STREET, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURE FOR STREET PARTY (MARRICKVILLE WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)
File Ref: 17/6022
Prepared By: Emilio Andari - Civil Engineer
Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

An application has been received from a resident for the temporary full road closure of Day Street, between Hampden Avenue and Mansion Street, Marrickville (for a period of two and a half hours on Sunday 28 January 2018) in order to hold a street party.

It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT:

The proposed full road closure of Day Street, Marrickville (between Hampden Avenue and Mansion Street) on Sunday 28 January 2018 between 4:30pm and 7:00pm be APPROVED, to hold a street party, subject to the following conditions;

1. The temporary full road closure be advertised in the local newspaper for a period of 28 days in advance of the proposed closure;
2. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
3. The applicant is to set out the road closure as per the attached typical Traffic Control Plan (TCP);
4. Notice of the proposed closure be forwarded to the NSW Police, the NSW Fire Brigades, the NSW Ambulance Services and the Transport Management Centre (TMC);
5. All affected residents and businesses shall be notified in writing of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
6. Vehicular and pedestrian access for residents to their off-street car parking spaces be maintained where possible during the road closure; and
7. The applicant is to comply with all conditions of Council's Street Party Guidelines.

BACKGROUND

Council's Street Party Guidelines state that;

Road closures will not be permitted on major roads, bus routes or streets where party restricts access to schools, train stations, shopping centres/strips, exceeds four hours, requires a

formal traffic management plan or is held at night. For a road closure to be supported for a street party the street must be a cul-de-sac or local residential street that does not carry significant traffic volumes.

The guidelines also highlight that the applicant's proposal of a road closure for a street party will need to be supported by all affected residents before they wish to apply to Council. Where a road closure is approved, Council will provide road closure signage.

FINANCIAL IMPLICATIONS

Nil.

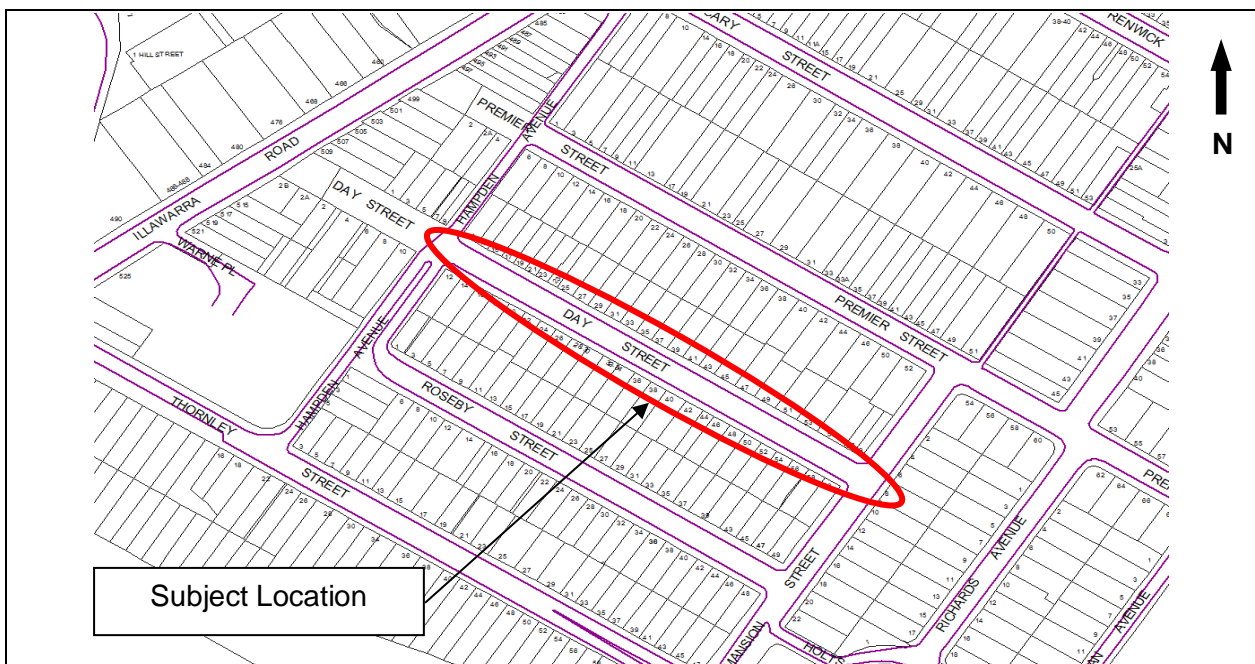
OFFICER COMMENTS

Day Street is a local road that runs east-west between Hampden Avenue and Mansion Street. The road is approximately 12.8 metres in width and is mainly used by residents to gain access to their properties and provides vehicular access to the frontage of a number of properties located on both sides of Day Street.

At present, unrestricted parking is permitted on both sides of Day Street (refer to the attached locality map).

Vehicular access for residents/businesses is to be maintained during the closure, where possible. Traffic controllers are to be positioned at the closure points when required to provide vehicular access to residents and ensure the safety of motorists and pedestrians.

Locality map – Day Street, Marrickville

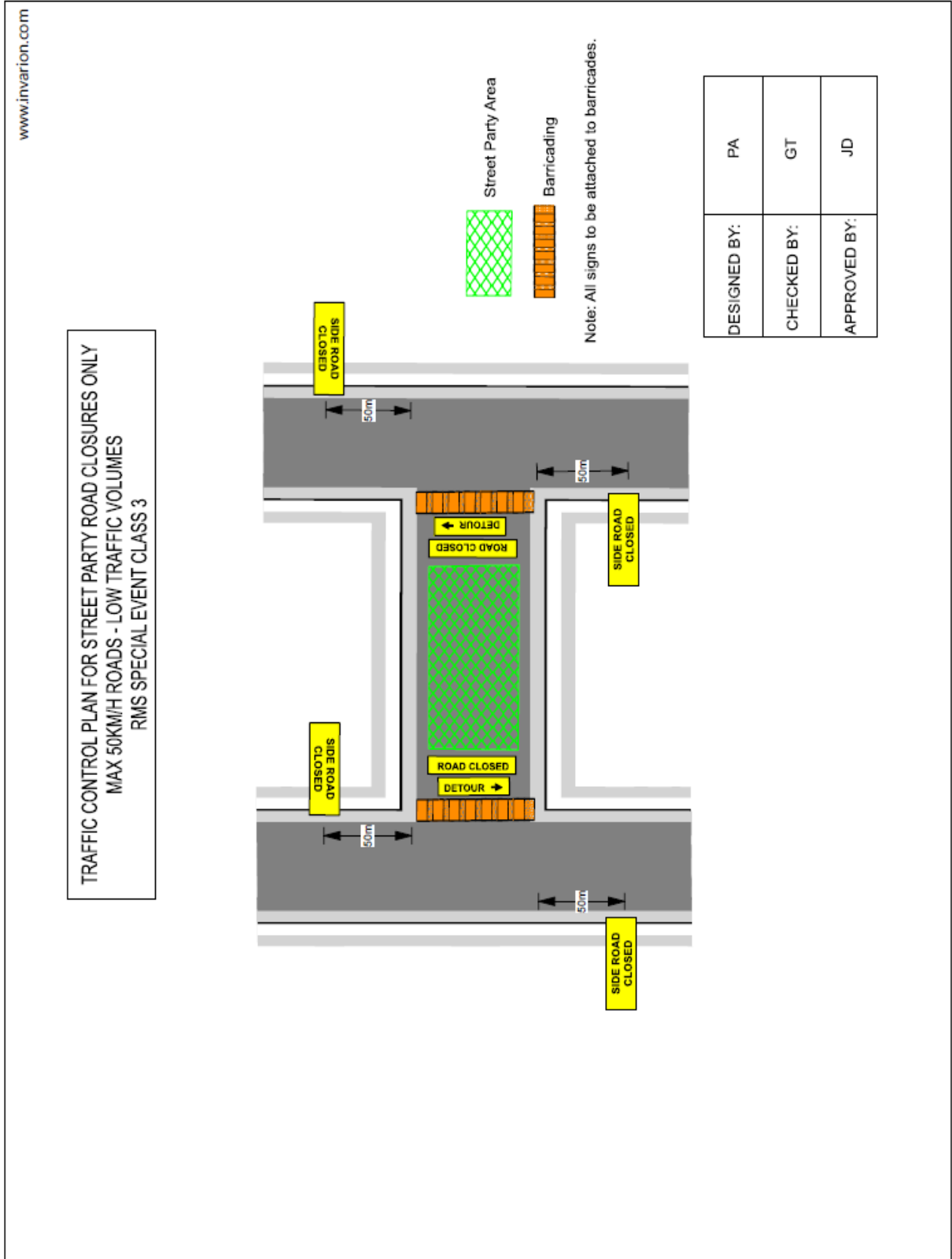


PUBLIC CONSULTATION

All affected residents and/or businesses are to be notified in writing at least 7 days prior to the commencement of the road closure. It should be noted that advertisement of the street party was placed in the local paper on the 31st October 2017. No submissions have been received to date.

CONCLUSION

It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.



ATTACHMENTS

Nil.

Item No: T1117 Item 5

Subject: KINGSTON LANE, CAMPERDOWN – TEMPORARY FULL ROAD CLOSURE FOR STREET PARTY (STANMORE WARD/NEWTOWN ELECTORATE/NEWTOWN LAC)

File Ref: 17/6022

Prepared By: Emilio Andari - Civil Engineer

Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

An application has been received from a resident for the temporary full road closure of Kingston Lane, between Salisbury Road and Marmion Street, Camperdown (for a period of four hours on Saturday 2 December 2017) in order to hold a street party.

It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT:

The proposed full road closure of Kingston Lane, Camperdown (between Salisbury Road and Marmion Street) on Saturday 2 December 2017 between 3:00pm and 7:00pm be **APPROVED**, to hold a street party, subject to the following conditions;

1. The temporary full road closure be advertised in the local newspaper for a period of 28 days in advance of the proposed closure;
 2. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
 3. The applicant is to set out the road closure as per the attached typical Traffic Control Plan (TCP);
 4. Notice of the proposed closure be forwarded to the NSW Police, the NSW Fire Brigades, the NSW Ambulance Services and the Transport Management Centre (TMC);
 5. All affected residents and businesses shall be notified in writing of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
 6. Vehicular and pedestrian access for residents to their off-street car parking spaces be maintained where possible during the road closure; and
 7. The applicant is to comply with all conditions of Council's Street Party Guidelines.
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BACKGROUND

Council's Street Party Guidelines state that;

Road closures will not be permitted on major roads, bus routes or streets where party restricts access to schools, train stations, shopping centres/strips, exceeds four hours, requires a formal traffic management plan or is held at night. For a road closure to be supported for a street party the street must be a cul-de-sac or local residential street that does not carry significant traffic volumes.

The guidelines also highlight that the applicant's proposal of a road closure for a street party will need to be supported by all affected residents before they wish to apply to Council. Where a road closure is approved, Council will provide road closure signage.

FINANCIAL IMPLICATIONS

Nil.

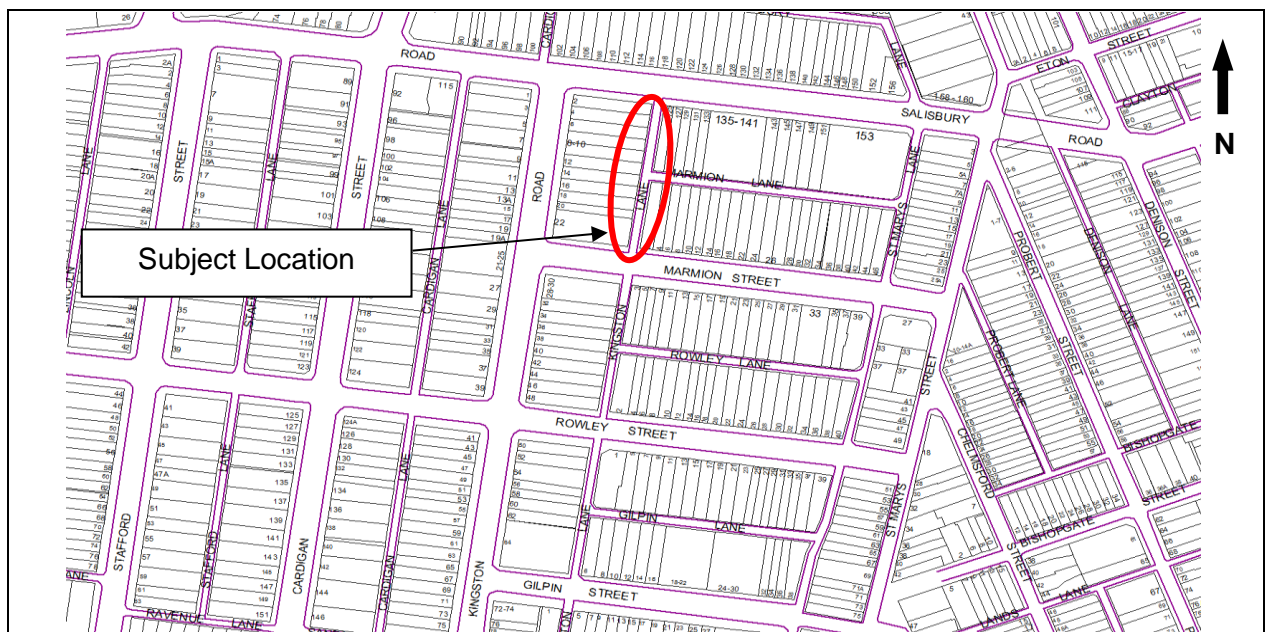
OFFICER COMMENTS

Kingston Lane is a local road that runs north-south between Salisbury Road and Trade Street. The lane is approximately 4.9 metres in width and is mainly used by residents to gain access to their properties and provides vehicular access to the rear of a number of properties located along Kingston Road.

At present, 'No Parking' restrictions is installed along the eastern side of the subject section of Kingston Lane and unrestricted parking is permitted along the western side of the subject section of Kingston Lane (refer to the attached locality map).

Vehicular access for residents/businesses is to be maintained during the closure, where possible. Traffic controllers are to be positioned at the closure points when required to provide vehicular access to residents and ensure the safety of motorists and pedestrians.

Locality map – Kingston Lane, Camperdown

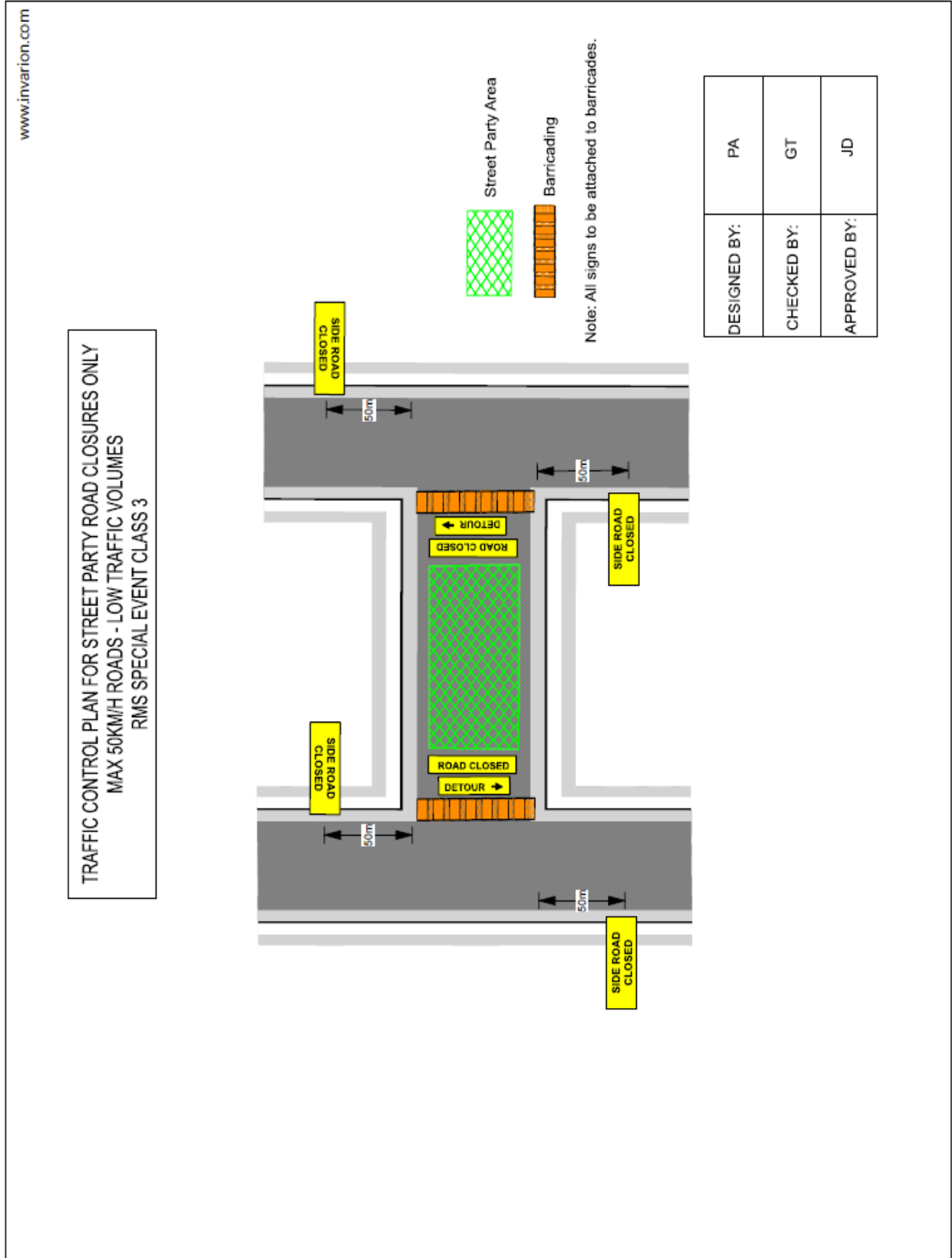


PUBLIC CONSULTATION

All affected residents and/or businesses are to be notified in writing at least 7 days prior to the commencement of the road closure. It should be noted that advertisement of the street party was placed in the local paper on the 31st October 2017. No submissions have been received to date.

CONCLUSION

It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.



ATTACHMENTS

Nil.

Item No: T1117 Item 6

Subject: CONSTITUTION ROAD, DULWICH HILL - PROPOSED PEDESTRIAN
REFUGE ISLAND UPGRADE DESIGN PLAN
(ASHFIELD WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)

File Ref: 17/6022

Prepared By: Emilio Andari - Civil Engineer

Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

A detailed design plan has been finalised for the proposed traffic calming improvements in Constitution Road, Dulwich Hill, at its intersection with Williams Parade, as part of the Dulwich Hill North LATM study implementation. The proposal to upgrade the existing pedestrian refuge islands and associated signs will improve pedestrian safety at this location.

Consultation was undertaken with the registered sporting clubs to the adjacent field at Arlington Oval, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the design of the upgrade to the existing pedestrian refuge islands with associated signs in Constitution Road, Dulwich Hill, at the intersection with Williams Parade (as per the attached design plan No. 6154) be APPROVED.

BACKGROUND

Council is proposing to reconstruct the existing pedestrian refuge islands with associated signs in Constitution Road, Dulwich Hill, at its intersection with Williams Parade.

This proposal is a design which was included in the recently approved Dulwich Hill North Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) mid-2017. The LATM provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Dulwich Hill North LATM was endorsed and approved by Council at its meeting held on 12 October 2017.

The detail design plan has been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$40,000 has been allocated by Council for the entire scope of works for Constitution Road at Williams Parade, Dulwich Hill under the Dulwich Hill North LATM Implementation 2017/2018. These works include reconstructing the three existing pedestrian refuge islands with associated signs in Constitution Road and Williams Parade, Dulwich Hill (including new landscaping within the upgraded pedestrian refuge islands and two new kerb ramps).

OFFICER COMMENTS

Site location & road network

Street Name	Constitution Road	Williams Parade
Section	Between Grove Street and Windsor Road	Between Constitution Road and to an end
Carriageway Width (m)	10.3	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local	Local
85th Percentile Speed (km/h)	46.4	40.7
Vehicles Per Day (vpd)	4,365	1,456
Reported Crash History (July 2012 – June 2017)	No crashes recorded.	No crashes recorded.
Heavy Vehicle Volume (%)	3.3	2.5
Parking Arrangements	Sections of permit parking restrictions along both sides of the road.	'4P' parking restriction on the western side and unrestricted 90 degree angle rear-to-kerb parking on the eastern side of the road.

At present, the intersection of Constitution Road and Williams Parade, Dulwich Hill is controlled by a roundabout.

Design Plan – No. 6154

A detailed design plan for the provision of three upgraded pedestrian refuge islands with landscaping at Constitution Road and Williams Parade, Dulwich Hill, including the associated signs (ATTACHMENT - design plan No. 6154) are submitted for consideration.

The proposed scope of work includes the following:

- Reconstruct three existing pedestrian refuge islands with new landscaping and associated signs in Constitution Road and Williams Parade, Dulwich Hill as per design plan.
- Construct two new kerb ramps with the upgraded pedestrian refuge island on Constitution Road located immediately east to its intersection with Williams Parade.
- Upgrade the street lighting to comply with Australian Standards.

The proposed treatment will not result in the loss of any legal on-street car parking spaces in Constitution Road and Williams Parade (refer to the attached design plan No. 6154). All current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

A notification letter as well as a copy of the detailed design plan was sent on 13 April 2017 to the registered sporting clubs to the adjacent field at Arlington Oval, regarding the proposed design plan to implement three upgraded pedestrian refuge islands at the intersection of Constitution Road and Williams Parade, Dulwich Hill with associated signs. A total of 5 letters were distributed. The closing date for submissions ended on 28 April 2017. There were no responses received regarding the proposal.

CONCLUSION

It is recommended that the detailed design plan of the proposed treatment and associated signs be approved, to improve pedestrian safety at this location.



Item No: T1117 Item 7

Subject: ADDISON ROAD, PETERSHAM – PROPOSED RAISED PEDESTRIAN CROSSING & KERB EXTENSIONS DESIGN PLAN (STANMORE WARD/NEWTOWN & SUMMER HILL ELECTORATES/MARRICKVILLE LAC)

File Ref: 17/6022

Prepared By: Emilio Andari - Civil Engineer

Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

A detailed design plan has been finalised for the proposal to upgrade the existing at-grade pedestrian crossing in Addison Road, Petersham at its intersection with Coronation Avenue as part of the NSW Government's Pedestrian Infrastructure Safety Around Schools Program and as part of the Henson LATM study implementation. The proposal to upgrade the existing at-grade pedestrian crossing to a new raised pedestrian crossing with kerb extensions and associated signs and line markings will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Addison Road, Albert Street and Coronation Avenue, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the design of the raised pedestrian crossing with new kerb extensions and associated signs and line markings in Addison Road, Petersham, at the intersection of Coronation Avenue (as per the attached design plan No. 6111) be APPROVED.

BACKGROUND

In February 2015, the NSW State Government announced a \$5 million commitment to improve pedestrian infrastructure around schools. In December 2015, the Roads and Maritime Services (RMS) sought assistance from Councils to develop and deliver the program to schools. The new program commenced in early 2016 and is to be completed by June 2018.

On 19 January 2017, Council was notified by RMS that it has been successful in gaining funding through the NSW Government's Pedestrian Infrastructure Safety Around Schools Program for five local schools. Sites were selected using a school pedestrian risk model, to ensure treatments achieve the greatest road safety benefit and deliver a fair distribution across metropolitan and country areas.

The existing at-grade pedestrian crossing in Addison Road, Petersham, at its intersection with Coronation Avenue, was identified as one of the five projects which are part-funded by the RMS.

Council is proposing to reconstruct the existing at-grade pedestrian crossing with new kerb extensions with associated signs and line markings in Addison Road, Petersham, at its intersection with Coronation Avenue.

This proposal was also included in the recently approved Henson Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) at the end

of 2016. The LATM provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Henson LATM was endorsed and approved by Council at its meeting held on 26 April 2017.

The detail design plan has been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

This design was identified as part of the NSW Government's Pedestrian Infrastructure Safety Around Schools Program which is part-funded by the RMS.

Funding of \$115,000 has been allocated by Council for the entire scope of works for Addison Road, Petersham under the 2017/2018 Capital Works Program for Traffic Facilities.

The estimated cost for these works is \$100,000 and is part-funded by RMS with a contribution of \$47,000 for this financial year 2017/2018.

OFFICER COMMENTS

Site location & road network

Street Name	Addison Road	Coronation Avenue
Section	Between Shaw Street and Albert Street	Between Coronation Avenue and to an end
Carriageway Width (m)	12.8	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Regional	Local
85th Percentile Speed (km/h)	50.0	37.4
Vehicles Per Day (vpd)	13,951	579
Reported Crash History (July 2012 – June 2017)	3 crashes (Rum Code: 2, 21 & 30). Crashes resulted in either injury or tow away.	No crashes recorded.
Heavy Vehicle Volume (%)	9.2	3.2
Parking Arrangements	Sections of unrestricted parking and bus zones on both sides of the road.	Unrestricted parking on both sides of the road.

At present, the intersection of Coronation Avenue with Addison Road is controlled by a 'Give Way' sign and line markings, with priority given to traffic along Addison Road.

Design Plan – No. 6111

A detailed design plan for the provision of a raised pedestrian crossing with kerb extensions in Addison Road, Petersham, at its intersection with Coronation Avenue, including the associated signs and line markings (ATTACHMENT - design plan No. 6111) are submitted for consideration.

The proposed scope of work includes the following:

- Reconstruct the existing at-grade pedestrian crossing with a raised pedestrian crossing on Addison Road, at its intersection with Coronation Avenue as per design plan.

- Construct landscaped kerb extensions on the corners of Addison Road at Coronation Avenue and construct one new kerb ramp in Coronation Avenue at its intersection with Addison Road.
- Reinstate the missing 'No Stopping' sign on the western side of Coronation Avenue located approximately 10.5 metres south of its intersection with Addison Road.
- Install all other associated signage and line markings with the raised pedestrian crossing and kerb extensions as per design plan.

There will be no loss of any legal on-street car parking spaces in Addison Road as an outcome of the proposed raised pedestrian crossing and kerb extensions with associated signs and line markings (refer to the attached design plan No. 6111). All current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

A notification letter as well as a copy of the detailed design plan was sent on 10 October 2017 to the owners and occupiers of the affected properties in Addison Road, Albert Street and Coronation Avenue, Petersham, regarding the proposed design plan to upgrade the existing at-grade pedestrian crossing to a raised pedestrian crossing at this location with new kerb extensions including associated signs and line markings. A total of 13 letters were distributed. The closing date for submissions ended on 24 October 2017.

There was a total of one (1) response supporting the proposal. This response is detailed below.

Residents' Comments (supporting the proposal)	Officer's Response
A resident of Coronation Avenue is in support of the proposed raised pedestrian crossing with kerb extensions in Addison Road at its intersection with Coronation Avenue. The resident also noted that a missing 'No Stopping' sign was previously located on the western side of Coronation Avenue approximately 10 metres south of its intersection with Addison Road and requested for this to be replaced.	Received and noted. Council officers have checked Council's sign installation inventory and confirmed that a 'No Stopping' sign (right arrow) is missing at this location. The design plan has been amended to reinstate the missing sign.

CONCLUSION

It is recommended that the detailed design plan of the proposed treatment and associated signs and line markings be approved, to improve pedestrian safety and traffic conditions at this location.

Item No: T1117 Item 8

Subject: VICTORIA ROAD, MARRICKVILLE – PROPOSED RAISED PEDESTRIAN CROSSING WITH MEDIAN ISLAND & KERB EXTENSION DESIGN PLAN (MARRICKVILLE WARD/NEWTOWN ELECTORATE/MARRICKVILLE LAC)

File Ref: 17/6022

Prepared By: Emilio Andari - Civil Engineer

Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

A detailed design plan has been finalised for the proposal to upgrade the existing at-grade pedestrian crossing in Victoria Road, Marrickville at its intersection with Edgeware Road as part of the NSW Government's Pedestrian Infrastructure Safety Around Schools Program and as part of the Marrickville East LATM study implementation. The proposal to upgrade the existing at-grade pedestrian crossing to a new raised pedestrian crossing with a median island and kerb extensions and associated signs and line markings will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Victoria Road and Edgeware Road, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the design of the raised pedestrian crossing with a median island and kerb extensions and associated signs and line markings in Victoria Road, Marrickville, at the intersection of Edgeware Road (as per the attached design plan No. 6185) be APPROVED.

BACKGROUND

In February 2015, the NSW State Government announced a \$5 million commitment to improve pedestrian infrastructure around schools. In December 2015, the Roads and Maritime Services (RMS) sought assistance from Councils to develop and deliver the program to schools. The new program commenced in early 2016 and is to be completed by June 2018.

On 19 January 2017, Council was notified by RMS that it has been successful in gaining funding through the NSW Government's Pedestrian Infrastructure Safety Around Schools Program for five local schools. Sites were selected using a school pedestrian risk model, to ensure treatments achieve the greatest road safety benefit and deliver a fair distribution across metropolitan and country areas.

The existing at-grade pedestrian crossing in Victoria Road, Marrickville, at its intersection with Edgeware Road, was identified as one of the five projects which are part-funded by the RMS.

Council is proposing to reconstruct the existing at-grade pedestrian crossing with a median island and new kerb extensions with associated signs and line markings in Victoria Road, Marrickville, at its intersection with Edgeware Road.

This proposal was also included in the recently approved Marrickville East Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) at the end of 2016. The LATM provides rationale and recommended actions to address local traffic

issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Marrickville East LATM was endorsed and approved by Council at its meeting held on 28 February 2017.

The detail design plan has been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

This design was identified as part of the NSW Government's Pedestrian Infrastructure Safety Around Schools Program which is part-funded by the RMS.

Funding of \$180,000 has been allocated by Council for the entire scope of works for Victoria Road, Marrickville under the 2017/2018 Capital Works Program for Traffic Facilities.

The estimated cost for these works is \$190,000 and is part-funded by RMS with a contribution of \$50,000 for this financial year 2017/2018.

OFFICER COMMENTS

Site location & road network

Street Name	Victoria Road
Section	Between Edgeware Road and Murray Street
Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Regional
85th Percentile Speed (km/h)	-
Vehicles Per Day (vpd)	-
Reported Crash History (July 2012 – June 2017)	3 crashes (Rum Code: 30, 30 & 49). Crashes resulted in either injury or tow away.
Heavy Vehicle Volume (%)	-
Parking Arrangements	Sections of unrestricted parking on both sides of the road.

At present, the intersection of Victoria Road with Edgeware Road is controlled by a 'Give Way' sign and line markings, with priority given to traffic along Edgeware Road.

Design Plan – No. 6185

A detailed design plan for the provision of a raised pedestrian crossing with a median island and kerb extensions in Victoria Road, Marrickville, at its intersection with Edgeware Road, including the associated signs and line markings (ATTACHMENT - design plan No. 6185) are submitted for consideration.

The proposed scope of work includes the following:

- Reconstruct the existing at-grade pedestrian crossing with a raised pedestrian crossing on Victoria Road, at its intersection with Edgeware Road as per design plan.
- Reconstruct the existing median island and install new pavement arrow markings on Victoria Road as per design plan.
- Construct landscaped kerb extensions on the corners of Victoria Road at Edgeware Road as per design plan.
- Reseal the road pavement on Victoria Road.
- Reconstruct sections of footpath with concrete along Victoria Road and Edgeware Road.
- Upgrade the street lighting to comply with Australian Standards.

- Install all other associated signage and line markings with the raised pedestrian crossing with median island and kerb extensions as per design plan.

The proposed treatment will result in the loss of two (2) legal on-street car parking spaces in Victoria Road as an outcome of the proposed raised pedestrian crossing with a median island and kerb extensions with associated signs and line markings in order to improve pedestrian safety and traffic conditions (refer to the attached design plan No. 6185). All current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

A notification letter as well as a copy of the detailed design plan was sent on 26 September 2017 to the owners and occupiers of the affected properties in Victoria Road and Edgeware Road, Marrickville, regarding the proposed design plan to upgrade the existing at-grade pedestrian crossing to a raised pedestrian crossing at this location with a new median island and new kerb extensions including associated signs and line markings. A total of 20 letters were distributed. The closing date for submissions ended on 17 October 2017.

There were a total of two (2) responses supporting the proposal and there were a total of two (2) responses opposing the proposal. These responses are detailed below.

Residents' Comments (supporting the proposal)	Officer's Response
A member of the community is in support of the proposed kerb extensions and additional landscaping on the footpath in Victoria Road at its intersection with Edgeware Road. However, the proposed raised pedestrian crossing shifted to its new location was not in support and the proposed pedestrian fencing at the corners of Victoria Road and Edgeware Road are not in support.	Received and noted. The location of the proposed raised pedestrian crossing and median island has been designed to accommodate turning movements of an 8.8m service vehicle (garbage truck) using swept path analysis while improving safety for pedestrians at this location. The proposed location of the devices cannot be shifted without turning movements of larger vehicles being restricted at this intersection.
A resident of Victoria Road is in support of the proposal however, they raise concerns to the loss in on-street parking as a result. Resident requested that a resident parking scheme be introduced given the mixed use of the local community with a shopping centre nearby.	Received and noted. Council has recently undertaken a parking study of the area known as the Stanmore Parking Strategy. Parking utilisation surveys were undertaken in Victoria Road. It should be noted that the survey shows that the parking in the street on a weekday varied between 50-85% utilisation and parking during weekends predominantly were between 75-85% utilisation. It was also identified that parking availability in nearby streets, such as, Empire Lane and the southern end of Victoria Road (near Metro Shopping Centre) had generally lower parking occupancy rates compared to the subject location.

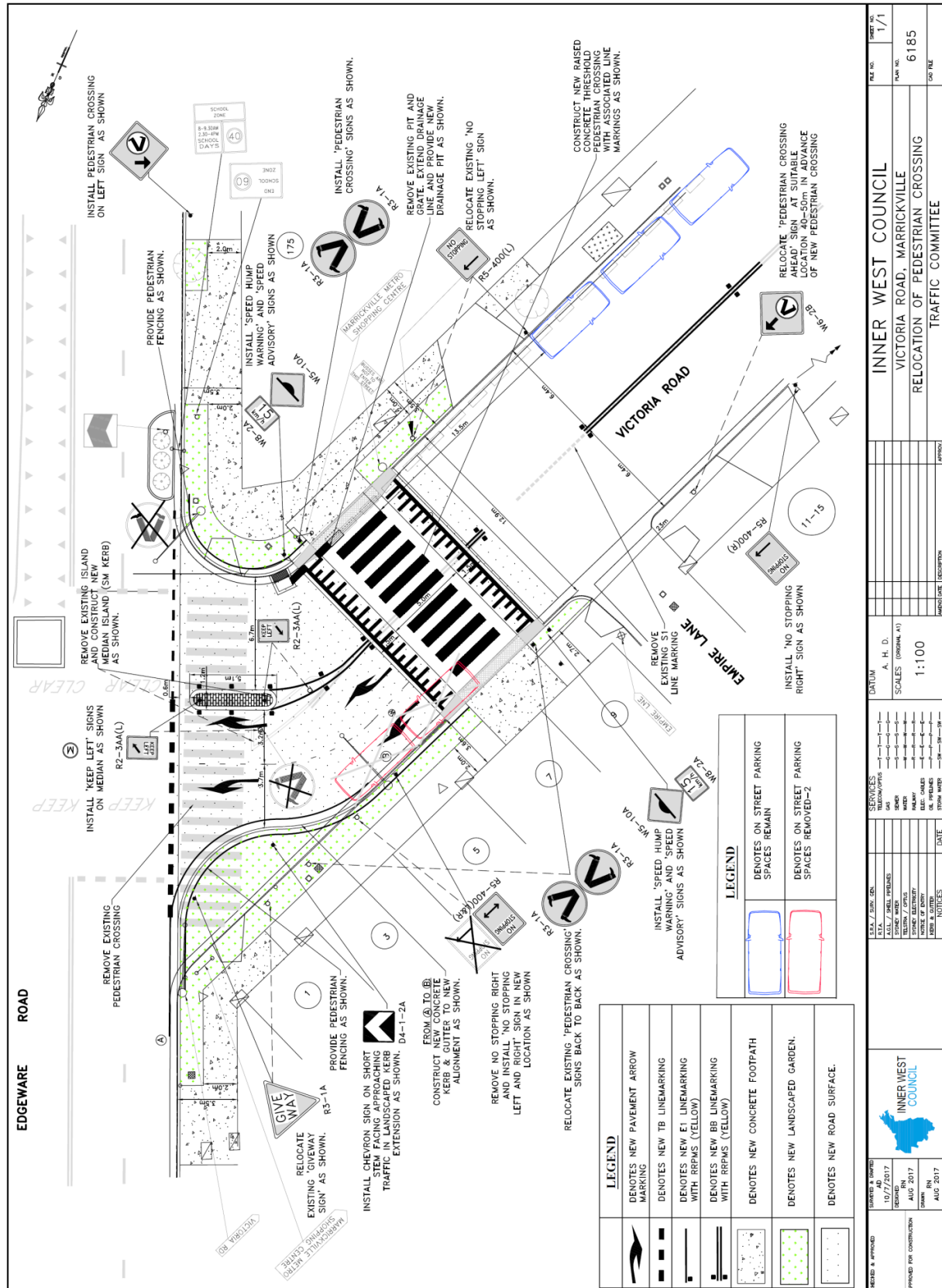
Residents' Comments (opposing the proposal)	Officer's Response
A member of the community is not in support of the proposed raised pedestrian crossing with median island and kerb extensions in Victoria Road at its intersection with Edgeware Road. The resident stated that the proposed location of the raised pedestrian crossing is not at the	The location of the proposed raised pedestrian crossing and median island has been designed to accommodate turning movements of an 8.8m service vehicle (garbage truck) using swept path analysis while maintaining safety for pedestrians at this location. The proposed

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<p>desire line of path for pedestrians walking along Edgeware Road. The resident suggested that this intersection be reviewed to propose an 'entry only' into Victoria Road from Edgeware Road.</p>	<p>location of the devices cannot be shifted without turning movements of larger vehicles being restricted at this intersection. Fencing will be installed to direct pedestrians to the new pedestrian crossing location which is only a short distance away from the existing pedestrian crossing.</p>
<p>A resident of Victoria Road is not in support of the proposal and would like to request that a 'No Right Turn' restriction from Victoria Road into Edgeware Road be introduced.</p>	<p>The location of the proposed raised pedestrian crossing and median island has been designed to accommodate turning movements of an 8.8m service vehicle (garbage truck) using swept path analysis while improving safety for pedestrians at this location. The proposed location of the devices cannot be shifted without turning movements of larger vehicles being restricted at this intersection.</p> <p>It is not feasible for the introduction of a 'No Right Turn' restriction from Victoria Road into Edgeware Road. Currently, there are two options for vehicles to head eastbound from the Metro Shopping Centre precinct. The first option is the right turn movement from Victoria Road onto Edgeware Road which continues onto Bedwin Road and Campbell Street. The second option is the left turn movement from Murray Street onto Edinburgh Road and then onto Railway Parade and Edgeware Road via the underpass of the railway bridge. The second option consists of restrictions at the underpass and the left turn movement of Edgeware Road onto Bedwin Road at the start of the railway bridge for heavy vehicles.</p>

CONCLUSION

It is recommended that the detailed design plan of the proposed treatment and associated signs and line markings be approved, to improve pedestrian safety and traffic conditions at this location.



ATTACHMENTS

Nil.

Item No: T1117 Item 9

Subject: WINDSOR ROAD, DULWICH HILL - PROPOSED PEDESTRIAN REFUGE ISLAND DESIGN PLAN (ASHFIELD WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)

File Ref: 17/6022

Prepared By: Emilio Andari - Civil Engineer

Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

A detailed design plan has been finalised for the proposed traffic calming improvements in Windsor Road, Dulwich Hill, near its intersection with Weston Street and Rosedale Street, as part of the Dulwich Hill North LATM study implementation. The proposal for a pedestrian refuge island and associated signs and line markings will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Windsor Road, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the design of the pedestrian refuge island with associated signs and line markings in Windsor Road, Dulwich Hill, near its intersection with Weston Street and Rosedale Street (as per the attached design plan No. 6146) be APPROVED.

BACKGROUND

Council is proposing to construct a pedestrian refuge island with associated signs and line markings in Windsor Road, Dulwich Hill, near its intersection with Weston Street and Rosedale Street.

This proposal is a design which was included in the recently approved Dulwich Hill North Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) mid-2017. The LATM provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Dulwich Hill North LATM was endorsed and approved by Council at its meeting held on 12 October 2017.

The detail design plan has been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$25,000 has been allocated by Council for the entire scope of works for Windsor Road, Dulwich Hill near its intersection with Weston Street and Rosedale Street, under the Dulwich Hill North LATM Implementation 2017/2018. These works include constructing the a pedestrian refuge island with associated signs and line markings and two kerb ramps with new landscape gardens along sections of footpath in Windsor Road.

OFFICER COMMENTS

Site location & road network

Street Name	Windsor Road
Section	Between Fairmount Street and Hampstead Road
Carriageway Width (m)	10.3
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	45.7
Vehicles Per Day (vpd)	971
Reported Crash History (July 2012 – June 2017)	No crashes recorded.
Heavy Vehicle Volume (%)	2.2
Parking Arrangements	Unrestricted parking along both sides of the road.

At present, the intersections of Windsor Road with Rosedale Street and Windsor Road with Davis Street are controlled by a 'Give Way' sign and line markings, with priority given to traffic along Windsor Road.

Design Plan – No. 6146

A detailed design plan for the provision of a pedestrian refuge island in Windsor Road, Dulwich Hill, near its intersection with Weston Street and Rosedale Street, including the associated signs and line markings (ATTACHMENT - design plan No. 6146) are submitted for consideration.

The proposed scope of work includes the following:

- Construct a pedestrian refuge island with associated signs and line markings in Windsor Road, Dulwich Hill near its intersection with Weston Street and Rosedale Street as per design plan.
- Construct two new kerb ramps with new landscape gardens along sections of footpath in Windsor Road.
- Install edge line 'E1' line markings along both sides of Windsor Road as per design plan.
- Reinstate the statutory 'No Stopping' line markings at the intersection of Rosedale Street and Windsor Street as per design plan.

The proposed treatment will result in the loss of two (2) legal on-street car parking spaces in Windsor Road (refer to the attached design plan No. 6146). All current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

A notification letter as well as a copy of the detailed design plan was sent on 13 October 2017 to the owners and occupiers of the affected properties in Windsor Road, Dulwich Hill, regarding the proposed design plan to implement a pedestrian refuge island including associated signs and line markings. A total of 24 letters were distributed. The closing date for submissions ended on 27 October 2017.

There was a total of one (1) response supporting the proposal and there were a total of three (3) responses opposing the proposal. These responses are detailed below.

Residents' Comments (supporting the proposal)	Officer's Response
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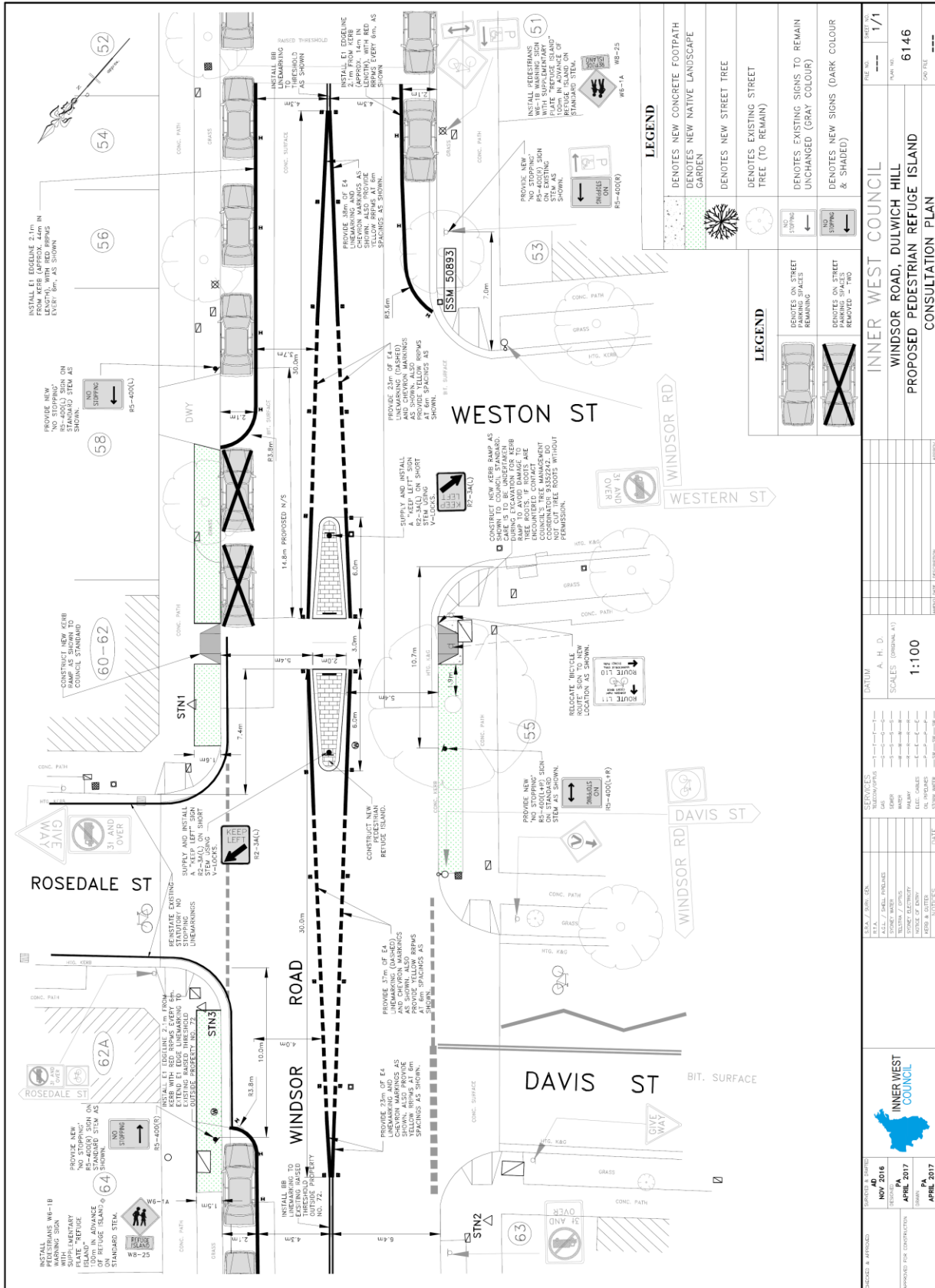
<p>A resident of Windsor Road is in support of the proposal however they had raised concerns of the proposed 'No Stopping' zone on the southern side of Windsor Road adjacent to property no. 53 Windsor Road and whether the zone will impact the existing adjacent 'mobility parking' space.</p>	<p>Received and noted.</p> <p>The design plans have been amended to illustrate that the existing 'mobility parking' space adjacent to property no. 53 Windsor Road will not be affected and remain in its current location.</p>
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Residents' Comments (opposing the proposal)	Officer's Response
<p>A resident of Windsor Road strongly opposes to the proposal. The resident raised concerns in the loss in parking to the frontage of their property on Windsor Road as a result of the proposal.</p>	<p>The 'No Stopping' zones located on the approach and departure of the proposed pedestrian refuge island are a design requirement of the RMS technical directions.</p> <p>It should be noted that the resident's property has access to off-street parking and has adjacent on-street parking in Weston Street and Davis Street.</p>
<p>A resident of Windsor Road opposes to the proposal and requests that amendments be made to the current proposed design:</p> <ul style="list-style-type: none"> • Shift the pedestrian refuge island at least 2 metres south, towards the intersection of Windsor Road and Rosedale Street. Shift the kerb ramp 4 metres towards the corner of Rosedale Street. Making these changes will not inconvenience pedestrians or compromise safety; • Install new edge lines on Rosedale Street (cars always park too close to the corner of Windsor Rd and block pedestrian visibility when crossing the often busy intersection); and • Since the implementation of the Waratah Mills light rail station, there has been a significant increase in cars parking in the area, making it difficult for residents to find parking spots near their homes and more importantly a significant increase in foot traffic directly beside our property. This foot traffic occurs throughout all hours of the day and night. Many pedestrians, especially at night, are noisy and disruptive to our family life and often disturb us during sleep, meal and children's rest times. 	<p>The location of the proposed pedestrian refuge island has been designed to accommodate turning movements of an 8.8m service vehicle (garbage truck) using swept path analysis. The proposed location of the device cannot be shifted without turning movements being restricted with the adjacent streets.</p> <p>Received and noted. The design plans have been amended to include the reinstate the existing statutory 'No Stopping' line markings at the intersection of Rosedale Street and Windsor Street.</p> <p>The proposed treatment provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling.</p>

<p>A resident of Windsor Road strongly opposes to the proposal. The resident raised concerns in the loss in parking to the frontage of their property on Windsor Road as a result of the proposal of the pedestrian refuge island near their home. The resident stated that this proposal will impact on the value of his property.</p>	<p>The proposed treatment provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling.</p> <p>The location of the proposed pedestrian refuge island has been designed to accommodate turning movements of an 8.8m service vehicle (garbage truck) using swept path analysis. The proposed location of the device cannot be shifted without turning movements being restricted with the adjacent streets.</p> <p>The 'No Stopping' zones located on the approach and departure of the proposed pedestrian refuge island are a design requirement of the RMS technical directions.</p> <p>All current vehicular access to adjoining properties will be retained.</p> <p>The proposed design will improve pedestrian safety and traffic conditions at this location. Improvements to the amenities of the streetscape should not impact on the evaluation of the property value.</p>
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CONCLUSION

It is recommended that the detailed design plan of the proposed treatment and associated signs and line markings be approved, to improve pedestrian safety and traffic conditions at this location.



ATTACHMENTS

Nil.

Item No: T1117 Item 10
Subject: MINOR TRAFFIC FACILITIES (LEICHHARDT & BALMAIN WARDS/BALMAIN & SUMMER HILL ELECTORATE/ LEICHHARDT & ASHFIELD LAC)
File Ref: 17/6022
Prepared By: Manod Wickramasinghe - Traffic and Parking Engineer
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report deals with minor traffic facility applications received by Inner West Council, Leichhardt and Ashfield and includes 'Disabled Parking' applications.

RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' zone in front of No.37 Tebbutt Street, Leichhardt is removed as it is no longer required.
2. The Committee endorses the removal of the 6m 'Disabled Parking' zone in front of No.10 John Street, Ashfield as it was no longer required.
3. A 6m 'Disabled Parking' zone is installed in Glover Street on the side boundary of No.31 Perry Street, Lilyfield extending north from the existing garden bed; and
4. A 6m 'Disabled Parking' zone is installed in Elswick Street in front of No.53 Elswick Street, Leichhardt, subject to a copy of the applicants Mobility Parking Scheme being provided to Council

BACKGROUND

This report considers minor traffic facility applications received by Inner West Council, Leichhardt and Ashfield and includes 'Disabled Parking' requests.

FINANCIAL IMPLICATIONS

The installation of 'Disabled Parking' signage is funded from Council's operating budget.

OTHER STAFF COMMENTS

1 Removal of 'Disabled Parking' Restriction – Tebbutt Street, Leichhardt Council Ref: DWS 4539748

Council has been notified by a neighbour that the applicant to the 'Disabled Parking' zone outside of No.37 Tebbutt Street, Leichhardt has moved and so the 'Disabled Parking' zone is no longer required.

Council has notified the property owner/resident that the 'Disabled Parking' zone was under review and would be removed if no longer required. No response was received.

It is recommended that the 6m 'Disabled Parking' zone in front of No.37 Tebbutt Street, Leichhardt be removed as it is no longer required.

2 Removal of 'Disabled Parking' Restriction – John Street, Ashfield

Council has been notified by the new owner that the applicant to the 'Disabled Parking' zone outside of No.10 John Street, Ashfield has moved and so the 'Disabled Parking' zone is no longer required.

The residents of John Street, Ashfield were consulted in September 2017 on a proposal to remove the parking space. No objections to the removal of the space were received

Council subsequently obtained approval to remove the 'Disabled Parking' zone from the three voting member of the Traffic Committee between formal meetings. The 'Disabled Parking' space was then removed.

It is recommended that the committee endorse the removal of the 6m 'Disabled Parking' zone in front of No.10 John Street, Ashfield as it was no longer required.

3 Installation of 'Disabled Parking' Restriction – Glover Street, Lilyfield

Council Ref: DWS 4544017

The resident of No.31 Perry Street, Lilyfield has requested the installation of a 'Disabled Parking' zone in Glover Street on the side boundary of the resident's property.

A site investigation has revealed that the property has off street parking; however, the effective driveway width is 2.2m and is below standard.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in Glover Street on the side boundary of No.31 Perry Street, Lilyfield extending north from the existing garden bed.

4 Installation of 'Disabled Parking' Restriction – Elswick Street, Leichhardt

Council Ref: DWS 4543194

The resident of No.53 Elswick Street, Leichhardt has requested the installation of a 'Disabled Parking' zone in Elswick Street in front of the resident's property.

A site investigation has revealed that the property does not have off street parking; however, a copy of the applicants Mobility Parking Scheme permit was not lodged with the application.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in Elswick Street in front of No.53 Elswick Street, Leichhardt, subject to a copy of the applicants Mobility Parking Scheme being provided to Council.

PUBLIC CONSULTATION

Nil.

ATTACHMENTS

Nil.

Item No: T1117 Item 11
Subject: **NORTON STREET, LEICHHARDT - PART-TIME LOADING ZONE (LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT LAC)**
File Ref: 17/6022
Prepared By: David Yu - Traffic Engineer
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request to change the existing 1/4P parking restriction in front of 294-298 Norton Street, Leichhardt to a 'Loading Zone' to facilitate deliveries for local businesses in the area.

RECOMMENDATION

THAT a 6m 'Loading Zone 8am-5pm Mon-Sat' be installed on the western side of Norton Street, Leichhardt (adjacent to No. 294-298 Norton Street) replacing the existing '1/4P' zone in order to better facilitate deliveries for local businesses.

BACKGROUND

Council has received a request from a business owner on Norton Street, Leichhardt for the existing part time 1/4P restriction be replaced by a 'Loading Zone' to enable deliveries to be made for local businesses on Norton Street, north of William Street, Leichhardt.

The business owner has reported that the 1/4P restrictions have been ineffective.

This section of Norton Street has a high demand for on-street parking and there is currently no provision for delivery vehicles. This can result in illegal and unsafe parking behaviour by delivery drivers.

FINANCIAL IMPLICATIONS

The cost of the signposting will be funded from Council's signs and line marking operational budget.

OTHER STAFF COMMENTS

In order to address concerns of the business owner, it is proposed that a 6m 'Loading Zone 8am-5pm Mon-Sat' (1 vehicle space) replace the existing 1/4P restrictions on the western side of Norton Street, north of William Street, Leichhardt in front of 294-298 Norton Street as shown on the plans below.



Existing 2P resident parking restrictions will continue to be in affect after loading zone hours.

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (23 properties) in Norton Street and William Street, Leichhardt.

No responses were received.



CONCLUSION

It is recommended that a 6m 'Loading Zone 8am-5pm Mon-Sat' to be installed on the western side of Norton Street (adjacent to 294-298 Norton Street, Leichhardt) replacing the existing 1/4P parking zone in order to facilitate deliveries for local businesses.

ATTACHMENTS

Nil.

Item No: T1117 Item 12
Subject: Smith Street, Summer Hill – Proposal for 15 min parking zone (ASHFIELD WARD/SUMMER HILL ELECTORATE/ASHFIELD LAC)
File Ref: 17/6022
Prepared By: Anca Eriksson - Traffic Officer
Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

Council has received representations from a resident to consider establishing a 15 min parking zone adjacent to the new Post Office in Smith Street, Summer Hill.

The proposed 15 min parking restrictions are considered adequate for the short term parking needs of both the Post Office and the surrounding businesses.

It is recommended that establishment of one parking space limited to 15 minutes parking adjacent to the new Summer Hill Post Office, at 93 Smith Street, Summer Hill be approved to assist the new post office and other surrounding businesses.

RECOMMENDATION

THAT a parking zone of one space (6 m length) , signposted “P 15 min, 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat” be approved to replace the existing 1 P restriction, on the northern side of Smith Street, Summer Hill, adjacent to No. 95 Smith Street, Summer Hill.

BACKGROUND

Inner West Council has received representations from a resident, requesting that Council give consideration to a proposal to install 15 minutes parking space adjacent to the new Post Office located at 93 Smith Street, Summer Hill.

FINANCIAL IMPLICATIONS

The cost of installing the parking signs can be met from Council’s Signs and Line marking operating budget.

OTHER STAFF COMMENTS

The proposed parking space in question is to be allocated outside neighboring businesses. Currently, the subject location is signposted as 1 hour period parking, 8:30am – 6 pm, Mon-Fri, 8:30 am – 12:30 pm Sat. The proposed 15min parking zone will provide improved turn around in parking for the space which will assist the local businesses.

PUBLIC CONSULTATION

Community engagement was undertaken with the shop owners affected by the proposal and no objections were received.

CONCLUSION

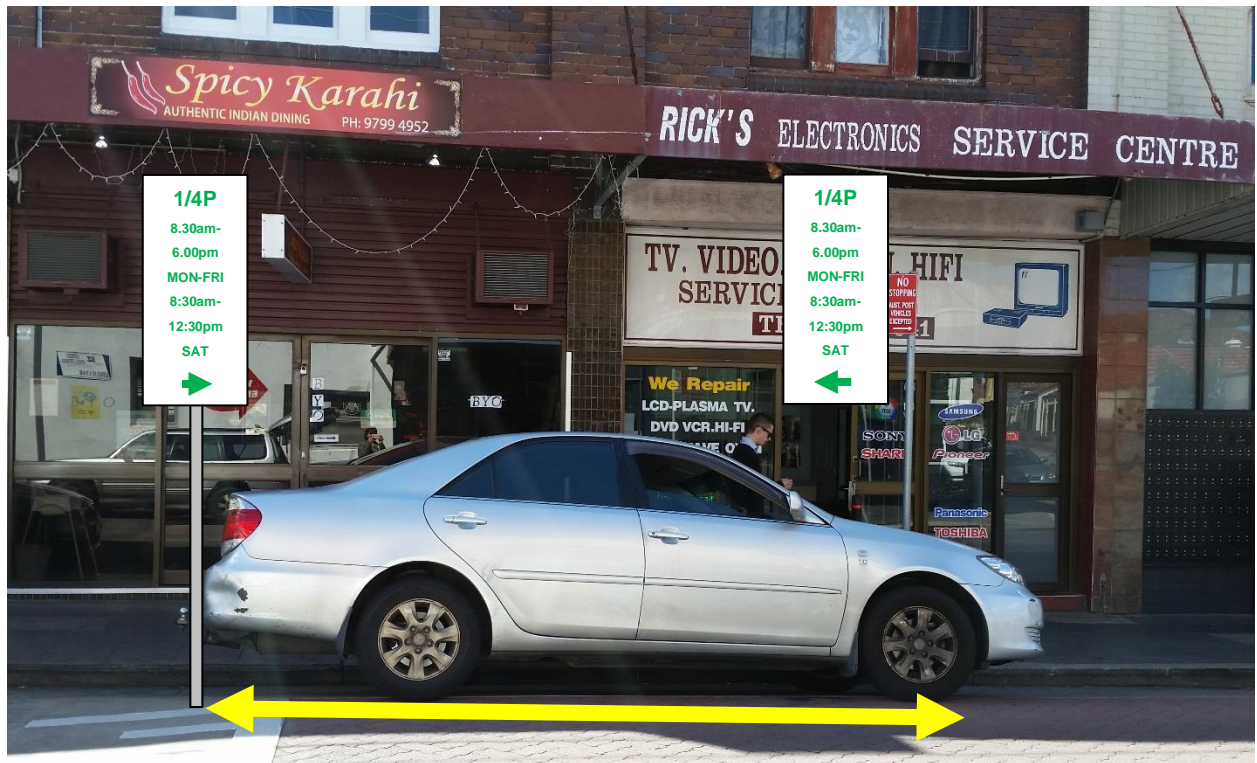
Introduction of 15 min parking is considered, to be adequately, to provide for short term parking and turn over for customers to businesses in the area.

It is recommended that a parking space (6 meters in length) on the northern side of Smith Street, Summer Hill., outside premises No. 95, Smith Street, be amended from one hour period parking to 15 min parking to assist torn over in parking for the new post office and other surrounding businesses

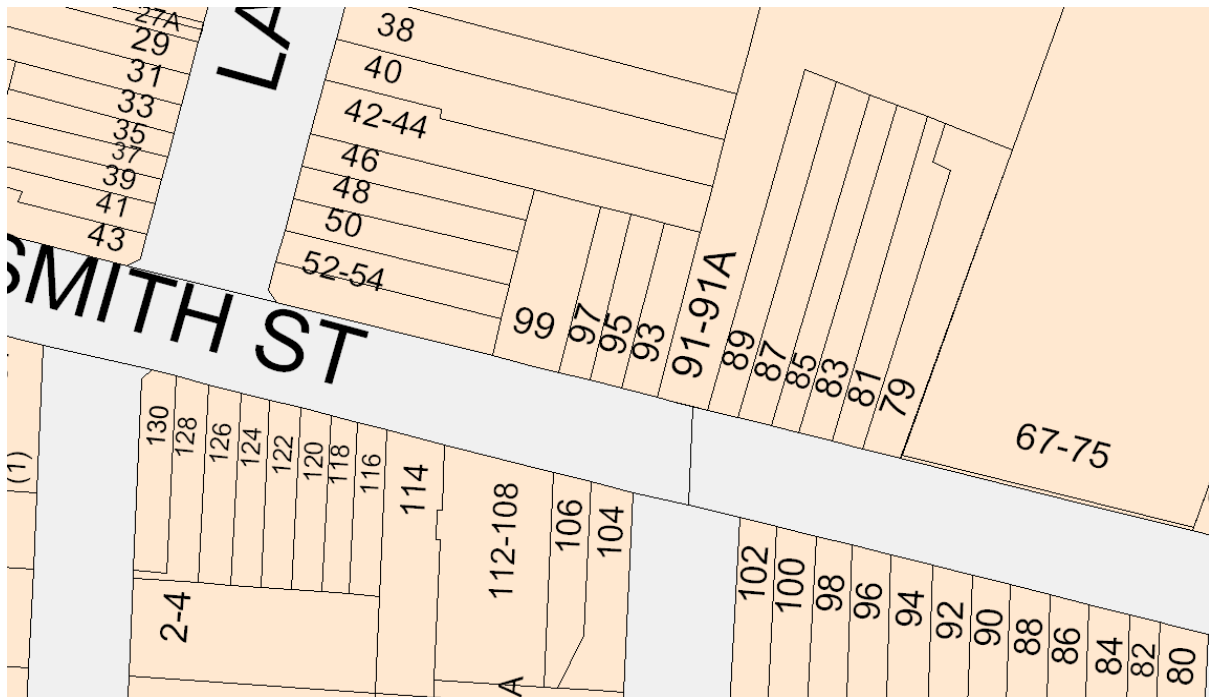
ATTACHMENTS

1. [↓](#) Attachment - 95 Smith Street Summer Hill

Proposed 'P 15 min, 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat', 95 Smith Street, Summer Hill



Proposed 15 min parking in Smith Street, Summer Hill on the map.



Item No: T1117 Item 13
Subject: EDITH STREET, LEICHHARDT – RESIDENT PARKING SCHEME
(LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT LAC)
File Ref: 17/6022
Prepared By: Manod Wickramasinghe - Traffic and Parking Engineer
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received correspondence from a number of residents of Edith Street (south of Marion Street), raising concerns regarding increased parking demands generated by residents, commuters, and employees/patrons of businesses in Marion Street.

This report provides the result of a resident parking scheme investigation in Edith Street, Leichhardt.

RECOMMENDATION

THAT the proposed Resident Parking Scheme in Edith Street (South of Marion Street) not be supported at the present time due to less than 50% support received from the consulted residents.

BACKGROUND

A number of residents from Edith Street, Leichhardt have requested the implementation of a Resident Parking Scheme (RPS) in their street. Consequently, an investigation proceeded and parking occupancy surveys were undertaken in Edith Street, Leichhardt in accordance with Council's Resident Parking Scheme Policy. These surveys indicated high parking occupancy levels (equal to or over 85%) in the street.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Residents were consulted with the following two resident parking scheme options in June 2017 to gauge their support for the preferred scheme:

- Installation of '2P 8am-10pm, Mon-Fri, Permit Holders Excepted, Area L1' in west side of Edith Street, Leichhardt (south of Marion Street).
- Installation of '2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area L1' in east side of Edith Street, Leichhardt (south of Marion Street).

This proposal excludes four parking spaces on east side of Edith Street closest to the intersection with Marion Street as shown on the following plan.

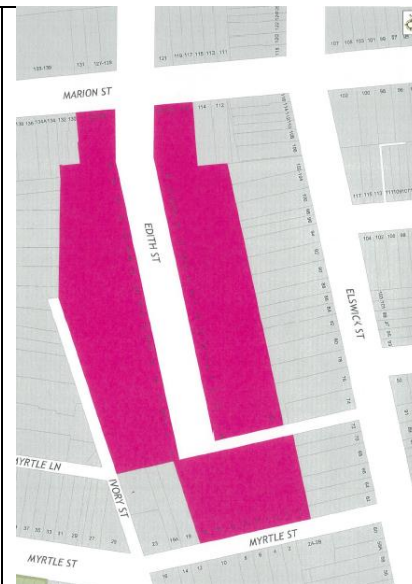


Proposed Resident Parking
Scheme '2P 8am-10pm
Permit Holders Excepted
Area L1'



PUBLIC CONSULTATION

A letter outlining the above parking proposal was mailed out to the affected properties (52 properties) in Edith Street, Myrtle Street and Marion Street Leichhardt as indicated on the attached plan, requesting residents' views regarding the proposal.



Residents' Comments	Officer Comments
Please also consider introducing angle parking on the west side of Edith St given the street has sufficient width to support angle parking.	<i>Council has received 3 submissions requesting angle parking be investigated in Edith Street. Therefore, this will be considered as a separate investigation.</i>
Parking restriction will not make it easier for residents to park	<i>2P parking restrictions will deter long-stay non-resident parking in Edith Street and may provide additional parking capacity for</i>

	<i>residents and short-stay visitors.</i>
Installation of permitted parking will require council commitment to enforcing the new restrictions	<i>Council's Enforcement Section organises regular patrols for all existing RPS schemes. Residents can also request a patrol by contacting Council directly.</i>
I have never understood whilst this was not in place due to the close proximity to restaurants , cafes, market place and now even a swim school. Not to mention a new block of units is near completion at the cross with Marion. Parking is almost impossible for residents post 5pm each day which is very frustrating.	<i>Council has investigated RPS restrictions in Edith Street in the past but was unable to obtain 50% support from properties in Edith Street.</i>
Marked parking bays would assist in maximising the use of available parking space. Many cars are badly parked because there are no markers to indicate the parking spaces.	<i>Councils limited line marking budget has been prioritised to upgrade safety-related line marking around schools and to maintain existing assets such as pedestrian crossing and stop-control linemarking. Due to this, Council is currently not looking to line-mark bays in residential streets.</i> <i>Please note that bay markings do not always provide an increase in parking capacity. If the parking bays are to be line marked, the standard parking bay length needs to be used. However, it is often feasible to accommodate a greater number of small and medium size vehicles.</i>

Consultation survey results are summarised as follows:

Edith Street, Leichhardt

Number of properties	-	43
Number of properties responded	-	21
Number of properties supported	-	14
Number of properties objected	-	7
 Overall Response Rate	-	 49%
Overall Support Rate	-	33%

Installation of '2P 8am-10pm, Mon-Fri, Permit Holders Excepted, Area L1' in west side of Edith Street, Leichhardt (south of Marion Street).

Number of respondents (including corner properties)	-	21
Number of properties supported	-	14
Option One Support Rate	-	33%

Installation of '2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area L1' in east side of Edith Street, Leichhardt (south of Marion Street).

Number of respondents (including corner properties)	-	21
Number of properties supported	-	14
Option Two Support Rate	-	33%

According to Council's Resident Parking Policy, a minimum of 50% support based on all properties in the subject section of the street is required to consider the proposal favourably. Based on the above results and the comments provided as part of the consultation process, less than 50% of the residents of Edith Street, Leichhardt support a resident parking scheme in their street at the present time.

CONCLUSION

Based on the above results, the RPS proposal in Edith Street (South of Marion Street), Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents.

ATTACHMENTS

Nil.

Item No: T1117 Item 14
Subject: **ELSWICK STREET, LEICHHARDT – RESIDENT PARKING SCHEME
(LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT LAC)**
File Ref: 17/6022
Prepared By: David Yu - Traffic Engineer
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received correspondence from a number of residents of Elswick Street, raising concerns regarding increased parking demands generated by long stay parking from non-residents and commuters.

This report provides the results of a residential parking scheme investigation in Elswick Street, Leichhardt.

RECOMMENDATION

THAT the proposed Resident Parking Scheme in Elswick Street not be supported at the present time due to less than 50% support received from the consulted residents.

BACKGROUND

A number of residents of Elswick Street, Leichhardt have requested the implementation of Residential Parking Scheme (RPS) in their street. Consequently, parking occupancy surveys were undertaken in Elswick Street, Leichhardt in accordance with Council's Resident Parking Scheme Policy. The survey results indicated high parking occupancy levels (equal to or over 85%) in the street.

It should also be noted that currently in Marlborough Street, Carlisle Street, Macauley Street and Allen Street (between Cromwell and Elswick Street) there is a mixture of '2P' and '4P' '8am-10pm, Permit Holders Excepted, Area L1' restrictions. There is also 'P15' restrictions on the eastern side of Elswick Street (between Currymine Lane and Marion Street).

FINANCIAL IMPLICATIONS

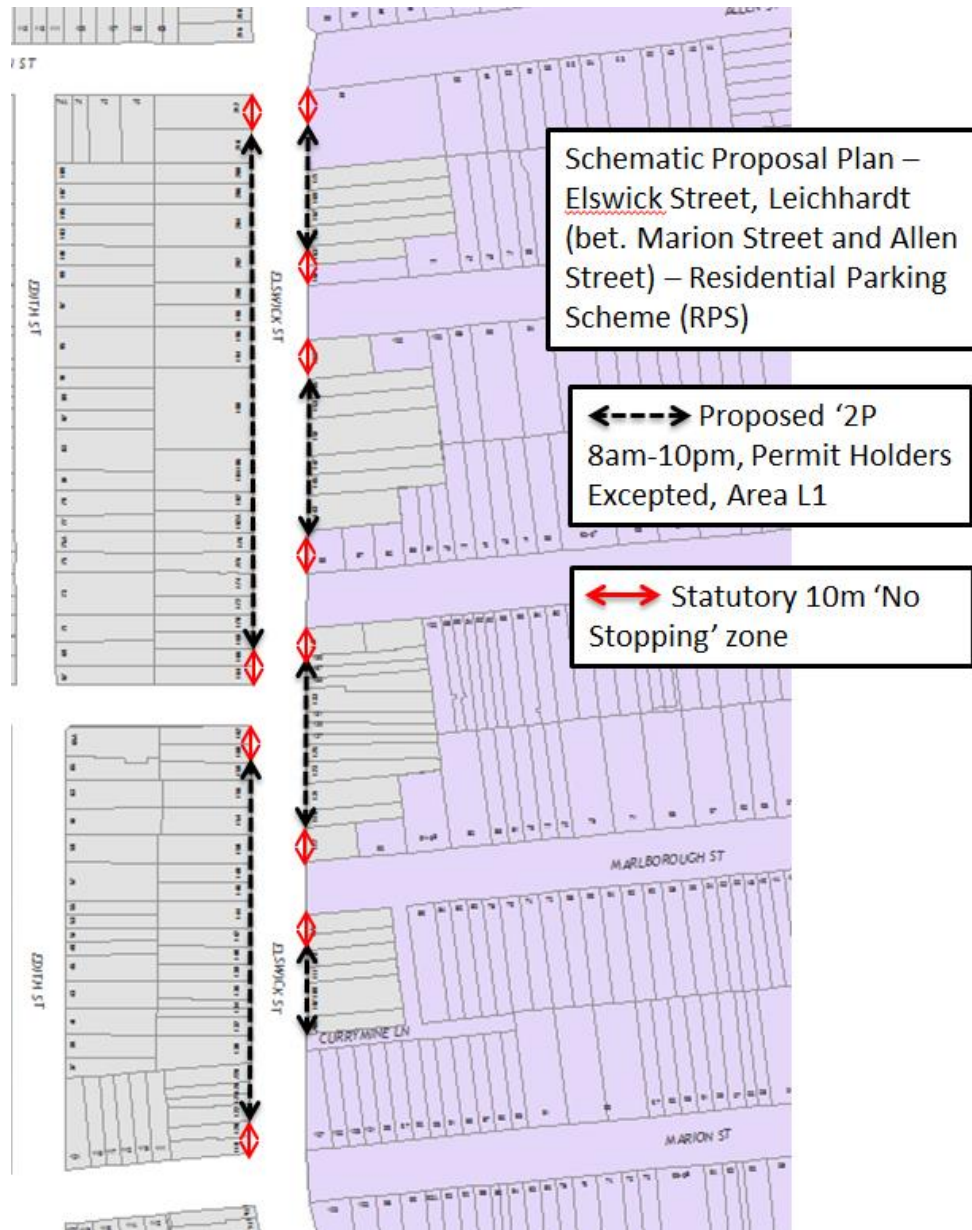
Nil.

OTHER STAFF COMMENTS

A residential parking proposal was prepared for the installation of a resident parking scheme in Elswick Street, Leichhardt. The proposal was for the following:

- Installation of 2P 8am-10pm, Permit Holders Excepted, Area L1', on both sides of Elswick Street between Marion Street and Allen Street.

The proposal is shown on the map below.



PUBLIC CONSULTATION

A letter outlining the above parking proposal options was mailed out to the affected properties (78 properties) in Elswick Street, Leichhardt as indicated on the attached plan below, requesting residents' views regarding the proposal.



Comments from residents objecting to the proposal

Residents' Comments	Officer Comments
We really do need a dedicated parking space for the GoGet pod in Regent Street. We asked this question the last time this survey was conducted and have made the same case to GoGet.	<i>The request for the GoGet pod will be listed for a separate investigation.</i>
It is unfair and unreasonable to exclude some residence from being a permit holder regardless of the number of registered vehicles or off-street parking available. We pay our rates and should be entitled to park on the street as much as the next person. Every house holder should be entitled to at least 1 permit.	<p><i>The Council Resident Parking Policy and parking permit eligibility criteria has been developed with careful consideration of various factors. Council also applies the RMS Permit Parking Guidelines. This allows for the permits to be fairly distributed to the residents, while considering the limited supply of on-street car parking spaces available.</i></p> <p><i>Resident Parking permits are issued to eligible households based on the type of RPS proposed and off-street parking space available on-site. The maximum number of permits issued to a household is two (when there are no off-street parking spaces and the residence has 2 or more vehicles).</i></p>
What I do have difficulty with and would like	<i>It should be noted that it is illegal for a</i>

resolved is cars parking across my driveway at night, the proposed RPS will disadvantage me because I will not be eligible for a parking permit because there is a car space available at my residence, and I would not be able to use that car space in those circumstances, and would not be able to park in the 2 hour space	<i>vehicle to park across a driveway. Council rangers can be notified for enforcement should this occur.</i> <i>If requested, linemarking near the driveway could also be listed for investigation.</i>
A restriction till 10pm is excessive, as most commuters are at home from work by 6pm leaving adequate street parking for residents of Allen St and Elswick St. A limit to 6pm would be adequate.	<i>Comments noted. The proposal was for a 8am to 10pm scheme and results of survey returns indicate that this is not supported at present. Should this scheme be reinvestigated in the future consideration will be given to introducing an 8am to 6pm scheme.</i>
The 'No Stopping' zone will be very important. Currently it is something impossible to check if road is clear by reason that cars are parked on corners preventing clear visibility of oncoming traffic.	<i>Noted.</i>
I presume the proposed scheme is 7 days a week.	<i>Yes, when a parking restriction does not specify any days, it is in enforcement for all days.</i>
4 hour parking would allow visitors to park in the street (those coming to meals or social club meetings such as book club) whereas 2 hours means they would have to move their cars during the event. The problem is mostly that people come and park in the same place for days if not weeks. A 4 hour restriction would stop that but not be too inconvenient for residents and their guests.	<i>Comments noted. The proposal was for a 2P scheme and results of survey returns indicate that this is not supported at present. Should this scheme be reinvestigated in the future consideration will be given to introducing a 4P scheme.</i>
I am against the proposal as the 10m 'No Stopping' zones will heavily reduce the available car spaces in the street. There is no problem with commuter parking, rather there is some congestion on Friday and Saturday evenings with patrons of the Norton St and Marion St restaurants. Permanently parked trailers are also an issue.	<i>10m 'No Stopping' zones must be installed at all intersections (as per NSW Road Rules) with the installation of the proposed 2P restrictions. The 'No Stopping' zones provide improved safety for pedestrians and drivers.</i>

Consultation survey results are summarised as follows:

Elswick Street, Leichhardt

Number of properties	-	78
Number of properties responded	-	35
Number of properties supported	-	21
 Overall Response Rate	-	 45%
Overall Support Rate	-	27%

According to Council's Resident Parking Policy, a minimum of 50% support based on all properties in the subject section of the street is required to consider the proposal favourably.

Based on the above results and the comments provided as part of the consultation process, less than 50% of the residents of Elswick Street, Leichhardt support a resident parking scheme in their street at the present time.

CONCLUSION

Based on the above results, the RPS proposal in Elswick Street, Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents.

ATTACHMENTS

Nil.

Item No: T1117 Item 15
Subject: STATION STREET, PETERSHAM – REQUEST FOR TEMPORARY ‘NO PARKING COUNCIL VEHICLES EXCEPTED’ RESTRICTIONS (STANMORE WARD/NEWTOWN ELECTORATE/MARRICKVILLE LAC)
File Ref: 17/6022
Prepared By: Emilio Andari - Civil Engineer
Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

Council’s Parks Capital Works section is requesting a temporary ‘No Parking’ zone in Station Street, Petersham to accommodate the Magic Yellow Bus community service at Petersham Park. The purpose of this proposal is to maintain the community service while there is upgrade works occurring at Petersham Park.

It is recommended that the temporary ‘No Parking’ restrictions be installed in Station Street, Petersham to provide clear access for the Magic Yellow Bus community service adjacent to Petersham Park.

RECOMMENDATION

THAT the installation of ‘No Parking Monday 9:00am-12:30pm Council Vehicles Excepted’ restrictions (total of 12 metres in length) on the western side of Station Street, Petersham, adjacent to Petersham Park (directly opposite property no. 67A & 67B Station Street, Petersham), for a period of up to two (2) months, be APPROVED.

BACKGROUND

Council’s Parks Capital Works section is requesting a temporary ‘No Parking’ zone in Station Street, Petersham to accommodate the Magic Yellow Bus community service at Petersham Park. The purpose of this proposal is to maintain the community service while there is upgrade works occurring at Petersham Park.

The Magic Yellow Bus provides a weekly community service at Petersham Park on Monday mornings. The vehicle is usually parked within Petersham Park reserve via an access gate at Wentworth Street, Petersham however, it is proposed that this area will be included as part of the upgrade works of Petersham Park.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended temporary ‘No Parking’ restrictions are approximately \$800 and can be met from Council’s signs and line markings operating budget.

OFFICER COMMENTS

Site location & road network

Street Name	Station Street
Section	Between Lotos Street and to an end
Carriageway Width (m)	10.0
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	-
Vehicles Per Day (vpd)	-
Reported Crash History (July 2011 – June 2016)	No crashes recorded.
Heavy Vehicle Volume (%)	-
Parking Arrangements	Unrestricted parking on both sides of the road.

The proposed temporary 'No Parking' restriction is located on the western side of Station Street adjacent to Petersham Park and will accommodate the Magic Yellow Bus community service at Petersham Park. The "No Parking" restriction will be for a length of 12 metres and located directly opposite property no. 67A & 67B Station Street, Petersham. All current vehicular access to adjoining properties will be retained (refer to the attached locality map and photograph).

Locality Map – Station Street, Petersham



Photograph – Station Street, Petersham



The proposed location of the 'No Parking' restrictions

PUBLIC CONSULTATION

Nil.

CONCLUSION

To maintain the Magic Yellow Bus community service at Petersham Park during the upgrade works of Petersham Park the installation of a temporary 'No Parking Monday 9:00am-12:30pm Council Vehicles Excepted' zone (total of 12 metres in length) on the western side of Station Street, Petersham (directly opposite property no. 67A & 67B Station Street, Petersham) be approved.

ATTACHMENTS

Nil.

Item No: T1117 Item 16

Subject: MORTON AVENUE (LANE) LEWISHAM PROPOSED INSTALLATION OF 'NO PARKING' AND 'NO STOPPING' RESTRICTIONS (STANMORE WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)

File Ref: 17/6022

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following representations from residents, Council is proposing to implement 'No Parking' and 'No Stopping' restrictions in Morton Avenue, (laneway section) Lewisham. The proposed restrictions would optimise parking for residents in the laneway by allowing for access to off-street parking in the laneway whilst also maintaining as much on-street parking as possible.

RECOMMENDATIONS

THAT:

1. '10m No Stopping' (both sides) in Morton Avenue (laneway section) at Frazer Street be **APPROVED**
2. '10m No Stopping' (both sides) in Morton Avenue at the intersection with Morton Avenue be **APPROVED**
3. 'No Parking' for a length of 25m on the eastern side of Morton Avenue (laneway section) from the end of the proposed 10m 'No Stopping' zone to the property boundary at the rear of 49 Morton Avenue be **APPROVED**
4. 'No Parking' for a length of 30m on the western side of Morton Avenue (laneway section) from the end of the proposed '10m 'No Stopping' zone to the property boundary at the rear of 45 Frazer Street be **APPROVED**

BACKGROUND

The subject laneway section of Morton Avenue has a width of between 4.35 and 4.5 m. and runs north/south between Morton Avenue and Frazer Street, Lewisham. Council received correspondence from a number of residents regarding parking conditions in Morton Avenue (laneway section) and subsequently carried out an inspection and meeting with a key correspondent on site.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended signage and is approximately \$500 and can be met from the signs and line marking operational budget.

OTHER STAFF COMMENTS

Correspondence to Council indicates there is strong support from residents to maintain as much parking as possible in the laneway due to a demand for on street parking in the area. In addition, a number of complaints have been received over time regarding residents having difficulty accessing off street parking in the laneway. In order to balance the need for on-street parking and the need for access to off-street parking, a number of recommendations have been made to address parking and access issues in the laneway. These recommendations are illustrated in **Figure 1** below.



Figure 1: Existing and Proposed restrictions in Morton Avenue (laneway section)

PUBLIC CONSULTATION

In addition to correspondence received from residents, consultation was conducted by way of a letter to affected residents. Letters were sent to one hundred and seventeen (117) properties. Only one (1) household responded, commenting that there was sometimes difficulty navigating through the laneway due to cars being parked on both sides. The recommended restrictions allow for a staggered arrangement of parking and this will allow access for vehicles travelling through the laneway.

CONCLUSION

In order to optimize parking for residents in the area and ensure access to off street parking in the laneway it is recommended that 'No Stopping' and 'No Parking' restrictions be implemented in the laneway as detailed in the recommendations.

ATTACHMENTS

Nil.

Item No: T1117 Item 17

Subject: FRAMPTON LANE, MARRICKVILLE - PROPOSED 'NO PARKING' RESTRICITONS (STANMORE WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)

File Ref: 17/6022

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following representations from residents, Council is proposing to implement 'No Parking' and 'No Stopping' restrictions in a section of Frampton Lane, Marrickville. The proposed restrictions would optimise parking for residents in the area and allow for access to off-street parking in the laneway as well as ensuring safety for line of sight at the intersections.

RECOMMENDATION

THAT:

1. Conversion of 'unrestricted' parking to 10m 'No Stopping' (both sides) in Frampton Lane at Frampton Avenue be **APPROVED**
2. Conversion of 'unrestricted' parking to 'No Parking' on the northern side of Frampton Avenue at the rear of property nos. 116 to 120 Sydenham Road inclusive be **APPROVED**
3. Conversion of 'unrestricted' parking to 'No Parking' on the southern side of Frampton Avenue opposite the rear of property nos 116-120 Sydenham Road be **APPROVED**

BACKGROUND

The subject laneway section of Frampton Lane has a width of between 4.5 m and runs east west behind property nos 114-122 Sydenham Road between Frampton Avenue and the dog leg in Frampton Lane, Marrickville. Council received correspondence from a number of residents regarding parking conditions in Frampton Lane indicating that parked vehicles were obstructing access to off street parking for residents of Sydenham Road. Subsequently Council Officers carried out a site inspection and consultation with affected residents.

DISCUSSION

It should be noted that there is limited parking in Sydenham Road for the residents affected as there are clearway restrictions and 'No Stopping' restrictions associated with the traffic signal in Sydenham Road, immediately west of Frampton Avenue. Access to off street parking for the affected residents would improve parking opportunities for them and remove the potentially remove their vehicles from on-street parking.

To allow for safe safety while entering and exiting Frampton Lane at Frampton Avenue it is proposed to implement 10m Statutory 'No Stopping' on both sides of Frampton Lane at Frampton Avenue.

In addition it is recommended to implement 'No Parking' along both sides of the subject section of Frampton Lane in order to allow access for residents to off street parking located along the northern side of Frampton Lane. These recommendations are illustrated in **Figure 1** below.

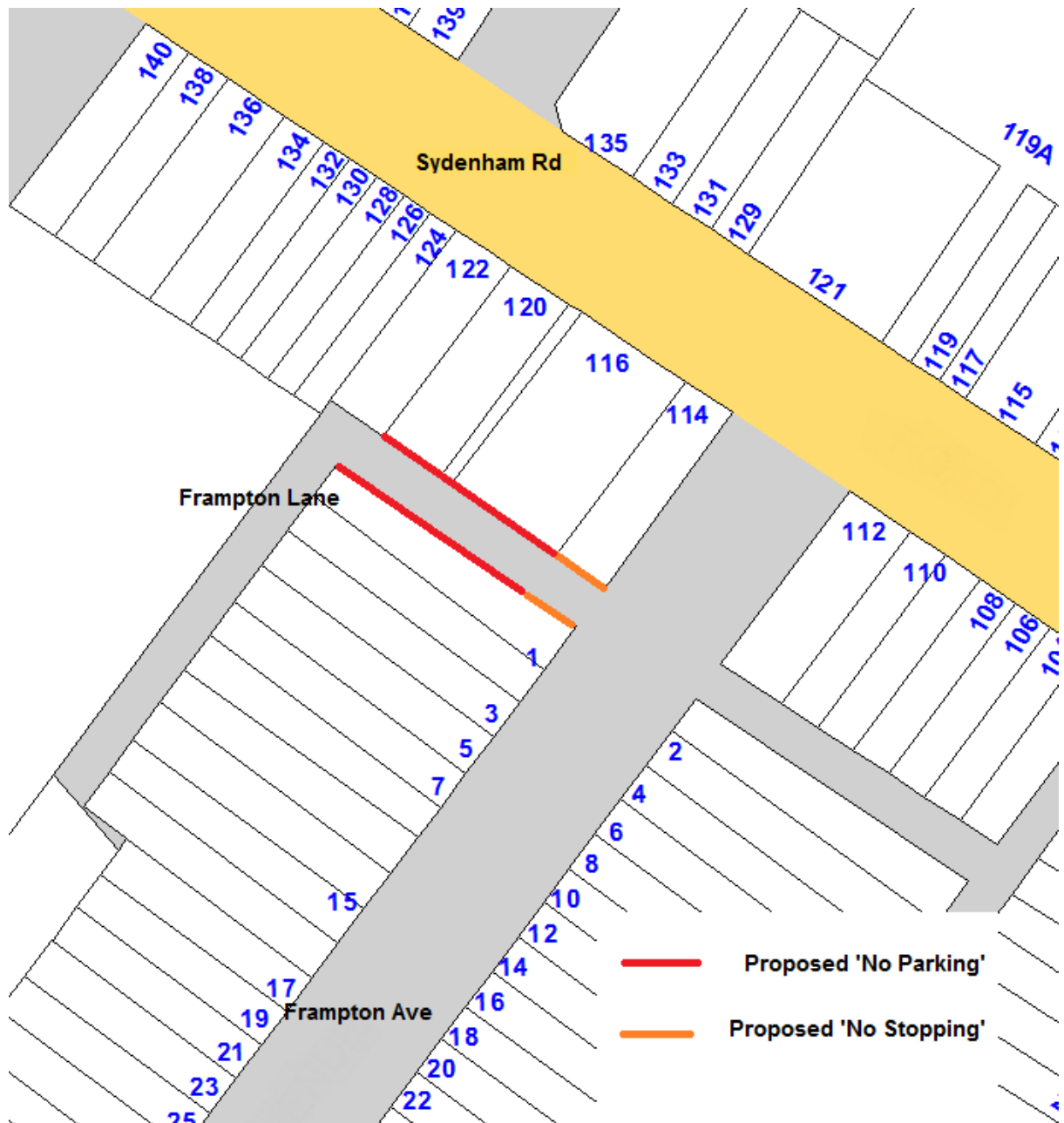


Figure 1: Existing and Proposed restrictions in Morton Avenue (laneway section)

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended signage and is approximately \$500 and can be met from the signs and line marking operational budget.

Start typing the “financial implications” section here.

PUBLIC CONSULTATION

In addition to correspondence received from residents, consultation was conducted by way of a letter to affected residents. Letters were sent to fourteen (14) properties. There were no objections received to the proposal. There were three (3) responses from two in favour of the proposed parking restrictions.

CONCLUSION

The proposal to implement 'No Stopping' at the intersection of Frampton Lane and Frampton Avenue will allow for safety entering and exiting the laneway. The proposal to implement 'No Parking' in the subject section of Frampton Lane will allow residents of Sydenham Road to access rear lane off street parking.

ATTACHMENTS

Nil.

Item No: T1117 Item 18**Subject:** REQUESTS FOR MOBILITY PARKING SPACES
(MARRICKVILLE, STANMORE & ASHFIELD WARDS/SUMMER HILL &
NEWTOWN ELECTORATES / MARRICKVILLE & NEWTOWN LACS)**File Ref:** 17/6022**Prepared By:** Idris Hessam - Graduate Civil Engineer Traffic Services**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

A number of requests have been received from residents for the provision of dedicated mobility parking space outside their residence. It is recommended that the following 'Mobility Parking' spaces be approved as the applicants current medical conditions warrants the provision of the space and they have constrained or no off-street parking opportunities.

RECOMMENDATION**THAT:**

1. southern side of Lewisham Street, Dulwich Hill in front of property no. 25 Lewisham Street, Dulwich Hill;
2. northern side of Charles Street, Marrickville in front of property no. 65 Charles Street, Marrickville;
3. eastern side of Lincoln Street, Dulwich Hill in front of property no. 20 Lincoln Street, Dulwich Hill;
4. eastern side of Wardell Road, Marrickville adjacent to property no. 2A George Street, Marrickville;
5. northern side of Addison Road, Marrickville in front of property no. 227 Addison Road, Marrickville;
6. northern side of Camden Street, Enmore in front of property no. 67 Camden Street, Enmore;

be APPROVED as a 'mobility parking' space, subject to:

- a) the operation of the dedicated parking space be valid for twelve (12) months from the date of installation;
- b) the applicant advising Council of any changes in circumstances affecting the need for the special parking space; and
- c) the applicant is requested to furnish a medical certificate and current mobility permit justifying the need for the mobility parking space for its continuation after each 12 months period.

BACKGROUND

A copy of the RMS disability parking permit and a medical certificate in support of the applications was submitted to Council.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$3000.

It should be noted that Council normally signposts on-street mobility parking spaces and does not line mark these spaces. Should the applicant require the provision of kerb ramps, this can be provided at their cost.

OTHER STAFF COMMENTS

Subject Location	Classification of Road	Road Description
Lewisham Street, Dulwich Hill	Local Road	Two-way residential street, 8.0m in width that runs west-east from Denison Road to New Canterbury Rd.
Charles Street, Marrickville	Local Road	Two-way residential street, 12.8m in width that runs west-east from Surrey St to Illawarra Road.
Lincoln Street, Dulwich Hill	Local Road	Two-way residential street, 12.8m in width that runs west-east from Dead End to Pile Street.
Wardell Road, Marrickville	Local Road	Two-way residential street, 12.8m in width that runs north-south from Pile Street to George Street.
Addison Road, Marrickville	Local Road	Two-way residential street, 12.8m in width that runs west-east from William Street to Bright Street.
Camden Street, Enmore	Local Road	Two-way residential street, 12.8m in width that runs west-east from Edgeware Rd to Simmons Street.

25 Lewisham Street, Dulwich Hill

The applicant's property is located on the southern side of Lewisham Street, Dulwich Hill. The applicant's property has no off-street parking facility.

At present, unrestricted parking is permitted on both sides of Lewisham Street, Dulwich Hill. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Lewisham Street were moderately utilized.

The applicant does not drive a vehicle however she is driven by another family member.

Currently there is no existing mobility parking space within close proximity to the applicant's property. Due to her current medical condition, she requires parking availability close to her property.

65 Charles Street, Marrickville

The applicant's property is located on the northern side of Charles Street, Marrickville. The applicant's property has no off-street parking facility.

At present, unrestricted parking is permitted on both sides of Charles Street, Marrickville. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Charles Street were moderately utilised.

The applicant does drive a vehicle and currently there is no existing mobility parking space within close proximity to his property. Due to his current medical condition, he requires parking availability close to his property.

20 Lincoln Street, Dulwich Hill

The applicant's property is located on the eastern side of Lincoln Street, Dulwich Hill. The applicant's property has no off-street parking facility.

At present, unrestricted parking is permitted on both sides of Lincoln Street, Dulwich Hill. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Lincoln Street were moderately utilised.

The applicant does drive a vehicle and currently there is no existing mobility parking space within close proximity to the applicant's property. Due to his current medical condition, he requires parking availability close to his property.

2A George Street, Marrickville

The applicant's property is located on the northern side of George Street, Marrickville. The applicant's property has no off-street parking facility.

At present, unrestricted parking is permitted on both sides of George Street, Marrickville. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in George Street were moderately utilised. The applicant also requested the mobility parking sign to be installed on the eastern sides of Wardell road adjacent to 2A George Street, Marrickville.

The applicant does drive a vehicle and due to his current medical condition, he requires parking availability close to his property.

227 Addison, Marrickville

The applicant's property is located on the northern side of Addison Road, Marrickville. The applicant's property has no off-street parking facility.

At present, unrestricted parking is permitted on both sides of Addison Road, Marrickville. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Addison Road were moderately utilised.

The applicant does drive a vehicle and due to his current medical condition, he requires parking availability close to his property.

67 Camden Road, Enmore

The applicant's property is located on the northern side of Camden Street, Enmore. The applicant's property has no off-street parking facility.

At present, unrestricted parking is permitted on both sides of Camden Street, Enmore. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Camden Street were moderately utilised.

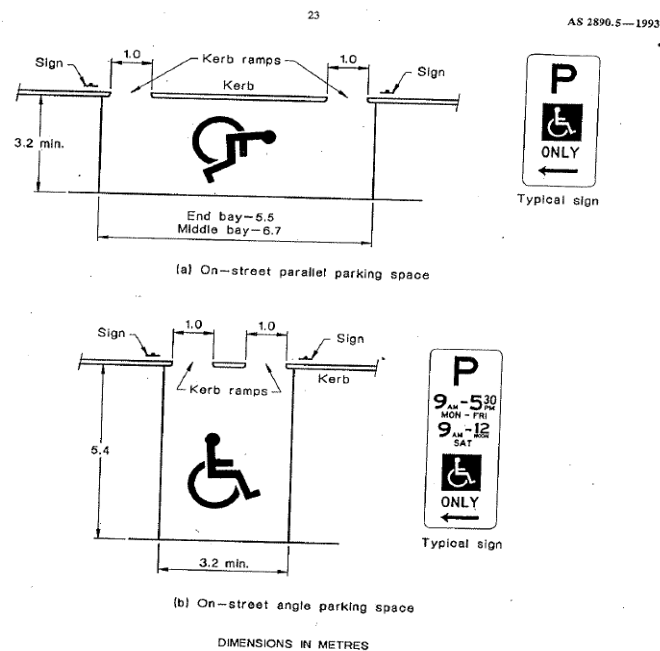
The applicant does drive a vehicle and due to his current medical condition, he requires parking availability close to his property.

Technical Standards

Australian Standard AS2890.5-1993 "On-Street Parking" states the following in regards to the provision of parking for people with a disability:

"Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –

- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and
- ii. Kerb ramps as shown in Figure 4.2(a) are also provided".



NOTES:

1. Two 1.0 m kerb ramps as specified in AS 1428.1, should be provided at the locations shown. Two or more adjacent disabled spaces will normally require only one ramp each.
2. Parking space may be delineated by yellow broken lines. International access symbol may be painted in yellow within the parking space.

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

It should be noted that due to the limited width of streets around the Marrickville LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin such as reserving on-street parking.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit.

PUBLIC CONSULTATION

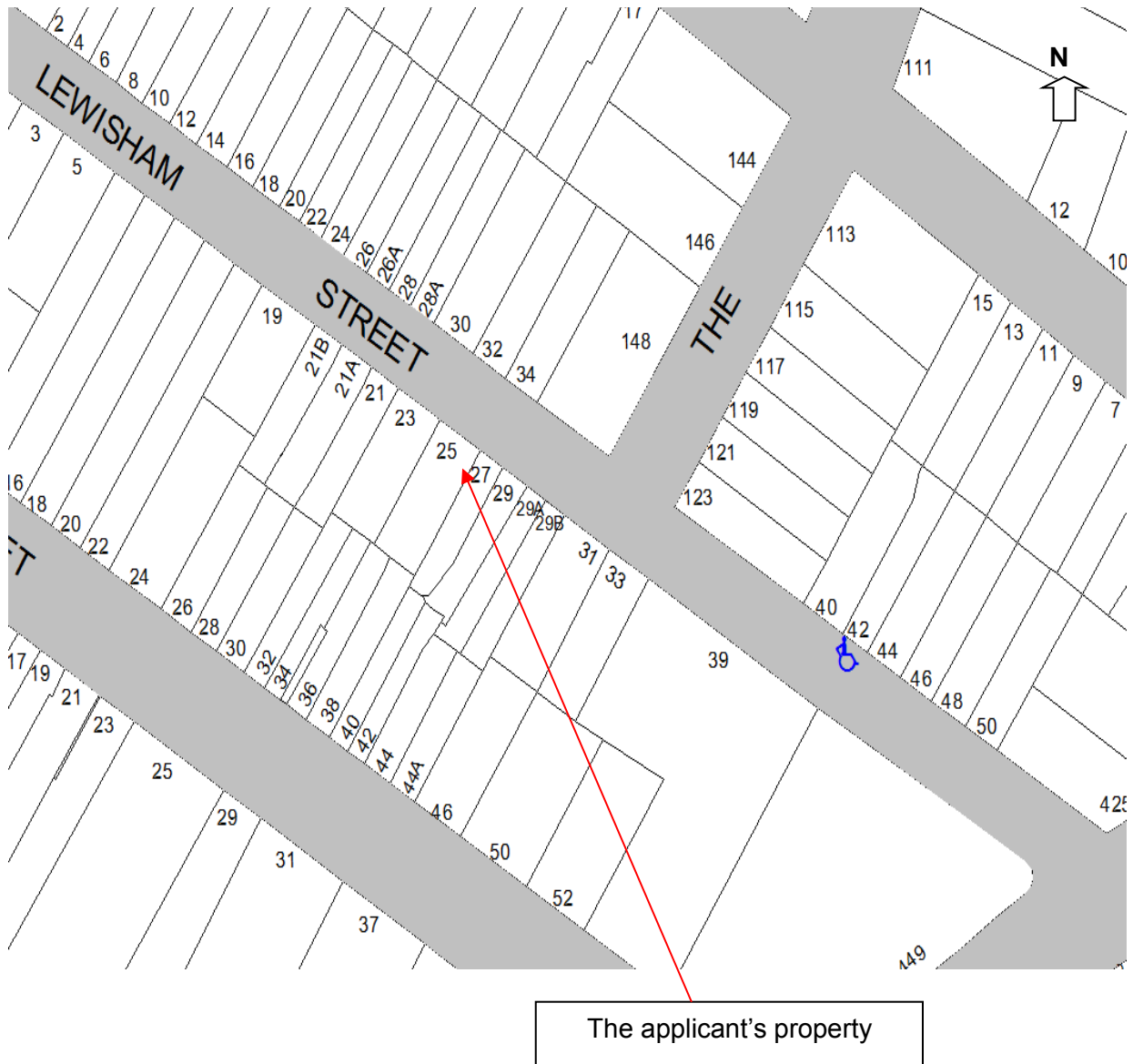
A notification letter has been sent to the applicants informing them of the application process and as part of the assessment and that their application will be considered at this meeting.

CONCLUSION

It is recommended that 'Mobility Parking' spaces be approved as the applicant's properties do not have an off-street parking facility and/or the applicant's condition warrants the provision of the space.

It should be noted that the proposed mobility parking spaces are not for the sole use of the applicant and may be used by other authorised persons.

Locality Map – 25 Lewisham Street, Dulwich Hill



Photographs – 25 Lewisham Street, Dulwich Hill

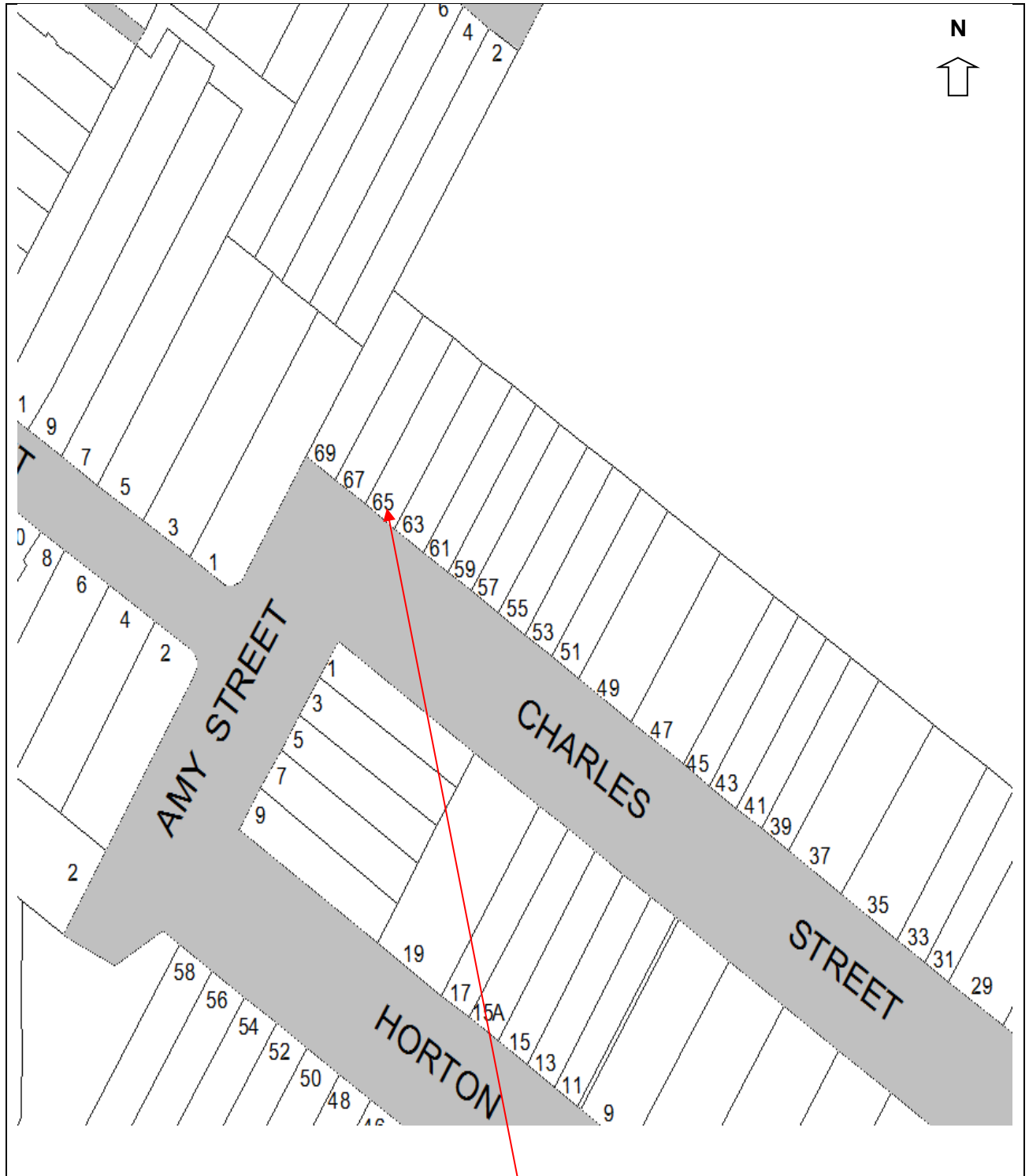


The frontage of the applicant's property in Lewisham Street, Dulwich Hill



On-street parking Lewisham Street, Dulwich Hill

Locality Map – 65 Charles Street, Marrickville



The applicant's property

Photographs – 65 Charles Street, Marrickville



The frontage of the applicant's property in Charles Street, Marrickville



On-street parking in Charles Street, Marrickville

Locality Map – 20 Lincoln Street, Dulwich Hill



Photographs – 20 Lincoln Street, Dulwich Hill

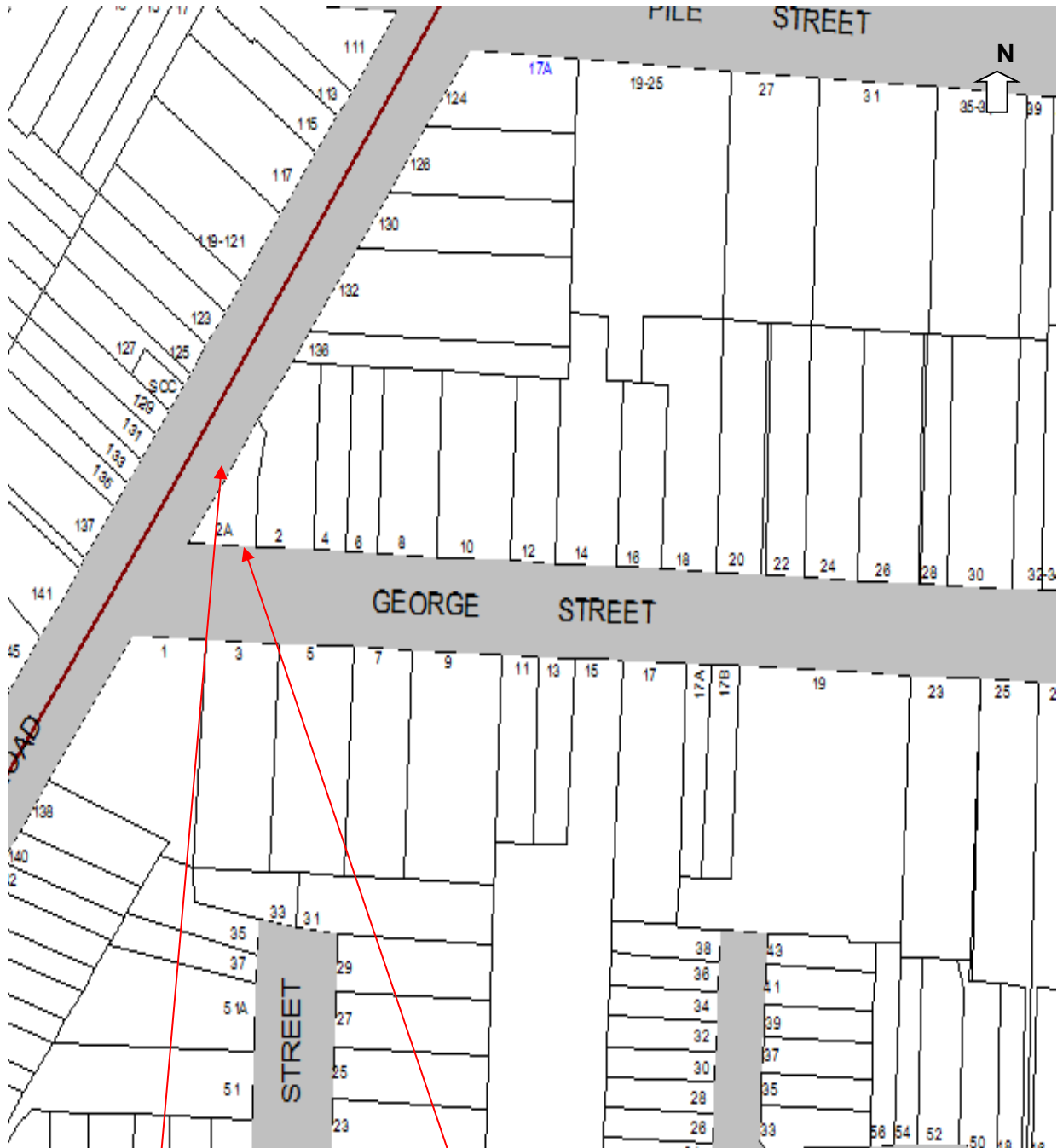


The frontage of the applicant's property in Lincoln Street, Dulwich Hill



On-street parking in Lincoln Street, Dulwich Hill

Locality Map – 2A George Street, Marrickville



The applicant's property

Proposed Location of Mobility
Parking Space in Wardell
Road, Dulwich Hill

Photographs – 2A George Street, Marrickville

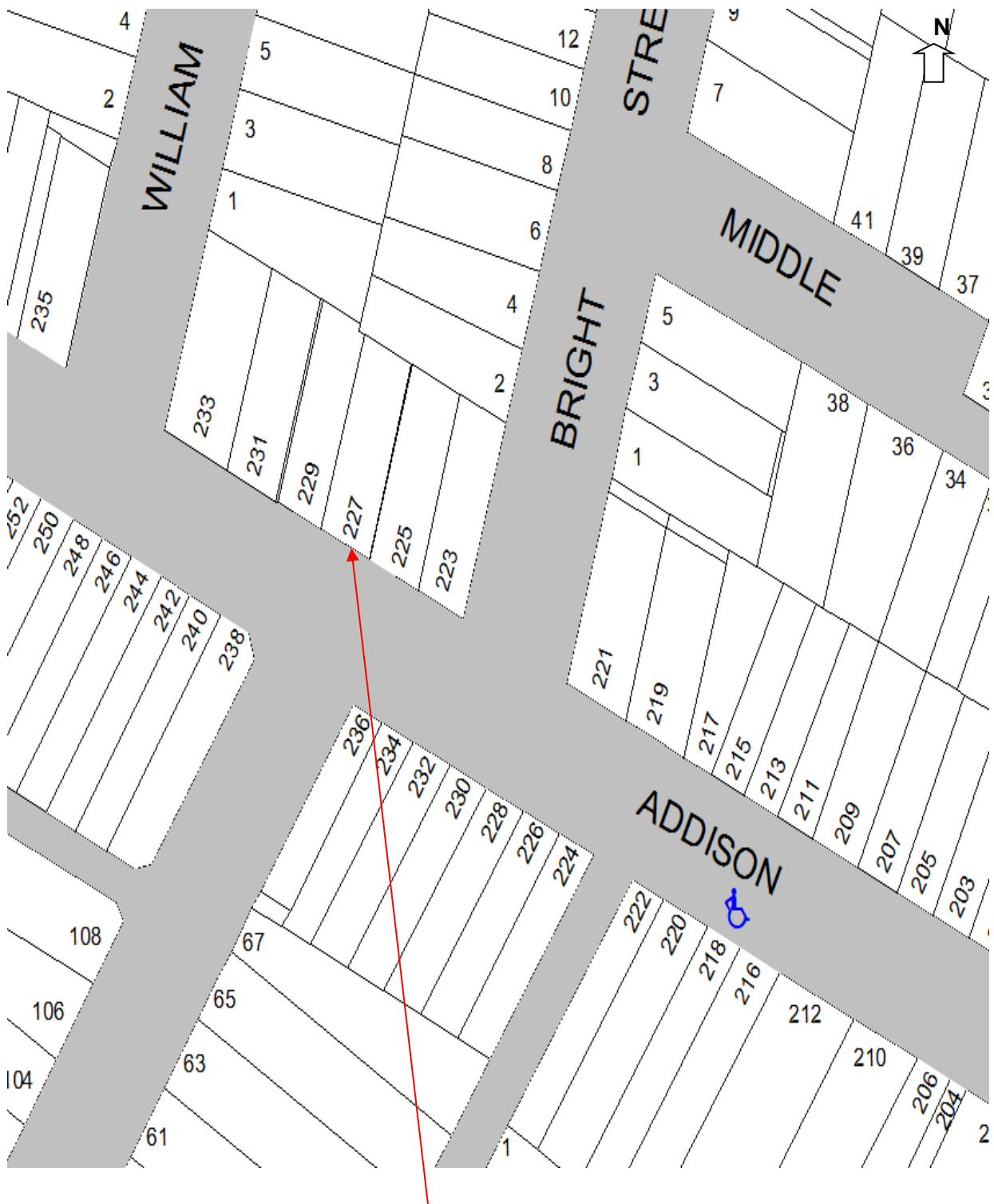


The frontage of the applicant's property in George Street, Marrickville



On-street parking in George Street, Marrickville

Locality Map – 227 Addison, Marrickville



The applicant's property

Photographs – 227 Addison, Marrickville



The frontage of the applicant's property in 227 Addison, Marrickville



On-street parking in 227 Addison, Marrickville

Locality Map – 67 Camden Road, Enmore



Photographs – 67 Camden Road, Enmore

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The frontage of the applicant's property in Camden Road, Enmore



On-street parking in Camden Road, Enmore.

ATTACHMENTS

Nil.

Item No: T1117 Item 19

Subject: REQUEST FOR 'WORKS ZONE' ADJACENT TO CONSTRUCTIONSITES (MARRICKVILLE WARD/ HEFFRON & SUMMER HILL ELECTORATES / NEWTOWN&MARRICKVILLELACS)

File Ref: 17/6022

Prepared By: Idris Hessam - Graduate Civil Engineer Traffic Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A number of requests have been received from builders for the provision of 'Works Zone' to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that the 'Works Zone' be approved for the construction works subject to Council fees and charges.

RECOMMENDATION

THAT:

1. the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 10 meters in length) on the eastern side of Church Street in front of property no. 148 Church Street, St Peters be APPROVED for a period of twelve (12) months, for the proposed construction works; and
2. the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 25 metres in length) on the southern side of Arthur Street in front of property no. 2-8 Arthur Street, Marrickville be APPROVED for a period of twelve (12) months, for the proposed construction works; and
3. the costs of the supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicants.

BACKGROUND

Written applications along with the plans illustrating the proposed locations of 'Works Zone' have been submitted to Council for consideration

FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's Fees and Charges.

OTHER STAFF COMMENTS

OFFICER COMMENTS

Subject Location	Classification of Road	Road Description
Church Street, St Peters	Local road	One-way street, 6.4m in width that runs west- east between Dead end and Victoria Street.
Arthur Street, Marrickville	Local road	Two-way street, 10.9m in width that runs west- east between Ann Street and Illawarra Road.

148 Church Street, St Peters

The subject property is located on eastern side of Church Street, St Peters. The proposed 'Works Zone' will be 10 metres in length and located on the eastern side of Church Street adjacent to the site. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the below locality map and photographs).

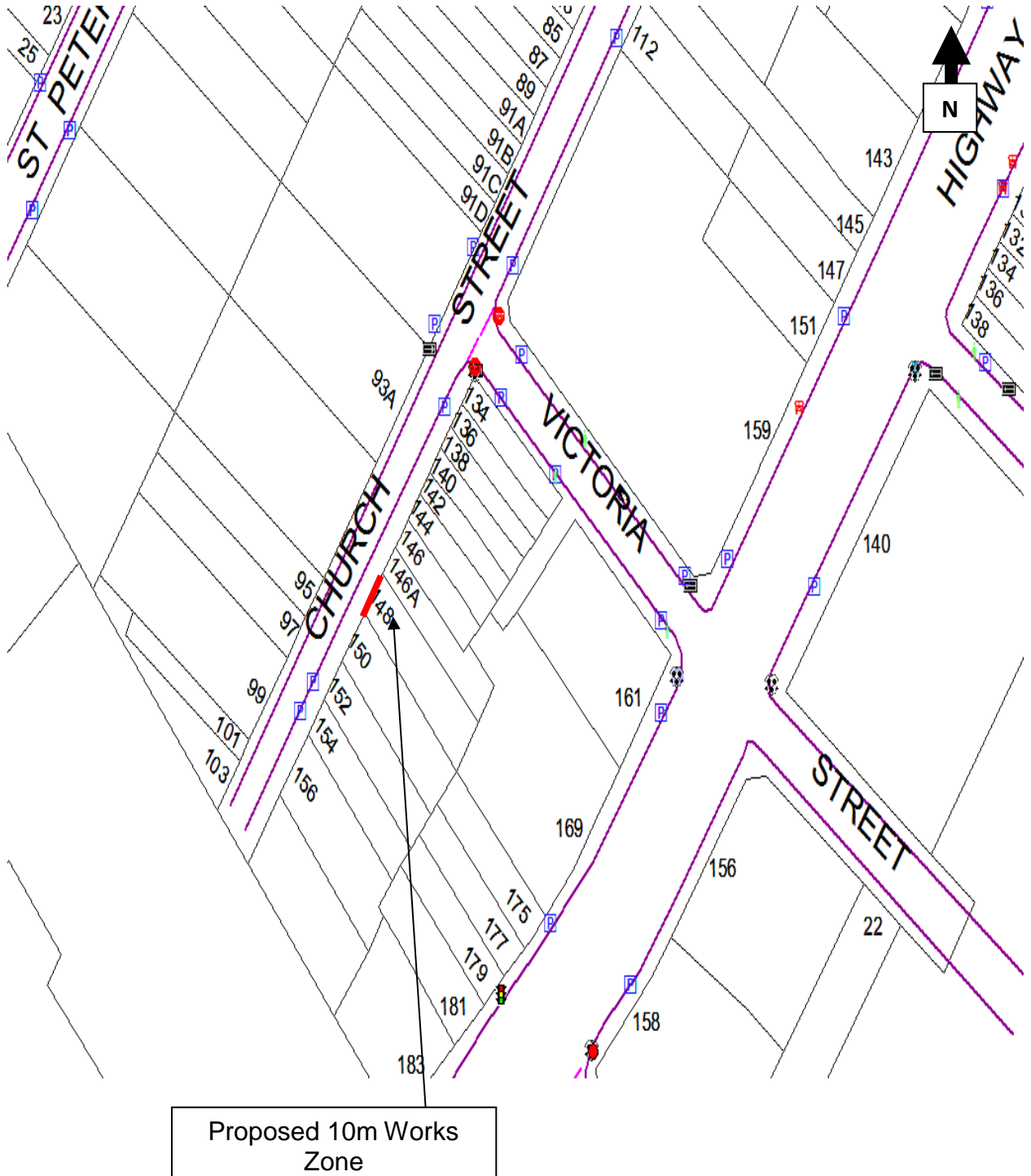
At present, unrestricted parking is permitted on both sides of Church Street, St Peters. The parking spaces in the subject section of Church Street are highly utilised by local residents. Therefore, the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

2-8 Arthur Street, Marrickville

The subject development site is located on the southern side of 2-8 Arthur Street, Marrickville. The proposed 'Works Zone' will be 25 metres in length and located on the southern side of Arthur Street, in front of 2-4 Arthur Street, Marrickville. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Arthur Street. The parking spaces in the subject section of Arthur Street are highly utilised by local residents and commuter. Therefore, the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

Locality Map – 148 Church Street, St Peters



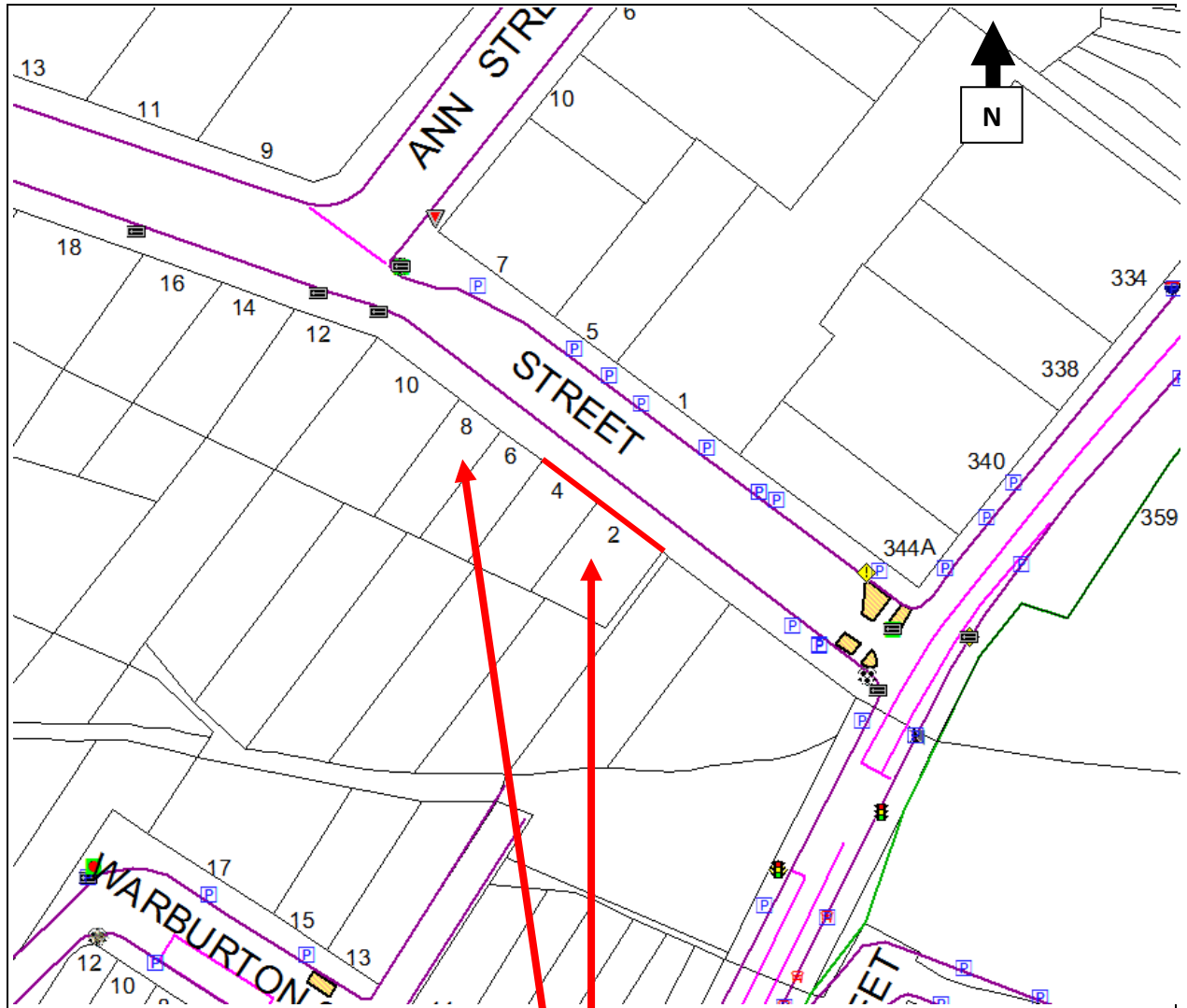


The proposed location of the 'Works Zone' in Church Street, St Peters.



On-street parking in Church Street outside of the construction site

Locality Map – 2-8 Arthur Street, Marrickville



Proposed 25m Works Zone

Photographs – Arthur Street, Marrickville (infront of 2- 4 Arthur Street, Marrickville)

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The proposed location of the 'Works Zone' in Arthur Street, Marrickville



On-street parking in Arthur Street outside of the construction site

A notification letter has been sent to the applicants informing them of the application process and as part of the assessment they will be considered at this meeting.

CONCLUSION

To better facilitate construction deliveries and allow the parking of construction vehicles during loading and unloading activities the installation of the 'Works Zone' locations listed in this report is recommended for approval.

ATTACHMENTS

Nil.

Item No: T1117 Item 20

Subject: SHEPHERD STREET, MARRICKVILLE – PROPOSED ANGLE PARKING RESTRICTIONS DESIGN PLAN & CONSULTATION RESULTS (MARRICKVILLE WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)

File Ref: 17/6022

Prepared By: Emilio Andari - Civil Engineer

Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

A detailed design plan has been finalised for the proposal to introduce a section of 90 degree angle parking in Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34 Shepherd Street, as part of the Henson LATM study implementation. The proposal to introduce a section of 90 degree angle parking in Shepherd Street, Marrickville with associated signs and line markings will provide additional on-street parking opportunities and improve traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Addison Road, Albert Street and Coronation Avenue, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the installation of 90 degree angle parking on the western side of Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34 Shepherd Street, with associated signs and line markings not be approved, as there was a majority of responses opposing to the proposal from affected properties within the street. It is also recommended that an investigation for a permit parking scheme be undertaken in Shepherd Street, Marrickville.

RECOMMENDATION

THAT:

- 1. The design of the 90 degree angle parking on the western side of Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34 Shepherd Street, with associated signs and line markings (as per the attached design plan No. 6187) NOT be approved; and**
 - 2. An investigation for a permit parking scheme be undertaken in Shepherd Street, Marrickville.**
-

BACKGROUND

Council is proposing to install a section of 90 degree angle parking restrictions with associated signs and line markings in Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34 Shepherd Street.

This proposal is a design which was included in the recently approved Henson Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) at the end of 2016. The LATM provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Henson LATM was endorsed and approved by Council at its meeting held on 26 April 2017.

The detail design plan has been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$10,000 has been allocated by Council for the entire scope of works for Shepherd Street, Marrickville under the Henson LATM Implementation 2017/2018. These works include the installation of all the signs and line markings associated with the proposal.

It should be noted that there will be no cost to this project due to the outcome of the public consultation and recommendation in this report.

OFFICER COMMENTS

Site location & road network

Street Name	Shepherd Street
Section	Between Addison Road and Chapel Street
Carriageway Width (m)	12.3
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	49.7
Vehicles Per Day (vpd)	965
Reported Crash History (July 2012 – June 2017)	No crashes recorded.
Heavy Vehicle Volume (%)	9.7
Parking Arrangements	Unrestricted parking on both sides of the road.

Design Plan – No. 6187

A detailed design plan for the provision of 90 degree angle parking restrictions in Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34 Shepherd Street, including the associated signs and line markings (ATTACHMENT - design plan No. 6187) are submitted for consideration.

The proposed scope of work includes the following:

- Install thirty linemarked parking bays as 90 degree angle rear-to-kerb parking restrictions the western side of Shepherd Street, Marrickville, between Handley Street and property no. 34 Shepherd Street with associated signs and line markings as per design plan.
- Install three 'Give Way' sign and line markings at the intersection of Jabez Street with Shepherd Street and Handley Street with Shepherd Street as per design plan.
- Install 'E1' edge line markings, 'BB' line markings and 'L1' centre line markings on Shepherd Street as per design.
- Install six 'No Stopping' signs located on both sides of Shepherd Street as per design.

The proposed treatment will result in the gain of eleven (11) legal on-street car parking spaces in Shepherd Street as an outcome of the proposed 90 degree angle parking restrictions with associated signs and line markings in order to provide additional on-street parking opportunities and improve traffic conditions at this location (refer to the attached design plan No. 6187). All current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

A notification letter as well as a copy of the detailed design plan was sent on 13 September 2017 to the owners and occupiers of the affected properties in Shepherd Street, Marrickville, regarding the proposed design plan to introduce a section of 90 degree angle parking in Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34

Shepherd Street including associated signs and line markings. A total of 56 letters were distributed. The closing date for submissions ended on 13 October 2017.

There were a total of three (3) responses supporting the proposal and there were a total of seven (7) responses opposing the proposal. These responses are detailed below.

Residents' Comments (supporting the proposal)	Officer's Response
A resident of Shepherd Street is in support of the proposed 90 degree angle parking with associated signs and line markings in Shepherd Street. The resident is in support of the additional parking spaces as a result of the proposal.	Received and noted.
A resident of Shepherd Street is in support of the proposal in Shepherd Street. The resident is in support of the additional parking spaces as a result of the proposal. It was also noted that the resident is concerned with the current traffic conditions within the street.	Received and noted.
A member of the community is in support of the proposed 90 degree angle parking with associated signs and line markings in Shepherd Street. The resident is in support of the additional parking spaces as a result of the proposal. The resident requests that a resident parking scheme be introduced to the street. Safety concerns were also raised regarding vehicles double-parking in the traffic lane, particularly on the eastern side of the roadway adjacent to the businesses.	Received and noted. An investigation for a permit parking scheme will be undertaken in Shepherd Street, Marrickville. Council Rangers will be advised to monitor the parking issues (i.e. double-parking) in Shepherd Street.

Residents' Comments (opposing the proposal)	Officer's Response
A member of the community is not in support of the proposed 90 degree angle parking with associated signs and line markings in Shepherd Street. The resident is in support of the additional parking spaces as a result of the proposal however, concerns were raised regarding the proposed angle parking spaces will be utilised by the vehicles from the businesses on the eastern side of Shepherd Street. The resident requests that a resident parking scheme be introduced to the street. Safety concerns were also raised regarding vehicles double-parking in the traffic lane, particularly on the eastern side of the roadway adjacent to the businesses.	This proposal introduces an additional net gain of eleven (11) on-street legal car parking spaces to alleviate the pressures of parking in Shepherd Street which were raised during the public exhibition of the Henson LATM study. An investigation for a permit parking scheme will be undertaken in Shepherd Street, Marrickville. Council Rangers will be advised to monitor the parking issues (i.e. double-parking) in Shepherd Street.

<p>A business owner of Shepherd Street strongly opposes the proposal. The business owner stated that as part of the proposal to include 'No Stopping' restrictions along the eastern side of Shepherd Street, this will impact on their businesses operation with deliveries to and from the their premises. Currently, there is driveway frontage to most of the businesses and these businesses are dependent on this to allow parking for short instances. It was also noted that a number of residential properties on the western side of Shepherd Street have rear lane access to off-street parking.</p>	<p>This proposal introduces an additional net gain of eleven (11) on-street legal car parking spaces to alleviate the pressures of parking in Shepherd Street which were raised during the public exhibition of the Henson LATM study.</p> <p>Shepherd Street is 12.3 metres wide and as part of the proposal to introduce angle parking on one side of the street, it is a design requirement to remove any kerbside parking directly opposite to the proposed angle parking with accordance to the Australian Standards.</p> <p>Swept path diagrams have been undertaken for 8.8m medium rigid service vehicles (garbage truck) and the design accommodates these turning movements.</p> <p>An investigation for a permit parking scheme will be undertaken in Shepherd Street, Marrickville.</p>
<p>A resident of Shepherd Street strongly opposes the proposal. The resident stated that the proposed angle parking spaces will be utilised by the vehicles from the businesses on the eastern side of Shepherd Street. It was also noted that a number of residential properties on the western side of Shepherd Street have rear lane access to off-street parking. Concerns were raised regarding the proposed 'No Stopping' restrictions along the eastern side of Shepherd Street and how this will impact on the businesses that use the existing driveways as drop-off and pick-up areas for their goods.</p>	<p>This proposal introduces an additional net gain of eleven (11) on-street legal car parking spaces to alleviate the pressures of parking in Shepherd Street which were raised during the public exhibition of the Henson LATM study.</p> <p>Shepherd Street is 12.3 metres wide and as part of the proposal to introduce angle parking on one side of the street, it is a design requirement to remove any kerbside parking directly opposite to the proposed angle parking with accordance to the Australian Standards.</p> <p>Swept path diagrams have been undertaken for 8.8m medium rigid service vehicles (garbage truck) and the design accommodates these turning movements.</p>
<p>A business owner of Shepherd Street strongly opposes the proposal. The business owner stated that as part of the proposal to include 'No Stopping' restrictions along the eastern side of Shepherd Street, this will impact on their business operation with deliveries to and from the their premises. Safety concerns are also raised with the proposed traffic lane along the eastern side of Shepherd Street being too close to the existing footpath where high pedestrian activity occurs with the adjacent businesses and school children from Marrickville Public School. The business owner requests that a permit parking scheme or timed parking restrictions be introduced to the street.</p>	<p>This proposal introduces an additional net gain of eleven (11) on-street legal car parking spaces to alleviate the pressures of parking in Shepherd Street which were raised during the public exhibition of the Henson LATM study.</p> <p>Shepherd Street is 12.3 metres wide and as part of the proposal to introduce angle parking on one side of the street, it is a design requirement to remove any kerbside parking directly opposite to the proposed angle parking with accordance to the Australian Standards.</p> <p>An investigation for a permit parking scheme will be undertaken in Shepherd Street, Marrickville.</p>

<p>A member of the community is not in support of the proposed 90 degree angle parking with associated signs and line markings in Shepherd Street. The resident is concerned for the environment and does not support the proposal to provide additional car parking spaces within the street. It is also noted by the resident that the angle parking rear-to-kerb proposal will produce car fumes and pollution into their home.</p>	<p>This proposal introduces an additional net gain of eleven (11) on-street legal car parking spaces to alleviate the pressures of parking in Shepherd Street which were raised during the public exhibition of the Henson LATM study.</p> <p>An investigation for a permit parking scheme will be undertaken in Shepherd Street, Marrickville.</p>
<p>A business owner of Shepherd Street strongly opposes the proposal. The business owner stated that as part of the proposal to include 'No Stopping' restrictions along the eastern side of Shepherd Street, this will impact on their business operation. Safety concerns are also raised with the proposed traffic lane along the eastern side of Shepherd Street being too close to the existing footpath where high pedestrian activity occurs with the adjacent businesses and school children from Marrickville Public School. The existing parking lanes on both sides of the road provide a buffer zone between the traffic lane and footpath.</p>	<p>This proposal introduces an additional net gain of eleven (11) on-street legal car parking spaces to alleviate the pressures of parking in Shepherd Street which were raised during the public exhibition of the Henson LATM study.</p> <p>Shepherd Street is 12.3 metres wide and as part of the proposal to introduce angle parking on one side of the street, it is a design requirement to remove any kerbside parking directly opposite to the proposed angle parking with accordance to the Australian Standards.</p> <p>Swept path diagrams have been undertaken for 8.8m medium rigid service vehicles (garbage truck) and the design accommodates these turning movements.</p> <p>An investigation for a permit parking scheme will be undertaken in Shepherd Street, Marrickville.</p>
<p>A business owner of Shepherd Street strongly opposes the proposal. Concerns were raised regarding the proposed 'No Stopping' restrictions along the eastern side of Shepherd Street and how this will impact on the businesses that use the existing driveways as drop-off and pick-up areas for their goods.</p>	<p>This proposal introduces an additional net gain of eleven (11) on-street legal car parking spaces to alleviate the pressures of parking in Shepherd Street which were raised during the public exhibition of the Henson LATM study.</p> <p>An investigation for a permit parking scheme will be undertaken in Shepherd Street, Marrickville.</p>

Given the strong level of responses opposing the proposal from the affected properties within Shepherd Street, Marrickville, it is proposed to not proceed with the installation of 90 degree angle parking on the western side of Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34 Shepherd Street, with associated signs and line markings.

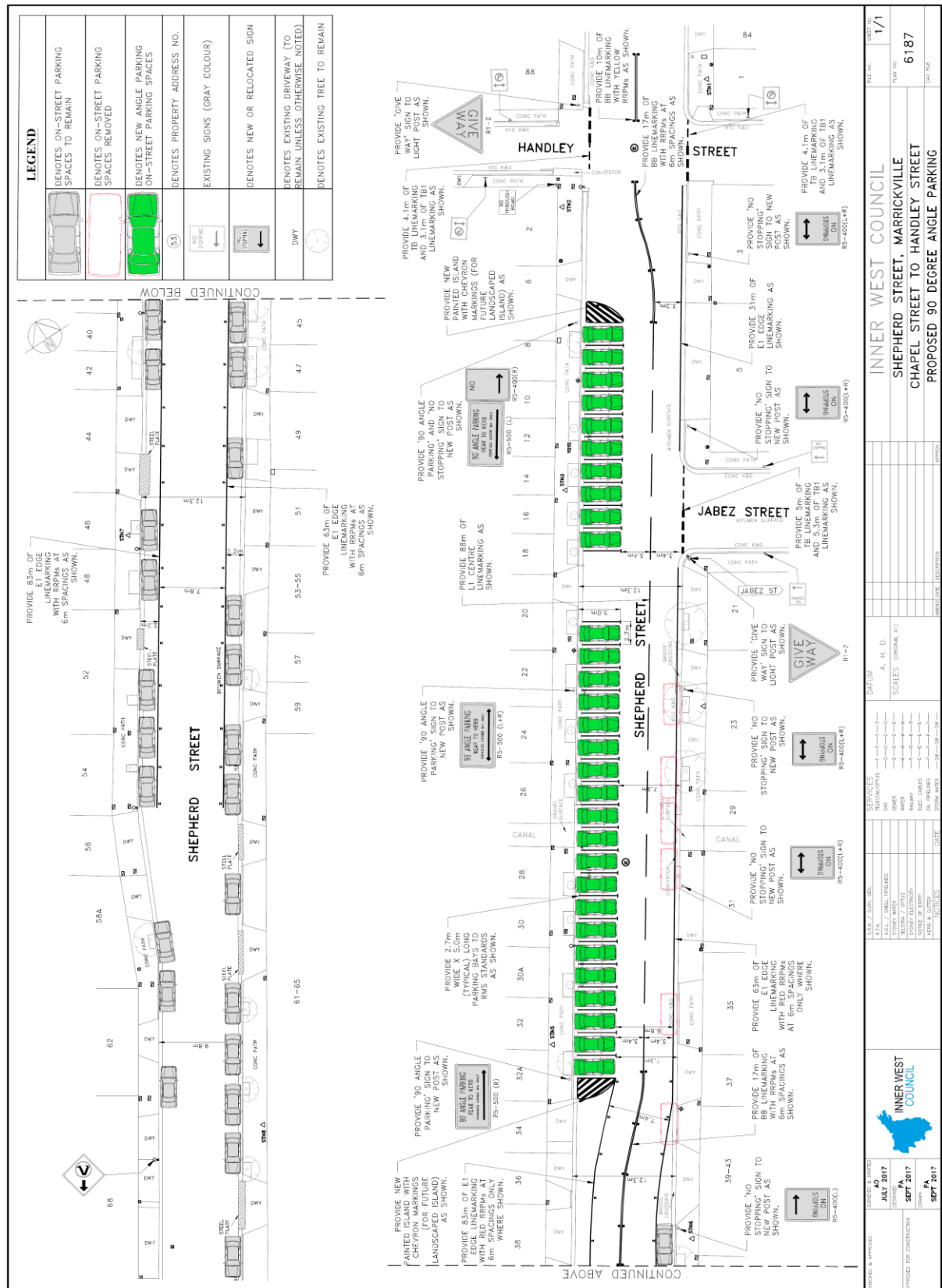
It was identified throughout the public consultation that a number of responses requested a resident (permit) parking scheme be introduced to Shepherd Street. Therefore, Council officers will undertake an investigation for a permit parking scheme in Shepherd Street, Marrickville.

CONCLUSION

It is recommended that the installation of 90 degree angle parking on the western side of Shepherd Street, Marrickville, between property no. 6 Shepherd Street and property no. 34 Shepherd Street, with associated signs and line markings not be approved, as there was

Strong opposition to the proposal from affected property owners within the street. It is also recommended that an investigation for a permit parking scheme be undertaken in Shepherd Street, Marrickville.

Item 20



ATTACHMENTS

Nil.

Item No: T1117 Item 21
Subject: LOCAL TRAFFIC COMMITTEE MEETING SCHEDULE FOR 2018
File Ref: 17/6022
Prepared By: Emilio Andari - Civil Engineer
Authorised By: George Tsaprounis - Coordinator Traffic Engineering Services

SUMMARY

The proposed schedule of the Local Traffic Committee meetings has been prepared for the 2018 calendar year. It is recommended that the proposed meeting schedule be received and noted.

RECOMMENDATION

THAT the proposed schedule of meetings of the Local Traffic Committee for the 2018 calendar year be received and noted.

BACKGROUND

To assist Committee members with forward planning, the schedule of meetings of the Local Traffic Committee for 2018 is detailed below.

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

All meetings will be held on the 1st Thursday of each month, excluding January, and commencing at 10.00am. The proposed meeting dates for 2018 are as follows:

Date	Time
1 February 2018	10.00am
1 March 2018	10.00am
5 April 2018	10.00am
3 May 2018	10.00am
7 June 2018	10.00am
5 July 2018	10.00am
2 August 2018	10.00am
6 September 2018	10.00am
4 October 2018	10.00am
1 November 2018	10.00am
6 December 2018	10.00am

PUBLIC CONSULTATION

Nil.

CONCLUSION

It is recommended that the proposed meeting schedule for 2018 be received and noted.

ATTACHMENTS

Nil.