

AGENDA



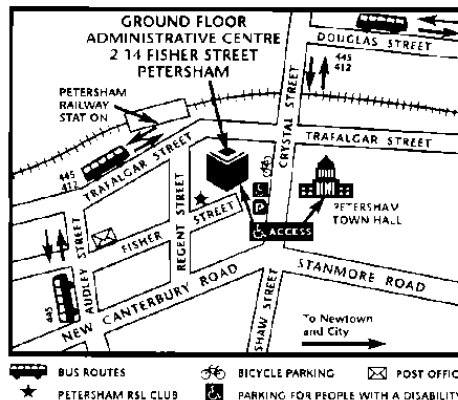
INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 6 MARCH 2018

10.00am

WHERE YOU CAN FIND US



Location: Petersham Service Centre, 2-14 Fisher Street, Petersham

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.

AGENDA

1	Apologies	
2	Disclosures of Interest	
3	Confirmation of Minutes	PAGE
	Minutes of 6 February 2018 Local Traffic Committee Meeting	5
4	Matters Arising from Council's Resolution of Minutes	
5	Part A – Items Where Council May Exercise Its Delegated Functions	

Traffic Matters

ITEM		PAGE
LTC0318 Item 1	Croydon Road, Croydon - Proposed statutory 'No Stopping' Restrictions at Intersection With Anthony Street (Ashfield Ward/Strathfield Electorate/Ashfield LAC)	31
LTC0318 Item 2	Railway Parade, Marrickville - Proposed Temporary Road Closure For Two Special Events On Friday 30 March 2018 & Saturday 31 March 2018 (Marrickville Ward/Summer Hill Electorate/Inner West LAC)	38
LTC0318 Item 3	Darling Street between Mort Street and Curtis Road, Balmain - Road Occupancy - ANZAC Day Dawn Service(Balmain Ward/Balmain Electorate/ Leichhardt LAC)	52
LTC0318 Item 4	Route EW14 (Thames Street & Curtis Road, Balmain) and Route NS08 (Mackenzie Street, Leichhardt) - Bicycle Facilities (Balmain & Leichhardt Wards / Balmain Electorate / Leichhardt LAC)	59

Parking Matters

ITEM		PAGE
LTC0318 Item 5	Esk Lane, Marrickville - Implement 'No Stopping' (Marrickville Electorate/MarrickvilleWard/Inner West LAC)	70
LTC0318 Item 6	Cambridge Street, Stanmore - Implement Permit Parking (Newtown Electorate/Stanmore Ward/Inner West LAC)	72
LTC0318 Item 7	Whites Creek Lane, Leichhardt (Leichhardt Ward, Balmain Electorate, Leichhardt LAC)	75
LTC0318 Item 8	Douglas Lane, Stanmore, Install 'No Parking' at rear of 31 Temple Street (Newtown Electorate/Stanmore Ward/Inner West LAC)	77
LTC0318 Item 9	Morton Street, Lilyfield - Proposed 'No Parking' Restrictions (Balmain Ward/Balmain Electorate/Leichhardt LAC)	79
LTC0318 Item 10	Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, Leichhardt - Resident Parking Scheme (Balmain Ward/Balmain Electorate/Leichhardt LAC)	82

LTC0318 Item 11	Kensington Lane, Summer Hill - Request For 'No Parking' Restrictions (Leichhardt Ward/Summer Hill Electorate Ashfield LAC)	88
LTC0318 Item 12	MaCaulay Lane, Stanmore - Implement 'No Parking' rear of 111 Corunna Road (Newtown Electorate/Stammore Ward/Newtown LAC)	95
LTC0318 Item 13	Sydenham Green Skate Park, Sydenham – Proposed Timed Angle Parking Restrictions (Marrickville Ward/Heffron Electorate/Inner West LAC)	97
LTC0318 Item 14	Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)	100

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

ITEM	PAGE
LTC0318 Item 15	Change Of Local Traffic Committee Meeting Date For April 2018 (All Wards/All Electorates/All LACs)
	103
LTC0318 Item 16	Livingstone Road, Marrickville – Temporary Road Closures For 'Good Friday' Processions On 30 March 2018 (Marrickville Ward/Summer Hill Electorate/Inner West LAC)
	104
LTC0318 Item 17	Livingstone Road, Marrickville – Temporary Road Closures For The Orthodox Easter Processions On 6 & 7 April 2018 (Marrickville Ward/Summer Hill Electorate/Inner West LAC)
	106

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held at Chamber Room, Petersham Service Centre on 6 February 2018**

Meeting commenced at 10.03am

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)
Clr Marghanita Da Cruz	Leichhardt Ward (Alternate Chair)
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Mr Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Sgt John Micallef	NSW Police – Burwood & Campsie
Sgt Dan Chilvers	NSW Police – Leichhardt
SC Anthony Kenny	NSW Police – Inner West Area Command
Sgt Trudy Crowther	NSW Police - Burwood
SC Germaine Grant	NSW Police - Burwood
SC Sam Tohme	NSW Police - Campsie
Mr Ryan Horne	Roads and Maritime Services

OFFICERS IN ATTENDANCE

Mr Peter Whitney	State Transit Authority
Mr Colin Jones	Inner West Bicycle Coalition
Mr John Stephens	IWC's Traffic and Transport Services Manager
Mr George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Ms Jenny Adams	IWC's Engineer – Traffic and Parking Services
Mr Boris Muha	IWC's Engineer – Traffic and Parking Services
Mr David Yu	IWC's Engineer – Traffic and Parking Services
Mr Emilio Andari	IWC's Engineer – Traffic and Parking Services
Ms Christina Ip	IWC's Business Administration Officer

VISITORS

Mr Richard Mazzeo	Item 8
Mr David Tierney	Item 16
Mr Andrew Morse	Item 16
Ms Leonie Derwent	Item 17
Mr Denis Doyle	Item 17
Ms Anne-Therese King	Item 17
Mr John Johnson	Item 17
Ms Natalie Lovett	Item 17
Resident of Hornsey Street, Lilyfield	Item 17

APOLOGIES:

Mr Jamie Parker MP	Member for Balmain
Ms Sophie Cotsis MP	Member for Canterbury
Mr Ron Hoenig MP	Member for Heffron
Ms Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Mr Wal Petschler	IWC's Group Manager, Roads, Traffic and Stormwater

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

- The Local Traffic Committee recommendations of its meeting held on 2 November 2017 and the Extra-Ordinary Local Traffic Committee recommendations of its meeting held on 3 November 2017 were adopted at Council's meeting held on 12 December 2017, with the exception of:

Item 13 of the 2 November 2017 meeting where Council resolved to amend the recommendation to:

THAT Council:

1. Install a resident parking scheme "2p 8am-10pm Mon-Fri, Permit holders excepted, area A1" on the west side of Edith Street, Leichhardt (South of Marion Street); and
2. Limit the number of permits per eligible households to a maximum of 2 residential permits only.

- The representative for the Member for Balmain requested that Item 36 of the minutes for the Local Traffic Committee meeting held on 7 December 2017 be amended to include that he had proposed installing 'No Parking– Motor Vehicles Under 4.5t GVM Excepted' restrictions to prevent advertising trailers parking on Frederick Street, Ashfield.

Clr Da Cruz advised that, effective from 1 March, changes to the State Environmental Planning Policy banning advertising trailers will allow Council Officers to monitor and enforce advertising trailers parked on roads.

- IWC's Manager for Traffic and Transport Services tabled the following amendments to the Minutes for Item 30 of the Local Traffic Committee meeting held on 7 December 2017 from resident Ms Andrea Fernandes:

Ms Fernandes stated that the proposed shared path in Edwin Street would be unsafe, antisocial 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's car 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: (1) there will be no separation between a shared path and residents' driveways, fencing and gates; (2) bollards within the footpath at two intersections; (3) a 'dog-leg' turn on a gradient in front of Tempe Public School; (4) unavoidable dismount at busy Gannon Street; and (5) sharp turns at the 'bottleneck' Gannon Street roundabout towards Tempe station.
- 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.
- In principle, Transport for NSW does not support shared paths, particularly when close to schools and train stations.
- Bike Marrickville, an advocate for new cyclists, is not in support of the proposed Edwin Street shared path.

- It is unclear where the shared path would take leisure and vulnerable cyclists. It 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 circulated photographs that visually demonstrated the poor sightlines - from both cyclist and resident perspectives – that a proposed Edwin Street shared path would have. She 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.

The Committee members agreed with the amendments to the Minutes.

The Minutes of the Local Traffic Committee Meeting held on Thursday, 7 December 2017 are awaiting adoption.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC0218 Item 1 Learmonth Street, Haberfield – Proposed speed cushions (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

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.

Officer's 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 design plan Nos. RC550-A Ed. 1, RC550-B Ed. 2, RC550-C Ed. 2) be SUPPORTED.

DISCUSSION

Police representatives stated that the reported 85th percentile speed in Learmonth Street does not support the need for speed cushions.

Council Officers advised that a Local Area Traffic Management study had identified speed cushions as a treatment to slow vehicle speeds and manage anti-social behaviour, including burnouts, in the street. It was advised that further treatments will be implemented in stages in surrounding streets as a result of the study.

Council Officers tabled an email from a resident who made a submission during the consultation period but could not attend the meeting. The resident wrote that he does not believe the proposed speed cushions is the right solution and will cause other problems and attached a photo of tyre marks on the road caused by burnouts near his property on

Learmonth Street.

Police representatives advised that they have seen skid marks on the road during inspections of Learmonth Street and concluded that drivers reverse onto the speed hump and use it to take off from to do burnouts. Police representatives advised that the speed cushions may assist in managing anti-social behaviour; however, to address the issue, it is necessary for Police to identify the anti-social drivers and take enforcement action.

Council Officers proposed installing radar speed units in Learmonth Street and advised that these units, along with the distribution of residential bin stickers with text 'SLOW DOWN In my street' have previously been successful in reducing speeds in streets in the Leichhardt area. It was noted that rotating the radar speed units could also strengthen their effectiveness.

The Committee agreed to defer the proposed installation of speed cushions to allow Council Officers to install radar speed units for a period of time and report back to the Committee.

COMMITTEE RECOMMENDATION

THAT Council Officers install radar speed units on Learmonth Street, Haberfield and presents results back to the Committee.

For motion: Unanimous

LTC0218 Item 2 Boomerang Street, Haberfield – Proposed speed cushion (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

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.

Officer's 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 design plan No. RC551-A Ed. 1) be SUPPORTED.

DISCUSSION

Clr Passas expressed safety concerns regarding the left turn exit from City West Link Road into Boomerang Street as motorists tend to make the turn at high speed. The representative for the Member for Balmain stated that the signage indicating the Boomerang Street exit is unclear and suggested that clear signage be installed before the exit to allow drivers sufficient time to slow down and turn from an appropriate distance.

Council Officers stated that linemarking and signage treatments can be investigated with RMS to improve the visibility of the Boomerang Street exit.

The Committee members agreed with the Officer's recommendation and agreed for

linemarking and signage improvements at the Boomerang Street exit of City West Link Road be investigated.

COMMITTEE RECOMMENDATION

THAT:

1. 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 design plan No. RC551-A Ed. 1) be SUPPORTED.
2. Council Officers liaise with RMS to investigate appropriate linemarking and signposting for the Boomerang Street exit from City West Link Road, Haberfield.

For motion: Unanimous

LTC0218 Item 3 Audley Street, Petersham – Temporary Full Road Closure For Special Event On Sunday 4 March 2018 (Stanmore Ward/Newtown Electorate/Marrickville LAC)

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.

Officer's 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.

DISCUSSION

Police representatives advised that Police will be assessing traffic control plans for these types of events to check they have adequate hostile vehicle mitigation. The representatives suggested including guidelines for hostile vehicle mitigation in Council's traffic events guide.

Police representatives noted that the applicant for this event will be using water-filled barricades and advised that they are not sufficient to mitigate hostile or out-of-control vehicles and concrete barricades are more appropriate.

Council Officers suggested adding another condition to the recommendations requesting the applicant replace the water-filled barricades with concrete barricades and provide sufficient mitigation at entry points for errant vehicles. Council Officers stated that when community events are presented to the Committee, Council could request applicants provide concrete barricades instead of water-filled barricades.

The representative for the Inner West Bicycle Coalition requested for part 9 of the recommendation be amended to include cyclists.

Committee members agreed with the Officer's recommendation with an amendment to part 9 and the addition of a condition for hostile vehicle/errant vehicle mitigation measures.

COMMITTEE 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, motorists and cyclists 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.
10. The applicant ensures hostile vehicle/errant vehicle mitigation measures at entry points and use concrete barricades instead of water-filled barricades.

For motion: Unanimous

**LTC0218 Item 4 Route NS07 (Balmain Road, Leichhardt) - Extension of Shared Path
(Leichhardt Ward / Leichhardt LAC / Balmain Electorate)**

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.

Officer's 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.

DISCUSSION

The representative for the Inner West Bicycle Coalition asked whether the proposed green light phase for cyclists will be the same as the phasing for traffic at the Balmain Road/Leichhardt Bus Depot Access Road/Alfred Street intersection. The RMS representative stated that he would investigate the phasing and report back to the Bicycle Coalition representative.

The representative for the Member for Balmain asked whether an extension of the shared path through City West Link Road had been investigated. The RMS representative and Council Officers advised that the western footpath in Balmain Road between City West Link Road and Lilyfield Road was narrow and could not accommodate a shared path. Council Officers advised that widening the footpath would require property acquisition on the western side of Balmain Road.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0218 Item 5 Grosvenor Crescent-Temporary Road Closure (between Dover Street and Carlton Crescent) Summer Hill.
(Ashfield Ward/Summer Hill Electorate/Ashfield LAC)**

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.

Officer's 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.

DISCUSSION

The representative for the Member for Summer Hill asked whether the residents could be notified of the road closures through electronic signage further in advance. Council Officers advised that the electronic signage notification will be in place 3 weeks prior to the road closures and part 7 of the recommendation will be amended to reflect this. Council Officers also advised that a notification letter from the applicant is distributed 7 days in advance advising residents of both road closure periods. The representative for the Member for Summer Hill requested that separate notification letters be distributed before each closure period.

Council Officers advised of an amendment to the road closure dates in the recommendation and that the first closure will occur on Saturday, 3 March 2018 to Sunday, 4 March 2018 and the applicant has changed the operational times of both closure periods.

The representative for the Bicycle Coalition requested for pedestrian activity to be managed through the applicant's traffic control.

The Committee members agreed with the amendments to the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Grosvenor Crescent (between Dover Street and Carlton Crescent), from 5:00am Saturday 3 March to 4:00pm Sunday 4 March 2018, and from 5:00am Saturday 28 April to 4:00pm 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 21 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.

For motion: Unanimous

LTC0218 Item 6 Sloane Street, Haberfield - "Keep Clear" road markings and removal of parking space near intersection to Parramatta Road. (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0218 Item 7 Minor Traffic Facilities (All Wards/ All LACs/ All Electorates)

SUMMARY

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

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0218 Item 8 Carlton Crescent Summer Hill - Request for Two Hours Parking Restrictions (Ashfield Ward/Summer Hill Electorate/ Ashfield LAC)

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.

Officer's 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'.

DISCUSSION

Public speaker: Mr Richard Mazzeo, business owner on Carlton Crescent attended at 10.37am.

Mr Mazzeo stated that he does not support the recommendation and made the following comments:

- Some years ago when the street parking in front of his air conditioner shop on the corner of Carlton Crescent was unrestricted, nearby residents and Council employees would use the parking spaces for lengthy periods of time from 5.30am.
- After making complaints to Council, the 4 parking spaces adjacent to his shop were designated 2P zones. However two years later, resident parking exemptions were installed at the four parking spaces and since then, those spaces are frequently occupied by residents.
- In addition, the loading zone is often occupied and this forces him to illegally unload air conditioner units in the 'No Stopping' zone at the corner of Carlton Crescent and Prospect Road.
- His customers often cannot find parking close to his shop and he is losing business as a result.
- The proposed nominal 2P business parking spaces are in front of businesses adjacent to his and this could cause conflicts between him and neighbouring businesses when his customers occupy those spaces.
- Council should reinstate nominal business parking '2P, 8.00am-6.00pm Mon-Fri' for the two parking spaces on Carlton Crescent and two parking spaces on Prospect Road.

Mr Mazzeo left at 10.44am.

Council Officers advised that prior to the implementation of the resident parking scheme, the two parking spaces outside shops on Carlton Crescent were unrestricted and the two spaces on Prospect Road were designated 2P. Council Officers advised reinstating nominal business 2P parking on Carlton Crescent benefits all the businesses on the street. The Committee members were advised that the parking changes could be reviewed if issues arise.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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'.

For motion: Unanimous

LTC0218 Item 9 Brenan Street, Lilyfield - Proposed 'No Parking 7am-7pm - Motor Vehicles Under 4.5t GVM Excepted' restriction (Balmain Ward/Balmain Electorate/Leichhardt LAC)**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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0218 Item 10 Upward Street, Leichhardt - P5min restrictions (Leichhardt Ward/ Leichhardt LAC / Balmain Electorate)**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.

Officer's 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'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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'.

For motion: Unanimous

**LTC0218 Item 11 Constitution Road, Dulwich Hill - Proposal To Remove '1P Parking'
(Ashfield Ward/Summer Hill Electorate/Marrickville LAC)****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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0218 Item 12 Flood Street, Leichhardt - Road Occupancy (Leichhardt
Ward/Leichhardt LAC/ Balmain Electorate)****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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0218 Item 13 Railway Street, Petersham – Proposed Statutory No Stopping Restrictions (Stanmore Ward/Newtown Electorate/Marrickville LAC)**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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0218 Item 14 Request For a Mobility Parking Space Outside No. 2 Comet Street, Ashfield. (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)**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.

Officer's 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.

DISCUSSION

The Committee was advised that the resident has mobility problems that prohibit her from walking long distances and that the walk from the garage to the rear entrance of her home is difficult.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0218 Item 15 The 'Gear Up Girl' Bicycle Event (Marrickville Ward/Summer Hill & Heffron Electorate/Marrickville & Newtown LAC)**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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the 'Gear Up Girl' bicycle event to be 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.

For motion: Unanimous

LTC0218 Item 16 1-9 Rich Street, Marrickville – DA201700558 – for the redevelopment of existing industrial land into a commercial precinct adjacent to Rich Street (Marrickville Ward / Summer Hill Electorate / Marrickville LAC)

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.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

Public speakers: Mr David Tierney and Mr Andrew Morse attended at 10.54am.

Mr Tierney, Project Director for the Rich Street development, tabled a submission in response to Council Officer's comments and stated the following:

- The development is unique which caters to creative industry workers who do not work traditional business hours.
- Whilst it is acknowledged that new proposals creating new employment will increase traffic, the traffic increases from this project is not expected to create any great

deterioration in the level of service in the neighbouring areas and intersections and there is nothing that requires an intersection upgrade.

- In response to a question in the Officer's report regarding the proposed ticked parking station, the decision to create a ticked parking station is based on best commercial practices to control access to the site. The ticketing system is proposed to take a token amount and will help ensure that the parking is used by employees and visitors to the site and prevent commuters parking on the site all day.
- In regards to the issue of parking for employees, it is intended that the tenants may lease some of the parking spaces for their employees.
- Parking in the Rich Street area is proposed to increase to a total of 41 public, accessible and unrestricted parking spaces (25 spaces along Rich Street, 6 spaces in Malco Lane and 10 spaces in Studio Lane), not 25 as stated in the Officer's report.
- The proposal will also improve both the streetscape and stormwater systems for the site.
- According to the State Government's plans for the new metro line, the distance to Sydenham Station will be reduced to 1.1km by the creation of a new northern entrance to the station and improved local pathways. The Rich Street development also includes plans to provide a shuttle bus service to and from the local railway stations, subject to demand driven by the tenants.

Mr Morse, Traffic Engineer for the development, made the following comments:

- The parking provision of 177 parking spaces on site was calculated on the basis of the various floor areas and the associated parking provision rates for Area 2 within the DCP. One space per 80m² is adopted for most areas and a patronage based rate is used for the proposed bar area. Council's higher figure of 227 spaces appears to have amalgamated the ground floor GFA and assessed parking demand assuming one large business premise whereas the proposal proposes a series of smaller businesses with lesser employee density.
- Technical reports fully analyse the traffic movements and the impacts on the existing network. The traffic volumes generated by the proposal do not warrant changes to the intersection of Rich Street and Victoria Road.

Council Officers emphasised the need for developments to comply with Council's DCP and raised concerns with the potential for future price changes to the ticketed parking which could drive people to use street parking and add further parking pressures to the street.

Mr Tierney and Mr Morse left at 11.24am.

The RMS representative stated the following:

- RMS had not provided consent for the proposal
- The applicant was not clear on the type of traffic generated by the development
- The applicant has not provided modelling to RMS as requested
- The impact of the entire precinct has not been assessed as each DA is being submitted individually and being assessed on its own merit. The entire precinct is likely to have impacts on current intersections and warrant intersection upgrades.
- RMS has met with Council and the Department of Planning to discuss a way forward with the proposal

The Committee members noted the comments from the speakers and concerns raised by RMS and agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and the concerns raised by RMS be noted.

For motion: Unanimous

**LTC0218 Item 17 Route EW09 (Lilyfield Road, Lilyfield) - Separated Cycleway
(Balmain Ward/ Leichhardt LAC, Balmain Electorate)**

SUMMARY

This report details a revised concept plan for the Lilyfield Road Separated Cycleway (Route EW09) that has been developed following public exhibition of the draft concept plans

Officer's Recommendation

THAT:

1. The revised concept plan for the Lilyfield Road Separated Cycleway (Route EW09) be supported;
2. Detailed designs for Route EW09 be developed with consideration of comments received during the public exhibition; and
3. The TMP outlining the proposed one-way sections of Lilyfield Road be submitted to RMS for approval.

DISCUSSION

Council Officers advised that since the release of the report for this item, the exhibition period was extended to 20 February 2018 to provide more time for the community to make a submission and that the matter will be deferred to the Local Traffic Committee meeting to be held on 6 March 2018.

Public speakers: Ms Leonie Derwent, Mr Denis Doyle, Ms Anne-Therese King, Mr John Johnson, Ms Natalie Lovett and a resident from Hornsey Street, Rozelle attended the meeting at 10.13am.

Ms Derwent, resident of Lilyfield Road, made the following comments:

- The proposal seeks to remove six parking spaces in her neighbourhood. Parking is already difficult in her street and the proposed removal of parking will impact on residents who do not have off-street parking on their property.
- Slip lane to be removed in Mary Street to provide parking was noted; however, the report suggested possible retention of the slip lane.
- Residents will lose the ability to stop outside their home.
- Residents will start using street parking in neighbouring streets, creating a 'knock-on' effect and causing conflicts between residents.
- The notification stated that no parking will be removed outside residences and that the only parking spaces that will be removed on Lilyfield Road is the section near Gordon Street. However, when residents made enquiries with the project consultant, the consultant advised that there would be removal of parking spaces outside residences as they previously did not consider the residences above shops.
- There are concerns regarding the safety of exiting a vehicle and opening doors into the cycle lane.
- Many residents were not aware of the project as they did not receive the letterbox notification.
- It doesn't seem like the Annandale residents who use the IGA on Catherine Street have been considered.

A resident from Hornsey Street stated the following:

- The proposal gives no consideration to the rat run that will potentially develop on Hornsey and Quirk Streets if the section of Lilyfield Road between Gordon Street and Victoria Road is made one-way.
- The report states that due to the narrow and indirect nature of alternative local streets, it is expected that the redistribution of traffic will be into City West Link Road. The traffic volumes stated in the report suggest that a disproportionate amount of traffic is projected to go into Hornsey Street, far more than the volume the street currently experiences. The projected increase in traffic will have impact on amenity, safety and parking in Hornsey Street due to its alternating topography.
- Choosing Hornsey Street as an alternative route is unacceptable given there is a level access arterial road already operating.
- The report does not consider treatment options if Hornsey Street were to be affected by increased traffic volumes.
- There are concerns with how the Lilyfield Road cycleway will fit in with the proposed WestConnex cycleway.
- If the project intends to beautify the area, street tree planting is a more cost effective alternative to constructing a cycleway.
- Council reports that the community was engaged more widely in Phase 2 of the project; however, many residents of Hornsey Street had not received the letterbox notification nor heard of the project.

Ms Lovatt, resident of Eric Street, stated the following:

- She is concerned with the two one-way sections, in particular the Balmain Road to Norton Street section on Lilyfield Road. She is concerned with not being able to travel west on Lilyfield Road in particular because of the current peak hour congestion at the Mary Street and Lilyfield Road intersection.
- The congestion and proposed one-way treatment would force her to travel through Perry Street, adding more traffic around Orange Grove Public School on Perry Street, and wait up to 20 minutes to turn right into Lilyfield Road to pick up her daughter from the daycare centre on Lilyfield Road.
- Leichhardt businesses will lose revenue as she will take her business to other areas if she cannot turn right from Raynar Street into Lilyfield Road and travel to Norton Street shops.
- She represents residents and business owners who oppose the project through a closed Facebook group and have over 700 emails in a distribution list. Every resident she has spoken to is in opposition to the proposal and she has made a number of submissions to Council regarding their views.

Ms King stated that a year ago, an on-site meeting was held between IWC's Traffic Manager, Mr Darcy Byrne, the Administrator and some local residents to discuss the provisional changes to the cycleway plan. During that meeting, residents requested that the next consultation not be held over December/January and that Council expands its consultation area. Ms King stated that she later discovered that a notification flyer was distributed in December and very few residents knew about the project.

IWC's Transport and Traffic Services Manager stated that the residents' comments had been taken on-board and that a detailed Flyer was letterbox dropped by a contractor to approximately 3,500 properties in late November inviting residents to two separate drop in sessions in early December at Orange Grove Public School Hall.

The residents left at 10.35am.

The representative for the Member for Balmain stated the following:

- Mr Jamie Parker MP is concerned with the problems associated with the proposed cycleway and would like the project delayed until WestConnex cycleway plans are clearer.
- The WestConnex cycleway will potentially run through the Rail Yards, making half of the proposed Lilyfield cycleway redundant.
- If WestConnex will remove the pedestrian bridge, where will the cycleway lead to when it connects to Victoria Road.
- Lilyfield Road is not suitable for novice cyclists and there are better alternative cycleway routes.
- The Member for Balmain will discuss with RMS to change the proposed cycleway route.

The RMS representative stated that the Lilyfield Road cycleway proposal has proceeded because the cycleway plan for WestConnex is still uncertain and funding had been allocated to the Lilyfield Road cycleway project. The representative stated that funding for a WestConnex cycleway is not guaranteed and delaying the Lilyfield Road cycleway project could result in its loss of funding.

COMMITTEE RECOMMENDATION

THAT the matter be deferred for reconsideration at 6 March Traffic Committee meeting to allow more time for the community to provide submissions to the public exhibition.

For motion: Unanimous

LTC0218 Item 18 Balmain Road at Stanley Street, Leichhardt - Proposed Red Cold Applied Plastic Treatment at Existing Pedestrian Crossing (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received a petition raising safety concerns with the existing at-grade pedestrian crossing in Balmain Road, south of Stanley Street, Leichhardt.

Officer's Recommendation

THAT red Cold Applied Plastic (CAP) be installed around the existing pedestrian (zebra) crossing at Balmain Road, at Stanley Street, Leichhardt.

DISCUSSION

The RMS representative stated that he did not support the proposal in its current form due to the following reasons:

- The treatment is non-standard
- Concerns with skid resistance
- There are other ways to increase visibility of the crossing without painting it red.

The Committee members agreed to defer the matter to investigate treatment options.

COMMITTEE RECOMMENDATION

THAT Council Officers investigate other treatment options to increase the visibility of the crossing at Balmain Road, at Stanley Street, Leichhardt.

For motion: Unanimous

GENERAL BUSINESS**LTC0218 Item 19 Intersection of Old Canterbury Road and Henson Street, Summer Hill**

Clr Passas raised concerns with the intersection of Old Canterbury Road and Henson Street, Summer Hill. She stated that when a motorist stops to turn right from Old Canterbury Road into Henson Street and vehicles are parked along the left lane of Old Canterbury Road, traffic behind the vehicle waiting to turn right is unable to move due to the parked vehicles, causing congestion. Clr Passas suggested making this section of Old Canterbury Road a 'No Stopping' zone. The RMS representative advised that he would investigate the issue.

COMMITTEE RECOMMENDATION

THAT the advice of the RMS representative be noted.

Meeting closed at 1.19pm.

Item No: LTC0318 Item 1

Subject: Croydon Road, Croydon - Proposed statutory 'NO STOPPING' Restrictions at Intersection With Anthony Street (ASHFIELD WARD/STRATHFIELD ELECTORATE/ASHFIELD LAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report provides an update in response to Council's resolution dealing with Notice of Motion C1017 Item 14 – Pedestrian safety on Croydon Road, Croydon of its 12 October 2017 Council Meeting. An on-site meeting was conducted on 7 December 2017.

This report specifically looks at the installation of statutory 'No Stopping' restrictions at the intersection of Croydon Road and Anthony Street, Croydon as part of the local traffic calming measures identified to improve the safety of school children and pedestrians on Croydon Road, Croydon. A further report will be submitted following the completion of pedestrian surveys and traffic counts.

It is recommended that the statutory 'No Stopping' restrictions, in the form of unbroken yellow lines, be installed on both sides of all approaches to the intersection of Croydon Road and Anthony Street, Croydon for the distances as indicated in order to deter illegal parking, improve visibility and access and increase safety for all road users.

RECOMMENDATION

THAT:

1. The report be received and noted;
2. Unbroken yellow lines (statutory 'No Stopping' lines) be approved for installation at the distances indicated on both sides of all approaches to the intersection of Croydon Road and Anthony Street, Croydon as follows in order to deter illegal parking, improve visibility and access and increase safety for all road users;
 - a) Install solid yellow line marking on Croydon Road (western side) for a distance of 10m north of Anthony Street;
 - b) Install solid yellow line marking on Croydon Road (eastern side) for a distance of 20m north of Anthony Street;
 - c) Install solid yellow line marking on Croydon Road (western side) for a distance of 20m south of Anthony Street;
 - d) Install solid yellow line marking on Croydon Road (eastern side) for a distance of 15m north of Anthony Street;
 - e) Install solid yellow line marking on Anthony Street (northern side) for a distance of 20m west of Croydon Road;
 - f) Install solid yellow line marking on Anthony Street (southern side) for a distance of 20m west of Croydon Road;
 - g) Install solid yellow line marking on Anthony Street (northern side) for a distance of 10m east of Croydon Road; and
 - h) Install solid yellow line marking on Anthony Street (southern side) for a distance of 10m east of Croydon Road.
3. Council Rangers be advised of the decision and requested to include this location in their patrols, once the 'No Stopping lines have been installed and

affected residents notified.

BACKGROUND

At Council's meeting held on 12 October 2017, the following Notice of Motion was raised - C1017 Item 14 – Pedestrian safety on Croydon Road, Croydon:

1. *Council through the Traffic Committee urgently convenes an onsite meeting with the local community, a school representative, members of the Traffic Committee and Ward Councillors at a time that school children are walking to school to observe and hear from the community and Councillors on what the key safety issues are and hear from Traffic Committee members on ways they could be addressed; and*
2. *A report be brought to the Traffic Committee and then to Council as soon as possible outlining proposals to improve the safety for school children and pedestrians on Croydon Road, Croydon. These proposals to include investigation on the installation of a pedestrian crossing and traffic calming measures. The report should also provide a proposed timeline for works and proposed prioritisation of funding for the works.*

An on-site meeting was conducted on 7 December 2017 and subsequent to this meeting various proposals for possible traffic calming measures at the intersection of Croydon Road and Anthony Street, Croydon have been considered. Initially, while traffic count and pedestrian surveys are being conducted, it has been considered practical to install statutory 'No Stopping' restrictions on the approaches to the intersection to improve safety at the intersection.

It is noted that some residents have advised that vehicles are regularly parked too close to the intersection, which restricts available sightlines and turning paths for turning motorists, particularly for motorists which need to turn west into Anthony Street from Croydon Road.

Croydon Road and Anthony Street are two-way local streets with parking currently unrestricted in both streets and the intersection being controlled by a roundabout. (Refer to the attached locality map).

FINANCIAL IMPLICATIONS

The cost of the installation of the painted road markings associated with the proposed 'No Stopping' zones can be met from Council's operating budget.

OTHER STAFF COMMENTS

In accordance with the Australian Road Rules (ARR 170-3), a 'No Stopping' zone is mandatory from an intersecting road without traffic signals. Generally a statutory distance of 10 metres is signposted and/or marked on the road by a solid yellow unbroken line. Sometimes depending on circumstances the statutory 10 metre distance may be extended, as in this instance. Consideration is given also to statutory minimum distance and loss in parking.

RMS Technical Directions state that signposting and/or marking with a solid yellow line 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 through the intersection.

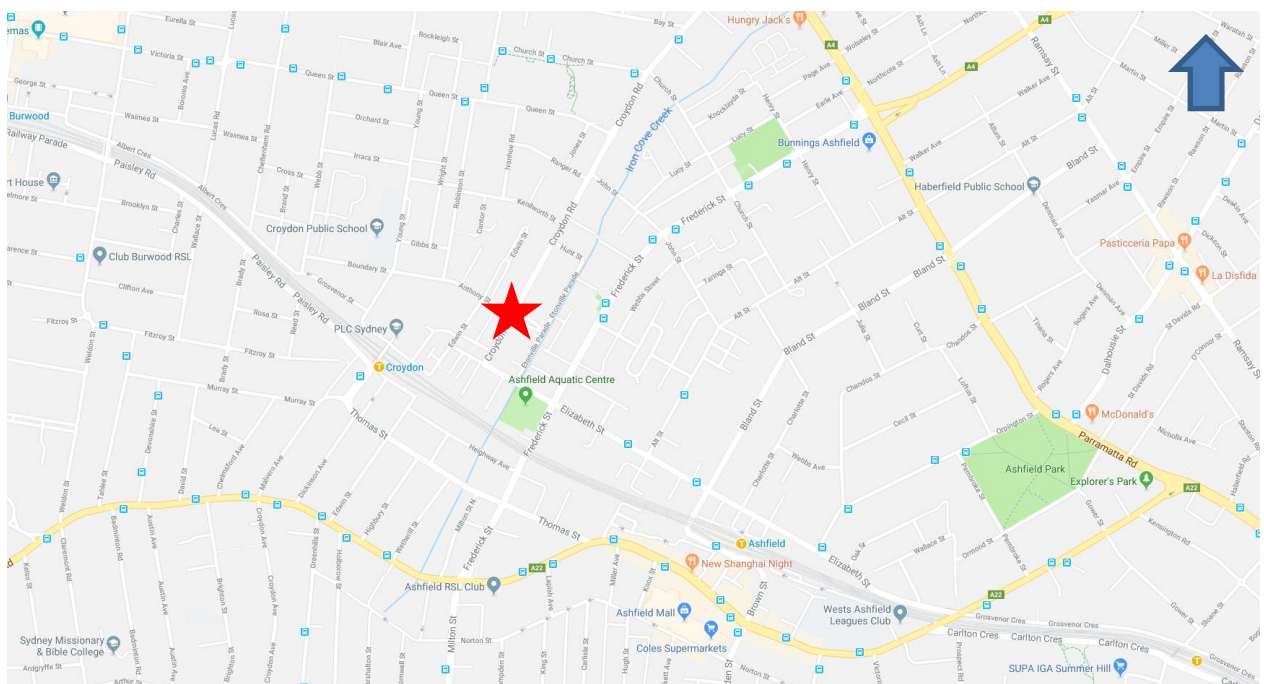
PUBLIC CONSULTATION

No consultation is required, as the proposed markings would enforce the current NSW Road Rules. However, adjacent residents will be notified of the proposed changes prior to the installation of markings.

CONCLUSION

It is recommended that the statutory 'No Stopping' restrictions, in the form of unbroken yellow lines, be installed on both sides of all approaches to the intersection of Croydon Road and Anthony Street, Croydon for the distances as indicated in order to deter illegal parking, improve visibility and access and increase safety for all road users.

Locality map – Croydon Road at Anthony Street, Croydon





Photographs – Croydon Road at Anthony Street, Croydon



Anthony Street looking west towards intersection with Croydon Road, Croydon



Croydon Road looking north to intersection with Anthony Street, Croydon



Anthony Street looking east towards intersection with Croydon Road, Croydon

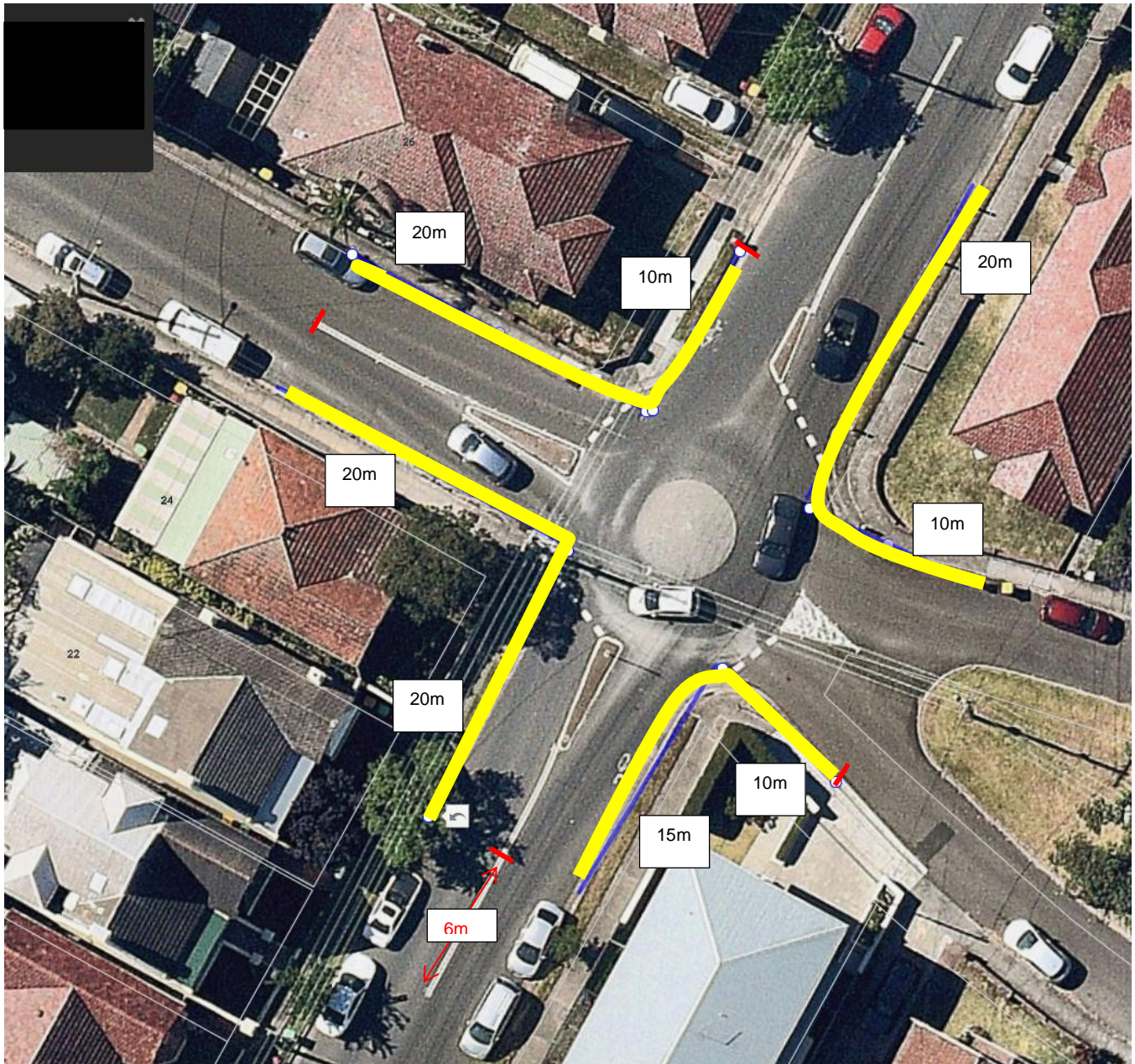


Croydon Road looking south to intersection with Anthony Street, Croydon



Montage showing each of the four approaches to the intersection of Croydon Road and Anthony Street, Croydon

Proposed “No Stopping” line marking map – Croydon Road at Anthony Street, Croydon



Proposed ‘No Stopping’ restrictions (unbroken yellow lines) on all legs both sides of the intersection of Croydon Road and Anthony Street, Croydon

Note - lines to start / terminate at driveway and/or at end or at location indicated on BB lines.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 2

Subject: **Railway Parade, Marrickville - Proposed Temporary Road Closure For Two Special Events On Friday 30 March 2018 & Saturday 31 March 2018 (Marrickville Ward/Summer Hill Electorate/Inner West LAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A Development Application has been received to use Railway Parade, Marrickville and hold two commercial special events known as 'Bad Friday', an 18+ music event showcasing upcoming Australian Rock and Roll acts on Friday 30 March 2018 between the hours of 12:00pm to 11:00pm, and 'Good Saturday', an all-ages community focused event that aims to promote local food, music and craft beer, including a live music stage and food/retail stalls on Saturday 31 March 2018 between the hours of 11:00am to 11:00pm. The erection of the stage, stalls and associated works will include a temporary full-road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 7:00pm Thursday 29 March 2018 to 12:00pm Sunday 1 April 2018.

It is recommended that Council agree to the temporary road closure of the subject section of Railway Parade from 7:00pm Thursday 29 March 2018 to 12:00pm Sunday 1 April 2018 subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

RECOMMENDATION

THAT:

1. **The proposed temporary road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 7:00pm Thursday 29 March 2018 to 12:00pm Sunday 1 April 2018, for the holding of the 'Bad Friday' and 'Good Saturday' events on Railway Parade, be APPROVED subject to the approval of the Development Application and the applicant complying with the following conditions:**
 - a) **A fee of \$1,540.00 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;**
 - b) **A fee of \$10,000.00 for the occupation of the road reserve for the use of two commercial special events is payable by the applicant in accordance with Council's Fees and Charges;**
 - c) **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;**
 - d) **A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
 - e) **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;**

- f) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - g) 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;
 - h) 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;
 - i) 'No Parking – Special Event' signs be affixed on both sides of Railway Parade, Marrickville between Marrickville Road and Sydenham Road on the afternoon of the day prior to the event date;
 - j) A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
 - k) All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closure at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses;
 - l) 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
 - m) The applicant ensures hostile vehicle/errant vehicle mitigation measures at entry points and use concrete barricades.
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; and
3. Future event locations be submitted to the Traffic Engineering Section for consideration prior to a formal application being lodged with Council.

BACKGROUND

A Development Application has been received to use Railway Parade, Marrickville and hold two commercial special events known as 'Bad Friday', an 18+ music event showcasing upcoming Australian Rock and Roll acts on Friday 30 March 2018 between the hours of 12:00pm to 11:00pm, and 'Good Saturday', an all-ages community focused event that aims to promote local food, music and craft beer, including a live music stage and food/retail stalls on Saturday 31 March 2018 between the hours of 11:00am to 11:00pm.

The erection of the stage, stalls and associated works will include a temporary full-road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 7:00pm Thursday 29 March 2018 to 12:00pm Sunday 1 April 2018.

The 'Bad Friday' is an 18+ music event which targets 18 – 35yrs old citizens of Sydney's Inner West showcasing upcoming Australian Rock & Roll acts, alongside local cultural & culinary delights. This will be the 7th instalment of the event, and the second time based in Railway

Parade, having outgrown its previous home of Vic on the Park which is located on the corner of Addison Road and Enmore Road, Marrickville.

The 'Good Saturday' event is an all-ages community focused event. The concept is in keeping with supporting local businesses and artists which is very similar to the Beer Footy and Food Festivals. This will be the 1st year running for the event and proposes to run over two separate sessions. The day session will run from 11:00am to 4:30pm and will encourage families to attend and enjoy an array of great local food and local craft beer. Live music will be provided throughout the day for the family orientated event. The night session will run from 6:00pm to 11:00pm and will be an 18+ event with again an array of great local food and local craft beer and live music.

These two events will aim to attract approximately 5,000 visitors to the area each day, with the events differing in focus & target demographics.

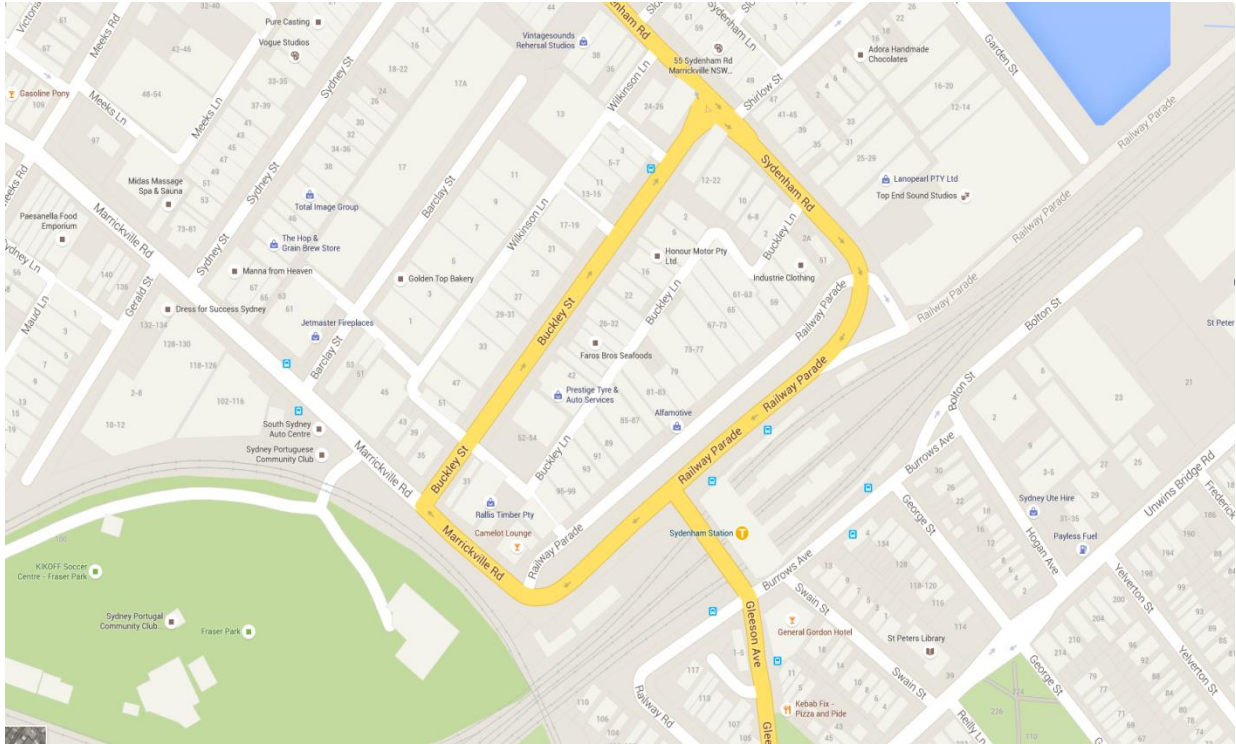
FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

Site location & road network

Street Name	Railway Parade
Section	Between Sydenham Road and Marrickville Road
Carriageway Width (m)	10.0
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	–
Vehicles Per Day (vpd)	–
Reported Crash History (July 2012 - June 2017)	1 crash (Rum Code: 49). Crash resulted in a tow-away.
Heavy Vehicle Volume (%)	–
Parking Arrangements	Northern side of the road consists of '2P 8.30am-6pm Mon Fri' parallel-to-kerb parking. Southern side of the road consists of sections of '4P 8.30am-6pm Mon Fri' 90 degree angle parking and unrestricted 90 angle parking.



Site locality map



Railway Parade at its intersection with Sydenham Road



Railway Parade at its intersection with Sydenham Road

The temporary road closure of Railway Parade is required from 7:00pm Thursday 29 March 2018 to 12:00pm Sunday 1 April 2018 to undertake the set-up/pack-down of the stage, stalls and all other associated works prior and after the events, before the road can be reopened to traffic.

The applicant advised that traffic controllers and barricades will be located on Railway Parade at Buckley Lane and at Sydenham Road. In addition, traffic controllers will be assisting pedestrians at the intersection of Railway Parade and Gleeson Avenue near Sydenham Railway Station and at the intersection of Railway Parade and Sydenham Road near the entry to the event. Pedestrian access and egress to the event attendees will be via Sydenham Road and Railway Parade intersection (refer to the attached traffic control plans). Event attendees will not be able to enter Railway Parade from Marrickville Road or Buckley Lane, except for an emergency.

A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event. The event has engaged the services of St Johns Ambulance who will be on-site for the duration of the event. Special Event advance notice signs will be strategically installed at least two (2) weeks prior to the event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking signs within the area of the event on the afternoon of the day prior to the event date.

Impacts on Parking and Vehicular access

The proposed road closure will have an impact on approximately 90 on-street car parking spaces along both sides of Railway Road during the event, where this parking demand will need to be transferred to the parking spaces in nearby streets. It is envisaged that parking utilisation of Railway Road and surrounding streets of Sydenham Railway Station are not as highly utilised on weekends, due to the significant number of commercial properties within the precinct. Given that the available on-street parking impacted in Railway Parade is significant, there are still available parking opportunities on the eastern side of the railway station for commuter parking in Burrows Avenue, Bolton Street and Hogan Avenue (approximately 120

unrestricted on-street parking spaces) for Easter Long Weekend activities within the Sydney CBD and Sydney Olympic Park.

All business properties on Railway Parade will be restricted to access parking during the event for that weekend. It is envisaged that majority of these properties will not be operating over the course of the Easter Long Weekend, similar to previous years. However, access through the rear of these properties in Buckley Lane will still be retained during that weekend. All adjoining residential and commercial properties will need to be notified in writing of the proposed event and any impacts on parking and access to their properties by the applicant two weeks prior to the event. This includes the temporary removal of on-street parking spaces in Railway Parade during the event.

Impacts on traffic

The subject section of Railway Parade carries a low volume of traffic and therefore the diverted traffic will have no major impacts on surrounding road network. The events will be held on Friday and Saturday during the Easter Public Holiday Long Weekend when lower than weekday traffic volumes are expected.

Public Transport

The subject site has access to public transport services, with Sydenham Railway Station being located within a 100 metre radius from the site and bus routes (Route M30, 418, 425) operating along Marrickville Road, Railway Parade and Gleeson Avenue.

PUBLIC CONSULTATION

The proposed full-road closure of the events is currently advertised in the local papers for a period of 28 days. The advertising period commenced on 27 February 2018 and will conclude on 26 March 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.

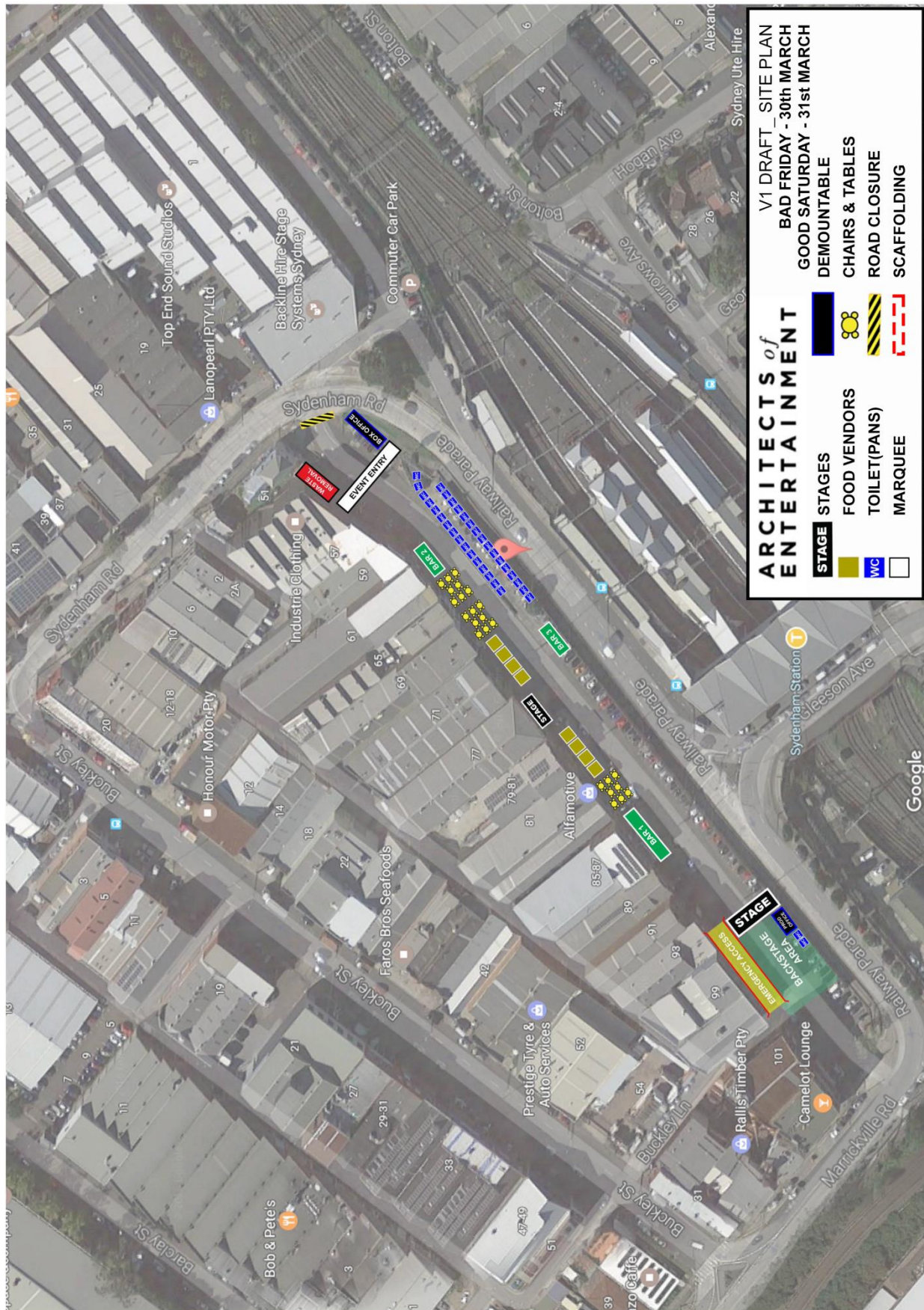
The event organiser will need to notify all affected residents and businesses in writing of the proposed temporary road closure at least two weeks prior to the event and make reasonable provision for residents and businesses, where possible.

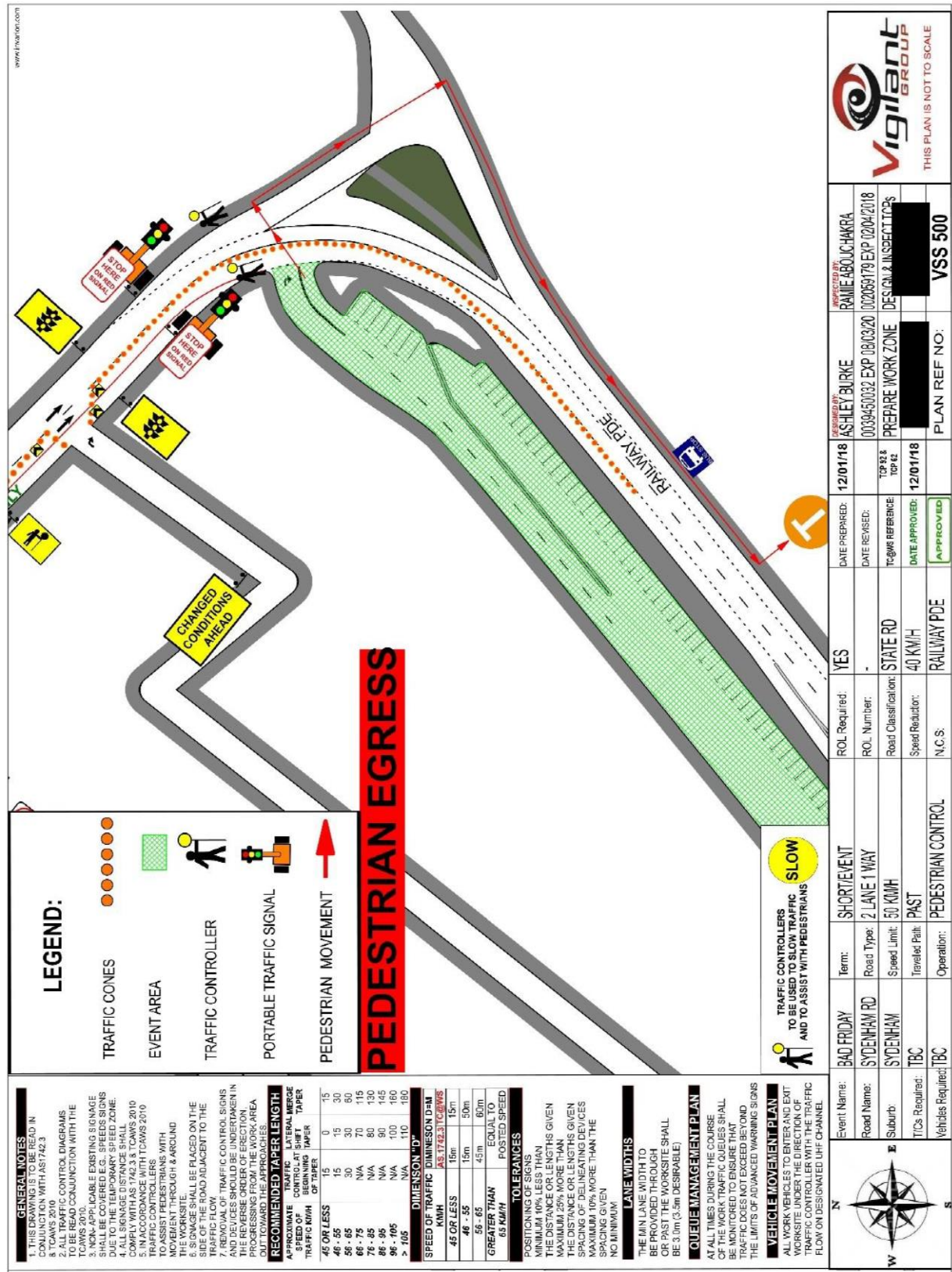
CONCLUSION

It is recommended that Council agree to the temporary road closure of the subject section of Railway Parade from 7:00pm Thursday 29 March 2018 to 12:00pm Sunday 1 April 2018 subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

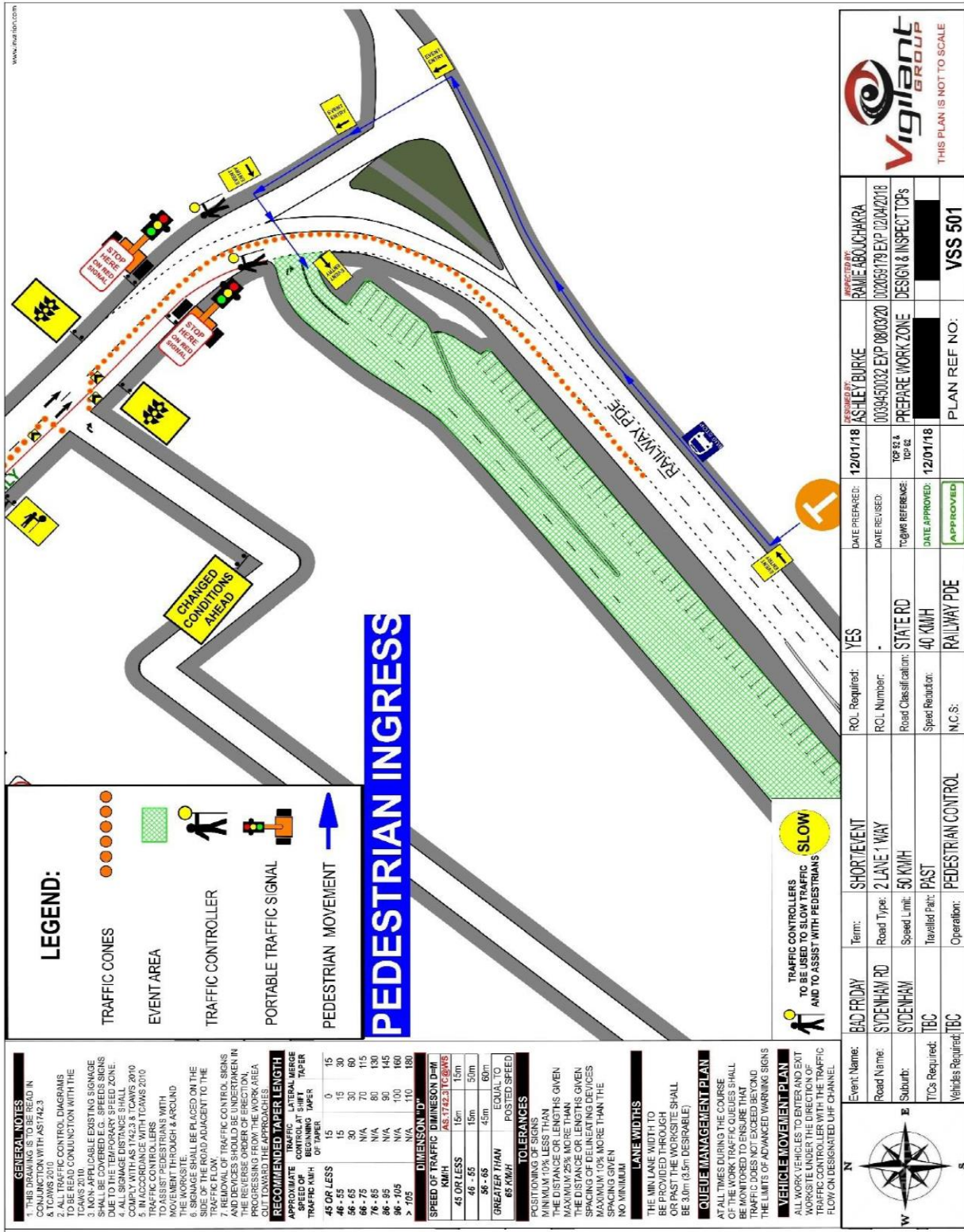
Site Plans – Railway Parade, Marrickville

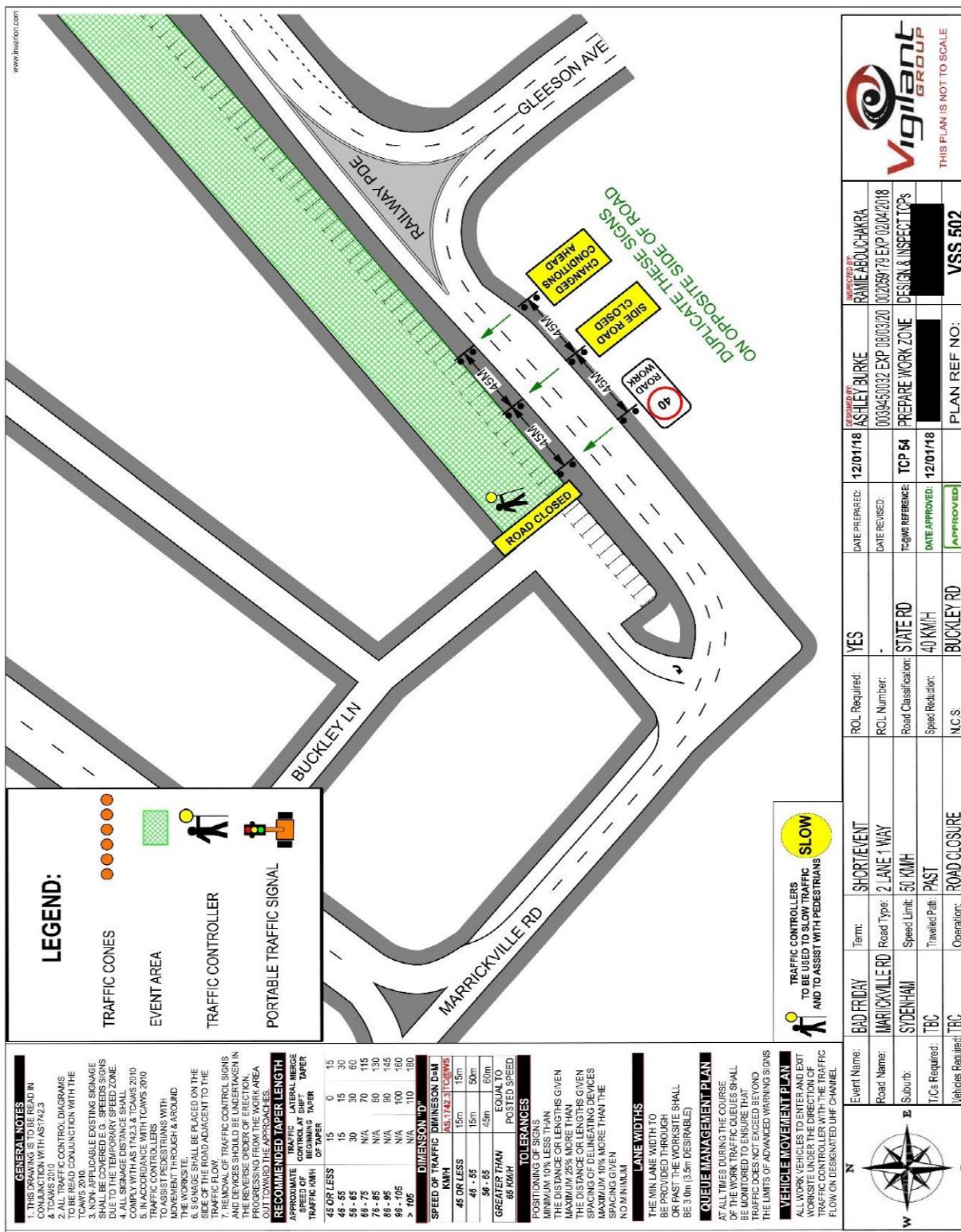
Item 2



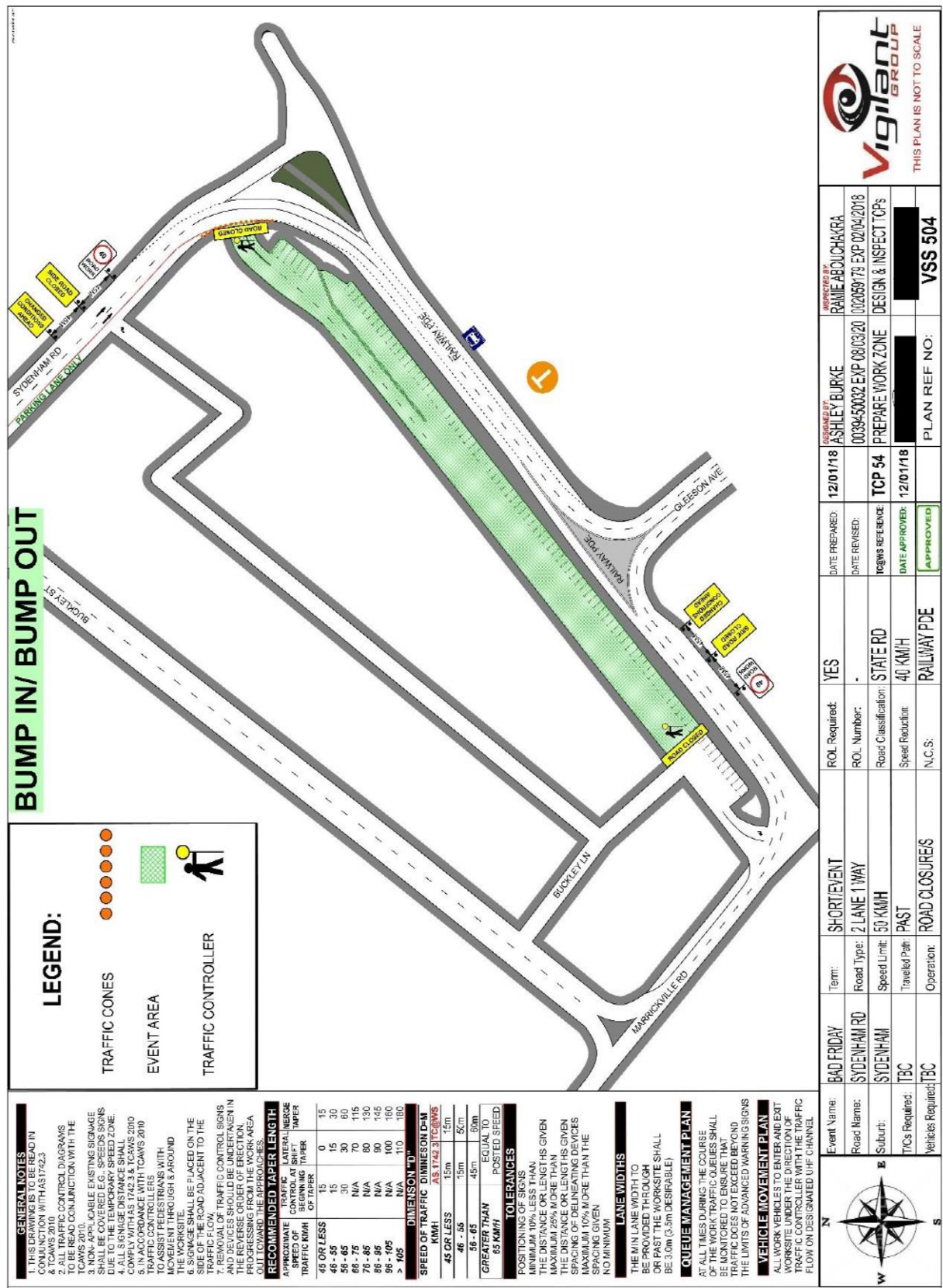
Pedestrian Management Plans & Traffic Control Plans


Item 2

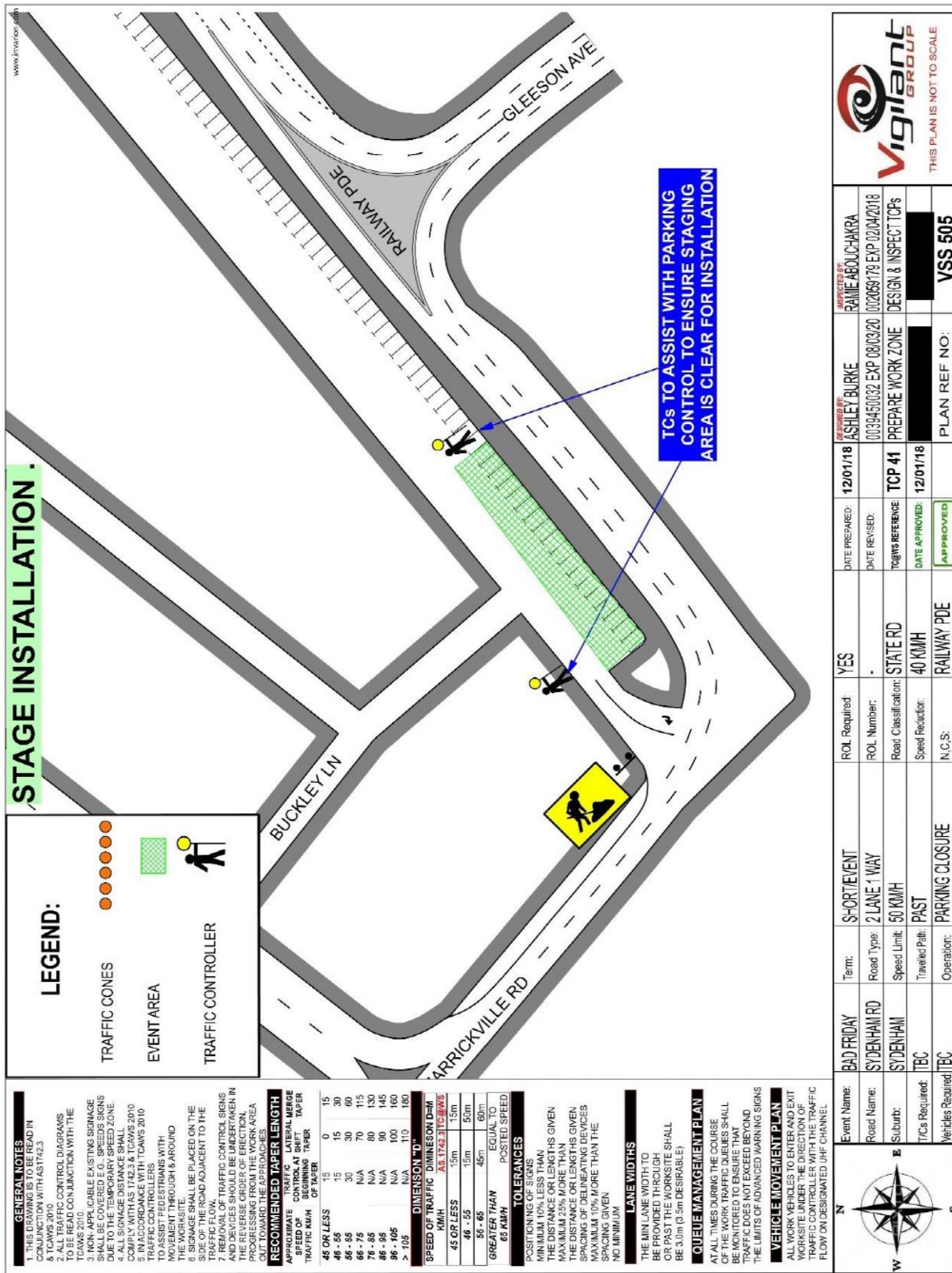








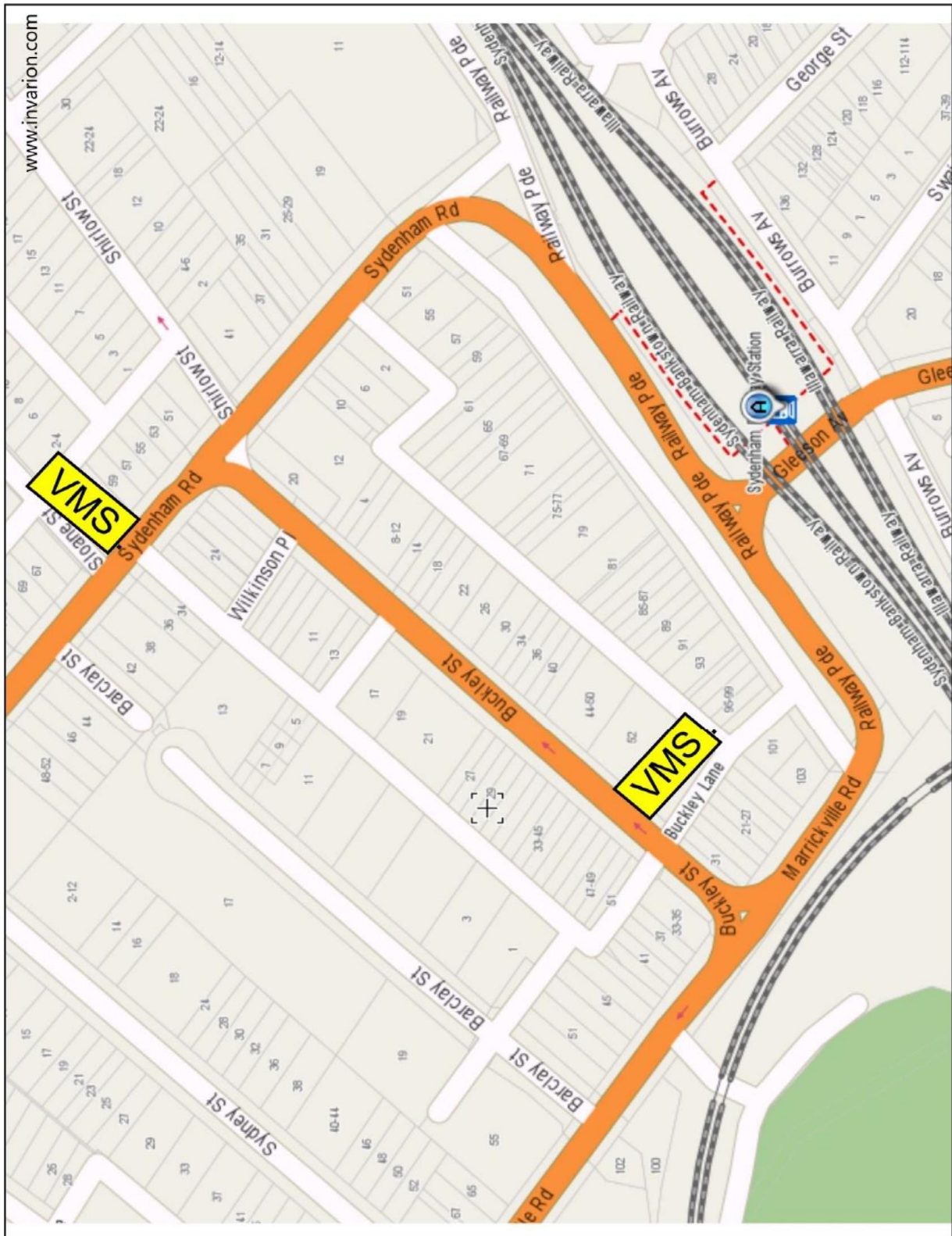
Item 2



Event Name:	ROAD FRIDAY	Term:	SHORT EVENT	ROL Required:	YES	DATE PREPARED:	12/01/18	DESIGNED BY:	ASHLEY BURKE	INSPECTED BY:	RAIME ABULCHAKRA
Road Name:	SYDENHAM RD	Road Type:	2 LANE 1 WAY	ROL Number:	-	DATE REVISED:	-	DESIGN & INSPECT TOPS	0039450032	EXP 08/03/20	002059179 EXP 02/04/2018
Suburb:	SYDENHAM	Speed Limit:	50 KMH	Road Classification:	STATE RD	TCWS REFERENCE:	TCP 41	PLAN REF NO:	VSS 505		
TCs Required:	TBC	Traveler Path:	PAST	Speed Reduction:	40 KMH	DATE APPROVED:	12/01/18				
Vehicles Required:	TBC	Operation:	PARKING CLOSURE	N.C.S:	RAILWAY PDE	APPROVED:					



THIS PLAN IS NOT TO SCALE



ATTACHMENTS

Nil.

Item No: LTC0318 Item 3

Subject: Darling Street between Mort Street and Curtis Road, Balmain - Road Occupancy - ANZAC Day Dawn Service (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

In preparation to mark the ANZAC Day DAWN SERVICE 2018 on Wednesday, 25th April 2018, Inner West Council is organising an event at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am

RECOMMENDATION

THAT the road closure application for the ‘ANZAC Day Dawn Service’ on Darling Street (Mort Street to Curtis Road), Balmain on Wednesday, 25th April 2018 between 2.30am and 9.30am be supported, subject to the following conditions:

- a) That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain;
- b) The occupation of the road carriageway must not occur until the road has been physically closed;
- c) That the organiser be advised to arrange accredited traffic controllers to manage the road closure;
- d) That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event.
- e) The temporary full road closure be advertised in the local newspaper providing 28 days’ notice for submissions, in accordance with the Roads Act;
- f) That the supported Traffic Control Plan (TCP) be implemented at the applicant’s expense;
- g) That Fire and Rescue NSW (Balmain) 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) All traffic controllers must hold RMS certification;
 - j) 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;
 - k) That all advertising of the event must encourage the use of Public Transport;
 - l) That STA buses terminate all services either at Grove Street or in Mullens Street;
 - m) That three parking spaces on the northern side of Grove Street (even numbered side, No. 22, 24, 26A) near Deloitte Avenue be temporarily converted to a 'Bus Zone' and affected residents notified;
 - n) That NSW Police be requested to provide traffic control in Darling Street at Rowntree Street/Montague Street to restrict bus/truck access into Darling Street, east of Rowntree Street;
 - o) That Council's Maintenance Services Manager must be notified of the clean-up arrangements;
 - p) 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 road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$20,000,000;
 - q) That concrete barriers and/or heavy vehicles be used to protect against any possible errant vehicles;
 - r) That the applicant be advised of the Committee's recommendation; and
 - s) That Fire and Rescue NSW (Balmain) be notified of the intended closure by the applicant.
-

BACKGROUND

In preparation to mark the ANZAC Day Dawn Service 2018, Council is organising an event at the Loyalty Square memorial, Balmain.

The details of the event are as follows:

Day:	Wednesday, 25th April 2018
Commemorative Service:	6.00am – 7.00am
Venue:	Loyalty Square, Balmain (outside Woolworths)
Procession:	There will be no march down Darling Street for 2018

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

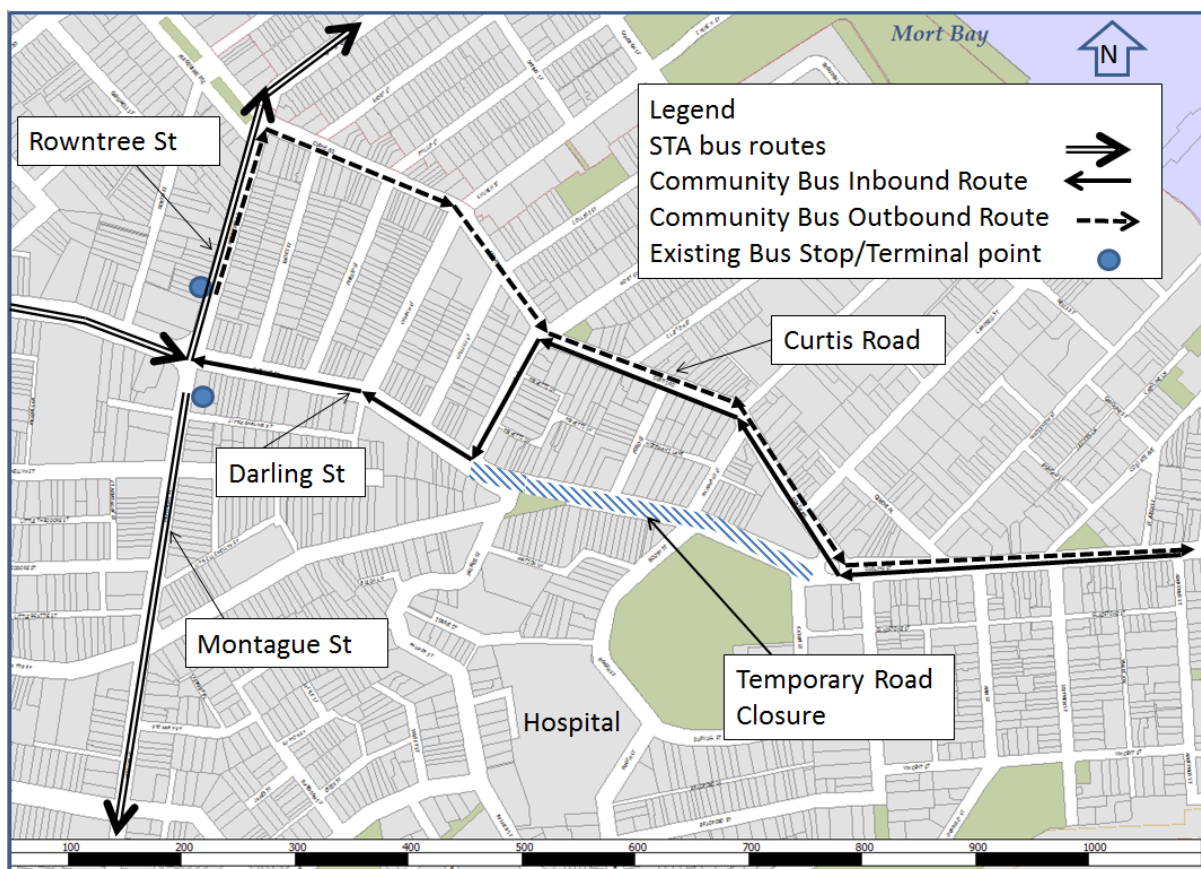
To facilitate the event, it is proposed to close Darling Street between Mort Street/Beattie Street and Curtis Road (approximately 260m) between 2.30am and 9.30am. This road closure will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on both sides of the subject section of Darling Street.

It should be noted that although the land uses in this area are predominantly retail/commercial, there are a number of residential properties in this section of Darling Street.

The Traffic Management Plan prepared for the event is attached.

All businesses/residents in the affected area will be advised to avoid parking in the subject section of Darling Street.

Based on the discussions held with the STA representative, buses would need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements. To maintain transport services between East Balmain and Balmain, Council will organise two shuttle bus services running between Balmain East and Darling Street/Rowntree Street/Montague Street. The shuttle bus service routes are shown on the following map.



The STA representative will post notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25th April 2018. All other eastbound and westbound traffic will need to use Curtis Road or Palmer Street to access Balmain East.

The STA representative has also requested the temporary expansion of the bus turning area at Grove Street to accommodate additional buses. Therefore, it is proposed to temporarily remove three parking spaces on the northern side even numbered side (No. 22, 24, 26A) of Grove Street near Deloitte Avenue, Birchgrove. Affected residents will be notified.

PUBLIC CONSULTATION

The proposed temporary full-road closure has been advertised in the local newspaper for a period of 28 days. No comments were received.

Council's Community Events Coordinator will organise a notification letter outlining the closure of Darling Street (Mort Street/ Beattie Street-Curtis Road) to all affected properties and the emergency services, including Balmain Hospital of the temporary road closure.

The road closures and alternate public transport options will be advertised on Council's website and in local newspapers.

CONCLUSION

It is recommended that the proposed temporary closure of Darling Street (Mort Street and Curtis Road) between 2:30am and 9:30am be approved, in order to facilitate the ANZAC Day DAWN SERVICE 2018 scheduled for Wednesday 25th April 2018.

ATTACHMENTS

1. [↓](#) TMP - Darling Street (Beattie Street-Curtis Rd) ANZAC Day Dawn Service

TRAFFIC MANAGEMENT PLAN

Proposed Temporary Closure of Darling Street between Mort Street and Curtis Road, Balmain

A: Description or detailed plan of proposed measures.

In preparation to mark ANZAC Day DAWN SERVICE 2018, Inner West Council is organising an event at the Loyalty Square War Memorial, Balmain.

The details of the event are as follows:

Day:	Wednesday, 25th April 2018
Commemorative Service:	6.00am – 7.00am
Venue:	Loyalty Square, Balmain (outside Woolworths)

To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road (approx. 260m) between 2:30am and 9.30am.

This proposal will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on both sides of the subject section of Darling Street.

B: Identification and assessment of impact of proposed measures.

It should be noted that the land uses along the subject section of Darling Street are predominantly retail/commercial with a few residential properties.

All eastbound and westbound traffic except buses will need to use Curtis Road or Palmer Street to access Balmain East.

C: Measure to ameliorate the impact of re-assigned traffic.

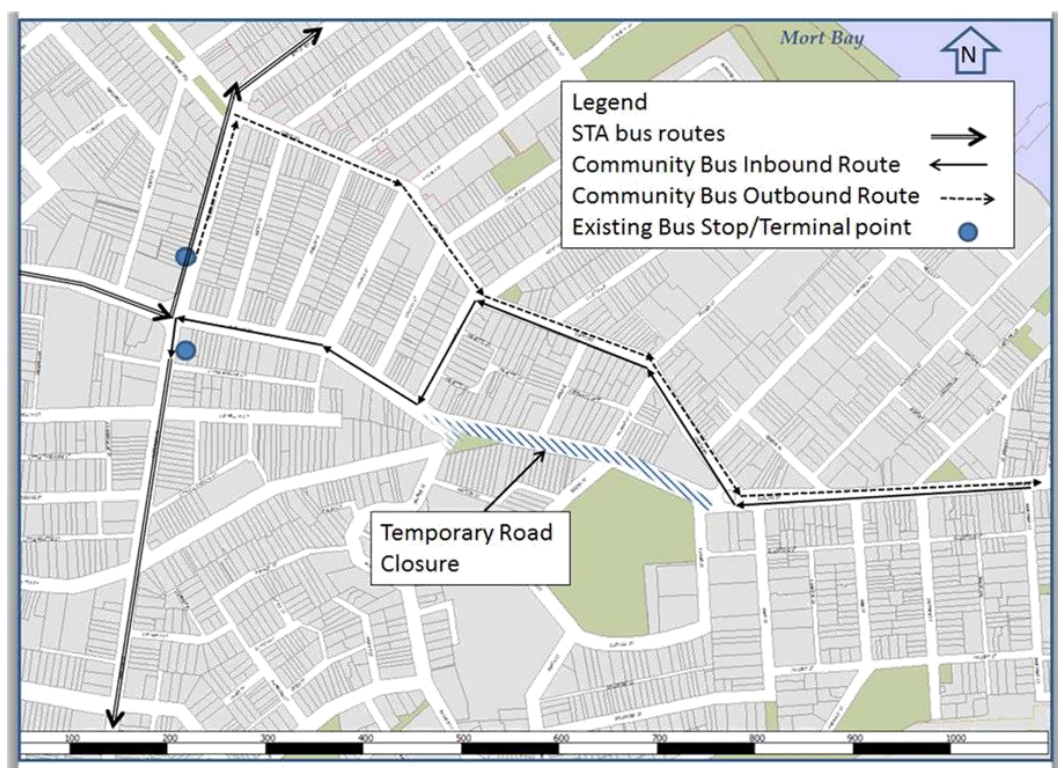
As the road closure occurs between 2:30am and 9:30am on a Wednesday, the amount of traffic that would be redirected through Curtis Road and Beattie Street/Palmer Street is expected to be minimal.

D: Assessment of public transport services affected.

As discussed with STA representatives, all Sydney Buses need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements.

To maintain transport services between East Balmain and Balmain, Council will organise a shuttle bus services running between Balmain East and Darling Street/Rowntree Street. The shuttle bus service route are shown on the following map. The STA representative will

organise posting notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25th April.



In addition, three parking spaces on Grove Street near Deloitte Avenue will be removed to expand the bus turning area at Grove Street to accommodate additional buses.

E: Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

A 3m clear width on Darling Street will be maintained throughout the closure. During this time, assistance from NSW Police would be required to gain access for emergency vehicles if required.

Large heavy vehicle access to Balmain East area will not be available during the road closure. As the closure occurs in early morning hours, the volume of heavy vehicles would be minimal.

Cyclists can use Curtis Road and Beattie Street/Palmer Street. The existing pedestrian access along Darling Street is to be retained.

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

No transport implications on any future developments along the subject section of Darling Street are expected.

G: Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

There will be no impact on adjoining Council areas.

H: Public consultation process.

All affected properties will be advised in writing of the proposed temporary road closure two weeks in advance.

The temporary road closures have been advertised in a local newspaper for a period of 28 days. No comments have been received.

Item No: LTC0318 Item 4

Subject: Route EW14 (Thames Street & Curtis Road, Balmain) and Route NS08 (Mackenzie Street, Leichhardt) - Bicycle Facilities (Balmain & Leichhardt Wards / Balmain Electorate / Leichhardt LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report details an upgrade to bicycle facilities along Route EW14 (Thames Street & Curtis Road, Balmain) and Route NS08 (Mackenzie Street, Leichhardt)

RECOMMENDATION

THAT:

1. The proposed bicycle facilities along Route EW14 (Thames Street & Curtis Road, Balmain) as detailed in Attachment 1 and 2 be supported; and
2. The proposed bicycle facilities along Route NS08 (Mackenzie Street, Leichhardt) as detailed in Attachment 3 be supported.

BACKGROUND

Council's Leichhardt Bike Plan 2016 includes upgrading bicycle facilities along Route EW14 (Thames Street & Curtis Road, Balmain) and Route NS08 (Mackenzie Street, Leichhardt).

FINANCIAL IMPLICATIONS

This project has been funded in Council's 2017-18 Cycleway Projects budget.

OTHER STAFF COMMENTS

The proposal is detailed in **Attachments 1-3** which were prepared with reference to the recommended treatments proposed in Council's adopted Leichhardt Bike Plan 2016 for both EW14 and NS08. The key details of the proposal are as follows:

Route EW14 (Attachments 1-2)

- mixed traffic lanes (both directions) on Curtis Road between Macquarie Street and Darling Street
- mixed traffic lanes (both directions) on Thames Street between Curtis Road and Trouton Street

Route NS08 (Attachments 3)

- mixed traffic lanes (both directions) on Mackenzie Street between Leichhardt Street/Styles Street and Stanley Street (note that Mackenzie Street between Stanley Street and Moore Street has an existing mixed traffic bicycle facility)

PUBLIC CONSULTATION

Consultation has not been undertaken as the proposal does not result in any loss of parking or change in traffic conditions.

CONCLUSION

Nil.

ATTACHMENTS

1. [!\[\]\(49aa2e1da5fe39294864e9598c593810_img.jpg\)](#) Curtis Road - Bicycle Logo Installation
2. [!\[\]\(7d0a8d8b1031f74abe67b09fcf4a2322_img.jpg\)](#) Thames Street - Bicycle Logo Installation
3. [!\[\]\(6557fa7496e6a507d2326ea0bef061ee_img.jpg\)](#) Mackenzie Street - Bicycle Logo Installation

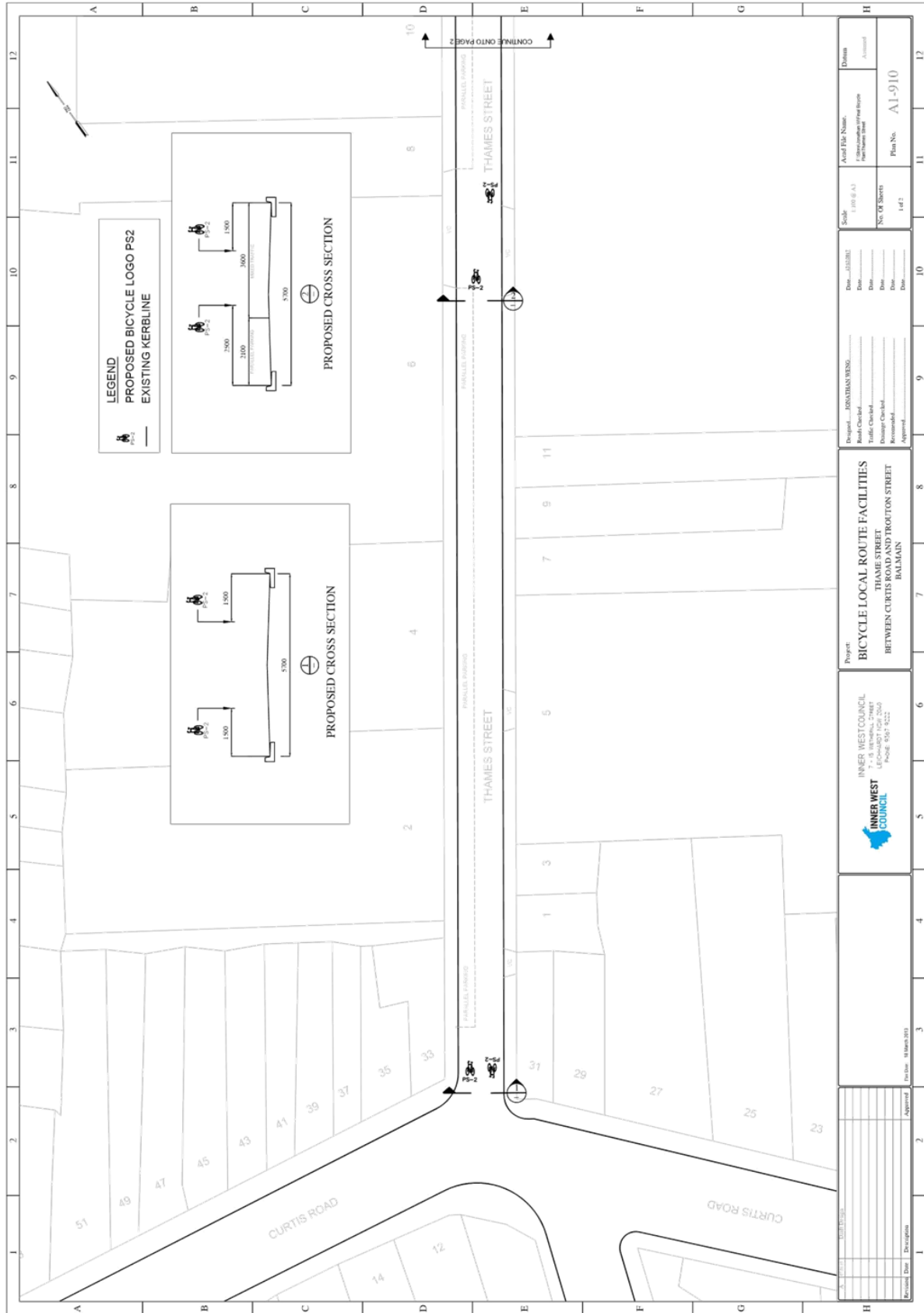


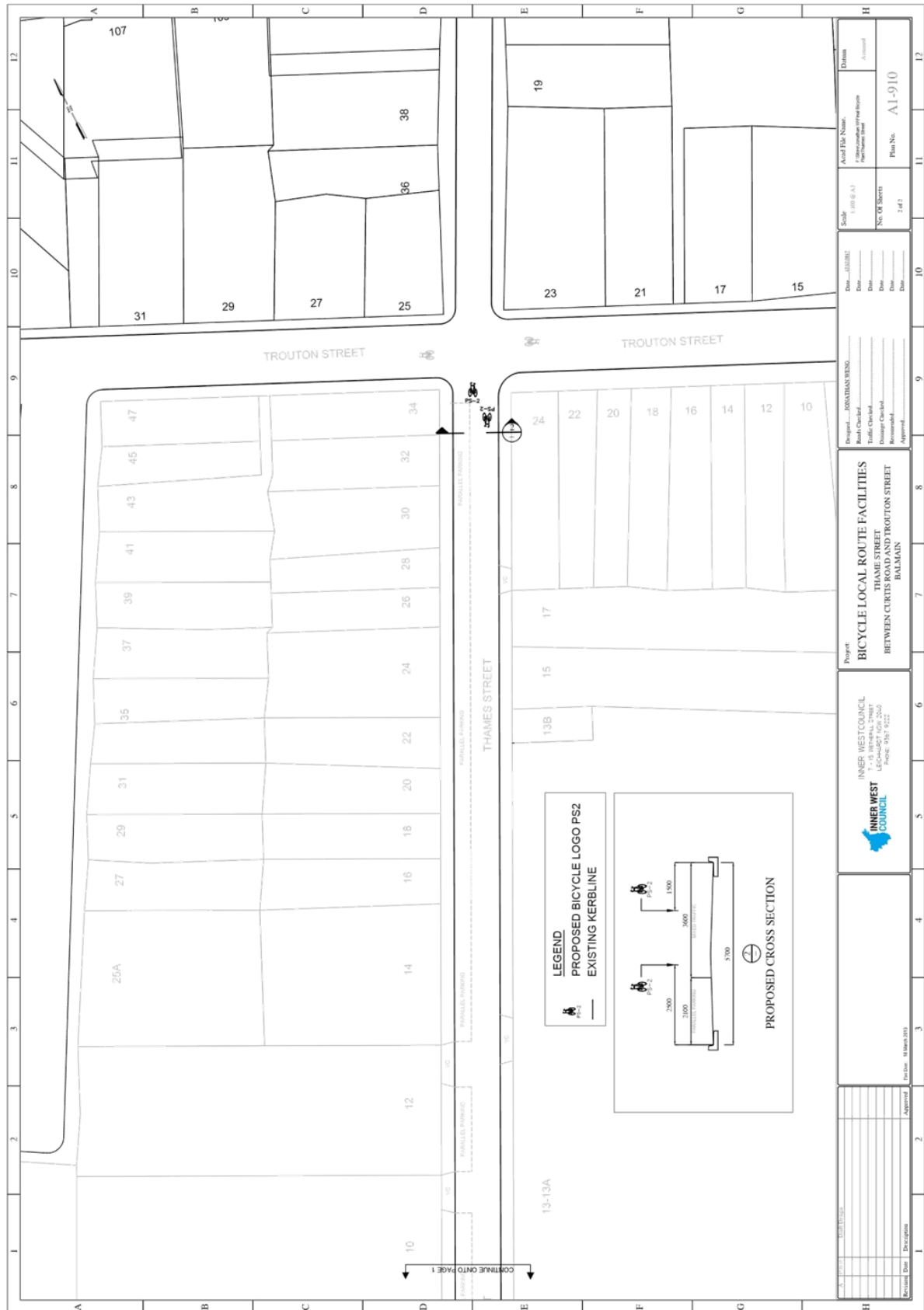


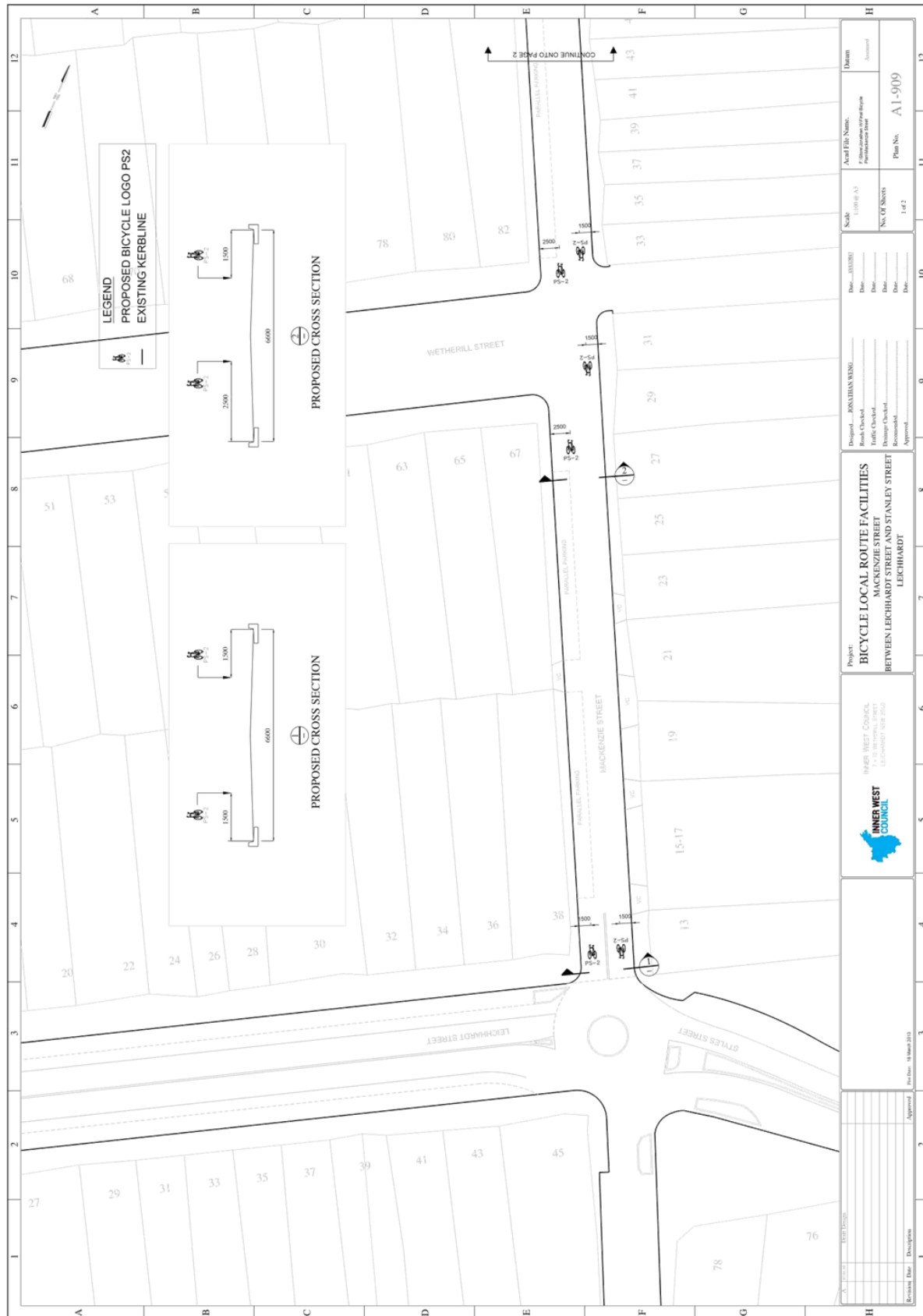


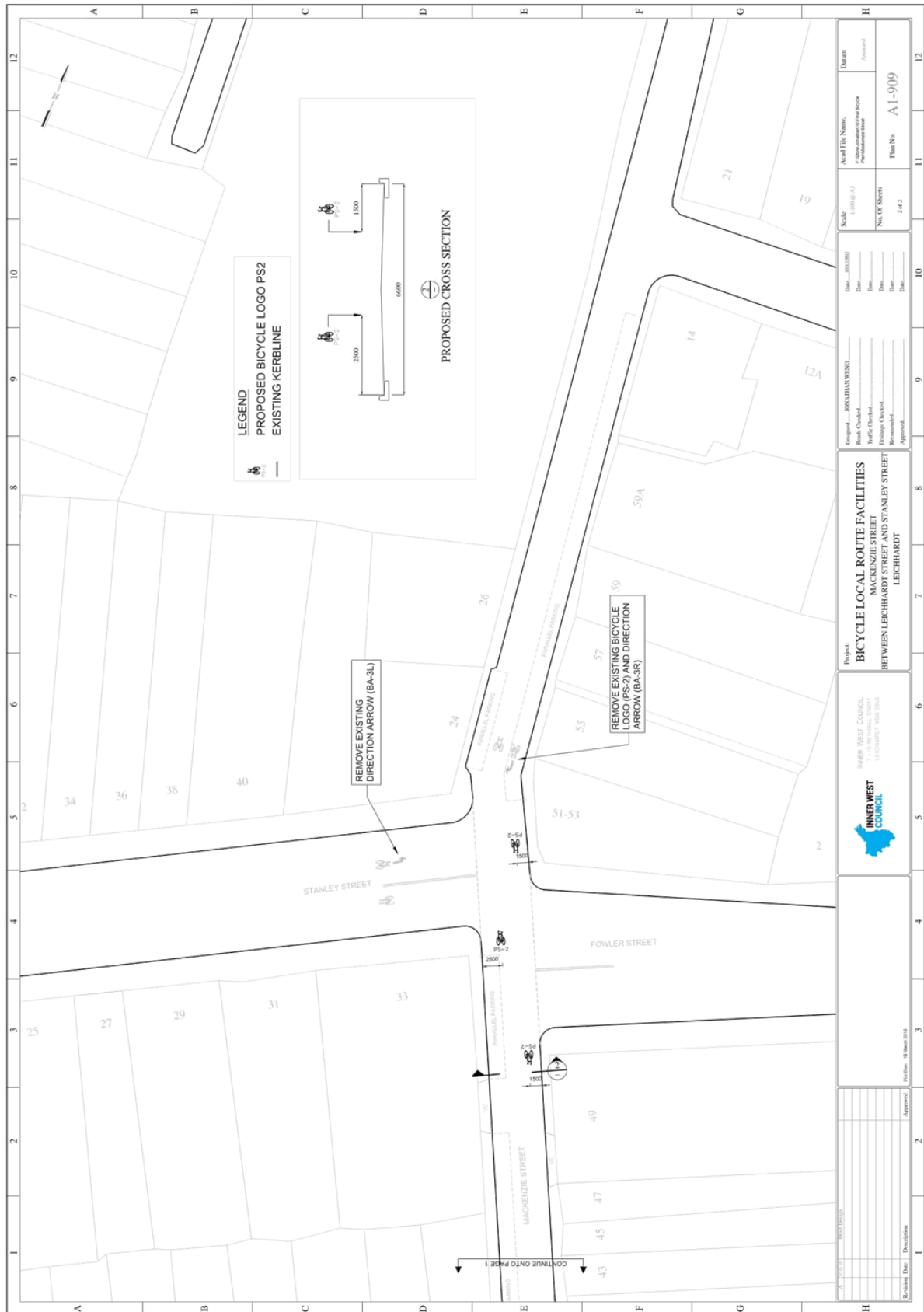












Item No: LTC0318 Item 5
Subject: Esk Lane, Marrickville - Implement 'No Stopping' (Marrickville Electorate/Marrickville Ward/Inner West LAC)
Prepared By: Mary Bailey - Project Officer
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received representations from a resident, proposing the implementation a section of 'No Stopping' in Esk Street at Frede Lane, Marrickville in order to improve safety and access at that intersection.

RECOMMENDATION

THAT a proposal to convert a 10m section of 'unrestricted' parking to 'No Parking' on the western side of Esk Lane where it intersects with Frede Lane be APPROVED.

BACKGROUND

Following a request from a resident to improve access for vehicles at the intersection of Esk Street and Frede Lane, Council is proposing to implement 'No Parking' in a section of Esk Lane as follows;

- 'No Parking' for a length of 10m on the western side of Esk Lane at the intersection with Frede Lane.

Implementation of the 'No Stopping' in Esk Lane at Frede Lane will ensure vehicles, including service vehicles can manoeuvre around the corners at the intersection of Esk Street and Frede Lane.

The subject section of Esk Street is 4.8m wide and Frede Lane is 4.8m wide. Given the narrowness of the road way on each leg of the intersection, it is important for access and safety that there is a section of 'No Stopping' in Esk Street (western side) immediately north of Frede Lane.

The proposal is illustrated in **Figure 1**.

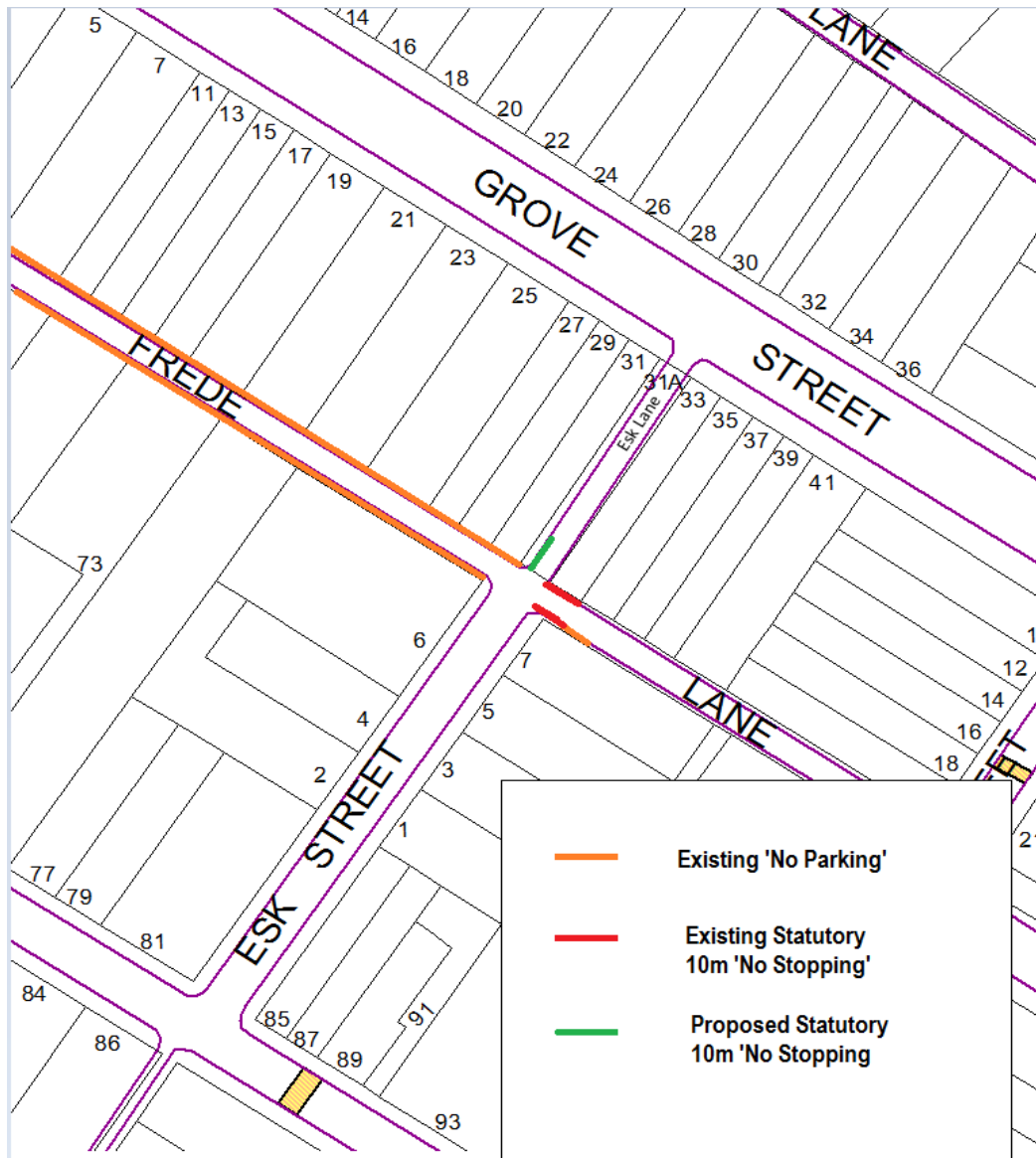


Figure 1: Existing and Proposed restrictions in Esk Street and Frede Lane

FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

On 23 January, letters were hand delivered to affected residents of Grove Street and Esk Street. Owners, where relevant, were sent a letter via the post. The closing date for comments was 14 February. In total twenty seven (27) letters were sent. There were no replies received either in support of, or objecting to, the proposal.

CONCLUSION

Council has received complaints from a resident of Esk Street that sight distance and manoeuvrability is affected by the parking of vehicles in Esk Lane at Frede Lane. In order to allow for safe and unencumbered vehicle movement at the intersection, Council is proposing to implement a section of 10m 'No Stopping' in Esk Lane at Frede Lane.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 6

Subject: Cambridge Street, Stanmore - Implement Permit Parking (Newtown Electorate/Stanmore Ward/Inner West LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council is proposing to install permit parking in a small section of Cambridge Street between the shops and the Newington Early Learning Centre. Providing permit parking in this section will provide a balance of parking types for the area and afford additional opportunities for residents to park in an area of high parking demand during the day and evening.

RECOMMENDATION

THAT a proposal to convert 'Unrestricted' parking to '2P 8am-10pm Monday to Friday Permit Holders Excepted Area M8' between property No.135 Cambridge Street and property No.145 Cambridge Street, Stanmore be SUPPORTED.

BACKGROUND

Council has received a request from a resident in Cambridge Street, Stanmore to consider implementing permit parking in the section of Cambridge Street between property No.135 and No.145 Cambridge Street. This section of Cambridge Street is sandwiched between the Stanmore shops and the Newington Early Learning Centre at No.133 Cambridge Street. There is a high demand for commuter parking and for parking associated with the activities at the school premises.

There is short term parking directly opposite the proposed permit parking and to the west of the proposed permit parking towards Holt Street. There is 'unrestricted' parking along the rest of the length of Cambridge Street to the east, and in nearby Holt Street. It is considered that providing permit parking in this section will provide a balance of parking types for the area and afford additional opportunities for residents to park in an area of high parking

The proposal is illustrated in **Figure 1** below.

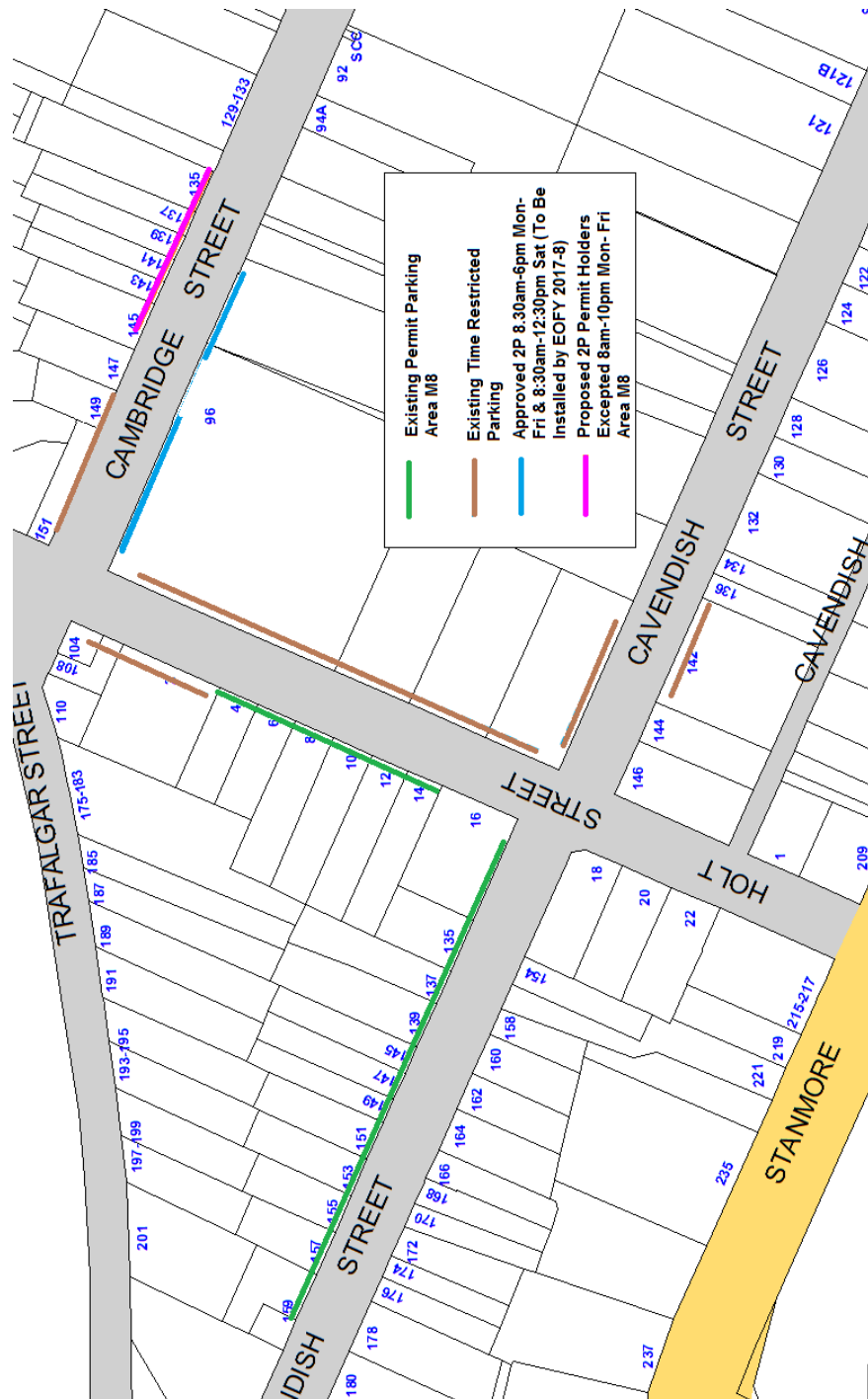


Figure 1: Map showing proposed conversion of 'Unrestricted' parking to 2P 8am-10pm Monday to Friday Permit Holders Excepted Area M8

FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

Letters were sent to the owners and occupiers of five (5) affected residences. Only one (1) submission was received. That submission was from the proponent who expressed concerns that if all those residents living in the subject properties were eligible for permits there would

not be sufficient space in the proposed section of permit parking for all those vehicles. Following clarification and discussions with Council Officers the proponent agreed that the proposal would address their parking concerns and they agreed that it was a suitable outcome for them.

CONCLUSION

The implementation of permit parking between property No.135 and property No.145 Cambridge Street will provide additional parking opportunities for residents of those subject dwellings in an area where there is a high demand on parking from commuters and users of the Newington early learning Centre at No.133 Cambridge Street.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 7

Subject: Whites Creek Lane, Leichhardt (Leichhardt Ward, Balmain Electorate, Leichhardt LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request to improve access to Whites Creek Lane to allow delivery vehicles to access the warehouse at the rear of Nos.21-35 John Street, Leichhardt.

RECOMMENDATION

THAT a 15m ‘No Stopping’ zone be provided on the western side of Whites Creek Lane, opposite the Unnamed Laneway between Alfred Street and Whites Creek Lane.

BACKGROUND

Council has received concerns from a business regarding obstructed traffic flow/manoeuvring space at the intersection of Whites Creek Lane and the Unnamed Laneway located between Alfred Street and Whites Creek Lane (along the side boundaries of Nos. 40 & 42 Alfred Street).

The business is located fronting John Street, Leichhardt although has access to its warehouse via Whites Creek Lane. Due to the level difference between John Street and Whites Creek Lane, access to this warehouse is not possible via John Street. It should be noted that this section of Whites Creek Lane can only be accessed via the unnamed laneway linking Alfred Street to Whites Creek Lane. The intersections of Whites Creek Lane with Styles Street, Hill Street and the path under Booth Street are all closed to vehicular traffic.

When vehicles park on the western side of Whites Creek Lane, opposite the Unnamed Laneway, the carriageway width is significantly reduced and this subsequently obstructs medium rigid vehicle access.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to improve manoeuvrability at this intersection, it is proposed to signpost a 15m ‘No Stopping’ zone on the western side of Whites Creek Lane, opposite the Unnamed Laneway between Alfred Street and Whites Creek Lane as shown on the following aerial photograph.

Item 7



This proposal will improve medium rigid vehicle access and general access for resident vehicles accessing rear off-street parking facilities by reducing conflict at the intersection.

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (10 properties) in Alfred Street and John Street. Leichhardt

No responses were received.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 8

Subject: Douglas Lane, Stanmore, Install 'No Parking' at rear of 31 Temple Street (Newtown Electorate/Stanmore Ward/Inner West LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received representations from a resident regarding obstructed access to their off-street parking because of parked vehicles in Douglas Lane at the rear of 31 Temple Street. It is recommended that a 7m section of 'No Parking' zone at the rear of 31 Temple Street be installed to allow for access to off-street parking for a resident of Douglas Street..

RECOMMENDATION

THAT conversion of a 7m section of 'unrestricted' parking in Douglas Lane, at the rear of 31 Temple Street, Stanmore to 'No Parking', be APPROVED.

BACKGROUND

Council is proposing to convert 'unrestricted' parking to 'No Parking' in Douglas Lane at the rear of 31 Temple Street, Stanmore opposite to the rear of 56 Douglas Street, Stanmore.

A request was received to have a section of 'No Parking' in Douglas Lane (opposite the rear of 56 Douglas Street) to allow access to an off-street parking space. Council Officers attended the site and investigated the matter. It was found that the width of the laneway is 4.8 meters. Council's Laneway Guidelines (Dec 2015) indicate that a laneway of a width of less than 5.1m is not suitable to allow for parking.

Given that the primary function of the laneway is to provide access for service vehicles and off-street parking, it is recommended to change the 'unrestricted' parking opposite the driveway to 'No Parking' for a section of 7m to allow access to off-street parking.

The proposal is shown in **Figure 1** below.

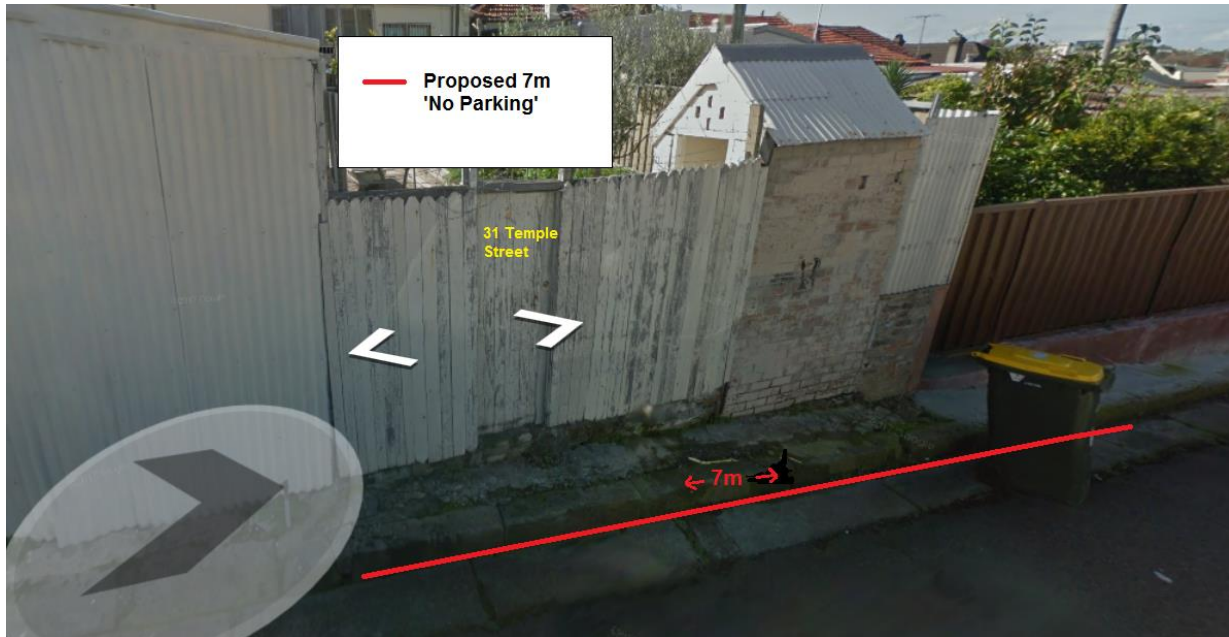


Figure 1: Proposed restrictions in Douglas Lane at rear of 31 Temple Street opposite rear of 56 Douglas Street, Stanmore

FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

On 18 January, letters were hand delivered to affected residents of Temple Street and Douglas Street. Owners, where relevant, were sent a letter via the post. The closing date for comments was 14 February. In total eleven (11) letters were sent. There were no replies received either in support of, or objecting to, the proposal.

CONCLUSION

Council has received representation from a resident of Douglas Street that they are being obstructed from entering and exiting their off street parking because of parked vehicles in the laneway. The installation of 'No Parking' at the rear of 31 Temple Street will allow for access to off-street parking for a resident of Douglas Street.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 9

Subject: Morton Street, Lilyfield - Proposed 'No Parking' Restrictions (Balmain Ward/Balmain Electorate/Leichhardt LAC)

Prepared By: David Yu - Traffic Engineer

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

SUMMARY

Council has received concerns regarding blocked vehicular access to the driveway of No. 3 and No. 5 Morton Street, Lilyfield due to vehicles over-hanging the driveway.

RECOMMENDATION

THAT a 14.2m 'No Parking' zone be installed on the northern side of Morton Street, across the driveways of No. 3 and No. 5 Morton Street, Lilyfield and including the 3.5m of kerb space in between the driveways.

BACKGROUND

Concerns have been raised regarding blocked vehicular access to the driveways of No. 3 and No. 5 Morton Street, Lilyfield because of vehicles over-hanging the driveways.

Vehicles currently park along the existing kerb space between the driveways of No. 3 and No. 5 Morton Street, this kerb space is approximately 3.5m in length, which is insufficient to accommodate a standard vehicle without impeding driveway access to No. 3 or No. 5 Morton Street.

Driveway clearance lines have been provided for both properties but have not been effective in preventing illegal parking.

FINANCIAL IMPLICATIONS

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


OTHER STAFF COMMENTS

In order to prevent vehicles impeding driveway access it is proposed to install 14.2m of 'No Parking' zone on the northern side of Morton Street. This 'No Parking' zone includes 3.5m of kerb space and both driveways of No.3 and No. 5 Morton Street.

Note that the proposal will not result in any loss of car parking spaces as shown in the following proposal plan.



PUBLIC CONSULTATION

<p>A letter outlining the above proposal was mailed out to the affected properties (13 properties) in Morton Street, Lilyfield.</p> <p>Responses were received from two (2) properties, which objected to the proposal.</p>	
<p>Residents' Response:</p> <p>I agree that the space between the driveways of No. 3 and No. 5 is too narrow for parking. However, I do not support the installation of no parking signs. Signs are an eyesore and not necessarily effective. There are already signs in the street restricting parking during sporting fixtures. These do not stop the street being parked out during fixtures as the restrictions are not policed. I do support alternative no parking methods being utilised such as the</p>	<p>Officer's Comment:</p> <p><i>The 'No Parking' restrictions are regulatory signs that can be enforced by Council parking rangers.</i></p> <p><i>With the exception of driveway line-markings, Council generally does not support other types pavement markings for the purpose of preventing driveway accessibility issues, such as 'No Parking' or hatching as it requires ongoing maintenance and cannot be enforced.</i></p>

painting of no parking or hatching on the road between the driveways.	
There is sufficient space for motorcycle parking. There are several motorcycles parked on the street at any given time. A 'no parking' zone is a net loss of public parking space to the street.	<i>The residents that have requested the proposed 'No Parking' restrictions have stated that they are not in support of motorcycle parking in front of their property.</i>

CONCLUSION

In order to prevent blocked vehicular access to the driveways of No.3 and No. 5 Morton Street, Lilyfield, it is recommended that a 14.2m 'No Parking' zone be installed on the northern side of Morton Street, across the driveways of No. 3 and No. 5 Morton Street, Lilyfield including the 3.5m of kerb space in between the driveways.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 10

Subject: Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, Leichhardt - Resident Parking Scheme (Balmain Ward/Balmain Electorate/Leichhardt LAC)

Prepared By: David Yu - Traffic Engineer

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

SUMMARY

Council has received correspondence from a number of residents of Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, requesting the extension of Area L1 Residential Parking Scheme (RPS) restrictions into their streets to deter commuter/long stay parking.

This report provides the results of a resident parking scheme investigation in Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, Leichhardt.

RECOMMENDATION

THAT:

- 1. The proposed Resident Parking Scheme in Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street not be supported at the present time due to less than 50% support received from the consulted residents; and**
 - 2. The matter be reviewed following the completion of construction works around the scheme area.**
-

BACKGROUND

A number of residents from Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, Leichhardt requested the implementation of a resident parking scheme in their street. Consequently, parking occupancy surveys were undertaken in the above mentioned streets in accordance with Council's Resident Parking Scheme Policy that indicated high parking occupancy levels (equal to or over 85%) in the street.

Parking occupancy surveys were undertaken in all six streets in 2017 on a typical Tuesday and Wednesday in both an AM and PM period. These surveys indicated high parking occupancy levels of over 85%.

FINANCIAL IMPLICATIONS

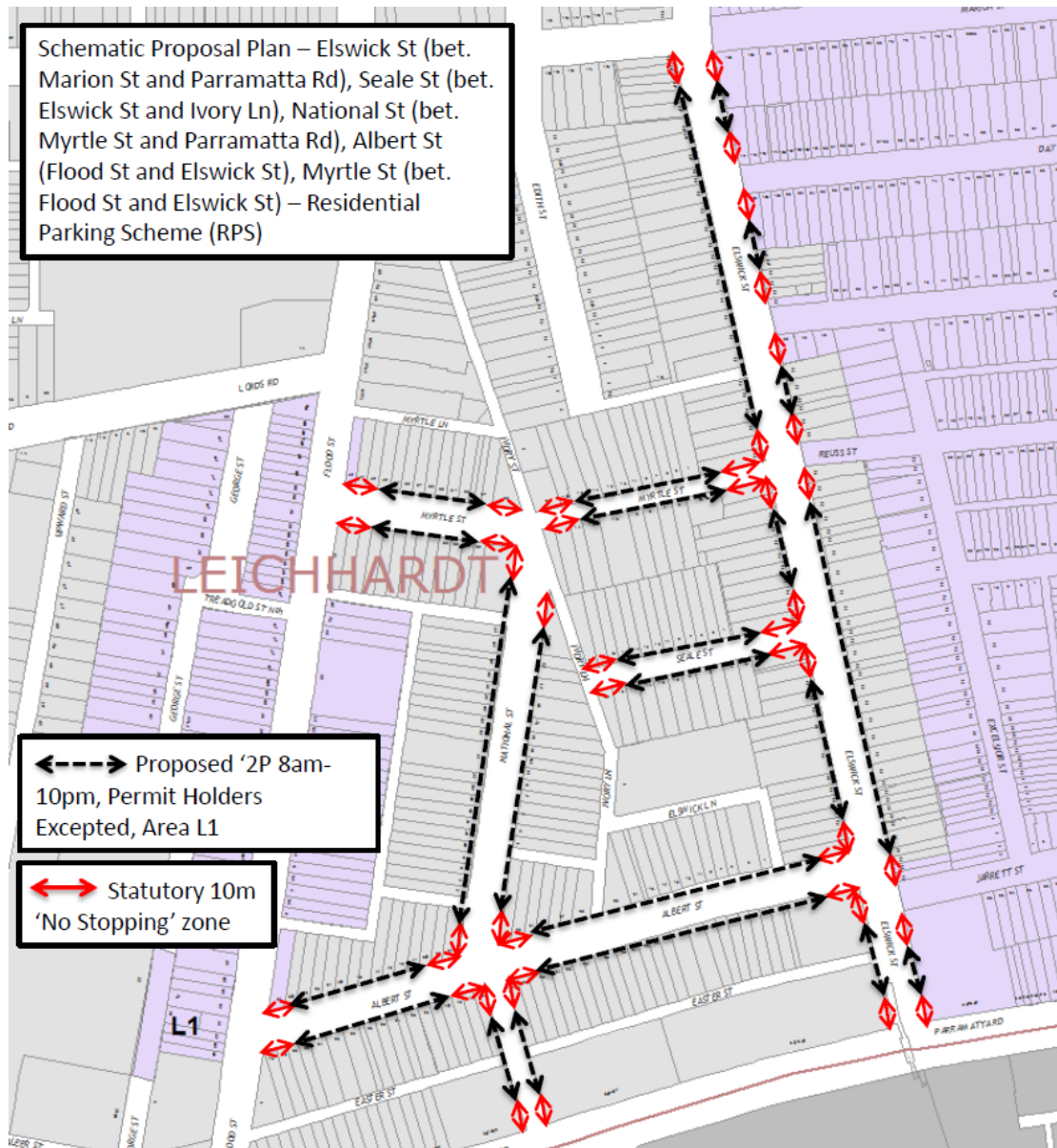
Nil.

OTHER STAFF COMMENTS

A Resident Parking proposal was prepared for the installation of '2P 8am-10pm, Permit Holders Excepted, Area L1' restrictions into the following locations:

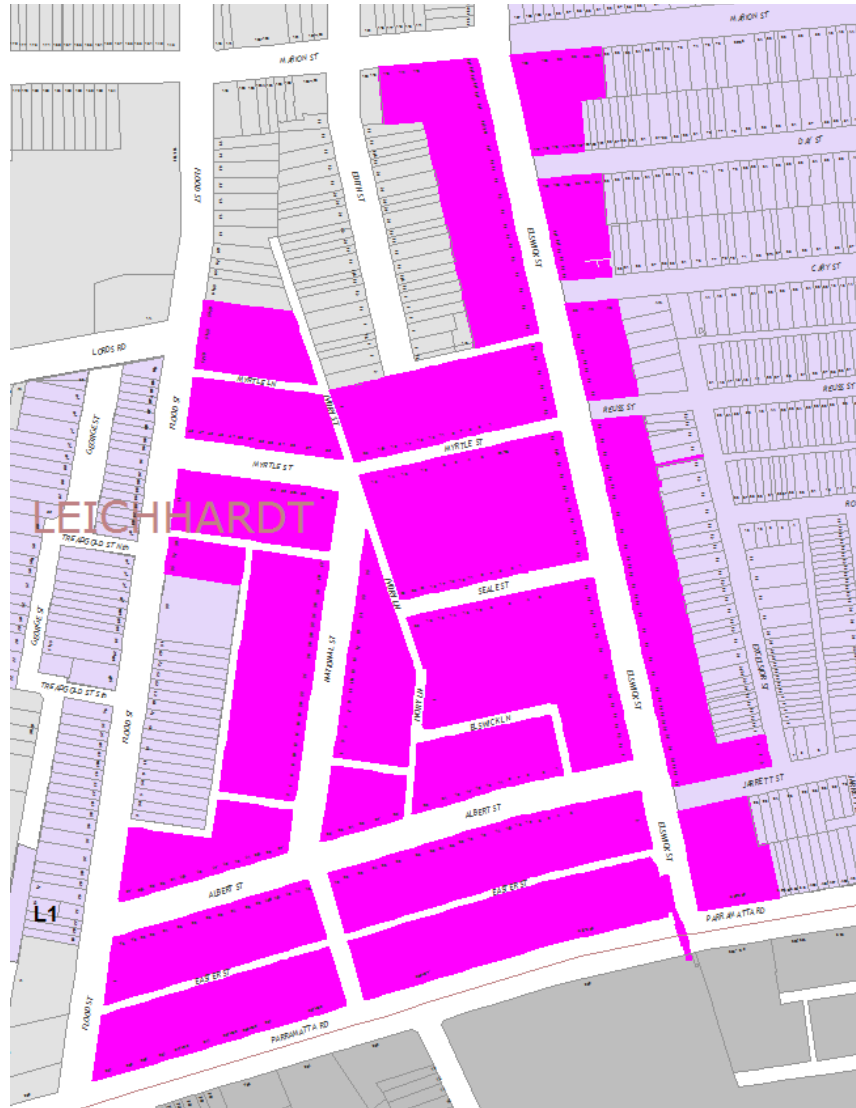
- Both sides of Elswick Street between Marion Street and Parramatta Road.
- Both sides of Albert Street between Flood Street and Elswick Street.
- Both sides of National Street between Myrtle Street and Parramatta Road.
- Both sides of Seale Street between Ivory Lane and Elswick Street.
- Both sides of Myrtle Street between Flood Street and Elswick Street.

As shown on the following map.



PUBLIC CONSULTATION

A letter outlining the above parking proposal options was mailed out to the affected properties (304 properties) in Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, Leichhardt requesting residents' views regarding the proposal. This is indicated on the following plan.



The table below shows some of the comments raised by the residents.

Comments from residents objecting to the proposal

Residents' Comments	Officer Comments
<p><i>We feel that restrictions should only be from Monday to Friday 8am-6pm. Parking has eased considerably over the last few weeks. Council should wait a few months until the construction in George Street is complete before starting this process. Until that is finished no one really knows what the permanent parking situation will be and it would be a real shame to implement a permanent solution now for what may turn out to be a temporary problem.</i></p>	<p>At this stage, it is proposed that the Resident Parking Scheme in Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents. Future investigations for a Resident Parking Scheme (RPS) will be considered after the main construction works in George Street are fully completed.</p>
<p><i>Parking is actually easing somewhat during the day as buildings are being completed and construction worker vehicles are going elsewhere. Yes, it would be beneficial for me to have restricted parking. However, I believe in a "wait and see" approach. Once parking restrictions are in place then it is very difficult to retract them.</i></p>	

<p><i>Council should mark parking spaces on the road. Too many people park in a space that would clearly allow two cars to park.</i></p>	<p>Currently Councils limited line marking budget has been prioritised to upgrade safety-related line marking around schools and to maintain existing assets (Give-way, stop-control line-marking).</p> <p>Council is currently not looking to line-mark parking bays in residential streets.</p> <p>It should be noted that bay markings do not necessarily provide an increase in parking capacity. If the parking bays are to be line marked, the standard parking bay length needs to be used. It is often feasible to accommodate a greater number of small and medium size vehicles without line marking.</p>
<p><i>The un-named lane between National and Flood Street and Ivory Lane also need parking restriction signs, especially if the restricted signs proceed in the surrounding streets, as it will push more parked cars into the lanes. There is already an issue with cars parking too close or across our garage making it difficult to access and at times impossible to gain access. Also why are those of us that use our garages not eligible for a parking permit? What will residents do when we are unable to get into our garage?</i></p>	<p>Raised concerns in regards to driveway accessibility issues in the unnamed lane and Ivory Lane have been listed for a separate investigation. If issues require additional investigation, a separate item will be prepared as part of a future Local Traffic Committee Agenda.</p> <p>In many areas of Leichhardt there is a strong demand for parking spaces. The aim of Council's parking scheme is to fairly allocate the available parking spaces amongst our community. Unfortunately, Council has to restrict the number of permits allocated due to the limited number of parking spaces caused by a high proportion and reliance of car ownership. Therefore, Council policy considers off-street parking in the permit eligibility criteria.</p>
<p><i>Biggest issue is that we lose approximately 20 car spaces just on and off Albert street alone due to the no stopping signs that is proposed. Also, I have one car port but I can never access it due to the panel beaters parking illegally on Easter Street. If you want to fix the Albert street congestion problem, you must fix the Easter Street illegal parking first.</i></p>	<p>10m 'No Stopping' zones must be installed at all intersections (as per NSW Road Rules) with the installation of the proposed 2P restrictions. The 'No Stopping' zones provide improved safety for pedestrians and drivers. It should also be noted that the 10m 'No Stopping' zones are enforceable even without signage.</p> <p>Council parking rangers are aware of the illegal parking issues in Easter Street and will continue to enforce restrictions in the street. The police have also been notified regarding the parking issues.</p>
<p><i>I do not support a scheme that does not give equal access to the street for all residents, irrespective of number of off street parking spaces available etc. It is also not clear from the info provided who is</i></p>	<p>One visitor parking permit per eligible property will be issued, in addition to resident parking permits, as part of a Resident Parking Scheme (RPS).</p>

Item 10

<i>eligible for a visitor parking permit?</i>	Properties are not eligible if it is a multi-unit dwelling and the strata subdivision of residential flat building was approved after January 2001, as off-street parking should be provided in accordance with Council's parking DCP.
<i>I am unable to use my garage as it is on the bend in Elswick Lane and it is too dangerous. There are no sight lines when cars, removal vans, utes and garbage trucks travel around the corner. I have previously requested council to install a safety mirror on this bend but this has not happened. In summary, I do not agree with the introduction of parking restrictions on any of these streets.</i>	The raised concern in regards to sight visibility issues in Elswick Lane will be separately investigated.
<i>Consideration to be given to a traffic calming device in Elswick Street, near the intersection of Myrtle Street and Reuss Street. Drivers speed along Elswick Street because of the straight alignment, wide carriageway and good vision. However at the above intersection I have witnessed many near misses and several accidents owing to the lack of sight distance. The existing Give Way signs are insufficient. I suggest Stop signs in Myrtle Street and Reuss Street together with an electronic speed notification board in Elswick Street as a minimum treatment. These should be considered as part of the overall Traffic Management Plan for the area.</i>	The raised concern in regards to speeding and sight visibility issues in Elswick Street will be separately investigated.
<i>The safety issue is that cars park on the footpath. This has resulted in blocking pedestrian traffic along the footpath on both sides, which results pedestrians being forced to walk on the road. Cars continue to speed along Myrtle street from Flood street but the street rapidly narrows from No. 16 to Elswick Street and forms a choke point with cars parked on both sides. Cars block driveways on both sides of Myrtle Street and there is reduced vision while pulling out of driveways. I would support the 2 hour resident parking on the right hand side of Myrtle Street coming from Elswick Street to Ivory Street/Lane.</i>	The raised concerns in regards to vehicle and pedestrian accessibility issues in Myrtle Street have been listed for a separate investigation. If issues require additional investigation, a separate item will be prepared as part of a future Local Traffic Committee Agenda.

Consultation survey results are summarised as follows:

Elswick, Leichhardt

Number of properties	-	126
Number of properties responded	-	45
Number of properties supported	-	34
Overall Response Rate	-	36%
Overall Support Rate	-	27%

Albert Street, Leichhardt

Number of properties	-	74
Number of properties responded	-	43
Number of properties supported	-	30
Overall Response Rate	-	58%
Overall Support Rate	-	41%

National Street, Leichhardt

Number of properties	-	38
Number of properties responded	-	23
Number of properties supported	-	13
Overall Response Rate	-	61%
Overall Support Rate	-	34%

Seale Street, Leichhardt

Number of properties	-	23
Number of properties responded	-	13
Number of properties supported	-	10
Overall Response Rate	-	57%
Overall Support Rate	-	44%

Myrtle Street, Leichhardt

Number of properties	-	43
Number of properties responded	-	23
Number of properties supported	-	15
Overall Response Rate	-	54%
Overall Support Rate	-	35%

Overall Support

Number of properties	-	304
Number of properties responded	-	147
Number of properties supported	-	102
Overall Response Rate	-	48%
Overall Support Rate	-	34%

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

CONCLUSION

Based on the above results, the proposed Resident Parking Scheme in Elswick Street, Albert Street, National Street, Seale Street and Myrtle Street, Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents.

It is recommended that the matter be reviewed following the completion of construction works around the scheme area. There were a number of residents that expressed that the investigation be deferred until the construction works in the area are completed.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 11

Subject: Kensington Lane, Summer Hill - Request For 'No 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 has received a request to assist with access for delivery trucks which service 84-90 Parramatta Road via Kensington Lane. Currently, trucks attempting to manoeuvre around the bend in Kensington Lane are having difficulties due the vehicles being parked on or in close proximity to the bend. Council Officers have been advised that occasionally trucks are required to reverse back into Parramatta Road jeopardizing traffic safety in this area due the cars parked on or close to the bend.

It is recommended that this proposal be approved.

RECOMMENDATION

THAT the installation of a 30 metre length 'No Parking 8.00am-6.00pm Mon-Fri' restrictions in Kensington Lane, Summer Hill at the bend of the lane, be APPROVED, in order to provide unobstructed vehicular access to the warehouse.

BACKGROUND

An investigation was carried out to examine access through Kensington Lane for service and delivery vehicles accessing the loading dock area to the rear of the warehouse at 84-90 Parramatta Road, Summer Hill, particularly at the bend. Council is proposing timed 'No parking' restrictions on this bend during weekday business hours: 8.00am-6.00pm Mon-Fri.

(Refer to the attached locality map and photographs).

FINANCIAL IMPLICATIONS

The installation of 'No parking' signage is funded from Council's operational budget for signs and line marking.

OTHER STAFF COMMENTS

Kensington Lane travels south from Parramatta Road and then bends to the east. The north-south section is approximately 4.8 metres in width and is approximately 50 metres in length.

The east-west section of Kensington Lane is 9.5 meters in width and is approximately 50 metres in length and provides access to off-street parking facilities located to the rear of properties on Kensington Road and Liverpool Road. At present, there are no parking restrictions along the laneway and it was observed during a number of site inspections that on-street parking facilities were moderate utilised.

This proposal is considered a traffic safety matter. Vehicles parked close to the bend can obstruct the turning manoeuvre of traffic and access to the warehouse. Parking restrictions will remove any potential obstructions on the bend.

Parking in laneways

Council's *Laneway Parking Guidelines* outline the measures to consider when the use of the laneway prohibits access to off-street parking and access through the laneway. Effectively managed laneways allow for adequate access while providing the maximum amount of on-street parking.

The Road Rules includes requirements which affect parking at intersections, driveways and also parking along laneways. Council's preference is for residents to negotiate with each other to avoid implementing parking bans. Where problems occur, parking restrictions can be considered for individual laneways on a case-by-case basis. The guidelines provide consistency for assessing the need for parking controls.

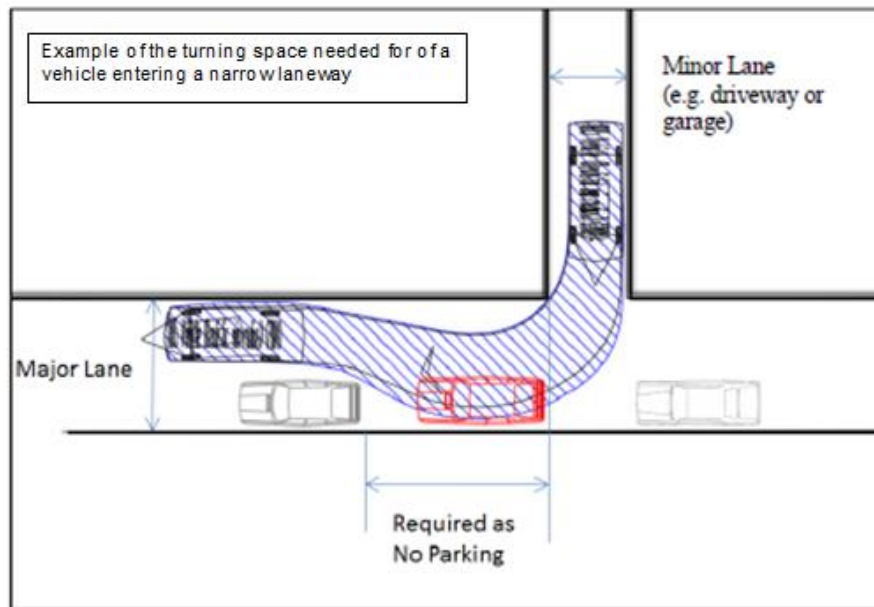
The laneway access priorities below have been developed to help Council decide whether parking is permitted in a laneway and determine how much space is required for the most important uses. The priorities for the use of the available space in laneways are listed in the table below in order of priority.

Priority (Highest to Lowest)	Description
Emergency access	Provide access according to Australian Standards
Deliveries and waste collection services	Maintain access for waste collection and delivery trucks where required
Access to off-street parking	Ensure adequate access to properties along the laneway to maximise use of existing off-street parking
Accessible on-street parking	Provide accessible parking spaces for people with a disability where appropriate and in accordance with the standards
On-street parking	Allow parking in laneways where appropriate access is maintained. Parking signs to be installed to manage access where needed.

The laneway width is the most important factor for determining whether parking is feasible. For example, narrow laneways that provide the only access route for emergency vehicles or waste service trucks must have enough space to maintain access for these vehicles.

For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres wide are too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway.

When vehicles are parked in narrow laneways near street intersections, sharp bends or driveways, there needs to be enough space for vehicles to turn. The guidelines allow for signs which ban parking to be considered next to driveways and at entries to laneways to ensure that vehicles are able to safely turn. This includes an assessment of the minimum amount of space needed for vehicles to turn in and out of a driveway. The figure below shows an example of where 'No Parking' signs would be considered to allow a car to do a three-point turn into a laneway with parking banned on one-side of a laneway less than 6 metres wide.



As a general principle, these guidelines would restrict parking across the driveway access and also on the opposite side of the laneway to maintain vehicle access to properties. Parked vehicles which encroach into the 'No Parking' area are likely to obstruct vehicle access into and out of properties.

It should be noted that laneways were generally built to provide service for properties and access into off-street parking facilities therefore restricting parking in this laneway will help achieve this goal.

PUBLIC CONSULTATION

A notification letter was delivered to properties on Liverpool Road and Kensington Road regarding the proposal to install approx. 30 metre length 'No Parking' in Kensington Lane. The reason for this proposal is to provide clear vehicular access to the loading facility for the warehouse located at 84-90 Parramatta Road.

Resident survey findings

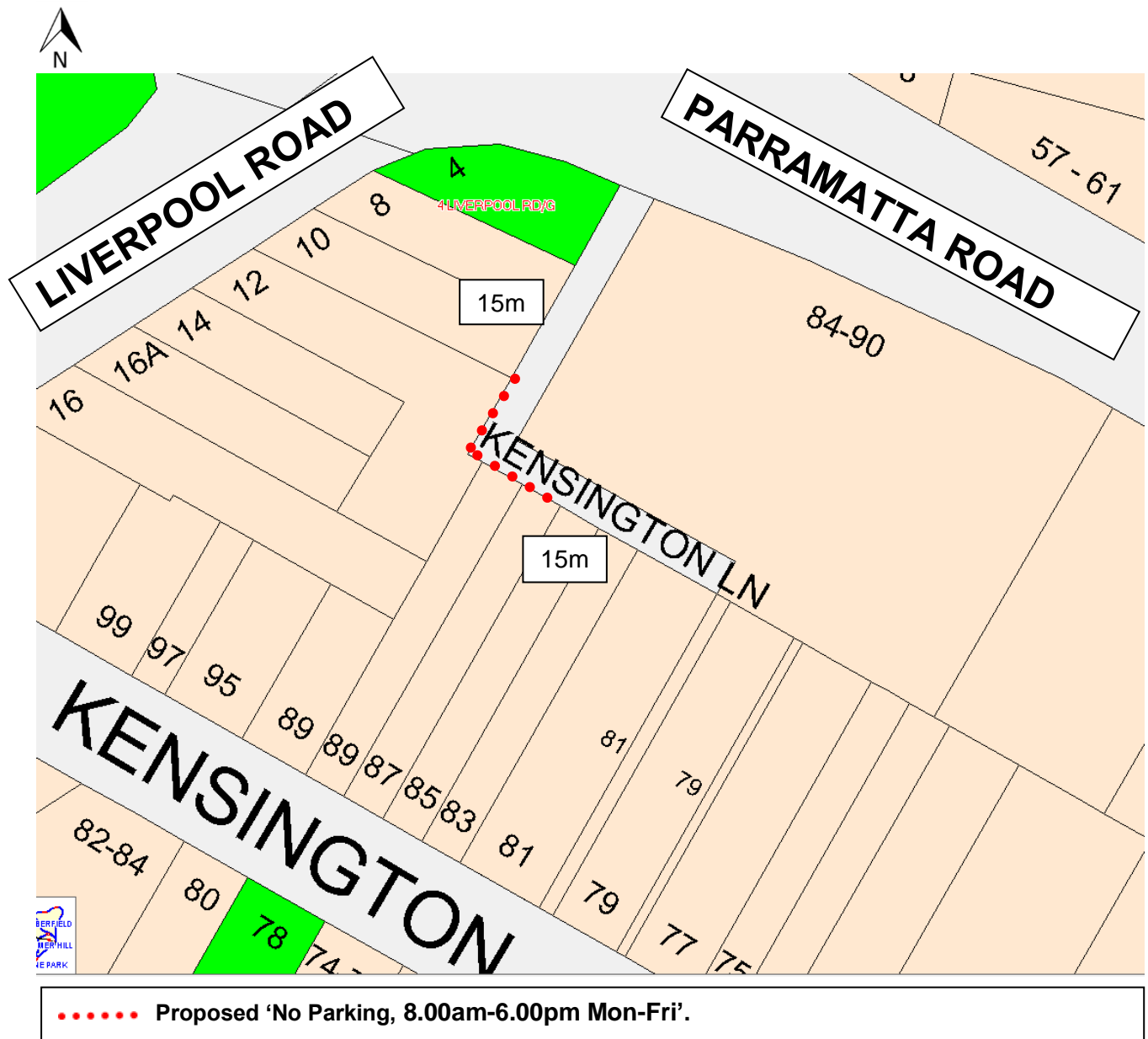
Council has written to residents of Liverpool Road and Kensington Road inviting comments. Two (2) submissions were received, of which one was supporting and one was objecting to the implementation of parking restrictions. The objector stated in his letter that he and his family owns three (3) vehicles, they have off street parking for two vehicles to the front of their residence in Kensington Road but with insufficient room to park their third vehicle, their son parks in the rear lane. He stated that he and his wife had planned to put a double garage to the rear of their property at 89 Kensington Road. However during the development of the site at 84-90 Parramatta Road, he said, they found that the builders had built a large storm water inlet into their curb. He claimed also that this storm water inlet prevents him from building a double garage with double driveway layback access. He finds "outrageous that no consideration was taken, at the time of the design and development stage" and he stated that "it is most unfair that local residents have to pay the price of a large company not doing sufficient research into their logistical requirements prior to construction".

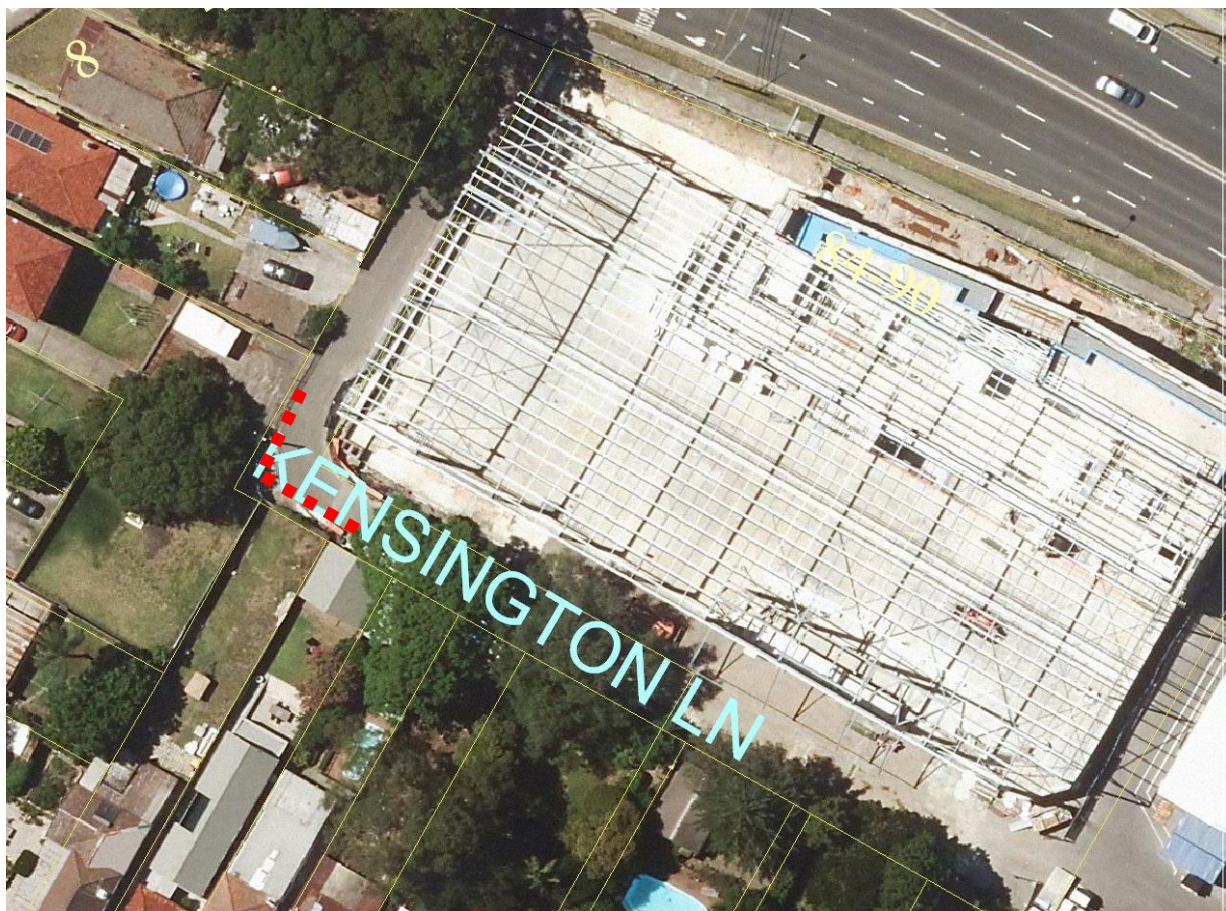
It should be noted that an application by the resident for a double garage was submitted after construction of the storm water inlet pit. This original application was not approved because it conflicted with the storm inlet pit. Council approved a subsequent application for a double garage with a single opening in September 2016.

CONCLUSION

Following an investigation into parking habits in Kensington Lane it was found that a vehicle was parked on the bend & restricting access to the loading bay for the site at 84-90 Parramatta Road. Therefore, in order to provide clear vehicular access to delivery trucks, it is recommended that a 30 metre length of 'No Parking 8.00am-6.00pm Mon-Fri' restrictions in Kensington Lane, Summer Hill be approved.

Item 11









ATTACHMENTS

Nil.

Item No: LTC0318 Item 12

Subject: MaCaulay Lane, Stanmore - Implement 'No Parking' rear of 111 Corunna Road (Newtown Electorate/Stanmore Ward/Newtown LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received representation from a resident proposing to convert a section of 'unrestricted' parking at the rear of 111 Corunna Road to 'No Parking', to allow for access to an off-street parking space. The proposal was distributed to affected owners/occupiers and revised after feedback. All affected owners/occupiers have been advised of the revision and invited to comment, either before or at the Local Traffic Committee meeting or subsequent Council meeting.

RECOMMENDATION

THAT the proposal to convert a 7m section of 'unrestricted' parking to 'No Parking' at the rear of 111 Corunna Road opposite the rear of 112 Macaulay Road to allow access and egress for off-street parking be APPROVED

BACKGROUND

Council is proposing to implement 'No Parking' restrictions in Macaulay Lane at the rear of 111 Corunna Road, (opposite the rear of 112 Macaulay Road). The proposal is illustrated in **Figure 1** below.

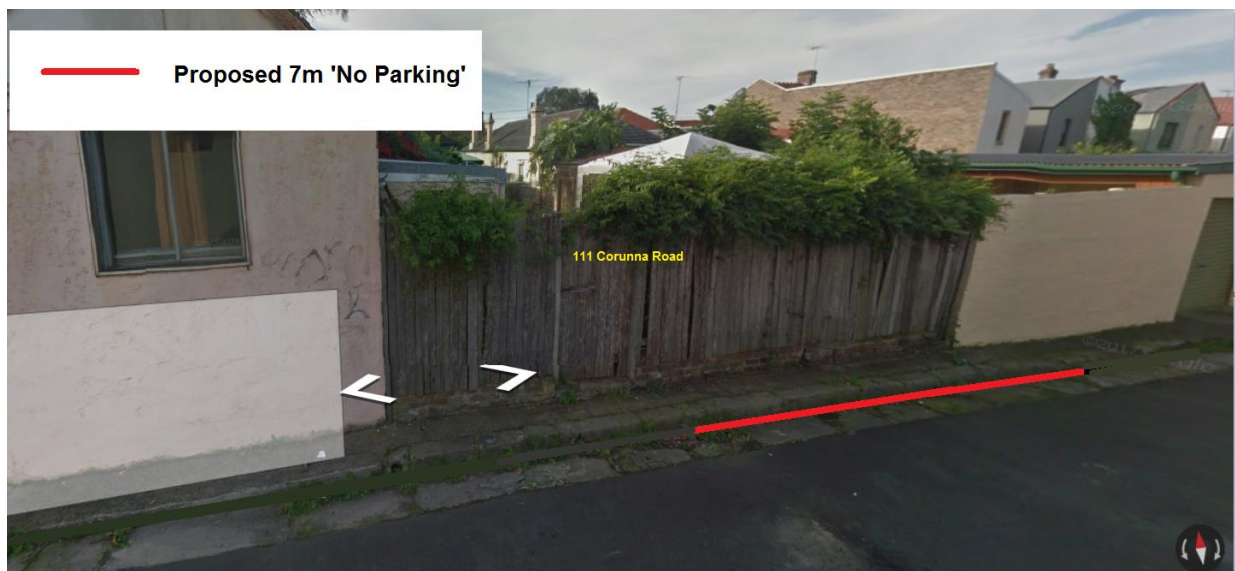


Figure 1: Revised Proposal to implement 'No Parking' restrictions at rear of 111 Corunna Road

The proposal in **Figure 1** represents a revision from the initial proposal, following feedback from the proponent. . The proponent has suggested that the revised placement of the proposed 'No Parking' will facilitate the movement of vehicles in and out of the entrance to the off-street parking. The revised proposal entails shifting the section of 'No Parking' east from the initially proposed location as illustrated below in **Figure 2**.

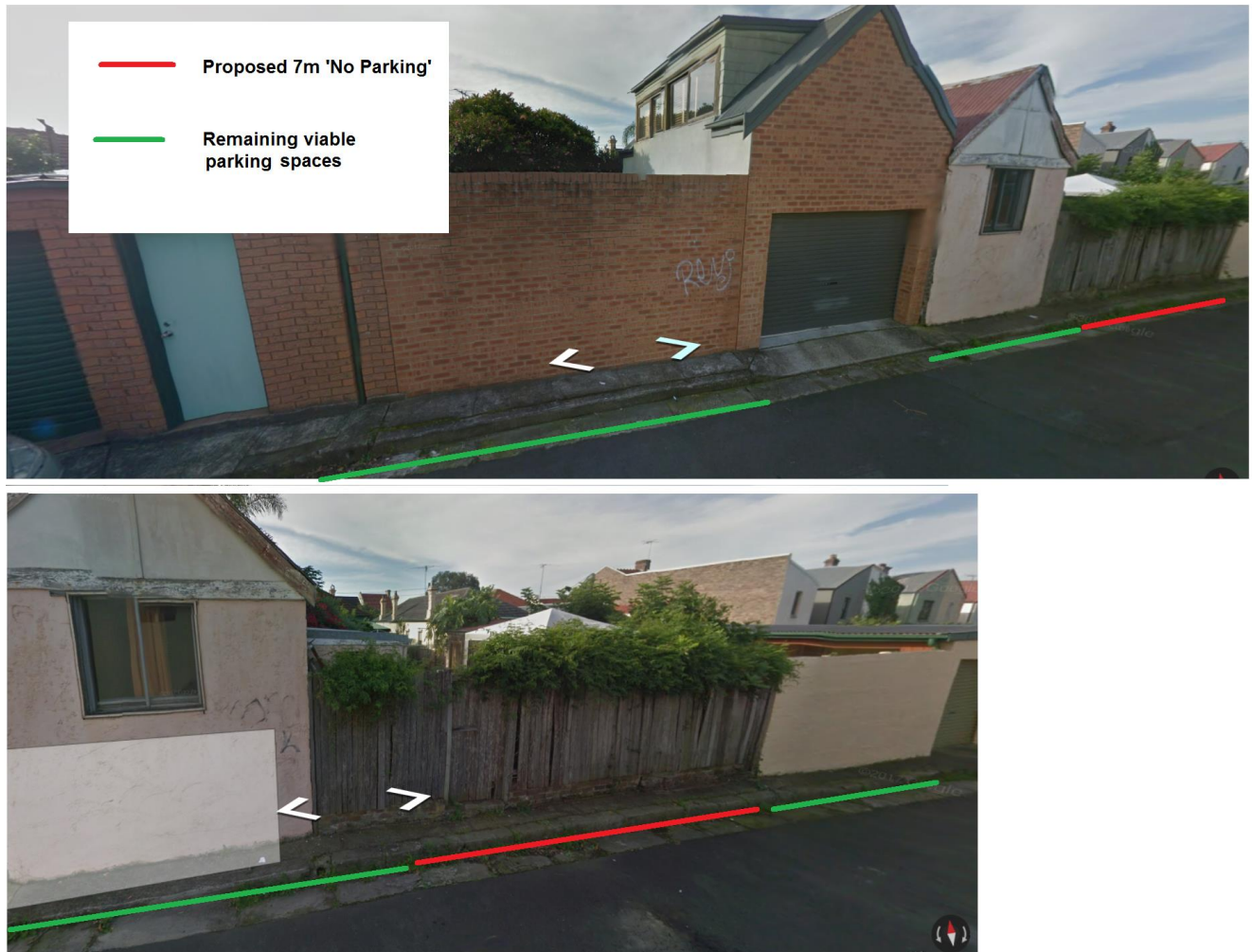


Figure 2: Initial proposed restrictions in Macaulay Lane at rear of 111 Corunna Road opposite rear of 112 Macaulay Road, Stanmore

FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

Letters were sent to the owners and occupiers of five (5) affected residences. Only one (1) submission was received. That submission was from the proponent and suggested a revision to ensure the vehicles could have access/egress from the garage of the subject property. There were no objections received to the proposal.

CONCLUSION

In order to ensure access to off-street parking for the proponent who is a resident of Macaulay Road, Council is proposing to convert existing 'unrestricted' parking at the rear of 111 Corunna Road to 'No Parking'. All affected owners/occupiers have been advised of the revised proposal and the methods for feedback including details about making representations via Local traffic Committee and Council meeting. It is recommended that the revised proposal to install a 7m length of 'No Parking' at the rear of 111 Corunna Road, Stanmore be approved.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 13

Subject: Sydenham Green Skate Park, Sydenham – Proposed Timed Angle Parking Restrictions (Marrickville Ward/Heffron Electorate/Inner West LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

The recently constructed Sydenham Green Skate Park in Sydenham includes a section of 90 degree angle car parking bays for visitors to use the skate park and other nearby facilities within Sydenham Green.

It is recommended that two 'Mobility Parking' 90 degree angle parking bays and seventeen '2P 8am–6pm' 90 degree angle parking bays be implemented to ensure more equitable use of the car parking area.

RECOMMENDATION

THAT the installation of two (2) 'Mobility Parking' 90 degree angle parking bays and seventeen (17) '2P 8am–6pm' 90 degree angle parking bays within the car park of Sydenham Green Skate Park, Sydenham be APPROVED in order to ensure more equitable use of the car parking area.

BACKGROUND

Council has recently constructed Sydenham Green Skate Park in Sydenham. Council is seeking to create daytime timed parking in the car park of Sydenham Green Skate Park, Sydenham which is accessible via Railway Lane. The proposed car park consists of a total of 19 parking bays. The purpose of introducing timed parking within the car park is to ensure more equitable use for visitors to the skate park and other nearby facilities within Sydenham Green.

FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signposting associated with the recommended 'Mobility Parking' and '2P 8am-6pm' restrictions are approximately \$1,500 and can be met from Council's operating budget for signs and line marking.

OFFICER COMMENTS

The proposed car park to Sydenham Green Skate Park consists of a total of nineteen parking bays and is located on the north-eastern end of the skate park. Access to the car park is via Railway Lane, Sydenham. The purpose of introducing timed parking within the car park is to ensure more equitable use for visitors to the skate park and other nearby facilities within Sydenham Green.

Of the nineteen angle parking bays, it is proposed to introduce two full-time 'Mobility Parking' restricted parking bays and seventeen '2P 8am-6pm' restricted parking bays.

Locality Map

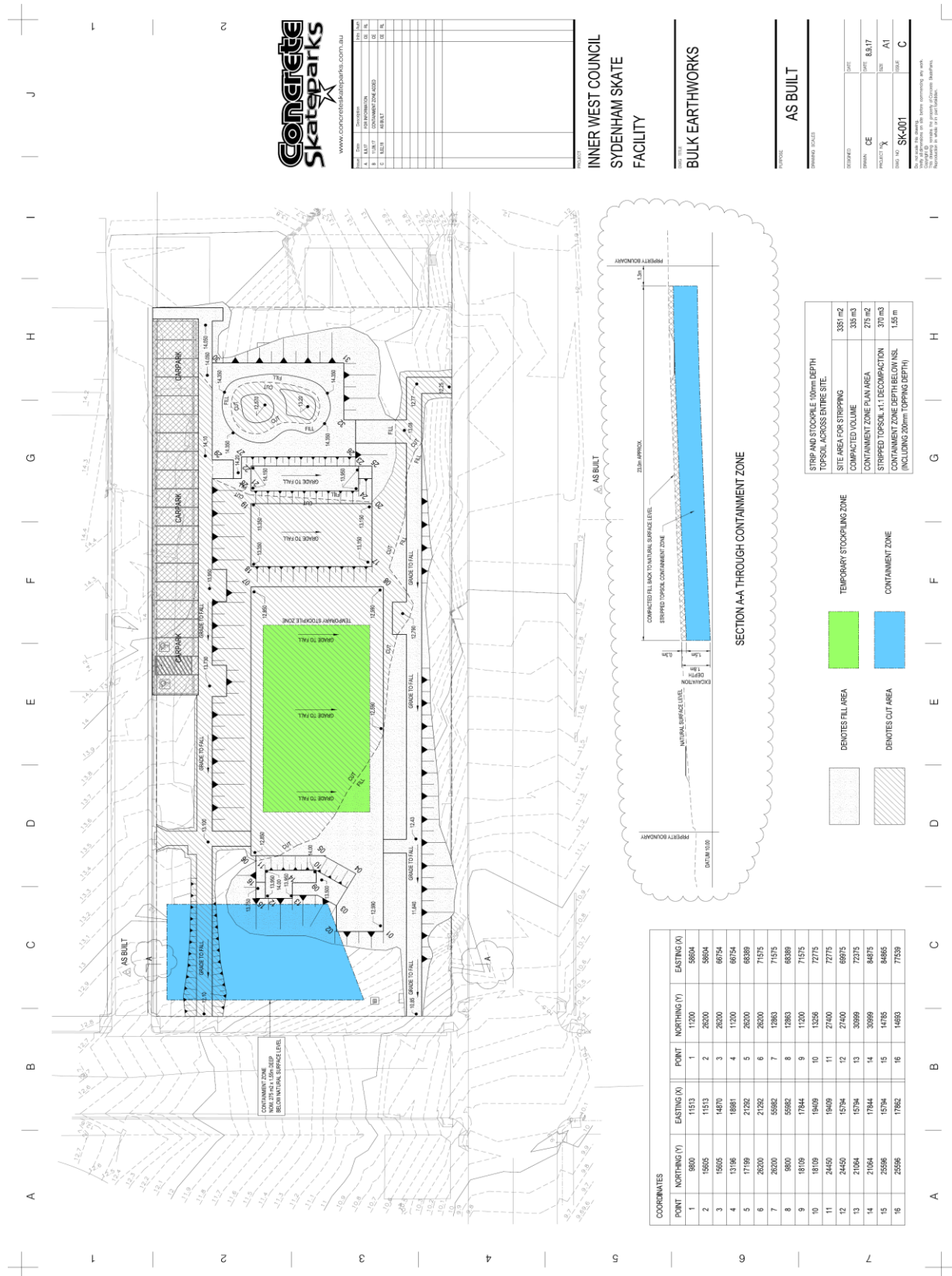


PUBLIC CONSULTATION

Nil.

CONCLUSION

It is recommended that two 'Mobility Parking' 90 degree angle parking bays and seventeen '2P 8am–6pm' 90 degree angle parking bays be implemented to ensure more equitable use of the car parking area.



ATTACHMENTS

Nil.

Item No: LTC0318 Item 14
Subject: Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)
Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services, Emilio Andari - Engineer – Traffic and Parking Services and Idris Hessam - Graduate Civil Engineer Traffic Services
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. A 6m 'Disabled Parking' zone be installed in front of No. 42 Hubert Street, Leichhardt with associated kerb ramp;
2. A 5.4m 'Disabled Parking' zone be installed in front of No.168 Beattie Street, Balmain;
3. A 11m 'Works Zone 7.00am - 5.30pm Mon- Sat' be installed in front of property no.22 Fisher Street, Petersham;
4. A 12m 'Works Zone 7.00am - 5.30pm Mon- Sat' be installed in front of No.327-329 Trafalgar Street, Stanmore;
5. A 40m 'Works Zone 7.00am - 5.30pm Mon- Sat' be installed in front of No.313-319 Marrickville Road (Livingstone Road Frontage), Marrickville ; and
6. A 12m 'Works Zone 7.00am - 5.30pm Mon- Sat' be installed in front of No.260-264 Wardell Road (Ewart Street frontage), Stanmore.

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 Installation of 'Disabled Parking' Restriction – No. 42 Hubert Street, Leichhardt Council Ref: DWS 4641947

The resident of No. 42 Hubert Street, Leichhardt 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 limited mobility.

The applicant does require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No. 42 Hubert Street, Leichhardt with associated kerb ramp.

2 Installation of 'Disabled Parking' Restriction – No.168 Beattie Street, Balmain

Council Ref: DWS 4744489

The resident of No.168 Beattie Street, Balmain has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

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

The applicant does require the use of a wheelchair and the existing driveway adjacent to the property can be used for access to the footpath.

It is recommended that a 5.4m 'Disabled Parking' zone be installed in front of No.168 Beattie Street, Balmain.

3 Installation of 'Works Zone' Restriction – No.22 Fisher Street, Petersham

Council Ref: Merit 1425790

The subject property is located on northern side of Fisher Street, Petersham. The proposed 'Works Zone' will be 11 metres in length and located on the front of the property. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities.

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

4 Installation of 'Works Zone' Restriction – Nos.327-329 Trafalgar Street, Petersham

Council Ref: Merit 1425454

The subject property is located on southern side of Trafalgar Street, Petersham. The proposed 'Works Zone' will be 12 metres in length and located on the southern side of Trafalgar 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 both sides of Trafalgar Street, Petersham. The parking spaces in the subject section of Trafalgar Street are highly utilised by local residents. Therefore, the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

5 Installation of 'Works Zone' Restriction – Nos.313-319 Marrickville Road, Marrickville (Livingstone Road Frontage)

Council Ref: Merit 1419690

The subject property is located on the northern side of Marrickville Road, Marrickville. The proposed 'Works Zone' will be 40 metres in length and located on the eastern side of Livingstone Road adjacent to the site. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities.

At present, restricted parking [P-15min (M-F)] is permitted on the western side of Livingstone Road, Marrickville and unrestricted parking is permitted on the eastern side. The parking spaces in the subject section of Livingstone Road are highly utilised by local residents.

Therefore, the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

6 Installation of 'Works Zone' Restriction – No.260-264 Wardell Road, Marrickville (Ewart Street, Frontage)

Council Ref: Merit 1423559

The subject development site is located on the southern side of Wardell Road, Marrickville. The proposed 'Works Zone' will be 12 metres in length and located on the northern side of Ewart Street adjacent to property Nos.260-264 Wardell Road, Marrickville. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities.

At present, unrestricted parking is permitted on both sides of Ewart Street, Marrickville. A night rider bus stop is currently located on the northern side of Ewart Street, Marrickville adjacent to the site which operates approximately between 11:30pm to 5:30 am. The parking spaces in the subject section of Ewart Street are highly utilised by local residents. Therefore, the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 15

Subject: Change Of Local Traffic Committee Meeting Date For April 2018 (All Wards/All Electorates/All LACs)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

The proposed scheduled date of the Local Traffic Committee meeting held in April is Tuesday, 3 April 2018. It is recommended that the proposed meeting date be deferred from Tuesday, 3 April 2018 to Tuesday, 10 April 2018.

RECOMMENDATION

THAT the report be received and noted.

BACKGROUND

To assist Committee members with forward planning without impact of the Easter Long Weekend break, the scheduled date of the Local Traffic Committee meeting for April 2018 is proposed to be deferred by one week.

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

Typically, all Local Traffic Committee meetings are scheduled on the first Tuesday of each month for 2018 (excluding January). This year, the Easter Long Weekend break falls on 30 March 2018 (Good Friday), 31 March 2018 (Easter Saturday), 1 April 2018 (Easter Sunday) and 2 April 2018 (Easter Monday). Therefore, to avoid any holiday breaks conflicting with the scheduled Local Traffic Committee meeting date on Tuesday, 3 April 2018 it is recommended that the proposed meeting date be deferred to Tuesday, 10 April 2018.

PUBLIC CONSULTATION

Nil.

CONCLUSION

It is recommended that the proposed Local Traffic Committee meeting date be deferred from Tuesday, 3 April 2018 to Tuesday, 10 April 2018.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 16

Subject: Livingstone Road, Marrickville – Temporary Road Closures For ‘Good Friday’ Processions On 30 March 2018 (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has been advised by the NSW Police that there will be a street procession taking place on Easter Good Friday 30 March 2018, between 7.15pm and 8.30pm for St Brigid's Catholic Church in Marrickville. This procession will require some temporary road closures which will be undertaken by the NSW Police. Council has been requested to provide barricades to assist the Police in implementing the proposed road closures.

It is recommended that this report be received and noted. It is also recommended that Council provide barricades at no cost to assist the Police in implementing the proposed temporary road closures as in previous years.

RECOMMENDATION

THAT:

- 1. The report be received and noted; and**
- 2. Council provide barricades at no cost to assist the Police implementing the proposed temporary road closures as in previous years.**

BACKGROUND

Council has been advised that there will be a street procession taking place on Easter Good Friday 30 March 2018, between 7.15pm and 8.30pm for St Brigid's Catholic Church in Marrickville.

This procession will require some temporary road closures which will be undertaken by the NSW Police and Council has been requested to provide barricades to assist the Police in implementing the proposed road closures as in previous years.

FINANCIAL IMPLICATIONS

There will be a small cost to Council involving the delivery and pick up of the barricades and it is proposed to waive this cost as in previous years.

OFFICER COMMENTS

St Brigid's Parish

This procession is organised by the Italian Catholic community of Marrickville and has been an annual event since 1967. It attracts several thousand people and incorporates the following streets and times;

- Good Friday, 30 March 2018, the procession will exit the St Brigid's Monastery grounds at approximately 7.15pm onto Marrickville Road, turn right into Petersham Road, turn right into Francis Street, turn right into Livingstone Road and finally turn right into the church driveway on Livingstone Road.

All road closures will be under the control of the NSW Police and the assistance of the SES. Last year Council provided barricades to assist the Police implementing the proposed road closures at Council's cost.

Police/SES will direct traffic at the following intersections;

- a) Marrickville Road and Livingstone Road, Marrickville (Police/SES) 12 barricades required.
- b) Marrickville Road and Lilydale Street (SES)
- c) Marrickville Road and Fletcher Street (SES)
- d) Marrickville Road and Petersham Road (Police) 10 barricades required.
- e) Petersham Road and Tuohy Lane (SES)
- f) Petersham Road and Albion Street (SES)
- g) Petersham Road and Francis Street (SES)
- h) Petersham Road and Illawarra Road (Police)
- i) Francis Street and Ann Street (SES)
- j) Livingstone Road and Francis Street (Police)

PUBLIC CONSULTATION

Nil.

CONCLUSION

It is recommended that this report be received and noted. It is also recommended that Council provide barricades to assist the Police in implementing the proposed temporary road closures at no cost.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 17

Subject: Livingstone Road, Marrickville – Temporary Road Closures For The Orthodox Easter Processions On 6 & 7 April 2018 (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has been advised by the NSW Police that there will be a street procession taking place on Orthodox Easter Good Friday 6 April 2018, between 8.30pm and 10.00pm and Orthodox Easter Saturday 7 April 2018, between 10.00pm and 12.30am for St Nicholas Greek Orthodox Church in Marrickville. This procession will require some temporary road closures which will be undertaken by the NSW Police. Council has been requested to provide barricades to assist the Police in implementing the proposed road closures.

It is recommended that this report be received and noted. It is also recommended that Council provide barricades at no cost to assist the Police in implementing the proposed temporary road closures as in previous years.

RECOMMENDATION

THAT:

- 1. The report be received and noted; and**
- 2. Council provide barricades at no cost to assist the Police implementing the proposed temporary road closures as in previous years.**

BACKGROUND

Council has been advised that there will be a street procession taking place on Orthodox Easter Good Friday 6 April 2018, between 8.30pm and 10.00pm and Orthodox Easter Saturday 7 April 2018, between 10.00pm and 12.30am for St Nicholas Greek Orthodox Church in Marrickville.

This procession will require some temporary road closures which will be undertaken by the NSW Police and Council has been requested to provide barricades to assist the Police in implementing the proposed road closures as in previous years.

FINANCIAL IMPLICATIONS

There will be a small cost to Council involving the delivery and pick up of the barricades and it is proposed to waive this cost as in previous years.

OFFICER COMMENTS

Greek Orthodox Parish of 'Saint Nicholas'

This procession is organised by the Greek Orthodox community of Marrickville and has been an annual event since 1961. It attracts approximately between 1,500 and 2,000 people and incorporates the following streets, dates and times;

- Orthodox Good Friday - 6 April 2018 (7.00pm to 9.30pm) from St Nicholas Church located at 203 Livingstone Road, left onto Robert Street, left onto Dot Street, left onto

South Street, left onto Pine Street, onto Hollands Avenue and left onto Livingstone Road, Marrickville and back to the church.

- Orthodox Easter Saturday - 7 April 2018 (9.30pm to 12.30am) from St Nicholas Church located at 203 Livingstone Road, involving the closure of a section of Livingstone Road in front of the church for congregation of people.

All road closures will be under the control of the NSW Police and the assistance of the SES. Last year Council provided barricades to assist the Police implementing the proposed road closures at Council's cost.

Police/SES will direct traffic at the following intersections;

- a) Livingstone Road and Francis Street (Police) 3 barricades required.
- b) Livingstone Road and Arthur Street/Robert Street (Police/SES) 3 barricades required.
- c) Robert Street and Robert Lane (SES)
- d) Robert Street and David Street (SES)
- e) Robert Street and Dot Street (Police)
- f) Dot Street and South Street (Police)
- g) South Street/Pine Street and Hollands Avenue (SES/barricades) 3 barricades required.
- h) Livingstone Road and Jersey Street (Police) 3 barricades required.

PUBLIC CONSULTATION

Nil.

CONCLUSION

It is recommended that this report be received and noted. It is also recommended that Council provide barricades to assist the Police in implementing the proposed temporary road closures at no cost.

ATTACHMENTS

Nil.