

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 6 FEBRUARY 2018

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 Council 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 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 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, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain 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 and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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- 3 Confirmation of Minutes**
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Late Items

Nil at time of printing.

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**Minutes of Local Traffic Committee Meeting
Held at Leichhardt Town Hall, 107 Norton Street, Leichhardt on 7 December 2017.**

Meeting commenced at 10.30am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

COMMITTEE REPRESENTATIVES PRESENT

Clr Julie Passas	Deputy Mayor – Ashfield Ward (Chair)
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Mr Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Ms Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Mr Ryan Horne	Roads and Maritime Services
Sgt John Micallef	NSW Police – Ashfield
SC Stephen Flanagan	NSW Police - Marrickville
SC Anthony Kenny	NSW Police – Newtown

OFFICERS IN ATTENDANCE

SC Germaine Grant	NSW Police - Ashfield
SC Sam Tohme	NSW Police – Ashfield
Mr Peter Whitney	State Transit Authority
Mr Wal Petschler	IWC's Group Manager, Roads, Traffic and Stormwater
Mr John Stephens	IWC's Traffic & Transport Services Manager
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Mr Joe Di Cesare	IWC's Coordinator Design Services
Mr Boris Muha	IWC's Engineer - Traffic & Parking Services
Ms Jenny Adams	IWC's Engineer - Traffic & Parking Services
Mr David Yu	IWC's Engineer - Traffic & Parking Services
Mr Davide Torresan	IWC's Civil Engineer - Investigation & Design
Mr Sam Sritharan	IWC's Civil Engineer - Investigation & Design
Ms Snezana Bakovic	IWC's Project Manager (Traffic & Transport Projects)
Ms Christina Ip	IWC's Business Administration Officer

VISITORS

Ms Lynne Livery	Item 15
Mr Jonathan Davis	Item 15
Ms Helen Dougan	Item 15
Ms Robyn Bernstein	Item 15
Mr Shane Hall	Item 15
Mr John Golinelli	Item 26
Mr Ron Page	Item 26
Ms Andrea Fernandes	Item 30
Ms Kat Costigan	Item 30
Mr Patrick William	Item 30
Ms Taimi Lubek	Item 32

APOLOGIES:

Sgt Dan Chilvers
Mr George Tsaprounis
Mr Emilio Andari

NSW Police – Leichhardt (emailed support)
IWC's Coordinator, Traffic and Parking Services (South)
IWC's Engineer, Traffic and Parking Services

DISCLOSURES OF INTERESTS:

Ms Sarina Foulstone declared a non-pecuniary interest in Items 8, 9 and 30 as a member of BIKESydney's management committee.

CONFIRMATION OF MINUTES

Minutes of the Local Traffic Committee Meeting held on Thursday, 2 November 2017 and Extra-Ordinary Local Traffic Committee Meeting held on Friday, 3 November 2017 are awaiting adoption.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC1217 Item 1 Darling Street at Wise Street/Beattie Street, Rozelle - Raised Pedestrian Crossing (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

As part of Council's 2017-18 LATM program, it is proposed to upgrade the existing pedestrian (zebra) crossing on Darling Street, south of Wise Street/Beattie Street to a raised (zebra) pedestrian crossing.

Officer's Recommendation

THAT Drawing No. A1-905 detailing the proposed upgrade of the existing pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing on Darling Street, south of Wise Street/Beattie Street be supported as detailed in Attachment 1 of the agenda.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT Drawing No. A1-905 detailing the proposed upgrade of the existing pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing on Darling Street, south of Wise Street/Beattie Street be supported as detailed in Attachment 1 of the agenda.

For motion: Unanimous

LTC1217 Item 2 Darling Street, Balmain - Road Occupancy (Balmain Ward/Balmain Elecorate/Leichhardt LAC)**SUMMARY**

BreastScreen NSW have requested permission to occupy the parking lane outside of Balmain Library for 8 weeks in order to conduct free breast x-rays.

Officer's Recommendation

THAT:

The road occupancy for a BreastScreen NSW mobile lab unit within the parking lane on the southern side of Darling Street, in front of Balmain Library (No. 370 Darling Street), for the duration of 8 weeks from Friday, 19th January to Friday, 16th March 2018 be supported, subject to the following conditions:

- a) That all affected businesses, residents and other occupants must be notified of the road occupancy and activities at least one week prior to the commencement of the event. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated by the applicant;
- b) That the applicant contact Energy Australia/Ausgrid in relation to power access to the mobile laboratory;
- c) 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 and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs;
- d) That the Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. The applicant must therefore produce evidence of its public risk insurance cover (under which Council is indemnified) with a minimum policy value of at least \$10,000,000;
- e) That a copy of the Council approval letter must be made available on the site for inspection by relevant officers;
- f) That the applicant must comply with any reasonable directive from Council's Compliance Officers and NSW Police; and
- g) That Council reserves the right to cancel this approval at any time.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The road occupancy for a BreastScreen NSW mobile lab unit within the parking lane on the southern side of Darling Street, in front of Balmain Library (No. 370 Darling Street), for the duration of 8 weeks from Friday, 19th January to Friday, 16th March 2018 be supported, subject to the following conditions:

- a) That all affected businesses, residents and other occupants must be notified of the road occupancy and activities at least one week prior to the commencement of the event. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated by the applicant;

- b) That the applicant contact Energy Australia/Ausgrid in relation to power access to the mobile laboratory;
- c) 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 and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs;
- d) That the Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. The applicant must therefore produce evidence of its public risk insurance cover (under which Council is indemnified) with a minimum policy value of at least \$10,000,000;
- e) That a copy of the Council approval letter must be made available on the site for inspection by relevant officers;
- f) That the applicant must comply with any reasonable directive from Council's Compliance Officers and NSW Police; and
- g) That Council reserves the right to cancel this approval at any time.

For motion: Unanimous

LTC1217 Item 3 Lyall Street, Leichhardt - Road Occupancy - Street Party (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received an application from a resident of Lyall Street, Leichhardt to conduct a Christmas street party in Lyall Street between Flood Street and the closed end of Lyall Street.

Officer's Recommendation

THAT:

1. The temporary road closure of Lyall Street between Flood Street and the closed end of Lyall Street, Leichhardt on Saturday, 23rd December 2017 between 3.00pm and 7.00pm be supported, subject to the following conditions:
 - a. That a TMP be submitted to RMS for approval;
 - b. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Lyall Street, Leichhardt;
 - c. The occupation of the road carriageway must not occur until the road has been physically closed;
 - d. That the organiser be advised to arrange accredited traffic controllers to manage the road closure;
 - e. 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;
 - f. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense;
 - g. That Fire and Rescue NSW (Leichhardt) be notified of the intended closure by the applicant;
 - h. 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; and
 - 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; and
- 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The temporary road closure of Lyall Street between Flood Street and the closed end of Lyall Street, Leichhardt on Saturday, 23rd December 2017 between 3.00pm and 7.00pm be supported, subject to the following conditions:
 - a. That a TMP be submitted to RMS for approval;
 - b. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Lyall Street, Leichhardt;
 - c. The occupation of the road carriageway must not occur until the road has been physically closed;
 - d. That the organiser be advised to arrange accredited traffic controllers to manage the road closure;
 - e. 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;
 - f. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense;
 - g. That Fire and Rescue NSW (Leichhardt) be notified of the intended closure by the applicant;
 - h. 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; and
 - 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; and
 - 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.

For motion: Unanimous

LTC1217 Item 4 Gallimore Avenue, Balmain East - Temporary Road Closure (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

An application has been received from Beebo Constructions for the temporary full road closure of Gallimore Avenue (Between Nos.5-11 Gallimore Ave), Balmain East from 7:00am to 5:00pm on two days in the period from 29th January 2018 until 17th of February 2018, in order to stand a boom pump for a concrete pour and dismantle a crane. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT:

The proposed temporary full road closure of Gallimore Avenue (Between Nos.5-11 Gallimore Ave), Balmain East from 7:00am to 5:00pm on two days in the period from 29th January 2018 until 17th of February 2018, in order to stand a boom pump for a concrete pour and dismantle a crane in Gallimore Avenue between Nos. 5-11 Gallimore Avenue be approved, subject to the following conditions:

1. A fee of \$1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
3. A Traffic Management Plan (TMP) be submitted to Roads and Maritime Services for consideration and approval;

4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of the closure;
5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
6. A notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
14. The operation of the heavy plant shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted; all work is to be carried out in accordance with Work Cover requirements; and the costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

The proposed temporary full road closure of Gallimore Avenue (Between Nos.5-11 Gallimore Ave), Balmain East from 7:00am to 5:00pm on two days in the period from 29th January 2018 until 17th of February 2018, in order to stand a boom pump for a concrete pour and dismantle a crane in Gallimore Avenue between Nos. 5-11 Gallimore Avenue be approved, subject to the following conditions:

1. A fee of \$1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
3. A Traffic Management Plan (TMP) be submitted to Roads and Maritime Services for consideration and approval;
4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of the closure;
5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
6. A notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them

and produce it if required along with any other relevant authority approvals granted in the connection with the work;

13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
14. The operation of the heavy plant shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted; all work is to be carried out in accordance with Work Cover requirements; and the costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

For motion: Unanimous

LTC1217 Item 5 Garden Street, Marrickville – Proposed Temporary Road Closure for a Special Event on 20 January 2018 (Marrickville Ward/Summer Hill Electorate/Marrickville LAC)

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Garden Street, Marrickville to hold a street party style event for the community, known as 'Heaps Gay Street Festival', on Saturday 20 January 2018 between the hours of 12.00pm to 11.00pm. The erection of the stage, stalls and associated works will include the temporary fullroad closures of Garden Street, Marrickville between Shirlow Street and to the cul-de-sac, and Shirlow Street, Marrickville, between Sydenham Road and Saywell Street from 7:00pm Friday 19 January 2018 to 9:00am Sunday 21 January 2018.

It is recommended that Council endorse the temporary road closures of Garden Street and Shirlow Street, Marrickville from Friday 19 January 2018 to 9:00am Sunday 21 January 2018 subject to complying with the conditions within this report; applying to the RMS for consent to close the subject roads, subject to the event being advertised, a Traffic Management Plan being submitted to the RMS for approval, a Road Occupancy License being obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

Officer's Recommendation

THAT:

1. The proposed temporary road closures of Garden Street, Marrickville between Shirlow Street and to the cul-de-sac, and Shirlow Street, Marrickville from between Sydenham Road and Saywell Street from 7:00pm Friday 19 January 2018 to 9:00am Sunday 21 January 2018, for the holding of the 'Heaps Gay Street Festival' event on Garden Street, be endorsed subject to the approval of the Development Application and the applicant complying with the following conditions:
 - i. A fee of \$1,540.00 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;
 - ii. The temporary full road closure be advertised by the applicant in the local newspaper providing 28 days notice for submissions, in accordance with the Roads Act;

- iii. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
 - iv. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controller's certification number attached to the plan, not less than 5 days prior to implementation of the closure;
 - v. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - vi. Notice of the proposed event is forwarded by the applicant to the NSW Police Local Area Commander, State Transit Authority, NSW Fire Brigades and NSW Ambulance Services;
 - vii. Advance notifications signs advising of the proposed road closure and traffic diversions to be strategically installed and maintained by the applicant at least two (2) weeks prior to the event;
 - viii. 'No Parking – Special Event' signs be affixed on both sides of Garden Street, Marrickville between Shirlow Street and to an end on the evening of the day prior to the event date;
 - ix. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
 - x. All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closures at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses;
 - xi. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads; and
 - xii. Water filled barriers be placed at the road closure points to protect against any possible errant vehicles.
2. The applicant be advised in terms of this report and that all costs for advertising the event and implementation of the road closure are to be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed temporary road closures of Garden Street, Marrickville between Shirlow Street and to the cul-de-sac, and Shirlow Street, Marrickville from between Sydenham Road and Saywell Street from 7:00pm Friday 19 January 2018 to 9:00am Sunday 21 January 2018, for the holding of the 'Heaps Gay Street Festival' event on Garden Street, be endorsed subject to the approval of the Development Application and the applicant complying with the following conditions:

- i. A fee of \$1,540.00 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;
 - ii. The temporary full road closure be advertised by the applicant in the local newspaper providing 28 days notice for submissions, in accordance with the Roads Act;
 - iii. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
 - iv. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controller's certification number attached to the plan, not less than 5 days prior to implementation of the closure;
 - v. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - vi. Notice of the proposed event is forwarded by the applicant to the NSW Police Local Area Commander, State Transit Authority, NSW Fire Brigades and NSW Ambulance Services;
 - vii. Advance notifications signs advising of the proposed road closure and traffic diversions to be strategically installed and maintained by the applicant at least two (2) weeks prior to the event;
 - viii. 'No Parking – Special Event' signs be affixed on both sides of Garden Street, Marrickville between Shirlow Street and to an end on the evening of the day prior to the event date;
 - ix. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
 - x. All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closures at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses;
 - xi. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads; and
 - xii. Water filled barriers be placed at the road closure points to protect against any possible errant vehicles.
2. The applicant be advised in terms of this report and that all costs for advertising the event and implementation of the road closure are to be borne by the applicant.

For motion: Unanimous

LTC1217 Item 6 Richardsons Crescent, Marrickville – Proposed Kerb Extension Design Plan (Marrickville Ward/Summer Hill Electorate/Marrickville)

LAC)

SUMMARY

A detailed design plan has been finalised for the proposed traffic calming improvements in Richardsons Crescent, Marrickville, as part of Council's Capital Works Program for Footpath Renewals. The proposal for a kerb extension with a new kerb and gutter alignment and associated signs and line markings will improve pedestrian and cyclist safety and traffic conditions at this location. It is recommended that the proposed detailed design plan be approved.

Officer's Recommendation

THAT the detailed design plan of the kerb extension with a new kerb and gutter alignment and associated signs and line markings in Richardsons Crescent, Marrickville between the signalised entrance to Tempe Railway Station car park and Cooks River (as per the attached design plan No. 6152) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan of the kerb extension with a new kerb and gutter alignment and associated signs and line markings in Richardsons Crescent, Marrickville between the signalised entrance to Tempe Railway Station car park and Cooks River (as per the attached design plan No. 6152) be APPROVED.

For motion: Unanimous

LTC1217 Item 7 Arthur Street, Ashfield – Proposed Speed Cushions, Kerb Blister Islands & Kerb Extension Design Plans (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

Detailed design plans have been finalised for the proposed traffic calming improvements in Arthur Street, Ashfield as part of Council's Capital Works Program for Traffic Facilities, Stormwater Renewals and Local Road Renewals. The proposal for speed cushions, kerb blister islands and kerb extension with a new kerb and gutter alignment 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 Arthur Street, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plans be approved.

Officer's Recommendation

THAT the detailed design plan of the speed cushions, kerb blister islands and kerb extension with a new kerb and gutter alignment and associated signs and line markings in Arthur Street, Ashfield between Milton Street and Holden Street (as per the design plan Nos. RC525-31 Rev. C, RC525-32 Rev. C, RC525-33 Rev. C) be APPROVED.

DISCUSSION

Council Officers advised that the design of the proposed kerb reconstruction has been revised in response to residents' concern with the loss of on-street parking in Arthur Street.

The revised plan was tabled to the Committee (Attachment 1) indicating that one parking space near Brunswick Parade, originally proposed for removal, is now proposed to be retained (parking space no. 19). It was advised that residents near the affected area were consulted and no objections were received. There will be a net loss of 4 on-street parking spaces under the revised plan.

The Committee members agreed with the Officer's revised proposal.

COMMITTEE RECOMMENDATION

THAT the detailed design plan of the speed cushions, kerb blister islands and kerb extension with a new kerb and gutter alignment and associated signs and line markings in Arthur Street, Ashfield between Milton Street and Holden Street (as per the design plan Nos. RC525-31 Rev. D, RC525-32 Rev. D, RC525-33 Rev. D) be APPROVED.

For motion: Unanimous

LTC1217 Item 8 Regional Route 2 (Parramatta Road To Marrickville Park) - Public Consultation Report And Revised Concept Plan

SUMMARY

A revised concept plan for improvements to Regional Route 2 as identified in Council's Marrickville Bicycle Strategy has been developed following public exhibition of the draft concept plan. This report presents a summary of feedback received during consultation with the local community and other stakeholders, and recommends that the revised concept plan be approved and detailed designs for the route be developed.

Officer's Recommendation

THAT:

1. The revised concept plan for Regional Route 2 be approved; and
2. Detailed designs for the route be developed.

DISCUSSION

The representative for the Member for Summer Hill asked whether any treatment is proposed for West Street bridge considering the proposed shared path will increase the number of cyclists at that location.

Council Officers advised that it would be difficult to provide a treatment due to the limited space on West Street bridge; however, stencil information could be implemented at the location to improve visibility.

The representative for the Member for Balmain suggested incorporating a single direction bike lane on West Street with a mixed traffic lane in the opposite direction to accommodate for an increase in bike users. Committee members discussed this option and its impact on parking and swept paths. Council Officers advised that the feasibility of the suggested option can be investigated during the detailed design stage.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The revised concept plan for Regional Route 2 be approved; and
2. Detailed designs for the route be developed with consideration of the Local Members' representatives' comments.

For motion: Unanimous

LTC1217 Item 9 Local Route 18-Dulwich Hill Station To Marrickville Station-Detail Design (Ashfield & Marrickville Wards/Summer Hill)**SUMMARY**

On December 2016, Council approved a final concept plan for improvement to Local Route 18, bicycle route identified in Council's Bicycle Plan. The Local Route 18 (LR18), connecting Dulwich Hill train station and Marrickville train station via Dudley Street. The aim of the proposal was to make LR18 bicycle route more safe, convenient and more enjoyable for people of all ages and ability to ride.

Based on the approved concept plan the draft design plans have been finalised and it is presented in this report for Committee consideration.

The proposed improvements will complete missing links in Council's bicycle network and enhance bicycle access to public transport, local shops and other destinations.

It is recommended that the detail design of the LR18 to enhance bicycle access to public transport, local shops and other destination be APPROVED.

Officer's Recommendation

THAT the Local Route 18 – Dulwich Hill Station to Marrickville Station detail design plan (No 6175) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the Local Route 18 – Dulwich Hill Station to Marrickville Station detail design plan (No 6175) be APPROVED.

For motion: Unanimous

**LTC1217 Item 10 Proposed Bus Stop and kerb extended pedestrian crossover facility outside/near No.126 Victoria Street, Ashfield (opposite Cardinal Freeman Retirement Village)
(Ashfield Ward/Summer Hill Electorate/Ashfield LAC)****SUMMARY**

Council proposes to install an 'in lane' Bus Stop and kerb extended crossover facility for pedestrians between and outside of No. 126 Victoria Street and the existing pedestrian path leading towards Victoria Square, Ashfield.

The bus stop facility, to be located opposite the Cardinal Freeman Village, will serve the elderly residents of the Village and similarly the general public in the area. A safe crossover treatment for pedestrians will be provided in combination with the Bus Stop as shown on the diagram and concept plan attachments 2 and 3 to this report.

Officer's Recommendation

THAT:

1. An 'in lane' Bus Stop and kerb extended pedestrian crossover facility (as shown on the concept plan attachment 3) be constructed between and outside No. 126 Victoria Street and the existing pedestrian path leading towards Victoria Square, Ashfield;
2. Edge lines approximately 20-25 metres in length be painted on both sides of Victoria Street on the approach and departure of the above 'in lane' Bus Stop and pedestrian crossover facility, with the added installation of raised reflective pavement marking (RRPM's);
3. 'Pedestrian' (W6-1B) and 'Aged' (W8-18B) signage be placed in advance approach to the facility on both sides of Victoria Street; and
4. Chevron alignment marker (G9-243A) signage be placed to the front ends of the kerb extended islands.

DISCUSSION

The Ashfield Police representative advised of their support for the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. An 'in lane' Bus Stop and kerb extended pedestrian crossover facility (as shown on the concept plan attachment 3) be constructed between and outside No. 126 Victoria Street and the existing pedestrian path leading towards Victoria Square, Ashfield;
2. Edge lines approximately 20-25 metres in length be painted on both sides of Victoria Street on the approach and departure of the above 'in lane' Bus Stop and pedestrian crossover facility, with the added installation of raised reflective pavement marking (RRPM's);
3. 'Pedestrian' (W6-1B) and 'Aged' (W8-18B) signage be placed in advance approach to the facility on both sides of Victoria Street; and
4. Chevron alignment marker (G9-243A) signage be placed to the front ends of the kerb extended islands.

For motion: Unanimous

LTC1217 Item 11 Piper Street at Annandale Street, Annandale - Proposed 'No Stopping' restrictions (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)**SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restrictions at the corners of the Piper Street and Annandale Street intersection (Annandale) in order to prevent illegal parking and improve sight visibility.

Officer's Recommendation

THAT:

1. A 10m 'No Stopping' zone be installed on the northern and southern sides of Piper Street (east and west of Annandale Street); and
2. A 10m 'No Stopping' zone be installed on the western side of Annandale Street (north of Piper Street).

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the northern and southern sides of Piper Street (east and west of Annandale Street); and
2. A 10m 'No Stopping' zone be installed on the western side of Annandale Street (north of Piper Street).

For motion: Unanimous

LTC1217 Item 12 Minor Traffic Facilities (Leichhardt and Balmain Wards/Summer Hill and Balmain Electorates/Ashfield and Leichhardt LACs)**SUMMARY**

This report deals with minor traffic facility applications received by Inner West Council and includes 'Disabled Parking' and 'Works Zone' applications.

Officer's Recommendation

THAT:

1. The 6m 'Disabled Parking' space in front of No.75 Francis Street, Leichhardt be removed as it is no longer required noting that the 6m 'Disabled Parking' space in front of No.73 Francis Street will be retained;

2. The 6m 'Disabled Parking' space in front of No No.2 Springside Street, Rozelle be removed as it is no longer required;
3. The committee endorse the relocation of the 6m 'Disabled Parking' zone from in front of No.61 St David's Road to in front of No.59 St David's Road, Haberfield as it was no longer required;
4. A 6m 'Disabled Parking' zone be installed in front of No.23 National Street, Leichhardt;
5. A 6m 'Disabled Parking' zone be installed in front of No.122-126 Evans Street, Leichhardt (immediately south of the existing 'No Stopping' zone) replacing the existing 2P ticket parking restrictions;
6. A 6m 'Disabled Parking' zone be installed in front of No.23 Day Street, Leichhardt removing the 2P resident parking restrictions;
7. A 13m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.32 Jarrett Street, Leichhardt for 12 weeks replacing the existing resident parking restrictions; and
8. A 17m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.383-389 Darling Street, Balmain for 12 weeks, temporarily replacing the existing 'Loading Zone' and ticket parking restrictions.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' space in front of No.75 Francis Street, Leichhardt be removed as it is no longer required noting that the 6m 'Disabled Parking' space in front of No.73 Francis Street will be retained;
2. The 6m 'Disabled Parking' space in front of No No.2 Springside Street, Rozelle be removed as it is no longer required;
3. The committee endorse the relocation of the 6m 'Disabled Parking' zone from in front of No.61 St David's Road to in front of No.59 St David's Road, Haberfield as it was no longer required;
4. A 6m 'Disabled Parking' zone be installed in front of No.23 National Street, Leichhardt;
5. A 6m 'Disabled Parking' zone be installed in front of No.122-126 Evans Street, Leichhardt (immediately south of the existing 'No Stopping' zone) replacing the existing 2P ticket parking restrictions;
6. A 6m 'Disabled Parking' zone be installed in front of No.23 Day Street, Leichhardt removing the 2P resident parking restrictions;

7. A 13m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.32 Jarrett Street, Leichhardt for 12 weeks replacing the existing resident parking restrictions; and
8. A 17m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.383-389 Darling Street, Balmain for 12 weeks, temporarily replacing the existing 'Loading Zone' and ticket parking restrictions.

For motion: Unanimous

**LTC1217 Item 13 Grove Street, Birchgrove - New Year's Eve Temporary Bus Zone
(Balmain Ward/Balmain Electorate/Leichhardt LAC)**

SUMMARY

NSW Police and State Transit Authority (Sydney Buses) propose the installation of a temporary 'Bus Zone 12 Noon 31st Dec to 3AM 1st Jan' for New Year's Eve to store buses on the eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove.

Officer's Recommendation:

THAT the proposed installation of a temporary 'Bus Zone 12 Noon 31st Dec to 3AM 1st Jan' for New Year's Eve to store buses on the eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove be supported.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed installation of a temporary 'Bus Zone 12 Noon 31st Dec to 3AM 1st Jan' for New Year's Eve to store buses on the eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove be supported.

For motion: Unanimous

LTC1217 Item 14 Hoffman's Lane, Balmain - 'No Parking' restriction (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Concerns have been raised regarding obstructed pedestrian and vehicle access to No.3 Hoffman's Lane, Balmain because of over-hanging vehicles.

Officer's Recommendation

THAT the existing 8.5m '2P 8am-10pm Permit Holders Excepted Area B2' parking restriction (3.5m parking space) currently signposted on the northern side of Hoffman's Lane on the frontage of No.3 Hoffman's Lane be converted into a 'No Parking' zone.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 8.5m '2P 8am-10pm Permit Holders Excepted Area B2' parking restriction (3.5m parking space) currently signposted on the northern side of Hoffman's Lane on the frontage of No.3 Hoffman's Lane be converted into a 'No Parking' zone.

For motion: Unanimous

LTC1217 Item 15 Trafalgar Lane, Annandale - 'No Parking' restrictions (Balmain Ward/Balmain Electorate/Leichhardt LAC)**SUMMARY**

Concerns have been raised regarding vehicles in Trafalgar Lane and obstructing vehicular access to the off street parking spaces of a number of properties. Council has subsequently investigated 'No Parking' restrictions in Trafalgar Lane to resolve these concerns.

Officer's Recommendation

THAT a 'No Parking' zone be installed on the western side of Trafalgar Lane, across the frontage of Nos.3-7 Trafalgar Lane and across the rear boundaries of Nos. 173–187A Trafalgar Street, Annandale.

DISCUSSION

Public speakers: Ms Lynne Livery, Mr Jonathan Davis and Ms Helen Dougan (attended at 11.05am)

Mr Davis stated that he, Ms Livery, Ms Dougan support the proposed 'No Parking' zone in Trafalgar Lane and made the following comments:

- Council's swept path analysis indicates that he is prevented from accessing his garage when vehicles are parked outside Nos. 5-7 Trafalgar Lane.
- His neighbour at no. 182 gave up on parking in her garage years ago and currently uses on-street parking in Nelson Street due to ongoing obstruction.
- Residents on the west side of Trafalgar Street are often observed not using their off-street parking and parking on the street.
- Trafalgar Lane is primarily a service lane providing access to off-street parking. Currently only certain sections of Trafalgar Lane have full-time access to their off-street parking. All residents in the lane should be afforded with equal access to their own off-street parking.

(Ms Livery, Mr Davis and Ms Dougan left at 11.14am)

Public speakers: Ms Robyn Bernstein and Mr Shane Hall (attended at 11.15am)

Ms Bernstein stated that she and Mr Hall are opposed to the recommendation and stated the following:

- The lane has clear sightlines so motorists can see when other vehicles are approaching

- The survey was weighted against them as of the 67 properties surveyed, 4 properties in the lane, including their own property, fronts onto the lane and there is no other access to these properties.
- It is not understood why the 'No Parking' zone is proposed to be full-time instead of, for example, limited to weekdays.

(Ms Bernstein and Mr Hall left at 11.20am)

The representative for the Member of Summer Hill advised that although the issue is located outside of the Summer Hill electorate, Mr Davis had contacted the Office of Jo Haylen MP to express his support for the proposed 'No Parking' zone.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 'No Parking' zone be installed on the western side of Trafalgar Lane, across the frontage of Nos.3-7 Trafalgar Lane and across the rear boundaries of Nos. 173–187A Trafalgar Street, Annandale.

For motion: Unanimous

LTC1217 Item 16 Request For 'Works Zone' Adjacent To Construction Sites (Marrickville Ward/ Summer Hill Electorate / Marrickville LACS)

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.

Officer's Recommendation

THAT:

1. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 40 metres in length) on the eastern side of Livingstone Road adjacent to property no. 313-319 Marrickville Road, Marrickville be APPROVED for a period of twelve (12) months, for the proposed construction works;
2. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 12 metres in length) on the northern side of Ewart Street adjacent to property no. 260-264 Wardell Road, 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.

DISCUSSION

The representative for the Member for Summer Hill asked whether there was any opposition to the 'Works Zone' applications during public consultation.

Council Officers advised that 'Works Zone' applications generally do not go through a consultation process and instead, affected residents are notified of the proposed 'Works Zone'. It was noted that no issues had been raised by residents in regards to these 'Works Zones'.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 40 metres in length) on the eastern side of Livingstone Road adjacent to property no. 313-319 Marrickville Road, Marrickville be APPROVED for a period of twelve (12) months, for the proposed construction works;
2. The installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 12 metres in length) on the northern side of Ewart Street adjacent to property no. 260-264 Wardell Road, 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.

For motion: Unanimous

LTC1217 Item 17 Requests For Mobility Parking Spaces (Marrickville & Ashfield Wards/Summer Hill Electorate / Marrickville LAC)

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 applicant's current medical conditions warrants the provision of the space and they have constrained or no off-street parking opportunities.

Officer's Recommendation

THAT:

1. Southern side of Kays Avenue West, Dulwich Hill in front of property no. 18 Kays Avenue West, Dulwich Hill;
2. Southern side of Kintore Street, Dulwich Hill in front of property no. 32 Kintore Street, Dulwich Hill
3. Southern side of Livingstone Road, Marrickville in front of property no. 210 Livingstone Road, Marrickville;

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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Southern side of Kays Avenue West, Dulwich Hill in front of property no. 18 Kays Avenue West, Dulwich Hill;
2. Southern side of Kintore Street, Dulwich Hill in front of property no. 32 Kintore Street, Dulwich Hill
3. Southern side of Livingstone Road, Marrickville in front of property no. 210 Livingstone Road, Marrickville;

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.

For motion: Unanimous

LTC1217 Item 18 Requests for Statutory 'No Stopping' Restriction (Stanmore Ward/Newtown Electorate /Marrickville LAC)

SUMMARY

A request has been received from a local resident for the provision of 'No Stopping' restrictions to deter illegal parking at the eastern side of Trafalgar Street adjacent to property no.1 Nelson Place, Petersham. The resident has advised that vehicles are regularly parked too close to the intersection, restricting sightlines for motorists turning into Trafalgar Street.

It is recommended that statutory 'No Stopping' restrictions be installed on the eastern side of Trafalgar north of its intersection with Nelson Street for a distance of 10m in order to deter illegal parking, increase safety and improve visibility and access.

Officer's Recommendation:

THAT:

1. The installation of a statutory 'No Stopping' restriction on the eastern side of Trafalgar Street, Petersham for a distance of 10m, east of its intersection with Nelson Place, Petersham (adjacent to property no. 1 Nelson Place, Petersham) be APPROVED, in order to deter illegal parking, increase safety and improve motorist visibility and access; and
2. The applicant, affected residents and Council Rangers be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of a statutory 'No Stopping' restriction on the eastern side of Trafalgar Street, Petersham for a distance of 10m, east of its intersection with Nelson Place, Petersham (adjacent to property no. 1 Nelson Place, Petersham) be APPROVED, in order to deter illegal parking, increase safety and improve motorist visibility and access; and
2. The applicant, affected residents and Council Rangers be advised in terms of this report.

For motion: Unanimous

LTC1217 Item 19 Smidmore Street, Marrickville – Request by BreastScreen NSW to position a mobile x-ray unit outside Marrickville Metro (Marrickville Ward / Summer Hill Electorate / Marrickville LAC)

SUMMARY

A request has been received from 'BreastScreen New South Wales' to position a mobile x-ray van in Smidmore Street, Marrickville outside Marrickville Metro, for a period of seven (7) weeks from 29 March 2018, as in previous years. It is recommended that the request be approved, on the basis of this being an annual occurrence with no major problems being encountered previously.

Officer's Recommendation

THAT:

1. The positioning of a 'BreastScreen NSW.' mobile x-ray van on the northern side of Smidmore Street, Marrickville, approximately 55 metres east of Edinburgh Road, outside the Marrickville Metro Shopping Centre, be APPROVED, for a period of seven (7) weeks from Thursday 29 March to Friday 18 May 2018; and
2. The existing 'No Parking' restrictions (for the length of van) be temporarily removed for the proposed duration (i.e. 29 March to 18 May 2018).

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The positioning of a 'BreastScreen NSW.' mobile x-ray van on the northern side of Smidmore Street, Marrickville, approximately 55 metres east of Edinburgh Road, outside the Marrickville Metro Shopping Centre, be APPROVED, for a period of seven (7) weeks from Thursday 29 March to Friday 18 May 2018; and
2. The existing 'No Parking' restrictions (for the length of van) be temporarily removed for the proposed duration (i.e. 29 March to 18 May 2018).

For motion: Unanimous

**LTC1217 Item 20 Brereton Lane, Marrickville – 'No Parking' restrictions in the laneway
(Marrickville Ward / Heffron Electorate / Marrickville LAC)**

SUMMARY

A resident of Brereton Avenue, Marrickville raised concerns regarding vehicles being parked in Brereton Lane opposite their driveway and thereby restricting vehicular access into and out of their driveway. Residents have been notified of a proposal to install an 18 metre length of 'No Parking' restrictions in Brereton Lane, Marrickville on the northern side of the laneway from the statutory 10 metre 'No Stopping' section. The reason for this proposal is to provide clear vehicular access to resident's off-street parking facilities. It is recommended that this proposal be approved.

Officer's Recommendation

THAT:

1. The installation of statutory 'No Stopping' restrictions on the northern side of Brereton Lane, Marrickville for a distance of 10 metres from its intersection with Brereton Avenue, Marrickville be APPROVED, in order to deter illegal parking, improve access for turning motorists and increase safety;
2. The installation of an 18 metre length full-time 'No Parking' restrictions in Brereton Lane, Marrickville on the northern side of the laneway from the statutory 10 metre 'No Stopping' section be APPROVED, in order to provide unobstructed vehicular access to the laneway and to off-street car parking facilities; and
3. The applicant, responders and Council Rangers be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of statutory 'No Stopping' restrictions on the northern side of Brereton

Lane, Marrickville for a distance of 10 metres from its intersection with Brereton Avenue, Marrickville be APPROVED, in order to deter illegal parking, improve access for turning motorists and increase safety;

2. The installation of an 18 metre length full-time 'No Parking' restrictions in Brereton Lane, Marrickville on the northern side of the laneway from the statutory 10 metre 'No Stopping' section be APPROVED, in order to provide unobstructed vehicular access to the laneway and to off-street car parking facilities; and
3. The applicant, responders and Council Rangers be advised in terms of this report.

For motion: Unanimous

**LTC1217 Item 21 Request for a Works Zone outside No.1 Heighway Avenue, Ashfield.
(Ashfield Ward/Summer Hill Electorate/Ashfield LAC)**

SUMMARY

A request has been received from a builder to install a temporary 'Works Zone' 7.00am to 6.00pm Mon – Fri and 7.00am to 1.00pm Sat within the frontage of No.1 Heighway Avenue, Ashfield. The Works Zone is approximately 9m in length and is generally provided to assist in the parking of construction vehicles for the loading and unloading of materials to the site.

Officer's Recommendation:

THAT:

1. A Works Zone 7.00am to 6.00pm Mon-Fri and 7.00am to 1.00pm Sat, 9m in length be temporary installed outside No.1 Heighway Avenue, Ashfield for a period of five (5) months;
2. The "2P, 8.00am to 6.00pm Permit Holders Excepted Area 2" parking restrictions outside No.1 Heighway Avenue be temporarily removed; and
3. The cost of supply, installation and removal of the signs for the Works Zone are to be borne by the applicant in accordance with Council's fees and charges.

DISCUSSION

The Ashfield Police representative advised of their support for the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A Works Zone 7.00am to 6.00pm Mon-Fri and 7.00am to 1.00pm Sat, 9m in length be temporary installed outside No.1 Heighway Avenue, Ashfield for a period of five (5) months;
2. The "2P, 8.00am to 6.00pm Permit Holders Excepted Area 2" parking restrictions outside No.1 Heighway Avenue be temporarily removed; and

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

For motion: Unanimous

LTC1217 Item 22 Minor Traffic Facilities (No Stopping At Intersections) In Ashfield & Croydon, (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

This report considers minor traffic facility applications received within the Ashfield and Croydon areas of Inner West Council. The requests have been received from residents for the provision of 'No Stopping' restrictions to deter illegal parking and to improve safety at a number of intersections.

Officer's Recommendation:

THAT:

1. The installation of statutory 'No Stopping' signs on the north-west side of Sunbeam Avenue, 10m south of Croydon Road, Croydon, be approved;
2. The installation of statutory 'No Stopping' signs (both sides) in Farleigh Street at its intersection with Clissold Street, Ashfield, be approved; and
3. The installation of 15m 'No Stopping' on the eastern side Queen Street, Ashfield south of Clissold Street, be approved.

DISCUSSION

The Ashfield Police representative advised of their support for the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of statutory 'No Stopping' signs on the north-west side of Sunbeam Avenue, 10m south of Croydon Road, Croydon, be approved;
2. The installation of statutory 'No Stopping' signs (both sides) in Farleigh Street at its intersection with Clissold Street, Ashfield, be approved; and
3. The installation of 15m 'No Stopping' on the eastern side Queen Street, Ashfield south of Clissold Street, be approved.

For motion: Unanimous

LTC1217 Item 23 Elizabeth Street, Between Railway Street and Bastable Street, Croydon - Removal of Pm Peak 'No Stopping' & Providing Short Term Parking

SUMMARY

Council has received concerns from residents/shopkeepers about a lack of short term parking for customers on Elizabeth Street between Edwin Street North and Bastable Street, Croydon. Queries have also been received with regard to the ongoing need for the PM peak “No Stopping” restriction on the southern side of Elizabeth Street.

Officer’s Recommendation:

THAT:

1. The current ‘No Stopping, 3.30pm-6pm Mon-Fri’ restrictions on the southern side of Elizabeth Street between Bastable Street and Railway Street be removed;
2. Extend the existing full-time ‘No Stopping’ restrictions on the southern side of Elizabeth Street, across the driveway of No. 198 Elizabeth Street by approx. 9m (commencing 36m and west of Bastable Street); and
3. Install new ‘2P 9am- 3pm Mon-Fri’ restrictions for a distance of 23m commencing 12m west of Bastable Street.

DISCUSSION

The Ashfield Police representative advised of their support for the proposal.

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The current ‘No Stopping, 3.30pm-6pm Mon-Fri’ restrictions on the southern side of Elizabeth Street between Bastable Street and Railway Street be removed;
2. Extend the existing full-time ‘No Stopping’ restrictions on the southern side of Elizabeth Street, across the driveway of No. 198 Elizabeth Street by approx. 9m (commencing 36m and west of Bastable Street); and
3. Install new ‘2P 9am- 3pm Mon-Fri’ restrictions for a distance of 23m commencing 12m west of Bastable Street.

For motion: Unanimous

LTC1217 Item 24 Hordern Parade, Croydon - Extending ‘No Parking’ Restriction In Dead End (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)**SUMMARY**

Following representation from a resident at 12 Hordern Parade, Croydon, Council is proposing to extend the existing ‘No Parking’ restrictions on Hordern Parade, Croydon along the southeastern side to the dead end of the street.

Officer’s Recommendation:

THAT the existing ‘No Parking’ zone on the south-eastern side of Hordern Parade, Croydon be extended a further 18 m south of the existing ‘No Parking’ restriction to the dead end.

DISCUSSION

The Ashfield Police representative advised of their support for the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 'No Parking' zone on the south-eastern side of Hordern Parade, Croydon be extended a further 18 m south of the existing 'No Parking' restriction to the dead end.

For motion: Unanimous

LTC1217 Item 25 Park Avenue, Ashfield - Request For Mobility Parking Space At No. 115 (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

A request has been received from a resident of 115 Park Avenue, Ashfield for the provision of a dedicated mobility parking space outside his residence. It is recommended that the 'Mobility Parking' space be approved as the applicant's current medical condition warrants the provision of the space and he has no off-street parking opportunities.

Officer's Recommendation:

THAT a signposted mobility parking space in front of No. 115 Park Avenue, Ashfield, be supported.

DISCUSSION

The Ashfield Police representative advised of their support for the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a signposted mobility parking space in front of No. 115 Park Avenue, Ashfield, be supported.

For motion: Unanimous

LTC1217 Item 26 Hubert Street (Between Darley Road & William Street), Leichhardt - Angle Parking (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received correspondence from a number of residents of Hubert Street, raising concerns regarding limited number of parking spaces available in Hubert Street, Leichhardt. This report provides the results of the angle parking investigation in Hubert Street, Leichhardt.

Officer's Recommendation:

THAT the proposed angle parking in Hubert Street not be supported at the present time due to less than 50% support received from the consulted residents.

DISCUSSION

Public speakers: Mr John Golinelli and Mr Ron Page (attended at 11.19am)

Mr Golinelli requested Council monitor this area as a lot of the residents will be affected by WestConnex traffic and stated that during a recent public meeting, there was discussion regarding the closing of certain streets affected by increased traffic from WestConnex including Hubert, Francis, Charles and Elswick Streets.

Mr Page advised that:

- The proposed angle parking should be installed on the western side of Hubert Street (as less driveways);
- He did not understand how support for the proposal was reported to be under 50% in the agenda and requested Council Officers contact him to explain.

(Mr Golinelli and Mr Page left at 11.24am)

Council Officers advised that more parking spaces would be gained in Hubert Street by converting the eastern side of the street to angle parking than converting the western side. It was advised that the driveways on the eastern side of the street are positioned closer together whereas the driveways on the western side are spaced further apart. The closer spacing of driveways on the eastern side created larger continuous sections of road for parallel parking than the western side which would result in a greater gain in parking spaces when converted to angle parking. The greater number of parking spaces produced from the eastern side was thought to be of benefit to both sides of the street.

The Committee noted that Council Officers will contact Mr Page to clarify the results of the consultation.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed angle parking in Hubert Street not be supported at the present time due to less than 50% support received from the consulted residents.

For motion: Unanimous

**LTC1217 Item 27 Perrett Street, Rozelle – Resident Parking Scheme
(Leichhardt Ward/Balmain Electorate/Leichhardt LAC)**

SUMMARY

Council received correspondence from a number of residents of Perrett Street, raising concerns regarding increased parking demands generated by residents and commuters. This report provides the results of a residential parking scheme investigation in Perrett Street, Rozelle.

Officer's Recommendation:

THAT the proposed Resident Parking Scheme in Perrett Street not be supported at the

present time due to less than 50% support received from the consulted residents.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

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

For motion: Unanimous

LTC1217 Item 28 Hornsey Street, Rozelle - Modification of Existing Resident Parking Scheme (RPS) Restrictions (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

Council has received correspondence from a number of residents of Hornsey Street to change the existing '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' restrictions with extended time and day limits.

This report provides the results of a residential parking scheme investigation in Hornsey Street, Rozelle.

Officer's Recommendation:

THAT the proposed modification of the existing parking restrictions in Hornsey Street, Rozelle not be supported at the present time due to less than 50% support received from the consulted residents.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed modification of the existing parking restrictions in Hornsey Street, Rozelle not be supported at the present time due to less than 50% support received from the consulted residents.

For motion: Unanimous

LTC1217 Item 29 Denison Street, Newtown – Investigation on Pedestrian and Cyclist Safety at Intersection with Bedford Street (Stanmore Ward/Newtown Electorate/Newtown LAC)

SUMMARY

Council officers have been requested to undertake an investigation and develop options to improve safety of cyclists and pedestrians at the intersection of Denison Street and Bedford Street as an outcome of Council resolution from matter arising. A site investigation on the

nature of the subject environment and a traffic volume and speed count was undertaken and the outcomes of this investigation, together with recommendations, are presented in this report.

Officer's Recommendation:

THAT the report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

LTC1217 Item 30 Local Route 7 (St Peters To Tempe) - Public Consultation Report And Revised Concept Plan

SUMMARY

A revised concept plan for improvements to Local Route 7, a bicycle route identified in Council's Marrickville Bicycle Strategy, has been developed following public exhibition of the draft concept plan. This report presents a summary of feedback received during consultation with the local community and other stakeholders, and recommends that the revised concept plan be approved and detailed designs for the route be developed.

Officer's Recommendation:

THAT:

1. The revised concept plan for Local Route 7 be approved; and
2. Detailed designs for the route be developed.

DISCUSSION

Public speakers: Ms Andrea Fernandes, Ms Kat Costigan and Mr Patrick William, residents of Edwin Street, Tempe (attended at 10.33am)

Ms Fernandes stated that the proposed shared path in Edwin Street would be unsafe, anti-social and lacks purpose, and made the following comments:

- Edwin Street has many driveways and the potential for motorists colliding with cyclists as they exit their driveway is high due to poor visibility. A neighbour has previously collided with a child riding a scooter on the Edwin Street footpath.
- It would be negligent for Council to promote Edwin Street as a route for inexperienced riders as there will be bollards at two intersections, a 'dog-leg' turn on a gradient in front of Tempe Public School and sharp turns at a busy roundabout on Gannon Street.

- The proposed shared path would disturb the Edwin Street community life and create danger and conflict with train commuters and school children who use the footpath. The proposed footpath widening will not make a difference to congestion with other users.
- There are no shared paths on existing residential streets in the local area.
- Neither Transport for NSW or Bike Marrickville, an advocate for new cyclists, are in support of the proposed shared path.
- The shared path is proposed to terminate at the eastern side of Tempe train station and does not connect to the Cooks River cycleway.
- The majority of LR7 is mixed traffic routes. A mixed traffic option is preferred in Edwin Street and is supported by Bike Marrickville.

Ms Fernandes also tabled further comments to the Committee elaborating on the previous points and tabled feedback from her neighbour, Ms Maureen Ellis who comments on impacts the shared path will have on community safety, especially for young children and senior residents of Edwin Street.

Mr William stated that he does not support the proposed shared path in Edwin Street and made the following comments:

- There is a statistic in the report which states that 68% of submissions indicated support for the proposal. Of the 68%, over 50% indicated support for the proposal with changes which indicates these respondents do not completely support the current proposal. Taking this into account, the proportion of submissions against the current proposal is closer to 70%.
- There are concerns that children may be clipped by cyclists when stepping out from driveways onto the proposed shared footpath.
- Elderly and less mobile residents may find it difficult to navigate around the proposed bollards.
- Extending the footpath width could reduce the ability to remove prams from cars in a safe manner. Garages on the street are small and are not useful for this purpose.

Mr William tabled a letter from his neighbour, Mr Luke Ellis objecting to the shared path on Edwin Street and commenting on the unsuitability of the shared path for inexperienced cyclists, the potential conflicts between cyclists and pedestrians and noted his preference for a mixed traffic treatment in the street.

Ms Costigan tabled her comments agreeing with the safety concerns raised by the previous speakers and noted the following:

- Cllr Colin Hesse recently met residents of Edwin Street and observed the sense of community in the street and stated that Council should reflect that.
- There is a culture of engagement with the residents in the street and a shared path would change this culture.
- The proposed widening of the footpath would reduce the green space in the street and impact on children who play on the large verges.

(Ms Fernandes, Mr William and Ms Costigan left at 10.55am)

Council Officers tabled an email from Mr Daniel Gardiner who was not able to attend the meeting. Mr Gardiner commented that:

- He objected to RMS neglecting to provide infrastructure along Unwins Bridge Road.
- The only way there will be an increase in the number of cyclists is if a vehicle lane is removed from Unwins Bridge Road.

- The proposed route along Henry Street is too slow when commuting and will not be used by cyclists. He plans to organise slow rides in the morning peak to make a point.

The Committee also noted submissions from Tempe Public School P&C and Betty Spears Child Care Centre, both objecting to the shared path on Edwin Street due to concerns for the safety of children and families.

The RMS representative questioned the potential for a mixed traffic treatment in Edwin Street. Council Officers advised that a mixed traffic treatment is possible; however, a shared path was the preferred option as this could encourage more inexperienced cyclists to use the route which is the purpose of the project. It was also advised that the shared path treatment was chosen because RMS did not support converting the street from a 50km/h zone to a 40km/h zone. The RMS representative stated that changing the speed limit can be reconsidered.

Police representatives expressed their support for a mixed traffic treatment in Edwin Street.

The representative for the Member for Heffron stated that many residents have contacted the Office for Ron Hoenig with concerns regarding the safety of the proposed Edwin Street shared path, the route not linking to existing cycleways and other concerns with the route. Based on the feedback received, the representative presented a number of recommendations for the Committee's consideration.

The Committee members agreed to amend the recommendation to include additional recommendations as proposed by the representative for the Member for Heffron.

COMMITTEE RECOMMENDATION

THAT:

1. The revised concept plan for Local Route 7 be approved subject to:
 - a. The proposed LR7 be examined with respect to its connection to the Cooks River Cycleway;
 - b. That the Edwin Street, Tempe section of LR7 be amended to an on-road, mixed traffic treatment shared cycleway, rather than the proposed shared path;
 - c. Any decision concerning the route of the cycleway at Florence Street and Campbell Street be delayed until full consideration of the WestConnex-widened Campbell Street cycle path (including the potential Florence Street/Campbell Street crossing) is fully examined;
 - d. That an examination of the route be given with regard to Daburi Lane;
 - e. That consideration be given to the proposed pedestrian/cycle path along Sydenham Station as a consequence of the Sydney Metro;
 - f. The effects of enforcement, as a consequence of LR7, of the 10m parking rule on street corners along Henry Street be well communicated to the local community; and
2. Detailed designs for the route be developed, with particular regard to:
 - a. Potential treatment of School Lane behind Tempe Public School as a 'Shared-Zone, given its nature as a narrow laneway with no footpaths;
 - b. Examination of a contraflow bicycle lane on Union Street and Mary Street.

For motion: Unanimous

LATE ITEM

LTC1217 Item 31 Request for a Temporary 'Works Zone' and 'No Parking' zone outside and opposite No.12-14 James Street, Summer Hill (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

Prepared By: Boris Muha – Engineer, Traffic and Parking Services

Authorised By: John Stephens – Traffic and Transport Services Manager

SUMMARY

RCR O'Donnell Griffin Pty Ltd has been contracted by Ausgrid to construct a new Summer Hill electrical substation facility located on the corner of Old Canterbury Road and James Street, 238-240 Old Canterbury Road, Summer Hill. The builder has requested for a temporary 'Works Zone' 7.00am to 6.00pm Mon – Fri and 8.00am to 1.00pm Sat to be installed outside No.12-14 James Street, together with a temporary 'No Parking' Zone of similar times to the opposite side of the street. The property No.12-14 James Street is adjacent to 238-240 Old Canterbury Road, and also forms part of the electrical substation facility in the area.

The 'Works Zone' and 'No Parking' Zone (opposite) are required to assist construction vehicle access to the site via an existing driveway off James Street. The 'Works Zone' would also assist in the parking of construction vehicles for the loading and unloading of materials to the site.

Officer's Recommendation

THAT:

- 1. A 'Works Zone 7.00am to 6.00pm Mon-Fri and 8.00am to 1.00pm Sat', 33.5m in length be temporary installed outside No.12-14 James Street, Summer Hill, for a period of 12-14 months.**
 - 2. A temporary 'No Parking Zone 7.00am to 6.00pm Mon-Fri and 8.00am to 1.00pm Sat' be placed opposite the Work Zone in James Street for a period of 12-14 months.**
 - 3. 'No Stopping' signs be signposted on the northern corner side of James Street, approximately 30 metres west of Old Canterbury Road.**
 - 4. 'No Stopping' signs be signposted on the southern corner side of James Street, approximately 20 metres west of Old Canterbury Road.**
 - 5. The cost of supply, installation and removal of the signs for the 'Works Zone' and 'No Parking' zone are to be borne by the applicant in accordance with Council's fees and charges.**
-

BACKGROUND

Ausgrid is planning for a new electricity substation in Summer Hill to replace the adjacent existing substation currently known as the Dulwich Hill Zone Substation. This existing

substation has been supplying power to the community since 1966 and is approaching the end of its service life. Ausgrid needs to replace the substation's equipment and associated cables in order to maintain a safe and reliable power supply for the area in the future. Once the new substation becomes operational, the old substation will be decommissioned.

The temporary 'Works Zone' and 'No Parking' Zone will assist construction vehicle access to the site off James Street, and the 'Works Zone' will also assist in the loading and unloading of materials to the site from James Street.

FINANCIAL IMPLICATIONS

The cost of supply, installation and removal of the signs for the 'Works Zone' and 'No Parking' Zone are to borne by the applicant in accordance with Council's fees and charges.

OTHER STAFF COMMENTS

James Street is a narrow local street measuring approximately 7.0 metres in width (kerb to kerb) from Henson Street to Old Canterbury Road. James Street is two-way in traffic and carries low volumes of traffic under 1500 vehicles per day.

The 'Works Zone' outside the site will be placed on the northern side of James Street, and the 'No Parking' Zone will be placed on the southern side opposite the 'Works Zone'. The No Parking Zone, in association with the 'Works Zone', will assist in the manoeuvre of construction vehicles in and out of the site owing to the narrowness of the street.

The proposed 'Works Zone' (33.5 metres in length) and 'No Parking' Zone (38 metres in length) are to be used for an approximate period of 12-14 months. Parking in the subject area is currently unrestricted, and is mostly utilised by the local residents. The provision for a 'Works Zone' and 'No Parking' Zone would provide a safe facility for construction vehicle access to the site, and assist the loading and unloading of materials to the site during the construction period.

It was agreed, through a site meeting with Council Officers and Police, that the proposed 'Work Zone' and 'No Parking' restrictions be set back from the intersection of James Street and Old Canterbury Road some 20-30 metres. By doing so, this would not to interfere or pose a hazard with traffic movement at the intersection. 'No Stopping' restrictions will be placed to the corners of the intersection in James Street as shown in attachments 1,2 and 3. Construction vehicles will be assisted to access James Street via Old Canterbury Road under traffic control.

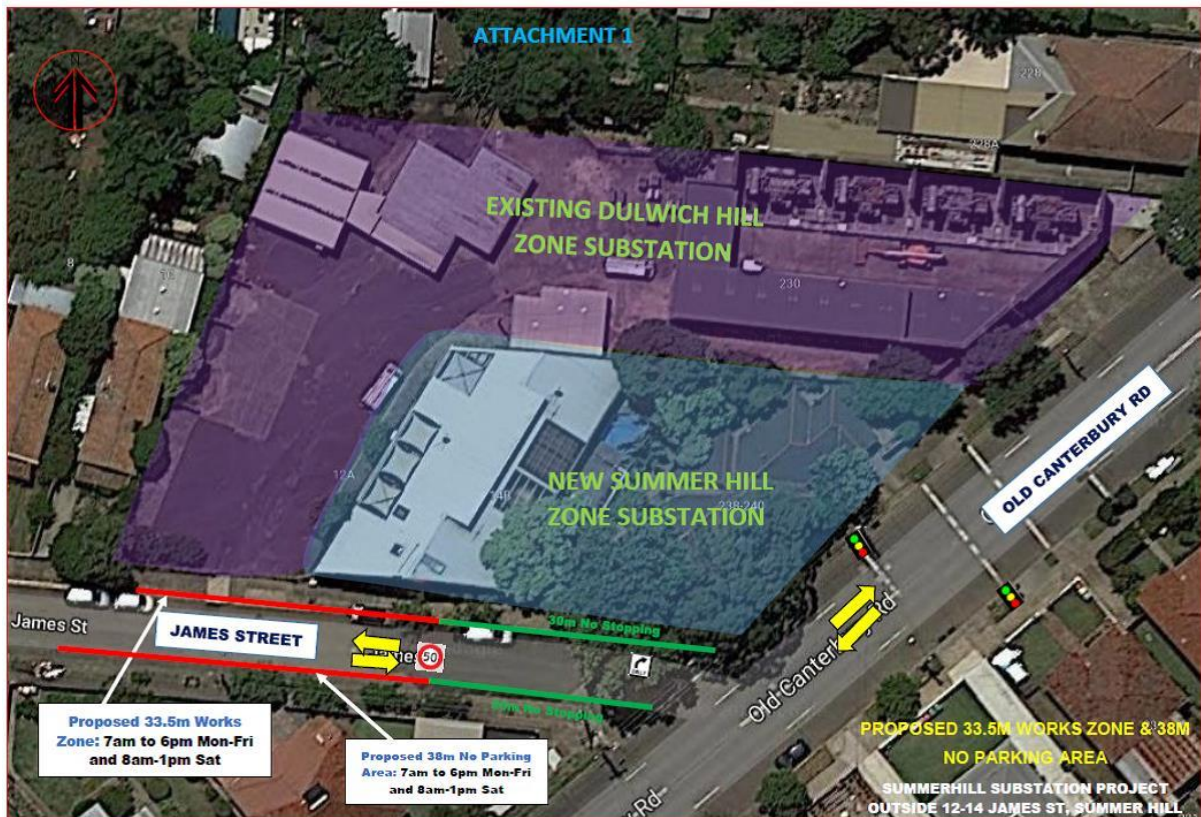
PUBLIC CONSULTATION

Not applicable. The 'Works Zone' will apply within the frontage of the electrical substation site in James Street, and the No Parking zone will apply to the opposite side of the street during construction times of operation. The builder has/will liaise with residents adjacent to and opposite the site in James Street on the temporary provision of the above restrictions for construction works.

CONCLUSION

The proposed temporary 'Works Zone' and 'No Parking' Zone will generally assist in the access of construction vehicles to the site via James Street, and the 'Works Zone' will also assist in the loading and unloading of materials to the site. It is recommended that a 'Works Zone' be placed outside No.12-14 James Street, Summer Hill, and that a temporary 'No Parking' zone be placed opposite the 'Works Zone' in James Street.

ATTACHMENTS





DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 'Works Zone 7.00am to 6.00pm Mon-Fri and 8.00am to 1.00pm Sat', 33.5m in length be temporary installed outside No.12-14 James Street, Summer Hill, for a period of 12-14 months.
2. A temporary 'No Parking Zone 7.00am to 6.00pm Mon-Fri and 8.00am to 1.00pm Sat' be placed opposite the 'Works Zone' in James Street for a period of 12-14 months.
3. 'No Stopping' signs be signposted on the northern corner side of James Street, approximately 30 metres west of Old Canterbury Road.
4. 'No Stopping' signs be signposted on the southern corner side of James Street, approximately 20 metres west of Old Canterbury Road.
5. The cost of supply, installation and removal of the signs for the 'Works Zone' and 'No Parking' zone are to be borne by the applicant in accordance with Council's fees and charges.

For motion: Unanimous

GENERAL BUSINESS**LTC1217 Item 32 Hugh Avenue, Dulwich Hill - Request for a Mobility Parking Space**

Public speaker: Ms Taimi Lubek (attended at 10.30am)

Ms Lubek stated that she has mobility issues due to multiple sclerosis and has recently applied for a mobility parking space near her property at 8 Hugh Avenue, Dulwich Hill. She noted that she applied last year and was advised that Council could not provide a dedicated mobility parking space outside her property and to use the existing mobility parking spaces outside No.16 and No.20 Hugh Avenue. However, she advised that she often misses out on using those spaces due to them being utilised by the residents who applied for those parking spaces. Ms Lubek stated that her mobility problems have worsened and her neurosurgeon has written a letter to Council, which formed part of her new application, recommending she obtains reliable parking in close proximity to her home.

(Ms Lubek left at 10.32am)

COMMITTEE RECOMMENDATION

THAT Ms Lubek's comments be noted.

LTC1217 Item 33 Flashing lights at Pedestrian Crossings

Clr Passas questioned the RMS policy for the use of flashing lights at pedestrian crossings, which are present in some areas such as Burwood.

The RMS representative advised that RMS does not support flashing lights at pedestrian crossings unless they are used on approach to a pedestrian crossing where the signs are obstructed. RMS is aware of such lights operating on some pedestrian crossings in Burwood; however, it was noted that RMS was not provided an opportunity to comment on them prior to installation. The representative advised that RMS has a strict policy on where flashing lights can be used and would have objected to the installation of the lights in Burwood if the Council had sought comment from them.

Furthermore, the representative advised that should Council proceed with installing flashing lights at pedestrian crossings against the RMS policy, RMS may ask Council to remove the lights. It was also advised that if an accident were to happen at a crossing with flashing lights and it was brought to the Coroner's Court, Council may be liable if they did not seek comment from RMS prior to the installation of flashing lights.

COMMITTEE RECOMMENDATION

THAT the RMS advice be noted.

LTC1217 Item 34 Enforcement of Crane, 'Works Zone' and Concrete Pump Permits

The representative for Marrickville Police reported a number of 'Works Zones' where builders were operating outside of Council approved hours. He advised that Council's Regulatory Services should have powers to undertake random permit checks and take legal action when required. He also advised that NSW Police are prepared to arrange random checks of construction sites with Council's Regulatory Services.

Clr Passas stated that she had received complaints from residents about construction workers working late and not watering down dust at the end of the day. Clr Passas stated that residents do not know what steps to take to report these issues and suggested that Council provide an afterhours contact number when notifying residents of a 'Works Zone'.

COMMITTEE RECOMMENDATION

THAT Council provide an afterhours contact number when notifying residents of a 'Works Zone'.

LTC1217 Item 35 Frederick Street, Ashfield - Pedestrian Crossing Upgrade

The RMS representative advised that RMS are committed to constructing the new crossings in Frederick Street, at Henry Street and John Street, Ashfield in the current financial year.

COMMITTEE RECOMMENDATION

THAT the RMS advice be noted.

LTC1217 Item 36 Frederick Street, Ashfield - Advertising Trailers

Clr Passas asked what RMS can do to manage the advertising trailers parked along Frederick Street, Ashfield. The RMS representative stated that timed parking on one side of Frederick Street had previously been investigated. However, implementing timed parking on one side of the road would potentially move the trailers to the opposite side of the road and obstruct sightlines for motorists exiting their driveways. The representative advised that the only way to prevent the trailers from moving from one side of the street to the other is to have timed parking on both sides of Frederick Street. This proposal would relocate the trailers into residential sections of Frederick Street and would be opposed by residents.

The Member for Balmain representative advised there were similar issues with trailers parking in Darley Road, Leichhardt. The was noted to be a State Road similar to Frederick Street, Ashfield.

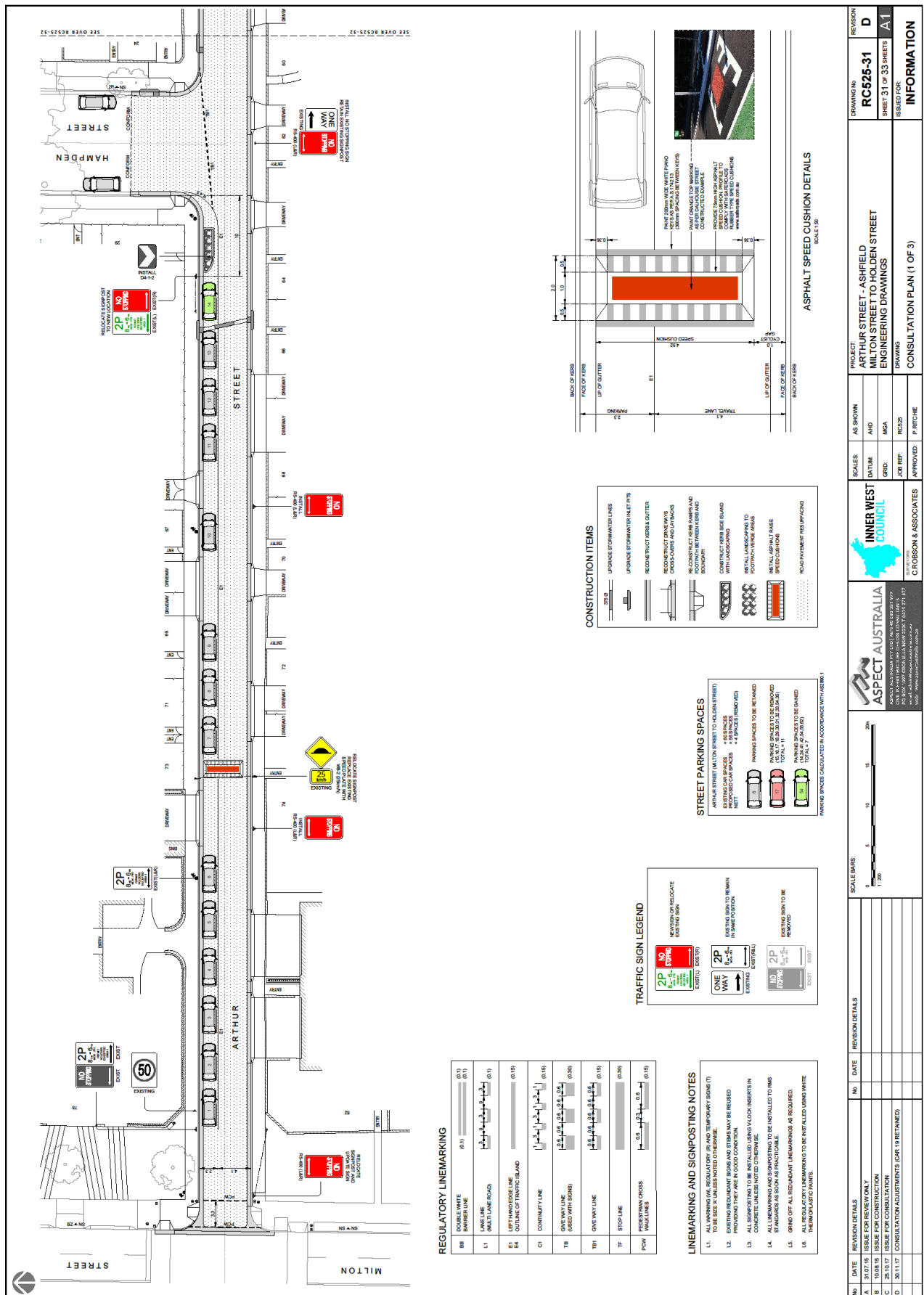
Council Officers advised that they were investigating whether enforcement action could be taken if the trailers were breaching Council's Local Environment Plan in relation to advertising.

COMMITTEE RECOMMENDATION

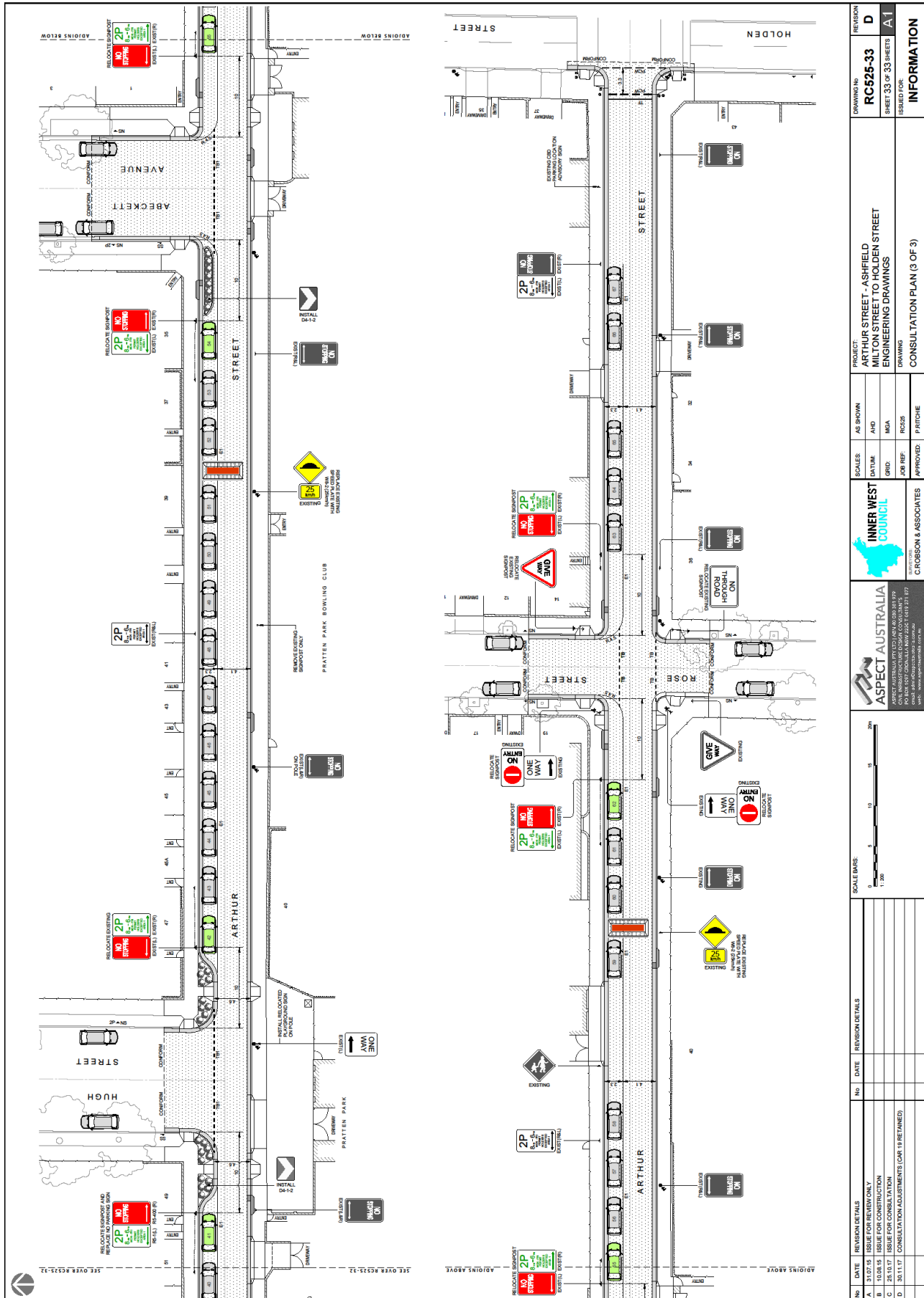
THAT the advice of the RMS representative and Council Officers be noted.

Meeting closed at 12.24pm.

ATTACHMENT 1







Item No: LTC0218 Item 1

Subject: Learmonth Street, Haberfield – Proposed Speed Cushions (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

Prepared By: Davide Torresan - A/Senior Engineer - Infrastructure Design & Traffic Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Design plans have been prepared for proposed speed cushions as part of traffic calming improvements in Learmonth Street, Haberfield as part of Council's Capital Works Program for Traffic Facilities. The proposal for speed cushions and associated signs and line markings will improve traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Learmonth Street, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed design plans be supported.

RECOMMENDATION

THAT the design plan of the speed cushions and associated signs and line markings in Learmonth Street, Haberfield between Boomerang Street and Tillock Street (as per the attached design plan Nos. RC550-A Ed. 1, RC550-B Ed. 2, RC550-C Ed. 2) be SUPPORTED.

BACKGROUND

Learmonth Street, between Boomerang Street and Tillock Street, was identified as requiring traffic calming measures to address residents' concerns about speeding in Learmonth Street which Council has investigated and confirmed is an issue. In 2015 Council received a petition from residents in the area to investigate traffic calming in the Haberfield North area. The Haberfield North LATM addresses traffic calming within the streets bordered by Boomerang Street, Waratah Street and Tillock Street in Haberfield.

The proposal for Learmonth Street is part of the continuation of the Haberfield North Local Area Traffic Management (LATM) measures recently completed in Waratah Street and Tillock Street, Haberfield. In 2016 various traffic calming devices, such as speed cushions, separated bicycle lanes, and horizontal deflection devices were installed in Waratah Street and Tillock Street. There has been a significant reduction in the average speeds in these streets following their implementation, and a similar result is anticipated for Learmonth Street. An example of this is in Tillock Street, where 85th percentile speed was recorded at 59 km/hr in May 2015 prior to the introduction of LATM measures and this has now been reduced to 47 km/hr in September 2017.

The design plans have been prepared for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$50,000 has been allocated by Council for the scope of works in Learmonth Street under the 2018/2019 Capital Works Program for Traffic Facilities.

OFFICER COMMENTS

Site location & road network

Street Name	Learmonth Street
Section(s)	Boomerang Street to Dudley Street (Section 1) Dudley Street to Kingston Street (Section 2) Kingston Street to Tillock Street (Section 3)
Carriageway Width (m)	12.0
Carriageway Type	Two-way road with one travel lane and a parking lane in each traffic flow.
Classification	Local
85th Percentile Speed (km/h)	Section 1 = 53 Section 2 = 50 Section 3 = 47
Vehicles Per Day (vpd)	Section 1 = 729 Section 2 = 592 Section 3 = 395
Reported Crash History (July 2012 – June 2017)	Nil
Heavy Vehicle Volume (%)	1.8%
Parking Arrangements	Both sides of the road consists of unrestricted parking.

Design Plans

Design plans for the provision of new speed cushions in Learmonth Street, including the associated signs and line markings (ATTACHMENT - design plan Nos. RC550-A Ed. 1, RC550-B Ed. 2, RC550-C Ed. 2) are submitted for consideration.

The proposed scope of work includes the following:

- introducing bus friendly cushions in Learmonth Street at the midpoint of the following blocks:
 - Boomerang Street and Dudley Street;
 - Dudley Street and Kingston Street; and
 - Kingston Street and Tillock Street.
- Provide additional Give-Way signs on both sides of Learmonth Street on the approach to Kingston Street to reinforce the existing Give-Way treatment.
- Install all other associated signage and line markings as per design plan.

This proposal would replace a redundant driveway on the side of 38 Dudley Street with kerb and gutter which would result in one parking space being gained. There are no other changes to existing parking in the street.

The benefits of the proposed speed cushions in Learmonth Street include:

- The configuration of the speed humps along Learmonth Street at each midblock point will assist in reducing speeds within the street.
- A number of residents have advised of cars not slowing down at the Give Way lines in Learmonth Street at Kingston Street, and so additional signage is proposed to be installed to reinforce the “Give Way” priority. Lower speeds may also assist in dealing with this issue.
- Speed cushions may also assist in deterring unwanted type vehicles and misbehaviour in the street, which may also require some continued monitoring from Ashfield Police.

What are bus friendly speed cushions?

- These are designed to ensure minimal impact to local buses and emergency vehicles, whilst reducing the speed of vehicles and the risk of accidents. The speed cushions are

narrow so bus wheels can straddle the device rather than over the top like standard vehicles. This avoids any sudden bumps which makes it safer and more comfortable for passengers on the bus, and results in less noise pollution than standard speed humps.

Review of Ashfield Traffic Management Strategy:

- The Ashfield Traffic Management Strategy was prepared by the former Ashfield Council and endorsed by the Inner West Council on 23 August 2016 following a period of community engagement.
- There was also a recommended treatment to “restrict right-out and left-in movements to Learmonth Street at its intersection with Boomerang Street (with the exception of buses). However on review traffic counts were found to be low and as there was no recent accident history at this intersection, therefore this proposal was not pursued.

PUBLIC CONSULTATION

A notification letter as well as a copy of the detailed design plan showing the proposed new speed cushions with associated signs and line markings was sent on 8 December 2017 to the owners and occupiers of the affected properties in Learmonth Street. A total of 13 letters were distributed. The closing date for submissions ended on 18 January 2018. A 6 week notification period was provided to account for the Christmas and New Year break.

There were a total of four (4) responses supporting the proposal and there was a total of one (1) response opposing the proposal. These responses are detailed below.

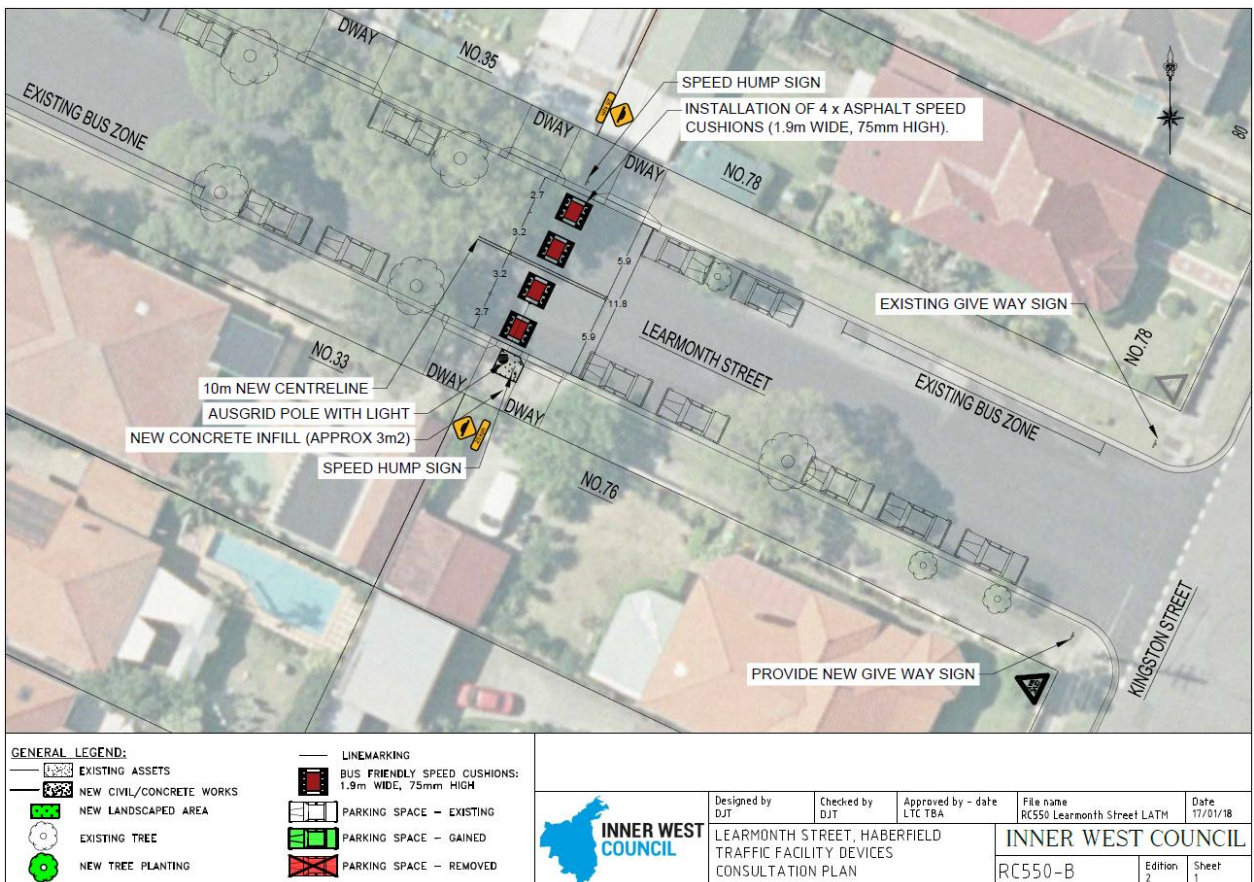
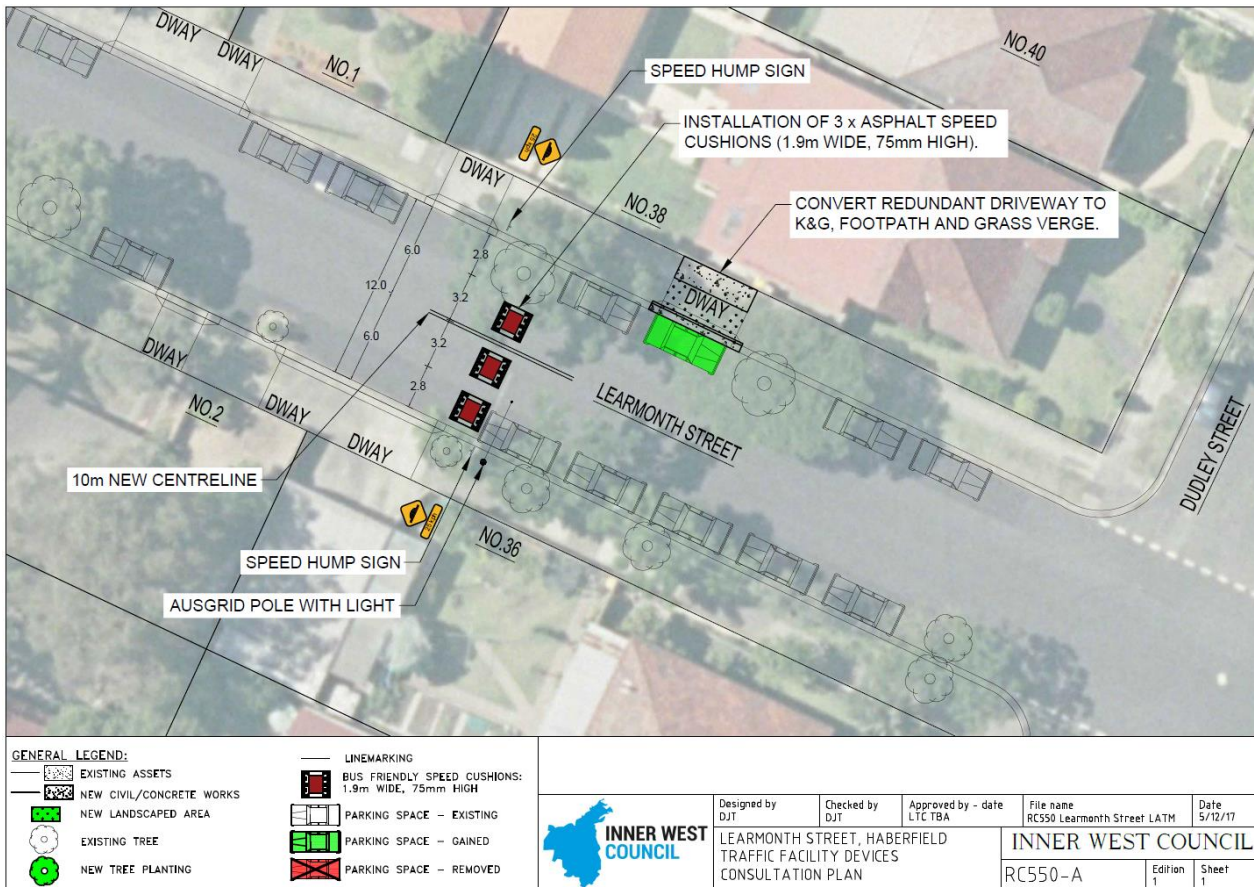
Residents' Comments (supporting the proposal)	Officer's Response
1. As a local resident, I am supportive of measures to calm traffic on local streets. The WestConnex will encourage more rat running and requests that Council investigate more one way streets and road closures in the future.	Received and noted. 1. Council is funding a \$250,000 traffic study to help us understand the impacts of WestConnex on Inner West streets and protect our residents from the impacts. Further information available from: https://www.innerwest.nsw.gov.au/news---hot-topics/hot-topics/westconnex
1. Can Council consider concreting the small area of the nature strip where the speed hump sign is to be installed between 76 Kingston St and 33 Dudley St. This grass is already difficult to mow because of the Ausgrid pole and the insertion of the sign will create more difficulties. 2. Can Council consider installing a roundabout at the Kingston St/Learmonth St intersection? Cars often ignore the give way sign and speed through the intersection. There is also a history of cars doing burnouts in the street.	Received and noted. 1. The design plans have been amended to include concreting the small nature strip. 2. Ashfield Police has been made aware of the activity within the street. There is no accident history at the intersection to justify upgrading to a STOP sign treatment, nor a roundabout. The design plans have been amended to include additional Give Way signs on both approaches to the intersection.

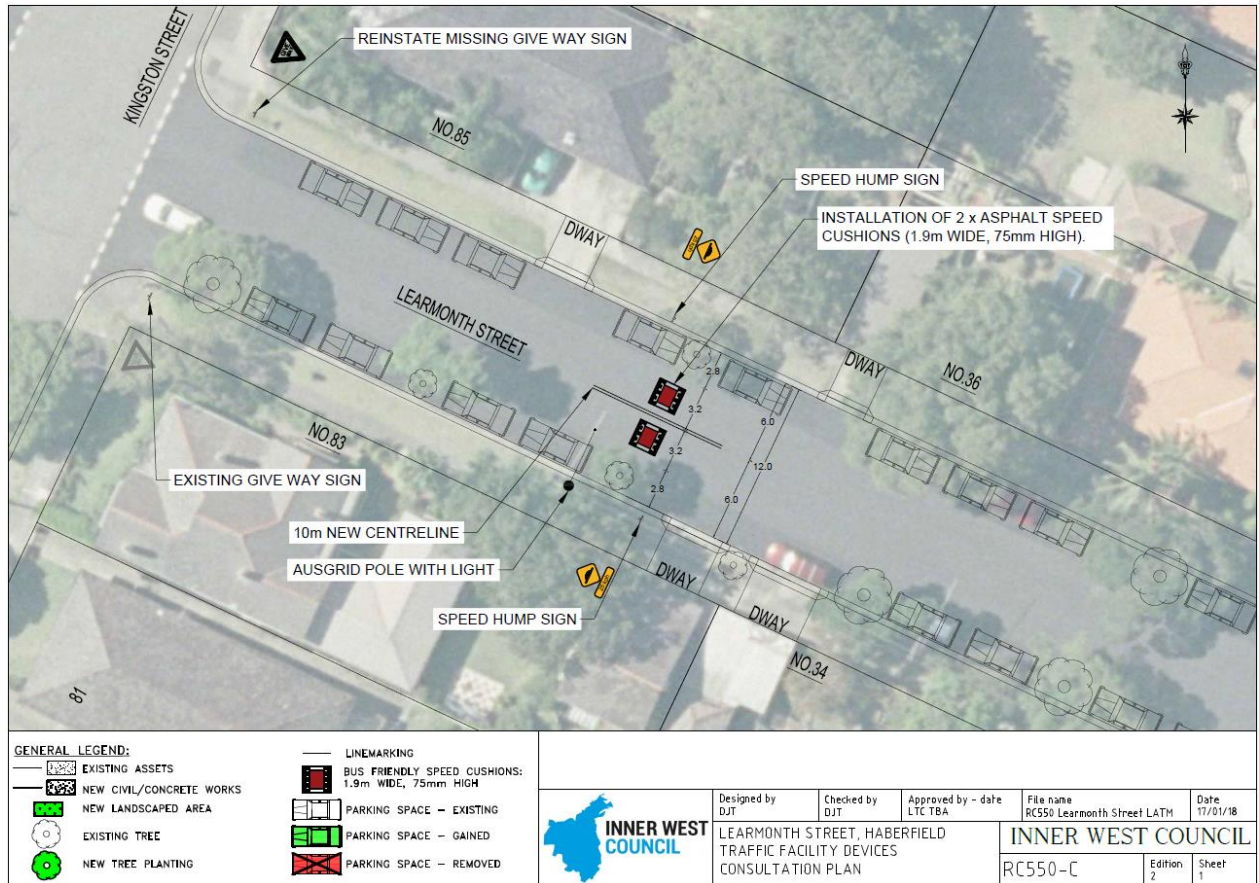
1. Whilst I support the proposal I would prefer that the speed humps run the full width of the street.	Received and noted. 1. The proposed asphalt speed cushions are designed to improve the noise issues from 'through traffic', over the full width speed humps.
1. Whilst I support the proposal I believe the introduction of speed cushions and line-marking will have a negative effect on the aesthetic appeal and heritage ambience within the street.	Received and noted. 1. The proposed asphalt speed cushions are designed to improve traffic safety and amenity within the street by discouraging the antisocial behavior.

Residents' Comments (opposing the proposal)	Officer's Response
1. We would like for the speed hump between Kingston and Tillock St to be removed as part of the proposal. This speed hump will result in the hooligans performing burnouts once they have gone over the speed hump and go towards Kingston St. There is also a history of cars doing burnouts in the street.	1. The speed humps throughout have been strategically placed to achieve the best outcome for controlling speed in the approach of the intersections. Speed cushions will also control vehicular speeds and may deter unwanted misbehaviour in the street. The speed hump on either side of Kingston Street will assist to slow vehicles down in the approach of the Give Way signs.
2. Please consider STOP signs instead of GIVE WAY at the intersection of Learmonth and Kingston St to actually bring cars to a stop before they enter the intersection.	2. Ashfield Police have been made aware of the activity within the street. The design plans have been amended to include additional Give Way signs on both approaches to the intersection. It is envisaged that the speed cushions will assist in controlling speeds at the intersection.
3. The Ashfield Traffic Management Strategy recommended a "no left turn" at Boomerang onto Learmonth and a "no right turn" onto Boomerang from Learmonth. This would stop both rat run and the vast majority of speeding cars without the need for speed humps. Please reconsider the turn bans.	3. Traffic counts indicate very low vehicle volumes in Learmonth Street. At this stage turning bans at Boomerang Street and Learmonth Street are not recommended to be pursued due because it would impact residents more than through traffic. Council would require a significant number of residents in the area to support the turn ban, for proposal to be reinvestigated.

CONCLUSION

It is recommended that the detailed design plans of the proposed treatments and associated signs and line markings be supported, to improve traffic conditions at this location.

Item 1




ATTACHMENTS

Nil.

Item No: LTC0218 Item 2

Subject: Boomerang Street, Haberfield – Proposed Speed Cushion (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

Prepared By: Davide Torresan - A/Senior Engineer - Infrastructure Design & Traffic Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Design plans have been prepared for a proposed speed cushion as part of traffic calming improvements in Boomerang Street, Haberfield as part of Council's Capital Works Program for Traffic Facilities. The proposal for speed cushions and associated signs and line markings will improve traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Boomerang Street and Crescent Street, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed design plans be supported.

RECOMMENDATION

THAT the design plan of the speed cushions and associated signs and line markings in Boomerang Street, Haberfield, between the City West Link Road and Crescent Street (as per the attached design plan No. RC551-A Ed. 1) be SUPPORTED.

BACKGROUND

Boomerang Street between the City West Link Road and Crescent Street was identified as requiring traffic calming measures to address residents' concerns about speeding in Boomerang Street which Council has investigated and confirmed is an issue. The proposal is based on recommendations from the former Ashfield Council's Traffic Management Strategy (ATMS) which was endorsed by the Inner West Council on 23 August 2016, following a period of community engagement.

In 2015 Council received a petition from residents in the area to investigate traffic calming in the Haberfield North area. The Haberfield North Local Area Traffic Management (LATM) addresses traffic & pedestrian safety and amenity issues within the streets bordered by Boomerang Street, Waratah Street and Tillock Street in Haberfield.

Council is proposing to install speed cushions with associated signs and line markings in Boomerang Street, south of the City West Link Road.

Through the ATMS it was also recommended that Council investigate speed cushions on Boomerang Street at the southern end of the one-way section and in each traffic direction to the north of Crescent Street. The speed cushions proposed on Boomerang Street in each traffic direction to the north of Crescent Street will be investigated later this year as part of a traffic facility design for the intersection of Boomerang Street and Crescent Street.

The proposal for Boomerang Street is part of the continuation of the Haberfield North LATM strategy which was recently implemented in Waratah Street and Tillock Street, Haberfield. In 2016 various traffic calming devices, such as speed cushions, separated bicycle lanes, and horizontal deflection devices were installed in Waratah Street and Tillock Street. Since then, there has been a significant reduction in the average speeds in these streets following their introduction, and a similar result is anticipated for Learmonth Street. An example of this is in Tillock Street, where the 85th percentile speed was recorded at 59 km/hr in May 2015 prior to

the introduction of LATM measures and this has now been reduced to 47 km/hr in September 2017.

FINANCIAL IMPLICATIONS

Funding of \$10,000 has been allocated by Council for the scope of works in Boomerang Street under the 2018/2019 Capital Works Program for Traffic Facilities.

OFFICER COMMENTS

Site location & road network

Street Name	Boomerang Street
Section(s)	City West Link Road to Dobroyd Lane
Carriageway Width (m)	6.3
Carriageway Type	One-way road with one travel lane in a south-west direction of travel.
Classification	Local
85th Percentile Speed (km/h)	58
Vehicles Per Day (vpd)	1329
Reported Crash History (July 2012 – June 2017)	Nil
Heavy Vehicle Volume (%)	2.5%
Parking Arrangements	'No Stopping' restrictions on both sides of the road

Design Plans

Design plans for the provision of new speed cushions in Boomerang Street, including the associated signs and line markings (ATTACHMENT - design plan No. RC551-A Ed. 1) are submitted for consideration.

The proposed scope of work includes the following:

- introducing bus friendly speed cushions adjacent to No.27 Boomerang Street
- install associated signage and line markings as per the design plan.

There are no changes to existing parking in the street.

The benefits of the proposed speed cushions in Boomerang Street include:

- The speed hump in Boomerang Street will assist in reducing speeds within the street.
- Traffic counts in the area have shown the 85th percentile speed was recorded at 58 km/hr as vehicles travel from the City West Link Road onto Boomerang Street. This speed profile is expected to be reduced by the installation of the speed cushion.

What are bus friendly speed cushions?

- These are designed to ensure minimal impact to local buses and emergency vehicles, whilst reducing the speed of vehicles and the risk of accidents. The speed cushions are narrow width so bus wheels can straddle the device rather than travel over the top like standard vehicles. This avoids any sudden bumps which makes it safer and more comfortable for passengers on the bus, and results in less noise pollution than standard speed humps.

PUBLIC CONSULTATION

A notification letter as well as a copy of the detailed design plan was sent on 11 December 2017 to the owners and occupiers of the affected properties in Boomerang Street and Dobroyd

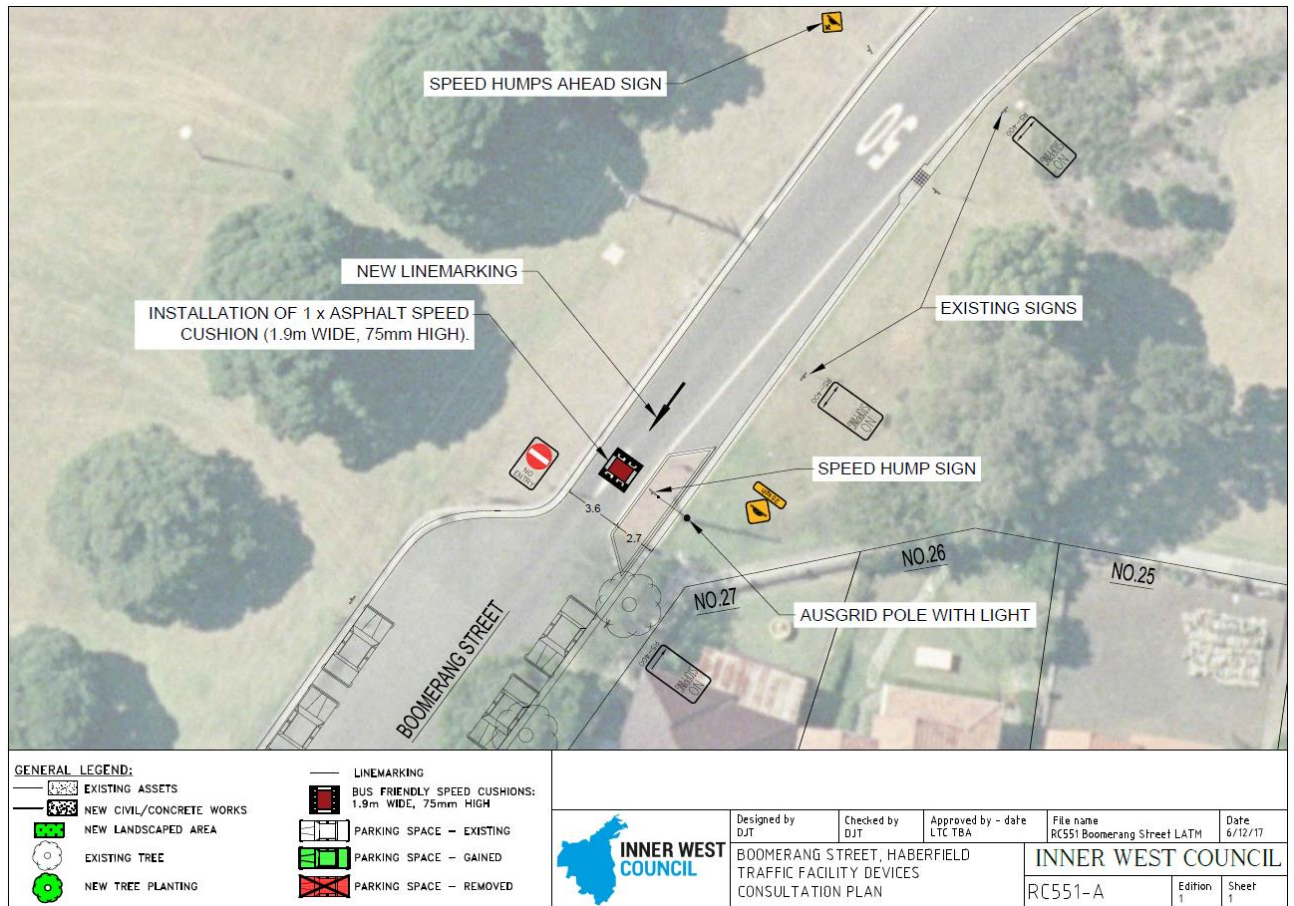
Lane regarding the design plans proposing new speed cushions with associated signs and line markings. A total of 6 letters were distributed. The closing date for submissions ended on 18 January 2018. A 6 week notification period was provided to account for the Christmas and New Year holiday period.

There were a total of two (2) responses supporting the proposal and there were no opposing responses to the proposal. These responses are detailed below.

Residents' Comments (supporting the proposal)	Officer's Response
As a local resident, I am supportive of measures to calm traffic on local streets. The WestConnex will encourage more rat running and requests that Council investigate more one way streets and road closures in the future.	<p>Received and noted.</p> <p>Council is funding a \$250,000 traffic study to help understand the impacts of WestConnex on Inner West streets and protect Council's residents from the impacts.</p> <p>Further information available from: https://www.innerwest.nsw.gov.au/news---hot-topics/hot-topics/westconnex </p>
Whilst I approve of the proposal, I would prefer that the speed humps run the full width of the street.	<p>Received and noted.</p> <p>The proposed new asphalt speed cushions are designed to reduce the noise issues from through traffic, instead of full width speed humps and are bus friendly.</p>
Residents' Comments (opposing the proposal)	Officer's Response
Nil	Nil

CONCLUSION

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



ATTACHMENTS

Nil.

Item No: LTC0218 Item 3

Subject: Audley Street, Petersham – Temporary Full Road Closure For Special Event On Sunday 4 March 2018 (Stanmore Ward/Newtown Electorate/Marrickville LAC)

Prepared By: Emilio Andari - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A Development Application was approved in 2018 for the holding of the annual 'Bairro Portuguese Food and Wine Fair' for a five year period (i.e. 4 March 2018, 17 March 2019, 15 March 2020, 14 March 2021 and 13 March 2022).

This year's event will necessitate the temporary closure of Audley Street (between Trafalgar Street and New Canterbury Road), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), as well as the parking lanes on New Canterbury Road (between Gordon Street and Audley Street), Petersham from 1.00am until 12.00 midnight as in previous years.

It is recommended that Council agree to the temporary road closures on Sunday 4 March 2018; apply to the RMS for consent to close the subject roads, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval and advice of the proposed event being forwarded to the appropriate authorities, including the Transport Management Centre.

RECOMMENDATION

THAT the proposed temporary road closure of Audley Street (between Trafalgar Street and New Canterbury Road), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), as well as the parking lanes on New Canterbury Road (between Gordon street and Audley Street), Petersham, on Sunday 4 March 2018, from 1.00am to 12.00 midnight, for the holding of the annual 'Bairro Portuguese Food and Wine Fair', be SUPPORTED subject to the applicant complying with the following conditions;

- 1. The temporary road closure is advertised in the local newspaper providing 28 days' notice for submissions;**
- 2. A Traffic Management Plan (TMP) is submitted to and approved by the Roads and Maritime Services; and an application for a Road Occupancy Licence and a temporary Speed Zone Authorisation is forwarded to and approved by the Transport Management Centre;**
- 3. Notice of the proposed event is forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the Fire & Rescue NSW and NSW Ambulance;**
- 4. Advance notifications signs for the event are strategically installed at least two (2) weeks prior to the event;**
- 5. "No Parking - Special Event" signs are affixed over all existing timed parking restriction signs within the sections of streets to be closed on the afternoon of the day prior to the event;**
- 6. State Transit Authority (Leichhardt Depot) be requested to implement a revised**

routing for scheduled bus services in Audley Street on the day of the event and install temporary bus stops as required;

7. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
 8. The applicant is to consult with all affected residents and/or businesses in the area in writing and to conduct a letter box drop of surrounding properties at least two weeks prior to event; and
 9. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.
-

BACKGROUND

Temporary road closures were implemented in previous years to hold the annual 'Bairro Portuguese Food and Wine Fair'. This annual Fair aims to showcase Petersham's businesses and services and attract people to the area and has a multicultural theme. On all previous occasions, the closures were successful and no major problems were experienced.

FINANCIAL IMPLICATIONS

Funding of \$68,000 has been allocated by Council for organising the 'Bairro Portuguese Food and Wine Fair' event under the 2017/2018 Major Community Events Program.

OFFICERS COMMENTS

Council has applied for the temporary closure of Audley Street (between Trafalgar Street and New Canterbury Road), Sadler Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), as well as the parking lanes on New Canterbury Road (between Gordon Street and Audley Street), Petersham, on Sunday 4 March 2018, between the hours of 1.00am and 12.00 midnight for the holding of the 'Bairro Portuguese Food and Wine Fair' (Refer to the attached locality map and Traffic Control Plan for proposed road closures). This is an extension of a Class 2 Event.

Lane closures of New Canterbury Road

As per the previous event held earlier this year, it is proposed to close the parking lanes on New Canterbury Road (between Gordon Street and Audley Street) as shown on the Traffic Control Plan (TCP) prepared by SafeWay Traffic Management Solutions (ATTACHED).

In previous years the event attracted approximately 15,000 attendees prompting the event coordinators to look at ways to ease congestion at the main site and make access easier from New Canterbury Road. The closure of the parking lanes on New Canterbury Road improves access to the area where the main event is to be conducted and improves the amenity of the footpath dining outside a number of the eateries along New Canterbury Road which are adjacent to the closure.

There is significant improvement in the access for people with disabilities as congestion will be reduced and there will be no obstacles such as tables, chairs, planter boxes, light/sign poles and bins in the closed lanes. The solid barriers will separate the pedestrians from the moving traffic on the adjacent lane and will also help prevent young children who may be separated

from their custodians escaping onto the main thoroughfare and possibly being hit by passing traffic.

The TCP indicates that a reduced temporary speed limit of 40km/h is required on New Canterbury Road (between Gordon Street and Audley Street) during the closure of the parking lanes for the subject event. An application for a Road Occupancy Licence will be forwarded to the RMS Transport Management Centre for approval.

The time-span for the road closure is necessary to allow stalls and stages to be set up before the event and dismantled after the event. The closure will be affected by the placement of barricades (to be manned by SES personnel) at the following locations:-

- Junction of Audley Street and New Canterbury Road;
- Junction of New Canterbury Road and Gordon Street;
- Junction of Audley Street and Trafalgar Street;
- Junction of Fisher Street and Regent Street; and
- Junction of Sadlier Crescent and Abels Lane.

Special advance notice signs will be strategically installed at least two weeks prior to the event to alert motorists of the proposed closures. These signs will be installed at the following locations:-

- Junction of Railway Terrace and Gordon Street;
- Junction of New Canterbury Road and Audley Lane;
- Junction of Trafalgar Street and Audley Street;
- Junction of Regent and Fisher Streets; and
- Junction of Nelson Place and Sadlier Crescent.

In addition, 'No Parking - Special Event' signs will be affixed over all existing timed parking restrictions signs in the area to be closed on the afternoon before the day of the event. Residents in Fisher Street will be allowed access into and out of their properties.

Audley Street is used by scheduled State Transit bus services and the Authority will need to implement the re-routing of services on the day as in previous years.

PUBLIC CONSULTATION

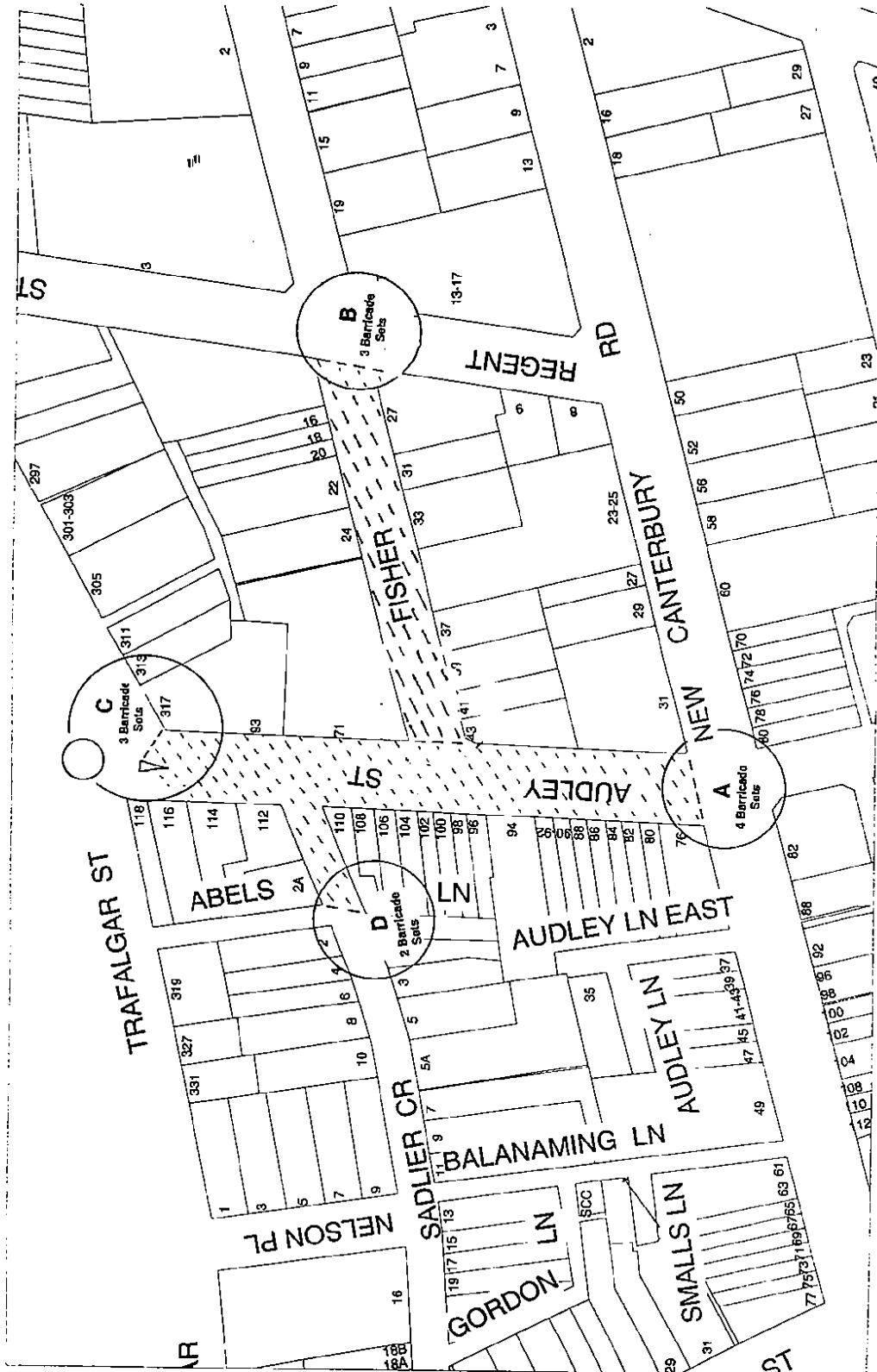
The proposed full-road closures of the event are currently advertised in the local papers for a period of 28 days. The advertising period commenced on 30 January 2018 and will conclude on 26 February 2018. A Traffic Management Plan is to be submitted to the RMS for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre.

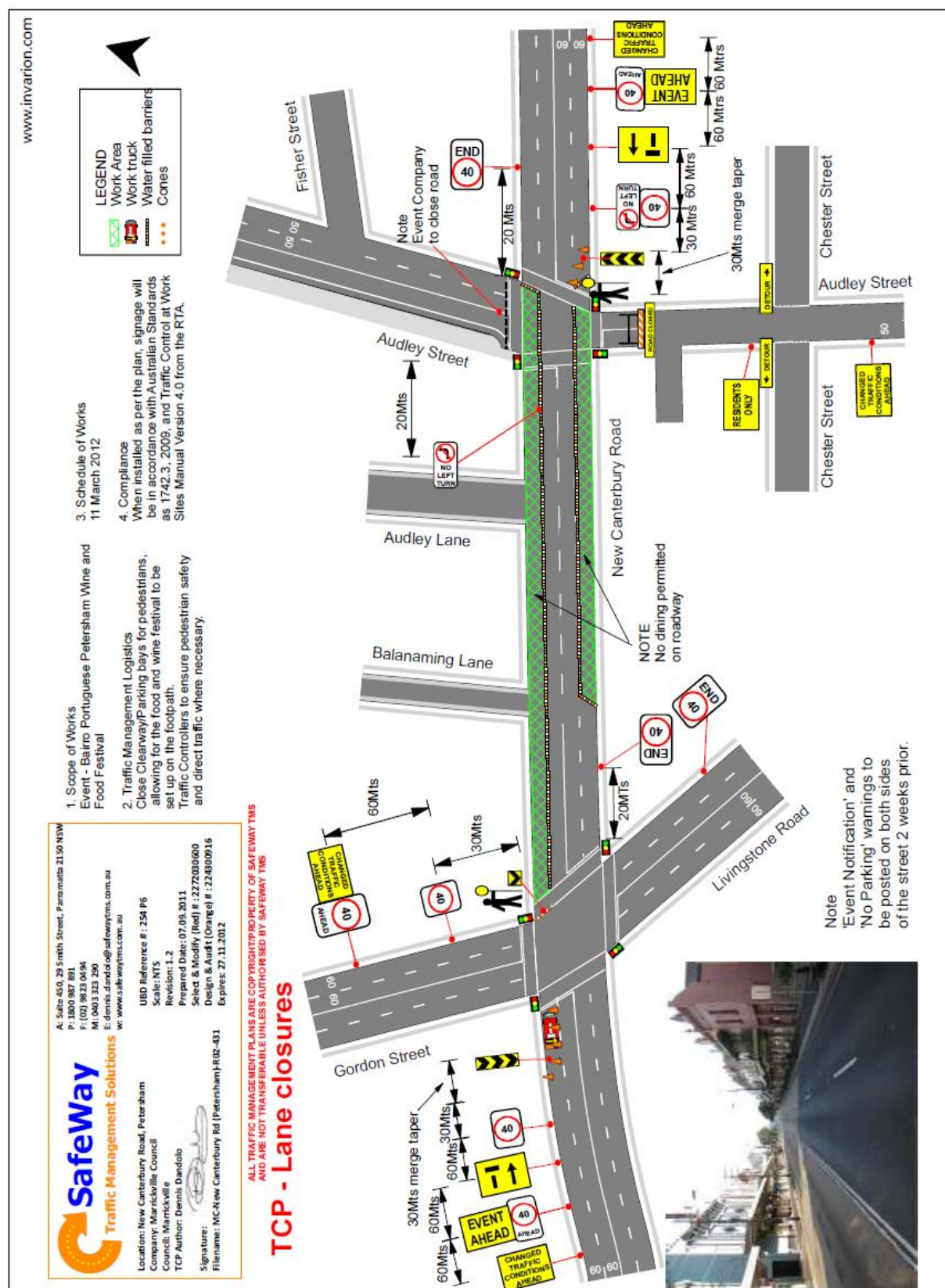
CONCLUSION

It is recommended that Council agree to the temporary road closures on Sunday 4 March 2018; apply to the RMS for consent to close the subject roads, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval and advice of the proposed event being forwarded to the appropriate authorities, including the Transport Management Centre.

Locality Map - Temporary road closures

CLOSURE POINTS





ATTACHMENTS

Nil.

Item No: LTC0218 Item 4

Subject: Route NS07 (Balmain Road, Leichhardt) - Extension of Shared Path (Leichhardt Ward / Leichhardt LAC / Balmain Electorate)

Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report seeks to complete the Shared Path component of the NS07 Bicycle Route along the western side of Balmain Road, Leichhardt, including the provision of bicycle lanterns at the intersection of Balmain Road/Alfred Street/Leichhardt Bus Depot Access Road.

RECOMMENDATION

THAT:

1. The proposed 'Shared Path' on the western footpath of Balmain Road, Leichhardt between Moore Street and Alfred Street be supported, including installation of associated signage and
2. The proposed bicycle lanterns at the intersection of Balmain Road/Alfred Street/Leichhardt Bus Depot Access Road be supported as detailed in Attachment 1.

BACKGROUND

Consistent with Council's commitment to encourage bicycle riding and improve bicycle paths and networks, Council's adopted 2016 Leichhardt Bike Plan aims to make riding a bicycle easier, safer and more attractive.

Route NS07 is a strategic route from Parramatta Road to Perry Street/Balmain Road via Balmain Road and the route connects to a number of other regional and local bike routes. It aims to improve connections to local destinations such as Leichhardt Secondary College, Orange Grove Public School, Orange Grove Plaza, Memorial Park, Callan Park, Lilyfield Light Rail station and more distant destinations.

In 2016, Council received grant funding from Roads and Maritime Services (RMS) to provide bicycle lanterns on the western side of the signalised intersection of Balmain Road/Alfred Street/ Leichhardt Bus Depot Access Road along the shared path component of NS07.

There is an existing Shared Path north of this intersection on the western side of Balmain Road between Alfred Street and City West Link and an existing Shared Path from the Balmain Road/Moore Street intersection to Derbyshire Road along the path between Sydney Secondary College and their playing field; however, there is no formal Shared Path connecting these two paths. This missing component of the Shared Path on Balmain Road must be formalised in order to provide bicycle lanterns at the Balmain Road/Alfred Street/Leichhardt Bus Depot Access Road intersection.

The existing pedestrian path on the western side of Balmain Road between Moore Street and Alfred Street varies in width from 2.7 to 6.0m. The widest section of the footpath accommodates a bus shelter whilst providing a wide footpath at the rear of the shelter (approximately 3m).

PROPOSAL

Item 4

It is proposed to convert the existing footpath on the western side of Balmain Road between Alfred Street and Moore Street into a Shared Path. This would serve as an alternate option to the existing on road mixed traffic cycling route for less experienced cyclists.

In addition to the Shared Path, it is proposed that bicycle lanterns are installed at the Balmain Road/Leichhardt Bus Depot Access Road/Alfred Street intersection as shown in the attached signal plan (Attachment 1) to link the existing Shared Path on the western side of Balmain Road between City West Link and Alfred Street with the proposed Shared Path. This completes the Shared Path from Sydney Secondary College to the City West Link.

As per the Cycling Aspects of Austroads, a Shared Path requires a minimum width of 2.5m. The existing width on the western footpath of Balmain Road between Alfred Street and Moore Street is therefore sufficient to provide a shared path facility.

The proposal, including regulatory signage is shown on the following plan.



It should be noted that the existing mixed traffic bicycle route on Balmain Road from Parramatta Road to Perry Street is proposed to be retained for more experienced cyclists.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Nil.

PUBLIC CONSULTATION

Nil.

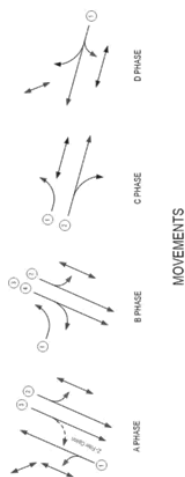
CONCLUSION

Nil.

ATTACHMENTS

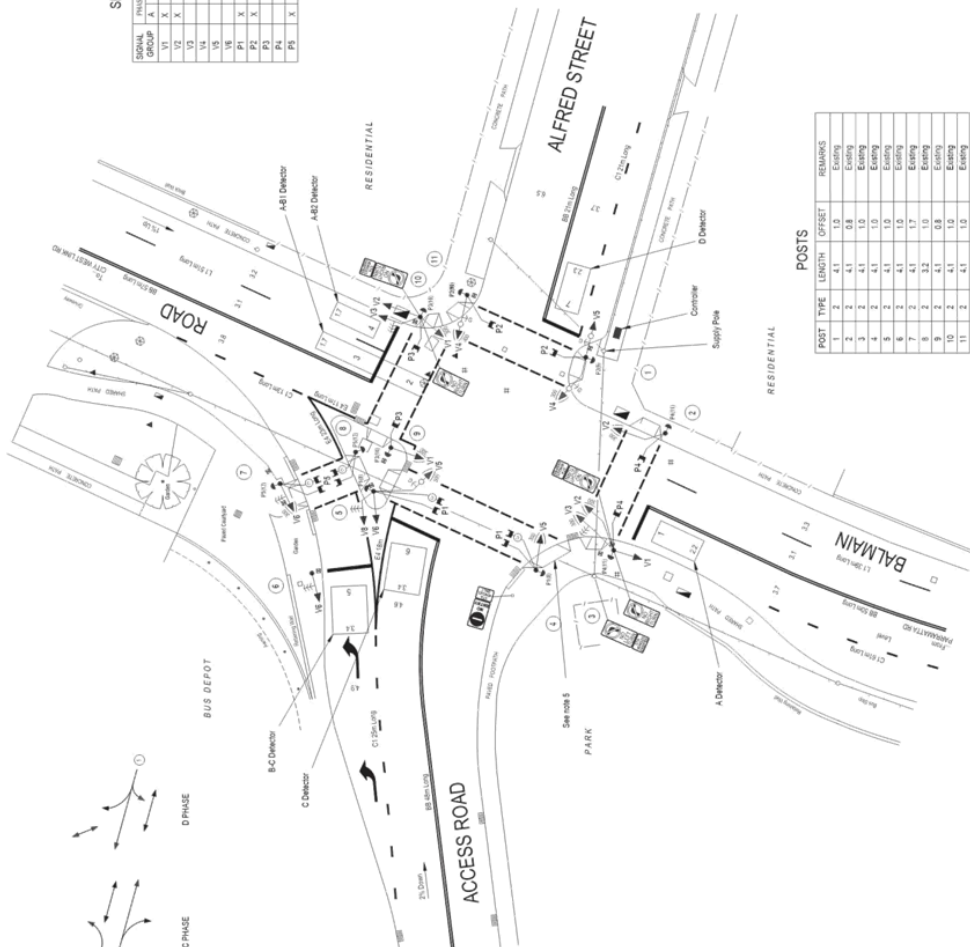
1. [↓](#) Balmain Road - Alfred Street - Leichhardt Bus Depot Access Road Signal Plan

TCS 4221



MOVEMENTS

SIGNAL GROUP PHASE CHART									
SIGNAL	PHASE (SIGNAL GROUP)				TYPE	REMARKS			
	A	B	C	D					
V1	X				1				
V2	X	X			3				
V3		X	X		41	Times 10 protection for P1 Phase, 2-File, Option			
V4			X		1				
V5				X	1				
V6					19				
P1		X			1				
P2		X	X		6				
P3			X		1				
P4				X	1				
P5		X			6				



DETECTOR SPECIFICATION

[illegible]

costs

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	Existing
2	2	4.1	0.8	Existing
3	2	4.1	1.0	Existing
4	2	4.1	1.0	Existing
5	2	4.1	1.0	Existing
6	2	4.1	1.0	Existing
7	2	4.1	1.7	Existing
8	2	3.2	1.0	Existing
9	2	4.1	0.8	Existing
10	2	4.1	1.0	Existing

NOTES

1. This site is SCATS Island.
 2. Special STOP sign (R1-4) placed on points 1, 5 & 6.
 3. Auto-active push buttons provided on points 1, 2, 3, 4, 5, 7, 8, 9, 10 & 11.
 4. For "BUS LANE" treatment refer to QA specification R110 & RUS Delineation Manual.
 5. Main ramp adjacent point 4 to be widened to 2.7m in accordance with RUS Standard (Road) Drawing R0300-11.
- Exceeding personality to be used.

[illegible]

Item No: LTC0218 Item 5

Subject: Grosvenor Crescent, Summer Hill – Temporary Road Closure (Between Dover Street and Carlton Crescent). (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An application has been received from Altus Traffic on behalf of Sydney Trains for the temporary full road closure of Grosvenor Crescent (between Dover Street and Carlton Crescent), Summer Hill. The closure is required from 5.00am-5.00pm on two consecutive day periods, 3 April to 4 April 2018, and 28 April to 29 April 2018 to carry out essential rail bridge maintenance in line with scheduled weekend closures of the inner west rail line.

The closure is required to stand mobile cranes and elevated works platforms (scissor lifts) in maintenance of the underside of the bridge together with rail corridor works on top of the bridge.

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

RECOMMENDATION

THAT the proposed temporary full road closure of Grosvenor Crescent (between Dover Street and Carlton Crescent), from 5:00am to 5:00pm on weekend periods, Saturday 3 April to Sunday 4 April 2018, and Saturday 28 April to Sunday 29 April 2018, in order to stand elevated works platforms and mobile cranes for rail bridge maintenance be approved, subject to the following conditions:

- 1. A fee of \$1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;**
- 2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;**
- 3. A Traffic Management Plan (TMP) be submitted to Roads and Maritime Services for consideration and approval;**
- 4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of the closure;**
- 5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 6. A notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;**
- 7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;**
- 8. All affected residents and businesses shall be notified in writing, by the**

applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;

9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, scissor lifts or other plant shall not stand within the public way for extended periods when not in operation under this approval; and
14. The operation of the heavy plant shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted; all work is to be carried out in accordance with Work Cover requirements; and the costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

BACKGROUND

An application has been received from Altus Traffic on behalf of Sydney Trains for the temporary full road closure of Grosvenor Crescent (between Dover Street and Carlton Crescent), Summer Hill. The closure is required from 5.00am-5.00pm on two consecutive day periods, 3 April to 4 April 2018, and 28 April to 29 April 2018 to carry out essential rail bridge maintenance in line with scheduled weekend closures of the inner west rail line.

The closure is required to stand mobile cranes and elevated works platforms (scissor lifts) in maintenance of the underside of the bridge, with rail corridor works on top of the bridge carried out at the same time.

FINANCIAL IMPLICATIONS

Nil

OTHER STAFF COMMENTS

A Traffic Control Plan and detour maps outlining the proposed closure arrangements are shown as attachments.

The works are required to be completed during day time as the types of works that are being completed will have high noise levels and cannot be undertaken at night due to EPA Noise Levels.

Electronic variable message boards (VMS) will be placed well in advance in time to direct motorists to use detour or program alternative routes.

PUBLIC CONSULTATION

The proposed full-road closure of Grosvenor Crescent (between Dover Street and Carlton Crescent), Summer Hill is currently advertised in the local newspaper for a period of 28 days. The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works and make reasonable provision for residents and businesses, where possible.

CONCLUSION

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

ATTACHMENTS

1. [↓](#) Traffic Control Plan - Grosvenor Street Road Closure
2. [↓](#) Detour Map and VMS board locations - Map Part 1
3. [↓](#) Detour Map and VMS board location - Map Part 2

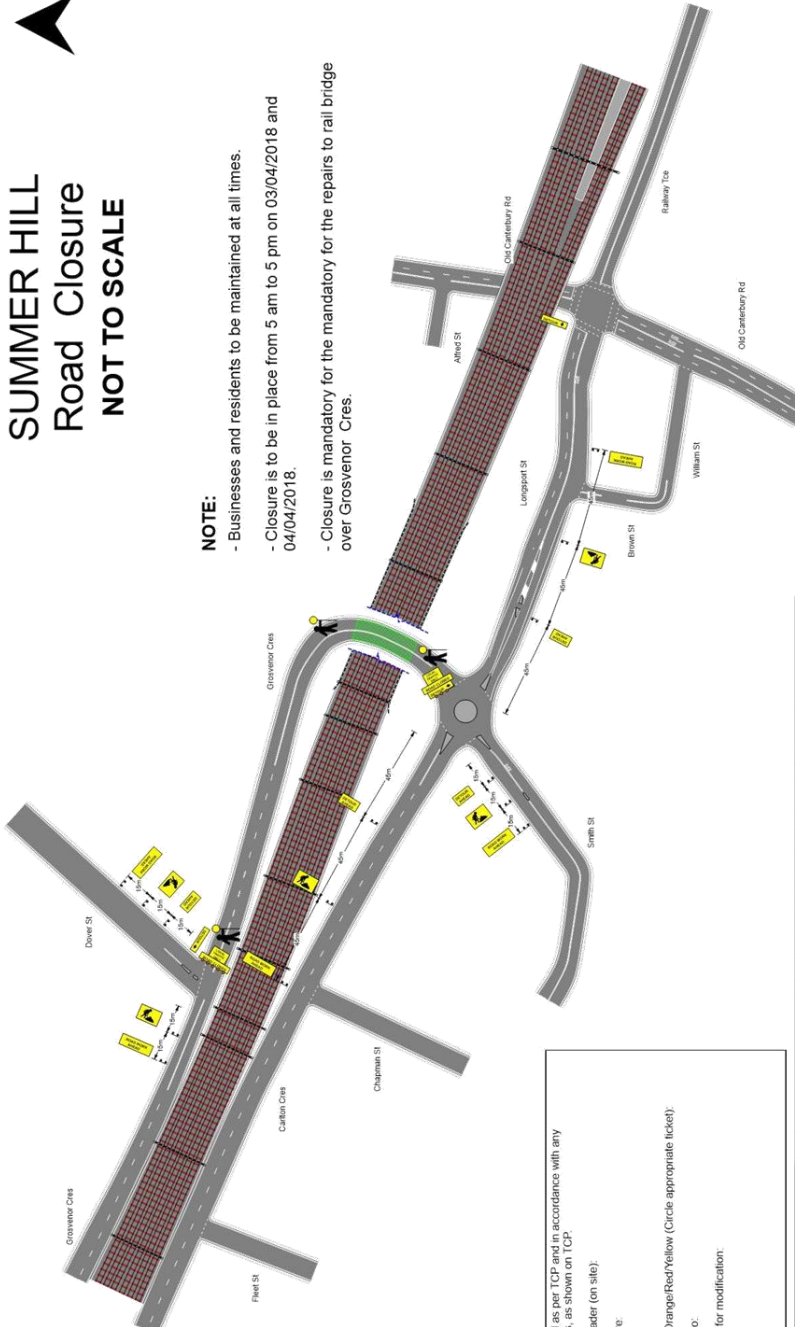
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TCP-BM040117-01-REV1

Grosvenor Cres SUMMER HILL Road Closure NOT TO SCALE

NOTE:

- Businesses and residents to be maintained at all times.
- Closure is to be in place from 5 am to 5 pm on 03/04/2018 and 04/04/2018.
- Closure is mandatory for the mandatory for the repairs to rail bridge over Grosvenor Cres.



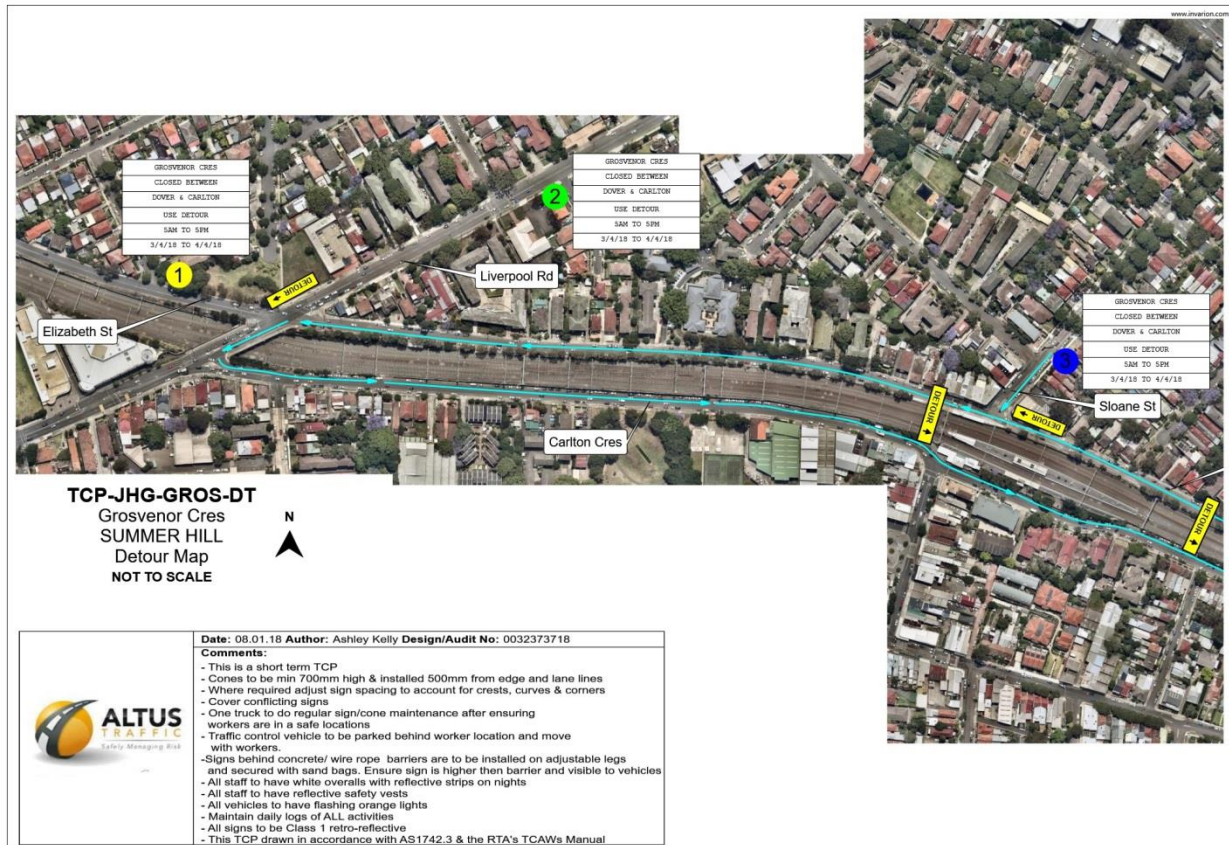
Comments:

- This is a short term TCP
- Cones to be min 700mm high & installed 500mm from edge and lane lines
- Where required adjust sign spacing to account for crests, curves & corners
- Cover conflicting signs
- One truck to do regular sign/cone maintenance after ensuring workers are in a safe locations
- All concrete vehicle to be parked behind worker location and move with workers
- Signs behind concrete/ wire rope barriers are to be installed on adjustable legs and secured with sand bags. Ensure sign is higher than barrier and visible to vehicles
- All staff to have reflective safety vests
- All vehicles to have flashing orange lights
- All staff to wear high vis orange overalls
- All signs to be illuminated 1 hour before
- This TCP drawn in accordance with AS1742.3 & the RTA's TCAV's Manual

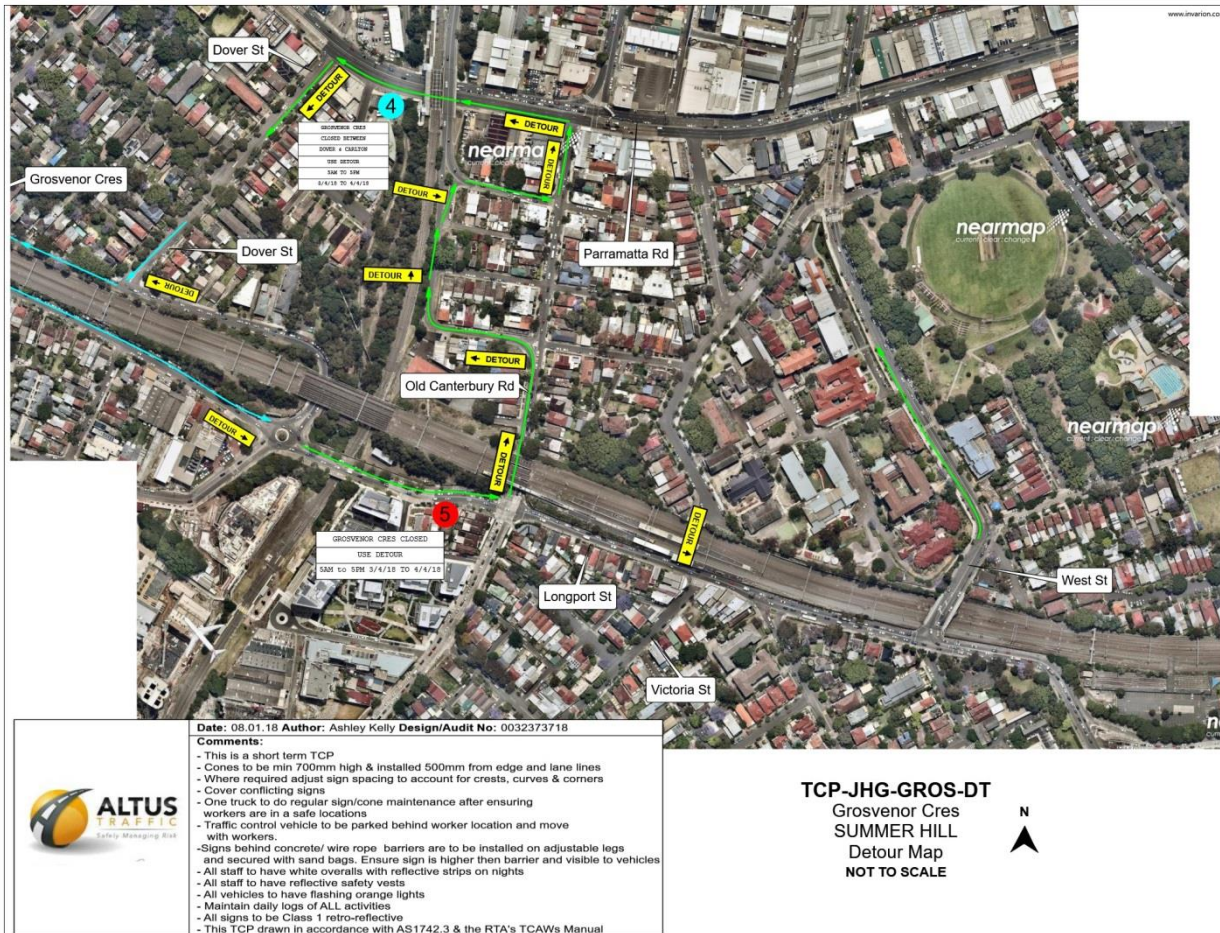
Date: 08.01.18 **Author:** Khaleel Hamdan Design/Audit No: 0032441521

Team leader (on site):
Signature: _____
Date: _____
Ticket: Orange/Red/Yellow (Circle appropriate ticket): _____
Ticket No: _____
Reason for modification: _____

ALTUS TRAFFIC
Safety Managing Risk



Item 5



Attachment 3

Item No: LTC0218 Item 6

Subject: Sloane Street, Haberfield - "Keep Clear" road markings and removal of parking space near intersection to Parramatta Road. (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Health Infrastructure NSW is delivering a new Ambulance facility at 45 Parramatta Road, Summer Hill. Associated traffic works involve additional phasing to the signals at the intersection of Sloane Street and Parramatta Road, the addition of "KEEP CLEAR" road markings to the facility driveway on Sloane Street, and the removal of one on-street resident parking space in Sloane Street to assist in the emergency/priority access for ambulances.

It is recommended that the proposed works be supported.

RECOMMENDATION

THAT:

1. Proposed "KEEP CLEAR" road pavement markings in front of the new Ambulance Station driveway off Sloane Street be supported;
2. The removal of one resident parking space associated with the "KEEP CLEAR" markings opposite the driveway in Sloane Street be supported, subject to resident notification; and
3. The traffic signal phasing alterations to be carried out at the intersection of Parramatta Road and Sloane Street to assist emergency/priority access of ambulances from the new Ambulance Station at 45 Parramatta Road, off Sloane Street, Summer Hill, be noted.

BACKGROUND

GTA consultants are working with Kane Constructions and Health Infrastructure NSW to deliver a new Ambulance facility at 45 Parramatta Road, corner of Parramatta Road and Sloane Street, Summer Hill.

The site was previously an AAMI car repair exchange and is currently being re-developed to an ambulance facility for NSW Ambulance and Health Infrastructure NSW, and was approved under the State Planning legislation - Review of Environmental Factors (REF).

Additional phasing (emergency phase) will be provided at the traffic signalised intersection of Parramatta Road and Sloane Street for priority ambulance exit.

"KEEP CLEAR" pavement road markings will be provided outside the driveway on Sloane Street and extend to the eastern kerbside of the road for appropriate emergency vehicle exit out of the driveway.

This in turn will require the removal of one parking space outside of No.59 Sloane Street.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

It is acknowledged that signal phasing changes and "KEEP CLEAR" pavement markings at the driveway are required for emergency exit of ambulances from Sloane Street onto Parramatta Road.

Sloane Street measures approximately 12.8 metres wide kerb to kerb and allows for parking on either side of the street. The removal of a parking space on the eastern side of the street opposite the ambulance facility driveway to accommodate the "KEEP CLEAR" (see plan attachments 1 and 2, and photo attachment 3) was reviewed.

Site observation identified that the driveway is in close proximity, some 30 metres north of the signalised intersection. Apart from alleviating queuing, ambulances will require to manoeuvre unobstructed either onto the right turn lane, or the kerbside lane for left turn and through movement at the intersection. The removal of the one car space outside No.59 Sloane Street is therefore considered necessary for the appropriate emergency movement of ambulances towards the intersection.

Furthermore, the 'No Stopping' from the corner of the intersection is increased by approximately 10-12 metres and the left turn and through traffic movement along the kerb lane is therefore enhanced with the removal of the subject one parking space.

PUBLIC CONSULTATION

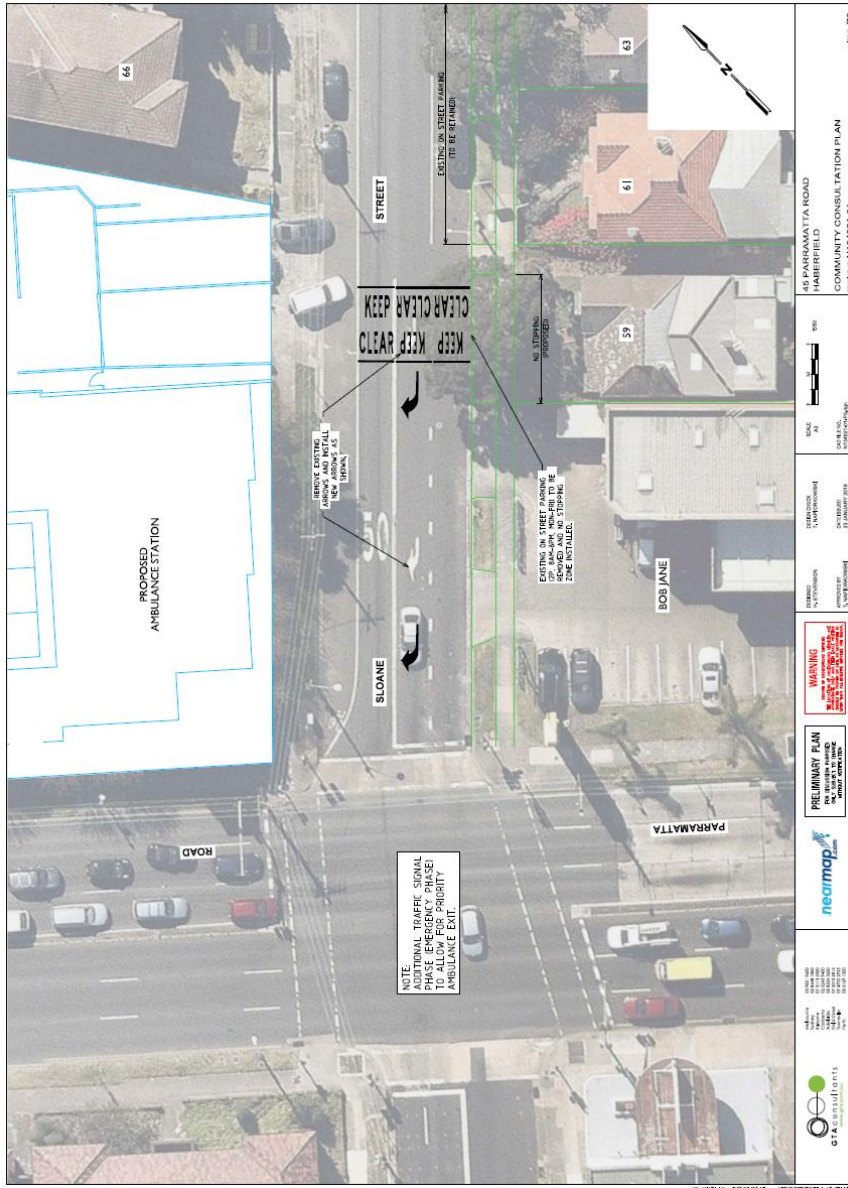
The applicant will notify/consult with the affected resident(s) on the proposed removal of the one resident parking space outside No.59 Sloane Street. If required, Council may further consult on the possibility of providing 1-2 resident parking spaces on the western side of Sloane Street, north of the ambulance driveway, in an area currently with unrestricted parking.

CONCLUSION

It is recommended that the proposed works, including alterations to the traffic signal phasing at the signalised intersection of Parramatta Road and Sloane Street to assist in ambulance emergency/priority access on Sloane Street towards the intersection; and the proposed placement of "KEEP CLEAR" pavement markings to the front of the ambulance station driveway on Sloane Street; and the removal of the one on-street resident parking space opposite the ambulance driveway (outside No. 59 Sloane Street) should be supported. The removal of the one resident parking space would be subject to notification of the affected resident(s).

ATTACHMENTS

1. [↓](#) Signalised plan with KEEP CLEAR marking and removal of parking space
2. [↓](#) Aerial plan with KEEP CLEAR and removal of parking space
3. [↓](#) Photo - Removal of parking space outside No. 59 Sloane Street, Haberfield.





Item No: LTC0218 Item 7

Subject: Minor Traffic Facilities (All Wards/ All LACs/ All Electorates)

Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services, David Yu - Traffic Engineer, Emilio Andari - Engineer – Traffic and Parking Services and Anca Eriksson - Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

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

RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' zone in front of No.3 Garnet Avenue, Lilyfield be removed as it is no longer required;
2. The 6m 'Disabled Parking' zone in front of No.5 Trafalgar Street, Annandale be removed as it is no longer required;
3. A 3.2m 'Disabled Parking' zone (90 degree angle parking) be installed in front of No.99 Annandale Street, Annandale;
4. A 5.4m 'Disabled Parking' zone be installed in William Street, Balmain East on the side boundary of No.7 Edward Street (adjacent to the existing 'No Stopping' zone);
5. A 6m 'Disabled Parking' zone be installed in front of No. 257 Young Street, Annandale;
6. A 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in Bay Street on the side boundary of No.2 Dock Road, Birchgrove;
7. A 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.67 Darling Street, Balmain East for 12 weeks, temporarily replacing the existing resident parking restrictions;
8. A 25m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of Nos.33-53 Nelson Street, Annandale for 12 weeks, temporarily replacing the existing resident parking restrictions, 'Disabled Parking', 'Loading Zone' and short term parking restrictions as required;
9. A 6m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.6 Toelle Street, Rozelle for 12 weeks;
10. A 6m 'Disabled Parking' zone be installed in Stafford Street, Stanmore on the side boundary of property No.24 Railway Street;
11. A 6m 'Disabled Parking' zone be installed in Beach Road, Dulwich Hill adjacent to the frontage of property No.4 Beach Road;
12. A 6m 'Disabled Parking' zone be installed in Australia Street, Newtown adjacent to the frontage of property No.142 Australia Street;

-
13. A 10m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in front of property No.121 Darley Street, Newtown for 6 months;
 14. A 6m 'Disabled Parking' zone be installed in Junction Road, Summer Hill adjacent to the frontage of No.38 Junction Road;
 15. The 6m 'Disabled Parking' zone in front of No.2 Dickinson Avenue, Croydon be removed as it is no longer required; and
 16. A 6m 'Disabled Parking' zone be installed in Cecily Street, Lilyfield in front of the resident's property No.118 Cecily Street.
-

BACKGROUND

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

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

1 Removal of 'Disabled Parking' Restriction – Garnet Avenue, Lilyfield

Council Ref: DWS 4633308

Council has been notified by a neighbour that the applicant to the 'Disabled Parking' zone outside of No.3 Garnet Avenue, Lilyfield has moved and so the 'Disabled Parking' zone is no longer required.

Council has confirmed that the applicant has moved from the property and hence the 'Disabled Parking' space is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.3 Garnet Avenue, Lilyfield be removed as it is no longer required.

2 Removal of 'Disabled Parking' Restriction – Trafalgar Street, Annandale

Council Ref: DWS 4634497

Council has been notified by a neighbour that the applicant to the 'Disabled Parking' zone outside of No.5 Trafalgar Street, Annandale has passed away and so the 'Disabled Parking' zone is no longer required.

Council has contacted the family and confirmed that the 'Disabled Parking' space is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.5 Trafalgar Street, Annandale be removed as it is no longer required.

3 Installation of 'Disabled Parking' Restriction – Annandale Street, Annandale

Council Ref: DWS 4668055

The resident of No.99 Annandale Street, Annandale has requested the installation of a 'Disabled Parking' zone in Annandale Street in front of the resident's property.

A site investigation has revealed that the property does not have off street parking.

The applicant does require the use of a wheelchair and can access the footpath via a layback nearby.

It is recommended that a 3.2m 'Disabled Parking' zone (90 degree angle parking) be installed in front of No.99 Annandale Street, Annandale.

4 Installation of 'Disabled Parking' Restriction – William Street, Balmain East

Council Ref: DWS 4702557

The resident of No.7 Edward Street, Balmain East has requested the installation of a 'Disabled Parking' zone in William Street on the side boundary of the resident's property.

A site investigation has revealed that the property does not have off street parking and this section of Edward Street is narrow and cannot accommodate an on-street parking provision.

The applicant does not require the use of a wheelchair.

It is recommended that a 5.4m 'Disabled Parking' zone be installed in William Street on the side boundary of No.7 Edward Street (adjacent to the existing 'No Stopping' zone).

5 Installation of 'Disabled Parking' Restriction – Young Street, Annandale

Council Ref: DWS 4396302

The resident of No. 257 Young Street, Annandale has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does have off street parking via the rear lane. However, there are a number of stairs to the off-street parking that the applicant is unable to access due to their limited mobility.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No. 257 Young Street, Annandale.

6 Installation of 'Works Zone' Restriction – Bay Street, Birchgrove

Council Ref: DWS 4667833

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' in Bay Street on the side boundary of No.2 Dock Road, Birchgrove.

It is recommended that a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in Bay Street on the side boundary of No.2 Dock Road, Birchgrove.

7 Installation of 'Works Zone' Restriction – Darling Street, Balmain East

Council Ref: DWS 4670409

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' in front of No.67 Darling Street, Balmain East.

It is recommended that a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.67 Darling Street, Balmain East for 12 weeks, temporarily replacing the existing resident parking restrictions.

8 Installation of 'Works Zone' Restriction – Nelson Street, Annandale

Council Ref: 4689543

The applicant has requested the installation of a temporary 25m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' in front of Nos.33-53 Nelson Street, Annandale.

It is recommended that a 25m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of Nos.33-53 Nelson Street, Annandale for 12 weeks, temporarily replacing the existing resident parking restrictions, 'Disabled Parking', 'Loading Zone' and short term parking restrictions as required.

9 Installation of 'Works Zone' Restriction – Toelle Street, Rozelle

Council Ref: 4664354

The applicant has requested the installation of a temporary 6m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' in front of Nos.6 Toelle Street, Rozelle. The applicant has advised that they are only expecting small delivery vehicles to utilize this zone. The property frontage is approximately 6.6m.

It is recommended that a 6m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.6 Toelle Street, Rozelle for 12 weeks.

10 Installation of 'Disabled Parking' Restriction – Stafford Street, Stanmore

Council Ref: Merit 1422146

The resident of property No.24 Railway Street, Stanmore has requested the installation of a 'Disabled Parking' zone in Stanmore Street on the side boundary of the resident's property.

A site investigation has revealed that the property does have a driveway at the rear of the property however does not have adequate space for off-street parking.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in Stafford Street on the side boundary of property No.24 Railway Street, Stanmore.

11 Installation of 'Disabled Parking' Restriction – Beach Road, Dulwich Hill

Council Ref: Merit 1426891

The resident of property No.4 Beach Road, Dulwich Hill has requested the installation of a 'Disabled Parking' zone in Beach Road at the front of the resident's property.

A site investigation has revealed that the property does not have off-street parking.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in Beach Road adjacent to the frontage of property No.4 Beach Road, Dulwich Hill.

12 Installation of 'Disabled Parking' Restriction – Australia Street, Newtown

Council Ref: Merit 1428263

The resident of property No.142 Australia Street, Newtown has requested the installation of a 'Disabled Parking' zone in Australia Street at the front of the resident's property.

A site investigation has revealed that the property does not have off-street parking.

Currently, the applicant does not require the use of a wheelchair however the use of a wheelchair will be required in the near future.

It is recommended that a 6m 'Disabled Parking' zone be installed in Australia Street adjacent to the frontage of property No.142 Australia Street, Newtown.

13 Installation of 'Works Zone' Restriction – Darley Street, Newtown

Council Ref: Merit 1429870

The subject location is located on northern side of Darley Street adjacent to property No.121 Darley Street, Newtown. Darley Street is a 'one-way' eastbound street from Edgeware Road to King Street and is 6.7 metres in width. The proposed 'Works Zone' will be 10 metres in length and located on the northern side of Darley Street adjacent to the site. It will be required for a period of approximately six (6) months, to be utilised by construction vehicles during deliveries and loading and unloading activities.

At present, unrestricted parking is permitted on the northern side of the street and '2P 8am-10pm Area M14 permit holders excepted' restrictions are permitted on the southern side of the street. The parking spaces in Darley Street are highly utilised by local residents and commuters for the railway station and businesses on King Street. 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.

It is recommended that a 10m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in front of property No.121 Darley Street, Newtown for 6 months.

14 Installation of 'Disabled Parking' Restriction – Junction Road, Summer Hill

Council Ref: Trim 17/45893

A resident of No.38 Junction Road, Summer Hill has requested the installation of a 'Disabled Parking' zone in Junction Road at the front of the resident's property.

A site investigation has revealed that the property does not have off-street parking.

Council has undertaken consultation with residents of Junction Road/ Teakle Street within the vicinity of the proposed mobility parking space inviting comments. Three submissions have been received, of which two supporting and one objecting the creation of the space.

It is recommended that a 6m 'Disabled Parking' zone be installed in Junction Road adjacent to the frontage of No.38 Junction Road, Summer Hill

15 Removal of 'Disabled Parking' Restriction – Dickinson Avenue, Croydon

Council Ref: Trim 17/54714

Council has been notified by a neighbour that the applicant to the 'Disabled Parking' zone outside of No.2 Dickinson Avenue, Croydon has moved away and so the 'Disabled Parking' zone is no longer required.

Council has written to residents of Dickinson Avenue within the vicinity of the proposed mobility parking space inviting comment. No objections to the removal of the space have been received.

It is recommended that the 6m 'Disabled Parking' zone in front of No.2 Dickinson Avenue, Croydon be removed as it is no longer required.

16 Installation of 'Disabled Parking' Restriction – Cecily Street, Lilyfield

Council Ref: DWS 4637596

The resident of No.118 Cecily Street, Lilyfield has requested the installation of a 'Disabled Parking' zone in Cecily Street in front of the resident's property.

A site investigation has revealed that the property has off street parking; however, the applicant cannot use this facility as there are a number of stairs between the house and the off street parking space.

The applicant does require the use of a wheelchair and the installation of a pram ramp is being investigated.

It is recommended that a 6m 'Disabled Parking' zone be installed in Cecily Street in front of the resident's property No.118 Cecily Street, Lilyfield.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0218 Item 8

Subject: Carlton Crescent, Summer Hill - Request for Two Hours Parking Restrictions (Leichhardt Ward/Summer Hill Electorate/ Ashfield LAC)

Prepared By: Anca Eriksson - Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council is proposing to introduce a 2 hour parking limit on the southern side of Carlton Crescent, Summer Hill in the two existing parking spaces in front of the shops at Nos.121-123 Carlton Crescent as shown on the attached map.

The following proposal addresses the need to have an appropriate turnover of parking for customers to visit the existing businesses in this section of Carlton Crescent.

RECOMMENDATION

THAT the first two existing parking spaces outside Nos.121-123 Carlton Crescent, Summer Hill signposted '2P, 8.00am-6.00pm Mon-Fri, Permit Holders Excepted, Area 12' be changed to nominal business parking '2P, 8.00am-6.00pm Mon-Fri'.

BACKGROUND

Council has received correspondence from the shop owner on the corner of Prospect Road and Carlton Crescent (No.123 Carlton Crescent) requesting that the two spaces of resident parking to the side of his shop on the eastern side of Prospect Road be changed to nominal business parking to assist in his customer parking.

As it is claimed the zone is always occupied by residents denying parking for customers.

The introduction of nominal 2 hours parking restrictions are considered appropriate at the corner of Carlton Crescent and Prospect Road to provide for a turnover in parking for customers to all businesses, located at Nos.121-123 Carlton Crescent. The nominal 2P restrictions were chosen to increase the availability of parking spaces for customers visiting the shops and businesses located on Carlton Crescent at Nos.121, 122 and 123 during business operating hours (without residents occupying the spaces all day).

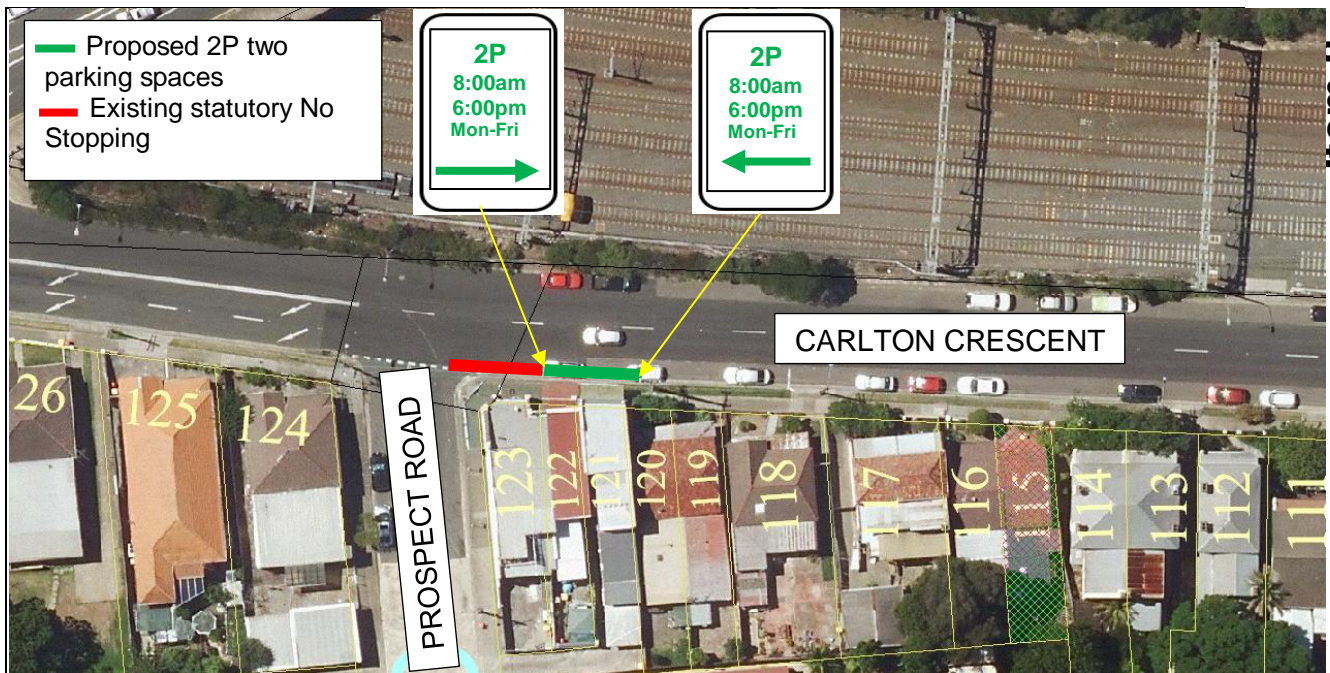
At present, parking is unrestricted on the north side of Carlton Crescent, whilst the south side of the street is signposted as '2P 8.00am-6.00pm Mon-Fri, Permit Holders Excepted, Area 12' in accordance with the resident parking permit scheme implemented by Council in 2016. Also, following the introduction of the resident parking scheme, opportunities for parking have increased for residents, commuters and visitors etc.

FINANCIAL IMPLICATIONS

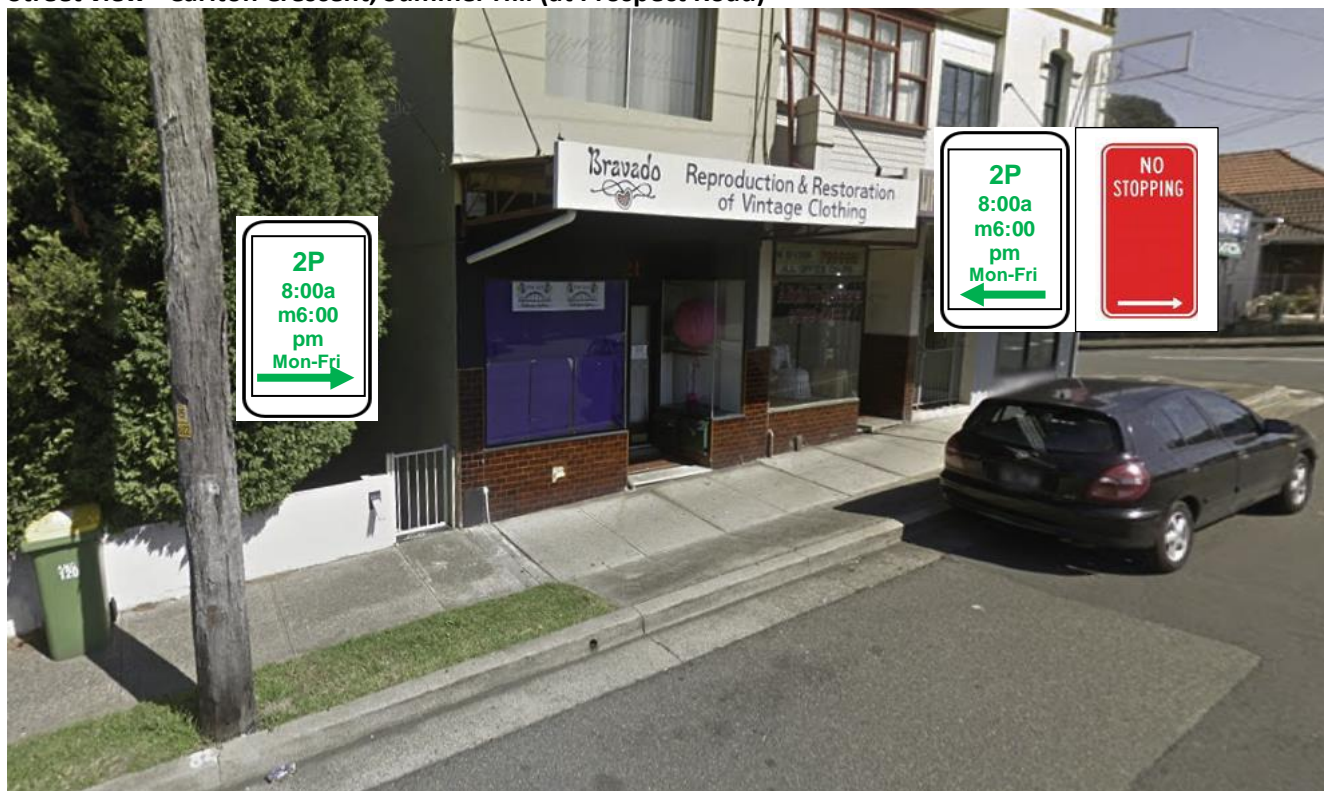
The cost of installing the parking signs can be met from Council's operating budget.

OTHER STAFF COMMENTS

The two subject parking spaces are located adjacent to neighbouring businesses and are included in the residential parking permit scheme Area No.12. It appeared that these spaces were regularly occupied. However, through site inspections it was noted that the parking spaces located in Prospect Road, adjacent to No.123 Carlton Crescent, were not fully occupied during the morning and/or early afternoons.



Street view - Carlton Crescent, Summer Hill (at Prospect Road)



PUBLIC CONSULTATION

Consultation letters (15) were sent out on 13 November 2017 to business owners and property owners/occupiers within the vicinity, potentially affected by the proposed parking changes inviting comment. The survey closed on 4 December 2017.

Council received only one submission from the applicant seeking an amendment to the proposal. The shop owner is now requesting four nominal parking spaces instead of two as initially requested. In his submission he requested that Council return the 4 parking spaces

back to what they were prior to the resident parking scheme implementation and he would seek compensation for loss of business and customers if not returned.

It is considered that the existing resident parking spaces elsewhere in Prospect Road or Carlton Crescent are adequate to also facilitate 'short term' parking for customers. On this basis, it is recommended that the consulted proposal for two nominal business parking spaces should be considered. Subject to the proposal being supported, the use of the parking spaces could be reviewed to establish any need to extend the 2P business spaces by two spaces in the future.

CONCLUSION

It is recommended that two parking spaces on the south side of Carlton Crescent at the front of No.123 be changed to nominal business parking: '2P, 8.00am-6.00pm Mon-Fri' as these restrictions are considered adequate for the parking needs of the surrounding businesses.

ATTACHMENTS

Nil.

Item No: LTC0218 Item 9**Subject:** Brenan Street, Lilyfield - Proposed 'No Parking 7am-7pm - Motor Vehicles Under 4.5t GVM Excepted' restriction (Balmain Ward/Balmain Electorate/Leichhardt LAC)**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 in Brenan Street, Lilyfield requesting that parking restrictions be installed to deter boat trailer and caravans from parking in Brenan street, between Gladstone Street and White Street, Lilyfield.

RECOMMENDATION

THAT a 'No Parking 7am-7pm – Motor Vehicles Under 4.5t GVM Excepted' restriction be installed on the northern side of Brenan Street, from the 'No Stopping' restriction, east of Percival Street to Railway Parade and southern side of Brenan Street, between Starling Street and Railway Parade, Lilyfield.

BACKGROUND

Concerns have been raised by residents regarding boat trailers and caravans parking on the northern side of Brenan Street, Lilyfield. This takes away parking and is essentially privatising public spaces for private use. Many of these boat owners do not reside in the LGA.

The NSW Government has recently passed Impounding Amendment (Unattended Boat Trailers) Act 2015 No 27, which makes provisions for impounding boat trailers left unattended on streets. However, Council enforcement staff has advised that the legislation requires extensive work to impound a vehicle and is unlikely to be effective.

In order to alleviate the issue in other streets Council has installed 'No Parking 7am-7pm; Motor Vehicles under 4.5t GVM Excepted' restrictions at the following locations:

- McKell Street, Birchgrove
- Church Street, Birchgrove (Cameron St-McKell St)
- Railway Parade, Annandale adjacent to existing 2P resident parking scheme

This would allow Council to enforce restrictions that would stop trailer owners leaving trailers and boats on the street, without disadvantaging residents from parking their vehicle.

The RMS advised Council in writing (letter dated 9th September 2016) that RMS has no objection to Council's resolution to trial the abovementioned signage and has added this signage to its traffic signs database.

Council installed 'No Parking 7am-7pm - Motor Vehicles under 4.5t GVM Excepted' signposting for a 12 month trial in 2016. There were no significant concerns raised regarding the parking restrictions during this trial period. Hence, it is proposed to extend the restrictions from Railway Parade to Brenan Street.

FINANCIAL IMPLICATIONS

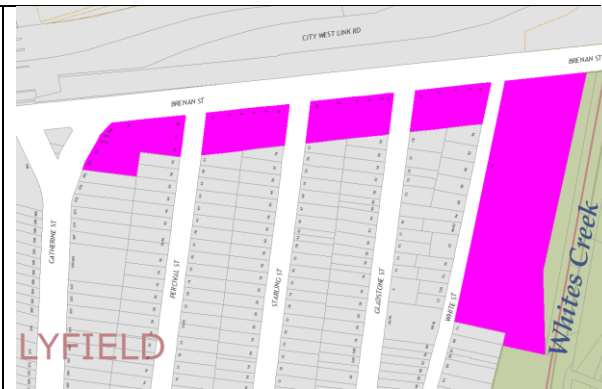
Nil.

OTHER STAFF COMMENTS

To prevent the parking of any trailers, caravans and trucks in Brenan Street, it is proposed that a 'No Parking 7am-7pm – Motor Vehicles Under 4.5t GVM Excepted' restriction be installed on the northern side of Brenan Street from the 'No Stopping' restriction, east of Percival Street to Railway Parade and on the southern side of Brenan Street, between Starling Street and Railway Parade as shown on the following plan. Parking is currently unrestricted along the proposed sections of Brenan Street.



PUBLIC CONSULTATION

<p>A letter outlining the above proposal was mailed out to the affected properties (108 properties) in Brenan Street, Catherine Street, Percival Street and White Street, Lilyfield.</p> <p>Responses were received from six (6) properties. Two (2) responses objected to the proposal and four (4) were in support.</p>	
Residents' Comments	Officer Comments
<p>Trailers are registered by Service NSW and therefore, have a legal right to use and park on a public carriageway under NSW law.</p> <p>The proposal is short-sighted as trailer owners will park in the immediate surrounding residential streets in front of residential houses that do not have restrictions. In which case, all streets in the Inner West Council area will need to be restricted.</p> <p>I have a boat, currently just the trailer is on the other side of the street. I am against this proposal as it will affect me and other residents two fold. Almost no one parks or parked (in the past) on the light rail side of</p>	<p><i>All vehicles, including trailers and caravans are legally allowed to park in a public roadway. However, it should be noted that Council can implement parking restrictions that can be enforced.</i></p> <p><i>Due to concerns raised in regards to vehicle accessibility. It is proposed that 'No Parking 7am-7pm - Motor Vehicles under 4.5t GVM Excepted' be installed in Brenan Street. Council will monitor boat trailer and caravan parking in the area to ascertain if these vehicles have relocated into nearby streets.</i></p> <p><i>10m 'No Stopping' zones must be installed at all intersections (as per NSW Road</i></p>

the road and I would lose the ability to park my boat there. Also, by introducing the Statutory 10m no stopping zone, you will reduce the amount of parking on the side of the street where our homes are located.	<i>Rules) with the installation of the proposed parking restrictions. The 'No Stopping' zones provide improved safety for pedestrians and drivers.</i>
<p>How do these restrictions stop the following from parking here?</p> <p>1. There are seven boats parked on the street and none of them weighs over 4.5 GVM.</p> <p>2. Two Caravans are parked on the northern side of the street, neither has a motor so therefore the GVM for a motor vehicle is not applicable.</p> <p>3. There is a catamaran, that does not weigh even close to 4.5t and it not a motor vehicle.</p> <p>4. There is also a boat trailer, which has no motor and weighs less than 4.5t.</p> <p>5. The only changes I see these proposed orders actually making at this point is removing the car spots available on the southern side of the street.</p>	<p><i>The proposed 'No Parking' restrictions would apply to all vehicle types, except vehicles with motors under 4.5t Gross Vehicle Mass. All the vehicle types detailed in the resident's comments are not considered to be motorised. Therefore, the 'No Parking' restrictions would apply to all these vehicles. This also includes motorised boats that are parked on a trailer.</i></p> <p><i>Motor vehicles would be able to park in Brenan Street, if they are motorised and under 4.5t GVM.</i></p>
The boat and trailer parking causes a hazard to passing traffics as it narrows the road. It also feels like a Marina here than a residential area.	<i>The proposal is expected to remove the subject vehicles to provide sufficient travel lane widths for passing vehicles and cyclists.</i>

Item 9**CONCLUSION**

Nil.

ATTACHMENTS

Nil.

Item No: LTC0218 Item 10

Subject: Upward Street, Leichhardt - P5min Restrictions (Leichhardt Ward/
Leichhardt LAC / Balmain Electorate)

Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request from the Principal of Kegworth Public School to modify the existing short term parking restrictions in Upward Street for Kegworth Public School Preschool.

RECOMMENDATION

THAT the existing ‘No Parking 8:30am-9:30am; 2:30pm-3:30pm School Days Only’ restriction on the western side of Upward Street, outside Kegworth Public School Preschool be modified to ‘P5min 8:30am-9:30am; 2:30pm-3:30pm School Days Only’.

BACKGROUND

Council has received a request from the Principal of Kegworth Public School to modify the existing short term parking restrictions in front of its Preschool in Upward Street, Leichhardt.

There is currently 3 spaces (approx.17m) of ‘No Parking 8:30am-9:30am; 2:30pm-3:30pm School Days Only’ in front of the Preschool which allows parents to drop-off/pick-up children from the centre before and after school hours. However, due to the age of the children attending the Preschool, children are most often accompanied into the centre and so ‘No Parking’ restrictions are not considered appropriate as parents must legally remain within 3m of the vehicle and not be stopped for more than 2 minutes.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

It is proposed to modify the existing ‘No Parking 8:30am-9:30am; 2:30pm-3:30pm School Days Only’ restriction on the western side of Upward Street, Leichhardt outside the Kegworth Public School Preschool to 5 minute parking to cater for the parking needs of parents/carers attending the Preschool.

The location of the proposal is shown on the following plan.

Item 10



PUBLIC CONSULTATION

Public consultation is not required as the number of spaces is not proposed to be modified.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0218 Item 11

Subject: Constitution Road, Dulwich Hill - Proposal To Remove '1P Parking' (Ashfield Ward/Summer Hill Electorate/Marrickville LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following representation from the owner of a local child care centre, Council is proposing to convert a section of '1P' parking in Constitution Road, Dulwich Hill to 'unrestricted' parking. The '1P' restriction is historical and was associated with a Post Office which no longer exists. The recent introduction of permit parking nearby decreased the availability of 'unrestricted' parking. The proposal will reinstate five (5) 'unrestricted' parking spaces.

RECOMMENDATION

THAT the conversion of '1P 9:30am – 4pm Mon-Fri, 8:30am-12:30pm Sat' to 'unrestricted' parking from property No.151 Constitution Road (western side) to the existing 'No Stopping' zone at New Canterbury Road, Dulwich Hill be SUPPORTED.

BACKGROUND

Following representation from the owner of a local child care centre, Council is proposing to convert a section of '1P' parking in Constitution Road, Dulwich Hill to 'unrestricted' parking.

The '1P' restriction is historical and was associated with a Post Office which previously existed on the block of land on the north west corner of the intersection of New Canterbury Road and Constitution Road, Dulwich Hill.

The *Dulwich Hill Parking Study*, endorsed by Council in September 2016, recommended permit parking on the eastern side of Constitution Road between Denison Road and New Canterbury Road, Dulwich Hill.

In early 2017 the recommended restrictions were implemented and '2P 8:30am-6pm Mon-Fri; 8:30am-12:30pm Sat Permit Holders Excepted' was introduced in Constitution Road between Denison Road and New Canterbury Road on the eastern side.

Generally Council implements 'permit' parking on one side of the road, leaving the other side 'unrestricted' parking to allow for visitors, and those who are not eligible or who do not wish to participate in the scheme. Given that the 'permit' parking provides for short term parking it is not deemed necessary to retain the '1P' parking on the western side of Constitution Road and removing the '1P' will be in keeping with Council's policy of retaining one side of the road as 'unrestricted' in an area where 'permit' parking has been implemented on the other side of the road. Consultation with the local businesses confirms that the proposed removal of the '1P' spaces will not have a negative impact on availability of parking for their customers.

In order to provide a balanced approach and allow for optimum use of the available parking, it is proposed to convert the '1P' parking to 'unrestricted'. This will create an additional five (5) 'unrestricted' parking spaces. (See **Figure 1** below for details of the proposal)

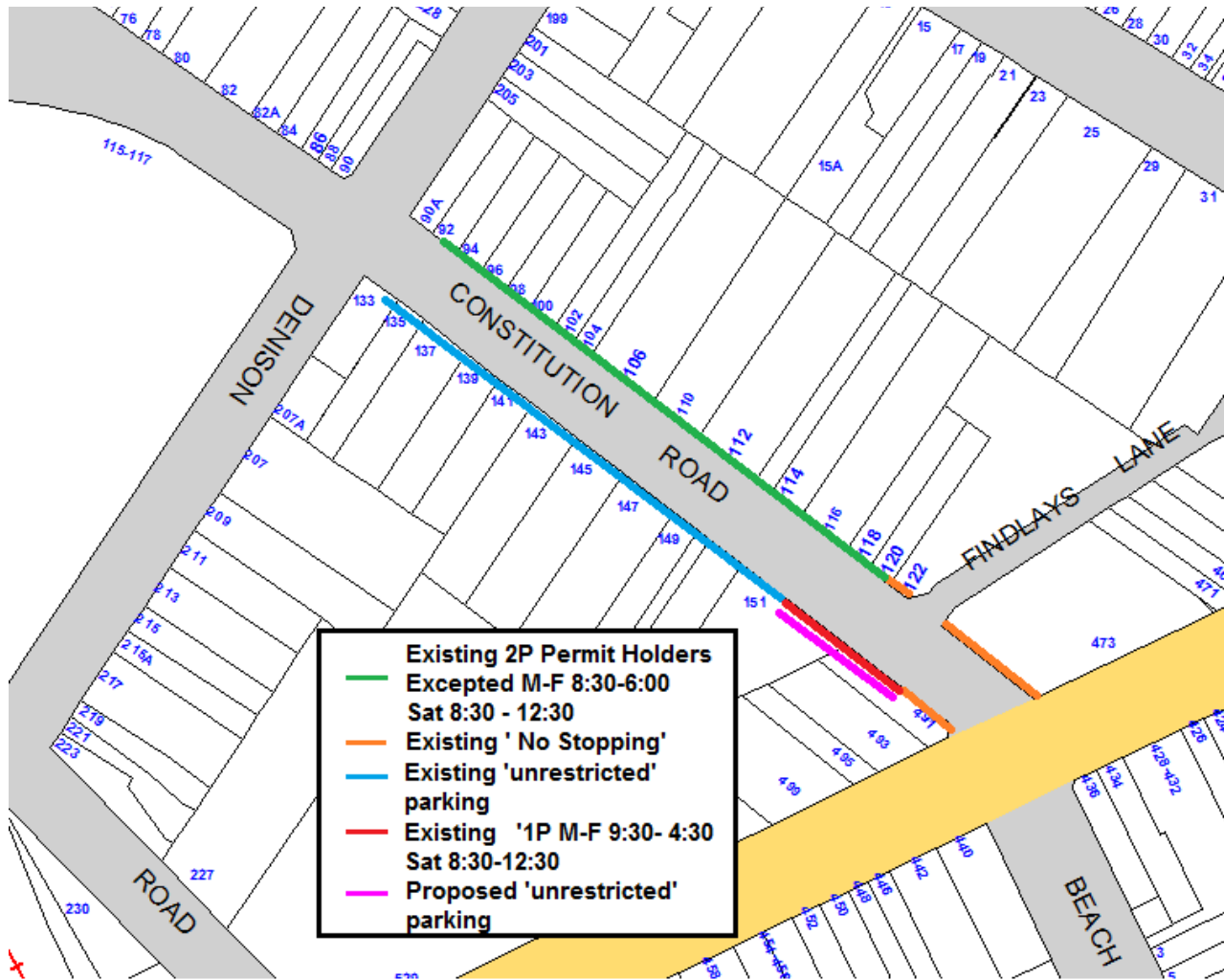


Figure 1. Proposed conversion of 1P parking to 'unrestricted' parking in Constitution Road, Dulwich Hill

FINANCIAL IMPLICATIONS

The cost for the supply and installation of the signposting can be funded from Council's operational budget.

OTHER STAFF COMMENTS

PUBLIC CONSULTATION

Thirty (30) letters outlining the proposal were sent to affected residents and householders. There were no objections to the proposed conversion of the '1P' restriction to 'unrestricted' parking in the subject section of Constitution Road.

CONCLUSION

The existing '1P' restriction was implemented in relation to a Post Office that is no longer at that site and there is no rationale for retaining the restriction. The removal of the restriction will reinstate 'unrestricted' parking in an area where the introduction of permit parking restrictions has reduced the availability of parking for the local businesses. The removal of the '1P' restriction will also cater for attendees at the nearby church.

ATTACHMENTS

Nil.

Item No: LTC0218 Item 12

Subject: Flood Street, Leichhardt - Road Occupancy (Leichhardt Ward/Leichhardt LAC/ Balmain Electorate)

Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report considers a request received from BreastScreen NSW for the temporary placement of their mobile lab unit on the western side of Flood Street adjacent to Leichhardt Market Place within the existing 'Taxi Zone', for the duration of 8 weeks starting from Friday, 3rd August to Friday 28th September 2018.

RECOMMENDATION

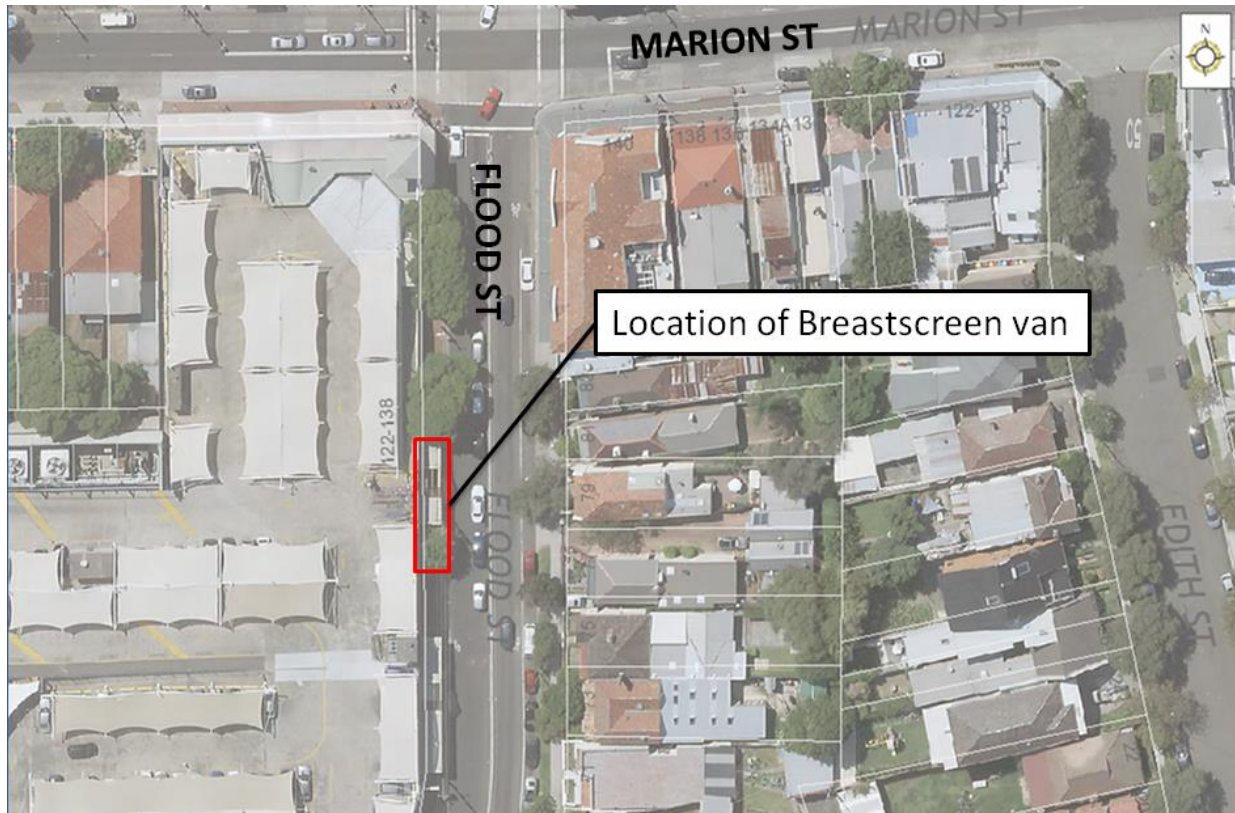
THAT the road occupancy for the BreastScreen NSW mobile lab unit on the western side of Flood Street, adjacent to Leichhardt Market Place within the existing 'Taxi Zone', for the duration of 8 weeks starting from Friday, 3rd August to Friday 28th September 2018 be supported, subject to the following conditions:

- a) That all affected businesses, residents and other occupants must be notified of the road occupancy and activities at least one week prior to the commencement of the event. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated by the applicant;
- b) That the applicant contact Energy Australia/Ausgrid in relation to power access to the mobile laboratory;
- c) 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 , Traffic and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs;
- d) That the Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. The applicant must therefore produce evidence of its public risk insurance cover (under which Council is indemnified) with a minimum policy value of at least \$10,000,000;
- e) That a copy of the Council approval letter must be made available on the site for inspection by relevant officers;
- f) That the applicant must comply with any reasonable directive from Council's Compliance Officers; and
- g) That Council reserves the right to cancel this approval at any time.

BACKGROUND

BreastScreen NSW has requested approval to locate a mobile lab unit on the western side of Flood Street, adjacent to Leichhardt Market Place within the existing 'Taxi Zone' for the duration of 8 weeks from Friday, 3rd August to 28th September 2018. The mobile lab unit will operate for screening from 8.45am to 4pm Monday to Friday. This location has been used in

previous years without any issues and would not affect any businesses, see proposed location below:



Note that the applicant has been requested to provide a copy of their public risk insurance.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Nil.

PUBLIC CONSULTATION

Nil.

CONCLUSION

That the road occupancy for a Breast Screen NSW mobile lab unit on the western side of Flood Street, adjacent to Leichhardt Market Place be supported subject to the conditions listed in the officer's recommendation.

ATTACHMENTS

Nil.

Item No: LTC0218 Item 13

Subject: **Railway Street, Petersham – Proposed Statutory No Stopping Restrictions (Stanmore Ward/Newtown Electorate/Marrickville LAC)**

Prepared By: Emilio Andari - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Requests have been received from local residents of Railway Street, Petersham for the introduction of 'No Stopping' restrictions on Railway Street at its intersection with Carrington Lane. Residents have advised Council officers that vehicles park too close to the intersection, restricting available sightlines for turning motorists.

It is recommended that statutory 'No Stopping' restrictions be installed for a distance of 10 metres in Railway Street at its intersection with Carrington Lane in order to deter illegal parking, increase safety, and improve visibility and access.

RECOMMENDATION

THAT the installation of the statutory 'No Stopping' restrictions on the western side of Railway Street, Petersham for a distance of 10 metres north and south from its intersection with Carrington Lane be SUPPORTED in order to deter illegal parking, increase safety and improve visibility and access.

BACKGROUND

Council has received a number of written requests from local residents of Railway Street, Petersham for the introduction of 'No Stopping' restrictions on Railway Street at its intersection with Carrington Lane. Residents have advised Council officers that vehicles park too close to the intersection, restricting available sightlines for turning motorists.

FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signposting can be met from Council's operating budget.

OFFICER COMMENTS

Site location & road network

Street Name	Railway Street	Carrington Lane
Subject Section	Between Terminus Street and Brighton Street	Between Unwins Bridge Road and Princes Highway
Carriageway Width (m)	12.8	4.9
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes along both sides of the road.	Two-way road with one travel lane in each direction, no parking along both sides of the road.
Classification	Local	Local
85th Percentile Speed (km/h)	51.0	–

Vehicles Per Day (vpd)	1,660	–
Reported Crash History (July 2012 - June 2017)	No crashes recorded.	No crashes recorded.
Heavy Vehicle Volume (%)	2.5	–
Parking Arrangements	Permit parking restrictions on the eastern side of the road and unrestricted parking on the western side of the road.	'No Parking' restrictions along both sides of the road.

Site inspection

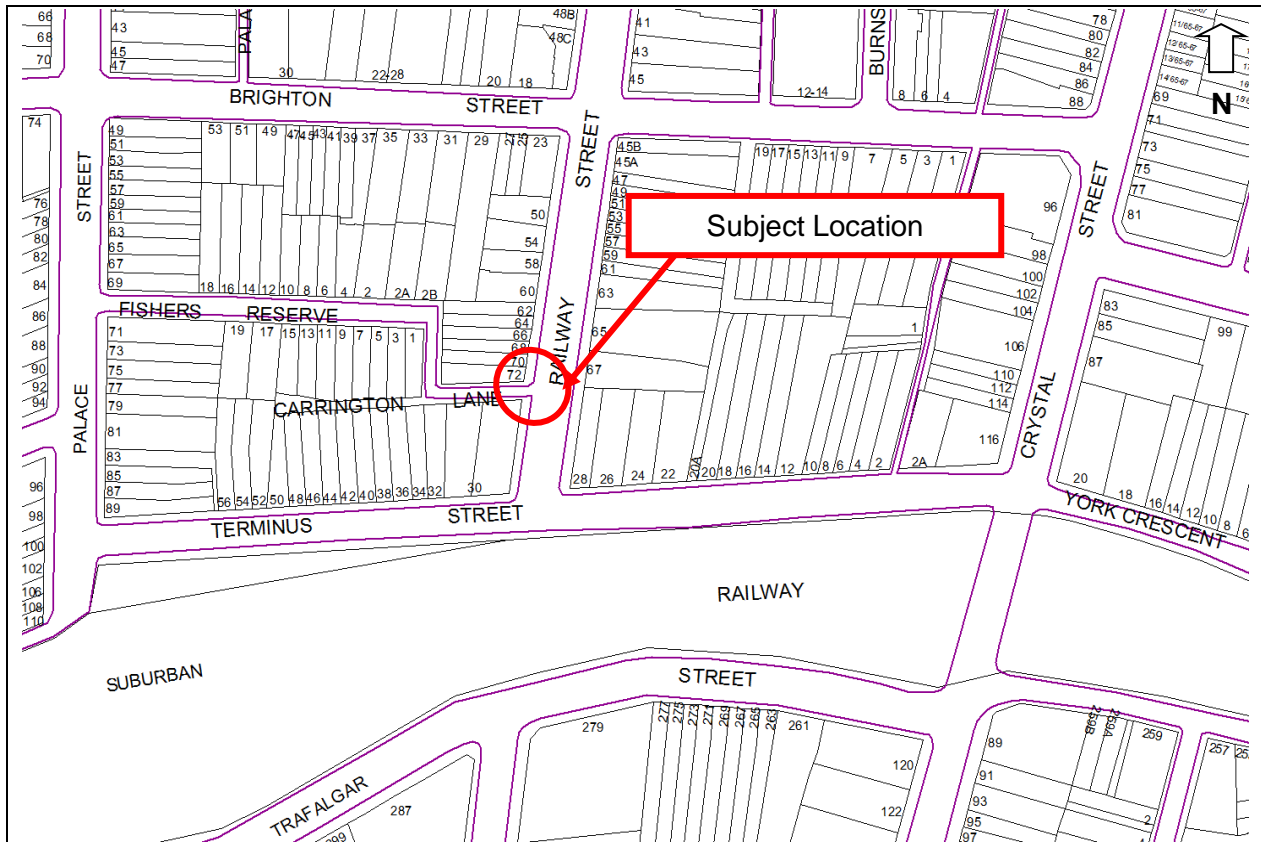
Council officers have observed during site inspections undertaken in the morning and afternoon periods that the on-street parking spaces along Railway Street were highly utilised particularly the western side of the road where unrestricted parking applies. It was also observed that traffic volumes were high in Railway Street as it links to the northern access gate to Petersham Railway Station on Terminus Street.

Residents have advised Council officers that vehicles park too close to the intersection, restricting available sightlines for turning motorists. During a number of site inspections, it was observed that vehicles and trailers have been parking too close to the intersection of Railway Street and Carrington Lane.

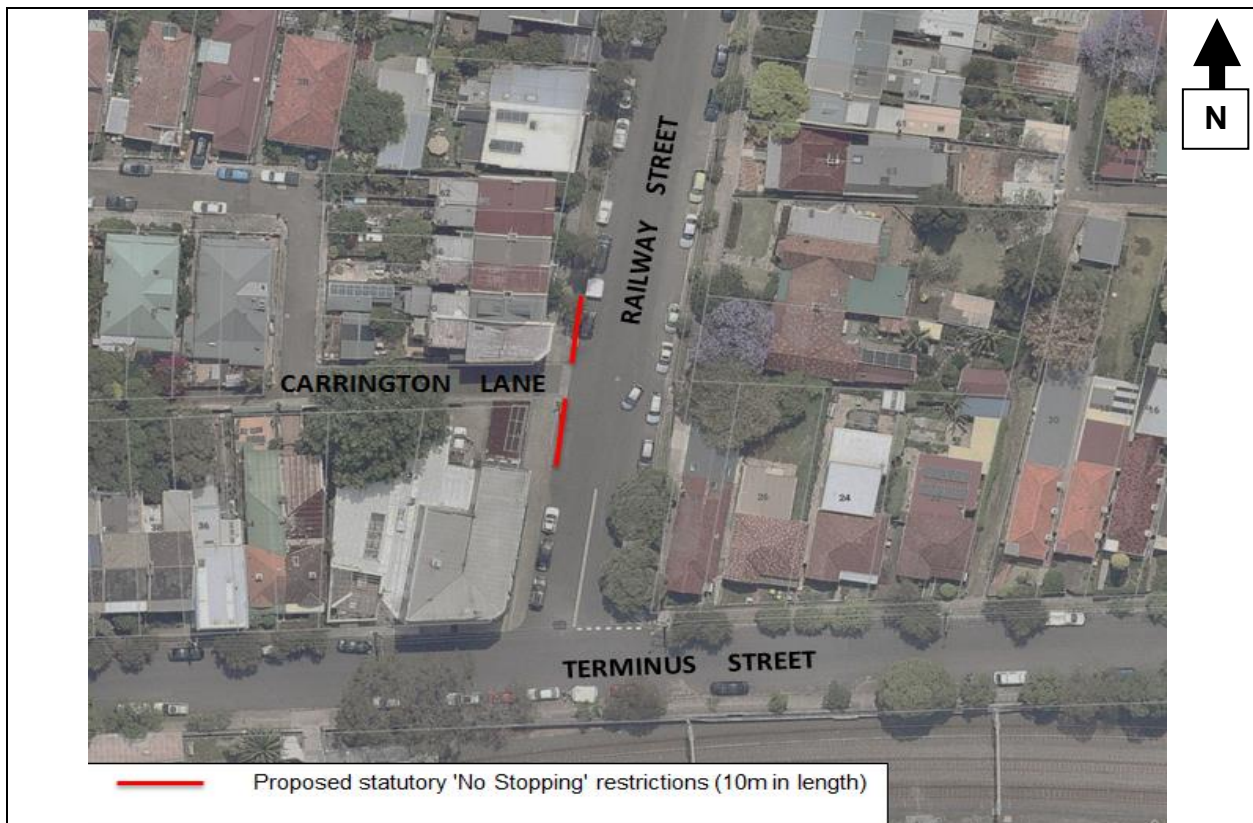
Technical Issues

In accordance with the Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road. Pursuant to the RMS Technical Directions, it is stated that signposting at an unsignalised intersection (without pedestrian crossing) "should only be required where there is a compliance problem or there is adjoining signposting". In this case, it is shown to be a compliance problem which is causing problems for motorists wanting to turn at the intersection.

Locality Map – Railway Street at Carrington Lane, Petersham



Sign Plan – Railway Street at Carrington Lane, Petersham



PUBLIC CONSULTATION

A notification letter was sent on 12 January 2018 to owners and occupiers of the effected properties that are adjacent to the subject section along Railway Street near Carrington Lane regarding the proposal to introduce signposted statutory 'No Stopping' restrictions in Railway Street for a distance of 10 metres from its intersection with Carrington Lane. The closing date for submissions ended on 25 January 2018.

A total of thirteen (13) letters were sent out to the effected residential properties. There was one (1) response received and this response was in support of the proposal and is detailed below.

Residents' Comments	Officer's Response
A resident of Railway Street is in support of the proposal. The resident suggested that hatched line markings be introduced in conjunction with the proposed 'No Stopping' signs to highlight that the subject location is a no parking area.	Received and noted. It should be noted that hatched line markings at the intersection of Railway Street and Carrington Lane would not be in accordance of the Australian Standards and RMS Technical Direction for this intersection. Hatched line markings across the entire intersection only apply at signalised intersections and may cause confusion to motorists for this location. Following implementation of the signage, Council Rangers will monitor this location and if future issues continue to arise, linemarking may be considered.

CONCLUSION

It is recommended that the statutory 'No Stopping' restrictions be installed on the western side of Railway Street, Petersham, for a distance of 10 metres north and south from its intersection with Carrington Lane in order to deter illegal parking, increase safety and improve visibility and access.

Photographs – Railway Street, Petersham

Proposed statutory 10 metres of 'NO STOPPING' restrictions on both sides of Railway Street, at junction with Carrington Lane.



Western side of intersection at Carrington Lane (facing north-west)

ATTACHMENTS

Nil.

Item No: LTC0218 Item 14

Subject: Comet Street, Ashfield – Request For a Mobility Parking Space (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

The resident of No.2 Comet Street, Ashfield has requested the installation of a 'Disabled Parking' zone in front of the resident's property. A site investigation has revealed that the property has off street parking.

RECOMMENDATION

THAT:

A signposted mobility parking space outside No. 2 Comet Street, Ashfield, be supported, subject to:

- 1. The mobility parking space not being used for the sole and exclusive use of the applicant and that any motorist displaying a Mobility Parking Scheme Permit within his/her vehicle is entitled to park in the space; and**
- 2. The mobility parking space being reviewed at least every 12 months for its continued use and need, and removed when no longer required.**

BACKGROUND

A copy of the RMS disability parking permit and a medical certificate in support of the application was submitted to Council. An on-site inspection has confirmed that the property has a double garage access from a side lane and unrestricted parking is present on the Comet Street frontage. These factors would normally mean that Council would not introduce a disabled parking space as the applicant should be able to find vacant space either within the off-street parking area or within reasonable proximity of her home.

FINANCIAL IMPLICATIONS

The cost of the signposting will be funded from Council's operating budget.

OTHER STAFF COMMENTS

The applicant's property is located on Comet Street, Ashfield. A two-way residential street (cul-de-sac), with unrestricted parking, 12.3m in width that is located south-east from Alt Street, Ashfield.

It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Comet Street, Ashfield were moderately utilised at the time.

At an on-site meeting with the applicant, it was revealed that the applicant doesn't require a wheelchair and does not drive a vehicle. The applicant is driven by another family member. Currently, there is no existing mobility parking space in close proximity to applicant's property.

However, it was claimed that the double garage to the rear of the property (with side lane access) is not readily made available/accessible with vehicles parking in the lane obstructing the access.

Council has attempted to install restricted parking signage under previous consultation and residents strongly objected on the imposition of signs going in the lane opposite the garage. No further action was undertaken in this regard.

It is considered that an on-street disabled parking space would assist in ease of access from the property and assist in unhindered provision of needed transportation.

The applicant would be made aware that the disabled parking space would not be for the sole exclusive use of the applicant and that any motorist displaying a Mobility Parking Permit in his/her vehicle is entitled to use that space.

Similarly, 'Mobility Parking' spaces are regularly reviewed (at least every 12 months) for their continued need and use and removed when no longer required.



PUBLIC CONSULTATION

Consultation letters (18) were sent out on 19 December 2017 to property owners and occupants within the vicinity of the proposed mobility parking space inviting comment. The community survey closed on 10 January 2018.

Council received 3 submissions (two emails and one phone call), objecting to the proposal. Concerns have been raised regarding the available of off-street parking space and itit was suggested by the objectors that by Council designating a disabled parking space would be detrimental of other residents by removing a parking space on the street. References were made to the double garage owned by the applicant.

CONCLUSION

It is recommended that the application for a 'Mobility Parking' space on Comet Street be supported under condition that the space is not allocated for the exclusive use of the applicant, and that any motorists displaying a mobility parking permit in the vehicle is entitled to use the space. Furthermore, it would be conditioned that the mobility parking space be reviewed at least every 12 months for its continued use and need.

ATTACHMENTS

Nil.

Item No: LTC0218 Item 15
Subject: The 'Gear Up Girl' Bicycle Event (Marrickville Ward/Summer Hill & Heffron Electorate/Marrickville & Newtown LAC)
Prepared By: Emilio Andari - Engineer – Traffic and Parking Services
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Advice has been received from Bicycle NSW regarding the 'Gear Up Girl' bicycle challenge to be held on Sunday 11 March 2018, which will involve cycling through the Inner West Local Government Area (LGA).

It is recommended that Council supports the proposed cycling event, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval and advice of the proposed event be forwarded to the appropriate authorities and affected properties by the applicant.

RECOMMENDATION

THAT the 'Gear Up Girl' bicycle event held on Sunday 11 March 2018 be supported subject to the applicant complying with the following conditions:

- 1. The event being advertised in the local newspapers by the applicant in advance of the event;**
- 2. A Traffic Management Plan being submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
- 3. Advice of the proposed event be forwarded by the applicant to the N.S.W. Police, the Transport Management Centre, State Transit Authority, Marrickville & Newtown Local Area Commanders, Fire & Rescue NSW and NSW Ambulance; and**
- 4. Adequate traffic control shall be provided for the protection and convenience of pedestrians, cyclists and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.**

BACKGROUND

A submission has been received from Bicycle NSW advising that this year's 'Gear Up Girl' bicycle challenge will be held on Sunday 11 March 2018 and will involve cycling through the Inner West LGA. The applicant seeks Council's support for this year's event as in previous years.

FINANCIAL IMPLICATIONS

Nil.

OFFICERS COMMENTS

The applicant advised that the 'Gear up Girl' bicycle challenge has rides to cater for women of all ages and abilities, and is enjoyed year after year as a positive experience for all women

who participate. Where possible the ride utilises routes on off-road cycle ways/shared pathways, or dedicated on-road cycle lanes.

The routes chosen showcase Inner West Council's cycling infrastructure, particularly the Cooks River cycle way.

In 2018 Gear Up Girl offers 20km, 40km and 60km ride length options:

20km Beach Ride – Cooks cycleway, start at Wolli Creek to Cronulla.

Start – Riders are released in waves between 8.00am and 9.30am from Cahill Park (west), Wolli Creek and finish at Don Lucas Reserve, Cronulla.

Participants are restricted to 400.

40km Classic Ride – Sydney Olympic Park to Cronulla.

Start – 7.30am from Bicentennial Park, Sydney Olympic Park and finish at Cronulla.

Participants are restricted to 750.

60km Coast Ride – Sydney Olympic Park to Cronulla, including Kurnell.

Start – 7.00am from Bicentennial Park, Olympic Park and finish at Don Lucas Reserve, Cronulla. This ride is a loop ride out to Kurnell and return.

Participants are restricted to 750.

The applicant advised that the Road Occupancy Licence for the event is being negotiated with the Transport Management Centre (TMC). Both the TMC and NSW Police support the event. The proposed cycle route travels along the cycle way, from Illawarra Road, through Mackey Park and Kendrick Park and on the footpath on Princes Highway, Tempe, along the Cooks River (refer to the attached Traffic Control Plans submitted by the applicant).

Illawarra Road will be monitored by traffic controllers and traffic marshals with 'Stop/Slow' traffic control. Richardsons Crescent and Princes Highway will be monitored by traffic marshals at the signalised pedestrian crossing. It should be noted that there are no temporary road closures through the Inner West LGA.

Where required, NSW Police are contracted for event traffic management in the planning and delivery of the event. Police will be located at any intersections as stated on Traffic Control Plans. Bicycle Patrol Unit Police are also recruited to perform a 'mobile' Police presence ensuring participant and community safety along the cycle route.

PUBLIC CONSULTATION

Bicycle NSW advised that a letter will be distributed to all relevant residents and businesses containing advice about the event, and any changed traffic conditions, along with a map showing the changes. This communication will be confirmed in consultation with the local Council and the Transport Management Centre and will be distributed two weeks prior to the event.

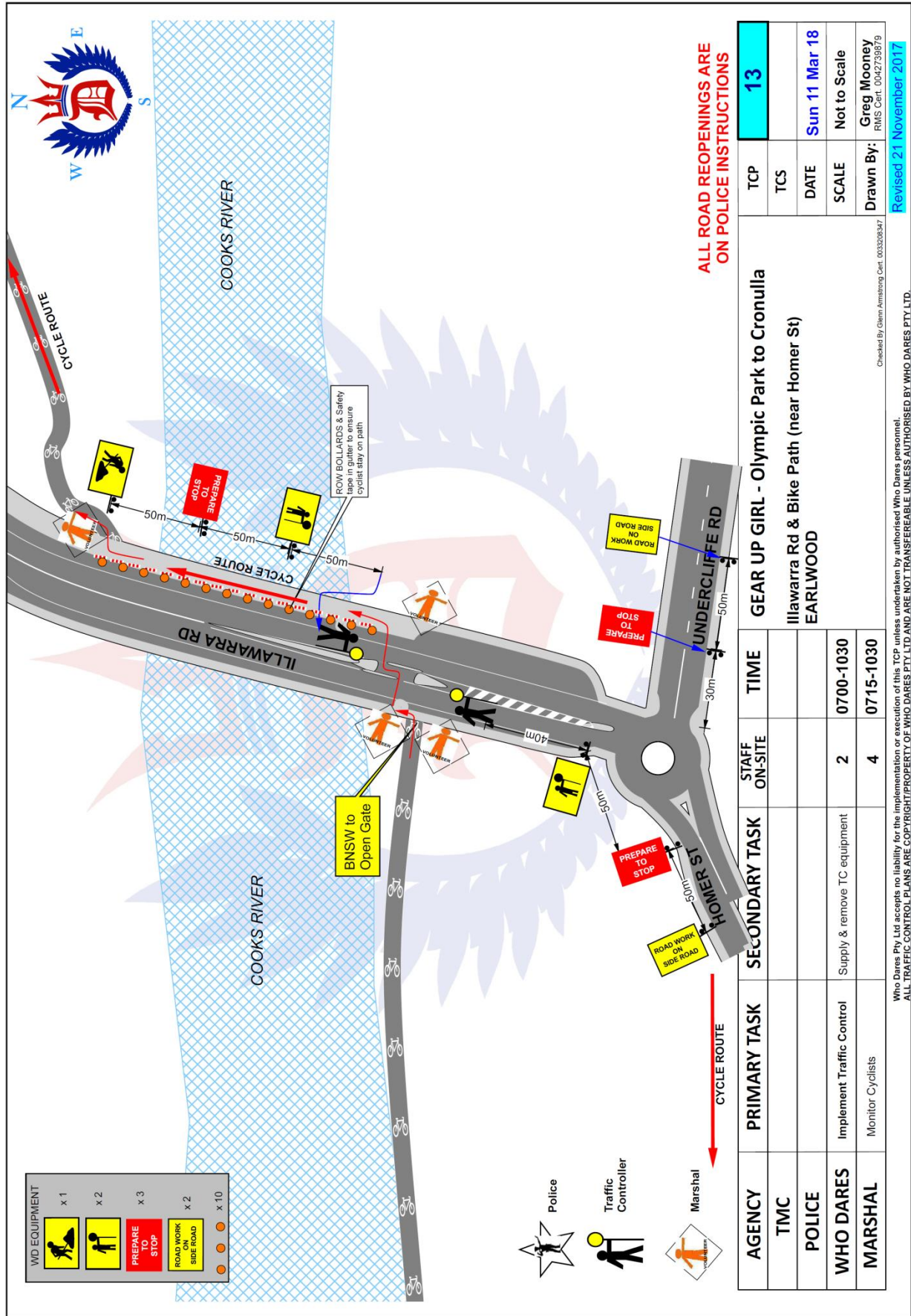
Posters outlining basic details will be installed prior to the event at various locations along any shared pathways used in the event. Local newspaper notices will be allocated to relevant publications detailing any changed traffic conditions as another method of advising residents of the road closures. Newspaper notices will be placed one week prior to the event.

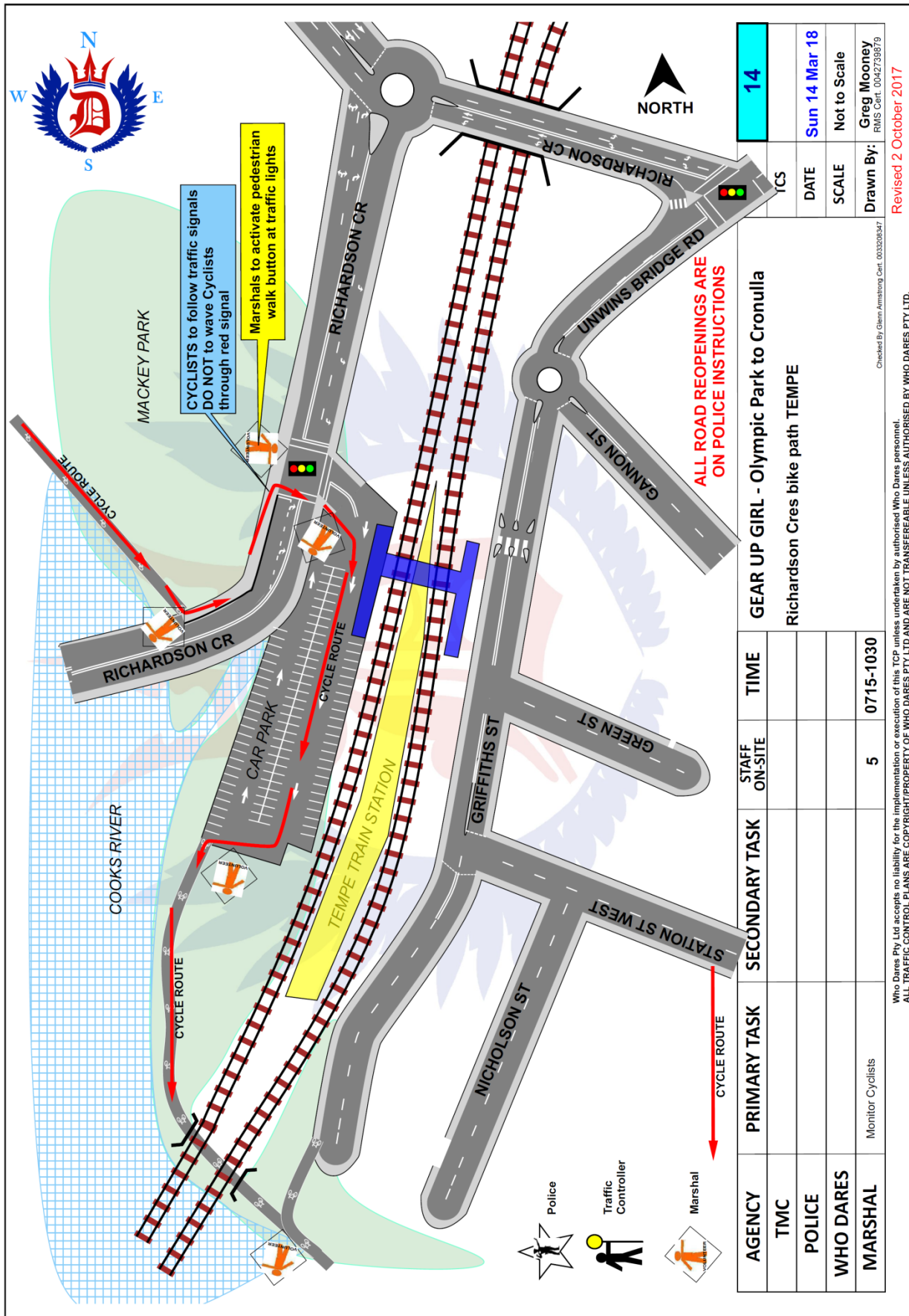
CONCLUSION

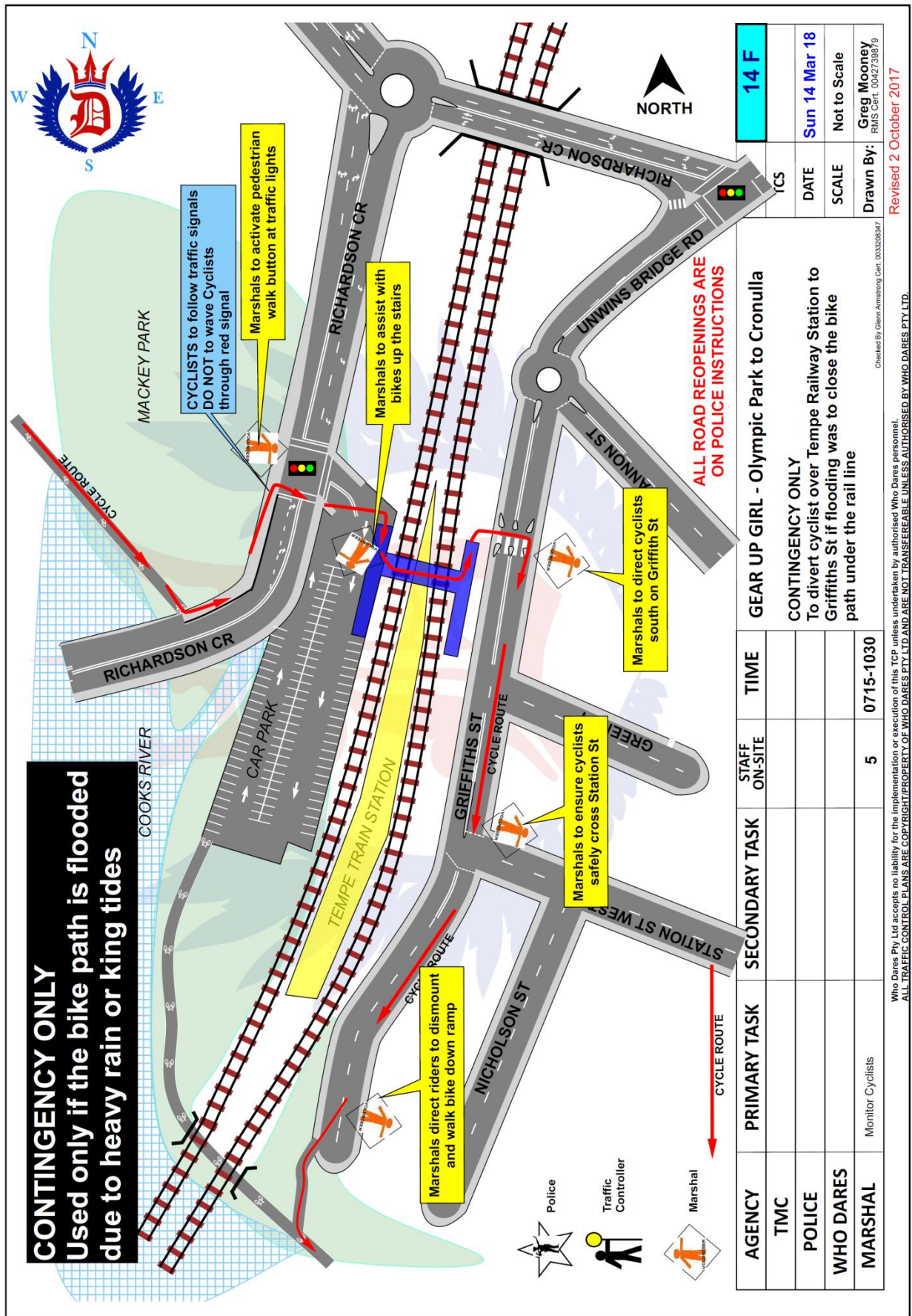
As this event was successfully implemented in previous years, it is recommended that the 'Gear Up Girl' bicycle event held on Sunday 11 March 2018 be supported subject to the applicant complying with the following conditions;

Item 16

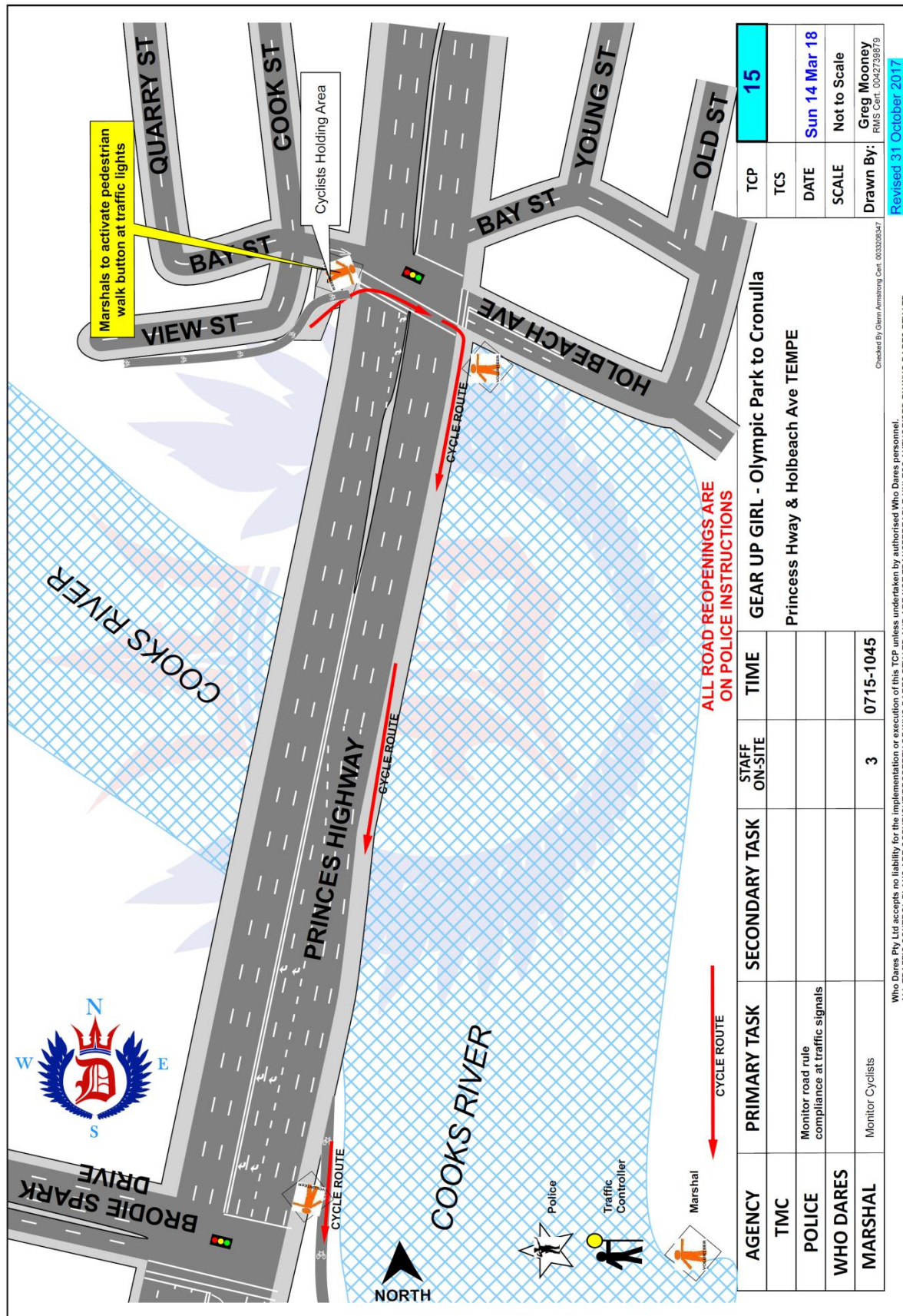
1. The event being advertised in the local newspapers by the applicant in advance of the event;
2. A Traffic Management Plan being submitted by the applicant to the Roads and Maritime Services for consideration and approval;
3. Advice of the proposed event be forwarded by the applicant to the N.S.W. Police, the Transport Management Centre, State Transit Authority, Marrickville & Newtown Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services; and
4. Adequate traffic control shall be provided for the protection and convenience of pedestrians, cyclists and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.







Item 15



ATTACHMENTS

Nil.

Item No: LTC0218 Item 16**Subject:** Rich Street, Marrickville – DA201700558 – For The Redevelopment of Existing Industrial Land Into a Commercial Precinct Adjacent to 1-9 Rich Street (Marrickville Ward / Summer Hill Electorate / Marrickville LAC)**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

An application (DA 201700558) has been received for the Rich Street Precinct and seeks consent for the redevelopment and use of the Rich Street Precinct for a range of creative light industries, offices and food and drink premises and including associated car parking, landscaping and site infrastructure works.

Comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

RECOMMENDATION**THAT the report be received and noted.**

BACKGROUND

An application has been received to seek concept proposal for the site including building envelopes, future land uses, road network upgrades, transport connections, heritage protection, mitigation of environmental impacts on residential and neighbourhood amenity and mitigation of aircraft noise. In addition, detailed consent for Stage 1 of the proposed development comprising: site preparation works including demolition of existing structures and removal of vegetation; construction of 3 new buildings in 2 stages incorporating ground level tenancies and upper level offices and car parking being the 3 storey North Hub building, 4 storey South Hub building and 5 part 6 storey Marker Building; use of the new buildings for a range of creative light industries, office premises and food and drink premises; commercial operation of the proposed car park (excluding at-grade parking); site landscaping including creation of new publicly accessible parks, urban spaces and pedestrian and cycling connections, including the planting of over 50 new trees; public domain works including new internal roads, on-street parking and pedestrian footpaths within the site; associated site infrastructure upgrades; and subdivision of the two southern lots and creation of easements.

The application is required to be referred to the Local Traffic Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

FINANCIAL IMPLICATIONS

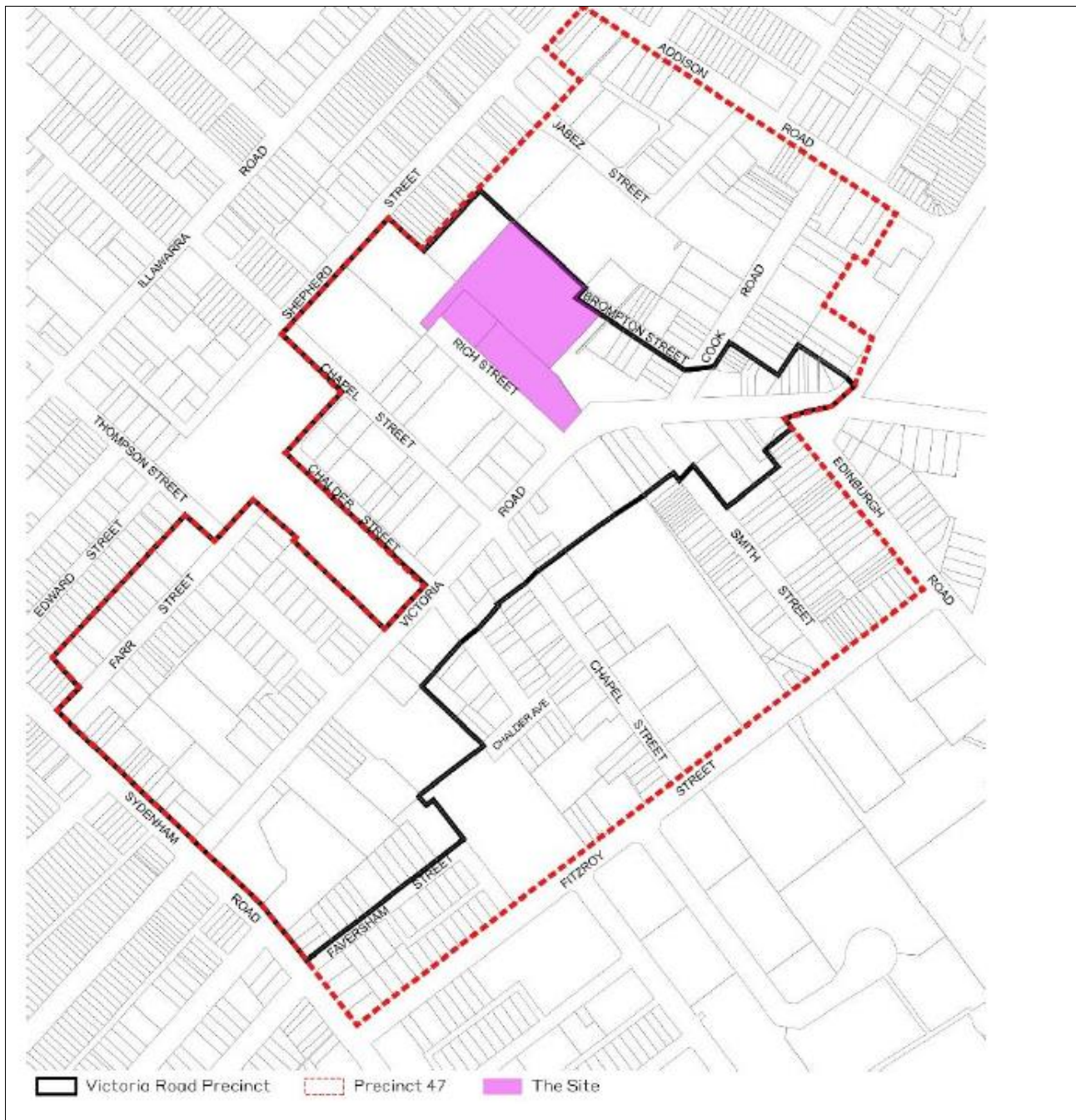
Nil.

OTHER STAFF COMMENTSSite location

The site is located at 1-9 Rich Street, Marrickville within the Inner West Local Government Area. The site is located within the north-western portion of the Sydenham-Marrickville

industrial precinct, and sits within a sub-precinct known as the Victoria Road precinct. Refer to the diagram below. The site has street frontages to Brompton Street to the north, Victoria Road to the east and Rich Street to the south. Vehicular access is available from Brompton Street and Rich Street.

The site is located within an established mixed industrial precinct (B5 Business Development zone) with some non-industrial business uses and residential dwellings also present in the area. Existing development on Rich Street is comprised of a mix of two-storey industrial buildings and offices used for a range of industrial / commercial activities.



The site occupies Lot 5 in DP63446, Lot A in DP178259, and Lot 53 in DP868710 and has a site area of 12,591m² and a frontage of 145m along Rich Street.



Locality and road network

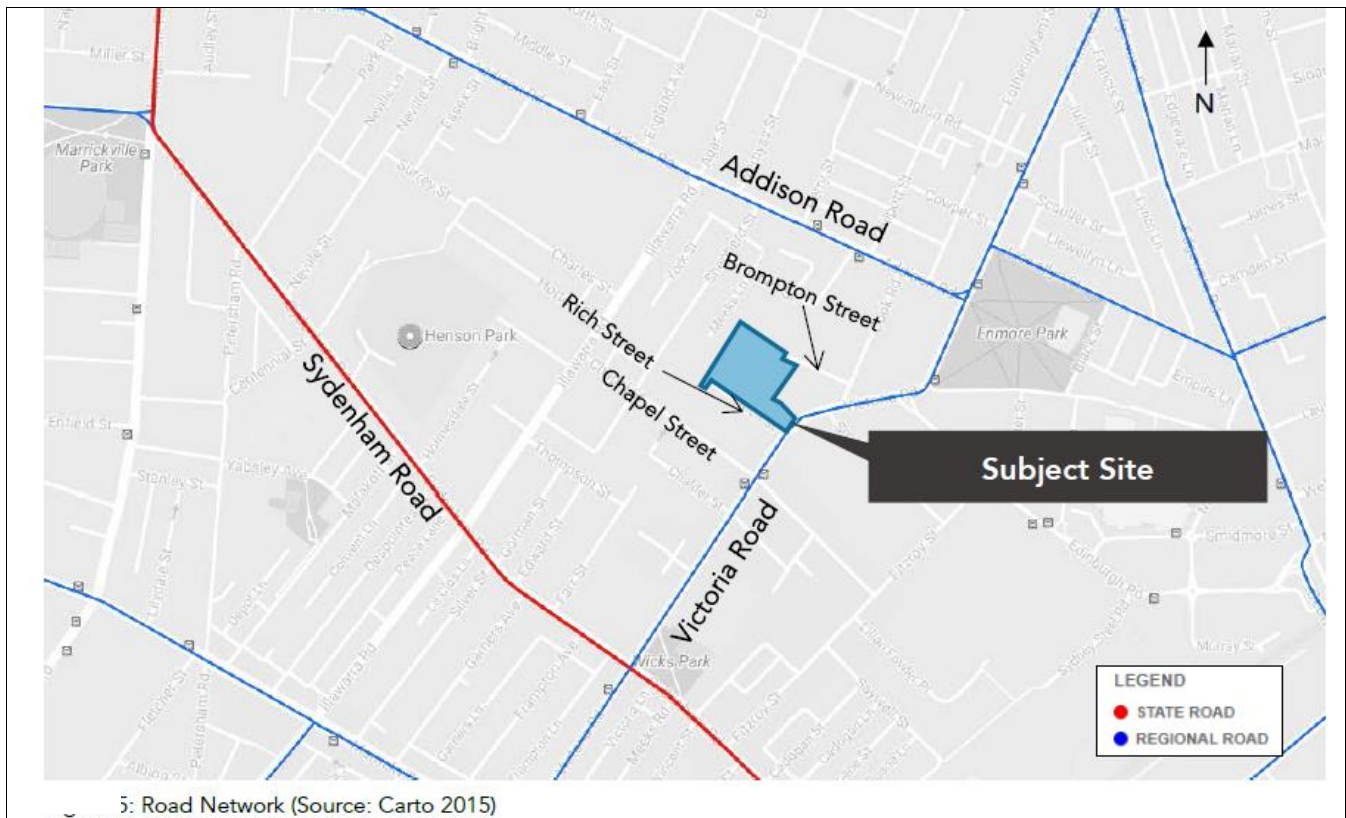
The proposed development site is located in the suburb of Marrickville and is primarily serviced by Victoria Road (a Regional Road carrying approximately 17,000 vehicles per day). Victoria Road intersects with Sydenham Road (a State road) 450 metres south of Rich Street, Marrickville. The intersection of Sydenham Road and Victoria Road is busy and is generally congested throughout the day. Many of the side streets abutting Victoria Road also experience significant delays, nominally Victoria Road/Chapel Street and Victoria Road/Cook Road.

Victoria Road is a two-lane two way sealed road with kerb and gutter on both sides running northeast-southwest between Enmore and Marrickville, with a carriageway of approximately 11.5 metres. Parallel parking is generally permitted on both sides but includes certain time restrictions to allow clearway conditions (north 7-9am and south 4-6pm). The centreline and lane designations are marked and the posted speed limit on Victoria Road is 60 km/h.

Rich Street is a local cul-de sac and is approximately 11 metres in width. Approximately 670 vehicles per day use the street. At present, the northern side of Rich Street has 35 unrestricted 90° angle parking spaces. The southern side of the street consists of an off-street paved area. The speed limit is 50km/h.

Brompton Street is narrower (approximately 7 metre carriageway) with parallel parking on both sides.

It is noted that the nearby intersection of Victoria Road/Chapel Street had been identified as a Blackspot location and an application has been submitted for possible Blackspot funding for the intersection to be signalized, in association with the decommissioning of the mid-block signalized pedestrian crossing just south of the intersection.



The Proposal

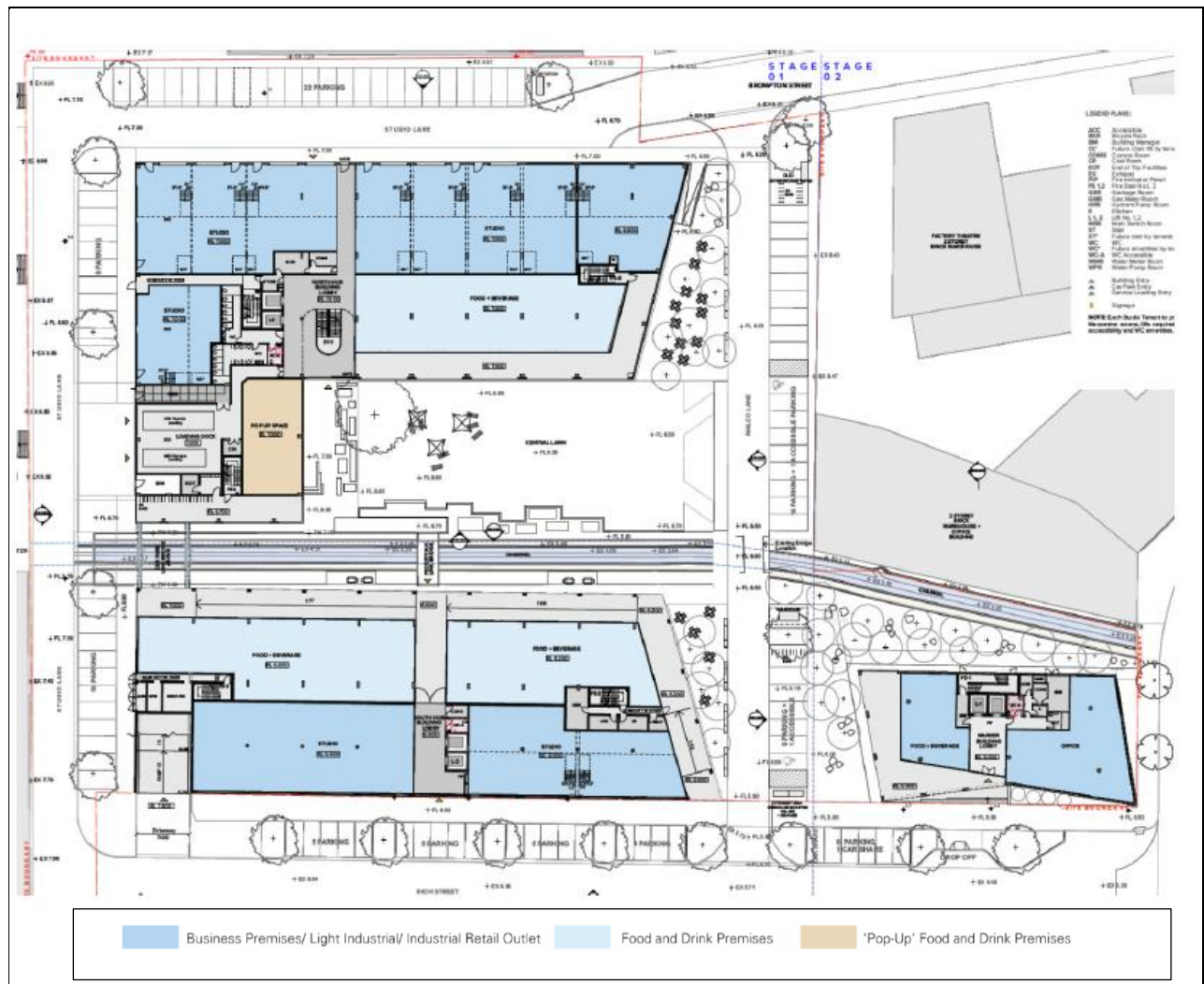
This Concept and Detailed Stage 1 Development Application seeks consent for the development and use of the Rich Street Precinct for a range of creative light industries, offices and food and drink premises and including associated car parking, landscaping and site infrastructure works. Specifically, according to the applicants' SEE report, this application seeks consent for the following development:

- *Concept proposal for building envelopes, future land uses, road network upgrades, transport connections, heritage protection, mitigation of environmental impacts on residential and neighbourhood amenity and mitigation of aircraft noise.*
- *Detailed consent for Stage 1 of the proposed development, comprising:*
 - *Site preparation works including demolition of existing structures and removal of vegetation;*
 - *Construction of three new buildings in two stages incorporating ground level tenancies and upper level offices and car parking;*
 - *Use of the new buildings for a range of creative light industries, office premises and food and drink premises;*
 - *Commercial operation of the proposed car park (excluding at-grade parking);*
 - *Site landscaping including creation of new publicly accessible parks, urban spaces and pedestrian and cycling connections, including the planting of over 50 new trees;*
 - *New internal roads, on-street parking and pedestrian footpaths within the site;*
 - *Associated site infrastructure upgrades; and*
 - *Subdivision of the two southern lots and creation of easements.*

According to the applicants' SEE report it is envisioned that 460 people will be employed on the site upon completion.

The report also notes that access to the site will be provided ‘*via a new privately-maintained road network with connections to Rich Street and Brompton Street, providing access to on-street and internal building parking areas. Specifically, the transport connections are illustrated below and detailed as:*

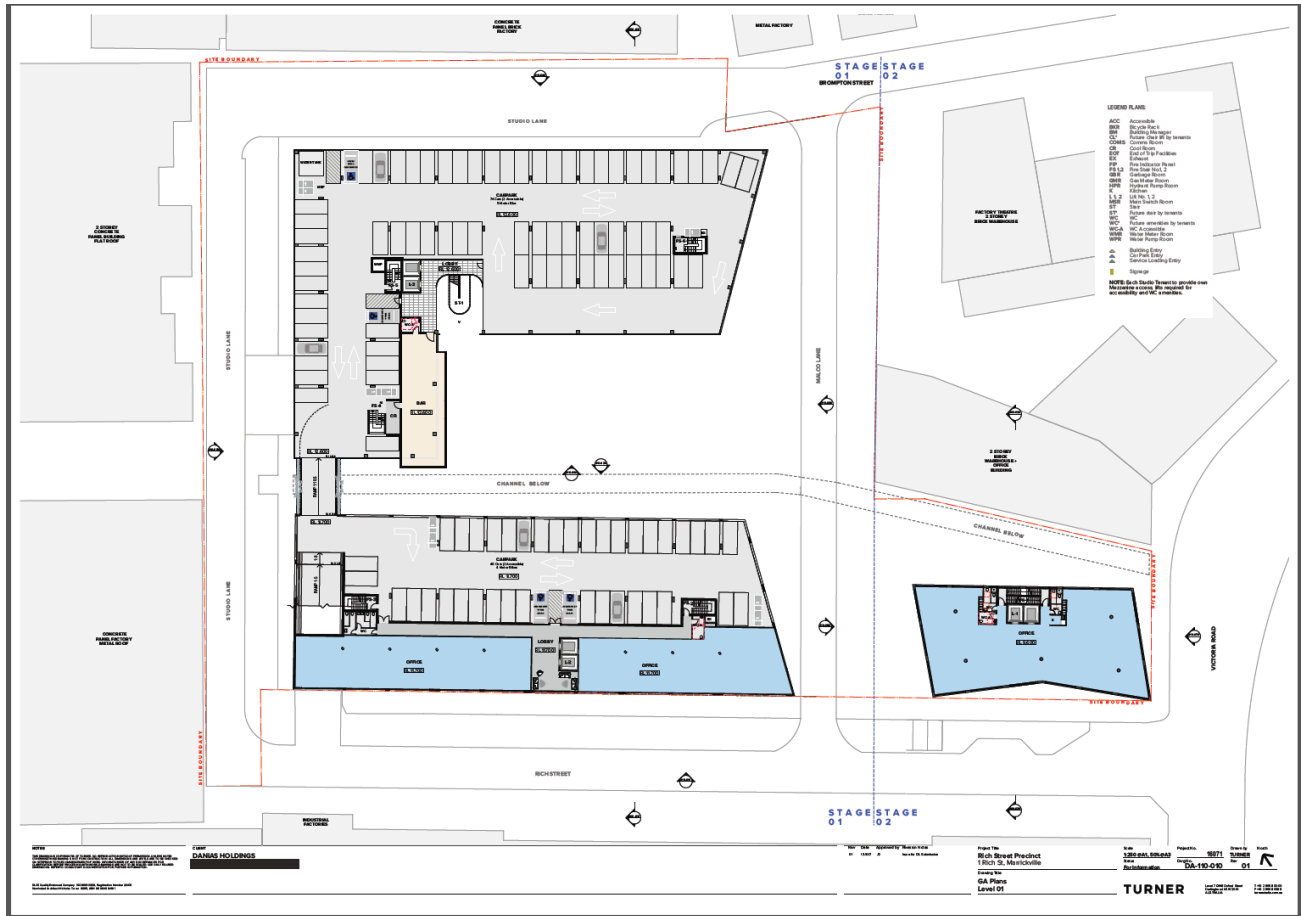
- Publicly accessible Studio Lane along the western and northern property boundaries, connecting Brompton Street and Rich Street in a two-way loop configuration and providing access (and future potential connections) to properties adjoining the site on these property boundaries;
- Publicly accessible Malco Lane connecting Brompton Street and Rich Street, with two-way vehicular access, pedestrian footpath along the eastern side and on-street shared bicycle path.'



Also according to the applicants' SEE report a total of 179 new car parking spaces are proposed as part of this development. They note that spaces will be distributed at ground along Malco and Studio Lanes, as well as at Level 1 of the North and South Hub Buildings. They add that two-thirds of the proposed spaces are to be provided as inside 'secure parking that will be operated as a commercial public car park with ticketed/paid parking. The distribution of the proposed parking (179 spaces) across the site is as follows and shown in the above and below diagrams:

- *Level 1, North/South Hub: 114 spaces.*
 - *North Hub: 74 spaces including 2 accessible spaces; and*
 - *South Hub: 40 spaces including 2 accessible spaces.*
- *Malco Lane: 24 spaces (including 2 accessible).*

- Studio Lane: 41 spaces.



The SEE report also states that the ‘*Parking along Malco Lane and Studio Lane is proposed to be provided for short-stay, accessible and tenant parking and time limits would be posted.*’ and it adds “*it is proposed that parking restrictions would be signposted for on-street parking spaces on Malco Lane and Studio Lane, with time restrictions and a small number of loading spaces. The landowner would seek to enter into an agreement with Council prior to completion of the development to permit Council rangers to enforce these parking restrictions.*”

The SEE report continues stating that ‘*In order to manage car parking demand, it is proposed that the Level 1 car park be commercially operated as a public car park with ticketed/ paid parking. Some tenant car parking may be allocated from the spaces subject to commercial leasing negotiations. Ticket machines and a boom gate would be installed at the base of the car park entrance ramp, with a roller shutter door providing further access control during night time hours.*’ A total of 6 accessible parking spaces are proposed along with 90 bicycle spaces and 9 motorcycle spaces.

The SEE report also states a dual-space loading bay (1 x medium-rigid and 1 x heavy-rigid vehicle space) is proposed to be located on the North Hub ground floor to service the Precinct. Service vehicles will access the loading bay from Studio Lane via Rich Street. It adds that ‘*25 on-street car parking spaces will be re-formed along Rich Street within the road reserve, with works proposed to improve the landscaping, pedestrian footpath, kerb and guttering and parking bays in this location.*’

Overall, it is considered that a number of issues arise regarding the concept proposal as outlined above. First, it is not clear why a paid / ticketed parking station is proposed for this development. It would not be acceptable for the applicant to provide paid parking for employee or visitors to those premises during normal business hours. This type of proposal will encourage employees and visitors to look on-street for parking to avoid paying for parking.

The provision of off-street parking is meant for the benefit of employees and to reduce the impacts of on-street parking within the local area. Adequate on-site parking must be provided for all users as per Council requirements. The applicant also needs to indicate the total mix of visitor spaces / commercial and office spaces provided for the development.

However, it may be acceptable for a paid/ticketed parking station to be used to support surrounding night time entertainment activities outside of 'normal business hours'. The applicant would need to provide a separate parking management plan for consideration by Council for the carpark during and after normal business hours if this was the case.

Furthermore, a commercial tenant will expect parking with their tenancies in general and as discussed above it is questionable whether tenants/workers/visitors will use ticketed parking willingly. With the estimated employment rate for the proposed development of around 460 staff and the location not conveniently located to all public transport adequate on-site parking is essential. People will visit the site, suppliers and workers will want to park their vehicles, most all day.

Unless the proposed roadways provide a public benefit such as improved transport accessibility through this area Council may not be willing to take on the responsibility for owning and maintaining any proposed roads for the development. Furthermore, Council Rangers do not enforce parking restrictions on private land. Any right of way / easements will have to be reviewed/ rewritten as part of any approval.

It is noted that no detail has been given in any of the supporting documents about the loss of 10 public and unrestricted parking spaces on Rich Street when Rich Street is 're-formed' by the proposed development. At present the northern side of Rich Street has 35 unrestricted 90° angle parking spaces, should the development go ahead *'25 on-street car parking spaces will be reformed along Rich Street.'*

Public Transport

Two bus stops are located on the Victoria Road and Chapel Street intersection, approximately 220m and 260m south of the site. Routes 423, 426 and the Metrobus M30 service these stops. The site is located approximately 1.4km north of Sydenham Station, 1.7km west of St Peters Station, 1.7km south-west of Newtown Station and 1.8km north east of Marrickville Station. Ideally the maximum walking catchment distance to a railway station is one (1) kilometre.

Parking

According to the applicants' Traffic report, the development proposal involves the redevelopment of the existing industrial land into a commercial precinct comprising:

- 13,834m² GFA in total, comprised of;
 - 9,238m² (9,300m² in SEE report) GFA of **office space**, including a mix of larger floor plate and smaller innovation style suites
 - 2,826m² GFA of ground floor and mezzanine studio workshop and creative arts spaces (**Business** / light industrial ?)
 - 1,770m² GFA of ground floor food and beverage and pop-up **retail** spaces
- A landscaped central space;
- An internal car park as well as external car parking spaces (179 spaces); and
- **Private roads** and public domain improvements.

The proposed development lies within Council's Parking Area 2 and the parking provision required is estimated to be **227** ('Business' down to 149 'Industrial') spaces:

Office premises - 1 per 80m² GFA for staff & visitors

9238m² = 115.475 spaces - **116**

Business premises; retail premises; shops - Over 1,000m² - 20 + 1 per 30m² GFA over 1,000m² GFA for customers & staff

2826m² = 20 + 60.866 = 88.866 spaces - **89**

Restaurant and takeaway food or drink premises - 1 per 80m² GFA for customers & staff

1770m² = 22.125 spaces - **22**

It is noted that the applicants' Traffic report states that 'studio' space is considered to be classified as 'office' premises however note that the applicants' Plan of Management report says that tenancies designated as either 'studio' or 'tenancy' are intended to be used either as 'light industry (creative purpose), including possible retail and/or 'business premises' noting that there exists a potential for division of tenancies within each space. Therefore it is considered acceptable to use 'Business premises' and not 'light industrial'.

The SEE report notes that '*Parking Area 2 parking rates have been adopted for this project. Application of these rates results in a total car parking requirement for the development of 150 spaces.*' The applicants' Traffic report calculates that 177 parking spaces are required for the proposed development and details that car parking provision in the propose development will be as follows:

Location		Number
Level 1 car parking	North Hub	74
	South Hub	40
Internal Parking Subtotal		114
Studio Lane	West	19
	North	22
Malco Lane		24
On grade On-site Subtotal		65
Total On-site Car Parking		179

By contrast, using RMS's *Guide to Traffic Generating Developments* and the applicants' Traffic report 'commercial purposes' category the parking provision for 13,834m²GFA would be **346** parking spaces using the following given rate:

Office and commercial premises – 1 space per 40m²GFA (unrestrained situation, ie. parking provided on-site)

It is noted that the unrestrained situation assumes a peak mode split for cars of 0.62, car occupancy of 1.19 and a mean employee density of 4.75 employees per 100m²GFA.

The applicants' SEE report states that 179 spaces are proposed to be provided with 114 of these provided as 'secure parking' (ie. ticketed and not publically available free of charge to either staff or visitors).

It is highly questionable whether the parking provision proposed by the applicant is adequate for the proposed use(s). On-site parking provision is to be ticketed and some patrons (staff

and/or visitors) may be reluctant to use it and seek parking on-street further congesting any available parking that is free of charge.

Further, adjoining redevelopment at the 'Factory' should it go ahead will result in a loss of 20 parking spaces, further compounding pressure on any available on-street parking in the locality.

Providing one carshare space on Rich Street is not acceptable as any provision should be provided on-site accordingly. The drop-off space should also be considered on-site.

Accessible Parking

Council's DCP 2.5 – Equity of Access and Mobility – requires 1 accessible parking space for every 10 parking spaces for commercial and industrial developments.

With an estimated car parking requirement of 227 ('Business') 27 accessible car parking spaces are required for the proposed development. Only 6 accessible spaces have been designated by the applicant for the development, four in the internal car park and 2 at grade along Malco Lane, which does not meet Council's requirements.

Bicycle parking

Council requires **82** bicycle parking spaces estimated as follows:

Office premises – 1 per 200m²GFA for staff + 1 per 750m²GFA for visitors for premises over 1000m²

$$9238\text{m}^2 = 46+12 = 58$$

Business premises – 1 per 300m² for staff + 1 per 500m² for customers if premises over 1000m²

$$4596\text{m}^2 = 15+9 = 24$$

The applicants' SEE report states that "*a total of 90 bicycle spaces are proposed to be provided, which is generally consistent with the rate required under the DCP when in-tenancy bike parking for ground-floor business premises is also taken into consideration.*"

The applicant's Traffic report says bicycle parking requirements for the three buildings requires 98.6 bicycle spaces and the proposed development provides 100 bicycle spaces:

- 60 off adjacent the loading dock
- 20 off adjacent the Marker Building on Malco Lane
- 20 off adjacent the North Hub Building on Malco Lane.

The DCP also outlines a requirement of a clothes locker per 3 staff bicycle spaces. With a total of 81 staff spaces, this equates to a requirement of 27 lockers. 1 unisex shower is provided in the Marker Building(closest to Victoria Street), satisfying the minimum shower provision requirement of 1 shower in the DCP.

It is noted that it would seem highly unlikely that out of the 460 employees that 100 of them would ride to work in any case, however the requirement as detailed would satisfy Council requirements for bicycle parking.

Motorcycle parking

Provision for motorcycle parking is 5% of car parking requirements therefore the proposed development requires between 11 spaces.

The applicants' Traffic report states that the development proposes 9 motorcycle parking spaces in the internal car park. It is noted that the spaces will be only accessible through the commercially operated internal car park as 'ticketed/paid parking', which may act as a deterrent to motorcyclists actually using the proposed provision.

It is noted that the provision of 11 spaces would need to be met and ideally these should be a mixture of on-street and off-street.

Car park access and layout

All ramps and car parking spaces must be in accordance with Australian Standard AS2890.1-2004 Parking Facilities and AS2890.6-2009 Off-street parking for people with disabilities.

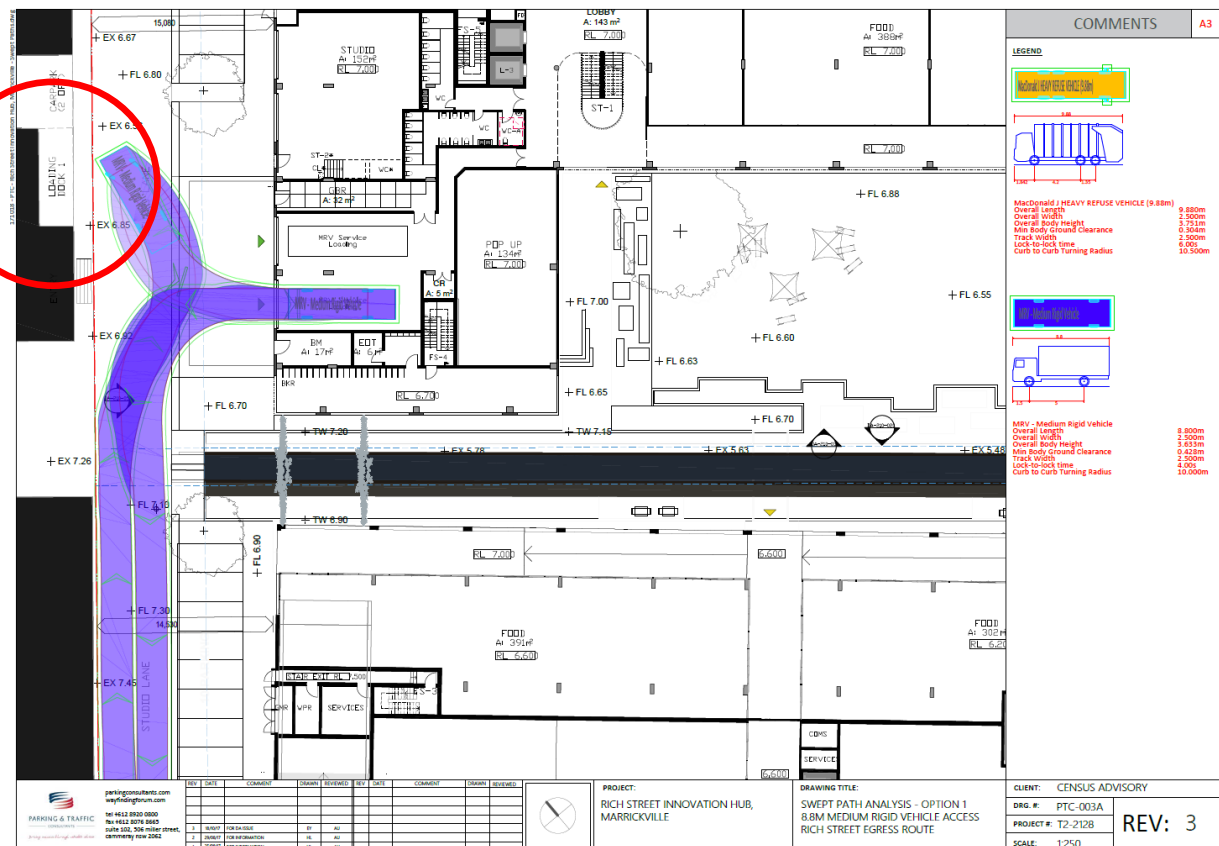
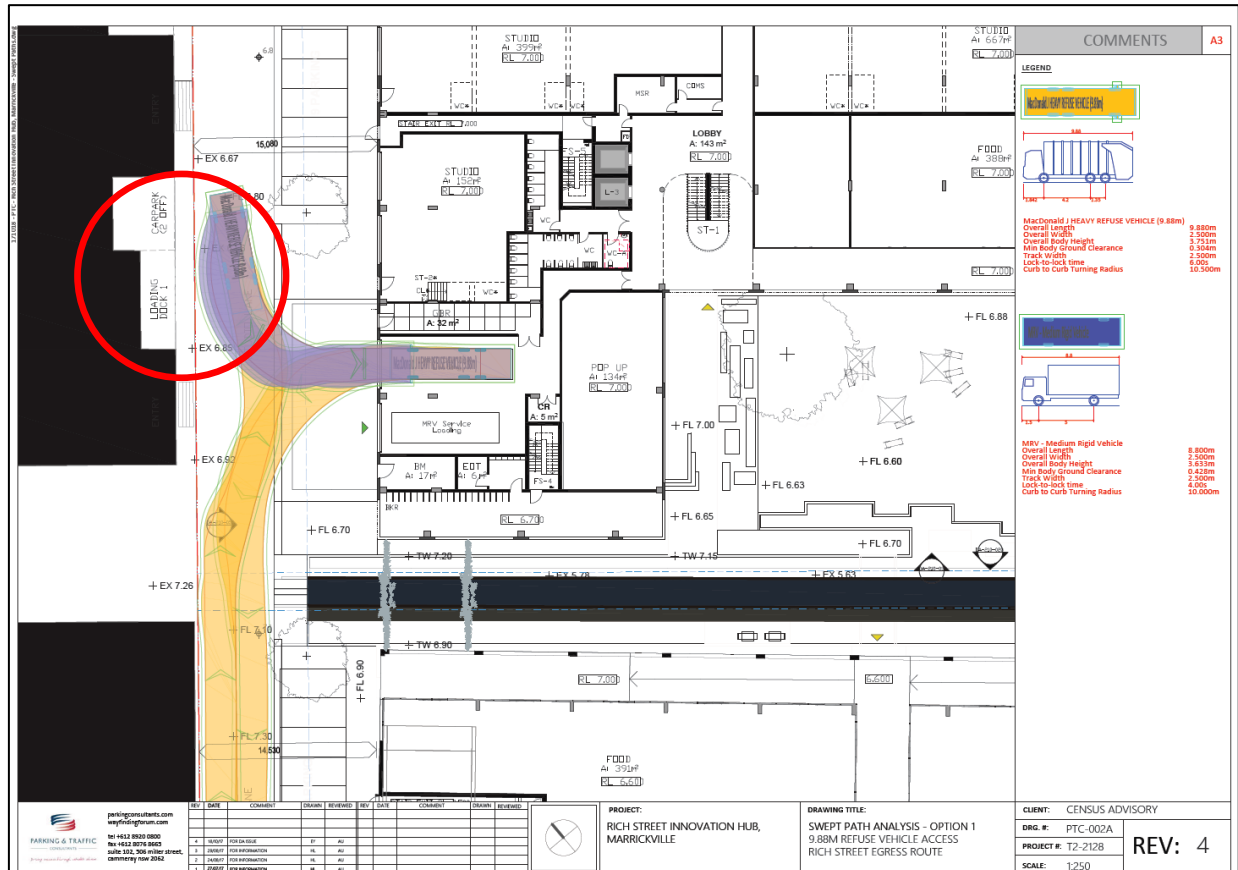
It is noted that Council's Development Engineering Section will evaluate the adequacy of the proposed development's driveway, ramps, car parking and circulation patterns.

Servicing

The applicants' Traffic report states that *"Two loading bays have been provided on the ground level on the north-western end of the site to facilitate deliveries and waste collection. The smaller bay has dimensions of 9.0m x 2.5m and will accommodate vehicles up to a Medium Rigid Vehicle (MRV) in size. The larger bay has dimensions of 10m x 3.5m and will accommodate vehicle sizes up to a 10m waste collection vehicle."*

The SEE report states that the dual-space loading bay (1 x medium-rigid and 1 x heavy-rigid vehicle space) proposes are to be for shared use across the site with the capacity to accommodate vehicles up to 12.5m in length, yet the larger bay measures 10 metres in length according to the above given dimensions.

Respective swept path diagrams are given below. It is noted that the proposed loading docks are opposite the loading dock at 11 Meeks Lane and it is possible that the swept paths shown may be hindered with parking and loading/unloading activities associated with those occurring at 11 Meeks Lane, Marrickville.



RMS's *Guide to Traffic Generating Developments* for 'commercial premises' (office and commercial) gives the following rates – 10 daily vehicle trips per 100m²GFA and 2.0 peak hour vehicle trips per 100m². Thus, the proposed development – 13,834m² (9,238m² office; 2,826m² commercial; 1770m² retail) - could be expected to generate up to **1,380** vehicle trips per day and **277** vehicle trips per peak hour.

It is noted that this traffic generation rate seems reasonable in light of the anticipated 460 employees expected to be at the site in addition to visitors, clients/customers and deliveries.

The applicants' Traffic report states that the proposed development will primarily be used for commercial purposes. *"Ancillary uses such as cafes, restaurants, workshops, etc. are expected to predominantly serve the users of the offices and hence will not generate external trips as it is envisaged that it is unlikely for external users to travel to the development location for these ancillary uses. As such, the gross floor area (9,238m² GFA) of the office areas has been used to determine traffic generation."*

They give traffic generation rates for peak hour vehicle trips for 'office buildings' according to Technical Direction 2013/04 (TDT) of:

- ☐ Morning peak hour vehicle trips: 1.6 per 100m² gross floor area
- ☐ Evening peak hour vehicle trips: 1.2 per 100m² gross floor area

It is noted that to simply use the GFA of the listed 'office' space (9,238m²) is not a sufficiently comprehensive assessment to determine the traffic generation of the proposed development adequately. Surely the 4,596m²GFA not included in the traffic generation analysis must be accounted for in some manner. It is not satisfactory that they have chosen the proposed development to be assessed in this way as the site would attract external visitors/suppliers and the site does not have ready access to the rail network per sec.

An extra 1,400 odd vehicle trips per day and 300 odd peak hour vehicle trips generated by the proposed development will impact the operating capacity of the adjoining intersection of Rich Street and Victoria Road, Marrickville as well as impact on other intersections in the locality.

It is noted that intersections in the locality are already congested and operating at Level of Services of 'C', 'D' and 'E' and any added traffic generation in the locality (above that generated by existing uses) will make congestion worse.

Should the development ever go ahead it is recommended that further assessment be carried out to see whether existing road infrastructure changes are required, such as 'Left in' and 'Left out' at the intersection of Rich Street at Victoria Road, Marrickville. In addition, investigation is required into possible contribution forthcoming by the applicant into upgrading the nearby major intersection of Victoria Road at Sydenham Road, Marrickville.

PUBLIC CONSULTATION

Consultation/notification regarding the proposal would normally be undertaken by Council's Development and Planning Services as part of the development application process.

CONCLUSION

The proposed development is not supported in its current form because of the following issues:

- GFA uses/areas need to be identified and itemised more precisely. It is difficult to adequately determine parking provision requirements and/or traffic generation rates for the proposed development, especially when those uses have the potential to change in the future (as detailed in the applicants' Operational plan of Management).
- Paid parking is not supported during the hours of normal business operating hours.

- The applicants' Traffic report uses different criteria for traffic generation analysis and parking – analysis should be consistently based.
- Account for the loss of 10 unrestricted on-street parking spaces on Rich Street due to Rich Street being re-formed' by the proposed development. At present the northern side of Rich Street has 35 unrestricted 90° angle parking spaces and the development proposes 25 spaces on Rich Street, Marrickville.
- The proposed development does not comply with Council's parking requirements as it stands, nor with Council's accessible parking requirements and motorcycle parking requirements.
- The traffic generation rates given for the proposed development by the applicant are not considered to be truly reflective of the possible increases in vehicular traffic that may be generated by the proposed development. 'Office building' use alone is not a sufficient basis to estimate expected traffic generation rates for the proposed use adequately – all uses on the site will generate vehicular traffic and need to be assessed accordingly.

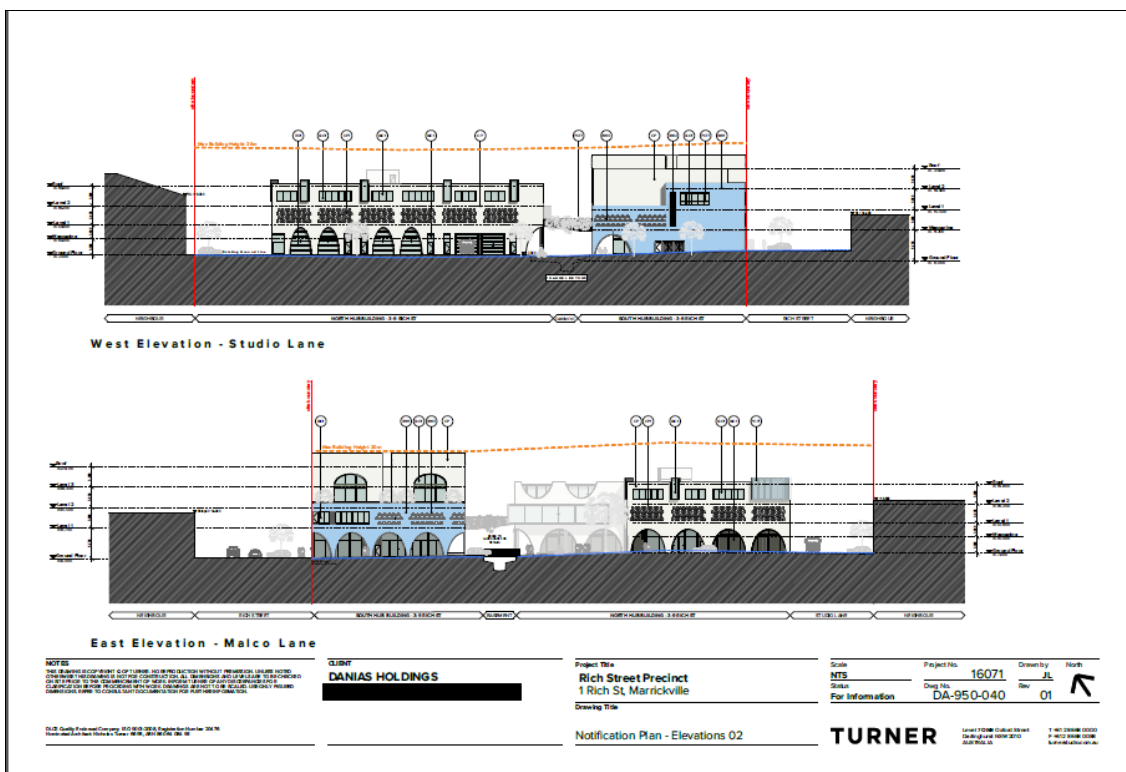
The following issues would also need to be investigated and addressed:

- clarifying management details of the new private road infrastructure.
- further investigation is required into whether the proposed development should contribute to any public road infrastructure projects due to increases in the probable traffic impacts resulting from the proposed development, especially added traffic congestion at intersections in the locality (eg, Left-in and Left out only restrictions at the intersection of Rich Street and Victoria Road, Marrickville along with the future upgrade of Victoria Road with Sydenham Road, Marrickville).
- The provision of car share within the development site.

Principally, a number of issues arise regarding the concept proposal that should be revisited. As already outlined above, generally a commercial tenant will expect parking with their tenancies and it is questionable whether tenants/workers/visitors will use ticketed parking willingly. With an expected employment rate for the proposed development of around 460 staff and a location not really next-door to public transport adequate on-site parking is essential. People will visit the development, suppliers will service the development and workers will work in the development and many will want to park their vehicles, in a locality where any available parking provision is already highly utilised.

It is recommended that the above traffic related comments be forwarded to Council's Development Assessment Section.





ATTACHMENTS

Nil.