

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 1 MAY 2018

10.00am

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

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

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

AGENDA

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

Traffic Matters

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LTC0518 Item 12 Fenwick Building - Illoura Reserve, Balmain East - Car Park
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6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

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Late Items

Nil at time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held at Chamber Room, Petersham Service Centre on 10 April 2018**

Meeting commenced at 10.00am

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)
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Mr Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Sgt Dan Chilvers	NSW Police – Leichhardt
Sen Const Charles Buttrose	NSW Police – Leichhardt
Mr Kristian Calcagno	Roads and Maritime Services

OFFICERS IN ATTENDANCE

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 Emilio Andari	IWC's Engineer – Traffic and Parking Services
Mr David Yu	IWC's Engineer – Traffic and Parking Services
Ms Snezana Bakovic	IWC's Project Manager – Traffic and Transport
Ms Christina Ip	IWC's Business Administration Officer

VISITORS

Mr Bill Woodhead	Item 6
Mr Nathan Parish	Item 6
Mr Peter Edwick	Item 9
Mr Nick Seremetis	Item 16

APOLOGIES:

Sgt John Micallef	NSW Police – Burwood and Campsie Police Area Commands
Sen Const Anthony Kenny	NSW Police – Inner West Area Police Command
Mr Peter Whitney	State Transit Authority
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)

DISCLOSURES OF INTERESTS:

Ms Sarina Foulstone declared a non-pecuniary interest in Items 6 as a member of BIKESydney's management committee.

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee Meeting held on Tuesday, 6 March 2018 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 6 March 2018 were adopted at Council's meeting held on 27 March 2018. Council also resolved that:

With reference to Item 18 - Route EW09 (Lilyfield Road, Lilyfield) - Separated Cycleway (Balmain Ward/ Leichhardt LAC/ Balmain Electorate);

- a) The public meeting on the Lilyfield cycleway project go ahead as soon as possible and is used to inform consultants GHD of changes that should be incorporated in the redesign; and
- b) Council seek information about the possibility of using the Rozelle goods yards for the Lilyfield cycleway and report back to council and residents.

LTC0418 Item 1 Temporary Full Road Closure of Derbyshire Road, Leichhardt (Leichhardt Ward / Balmain Electorate / Leichhardt LAC)**SUMMARY**

An application has been received from The Traffic Marshal for the temporary full road closure of Derbyshire Road, Leichhardt at the rear of Nos.160-180 Balmain Road (Sydney Secondary College) to facilitate a crane lift for air conditioner maintenance from 7:00am to 5:00pm on Saturday 28th April 2018 (back up date of Saturday 5th May 2018). 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 Derbyshire Road, Leichhardt at the rear of Nos.160-180 Balmain Road (Sydney Secondary College) to facilitate a crane lift for air conditioner maintenance from 7:00am to 5:00pm on Saturday 28th April 2018 (back up date of Saturday 5th May 2018) be approved, subject to the following conditions:

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

8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval; 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 Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Derbyshire Road, Leichhardt at the rear of Nos.160-180 Balmain Road (Sydney Secondary College) to facilitate a crane lift for air conditioner maintenance from 7:00am to 5:00pm on Saturday 28th April 2018 (back up date of Saturday 5th May 2018) 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;
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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;
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For motion: Unanimous

LTC0418 Item 2 Temporary Full Road Closure - Unnamed Laneway running parallel between Young Street and Annandale Street, Annandale (section between Gillies Street and Wisdom Street) (Balmain Ward / Balmain Electorate / Leichhardt LAC)**SUMMARY**

An application has been received from The Traffic Marshal for the temporary full road closure of the Unnamed Laneway running parallel between Young Street and Annandale Street, Annandale (section between Gillies Street and Wisdom Street) to facilitate a crane lift from 7:00am to 4:00pm on Monday 30th April to Wednesday 2nd May 2018 (back up date of Monday 7th May to Wednesday 9th May 2018). 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 the Unnamed Laneway running parallel between Young Street and Annandale Street (section between Gillies Street and Wisdom Street), Annandale to facilitate a crane lift from 7:00am to 4:00pm on Monday 30th April to Wednesday 2nd May 2018 (back up date of Monday 7th May to Wednesday 9th May 2018) be approved, subject to the following conditions:

1. A fee of \$1,540 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
2. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
3. A Traffic Management Plan (TMP) be submitted to Roads and Maritime Services for consideration and approval;
4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of the closure;
5. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
6. A notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS

1742.3 - Traffic Control Devices for works on roads;

11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval; 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

Clr Da Cruz stated that a nursery meets on Wisdom Street on Wednesday mornings and asked whether properties in the southern section of Wisdom Street would still be accessible during the proposed road closure. Council Officers will investigate and follow up with Clr Da Cruz.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of the Unnamed Laneway running parallel between Young Street and Annandale Street (section between Gillies Street and Wisdom Street), Annandale to facilitate a crane lift from 7:00am to 4:00pm on Monday 30th April to Wednesday 2nd May 2018 (back up date of Monday 7th May to Wednesday 9th May 2018) 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;
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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;
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For motion: Unanimous

LTC0418 Item 3 Temporary Road Closure to Dismantle Tower Crane on McGill Street, Lewisham (Stanmore Ward/ Marrickville Electorate/Marrickville LAC)

SUMMARY

An application has been received from Level 33 for the temporary full road closure of McGill Street (between Old Canterbury Road and Hudson Street) Lewisham for a period of 1 day

from 7:00am to 5:30pm on 28th April 2018 in order to dismantle a tower crane on McGill Street, Lewisham. 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 McGill Street (between Old Canterbury Road and Hudson Street) Lewisham for a period of 1 day from 7:00am to 5:30pm on 28th April 2018 in order to dismantle a tower crane on McGill Street, Lewisham, subject to the following conditions:

1. A fee of \$1,540.60 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 by the applicant to the 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 closure;
5. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;
6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the NSW Fire Brigades 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;
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13. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
14. The operation of the mobile crane 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;

15. All work is to be carried out in accordance with Work Cover requirements; and
16. 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 questioned whether the application would meet the 28 day notice period. Council Officers advised that advertising for this road closure was undertaken a number of weeks ago to meet the 28 day notification requirement.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of McGill Street (between Old Canterbury Road and Hudson Street) Lewisham for a period of 1 day from 7:00am to 5:30pm on 28th April 2018 in order to dismantle a tower crane on McGill Street, Lewisham, subject to the following conditions:

1. A fee of \$1,540.60 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 by the applicant to the 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 closure;
5. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;
6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the NSW Fire Brigades 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;
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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;

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13. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
14. The operation of the mobile crane 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;
15. All work is to be carried out in accordance with Work Cover requirements; and
16. 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

LTC0418 Item 4 Change in parking meter operational hours - Norton Street, Leichhardt and Darling Street, Rozelle/Balmain (Balmain and Leichhardt Wards / Balmain Electorate / Leichhardt LAC)

SUMMARY

Council at its meeting held 13th March 2018 considered a report regarding parking meter operations in Leichhardt, Rozelle and Balmain and subsequently resolved to turn off parking meters at 7pm on Norton Street, Leichhardt; Darling Street, Rozelle and Darling Street, Balmain.

This report seeks to outline the changes to the regulatory signage undertaken as part of this modification to parking meter operational hours.

Officer's Recommendation

THAT the following changes to regulatory signage be endorsed:

1. On Norton Street, Leichhardt between Parramatta Road and Allen Street:
 - a. The existing '2P ticket 8am - 6pm (Mon-Sat); 4P ticket 6pm - 10pm (Mon-Sat), 8am- 10pm (Sun)' restrictions be modified to '2P ticket 8am - 7pm (Mon-Sat); 4P ticket 8am- 7pm (Sun)'; and
 - b. The existing 'Loading Zone ticket 8am - 6pm (Mon - Fri); 2P ticket 8am - 6pm (Sat); 4P ticket 6pm - 10pm (Mon - Sat), 8am -10pm (Sun)' restriction be modified to 'Loading Zone ticket 8am - 7pm (Mon - Fri); 2P ticket 8am - 7pm (Sat);4P ticket 8am -7pm (Sun)'.
2. On Darling Street, Rozelle between Wise Street and Denison Street:
 - a. The existing '2P ticket 8am - 6pm; 4P 6pm - 10pm' restrictions be modified to '2P ticket 8am - 7pm';

- b. The existing '1/2P ticket 8am - 6pm; 4P ticket 6pm - 10pm' restrictions be modified to '1/2P ticket 8am - 7pm';
 - c. The existing 'No Stopping 6.30am - 9.30am & 3.30pm - 6.30pm (Mon-Fri); 2P ticket 9.30am - 3.30pm (Mon-Fri), 8am-6:30pm (Sat-Sun); 4P ticket 6.30pm - 10pm' restrictions be modified to 'No Stopping 6.30am - 9.30am & 3.30pm - 6.30pm (Mon-Fri); 2P ticket 9.30am - 3.30pm (Mon -Fri), 8am - 7pm (Sat-Sun)';
 - d. The existing 'No Stopping 3:30pm-6:30pm (Mon-Fri); 2P ticket 8am - 3:30pm (Mon Fri), 8am - 6:30pm (Sat-Sun); 4P ticket 6:30pm - 10pm' restrictions be modified to 'No Stopping 3:30pm-6:30pm (Mon-Fri) 2P ticket 8am - 3:30pm (Mon Fri), 8am -7pm (Sat-Sun)';
 - e. The existing 'Loading Zone ticket 8am - 12pm (Mon- Fri); 2P ticket 12pm - 6pm (Mon - Fri) and 8am - 6pm (Sat and Sun), 4P ticket 6pm - 10pm (7 days)' restrictions be modified to 'Loading Zone ticket 8am - 12pm (Mon- Fri); 2P ticket 12pm - 7pm (Mon – Fri) and 8am - 7pm (Sat and Sun)'; and
 - f. The existing 'Loading Zone ticket 8am-12pm (Mon-Fri); Taxi Zone 10pm - 3am; 2P ticket 8am - 6pm; 4P ticket 6pm - 10pm' restrictions be modified 'Loading Zone ticket 8am-12pm (Mon-Fri); Taxi Zone 10pm - 3am; 2P ticket 8am - 7pm'.
3. On Darling Street, Balmain between King Street and Curtis Road:
- a. The existing '2P ticket 8am - 6pm; 4P ticket 6pm - 10pm' restrictions be modified to '2P ticket 8am - 7pm';
 - b. The existing '1/2P ticket 8am - 6pm; 4P ticket 6pm - 10pm; Taxi Zone at other times' restrictions be modified to '1/2P ticket 8am - 7pm; Taxi Zone at other times';
 - c. The existing 'Loading Zone ticket 8am-12pm (Mon-Fri); 2P ticket 12pm - 6pm (Mon - Fri) and 8am - 6pm (Sat and Sun); 4P ticket 6pm - 10pm' restrictions be modified to 'Loading Zone ticket 8am-12pm (Mon-Fri); 2P ticket 12pm - 7pm (Mon - Fri) and 8am - 7pm (Sat and Sun)';
 - d. The existing '2P ticket 8am-6pm (Sun-Fri); 4P ticket 6pm-10pm; Loading Zone (no ticket) 9am-3:30pm (Sat); 1/4P (no ticket) 7am-9am and 3:30pm-6pm (Sat)' restrictions be modified to '2P ticket 8am-7pm (Sun-Fri); Loading Zone (no ticket) 9am-3:30pm (Sat); 1/4P (no ticket) 7am-9am and 3:30pm-7pm (Sat)'; and
 - e. The existing 'Loading Zone ticket 8am - 12pm Mon-Fri; 2P ticket 12pm - 6pm; 4P ticket 6pm - 10pm' restrictions be modified to 'Loading Zone ticket 8am - 12pm Mon-Fri; 2P ticket 12pm - 7pm'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the following changes to regulatory signage be endorsed:

1. On Norton Street, Leichhardt between Parramatta Road and Allen Street:

- a. The existing '2P ticket 8am - 6pm (Mon-Sat); 4P ticket 6pm - 10pm (Mon-Sat), 8am- 10pm (Sun)' restrictions be modified to '2P ticket 8am - 7pm (Mon-Sat); 4P ticket 8am- 7pm (Sun)'; and
 - b. The existing 'Loading Zone ticket 8am - 6pm (Mon - Fri); 2P ticket 8am - 6pm (Sat); 4P ticket 6pm - 10pm (Mon - Sat), 8am -10pm (Sun)' restriction be modified to 'Loading Zone ticket 8am - 7pm (Mon - Fri); 2P ticket 8am - 7pm (Sat);4P ticket 8am -7pm (Sun)'.
2. On Darling Street, Rozelle between Wise Street and Denison Street:
 - a. The existing '2P ticket 8am - 6pm; 4P 6pm - 10pm' restrictions be modified to '2P ticket 8am - 7pm';
 - b. The existing '1/2P ticket 8am - 6pm; 4P ticket 6pm - 10pm' restrictions be modified to '1/2P ticket 8am - 7pm';
 - c. The existing 'No Stopping 6.30am - 9.30am & 3.30pm - 6.30pm (Mon-Fri); 2P ticket 9.30am - 3.30pm (Mon-Fri), 8am-6:30pm (Sat-Sun); 4P ticket 6.30pm - 10pm' restrictions be modified to 'No Stopping 6.30am - 9.30am & 3.30pm - 6.30pm (Mon-Fri); 2P ticket 9.30am - 3.30pm(Mon -Fri), 8am - 7pm (Sat-Sun)';
 - d. The existing 'No Stopping 3:30pm-6:30pm (Mon-Fri); 2P ticket 8am - 3:30pm (Mon Fri), 8am - 6:30pm (Sat-Sun); 4P ticket 6:30pm - 10pm' restrictions be modified to 'No Stopping 3:30pm-6:30pm (Mon-Fri) 2P ticket 8am - 3:30pm (Mon Fri), 8am -7pm (Sat-Sun)';
 - e. The existing 'Loading Zone ticket 8am - 12pm (Mon- Fri); 2P ticket 12pm - 6pm (Mon - Fri) and 8am - 6pm (Sat and Sun), 4P ticket 6pm - 10pm (7 days)' restrictions be modified to 'Loading Zone ticket 8am - 12pm (Mon- Fri); 2P ticket 12pm - 7pm (Mon – Fri) and 8am - 7pm (Sat and Sun)'; and
 - f. The existing 'Loading Zone ticket 8am-12pm (Mon-Fri); Taxi Zone 10pm - 3am; 2P ticket 8am - 6pm; 4P ticket 6pm - 10pm' restrictions be modified 'Loading Zone ticket 8am-12pm (Mon-Fri); Taxi Zone 10pm - 3am; 2P ticket 8am - 7pm'.
3. On Darling Street, Balmain between King Street and Curtis Road:
 - a. The existing '2P ticket 8am - 6pm; 4P ticket 6pm - 10pm' restrictions be modified to '2P ticket 8am - 7pm';
 - b. The existing '1/2P ticket 8am - 6pm; 4P ticket 6pm - 10pm; Taxi Zone at other times' restrictions be modified to '1/2P ticket 8am - 7pm; Taxi Zone at other times';
 - c. The existing 'Loading Zone ticket 8am-12pm (Mon-Fri); 2P ticket 12pm - 6pm (Mon - Fri) and 8am - 6pm (Sat and Sun); 4P ticket 6pm - 10pm' restrictions be modified to 'Loading Zone ticket 8am-12pm (Mon-Fri); 2P ticket 12pm - 7pm (Mon - Fri) and 8am - 7pm (Sat and Sun)';
 - d. The existing '2P ticket 8am-6pm (Sun-Fri); 4P ticket 6pm-10pm; Loading Zone (no ticket) 9am-3:30pm (Sat); 1/4P (no ticket) 7am-9am and 3:30pm-6pm (Sat)' restrictions be modified to '2P ticket 8am-7pm (Sun-Fri); Loading Zone (no ticket) 9am-3:30pm (Sat); 1/4P (no ticket) 7am-9am and 3:30pm-7pm (Sat)'; and

- e. The existing 'Loading Zone ticket 8am - 12pm Mon-Fri; 2P ticket 12pm - 6pm; 4P ticket 6pm - 10pm' restrictions be modified to 'Loading Zone ticket 8am - 12pm Mon-Fri; 2P ticket 12pm - 7pm'.

For motion: Unanimous

LTC0418 Item 5 Various locations, Inner West - signposting of load limits/height clearances on a number of bridges over/under light rail network in Inner West Local Government Area

SUMMARY

Transdev Sydney (TDS), operator of the Inner West Light Rail network (IWLR), have recently completed inspections and qualified outstanding load ratings of the over bridge assets that interface with the IWLR. TDS are now requesting confirmation of this advice and assurance from Council that these bridges are being used and traffic managed within safe operational limits as identified.

An audit of the itemized light rail bridge crossings in the Inner West was conducted and new load limit / height clearance signage has been identified as being required at a number of locations to ensure public safety and asset protection. This report details the signage required to be installed by Council. No existing on-street parking will be affected by the proposed improvement works. It is noted that three crossings involve State roads and therefore need to be referred to the RMS (Site locations 3, 5 and 8).

It is recommended that the proposed signage be approved and implemented subject to the approval of the TMP by the RMS.

Officer's Recommendation

THAT:

1. 'LOW CLEARANCE 4.6m' warning sign be installed on the north east corner of the intersection of Darley Road / Charles Street, Leichhardt as detailed in Site sketch 1;
2. 'LOW CLEARANCE 4.5m' signs be installed on both sides of the bridge and a 'LOW CLEARANCE 4.5m' warning sign be installed 220 metres east of the underbridge on the lamp post on the south east corner of the intersection of Marion Street / Foster Street, Leichhardt as detailed in Site sketch 2;
3. 'BRIDGE LOAD LIMIT 51t GROSS' signs be installed on Hercules Street on the lamp post on the north west corner of the roundabout with Consett Street and 190 metres east of the overbridge on the south west corner of Hercules Street / Beach Road, Dulwich Hill as detailed in Site sketch 4;
4. 'BRIDGE LOAD LIMIT 18t GROSS' signs be installed on Constitution Road, Dulwich Hill in the same locations as the present '19t' load limit signs are positioned on both approaches to the light rail bridge crossing as detailed in Site sketch 6;
5. 'BRIDGE LOAD LIMIT 20t GROSS' signs be installed on both approaches to the over line bridge on Davis Street, Dulwich Hill 90 metres north on the south east corner of Davis Street / Windsor Road intersection and 90 metres south on the western side of Davis Street opposite Victoria Street as detailed in Site sketch 7;
6. 'BRIDGE LOAD LIMIT 33t GROSS' signs be installed on both approaches to the over

line bridge on Longport Street, Lewisham 40 metres west on the north east corner of the roundabout with Grosvenor Crescent/ Carlton Crescent /Smith Street and 130 metres east of the overbridge on south west corner of Longport Street /Old Canterbury Road intersection as detailed in Site sketch 9. Load limit on bridge detour signs needed at Carlton Crescent / Hume Highway and Longport Street / Old Canterbury Road;

7. 'BRIDGE LOAD LIMIT 40t GROSS' signs be installed on Balmain Road, Leichhardt at the over bridge on the north west corner of Balmain Road / City-West Link Road intersection and 40 metres north of the over bridge on the south west corner of Balmain Road / Lilyfield Road intersection as detailed in Site sketch 10;
8. 'BRIDGE LOAD LIMIT 69t GROSS' signs be installed on both sides of Catherine Street, Lilyfield on the south side of the its intersection with Lilyfield Road 85 metres north of the over line bridge as detailed in Site sketch 11;
9. The RMS be notified that three (3) light rail network bridge crossings in the Inner West involve State roads and appropriate signage is requested accordingly; and
10. The operator Transdev Sydney be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. 'LOW CLEARANCE 4.6m' warning sign be installed on the north east corner of the intersection of Darley Road / Charles Street, Leichhardt as detailed in Site sketch 1;
2. 'LOW CLEARANCE 4.5m' signs be installed on both sides of the bridge and a 'LOW CLEARANCE 4.5m' warning sign be installed 220 metres east of the underbridge on the lamp post on the south east corner of the intersection of Marion Street / Foster Street, Leichhardt as detailed in Site sketch 2;
3. 'BRIDGE LOAD LIMIT 51t GROSS' signs be installed on Hercules Street on the lamp post on the north west corner of the roundabout with Consett Street and 190 metres east of the overbridge on the south west corner of Hercules Street / Beach Road, Dulwich Hill as detailed in Site sketch 4;
4. BRIDGE LOAD LIMIT 18t GROSS' signs be installed on Constitution Road, Dulwich Hill in the same locations as the present '19t' load limit signs are positioned on both approaches to the light rail bridge crossing as detailed in Site sketch 6;
5. 'BRIDGE LOAD LIMIT 20t GROSS' signs be installed on both approaches to the over line bridge on Davis Street, Dulwich Hill 90 metres north on the south east corner of Davis Street / Windsor Road intersection and 90 metres south on the western side of Davis Street opposite Victoria Street as detailed in Site sketch 7;
6. 'BRIDGE LOAD LIMIT 33t GROSS' signs be installed on both approaches to the over line bridge on Longport Street, Lewisham 40 metres west on the north east corner of the roundabout with Grosvenor Crescent/ Carlton Crescent /Smith Street and 130 metres east of the overbridge on south west corner of Longport Street /Old Canterbury Road intersection as detailed in Site sketch 9. Load limit on bridge detour signs needed at Carlton Crescent / Hume Highway and Longport Street / Old Canterbury Road;

7. 'BRIDGE LOAD LIMIT 40t GROSS' signs be installed on Balmain Road, Leichhardt at the over bridge on the north west corner of Balmain Road / City-West Link Road intersection and 40 metres north of the over bridge on the south west corner of Balmain Road / Lilyfield Road intersection as detailed in Site sketch 10;
8. 'BRIDGE LOAD LIMIT 69t GROSS' signs be installed on both sides of Catherine Street, Lilyfield on the south side of the its intersection with Lilyfield Road 85 metres north of the over line bridge as detailed in Site sketch 11;
9. The RMS be notified that three (3) light rail network bridge crossings in the Inner West involve State roads and appropriate signage is requested accordingly; and
10. The operator Transdev Sydney be advised in terms of this report.

For motion: Unanimous

LTC0418 Item 6 Regional Bicycle Route 7- Detailed Design Plans (Central & North Wards/Summer Hill & Newtown)

SUMMARY

On December 2016, Council approved a final concept plan for the improvement of Regional Bicycle Route7 which is an identified bicycle route in Council's Bicycle Plan.

The Regional Route 7(RR7) is an important east-west route between Lewisham and Newtown which links the inner west to Sydney CBD.

The route is 3.8 kilometers long and consists of two sections:

- Section 1 – Longport Street, Lewisham, to Crystal Street, Petersham; and
- Section 2 – York Crescent, Petersham, to Eliza Street, Newtown.

The NSW Government identified RR7 as a priority route and is funding the development of the upgrade plans. The aim of the proposal was to make RR7 bicycle route more safe, convenient and more enjoyable for people of all ages and ability to ride.

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

It is recommended that the detail design of the RR7 to enhance bicycle connectivity to public transport, local shops and other destination be APPROVED, and Council submit five Traffic Signal Design plans to RMS for consideration and approval.

Officer's Recommendation

THAT:

1. The Regional Bicycle Route7 – Lewisham to Newtown detail design plan (No 6174) be APPROVED; and
2. Council submits related draft traffic Signal design plans to the RMS for consideration and approval.

DISCUSSION

Mr Bill Woodhead, resident of Railway Avenue, attended at 10.08am.

Mr Woodhead stated that he supports the proposed bicycle route and made the following comments:

- Parking on the southern side of Railway Avenue is unrestricted and is often occupied by trailers, boats and caravans. Due to the steep camber of the road, these vehicles lean over the footpath. After the construction of the bike path, large vehicles will instead lean into the bike path, potentially causing a hazard for users of the bike path.
- There is no policing of the trailers that are parked on Railway Avenue. Trailers are often parked halfway onto the footpath and some are parked with the hitches overhanging the footpath. This would also be a hazard for bike users once the bike path is constructed.
- Suggest implementing 'No Parking Motor Vehicles under 4.5t GVM Excepted' restrictions or linemarking the southern side of Railway Avenue to reduce potential for oversized vehicles overhanging the bike path.
- Motorists often speed along Railway Avenue, particularly when traveling eastbound from Douglas Street. It was suggested that a speed cushion is installed between Surrey Street and the 'curve' of Railway Avenue to slow traffic speeds.

Mr Woodhead left at 10.16am.

Council Officers tabled additional feedback received after the conclusion of community consultation (Attachment 1).

The representative for the Member for Balmain suggested that the access points on the Railway Avenue bidirectional bike path be aligned with either the centre or the northbound entry of the side streets (i.e. access points to Warwick Street and Stafford Street). Council Officers advised that vehicle crossings on Railway Avenue are available to bike users to cross to the side streets. Council Officers also advised that the entry points can be reviewed and amended if necessary.

Council Officers advised that there are currently no plans to implement 'No Parking Motor Vehicles under 4.5t GVM Excepted' restrictions on the southern side of Railway Avenue as this could move the trailers and oversized vehicles to local streets. However, the cycleway will be monitored after construction and enforcement action can be taken if vehicles are found to be parking over the cycleway and creating hazards. Should issues still persist, Council Officers could examine other potential solutions.

The RMS representative stated that RMS are yet to comment on the plans and advised that comments will be provided shortly to Council Officers.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The Regional Bicycle Route7 – Lewisham to Newtown detail design plan (No 6174) be APPROVED; and
2. Council submits related draft traffic Signal design plans to the RMS for consideration and approval.

For motion: Unanimous

LTC0418 Item 7 Temporary Road Closure to Carry Out Sewer Works on Applebee Street, St Peters (Marrickville Ward/ Heffron Electorate/Newtown LAC)**SUMMARY**

An application has been received from GJ Building and Contracting for the temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street) St Peters for a period of two weeks from 30/4/2018 till 12/5/2018 with a further two weeks of contingency from 12/5/2018 till 26/5/2018 between the hours of 9:00pm to 5:00am in order to carryout sewer works on Applebee Street, St Peters. 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 Applebee Street (between Lackey Street and Hutchinson Street) St Peters for a period of two weeks from 30/4/2018 till 12/5/2018 with a further two weeks of contingency from 12/5/2018 till 26/5/2018 between the hours of 9:00pm to 5:00am, subject to the following conditions:

1. A fee of \$1,540.60 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 by the applicant to the 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 closure;
5. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;
6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the NSW Fire Brigades and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The

holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;

12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
14. The operation of the mobile crane 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;
15. All work is to be carried out in accordance with Work Cover requirements; and
16. 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 Heffron made the following comments:

- The Member for Heffron recognises the importance of the sewer work on Applebee Street, St Peters but is concerned about the impact of the work on a local community already seriously impacted by the WestConnex project work around the St Peters Triangle.
- The proposed works centred on Applebee Street has the potential to extend for up to 4 weeks from April 30 with closures and controlled access 9am-5pm.
- The Member is requesting that every effort be made to minimise the disruption to the local business and residential communities who coexist in the triangle and rely on that access to both live and work.
- Notification of residences and local businesses should be a high priority and requests that Council make every effort to respond quickly to complaints and ensure that all guidelines are followed in the implementation of the work.

Council Officers advised that the road closure has been advertised in the local newspaper to provide 28 days notice for submissions. Cllr Passas requested that if notification letters have not yet been distributed, that the letters include Council Officer contact details in case residents encounter any issues when the road is closed. Council Officers advised that a Council contact can be included, in addition to the contractor contact that is typically included in notification letters.

Council Officers also advised that the contractor had indicated that the works will take a week to complete but have scheduled two weeks for completion to cover any contingencies.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street) St Peters for a period of two weeks from 30/4/2018 till 12/5/2018 with a further two weeks of contingency from 12/5/2018 till 26/5/2018 between the hours of 9:00pm to 5:00am, subject to the following conditions:

1. A fee of \$1,540.60 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 by the applicant to the 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 closure;
5. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;
6. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the NSW Fire Brigades and the NSW Ambulance Services;
7. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
8. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
9. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
10. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
11. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
12. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
13. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
14. The operation of the mobile crane 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;
15. All work is to be carried out in accordance with Work Cover requirements; and
16. 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

LTC0418 Item 8 Constitution Road, Dulwich Hill – Amendment To Proposed Pedestrian Refuge Island Upgrade Design Plan (Ashfield Ward/Summer Hill Electorate/Inner West LAC)**SUMMARY**

An amendment to the detailed design plan has been finalised for the proposed traffic calming improvements in Constitution Road, Dulwich Hill, at its intersection with Williams Parade, as part of the Dulwich Hill North LATM study implementation.

The amended proposal to upgrade the existing pedestrian refuge islands and associated signs will improve pedestrian and cyclist safety at this location. It is recommended that the proposed detailed design plan be approved.

Officer's Recommendation

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

DISCUSSION

The representative for the Inner West Bicycle Coalition requested for bicycle road markings to be installed for the roundabout following the narrowing of the road. Council Officers advised that bicycle road markings are typically installed on roads that are part of a cycle route. Constitution Road is a typical local road and is not on a bicycle route. As such, no bicycle symbols would be installed at this roundabout without undertaking a design process which would address implementation standards and safety aspects. Currently Council Officers are focusing on implementing bicycle facilities on intersections which are on Council's bicycle plan and have been designated for works.

The RMS representative requested that, if practical, chevron markings be installed on approach to the refuges to better highlight them.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

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

For motion: Unanimous

LTC0418 Item 9 Denison Road, Dulwich Hill – Proposed One Lane Slow Point With Line Markings & 'No Left Turn' Restriction Design Plans (Ashfield Ward/Summer Hill Electorate/Inner West LAC)**SUMMARY**

A detailed design plan has been finalised for the proposed traffic calming improvements in Denison Road, Dulwich Hill, between Eltham Street and New Canterbury Road, as part of the Dulwich Hill North LATM study implementation. The proposal for a one lane slow point with associated signs and line markings and a 'No Left Turn' restriction during weekday morning peak period from New Canterbury Road into Denison Road to improve safety and calm traffic.

Consultation was undertaken with owners and occupiers of properties adjacent to Denison Road, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plans be approved. It is also recommended that a 'No Left Turn 7am-9am Mon-Fri' restriction from New Canterbury Road into Denison Road, Dulwich Hill be approved and implemented, subject to a Traffic Management Plan (TMP) being considered and approved by the Roads and Maritime Services (RMS).

Officer's Recommendation

THAT:

1. The design of the one lane slow point with associated signs and line markings in Denison Road, Dulwich Hill (as per design plan No. 6191 & design plan No. 6200) be APPROVED; and
2. The installation of a 'No Left Turn 7am-9am Mon-Fri' restriction from New Canterbury Road into Denison Road, Dulwich Hill be APPROVED and implemented, subject to a Traffic Management Plan being considered and approved by the Roads and Maritime Services.

DISCUSSION

Public speaker: Mr Peter Edwick, resident of Denison Road attended at 10.16am

Mr Edwick stated that he supports the recommendation and stated the following:

- Denison Road becomes very dangerous during morning peak times as motorists travel over the speed limit and motorists overtake other vehicles if there is space in the adjacent lane. The street also becomes difficult to cross, especially for children on their way to the nearby schools.
- Council had advised residents in 2017 that the budget for the works were approved and construction of the one lane slow point will be escalated for 2017/18. Residents of Denison Road are disappointed that the one lane slow point has since been taken down in priority.
- Residents request that the one way slow lane be prioritised for construction as soon as possible.

Mr Edwick left at 10.23am.

The representative for the Member for Balmain requested that the proposed 'No Left Turn 7am-9am Mon-Fri' restriction from New Canterbury Road into Denison Road be designated 'Bicycles Excepted'. Council Officers noted this request for implementation.

The representative for the Inner West Bicycle Coalition noted that the plans indicated that only one side of the slow point has bike road markings and asked that both sides have the markings. Council Officers advised that bike markings can be installed on the southern approach to the slow point and will incorporate this into the plans.

The program of approved works arising from the Dulwich Hill North LATM review, including Denison Rd, is scheduled to commence in the last quarter of this financial year (17/18) and will be completed in the first quarter of new financial year (18/19).

The Committee members agreed to amend the recommendation to include additional signage and road markings in the plan.

COMMITTEE RECOMMENDATION

THAT:

1. The design of the one lane slow point with associated signs and line markings in Denison Road, Dulwich Hill (as per design plan No. 6191 & design plan No. 6200) be APPROVED,
2. The installation of a 'No Left Turn 7am-9am Mon-Fri' restriction from New Canterbury Road into Denison Road, Dulwich Hill be APPROVED and implemented, subject to a Traffic Management Plan being considered and approved by the Roads and Maritime Services; and
3. The design be updated to include a Bicycles Excepted supplementary plate to the 'No Left Turn' restrictions and that bicycle symbols be incorporated on both sides of the slow point.

For motion: Unanimous

LTC0418 Item 10 Railway Street, Petersham - Proposed Introduction of '2P Permit Holders Only' Parking Restrictions (Summer Hill Electorate/Stanmore Ward/Inner West LAC)

SUMMARY

Council has received concerns in relation to the "knock on" effects from the implementation of recent permit parking restrictions in nearby streets. It is proposed to introduce 2P Permit Holders Only parking restrictions in a small section of Railway Street, Petersham (eastern side) between Croydon Street and Brighton Street. This will provide continuous and consistent 2P resident parking restrictions along the length of Railway Street.

Officer's Recommendation

THAT a proposal to convert 'unrestricted' parking to '2P 8am-10pm, Monday to Friday, Permit Holders Excepted (Area M5) on the eastern side of Railway Street between Croydon Street and Brighton Street, Petersham be approved in order to improve parking availability for residents in this section of Railway Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a proposal to convert 'unrestricted' parking to '2P 8am-10pm, Monday to Friday, Permit Holders Excepted (Area M5) on the eastern side of Railway Street between Croydon Street and Brighton Street, Petersham be approved in order to improve parking availability for residents in this section of Railway Street.

For motion: Unanimous

LTC0418 Item 11 Lewisham - Proposal to Implement Permit Parking in Additional Streets - M16 parking area (Summer Hill Electorate/Stammore Ward/Inner West LAC)
SUMMARY

Following representations from the community regarding the impact of increased residential development, Council is proposing to introduce permit parking restrictions in a number of streets in Lewisham from Cook Street to Barker Street. The proposals are based on the results of parking surveys and feedback from a questionnaire circulated to the affected properties.

Officer's Recommendation

THAT the proposals as detailed in Table 1 below be approved to improve the availability of on-street parking for residents.

Table 1: Proposals for additional parking restrictions in Lewisham M16 Permit Parking Area

Street	Proposed restrictions
Barker Street	1. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) a. Northern side - From 'No Stopping' zone at Old Canterbury Road (adjacent to rear driveway of property no.38 Old Canterbury Road) to outside property no. 33 Barker Street b. Southern side – From Old Canterbury Road to Barker Lane
Cook Street	2. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) Southern side - From proposed 'No Stopping' location (outside property no. 27 Cook Street) to 'No Stopping' zone at intersection with Old Canterbury Road 3. 'No Stopping' Relocate existing 'No Stopping' 8m to the west from outside property no. 25 Cook Street to outside property no.27 Cook Street
Old Canterbury Road	4. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) a. Western side - From outside property no. 10 Old Canterbury Road to outside property no. 34 Old Canterbury Road b. <i>Eastern side - From driveway of property no. 1 Old Canterbury Road to 'No Stopping' Zone at Cook Street (added post consultation)</i> 5. 'No Stopping' Relocate existing 'No Stopping' sign 10m to the north from outside property 15 Old Canterbury Road to outside property number 11-13 Old Canterbury Road
St John Street	6. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) - Southern side between Old Canterbury Road and Brown Street 7. 'No Stopping' zones will be implemented in association with permit parking as required to ensure manoeuvring and sight distance

DISCUSSION

Council Officers advised that late submissions were received from residents of Cook Street (dead end section), requesting for resident parking for their street. Council Officers advised that this has been previously investigated and it was found that residents tend to park on the

kerb due to the narrow width of the street. Implementing a resident parking scheme would result in the removal of parking from one side of the street. Council can review parking in Cook Street six months after the proposal is implemented and determine the need for a resident parking scheme in the cul-de-sac section of the street.

The RMS representative advised that for sections of road that are classified State roads, RMS reserves the right to potentially remove measures if they do not work as intended or the traffic situation worsens.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposals as detailed in Table 1 below be approved to improve the availability of on-street parking for residents.

Table 1: Proposals for additional parking restrictions in Lewisham M16 Permit Parking Area

Street	Proposed restrictions
Barker Street	1. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) a. Northern side - From 'No Stopping' zone at Old Canterbury Road (adjacent to rear driveway of property no.38 Old Canterbury Road) to outside property no. 33 Barker Street b. Southern side – From Old Canterbury Road to Barker Lane
Cook Street	2. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) Southern side - From proposed 'No Stopping' location (outside property no. 27 Cook Street) to 'No Stopping' zone at intersection with Old Canterbury Road 3. 'No Stopping' Relocate existing 'No Stopping' 8m to the west from outside property no. 25 Cook Street to outside property no.27 Cook Street
Old Canterbury Road	4. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) a. Western side - From outside property no. 10 Old Canterbury Road to outside property no. 34 Old Canterbury Road b. <i>Eastern side - From driveway of property no. 1 Old Canterbury Road to 'No Stopping' Zone at Cook Street (added post consultation)</i> 5. 'No Stopping' Relocate existing 'No Stopping' sign 10m to the north from outside property 15 Old Canterbury Road to outside property number 11-13 Old Canterbury Road
St John Street	6. '2P Permit Holders Excepted 8:30am-6pm Mon- Fri' (Area M16) - Southern side between Old Canterbury Road and Brown Street 7. 'No Stopping' zones will be implemented in association with permit parking as required to ensure manoeuvring and sight distance

For motion: Unanimous

LTC0418 Item 12 Minor Traffic Facilities (All Wards / All Electorates / All LACs)**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. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.45 Macaulay Street, Stanmore;
2. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.38 Wilford Street, Newtown;
3. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.30 Abergeldie Street, Dulwich Hill;
4. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.91 Westbourne Street, Petersham;
5. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.21 Edward Street, Marrickville;
6. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.51A Neville Street, Marrickville;
7. A 40m 'Works Zone 7.00am - 5.00pm Mon-Fri' be installed in Australia Street, Camperdown in front of Camperdown Park for 12 weeks;
8. A 6m 'Disabled Parking' zone be installed adjacent to the Unit No.1/26 Fotheringham Street, Enmore;
9. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.5 Yule Street, Dulwich Hill;
10. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No. No.8 Hugh Avenue, Dulwich Hill;
11. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.36 Edward Street, Marrickville;
12. A 6m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.52 Darling Street, Balmain East for 12 weeks;
13. A 21m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in North Street, Balmain on the frontage of No.2 North Street and partially along the side boundary of No.379 Darling Street, Balmain for 12 weeks; and
14. A 6m 'Disabled Parking' zone be installed in front of No.29 Cameron Street, Birchgrove.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.45 Macaulay Street, Stanmore;
2. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.38 Wilford Street, Newtown;
3. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.30 Abergeldie Street, Dulwich Hill;
4. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.91 Westbourne Street, Petersham;
5. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.21 Edward Street, Marrickville;
6. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.51A Neville Street, Marrickville;
7. A 40m 'Works Zone 7.00am - 5.00pm Mon-Fri' be installed in Australia Street, Camperdown in front of Camperdown Park for 12 weeks;
8. A 6m 'Disabled Parking' zone be installed adjacent to the Unit No.1/26 Fotheringham Street, Enmore;
9. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.5 Yule Street, Dulwich Hill;
10. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No. No.8 Hugh Avenue, Dulwich Hill;
11. A 6m 'Disabled Parking' zone be installed adjacent to the frontage of property No.36 Edward Street, Marrickville;
12. A 6m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.52 Darling Street, Balmain East for 12 weeks;
13. A 21m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in North Street, Balmain on the frontage of No.2 North Street and partially along the side boundary of No.379 Darling Street, Balmain for 12 weeks; and
14. A 6m 'Disabled Parking' zone be installed in front of No.29 Cameron Street, Birchgrove.

For motion: Unanimous

LTC0418 Item 13 Nelson Lane (at aquaduct), Annandale - Extension of 'No Parking' Zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)**SUMMARY**

Concerns have been raised by residents regarding vehicles partially parking on the grass verge on the western side of Nelson Lane (between the properties of 243 and 247 Nelson Street) obstructing vehicle access and maneuvering space.

Officer's Recommendation

THAT a 37m 'No Parking' zone be installed on the western side of Nelson Lane, Annandale between Nos. 243 and 247 Nelson Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 37m 'No Parking' zone be installed on the western side of Nelson Lane, Annandale between Nos. 243 and 247 Nelson Street.

For motion: Unanimous

LTC0418 Item 14 Unnamed Laneway between Flood Street and National Street, Leichhardt - Proposed 'No Parking' restrictions Leichhardt Ward/Balmain Electorate/Leichhardt LAC)**SUMMARY**

Council has received additional concerns regarding parking in the Unnamed Laneway between Flood Street and National Street, Leichhardt

Officer's Recommendation

THAT:

1. A 10m 'No Stopping' zone followed by a 6.5m 'No Parking' zone be installed on the eastern side of the Unnamed Laneway between Flood Street and National Street, Leichhardt across the rear boundaries of Nos.40-42 National Street, Leichhardt; and
2. A 4.2m 'No Parking' zone be installed on the western side of the Unnamed Laneway between Flood Street and National Street, Leichhardt across the rear boundaries of Nos.5A-9 Flood Street, Leichhardt.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone followed by a 6.5m 'No Parking' zone be installed on the eastern side of the Unnamed Laneway between Flood Street and National Street, Leichhardt across the rear boundaries of Nos.40-42 National Street, Leichhardt; and
2. A 4.2m 'No Parking' zone be installed on the western side of the Unnamed Laneway between Flood Street and National Street, Leichhardt across the rear boundaries of Nos.5A-9 Flood Street, Leichhardt.

For motion: Unanimous

LTC0418 Item 15 Leichhardt Park car park, Lilyfield - Parking Conditions (Balmain Ward / Balmain Electorate / Leichhardt LAC)

SUMMARY

This report outlines the proposed changes to parking restrictions in the Leichhardt Park car park associated with the recent construction of the Leichhardt Park child care centre.

Officer's Recommendation

THAT the installation of the following parking restrictions in the Leichhardt Park car park adjacent to the Leichhardt Park Child Care Centre (as detailed in Attachment 1) be supported:

- a) Extension of the existing 'Disabled Parking' restriction from 9.0m to 12.0m (3 spaces);
- b) Installation of 8.1m 'P15min 7am-9am 4pm-6pm Mon-Fri' (3 spaces); and
- c) Installation of 1.8m 'No Parking' zone (child care centre access path).

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of the following parking restrictions in the Leichhardt Park car park adjacent to the Leichhardt Park Child Care Centre (as detailed in Attachment 1) be supported:

- a) Extension of the existing 'Disabled Parking' restriction from 9.0m to 12.0m (3 spaces);
- b) Installation of 8.1m 'P15min 7am-9am 4pm-6pm Mon-Fri' (3 spaces); and
- c) Installation of 1.8m 'No Parking' zone (child care centre access path).

For motion: Unanimous

LTC0418 Item 16 Illawarra Road, Marrickville – Removal of Redundant 'No Parking' Restrictions Outside Nos. 410 and 408 And Introduce New "1P 8.30AM – 6.00PM" Parking Restrictions

SUMMARY

Council is proposing to remove the redundant AM & PM peak restrictions on a short length of restricted one (1) hour parking, located adjacent to Nos. 410 and 408 Illawarra Road, Marrickville. The 11 metre length of allowable parking will be converted to “**1P 8.30AM – 6.00PM**”, in line with other parking restrictions along Illawarra Road, Marrickville. Adjacent businesses have been notified of the proposed changes.

Officer’s Recommendation

THAT:

1. The existing ‘No Parking 6.30am – 9.30am 3.30pm – 6.30pm Mon – Fri’ restrictions be removed from outside Nos. 410 and 408 Illawarra Road, on the western side 20 metre north of Harnett Avenue, Marrickville; and
2. The 11 metre length of allowable parking, on the western side of Illawarra Road, 20 metres north of Harnett Avenue be converted to “**1P 8.30AM – 6.00PM**”, in line with other parking restrictions along Illawarra Road, Marrickville.

DISCUSSION

Public speaker: Mr Nick Seremetis, representing a business on Illawarra Road, attended at 10.24am.

Mr Seremetis stated that he supports the recommendation and made the following comments:

- The ‘No Parking’ restrictions have been there for a while for no apparent reason. There are no issues with traffic during morning and afternoon peak times at the section of Illawarra Road where the restrictions currently exist.
- The removal of the signs will increase parking capacity by 20m which benefits the businesses on Illawarra Road and the general community.

Mr Seremetis left at 10.32am.

Committee members were advised that the restrictions were originally installed years ago due to a number of accidents that had occurred at the intersection of Renwick Street and Illawarra Road and were designed to improve sightlines. Due to recent changes to the intersection, the restrictions have become redundant.

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The existing ‘No Parking 6.30am – 9.30am 3.30pm – 6.30pm Mon – Fri’ restrictions be removed from outside Nos. 410 and 408 Illawarra Road, on the western side 20 metre north of Harnett Avenue, Marrickville; and
2. The 11 metre length of allowable parking, on the western side of Illawarra Road, 20 metres north of Harnett Avenue be converted to “**1P 8.30AM – 6.00PM**”, in line with other parking restrictions along Illawarra Road, Marrickville.

For motion: Unanimous

LTC0418 Item 17 Metropolitan Road, Enmore – Amend Signage For Existing Mobility Parking Space**SUMMARY**

A request has been received to amend signage to the mobility parking space in Metropolitan Road, Enmore. At present parking is restricted to '90° angle parking rear to kerb'. The request is to remove the 'rear to kerb' restriction for the mobility parking space to allow all accessible vans to be accommodated.

It is recommended that the existing 'rear to kerb' restriction be removed from the mobility parking space in Metropolitan Road, Enmore south of Enmore Road, in order to improve accessibility for people with a disability.

Officer's Recommendation

THAT:

1. The existing 'rear to kerb' parking restriction for the angled mobility parking space in Metropolitan Road, approximately 30m south of Enmore Road, Enmore be removed in order to improve accessibility for people with a disability; and
2. The resident and Council's Parking Services be advised in terms of this report.

DISCUSSION

Council Officers explained that the proposed change was to cater for vehicles which had mobility access ramps from the rear of the vehicle. Council's Access and Inclusion Planning Leader requested that the provision of a kerb ramp in the kerb extension and connection to the footpath be investigated.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The existing 'rear to kerb' parking restriction for the angled mobility parking space in Metropolitan Road, approximately 30m south of Enmore Road, Enmore be removed in order to improve accessibility for people with a disability; and
2. The construction of a kerb ramp in the kerb extension, including connection to the footpath be investigated.
3. The resident and Council's Parking Services be advised in terms of this report.

For motion: Unanimous

LTC0418 Item 18 Beauchamp Street, Marrickville – Proposed No Parking Restrictions (Marrickville Ward/Summer Hill Electorate/Inner West LAC)**SUMMARY**

A request has been received from a local resident of Beauchamp Street, Marrickville for the installation of a short section of 'No Parking' restrictions directly outside the frontage of their property, as pedestrian access to the adjacent steps of the raised footpath is often blocked by parked vehicles along the kerbside.

Residents have been notified of the proposal to install a short section of 'No Parking' restrictions on the eastern side of Beauchamp Street, in order to provide unobstructed pedestrian access to the adjacent steps of the raised footpath. It is recommended that the proposal be approved.

Officer's Recommendation

THAT the installation of full-time 'No Parking' restrictions (2 metres in length) on the eastern side of Beauchamp Street, Marrickville, adjacent to property no. 82 Beauchamp Street, Marrickville, be APPROVED, in order to provide unobstructed pedestrian access to the adjacent steps of the raised footpath.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of full-time 'No Parking' restrictions (2 metres in length) on the eastern side of Beauchamp Street, Marrickville, adjacent to property no. 82 Beauchamp Street, Marrickville, be APPROVED, in order to provide unobstructed pedestrian access to the adjacent steps of the raised footpath.

For motion: Unanimous

LTC0418 Item 19 Chapel Street, Marrickville – Proposed Timed No Parking Restrictions (Marrickville Ward/Summer Hill Electorate/Inner West LAC)**SUMMARY**

A request has been received from a business owner of Chapel Street, Marrickville, for the provision of a 'No Parking' zone directly opposite to their loading dock, as vehicular access is often blocked by parked vehicles on the opposite side of the road.

Surrounding business owners have been notified of the proposal to install a section of 'No Parking 8am-5pm Mon-Fri' restrictions on the southern side of Chapel Street, in order to facilitate clear access for delivery trucks to safely turn in/turn out of the adjacent loading dock. It is recommended that the proposal be approved.

Officer's Recommendation

THAT the installation of full-time 'No Parking 8am-5pm Mon-Fri' restrictions (5 metres in length) on the southern side of Chapel Street, Marrickville, between the existing driveway of property no. 66 Chapel Street, Marrickville, and the existing driveway of property no. 76 Chapel Street, Marrickville, be APPROVED, in order to facilitate clear access for delivery trucks to safely turn in/turn out of the adjacent loading dock and to increase safety for motorists within the street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of full-time 'No Parking 8am-5pm Mon-Fri' restrictions (5 metres in

length) on the southern side of Chapel Street, Marrickville, between the existing driveway of property no. 66 Chapel Street, Marrickville, and the existing driveway of property no. 76 Chapel Street, Marrickville, be APPROVED, in order to facilitate clear access for delivery trucks to safely turn in/turn out of the adjacent loading dock and to increase safety for motorists within the street.

For motion: Unanimous

**LTC0418 Item 20 Boomerang Street and Mortley Avenue, Haberfield
-installation of "Bus Zone" signage to existing Bus Stops.
(Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)**

SUMMARY

Council has received a request from Sydney Buses to install regulatory "Bus Zone" signs at certain Bus Stops existing along Boomerang Street and Mortley Avenue, Haberfield, to reinforce the bus zone regulations. Bus zone signs are proposed to be erected within or around the statutory distances as required on the approach and departure of the Bus Stops in accordance to the Australian Road Rules.

Officer's Recommendation

THAT "Bus Zone" signage be installed at the existing Bus Stops locations as follows:

1. Outside No 15 Boomerang Street, approximately 23.0 metres on the approach side and 13.0 metres on the departure side of the Bus Stop;
2. Outside No 28 Boomerang Street, approximately 19.0 metres on the approach side and 1.0 metre on the departure side of the Bus Stop; and
3. In Mortley Avenue (corner side frontage of 48 Boomerang Street) approximately 20 metres on the approach side and 7.0metres in the departure side of the Bus Stop.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT "Bus Zone" signage be installed at the existing Bus Stops locations as follows:

1. Outside No 15 Boomerang Street, approximately 23.0 metres on the approach side and 13.0 metres on the departure side of the Bus Stop;
2. Outside No 28 Boomerang Street, approximately 19.0 metres on the approach side and 1.0 metre on the departure side of the Bus Stop; and
3. In Mortley Avenue (corner side frontage of 48 Boomerang Street) approximately 20 metres on the approach side and 7.0metres in the departure side of the Bus Stop.

For motion: Unanimous

LTC0418 Item 21 Frederick Street, Ashfield - Advertising Trailer Parking (Leichhardt Ward/Strathfield & Summer Hill Electorates/Ashfield LAC)

SUMMARY

This report is in response to a Notice of Motion raised at Council's meeting on the 12 October 2017 as follows that :

"Council investigates the removal of the advertising trailers on Frederick Street, Ashfield".

Council's traffic officers have investigated various avenues in discussion with the RMS,

Police and Council's Planning/Regulatory officers in the removal and/or deterrence of advertising trailer parking in Frederick Street, Ashfield. The following recommendation is made for Council to note on the course of action that will be carried out in removing or limiting advertising trailer parking in Frederick Street and other streets within the Inner West Council area.

Officer's Recommendation

THAT Council Note:

1. Advertising trailers parked on a road or road related area will be prohibited or limited under recent changes made to the "State Environmental Planning Policy No.64-Advertising and Signage (Amendment No.3) *under the Environment And Planning Assessment Act 1979.*"-see Schedule 1 [7] clause 27A. A copy of the amendment to policy is in attachment 3;
2. Council's Planning and Compliance/Parking and Ranger Service officers will commence to enforce and monitor advertising trailer parking in Frederick Street and all other streets in the Inner West Council Area in compliance to the above amended policy item 1, as from 1 March 2018; and
3. Planning and Compliance/Parking and Ranger Services will be reporting back to Council in due course on the update and status of enforcing and monitoring of advertising trailer parking in Frederick Street and other streets in the Inner West Council Area.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT Council Note:

1. Advertising trailers parked on a road or road related area will be prohibited or limited under recent changes made to the "State Environmental Planning Policy No.64-Advertising and Signage (Amendment No.3) *under the Environment And Planning Assessment Act 1979.*"-see Schedule 1 [7] clause 27A. A copy of the amendment to policy is in attachment 3;
2. Council's Planning and Compliance/Parking and Ranger Service officers will commence to enforce and monitor advertising trailer parking in Frederick Street and all other streets in the Inner West Council Area in compliance to the above amended policy item 1, as from 1 March 2018; and
3. Planning and Compliance/Parking and Ranger Services will be reporting back to Council in due course on the update and status of enforcing and monitoring of advertising trailer parking in Frederick Street and other streets in the Inner West Council Area.

For motion: Unanimous

LTC0418 Item 22 2A Gladstone Street, Newtown - DA201700589 – For The Temporary Use of The Site For A Multi-use Creative Hub

SUMMARY

An application (DA201700589) has been received to use the existing buildings on site at 2A Gladstone Street, Newtown to create a “Proposed multi-use area which would include creative work spaces, market stalls, wholesale bakery and food truck.” The application type is for “**Temporary** building/structures.”

It is recommended that the comments of the Traffic Committee be referred to Council’s Development Assessment Section for consideration in determining the Development Application.

Officer’s Recommendation

THAT the findings of this report be received and noted.

DISCUSSION

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION

THAT the findings of this report be received and noted.

For motion: Unanimous

LATE ITEMS

LTC0418 Item 23 Ferdinand Street, Birchgrove - Proposed Parking Bay (Balmain Ward/Balmain Electorate/Leichhardt LAC)

Prepared by: David Yu – Traffic Engineer

Authorised by: Manod Wickramasinghe – Coordinator – Traffic and Parking Services

SUMMARY

Concerns have been raised by the resident of No. 24 Rose Street, regarding vehicles partially parking on the footpath on the western side of Ferdinand Street (adjacent to 24 Rose Street) obstructing pedestrian accessibility to the property.

Officer’s Recommendation

THAT:

1. A 10m ‘No Stopping’ zone be installed on the western side of Ferdinand Street from the corner of Rose Street.
2. A 12.7m closed parking bay be marked on the western side of Ferdinand Street (adjacent to 24 Rose Street).

BACKGROUND

Concerns have been raised by the resident of 24 Rose Street regarding vehicles parking on the footpath at the western side of Ferdinand Street, which impedes pedestrian accessibility to the property. There is also a hydrant located in the footpath adjacent to the property that needs to be accessed by Sydney Water or Fire and Rescue NSW officers.

Ferdinand Street is two-way, 6.5m wide with parking on both sides of the street. The width of the footpath ranges from 1.5m to 1.8m. Vehicles partially park on the footpath due to the insufficient road width, which reduces the effective footpath width along the street.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate the issue, it is proposed to mark a 12.7m closed parking bay within the road carriageway on the western side of Ferdinand Street, adjacent to 24 Rose Street (shown on the following plan) to designate where vehicles need to park on-street, maintain pedestrian access to the property and access to the hydrant.

**PUBLIC CONSULTATION**

Nil.

CONCLUSION

Nil.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the western side of Ferdinand Street from the corner of Rose Street.
2. A 12.7m closed parking bay be marked on the western side of Ferdinand Street (adjacent to 24 Rose Street).

For motion: Unanimous

GENERAL BUSINESS

LTC0418 Item 24 Greek Orthodox Easter Events - Canterbury Road, Hurlstone Park

Clr Passas stated that she attended a Greek Orthodox Easter event on the night of Saturday, 7 April at the church on Canterbury Road, Hurlstone Park. She expressed safety concerns due to the large crowds that were not sufficiently managed and asked how these events could be managed more appropriately. The Police representatives advised Police can manage crowds by closing off streets for such events, provided that the church provide notice and the event is presented for Local Traffic Committee consideration.

LTC0418 Item 25 Request for relocation of pedestrian crossing in Alt Street, Ashfield

The representative for the Member for Summer Hill advised that their office received a letter from De La Salle College and Bethlehem College in Ashfield requesting for the Alt Street pedestrian crossing to be relocated further down the street. The schools stated in their request that the relocation of the crossing allows more space for two school buses to park safely and for school children to cross the road. The representative provided the letter to Council Officers for consideration.

LTC0418 Item 26 Frederick Street, Ashfield - Pedestrian crossing upgrade

Clr Da Cruz asked the RMS representative for an update on the Frederick Street pedestrian crossing upgrade. The RMS representative advised that construction is scheduled for May 2018 and will provide further details on the progress of notifying the community via email.

LTC0418 Item 27 Bicycle road markings in Sloane Street, Summer Hill

The representative for the Inner West Bicycle Coalition stated that bicycle road markings have not been reinstalled after the upgrade of Sloane Street, Summer Hill. Council Officers noted this and will arrange.

LTC0418 Item 28 Heavy vehicle compression brake use on Old Canterbury Road, Lewisham

Council Officers advised that a resident wrote to Clr Pauline Lockie requesting Council investigate the use of compression brakes by heavy vehicles on Old Canterbury Road, Lewisham, particularly between Barker Street and Great Western Highway. As Old Canterbury Road is a classified road under RMS jurisdiction, Council Officers have sent the request to RMS for investigation. The RMS representative requested that the email be sent to him to follow up.

Meeting closed at 11.45am.

ATTACHMENT 1
Regional Bicycle Route 7-Detail Design Plans - Additional community consultation
PUBLIC CONSULTATION

Following the conclusion of the consultation period for the proposed cycleway (route RR7) on 29 March 2018 Council received additional 13 submissions, 6 of the submissions indicating support, 5 submissions indicating support with comments/changes and 2 submissions objecting to the proposal.

Below are summary of the additional submissions for consideration by the Traffic Committee.

Respond by Location	Total Number of submissions	Yes	Yes with changes	No
Trafalgar Street	1			1
Jubilee Street	1			1
Other streets outside the route	11	6	5*	
Total	13	6	5*	1

The issues raised by community members objecting the proposal are listed in the table below.

Issues most frequently raised in community consultation feedback	Council officer response
Objection to parking loss on Trafalgar Street (1 summation)	This project has been developed with a focus on minimal parking loss. Unfortunately in some locations such as Trafalgar Street (with high traffic and pedestrian volume) the parking is compromised to allow for provision of two way separate bike path treatment. The separated bike paths are proposed in order to improve bike rider safety and comfort on sections of the route where on-road /shared path alternatives are unsafe due to high traffic and pedestrian volumes and alternative road options are impractical. This is consistent with NSW Government policy of providing appropriate bike infrastructure that meets user needs. Generally the parking to be lost is adjacent to railway land as to minimise the direct loss in parking for residents.
Don't support 9 tree removals with only one replacement (1 summation)	All 9 trees to be removed will be replaced along new kerb alignment

*It should be noted that comments received in support of the proposal 'with changes' are comments /changes in relation to the design and will be considered and investigated as part of the further detail design phase and if are feasible, will be incorporated into the design.

Total number of all submissions received during the 4 weeks of community consultation is as tabled below:

Total Number of all submissions	Yes	Yes with changes	No
78	44 (56.5%)	23 (29.5%)*	11 (14%)

Item No: LTC0518 Item 1

Subject: CROYDON ROAD, CROYDON-PROPOSED PEDESTRIAN AND ROAD SAFETY IMPROVEMENTS (LEICHHARDT WARD/STRATHFIELD ELECTORATE/ASHFIELD LAC)

Prepared By: Boris Muha - 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.

The report evaluates traffic survey data collected on speeding, vehicle volumes, pedestrian vs volume counts (for pedestrian crossing warrants), accidents, and examines, if required, measures to improve the safety of school children, pedestrians and motorists along Croydon Road.

The analysis of results apart from traffic volumes, show speeding and accidents (in the last five years) to be low along Croydon Road. Pedestrian numbers crossing at various locations along Croydon Road and side streets to Croydon Road are below that required to warrant a pedestrian crossing. It should also be noted that no pedestrian accidents have occurred along Croydon Road in the last five years. As an outcome of the data collection and analysis of the data, the results do not support additional traffic calming measures and major pedestrian facility works in the area at the present with the exception to only place a speed hump device, north of Church Street, which is under separate investigation as part of the design proposal for the intersection of Church Street and Croydon Road.

However, it is considered that providing pedestrian cross over points along Croydon Road would be beneficial to enhance pedestrian safety and provide a link to destinations either side of Croydon Road. With reference made to the Ashfield Pedestrian Access and Mobility Plan (PAMP) and the Former Ashfield Local Government Area Traffic Management Strategy (ATMS), the following conceptual (major) traffic facility works are recommended below. Support in principal is sought for these proposals, subject to detailed design investigation and resident consultation.

Minor traffic facility and maintenance works would be undertaken in the form of remarking of line marking, relocation/replacement of faded or missing signs, and the provision (if not existing) of new give-way line marking and signage to side streets. Pram ramps will be installed/upgraded on the side streets to Croydon Road. Existing speed hump markings would be adjusted where necessary along Croydon Road to prevent the perception of these devices as being crossings. Rather than physical barriers, (e.g. fencing) pedestrian prohibited type (Symbolic) markings could be placed at certain speed humps along Croydon Road to warn and deter pedestrians from using the speed humps to cross the road.

A report was submitted to the March, 2018 Traffic Committee (and adopted by Council at its meeting on the 27 March 2018) to place solid yellow lines governing 'No Stopping' around the corners of the intersection of Anthony Street and Croydon Road.

RECOMMENDATION

THAT:

- 1. The report be received and noted;**
 - 2. That support in principal be granted for Council to pursue the following conceptual traffic facility proposals, subject to further detail design and resident**
-

consultation:

- (a) Provide a speed cushion in Croydon Road on the approach to Elizabeth Street per figure 1;
 - (b) Widen the north-west corner of Anthony Street and Croydon Road, provide a refuge facility in Croydon Road south of Anthony Street, and speed cushion in Croydon Road north of Anthony Street per figure 2 in this report;
 - (c) Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street per figure 3;
 - (d) Remove the horizontal deflection device and replace it with a pedestrian refuge island facility in Croydon Road between Kenilworth Street and Gregory Avenue, and provide speed cushions in Croydon Road on both approaches to Kenilworth Street and Gregory Avenue per figure 4;
 - (e) Provide a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a central median-island with an at-grade entry threshold treatment in John Street at the intersection with Croydon Road per figure 5;
 - (f) Provide a pedestrian refuge opening in the splitter island in Croydon Road, north of the roundabout intersection with Church Street, and provide a speed cushion in Croydon Road on the southern end approach to Queen Street per figure 6;
 - (g) Provide short length painted double white centre lines in Bay Street at the approach to Croydon Road, and in Croydon Road south of Bay Street. Also provide an at-grade entry threshold treatment in Bay Street at the intersection of Croydon Road per figure 7; and
 - (h) Provide a central median island in Dalmar Street at Croydon Road per figure 8.
3. Give-way signs and markings (if not existing) be provided to all side road intersections to Croydon Road, and that short length double white centrelines be painted in Croydon Road in approaches to both Dalmar Street and Bay Street;
 4. An audit be undertaken on the existing conditions of line making and signposting, and that maintenance be undertaken to remark any line marking and relocate/replace faded or missing signage;
 5. Existing pram ramps be investigated for upgrade where required, and ramps be included/upgraded where required in line with the above works (item 2) on side street intersections to Croydon Road; and
 6. Piano key markings on speed humps be remarked where required and provide or remark pedestrian prohibited (symbolic) markings on certain (or wider platform) speed humps along Croydon Road.
-

BACKGROUND

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

THAT:

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.

Item 1

An on-site meeting was conducted on 7 December 2017 with Councillors, PLC school Principal and residents at the intersection of Croydon Road and Anthony Street, and along Croydon Road, Croydon. It was advised that traffic and pedestrian counts would be carried out in February 2018 after the school holidays.

Croydon Road is classified as a collector road with traffic volumes ranging from 4800-9500 vehicle per day. Unrestricted parking exists to both sides of the road. The road measures approximately 10.1 metres in width kerb to kerb. Existing speed hump devices are currently positioned along Croydon Road at various distances apart from 60-200 metres. Roundabouts exist at the intersections of Anthony Street and Queen Street. All other side street are classified local roads with low to moderate traffic volumes ranging from 320-5300 vehicles per day, with unrestricted parking on both sides of the street, and Give-Way or STOP controls at the intersections to Croydon Road.

FINANCIAL IMPLICATIONS

The Pedestrian Access & Mobility Plan and the Ashfield Traffic Management Strategy developed by the former Ashfield Council identified and prioritised traffic facility and pedestrian works across the former Ashfield LGA. Both strategies recommended investigation of works in Croydon Rd for traffic calming and improved pedestrian access.

The current draft capital works program forecasts a budget of \$225,000 in 2019/20 for traffic calming works in Croydon Rd. A budget of \$105,000 has also been proposed for intersection improvements at the Croydon Rd/ Church Street intersection in 2018/19.

Works ultimately identified which are in excess of these forecast budgets will need to be prioritised within the forward capital programs against other competing priorities for traffic facility improvements.

OTHER STAFF COMMENTSTraffic and speed counts.

Traffic counters were placed along Croydon Road and certain side streets between 14 February and 1 March 2018. Counts at the intersection of Croydon Road and Church Street were conducted under a separate investigation in March 2017 and Sept 2017. These counts are considered representative to date. The location of traffic counts are shown in Attachment 1 and have been identified numbered 1-13. The results have been tabled in Attachment 2.

The counts along Croydon Road were placed between traffic devices measuring over 100m in length or in midblock street sections to obtain optimum speed counts. The results identify that the 85th percentile speeds along Croydon Road, are relatively low, typically between, 36-50km/h or within tolerance of the 50 km/h speed limit. The average (mean) speed ranged from 30-42 km/h. The speed of traffic does not justify the need for additional traffic calming devices to be placed along Croydon Road. The exception to this finding is to propose one speed hump in Croydon Road, north of Church Street under separate investigation which identified the need for additional traffic calming on approach to this intersection.

It is considered that factors such as parking to both sides of the road, continued centre line marking, and the volumes of 2-way traffic along Croydon Road all contribute in the control of speeding. The centre line marking in parts along the road has faded, and this line marking will be re-marked.

Pedestrian-Volume counts

Pedestrian volume counts were conducted at all legs of 9 intersections and across 2 particular locations along Croydon Road, that being the Childcare Centre at 195 Croydon Road and a Bus Stop just north of Australia Street. These locations were considered likely desire paths for pedestrians along Croydon Road. Pedestrians were also captured in a range length of 30 metres either side of the locations. These locations are shown and marked numbered 1-11 in the diagram Attachment 3 and 4.

The pedestrian movements for location 1-6, 8-11 were recorded within the AM time range of 7.30 am-9.30am., Mid-day range from 11.30am -1.30pm., and PM time range from 2.30pm-5.30pm in order to capture all forms of pedestrian activity, including that of school children. Location 7 being the Childcare Centre, the times were extended to capture early morning and late afternoon pick-up i.e. 7.00am-10.00am., 11.30am-1.30pm., and 3.00pm-6.00pm.

Surveys were conducted on two day sessions, that being of a Tuesday the 27th February (Attachment 3) and the Thursday 1st March 2018. (Attachment 4). Pedestrian survey counts for Croydon Road/Church Street intersection were undertaken on the 14 and 16 March 2017 under separate investigation of this intersection. The results are still considered comparative to date as no real changes in traffic conditions or development in the area has prompted changes in pedestrian movement.

Under the Guide to Traffic Management – Part 6 (Austroads,2013), the RMS practice for numerical warrants for Pedestrian (Zebra) Crossings area as follows:

i) Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day

- (a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND
- (b) the vehicular flow per hour (V) through the site is greater than or equal to 500 AND
- (c) the product PV is greater than or equal to 60,000

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

If the crossing is used predominantly by school children, and in two counts of one hour duration immediately before and after school hours:-

- (a) $P \geq 30$ AND (b) $V \geq 200$

A pedestrian (Zebra) Crossing may be installed.

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day

- (a) $P \geq 30$ AND (b) $V \geq 200$ AND (c) $PV \geq 60,000$

A pedestrian (Zebra) Crossing may be installed

iii) Special Warrant:

In certain circumstances where:-

- (a) $PV \geq 45,000$ (but less than 60,000) AND (b) $P \geq 30$ AND (c) $V \geq 500$

In the analysis of the recent survey, maximum pedestrian movements in the one hour period (P) in the above AM, Mid, and PM ranges did not exceed around 18 in locations across Croydon Road, and no more than around 23 in the side streets. Croydon Road in all locations

registered vehicle volumes (P) well over 200 vehicles per hour, more in the range of around 500-1000 vehicles per hour. The side streets registered in the range of around 15-500 vehicles per hour.

Where pedestrian counts were higher in one particular hour period of the day, they were lower on the other hour periods of the day.

Although it could be said that the volumes are high to justify the (V) value under certain warrants above, the pedestrian volumes fall under the (P) requirement of 30 or more pedestrians needing to cross the road at any of the concentrated locations to justify all warrants. In view of this, no warrant can be made to require the installation of a pedestrian marked (zebra) foot crossing either in Croydon Road or the side streets.

Accident Statistics

Available and recorded accidents in the area over the last 5 years from June 2012 to June 2017 revealed that 13 accidents had occurred along Croydon Road, between Parramatta Road and Elizabeth Street. This is shown on Attachment 5.

Police have advised that no major or minor accidents have been recorded from June 2017 to date.

- Of the 13 crashes:
 - 3 occurred in wet conditions and 10 in dry conditions;
 - 9 occurred during the day and 4 during the night / hours of darkness;
 - The crash types / cause codes indicated 2 crashes involved vehicles veering left off road hitting an object, 1 was due to a vehicle hitting a temporary object on the road, 4 were cross traffic related, 1 lane side swipe, 1 Rear end, 1 manoeuvre from footpath, 3 right and or left movements from intersections.
 - Accidents were mainly non-injury, minor or moderate. 1 accident was of serious injury and fatigue related.
 - No fatal crashes were recorded.
 - No Pedestrian accidents have occurred along Croydon Road or the side streets to the intersection of Croydon Road in the last five (5) years.

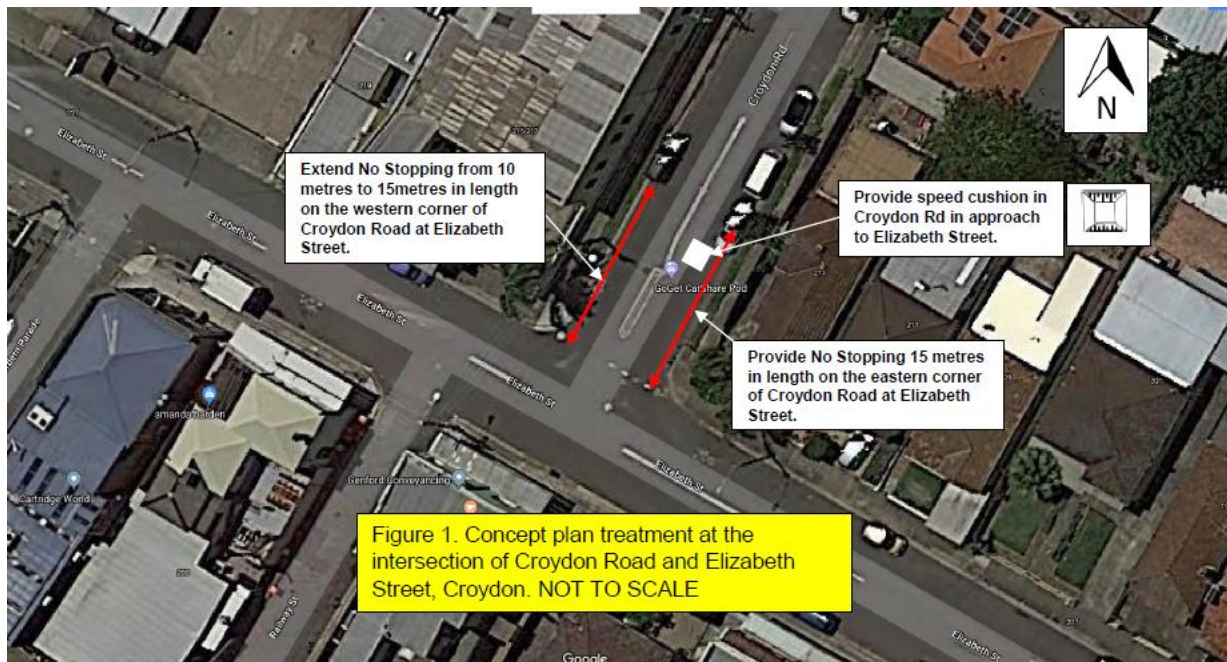
The accident history in the area is considered low, and is mainly based on motorists failing to give-way or not execute movements or travel on the correct side of the road.

Major Traffic Facility/infrastructure proposals.

Generally pedestrian movements along Croydon Road are wide spread with no real strong desire lines. Pedestrians tend to cross over Croydon Road with caution and at locations where traffic speeds are low or where traffic control devices are present (e.g. near roundabouts).

However, it is recognised that added pedestrian cross over points along Croydon Road would be beneficial to enhance pedestrian safety and provide a link to destinations either side of Croydon Road. With reference made to the Ashfield Pedestrian Access and Mobility Plan (PAMP) and the Former Ashfield Local Government Area Traffic Management Strategy (ATMS), the following conceptual (major) traffic facility works are recommended to enhance pedestrian safety and further initiate traffic calming to reduce speeding on the approach to various intersections.

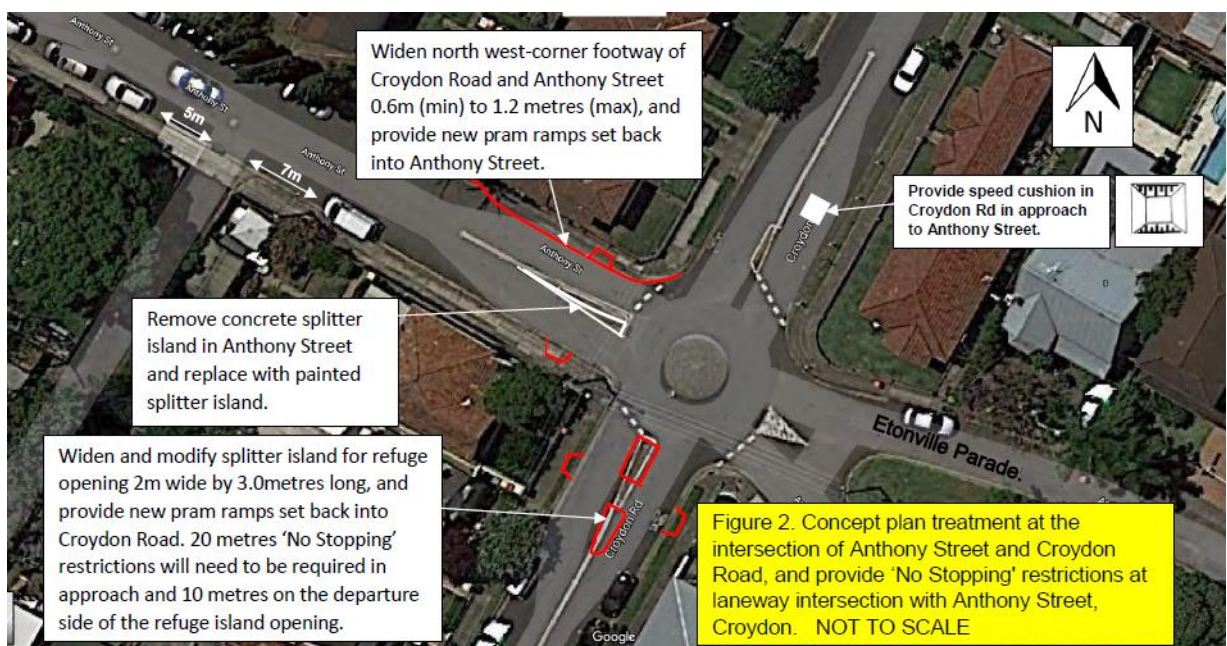
Figure 1. Provision of a speed cushion in Croydon Road in approach to Elizabeth Street.



This treatment of a speed cushion in Croydon Road at the approach to Elizabeth Street is recommended under the ATMS to avoid crashes with vehicles from the adjacent direction of the intersection.

The provision or extension of 'No Stopping' restrictions at the corners of Croydon Road at Elizabeth Street, resolves a vehicular manoeuvre and hazard issue around the central median island in Croydon Road. This was raised at the community meeting and/or separately by residents.

Figure 2. Widen the north-west corner of Anthony Street and Croydon Road, and provide a refuge facility in Croydon Road, south of Anthony Street, and provide a speed cushion in Croydon Road on the northern end approach to Anthony Street.

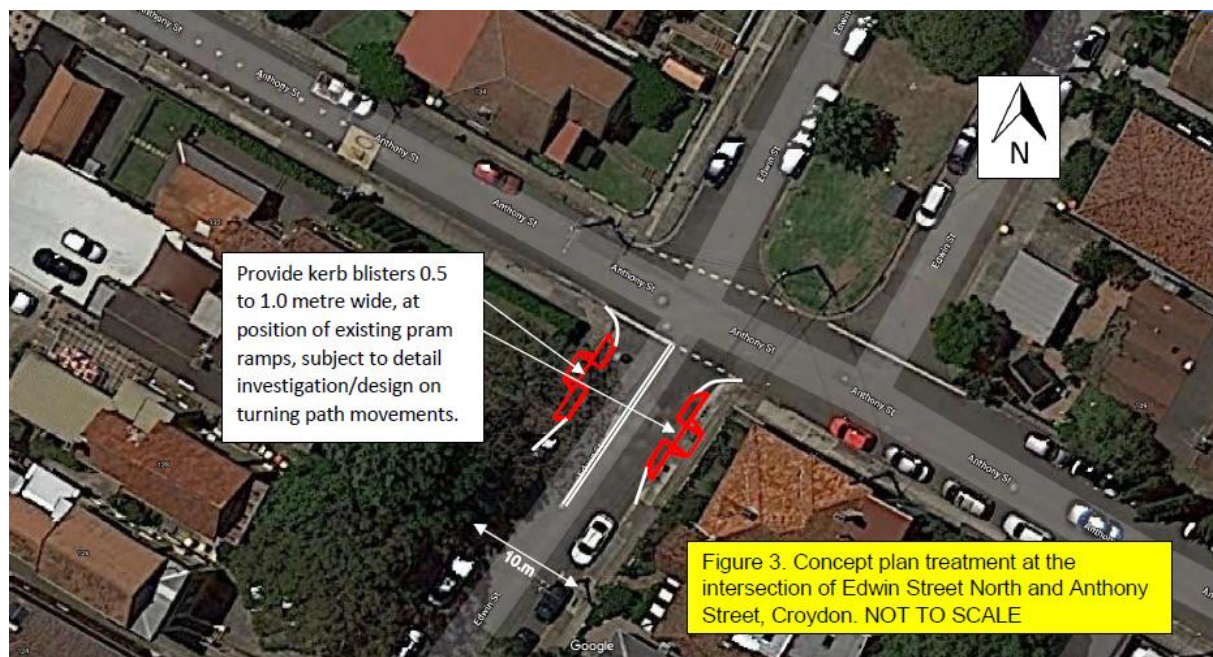


The proposal allows for pedestrians to safely and properly cross at the roundabout. The PAMP recommends improved pedestrian-pram ramp facilities at these locations.

A speed cushion is proposed in Croydon Road at the northern end approach to Anthony Street in line with the ATMS recommendation to avoid crashes with vehicles from the adjacent direction of the intersection. No speed cushion is proposed in Croydon Road south of Anthony Street, as a speed hump already exists in the near vicinity to slow vehicles down on the southern end approach to the roundabout.

'No Stopping' restrictions would be placed in Anthony Street 5.0 metres west and 7.0 metres east of the private lane off Anthony Street to improve sight visibility and access. The laneway is located on the southern side of Anthony Street, west of Croydon Road.

Figure 3. Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street.



The PAMP identifies Edwin Street North as a high pedestrian desire line to and from the railway station, and similarly it is evident there is a desire for pedestrians to travel along Anthony Street to reach the various schools west of Edwin Street North. The proposal provides the opportunity for pedestrians to cross Edwin Street North at a narrower width of the intersection with Anthony Street.

Figure 4. Removal of the horizontal deflection device and replace with a pedestrian refuge island facility in Croydon Road between Kenilworth Street and Gregory Avenue, and provide speed cushions in Croydon Road on both approach ends to Kenilworth Street and Gregory Avenue.

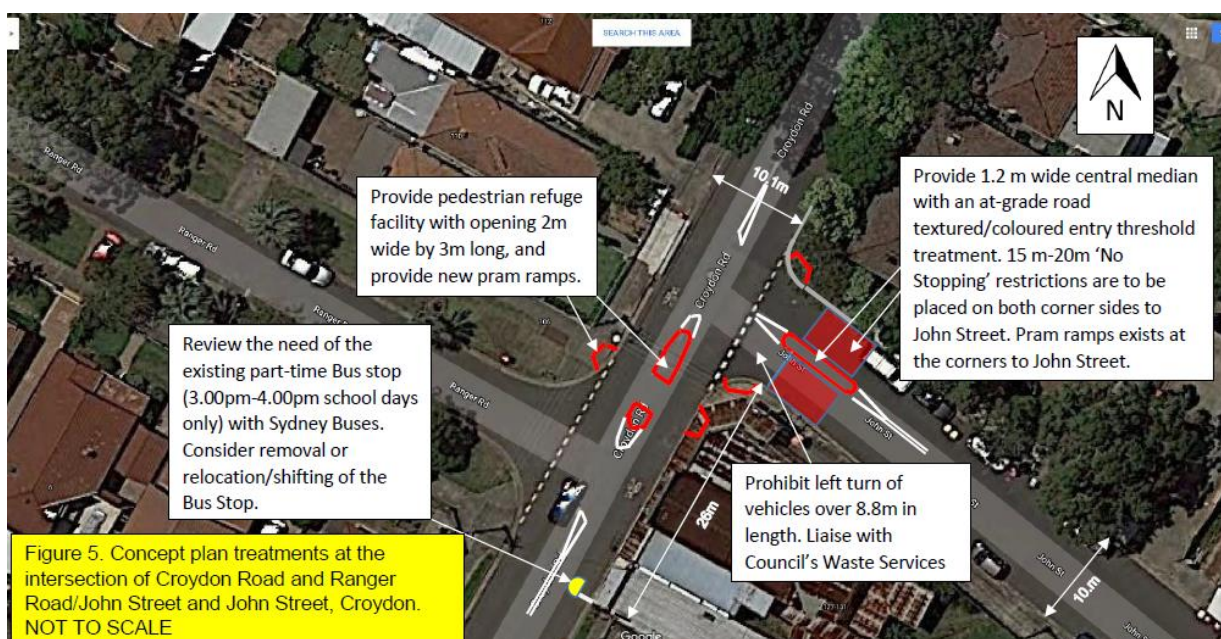


The PAMP identifies the need for a pedestrian- pram ramp facility at this location. Gregory Avenue is a dead end street, but a continued pedestrian access is maintained with a footbridge over the Iron Cove Creek, at the end of Gregory Avenue, to reach destinations east of Croydon Road.

Speed cushions are proposed in Croydon Road at the southern and northern approaches to Kenilworth Street and Gregory Avenue in line with the ATMS recommendation to avoid crashes with vehicles from the adjacent direction of the intersections.

The proposal at this location minimises the impact on parking in the area.

Figure 5. Provision of a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a central median-island with an at-road grade entry threshold treatment in John Street at the intersection with Croydon Road.

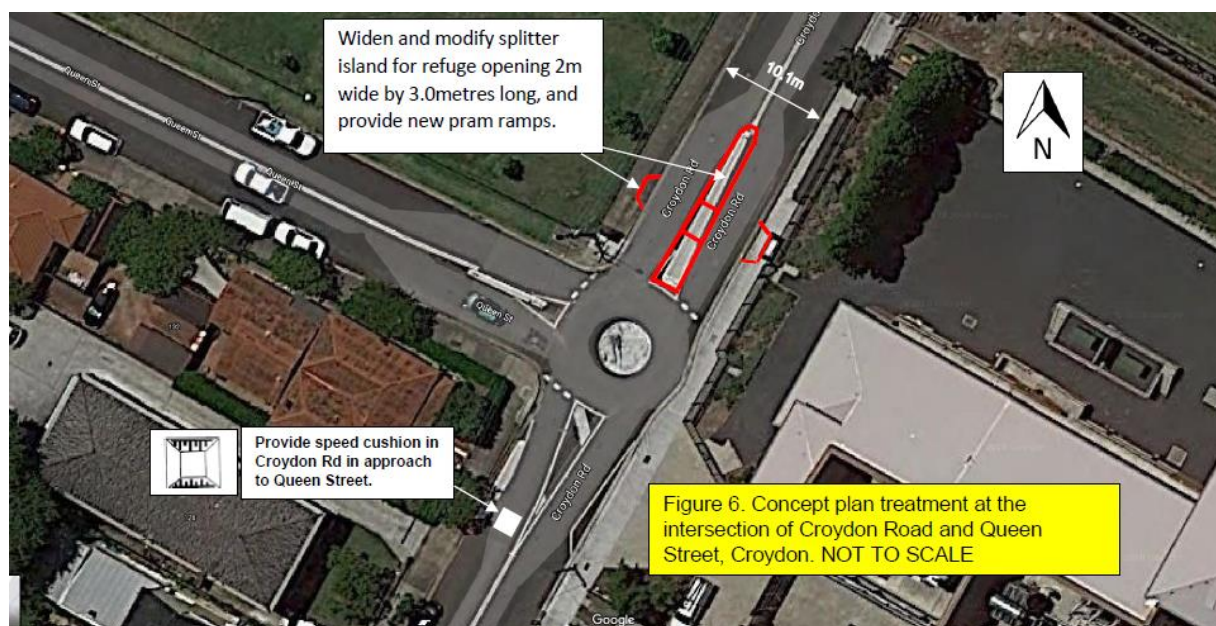


Although not identified under the PAMP, there is potential to consider a pedestrian refuge at this location in Croydon Road with minimum impact to parking. The ATMS recommends a

central median island with an entry threshold treatment in John Street at the intersection of Croydon Road to control speeding on approach to the intersection.

However, consideration would need be made to either remove or relocate or adjust the position of a part-time (1 hour PM period) school special Bus Stop in Croydon Road, south of John Street. Council will need to liaise with Sydney Buses on this matter. Also consideration would need to be made to ban left turn movements from John Street into Croydon Road for vehicles over 8.8 metres in length in order for both treatments to effectively works at the intersection.

Figure 6. Provision of a pedestrian refuge opening in the splitter island in Croydon Road, at the Roundabout intersection with Queen Street, and provide a speed cushion on the southern end approach to Queen Street.



The PAMP identifies the need for a pedestrian- pram ramp facility at this location to reach various playground, sporting and community club services in the area.

A speed cushion is proposed in Croydon Road at the southern end approach to Queen Street in line with the ATMS recommendation to avoid crashes with vehicles from the adjacent direction of the intersection. No proposal is made to provide a speed cushion in Croydon Road on the northern end approach to the roundabout, as there is an existing speed hump in close proximity north of the intersection for speed control in approach to the roundabout.

Intersection of Croydon Road and Church Street, Croydon.

Pedestrian facilities across Croydon Road near/at this intersection of Church Street would be further investigated separately subject to Council's decision on the treatment to this intersection in a report to its meeting on the 24 April 2018.

Figure 7- Provide short length double white centre lines in Bay Street at the approach to Croydon Road, and in Croydon Road, south of Bay Street. Also provide an at-grade entry threshold treatment in Bay Street at the intersection of Croydon Road.



The ATMS recommends the placement of a central median island and entry threshold treatment in Bay Street for traffic control.

Under closer examination of the area, a central island would interfere with driveway access and the narrowness and acute angle of Bay Street would lead to the island being hit by vehicles turning left, or that large vehicles are likely to come out wide into the opposing traffic in Croydon Road when attempting to turn left. The provision of double white painted centrelines in Bay Street on approach to Croydon Road, together with an at-grade entry threshold treatment in this regard should be considered. Also provide a short length double white painted centreline in Croydon Road on the southern end approach to Bay Street.

Figure 8- Provide a central median island in Dalmar Street at Croydon Road.



The ATMS recommends the placement of a central median island in Dalmar Street for traffic control. Also the placement of short length double white painted centrelines in Croydon Road at both approaches to Dalmar Street for added traffic control at the intersection, should be considered.

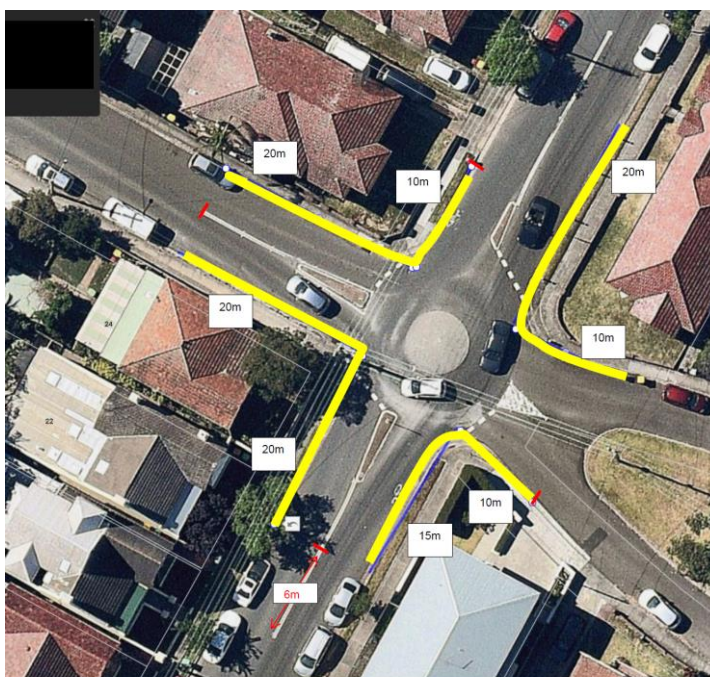
Minor Traffic Facility/infrastructure and maintenance works.

It is proposed to install short lengths of double white centreline marking (where not existing), to all intersection approaches along Croydon Road. Give-Way markings and signposting, if not existing, be provided at all side road intersections, and that short length double white centrelines be painted in both the Dalmar Street and Bay Street approaches to Croydon Road. These measures would assist to control and regulate traffic movement in the area. Line marking will be supplemented with reflective raised pavement markers.

There is a higher number of pedestrians with a desire to cross the side streets along Croydon Road and it is programed, under the general PAMP funding, to include/upgrade the pram ramps to side streets to improve the pedestrian amenity in the area.

Other Treatments

At the Traffic Committee meeting on the 6 March 2018, an item was presented proposing to install solid yellow line marking around all corners of the intersection of Anthony Street and Croydon Road. 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.



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.

This measure would also provide for improved sight view of pedestrians crossing at the intersection. The proposed marking distances are considered of statutory/regulatory length to allow for the safe and proper movement and sight view of vehicles turning at the intersection. The Traffic Committee at its meeting on the 6 March 2018 recommended approval of the proposal. The proposal was adopted by Council at its meeting on the 27 March 2018. Affected residents will be notified in due course on this matter prior to any action being undertaken.

Other concerns have been raised with pedestrians crossing at the speed humps along Croydon Road. The mandatory piano key markings on the speed humps may entice pedestrians to thinking that these devices are crossings. In this particular situation, the placement of barriers in the form of fencing or landscaping on the footpath is not recommended along Croydon Road, as these measures will impact on car door openings,

driveway access to properties and access to waste collection. No pram ramp facility is made over these speed humps to encourage pedestrian use of the speed humps.

A few of the speed humps have been identified with the piano key markings being placed the wrong way and maintenance instructions have been issued to rectify this problem. It is further considered that pedestrian prohibited (symbolic) type markings be placed on the speed humps to warn and discourage pedestrians from crossing over these devices. One or two of the devices have had these symbols marked, and it is viewed that these be remarked and further added to other speed humps, particularly the wider platform types along Croydon Road.



Response to other issues raised at the community meeting.

(Meeting on site- 7 December 2017- Intersection Croydon Road and Anthony Street, Croydon)

This report focuses on providing treatments along Croydon Road and the side street intersections for pedestrian safety and traffic calming. However, the following main issues were also raised and a response is made as follows.

<u>Issue</u>	<u>Officer Response</u>
Pedestrian crossing request	Pedestrian and volume counts were carried out, resulting in non-warrant of pedestrian crossings along Croydon Road. Alternate pedestrian refuge and kerb-extension treatments are proposed in Croydon Road and side streets for pedestrian safety.
Narrow footpath. Pedestrian safety improvements at the intersection of Anthony Street/Croydon	The north-west corner of Anthony Street and Croydon Road is proposed to be widened, and pedestrian refuge with setback kerb ramps proposed in Croydon Road, south of Anthony Street –see Figure 2.
PLC activity in morning and afternoon, traffic, parking, and Principal request for one-way, and reintroduce right turn over railway line at Young Street.	Council will list to investigate a Resident Parking Scheme (RPS) in the next financial year, subject to funding, to provide relief in parking for residents and short term parking for other users. Adjacent Burwood Council has an RPS in its streets. One-way in Anthony is not considered appropriate as this will impact on the traffic network in the area, and general community access. The right turn treatment over the railway line at Young Street is in the Burwood Council area, was removed on understanding due to hazard and conflict at the intersection.
Exiting laneway onto Anthony Street. (no vision)	Proposal is to introduce No Stopping restrictions across the laneway off Anthony Street. See Figure 2.
Parking on one side of the street- Anthony Street	Removal of parking to one side of the street is not recommended. Vehicle parking provides

Item 1

	friction and control of speeding.
Time period parking-don't pay for parking, No parking off-street	Time period parking 1 or 2 hours would be considered under RPS investigation. No intention is made to provide meter parking in the area.
No Island at Edwin Street North/Anthony Street to cross.	Kerb blister extensions are proposed to assist pedestrians to cross at the intersection.-see figure 3.
Traffic calming in John Street.	In reference to the ATMS, recommendation is made to place a central median and at-grade (road level surface) entry threshold treatment for control of traffic in approach to Croydon Road.
Traffic Signal issues- right turn facility required from Croydon Road into Parramatta Road. Congestion at traffic lights at particular school hours. Traffic Signal request Croydon Road/Elizabeth Street.	Signals come under the care and control of the RMS. RMS recently advised it does not support this request due to impacts caused on Parramatta Road. The ATMS does not identify placement of signals at the intersection of Elizabeth Street and Croydon Road. Low accident history at the intersection of Croydon Road/Elizabeth Street cannot justify signals. Sight view is adequate from Croydon Road. Give -Way lines will be remarked and 'No Stopping' restrictions added-extended to the Croydon Road side corners-see figure1.
Roundabout in Croydon road/Queen Street-speeding	Speed cushion is proposed in Croydon Road, south of Queen Street to provide further speed control at the roundabout. See Figure 6.
Croydon Road/Elizabeth Street	Croydon Road is a collector road linking traffic destination between Elizabeth Street and Parramatta Road. Congestion in the street is considered no worse than other locations, with vehicles steadily moving through.
Consider optional proposals	The recommended proposals are considered appropriate, and are subject to final design investigation on the feasibility of the proposals followed by resident consultation. Pending on resident feedback, alternate options might be considered.
SLOW DOWN STICKERS	Not required noting the speed figures are low.
Website	Advice and process of consultation will also be made on the website for residents to comment.
Signposting No Stopping intersection of Croydon Road and Anthony Street.	Yellow line marking will be placed to govern the 'No Stopping' restrictions.
Meridan School bus parked in Croydon Road in Bus Stop, south of John Street.	Council will liaise with Sydney Buses on the need of the Bus stop relative to proposal figure 5. If required, it will be signposted and regulated for buses not to park in the zone, but only set down and pick up.
Signs obscured	Sign audit will be carried out and maintenance to correct any signage.
Frederick Street/Elizabeth Street. Queries in school hours AM and PM (congestion).	Signals come under the care and control of the RMS. Matter will be referred to RMS for investigation to consider issues at the existing

	traffic lights.
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PUBLIC CONSULTATION

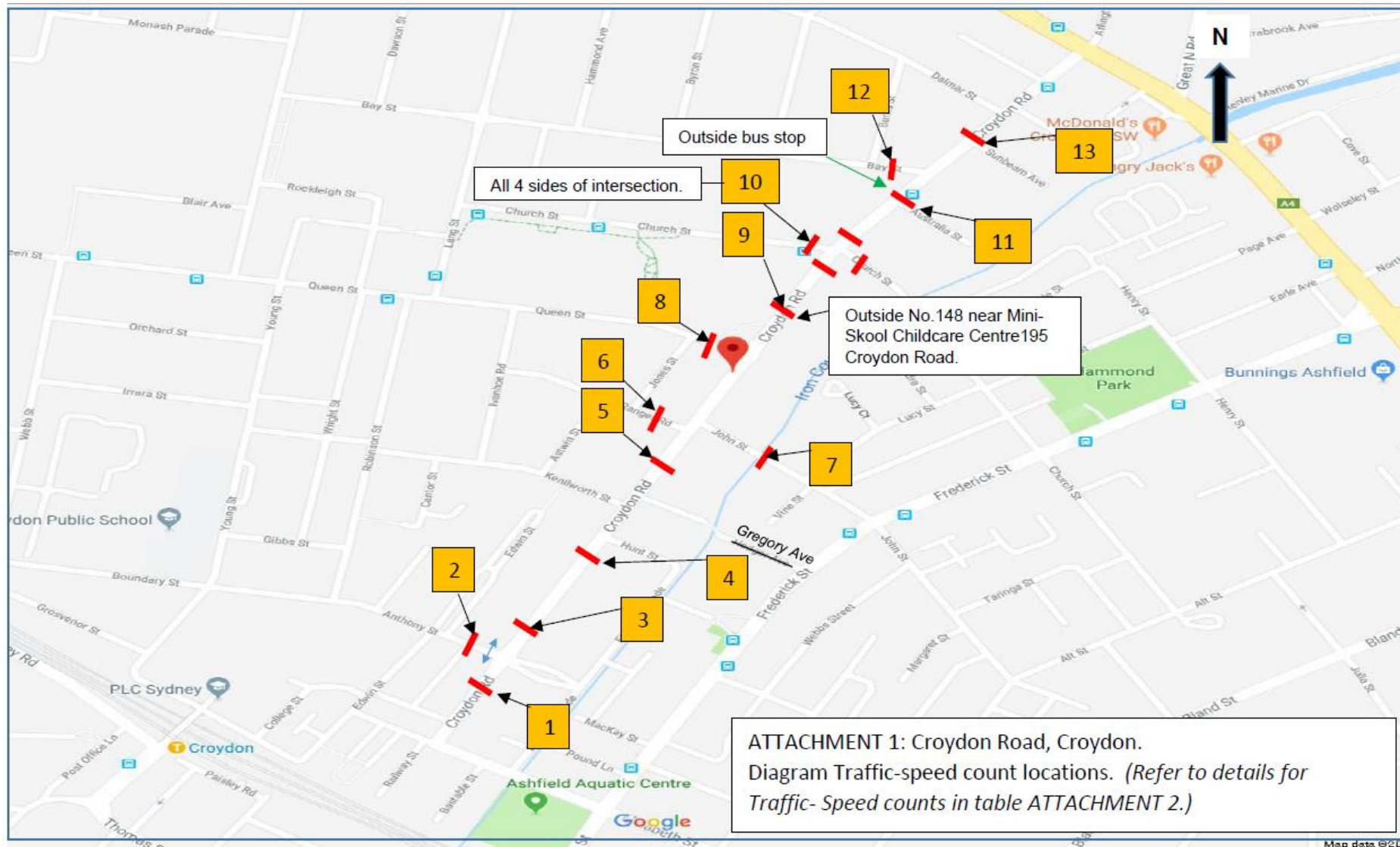
Final investigation and design of the various conceptual major traffic facility proposals will need to be carried out to determine the practical feasibility of providing these proposals. Affected residents will be consulted on the finalised proposals.

CONCLUSION

In conclusion, it was found that Croydon Road, although busy does not have significant pedestrian or traffic safety issues. However, it is recognised that added pedestrian cross over points along Croydon Road would be beneficial to enhance pedestrian safety and provide a link to destinations either side of Croydon Road. With reference made to the Ashfield Pedestrian Access and Mobility Plan (PAMP) and the Former Ashfield Local Government Area Traffic Management Strategy (ATMS), various conceptual (major) traffic facility works are recommended in the report. Minor facility/infrastructure works such as maintenance to line marking and signposting, statutory/regulatory 'No Stopping' to laneway and street corners, and the provision/upgrade of pram ramps in the area, will also be undertaken.

ATTACHMENTS

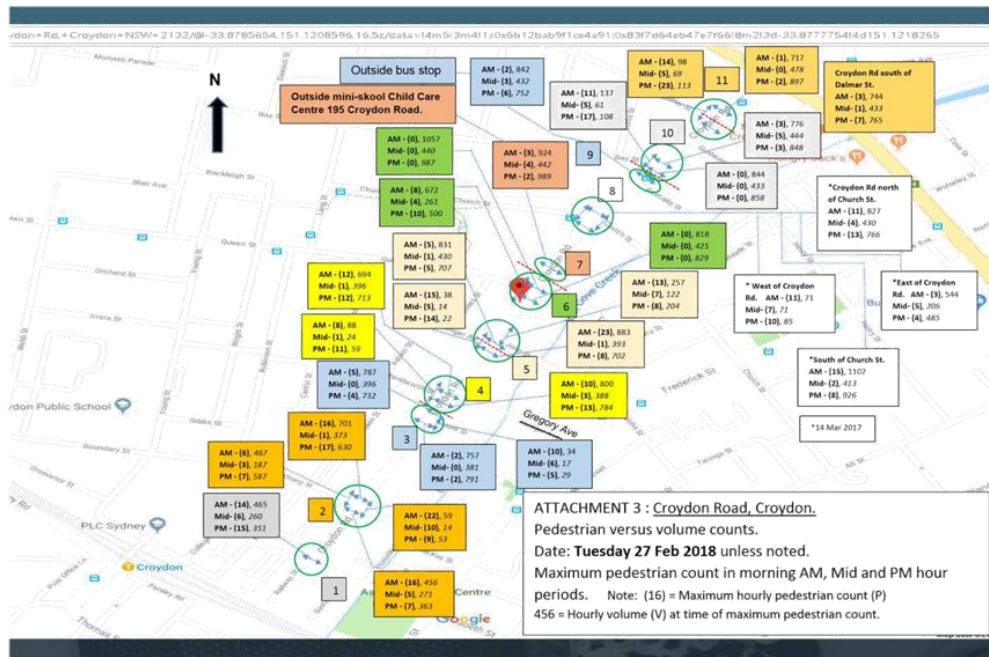
1. [↓](#) Traffic and speed count locations in Croydon Road, Croydon.
2. [↓](#) Tabled Results-Traffic and speed count locations in Croydon Rd, Croydon
3. [↓](#) Pedestrian and volume counts in Croydon Road (27 Feb18)
4. [↓](#) Pedestrian and volume counts in Croydon Road (1 Mar18)
5. [↓](#) Accident statistics in Croydon Road-June 2012-June 2017

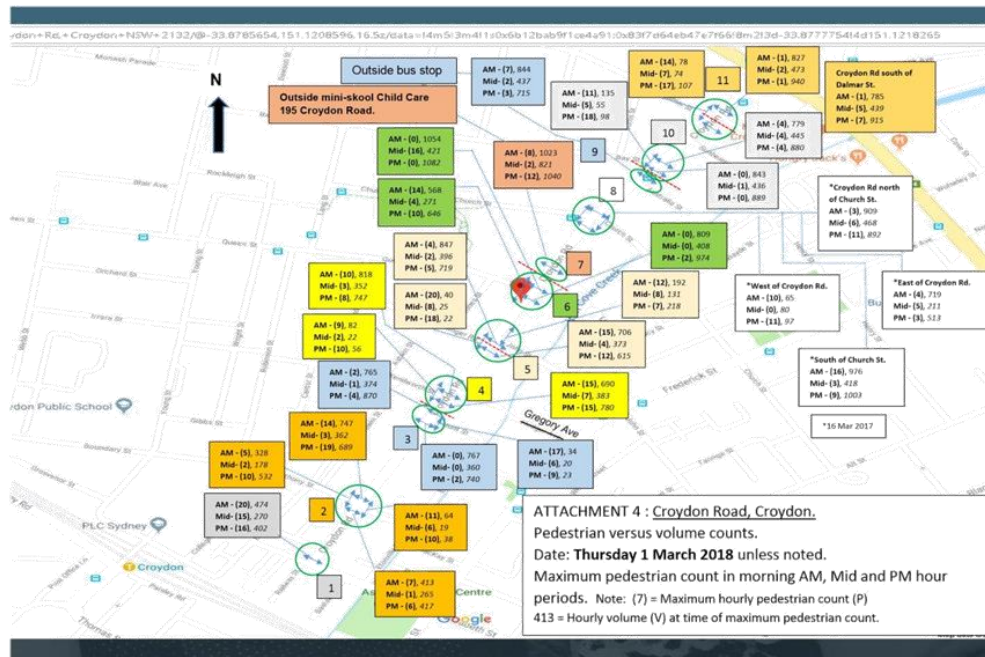


Page 1 of 3		Attachment (table) [2]- Traffic-speed counts in Croydon Road, Croydon. (taken in the periods between 14 February -1 March 2018, unless specified)				
IDENTIFICATION	STREET	LOCATION	Volumes Average Daily Traffic over seven days)-both directions	Volumes (ADT) In separate direction.	Mean speed (km/h) Av. both directions	85 % speed (km/h) Av. both directions unless shown.
1	CROYDON ROAD	Elizabeth Street to Anthony Street (outside house No. 18-20)	4877	(north) 2770 (south) 2107	30	36
2	ANTHONY STREET	Between Edwin St. North and Croydon Road.	4772	(east) 1718 (west) 3083	32	37
3	CROYDON ROAD	Anthony Street to Hunt Street (outside house No.33)	7973	(north) 3619 (south) 4353	39	46
4	CROYDON ROAD	Anthony Street to Hunt Street (outside house No. 56-58)	7742	(north) 4232 (south) 3510	42	48
5	CROYDON ROAD	Gregory Street to Ranger Road (outside house No. 68)	8076	(north) 3659 (south) 4417	43	50
6	RANGER ROAD	Between Jones Street and Croydon Road.	321	(north) 127 (south) 195	28	34
7	JOHN STREET	Between Croydon Rd. and Lucy St.	2599	(east) 1372 (west) 1227	44	53
8	QUEEN STREET	Between Jones Street and Croydon Road.	5341	(east) 2764 (west) 2577	35	40
9	CROYDON ROAD	Queen Street and Church Street (outside house No.148-near Mini Skool childcare centre No. 195)	9482	(north) 4344 (south) 5138	37	42

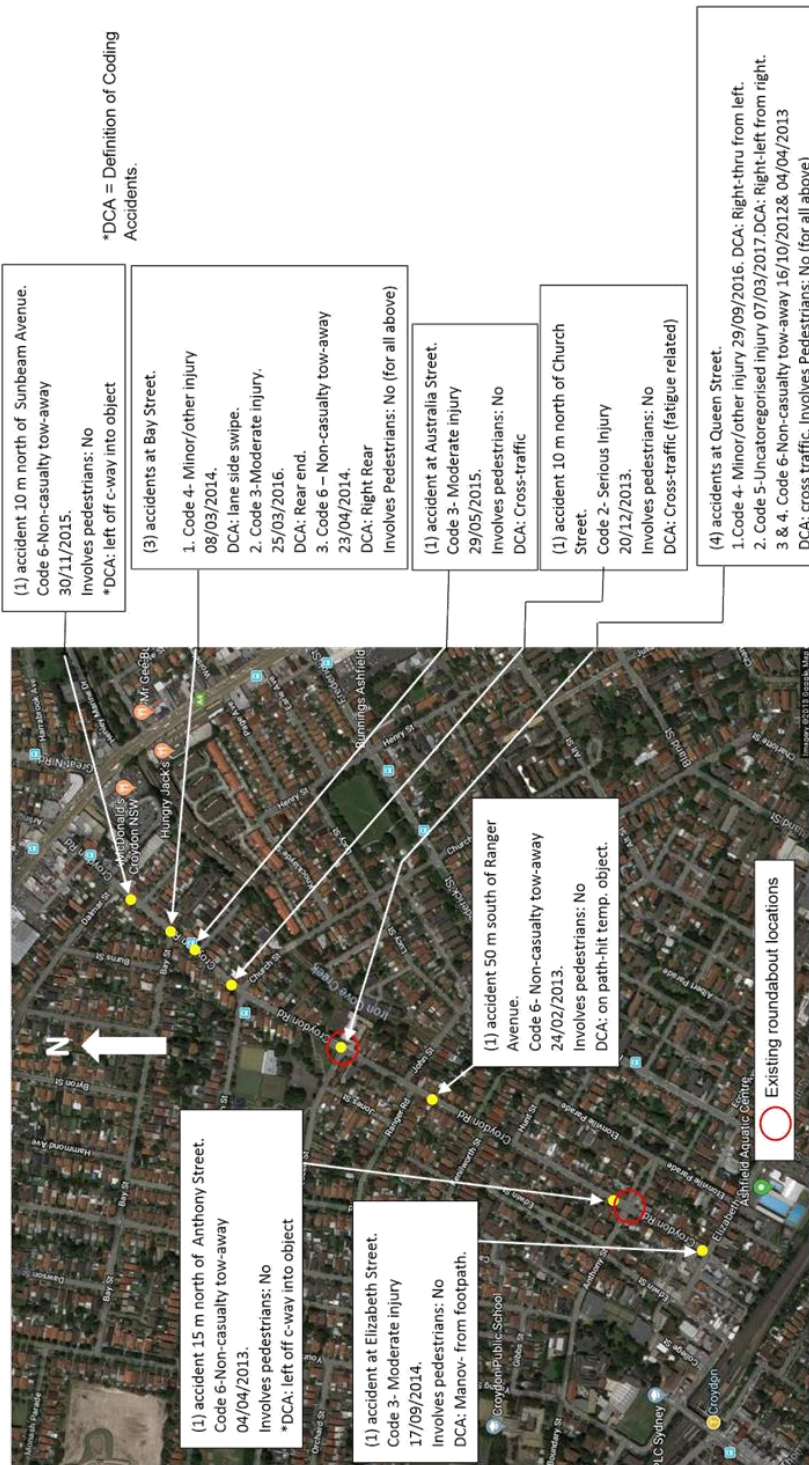
IDENTIFICATION	Page 2 of 3 STREET	Attachment (table) [2]- Traffic-speed counts in Croydon Road, Croydon. (taken in the periods between 14 February -1 March 2018, unless specified)				
		LOCATION	Volumes Average Daily Traffic over seven days)-both directions	Volumes (ADT) In separate direction.	Mean speed (km/h) Av. both directions	85 % speed (km/h) Av. both directions unless shown.
10 <i>(counts taken from separate investigation on the intersection of Croydon Road and Church Street)</i>	CROYDON ROAD& CHURCH STREET.	Croydon Road, approach from north of Church Street.	9392	(north) 3633 (south) 5759	-	(N) 47.6 (S) 44.1
		Croydon Road, approach from south of Church Street.	9596	(north) 4426 (south) 5170	-	(N) 40.1 (S) 35.4
		Church Street, approach from west of Church Street.	1383	(east) 547 (west) 736	-	(N) 37.3 (S) 38.9
		<i>(above counts were taken 14 March to 27 March 2017, 20-30 metres in approach to the intersection by Complete Urban Pty Ltd). Tube counter damaged and vandalised for Church Street west. Separate count taken by Council below.)</i>				
		Church Street, between Croydon Road and Knocklayde Street. (taken 30 Aug to 6 Sept 2017)	4418	(east) 2640 (west) 1776	-	47.2

Page 3 of 3		Attachment (table) [2]- Traffic-speed counts in Croydon Road, Croydon. (taken in the periods between 14 February -1 March 2018, unless specified)				
IDENTIFICATION	STREET	LOCATION	Volumes Average Daily Traffic over seven days)-both directions	Volumes (ADT) In separate direction.	Mean speed (km/h) Av. both directions	85 % speed (km/h) Av. both directions unless shown.
11	CROYDON ROAD	Australia Street to Bay Street (outside house No. 182)	9334	(north) 3794 (south) 5593	40	46
12	BAY STREET	Between Burns Street and Croydon Road	1245	(east) 742 (west) 503	34	40
13	CROYDON ROAD	Sunbeam and Dalmar Street (outside house No. 196)	8987	(north) 3657 (south) 5330	40	46





ATTACHMENT 5- ACCIDENT STATISTICS Croydon Road, Croydon, June 2012-June 2017



Item No: LTC0518 Item 2

Subject: Old Canterbury Road, Dulwich Hill - Proposed Traffic Signals Concept Design Plans (Ashfield Ward/Summer Hill Electorate/Ashfield & Inner West LAC)

Prepared By: Ryan Hawken - Project Manager Greenway Delivery

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Concept design options have been prepared for the signalisation of Old Canterbury Road, Weston Street and Edward Street. Consultation was undertaken with owners and occupiers of properties regarding the options. A summary of the consultation results and traffic modelling results are presented in this report for consideration.

It is recommended that detail design of the traffic signals and intersection of Old Canterbury Road, Weston Street and Edward Street proceed based on a road closure to traffic at Weston Street, and consideration be given to improvements to traffic safety in Windsor Road, Edward Lane and Weston Street to be implemented in tandem with the proposed traffic signals.

RECOMMENDATION

THAT:

- 1. The concept design of the traffic signals and intersection of Old Canterbury Road, Weston Street and Edward Street based on a full road closure to traffic at Weston Street as shown in Option 3, be APPROVED, and inform the detailed design;**
- 2. Specific measures to improve traffic safety at the intersection of Old Canterbury Road and Windsor Road and in Edward Lane be considered in tandem with the detailed design and be presented to a future Local Traffic Committee for consideration with the detailed design plans for the signalised intersection; and**
- 3. The detailed design plans be forwarded to the Roads & Maritime Services for consideration and approval.**

BACKGROUND

As part of the development of the Summer Hill Flour Mills at 2-32 Smith Street, Summer Hill, the developer is required to install traffic signals at the intersection of Old Canterbury Road, Weston Street and Edward Street.

In July 2017 Council undertook preliminary engagement regarding the new signals and at the September 2017 Local Traffic Committee Meeting the committee endorsed the signals' concept design.

Concurrent with planning for the new signals, Council is also developing the Greenway Master Plan. This includes a walking and cycling route along Weston Street. The development of the Master Plan provided Council with an opportunity to consider new options for the intersection (beyond that endorsed in 2017) which will best meet the needs of residents and are compatible with the Greenway.

Council undertook traffic counts and modelling in February, and developed three options for the signalisation of the intersection.

Five scenarios have been modelled in Sidra as follows:

- **Existing without development:** Priority controlled intersection (current configuration) with traffic numbers based on intersection counts undertaken in February 2018.
- **Existing with development:** Priority controlled intersection (current configuration) with additional traffic generated due the Flour Mill and McGill Street developments.
- **Option 1 Full access at Weston Street:** Signalised intersection with access in and out of Weston Street and provision of a bi-directional shared path on the eastern side of Weston Street and closure of the Old Canterbury Road service road.
- **Option 2 Out only at Weston Street:** Signalised intersection with closure of Weston Street southbound at its interface with Old Canterbury Road, provision of a right turn lane on Old Canterbury Road in the westbound direction and closure of the Old Canterbury Road service road.
- **Option 3 Full closure at Weston Street:** Signalised intersection with full closure of Weston Street at its interface with Old Canterbury Road, provision of a right turn lane on Old Canterbury Road in the westbound direction and implementation of a shared zone in the Old Canterbury Road service road.

These intersection concept plans are presented in Attachment 1. The traffic modelling memo is presented in Attachment 2.

Council is undertaking the concept design of the traffic signals and community engagement on behalf of the developer. It is anticipated that the recommendation of this report will be given to the developer to facilitate detailed design and construction.

FINANCIAL IMPLICATIONS

The detailed design and construction of the intersection and traffic signals is to be undertaken and funded by developers in 2018/19. Works outside the intersection associated with the Greenway would be funded by the Greenway Capital Budget and implemented in coordination with the traffic signals in 2018/19.

OFFICER COMMENTS

Signalisation of Old Canterbury Road, Weston Street and Edward Street

The intersection of Old Canterbury Road, Weston Street and Edward Street currently operates as a priority controlled intersection with Old Canterbury Road functioning as a major east-west sub-arterial road, and Weston and Edward Streets as minor local roads.

Council undertook traffic counts in February 2018, developed three options for the signalisation of the intersection and undertook on traffic modelling. A summary of the modelled performance of the intersection is shown in the table below.

Option 3 would deliver the most efficient intersection operation with the shortest queues and least delay to vehicles.

For all options an extended 'No Parking' zone on Old Canterbury Road in the westbound direction, east of Weston Street is required to reduce traffic queue lengths. It is recommended that this operate in the PM peak only.

Option	Morning peak hour		Evening peak hour		Operational comments
	Level of Service	Queue length (m)	Level of Service	Queue length (m)	
Option 1: Full access at Weston Street	C	275	D	475	Acceptable operational performance, however unacceptably long queue lengths during the morning and evening peak periods.
Option 2: Out only at Weston Street	B	240	B	260	Good operational performance however long queue lengths during the evening peak period.
Option 3: Full closure at Weston Street	B	150	A	155	Good operational performance and queue lengths

Each of the three options has different impacts on traffic, parking, access and safety. Specific advantages and disadvantages are summarised below.

	Option 1: Full access at Weston Street	Option 2: Out only at Weston Street	Option 3: Full closure at Weston Street
Performance of intersection	Acceptable performance	Good performance	Good performance
Queue lengths at intersection	Long queue lengths	Long queue lengths	Acceptable queue lengths
Turn movements onto Old Canterbury Road	Signalised turn onto Old Canterbury Road at Weston Street	Signalised turn onto Old Canterbury Road at Weston Street	Maintains priority controlled turn onto Old Canterbury Road at Windsor Road
Resident access to service road	Closes service road to residents	Closes service road to residents	Maintains service road open to residents
Resident access to Weston Street	Maintains resident access to Weston Street from Old Canterbury Road	Closes resident access to Weston Street from Old Canterbury Road. Up to 15 second delay.	Closes resident access to Weston Street from Old Canterbury Road. Up to 15 second delay.
Traffic volumes on Windsor and Weston	Increases traffic volumes in Weston Street	Increases traffic volumes in Weston Street	Increases traffic volumes in Windsor Road
Traffic volumes on Edward and Channel	Increases traffic volumes in Edward Lane and Channel Street	Increases traffic volumes in Edward Lane and Channel Street	Increases traffic volumes in Edward Lane and Channel Street
Resident parking	Loss of 12 parking spaces	Loss of 10 parking spaces	No Loss of parking spaces
Parking on Old Canterbury Road	Loss of up to 18 parking spaces in afternoon peak	Loss of up to 18 parking spaces in afternoon peak	Loss of up to 18 parking spaces in afternoon peak
Safety of pedestrians and cyclists	Least safe for pedestrians and cyclists	Somewhat safe for pedestrians and cyclists	Safest for pedestrians and cyclists
Compatibility with Greenway	Less compatible with Greenway	Less compatible with Greenway	More compatible with Greenway

With consideration of the above analysis and the outcomes of the community consultation below, it is recommended that Option 3 be approved to inform the detailed design. Option 3:

- provides the best operational performance for Old Canterbury Road
- is supported by over 50% of residents
- maintains access and parking for all residents
- is considered safest for pedestrians and cyclists
- is most compatible with preferred Greenway design in Weston Street

It is considered that other measures can be implemented to:

- provide a safer right turn out from Windsor Road, as raised by a number of residents during consultation
- minimise impacts on Edward Lane and Channel Street, as raised by a number of residents during consultation

Proposed Improvements to Windsor Road at Old Canterbury Road

Currently the intersection of Windsor Road and Old Canterbury Road is considered unsafe by the majority of residents. Refer to the results of the public consultation below.

The major disadvantage of Option 3 is that it does not provide a signalised environment to turn in/out Dulwich Hill along Old Canterbury Road.

The intersection of Old Canterbury Road, Windsor Road and Spencer Street operates as a priority controlled intersection with Old Canterbury Road functioning as a major east-west sub-arterial road, Windsor Road as a collector, and Spencer Street as a minor local road.

The Dulwich Hill North LATM (GTA 2016) recommended a threshold treatment on Windsor Road at Old Canterbury Road as a short term priority.

To improve the traffic safety of the Windsor Road and Old Canterbury Road intersection, it is recommended specific measures be investigated and implemented in tandem with the detailed design and be presented to a future Traffic Committee for consideration with the detailed design plans:

- Removal of the existing pedestrian refuge (which is anecdotally knocked over every few weeks and is currently perceived as unsafe by residents) to encourage residents to use the signals at Edward Street or Junction Street.
- Installation of 'No Stopping' signs on Old Canterbury Road at Windsor Road to provide adequate sight lines when turning out of Windsor Road. Consideration should also be given of extending the 'No Stopping' zones to 15m (i.e. beyond the statutory distance) in recognition of the crash numbers and difficulty experienced by drivers using this intersection.
- Installation of "No Right Turn" signage on Old Canterbury Road for west bound lanes at Spencer Street to encourage drivers to use the newly implemented signalised right turn at Edward Street and reduce the turning movements at the Old Canterbury, Windsor and Spencer Street intersection.
- Installation of 'Keep Clear' line marking in the east bound lanes on Old Canterbury Road at Windsor Road to ensure vehicles can exit safely from Windsor Road during the morning peak when modelled queue lengths are predicted to stretch past Windsor Road.
- Coordination of traffic signal controls at Edward/Weston Streets and Junction Street to maximise gaps in traffic for safe exit and entry from Windsor Road. The Edward Street traffic signal could be coordinated to trigger approximately 5 to 6 seconds after Junction Road to provide the biggest gap in traffic.

It should be noted that the proposed closure of Weston Street will not make the intersection of Windsor and Old Canterbury less safe, and, although not as safe as signalised intersection, when combined with the above measures, will improve the safety of the intersection of Windsor Road and Old Canterbury Road.

Proposed improvements to Edward Lane and Channel Street

Residents adjacent to Edward Lane and also a few residents in Channel Street are concerned that any of the Options will increase traffic volumes in Edward Lane and Channel Street. Refer to the results of the public consultation below. Anecdotal evidence suggests Edward Lane especially is used as a shortcut by pedestrians and there is no footpath in the lane to walk on.

The Dulwich Hill North LATM (GTA 2016) recommended kerb extensions at the intersections of Weston Street and Windsor Road, and Davis Street and Windsor Road to further calm traffic on Windsor Road. No other works were recommended at the intersection, nor in Weston Street, Edward Lane or Channel Street.

To improve the traffic safety of Edward Lane and Channel Street, it is recommended specific measures be investigated and implemented in tandem with the detailed design and be presented to a future Traffic Committee for consideration with the detailed design plans:

- Installation of continuous footpath treatments at the threshold of Edward Lane and Windsor Road, and potentially at Edward Street and Weston Street to slow traffic and give priority to pedestrians.
- Installation of 'No Right Turn' signage on Windsor Road for north bound lanes at Edward Lane to encourage drivers to use Channel Street and reduce the turning movements close to the Old Canterbury Road, Windsor Road and Spencer Street intersection.
- Installation of kerb extensions at Channel Street and Windsor Road to slow traffic and improve sight lines for vehicles turning in and out of Channel Street.

Other issues to be considered during detailed design of traffic signals

Extension of 'No Stopping' and/or 'No Parking' zone on Old Canterbury Road in the westbound direction, east of Weston Street is required to reduce traffic queue lengths to acceptable levels. Detailed design of the intersection should consider the extents and type of restrictions implemented. It is recommended that a 'No Parking' zone be introduced from the existing 'No Stopping' zone east of Weston Street over the crest of the bridge and that this operate in the PM peak only.

Traffic modelling shows that queue lengths on Old Canterbury Road will extend over the crest in the westbound direction, east of Weston Street, during the afternoon peak. Sight lines over the crest are limited. To reduce risk of rear end collisions into queued traffic consideration should be given to overhead lanterns on mast-arms and/or advanced warning (flashing) lights.

There is a need to provide bicycle lanterns and a wider crossing area to facilitate movements of bikes and pedestrians on the eastern pedestrian leg across Old Canterbury Road until a tunnel under Old Canterbury Road is constructed. Bicycle lanterns and a 4.5m wide marked foot crossing are suggested.

PUBLIC CONSULTATION

A notification letter and concept plans were sent to owners and occupiers of affected properties in Old Canterbury Road, Weston Street, Edward Street, Windsor Road and Channel Street on 15 March 2018. All properties within 100m of the intersection were notified. A total of 191 letters were distributed. The closing date for submissions was 8 April 2018.

There were a total of 134 responses received and the majority was submitted online with a number submitted via email. A summary of the preferences expressed by residents is outlined in the table below.

Option	Responses in support	Percentage in support
Option 1: Full access at Weston Street	59	44.0%
Option 2: Out only at Weston Street	2	1.5%
Option 3: Full closure at Weston Street	73	54.4%
Total	134	

Option	Responses in support from			
	Weston St Residents	Windsor St Residents	Old Canterbury Rd Residents	Other Residents
Option 1: Full access at Weston Street	1	47	5	6
Option 2: Out only at Weston Street	0	1	0	1
Option 3: Full closure at Weston Street	31	5	8	29
Total	32	53	13	36

Issues raised in specific written responses are detailed below. Responses with similar issues have been collated in order to provide a concise overview of the primary issues.

It's apparent from the community consultation that the community had a polar response, either favoring Option 1 or Option 3. However, common concerns were raised from supporters of both Option 1 and Option 3 including a safe turn in/out to Dulwich Hill along Old Canterbury Road and concerns about increased traffic on Edward Lane, Channel Street, Weston Street or Windsor Road depending on the preferred Option.

Residents comments	Officers comments
<p>Twenty six (26) residents support Option 1 as it provides a safe turn in/out Dulwich Hill along Old Canterbury Road. Currently the intersection of Windsor Road, which is the local collector road, and Old Canterbury Road is considered unsafe by the majority of residents.</p> <p>Three (3) residents support Option 3 but flag the need for improvements at the intersection of Windsor Road and Old Canterbury Road</p>	<p>Seven crashes were reported to RMS between July 2011 and June 2016 at the intersection of Old Canterbury Road, Windsor Road and Spencer Street. Note this is injury or tow away crashes only. Anecdotal evidence from numerous residents suggests that there are many more unreported crashes and that the holding rail at the pedestrian refuge on Old Canterbury Road at this location is flattened every few weeks.</p> <p>The Dulwich Hill North LATM (GTA 2016) recommended a threshold treatment on Windsor Road at Old Canterbury Road as a short term priority.</p> <p>For all options measures to improve the traffic safety of the Windsor Road and Old Canterbury Road intersection should be considered in tandem with the traffic signals as discussed above.</p>
<p>Two (2) residents support Option 1 due to the inconvenience of not being able to turn left into Weston Street from Old Canterbury Road in Option 2 or 3.</p>	<p>The furthest additional distance caused by the closure or part closure of Weston Street is around 160m. At 50km/h this is 12 seconds. This delay would only be experienced if coming from one direction out of three. i.e. from Old Canterbury west bound, not Old Canterbury east bound or Windsor Road.</p>

Residents comments	Officers comments
<p>Eleven (11) residents support Option 1 due to potential increases in traffic volumes in Edward Lane in Option 2 or 3.</p> <p>Three (3) residents support Option 3 but flag the need for improvements in Edward Lane</p>	<p>Edward Lane currently averages 80 vehicles per day (2016).</p> <p>It is considered that the relative increase in traffic on Edward Lane would be greatest in Option 2 then Option 1 and then Option 3. In Option 2 residents entering Weston Street may use the lane and the traffic signals may induce demand down the lane also. In Option 1 the traffic signals may induce demand down the lane. In Option 3 only local residents would utilize Edward Lane.</p> <p>The Dulwich Hill North LATM (GTA 2016) made no recommended for Edward Lane.</p> <p>For all options measures to minimise traffic volumes and improve the traffic safety in Edward Lane should be considered in tandem with the traffic signals as discussed above as discussed above.</p>
<p>Twelve (12) residents support Option 1 due to potential for increased traffic volumes in Windsor Road</p>	<p>Windsor Road near Old Canterbury Road currently averages 1170 vehicles per day (2016). It is a collector road. Vehicles using Weston Street at present averages 280 vehicles per day (2018). The very low numbers tend to indicate that this is predominantly generated by residents of Weston Street. Some of this traffic would originate from Windsor Road.</p> <p>Option 2 and 3 would result in increased numbers of vehicles on Windsor Road between Old Canterbury and Weston Street due to the restricted access at Weston Street. The increase may be in the order of 150 to 250 vehicles per day or an increase from 1170 to 1420 vehicles per day (20%).</p> <p>The Guide to Traffic Generating Developments (RMS 2002) specifies environmental limits for each road class, and specifically 3000 vehicles per day for collector roads. The increased traffic on Windsor Road would therefore remain within desirable limits for a collector road.</p>
<p>Twenty eight (28) residents support Option 3 as it is considered to be the safest and most desirable Option for cycling and walking including users of the Greenway.</p>	<p>A low traffic bike boulevard is preferred for the Greenway on Weston Street. Option 3 is most compatible with this.</p> <p>Provision of a safe and convenient Greenway route reduce will enable residents to make short trips by walking or cycling potentially reducing traffic on local roads including Windsor Road and Weston Street.</p>
<p>Thirteen (13) residents support Option 3 due to potential for increased traffic volumes in Weston Street.</p>	<p>Windsor Road near Old Canterbury Road currently averages 1170 vehicles per day (2016). Vehicles using Weston Street at present averages 280 vehicles per day (2018).</p> <p>Options 1 and 2 are likely to induce traffic from Windsor Road onto Weston Street due to the safer turning environment provided.</p> <p>The increase may be in the order of 250 to 350 vehicles per day or an increase from 280 to 630 vehicles per day (125%).</p> <p>The Guide to Traffic Generating Developments (RMS 2002) specifies environmental limits for each road class, and specifically 2000 vehicles per day for local streets. The increased traffic on Weston Street Road would therefore remain within desirable limits for a local street.</p>

Residents comments	Officers comments
<p>Twelve (12) residents support Option 3 due to loss of parking in Weston Street and/or access to properties in Option 2 or 3.</p>	<p>The Lewisham Parking review (IWC 2016) found parking in Weston Street was often constrained with occupancy rates generally 50-75% throughout the week with higher demand in some peak periods. Parking in Windsor Road was less constrained.</p> <p>Anecdotal evidence from numerous residents suggests that parking has become increasingly difficult on both Weston Street and Windsor Road due to increasing development and associated construction as well as the light rail.</p>

CONCLUSION

With consideration of the above analysis and the outcomes of the community consultation, it is recommended that the Option 3 concept plan be used to inform the detailed design.

Along with the concept plan, detailed designs should give consideration to extension of 'No Stopping' and/or 'No Parking' zones on Old Canterbury Road; overhead lanterns on mast-arms and/or advanced warning (flashing) lights; and bicycle lanterns and a 4.5m wide marked foot crossing on the eastern pedestrian leg across Old Canterbury Road.

It is also recommended that specific measures be investigated and implemented in tandem with the detailed design to improve safety at the intersection of Old Canterbury Road, Windsor Road and Spencer Street as well as at Edward Lane and Channel Street.

ATTACHMENTS

1. [Signalisation Options](#)
2. [Traffic Modelling Report](#)



Client Inner West Council Key Consultants  © Copyright McGregor Coxall 100 Victoria Road Sydney, New South Wales 1580 www.mcgregorcoxall.com	Project Name Cooks River to Iron Cove Greenway Project No. 0646 SYD Address Cooks River to Iron Cove	Scale 1:500 @ A3 <small>All dimensions are in millimetres unless otherwise stated. Do not scale drawings.</small>	Phase Master Plan Sheet Title Weston St Intersection - Option 1 Sheet No.
Issue Log	By/Checked	Date	Rev



Attachment 1



Memorandum

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Subject	Old Canterbury Road / Weston Street traffic modelling assessment	Project Name	The GreenWay Missing Links Master Plan
Attention	McGregor Coxall	Project No.	IA174800
From	Richard Banzon		
Date	19 March 2018		
Copies to	McGregor Coxall and Inner West Council		

1. Introduction

This memorandum outlines the traffic modelling assessment of the proposed of Old Canterbury Road / Weston Street / Edward Street intersection as part of the GreenWay.

The outcomes of this assessment will inform the route options assessment by McGregor Coxall, which is being prepared as part of The GreenWay Missing Links Master Plan development process.

This memorandum is structured as follows:

- Section 2 outlines the traffic modelling approach undertaken for the assessment
- Section 3 details the intersection configurations modelled and any assumptions made
- Section 4 outlines the results of the assessment
- Section 5 presents a summary of assessment findings

2. Traffic modelling approach

2.1 Intersection performance criteria

The assessment has been undertaken using SIDRA INTERSECTION (Sidra) modelling software (version 7). Sidra is a micro-analytical tool for evaluation of intersection performance in terms of capacity, Degree of Saturation, Level of Service, average vehicle delay and queue lengths, and is an appropriate tool for modelling individual intersections. Roads and Maritime Services (Roads and Maritime) *Traffic Modelling Guidelines* (version 1.0, February 2013) state that the following core performance elements should be assessed when modelling using Sidra:

- Degree of Saturation (DoS)
- Level of Service (LoS)
- 95 per cent back of queue distance

2.1.1 Degree of Saturation

DoS is defined as the ratio of demand (arrival) flow to capacity (also known as volume to capacity ratio). A DoS above 1.0 represents oversaturated conditions (where demand flow exceeds capacity), and DoS below 1.0 represent undersaturated conditions (where demand flows are below capacity).

2.1.2 Level of Service

LoS is a qualitative measure describing operational conditions within a traffic stream and their perception by drivers and/or passengers. This measure is used in planning design and operation of roads. The road operational conditions in terms of LoS criteria are classified into six categories as shown in Table 2.1.

Table 2.1 : Level of Service (LoS) criteria

LoS	Average delay per vehicle (seconds per vehicle)	Traffic signals	Roundabout
A	Less than 15	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity.	Good with acceptable delays and spare capacity.
C	29 to 42	Satisfactory	Satisfactory
D	43 to 56	Operating near capacity	Operating near capacity
E	57 to 70	At capacity; incidents will cause delays.	At capacity; requires other control mode
F	Over 70	Extra capacity required	Extra capacity required

Source: Guide to Traffic Generating Developments (Roads and Maritime, version 2.2, 2002)

The average delay assessed for roundabouts is for the worst movement, and is expressed in seconds per vehicle.



Memorandum

Old Canterbury Road / Weston Street traffic
modelling assessment

3. Modelled scenarios

The intersection of Old Canterbury Road, Weston Street and Edward Street currently operates as a priority controlled intersection with Old Canterbury Road functioning as a major east-west sub-arterial road, and Weston Street and Edward Street as minor local roads.

A tunnel under Old Canterbury Road east of Edward Street is currently being designed as part of the Central Links package. Assessment of at-grade crossing options has been undertaken due to the signalisation of Old Canterbury Road / Weston Street / Edward Street as part of the Summer Hill Flour Mill development north-east of the intersection. Additional treatments are proposed to accommodate the GreenWay. This crossing would be used by cyclists and pedestrians until the tunnel is operational.

Five scenarios have been modelled in *Sidra* as follows:

- **Existing without development:** Priority controlled intersection (current configuration)
- **Existing with development:** Priority controlled intersection with additional traffic generated due the Flour Mill and McGill Street developments
- **Option 1:** Signalised intersection with provision of a bi-directional shared path on the eastern side of Weston Street and an extended no stopping zone on Old Canterbury Road in the westbound direction, east of Weston Street
- **Option 2:** Signalised intersection with closure of Weston Street southbound at its interface with Old Canterbury Road, provision of a right turn lane on Old Canterbury Road in the westbound direction and an extended no stopping zone on Old Canterbury Road in the westbound direction, east of Weston Street
- **Option 3:** Signalised intersection with full closure of Weston Street at its interface with Old Canterbury Road, provision of a right turn lane on Old Canterbury Road in the westbound direction and an extended no stopping zone on Old Canterbury Road in the westbound direction, east of Weston Street

These intersection concepts and modelling results are presented in Chapter 4.

Existing traffic counts are outlined in Appendix A.

4. Modelling assessment

4.1 Existing intersection performance

Table 4.1 shows the performance of the existing intersection configuration with and without additional traffic generated due to the Flour Mill and McGill Street developments.

Additional traffic has been based on an assessment of the Flour Mill and McGill Street developments undertaken by Arup as outlined in *Summer Hill Flour Mill Preferred Project Report – Traffic and Transport* (Arup 2012).

Table 4.1 : Existing intersection modelling results

Time period / approach	Existing without development				Existing with development			
	DoS	Average delay (sec)	LoS	Queue length (m)	DoS	Average delay (sec)	LoS	Queue length (m)
Morning peak hour								
Weston Street south approach	0.12	93	F	<10	0.18	>100	F	<10
Old Canterbury Road east approach	0.38	16	B	25	0.45	18	B	30
Edward Street north approach	0.38	>100	F	10	>1	>100	F	70
Old Canterbury Road west approach	0.31	9	A	<10	0.32	9	A	<10
Overall intersection	0.38	>100	F	25	0.45	>100	F	70
Evening peak hour								
Weston Street south approach	0.10	>100	F	<10	0.16	>100	F	<10
Old Canterbury Road east approach	0.61	13	A	40	0.69	16	B	60
Edward Street north approach	0.52	>100	F	10	>1	>100	F	200
Old Canterbury Road west approach	0.21	17	B	<10	0.23	18	B	<10
Overall intersection	0.61	>100	F	40	>1	>100	F	200

The existing intersection without development traffic currently operates at LoS F during the morning and evening peak hour. This is due to the worst performing movement reported for priority controlled (unsignalised) intersections, which in this case corresponds to the right turns out of Weston Street and Edward Street. Vehicles turning right from either of these roads have to give way to a number of conflicting movements including vehicles travelling on Old Canterbury Road, which is a major east-west road that experiences high traffic volumes.

The addition of development traffic results in the intersection degrading in performance, with average delays greater than 100 seconds. The intersection's deterioration with development traffic is largely attributed to the additional traffic turning into and out of Edward Street. The intersection in its existing configuration would not be able to accommodate the additional traffic generated due to the two developments.



Memorandum

Old Canterbury Road / Weston Street traffic modelling assessment

4.2 Option 1 intersection performance

Figure 4.1 shows the Option 1 intersection configuration modelled in Sidra.



Figure 4.1 : Option 1 – Weston Street open with shared path

Table 4.2 shows the performance of the intersection with and without Option 1 upgrades.

Table 4.2 : Option 1 modelling results

Time period / approach	Existing with development				Option 1			
	DoS	Average delay (sec)	LoS	Queue length (m)	DoS	Average delay (sec)	LoS	Queue length (m)
Morning peak hour								
Weston Street south approach	0.18	>100	F	<10	0.09	66	E	<10
Old Canterbury Road east approach	0.45	18	B	30	0.91	42	C	205
Edward Street north approach	>1	>100	F	70	0.87	64	E	110
Old Canterbury Road west approach	0.32	9	A	<10	0.89	26	B	275
Overall intersection	0.45	>100	F	70	0.91	37	C	275
Evening peak hour								
Weston Street south approach	0.16	>100	F	<10	0.04	64	E	<10
Old Canterbury Road east approach	0.69	16	B	60	0.97	58	E	475
Edward Street north approach	>1	>100	F	200	0.43	33	C	55
Old Canterbury Road west approach	0.23	18	B	<10	0.95	57	E	250
Overall intersection	>1	>100	F	200	0.97	55	D	475

Signalisation of the intersection with an extended no stopping zone on Old Canterbury Road in the westbound direction and modifying Weston Street with a bi-directional shared path on the eastern side improves the intersection's performance from LoS F to LoS C during the morning peak hour and LoS F to LoS D during the evening peak hour. However, queue lengths on Old Canterbury Road in the eastbound direction during the morning peak hour would extend beyond the Old Canterbury Road / Junction Road intersection. During the evening peak hour, queues on Old Canterbury Road in the westbound direction would extend beyond the Old Canterbury Road / Toothill Street intersection.

Further extension of the no stopping zone on Old Canterbury Road in the westbound direction would not improve queue lengths to an acceptable level and therefore additional modifications would be required.



Memorandum

Old Canterbury Road / Weston Street traffic
modelling assessment

4.3 Option 2 intersection performance

Figure 4.2 shows the Option 2 intersection configuration modelled in Sidra.

Prohibiting vehicles from entering Weston Street at its northern end would require vehicles to turn into Windsor Road to access Weston Street. This would result in a minor redistribution of traffic given the low number of vehicles turning into Weston Street, with the surveys recording 12 vehicles and 22 vehicles turning into Weston Street during the morning and evening peak hour, respectively.



Figure 4.2 : Option 2 - Weston Street partial closure (one-way northbound)

Draft

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Table 4.3 shows the performance of the intersection with and without Option 2 upgrades.

Table 4.3 : Option 2 modelling results

Time period / approach	Existing with development)				Option 2			
	DoS	Average delay (sec)	LoS	Queue length (m)	DoS	Average delay (sec)	LoS	Queue length (m)
Morning peak hour								
Weston Street south approach	0.18	>100	F	<10	0.09	66	E	<10
Old Canterbury Road east approach	0.45	18	B	30	0.58	18	B	130
Edward Street north approach	>1	>100	F	70	0.83	60	E	105
Old Canterbury Road west approach	0.32	9	A	<10	0.86	20	B	240
Overall intersection	0.45	>100	F	70	0.86	25	B	240
Evening peak hour								
Weston Street south approach	0.16	>100	F	<10	0.04	64	E	<10
Old Canterbury Road east approach	0.69	16	B	60	0.82	11	A	260
Edward Street north approach	>1	>100	F	200	0.62	42	C	70
Old Canterbury Road west approach	0.23	18	B	<10	0.66	17	B	125
Overall intersection	>1	>100	F	200	0.82	17	B	260

Signalisation of the intersection with an extended no stopping zone on Old Canterbury Road in the westbound direction and converting Weston Street to one-way northbound improves the performance of the intersection from LoS F to LoS B during both peak hours. However, queue lengths during the evening peak hour on Old Canterbury Road in the westbound direction would extend beyond the adjacent Old Canterbury Road / Toothill Street intersection.

Further extension of the no stopping zone on Old Canterbury Road in the westbound direction would not improve queue lengths to an acceptable level.



Memorandum

Old Canterbury Road / Weston Street traffic
modelling assessment

4.4 Option 3 intersection performance

Figure 4.3 shows the Option 3 intersection configuration modelled in Sidra.

Prohibiting vehicles from entering or exiting Weston Street at its northern end would require vehicles to change their travel route. Existing traffic volumes on Weston Street south of Old Canterbury Road are low, with 12 vehicles travelling southbound and 13 vehicles travelling northbound during the morning peak hour, and 22 vehicles travelling southbound and 7 vehicles travelling northbound during the evening peak hour.



Figure 4.3 : Option 3 – Weston Street full closure

Draft

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Table 4.4 shows the performance of the intersection with and without Option 3 upgrades.

Table 4.4 : Option 3 modelling results

Time period / approach	Existing with development				Option 3			
	DoS	Average delay (sec)	LoS	Queue length (m)	DoS	Average delay (sec)	LoS	Queue length (m)
Morning peak hour								
Weston Street south approach	0.18	>100	F	<10	N/A	N/A	N/A	N/A
Old Canterbury Road east approach	0.45	18	B	30	0.45	11	A	100
Edward Street north approach	>1	>100	F	70	0.76	54	D	100
Old Canterbury Road west approach	0.32	9	A	<10	0.75	9	A	150
Overall intersection	0.45	>100	F	70	0.76	16	B	150
Evening peak hour								
Weston Street south approach	0.16	>100	F	<10	N/A	N/A	N/A	N/A
Old Canterbury Road east approach	0.69	16	B	60	0.67	5	A	155
Edward Street north approach	>1	>100	F	200	0.48	46	D	75
Old Canterbury Road west approach	0.23	18	B	<10	0.57	12	A	100
Overall intersection	>1	>100	F	200	0.67	12	A	155

Signalisation of the intersection with an extended no stopping zone on Old Canterbury Road in the westbound direction and closing off Weston Street to traffic at its interface with Old Canterbury Road improves the performance of the intersection from LoS F to LoS B during the morning peak hour and LoS F to LoS A during the evening peak hour. Queue lengths are acceptable during both peak hours.

Removing parking during the morning peak period marginally improves the performance of the intersection, and therefore prohibiting parking would only be necessary during the evening peak period.



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Old Canterbury Road / Weston Street traffic
modelling assessment

4.5 Induced traffic on Weston St resulting from signalisation of the intersection

Annual Average Daily Traffic (AADT) in 2014 on Windsor Road was observed to be 540 vehicles northbound and 640 vehicles southbound. The signalisation of Old Canterbury Road / Weston Street / Edwards Street may induce traffic from Windsor Road onto Weston Street. Based on the assumption that Weston Street northbound traffic volumes are similar to Windsor Road northbound volumes, this would equate to a maximum of 50 vehicles travelling onto Weston Street from Windsor Road during the morning and evening peak hour. Therefore, induced traffic on Weston St due to the signalisation of Old Canterbury Road / Weston Street / Edward Street would be up to additional vehicle every minute during the morning and evening peak hour.

Given the low volume of traffic using Weston Street, a maximum of 50 vehicles per hour would be induced onto Weston Street. This level of induced traffic is within the environmental capacity performance standard for a local street (200 vehicles per hour¹). Hence the impact to Weston Street would be minor. In addition, signalisation of Old Canterbury Road / Weston Street / Edwards Street may lead to vehicles turning left onto Old Canterbury Road via Windsor Road instead of Weston Street.

4.6 Service road at the corner of Old Canterbury Road and Weston Street

Users of the GreenWay would need to cross the existing Weston St service road located immediately south-east of the Old Canterbury Road / Weston Street / Edward Street intersection. The design to signalise Old Canterbury Road / Weston Street / Edward Street should consider the intended form and function of the service road while the GreenWay is operational. Traffic volumes and the speed of vehicles using this service road are likely to be very low as it provides vehicular access to a limited number on street parking spaces.

Future access to the service road by vehicles would be constrained by intersection geometry and location of poles and traffic signal equipment. Further this could potentially create unsafe conflicts between vehicles and pedestrians. Treatments that have been considered include:

- Closing vehicle access to and from the service road (Option 1 and Option 2)
- A continuous footpath treatment that would allow vehicle access to a shared zone along the service road (Option 3)

Implementing a shared zone may create conflicts with pedestrian waiting areas, however the number of vehicles that would access the service road would be very low and therefore is an appropriate treatment. Closing the service road to vehicular traffic is considered the safest option for operation of the new traffic signals.

¹ Guide to Traffic Generating Developments (RTA, 2002)



Memorandum

Old Canterbury Road / Weston Street traffic
modelling assessment

Item 2

5. Options summary

Table 5.1 provides a summary of modelling assessment.

Table 5.1 : Old Canterbury Road / Weston Street / Edward Street modelling summary

Option	Morning peak hour		Evening peak hour		Comments
	Level of Service	Queue length (metres)	Level of Service	Queue length (metres)	
Option 1 (Weston Street open)	C	275	D	475	Acceptable operational performance, however unacceptably long queue lengths during the morning and evening peak periods. Requires additional modification to reduce queue lengths.
Option 2 (Weston Street partial closure)	B	240	B	260	Acceptable operational performance however long queue lengths during the evening peak period. Requires additional modification to reduce queue lengths.
Option 3 (Weston Street full closure)	B	150	A	155	Acceptable operational performance and queue lengths

Option 3 would be the most efficient intersection operation with the shortest queues and least delay to vehicles.

Attachment 2



Memorandum

Old Canterbury Road / Weston Street traffic
modelling assessment

Appendix A – Intersection counts

Draft

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Job No	N3857 - Marion Street
Client	Inner West Council
Site	Weston Street - south of Old Canterbury Road
Location	Lewisham
Site No	2D
Start Date	6-Feb-18
Description	Volume Summary
Direction	NB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	12-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb		
AM Peak	21	12	13	2	4	13	12		
PM Peak	9	9	14	16	11	15	12	100	109
0:00	0	2	1	0	1	2	2	1	1
1:00	0	1	0	1	1	2	1	1	1
2:00	0	0	1	0	0	2	0	0	0
3:00	0	0	1	1	0	2	0	0	1
4:00	2	0	1	2	2	1	2	1	1
5:00	4	4	5	2	3	0	0	4	3
6:00	4	6	7	0	4	7	4	4	5
7:00	14	10	9	0	0	6	2	7	6
8:00	9	10	13	0	0	13	5	6	7
9:00	6	11	8	0	0	6	12	5	6
10:00	3	12	5	0	0	11	8	4	6
11:00	21	9	8	0	0	7	6	8	7
12:00	8	8	3	0	0	13	12	4	6
13:00	4	7	5	0	0	9	4	3	4
14:00	3	8	0	0	0	6	6	2	3
15:00	9	8	1	10	0	15	10	6	8
16:00	8	8	7	9	0	9	6	6	7
17:00	9	8	6	16	11	9	7	10	9
18:00	6	9	8	8	10	9	7	8	8
19:00	3	5	14	12	10	9	7	9	9
20:00	0	3	3	8	3	7	4	3	4
21:00	2	5	2	5	4	4	1	4	3
22:00	1	5	1	4	3	2	1	3	2
23:00	0	0	1	2	2	1	2	1	1
Total	116	139	110	80	54	152	109	100	109

7-19	100	108	73	43	21	113	85	69	78
6-22	109	127	99	68	42	140	101	89	98
6-24	110	132	101	74	47	143	104	93	102
0-24	116	139	110	80	54	152	109	100	109

Job No	N3857 - Marion Street
Client	Inner West Council
Site	Weston Street - south of Old Canterbury Road
Location	Lewisham
Site No	2D
Start Date	6-Feb-18
Description	Volume Summary
Direction	SB



Hour Starting	Day of Week							W'Day Ave 180	7 Day Ave 188
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	12-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb		
AM Peak	16	21	17	2	8	20	14		
PM Peak	29	24	20	25	22	31	17		
0:00	1	0	2	0	4	5	6	1	3
1:00	0	1	1	1	3	4	7	1	2
2:00	0	1	0	2	1	2	0	1	1
3:00	0	0	0	0	1	1	1	0	0
4:00	1	0	0	0	1	0	1	0	0
5:00	1	1	5	2	2	2	0	2	2
6:00	16	13	14	1	8	15	2	10	10
7:00	13	16	17	0	0	4	5	9	8
8:00	11	21	13	0	0	8	3	9	8
9:00	6	16	10	0	0	9	14	6	8
10:00	12	9	6	0	0	18	5	5	7
11:00	13	19	11	0	0	20	8	9	10
12:00	17	13	9	0	0	31	12	8	12
13:00	10	6	15	0	0	16	17	6	9
14:00	13	10	4	0	0	10	8	5	6
15:00	19	24	2	12	0	12	17	11	12
16:00	29	22	19	22	0	17	13	18	17
17:00	16	20	20	25	22	19	11	21	19
18:00	16	17	18	23	17	11	17	18	17
19:00	5	11	19	16	18	8	7	14	12
20:00	0	6	7	13	9	11	11	7	8
21:00	4	10	4	4	6	6	7	6	6
22:00	6	4	9	4	11	4	3	7	6
23:00	3	5	3	4	5	4	2	4	4
Total	212	245	208	129	108	237	177	180	188

7-19	175	193	144	82	39	175	130	127	134
6-22	200	233	188	116	80	215	157	163	170
6-24	209	242	200	124	96	223	162	174	179
0-24	212	245	208	129	108	237	177	180	188

Job No	N3857 - Marion Street
Client	Inner West Council
Site	Edward Street - north of Old Canterbury Road
Location	Lewisham
Site No	2C
Start Date	6-Feb-18
Description	Volume Summary
Direction	NB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 12-Feb	Tue 6-Feb	Wed 7-Feb	Thu 8-Feb	Fri 9-Feb	Sat 10-Feb	Sun 11-Feb		
AM Peak	88	95	99	95	105	127	82		
PM Peak	155	157	138	162	156	164	98	1454	1390
0:00	7	3	9	3	7	11	7	6	7
1:00	4	6	4	7	2	10	4	5	5
2:00	5	2	2	4	4	4	15	3	5
3:00	0	2	5	1	0	6	4	2	3
4:00	4	4	2	4	3	8	2	3	4
5:00	20	28	20	10	17	9	2	19	15
6:00	53	73	65	68	66	39	12	65	54
7:00	78	90	80	77	60	39	16	77	63
8:00	88	95	99	86	105	60	33	95	81
9:00	68	78	84	95	80	111	64	81	83
10:00	56	57	84	74	85	118	66	71	77
11:00	66	61	72	69	65	127	82	67	77
12:00	71	61	58	72	69	164	90	66	84
13:00	59	70	63	71	70	116	71	67	74
14:00	62	69	70	93	78	73	81	74	75
15:00	132	131	130	114	142	74	78	130	114
16:00	119	112	130	145	142	92	98	130	120
17:00	155	157	134	135	128	95	83	142	127
18:00	102	139	138	162	156	84	63	139	121
19:00	74	67	61	97	82	72	40	76	70
20:00	51	57	62	64	59	49	44	59	55
21:00	27	35	44	44	27	43	20	35	34
22:00	21	32	22	39	32	27	18	29	27
23:00	15	6	12	14	20	27	10	13	15
Total	1337	1435	1450	1548	1499	1458	1003	1454	1390

7-19	1056	1120	1142	1193	1180	1153	825	1138	1096
6-22	1261	1352	1374	1466	1414	1356	941	1373	1309
6-24	1297	1390	1408	1519	1466	1410	969	1416	1351
0-24	1337	1435	1450	1548	1499	1458	1003	1454	1390

Job No	N3857 - Marion Street
Client	Inner West Council
Site	Edward Street - north of Old Canterbury Road
Location	Lewisham
Site No	2C
Start Date	6-Feb-18
Description	Volume Summary
Direction	SB



Hour Starting	Day of Week							W'Day Ave 1357	7 Day Ave 1265
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	12-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb		
AM Peak	135	149	143	149	139	137	55		
PM Peak	117	132	145	119	130	154	80		
0:00	5	3	3	2	5	17	8	4	6
1:00	1	1	2	4	4	5	5	2	3
2:00	4	5	4	6	5	6	5	5	5
3:00	3	1	6	3	5	9	6	4	5
4:00	3	3	4	5	6	6	1	4	4
5:00	12	14	13	8	12	7	0	12	9
6:00	69	77	109	83	82	35	9	84	66
7:00	100	149	128	112	110	41	14	120	93
8:00	135	131	143	149	139	45	28	139	110
9:00	82	123	106	103	78	56	49	98	85
10:00	40	87	62	47	58	78	55	59	61
11:00	60	48	49	41	68	137	55	53	65
12:00	55	47	54	59	65	154	68	56	72
13:00	34	52	54	53	63	108	64	51	61
14:00	43	69	63	63	67	73	63	61	63
15:00	83	73	77	91	109	58	67	87	80
16:00	99	103	108	95	114	72	69	104	94
17:00	117	109	145	119	130	81	80	124	112
18:00	111	132	127	103	103	76	63	115	102
19:00	68	65	50	73	72	67	46	66	63
20:00	37	43	46	51	56	39	30	47	43
21:00	29	28	36	31	35	31	19	32	30
22:00	11	16	17	22	26	16	14	18	17
23:00	11	8	11	21	12	27	7	13	14
Total	1212	1387	1417	1344	1424	1244	825	1357	1265

7-19	959	1123	1116	1035	1104	979	675	1067	999
6-22	1162	1336	1357	1273	1349	1151	779	1295	1201
6-24	1184	1360	1385	1316	1387	1194	800	1326	1232
0-24	1212	1387	1417	1344	1424	1244	825	1357	1265

Job No	N3857 - Marion Street
Client	Inner West Council
Site	Old Canterbury Road - east of Edward St
Location	Lewisham
Site No	2B
Start Date	6-Feb-18
Description	Volume Summary
Direction	EB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	12-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb		
AM Peak	1156	1076	1256	1175	1235	908	772		
PM Peak	751	759	769	852	809	866	763	12381	11967
0:00	51	43	49	52	74	125	164	54	80
1:00	44	25	23	30	42	70	111	33	49
2:00	32	27	32	34	43	61	63	34	42
3:00	51	47	47	49	53	71	86	49	58
4:00	137	121	122	150	133	64	61	133	113
5:00	466	505	499	467	491	241	120	486	398
6:00	1106	1076	1196	1143	1133	501	216	1131	910
7:00	1156	992	1256	1175	1235	590	281	1163	955
8:00	1005	788	1112	747	1157	777	431	962	860
9:00	948	837	943	921	897	858	682	909	869
10:00	629	738	721	731	733	829	728	710	730
11:00	578	589	594	602	705	908	772	614	678
12:00	541	586	611	554	622	866	763	583	649
13:00	477	533	553	553	572	860	654	538	600
14:00	525	589	545	577	619	731	632	571	603
15:00	610	611	687	688	781	662	632	675	667
16:00	683	668	702	684	809	715	613	709	696
17:00	751	759	769	852	764	797	686	779	768
18:00	637	745	727	718	744	745	500	714	688
19:00	509	483	500	521	565	592	399	516	510
20:00	359	354	332	391	421	422	305	371	369
21:00	252	298	298	323	321	363	268	298	303
22:00	174	194	204	225	304	323	181	220	229
23:00	103	85	113	152	197	257	89	130	142
Total	11824	11693	12635	12339	13415	12428	9437	12381	11967

7-19	8540	8435	9220	8802	9638	9338	7374	8927	8764
6-22	10766	10646	11546	11180	12078	11216	8562	11243	10856
6-24	11043	10925	11863	11557	12579	11796	8832	11593	11228
0-24	11824	11693	12635	12339	13415	12428	9437	12381	11967

Job No	N3857 - Marion Street
Client	Inner West Council
Site	Old Canterbury Road - east of Edward St
Location	Lewisham
Site No	2B
Start Date	6-Feb-18
Description	Volume Summary
Direction	WB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	12-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb		
AM Peak	574	611	621	586	648	834	622		
PM Peak	1225	1189	1167	1130	1126	862	789	13159	12715
0:00	134	117	157	196	198	301	382	160	212
1:00	73	84	100	97	112	211	280	93	137
2:00	77	44	57	74	82	162	214	67	101
3:00	43	43	52	39	61	127	164	48	76
4:00	53	41	58	51	51	104	124	51	69
5:00	118	129	133	111	138	109	83	126	117
6:00	330	392	344	347	354	168	116	353	293
7:00	553	608	569	530	542	331	158	560	470
8:00	574	596	621	578	646	483	258	603	537
9:00	522	528	500	487	520	649	457	511	523
10:00	521	503	522	535	648	793	517	546	577
11:00	574	611	583	586	615	834	622	594	632
12:00	660	623	642	693	770	835	706	678	704
13:00	685	703	715	725	807	862	655	727	736
14:00	818	901	903	954	970	856	700	909	872
15:00	1117	1129	1158	1068	1074	803	743	1109	1013
16:00	1131	1176	1167	1130	1119	845	789	1145	1051
17:00	1225	1189	1166	1126	1126	738	753	1166	1046
18:00	1065	1058	955	1047	1030	700	638	1031	928
19:00	720	789	771	829	770	609	523	776	716
20:00	528	631	623	694	542	552	507	604	582
21:00	492	490	560	627	535	545	411	541	523
22:00	377	397	474	474	523	616	343	449	458
23:00	235	277	286	328	435	587	251	312	343
Total	12625	13059	13116	13326	13668	12820	10394	13159	12715

7-19	9445	9625	9501	9459	9867	8729	6996	9579	9089
6-22	11515	11927	11799	11956	12068	10603	8553	11853	11203
6-24	12127	12601	12559	12758	13026	11806	9147	12614	12003
0-24	12625	13059	13116	13326	13668	12820	10394	13159	12715

Job No	N3857 - Marion Street
Client	Inner West Council
Site	Old Canterbury Road - west of Edward St - EB Only
Location	Lewisham
Site No	2A
Start Date	6-Feb-18
Description	Volume Summary
Direction	EB



Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 12-Feb	Tue 6-Feb	Wed 7-Feb	Thu 8-Feb	Fri 9-Feb	Sat 10-Feb	Sun 11-Feb		
AM Peak	1103	1073	1165	1110	1143	847	753		
PM Peak	689	679	666	765	743	817	724	11734	11396
0:00	50	39	46	53	78	122	163	53	79
1:00	45	26	25	29	39	72	109	33	49
2:00	29	24	30	33	37	59	62	31	39
3:00	47	47	48	45	48	66	82	47	55
4:00	134	119	120	141	128	60	60	128	109
5:00	469	497	491	458	490	240	120	481	395
6:00	1079	1073	1144	1110	1116	509	215	1104	892
7:00	1103	967	1165	1102	1143	582	284	1096	907
8:00	995	758	1059	778	1066	762	417	931	834
9:00	906	799	871	883	860	847	653	864	831
10:00	616	682	698	677	700	814	706	675	699
11:00	555	574	567	601	664	843	753	592	651
12:00	518	564	580	530	579	813	724	554	615
13:00	468	522	531	532	533	817	630	517	576
14:00	510	545	519	547	592	702	609	543	575
15:00	578	576	652	627	724	629	595	631	626
16:00	628	602	640	634	743	695	602	649	649
17:00	689	679	666	765	693	762	643	698	700
18:00	582	672	650	665	712	708	471	656	637
19:00	468	450	479	482	533	560	379	482	479
20:00	347	322	311	352	383	412	298	343	346
21:00	240	289	290	307	310	359	266	287	294
22:00	166	188	198	211	296	324	172	212	222
23:00	102	84	107	139	191	244	91	125	137
Total	11324	11098	11887	11701	12658	12001	9104	11734	11396

7-19	8148	7940	8598	8341	9009	8974	7087	8407	8300
6-22	10282	10074	10822	10592	11351	10814	8245	10624	10311
6-24	10550	10346	11127	10942	11838	11382	8508	10961	10670
0-24	11324	11098	11887	11701	12658	12001	9104	11734	11396

Job No	N3857 - Marion Street
Client	Inner West Council
Site	Old Canterbury Road - west of Edward St - WB Only
Location	Lewisham
Site No	2A
Start Date	6-Feb-18
Description	Volume Summary
Direction	WB

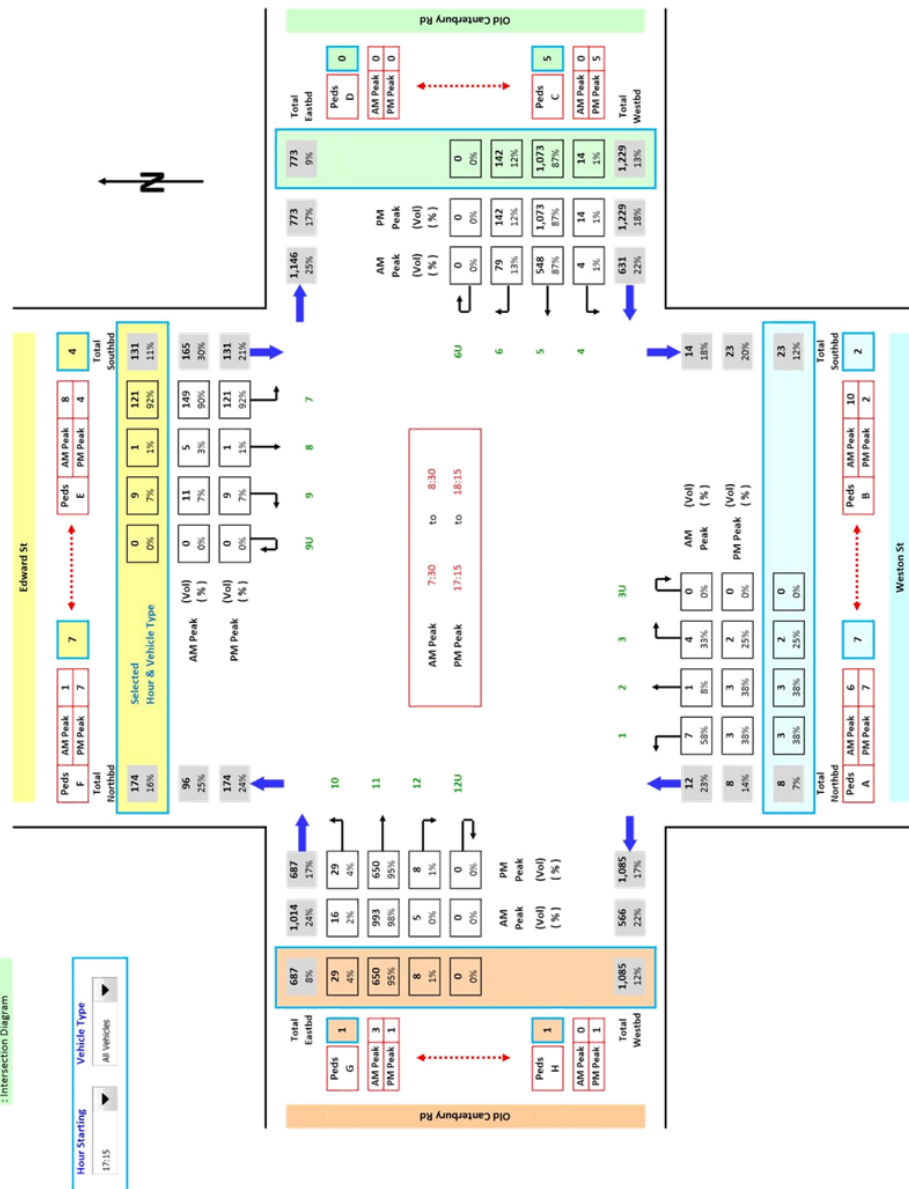


Hour Starting	Day of Week							W'Day Ave 12244	7 Day Ave 11863
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	12-Feb	6-Feb	7-Feb	8-Feb	9-Feb	10-Feb	11-Feb		
AM Peak	542	582	547	535	599	770	581		
PM Peak	1100	1096	1091	1026	1040	822	733		
0:00	131	115	150	198	196	300	373	158	209
1:00	71	79	96	94	111	203	274	90	133
2:00	73	41	57	72	79	162	203	64	98
3:00	42	41	51	37	61	125	161	46	74
4:00	51	41	58	49	52	97	124	50	67
5:00	108	114	124	104	131	100	80	116	109
6:00	293	352	327	317	327	152	110	323	268
7:00	511	526	514	487	508	318	139	509	429
8:00	522	542	547	521	589	467	239	544	490
9:00	493	476	448	452	478	570	407	469	475
10:00	483	480	484	501	599	735	478	509	537
11:00	542	582	543	535	570	770	581	554	589
12:00	627	581	598	655	724	759	641	637	655
13:00	644	672	681	685	760	822	607	688	696
14:00	773	867	876	906	901	818	645	865	827
15:00	1028	1034	1065	999	978	755	684	1021	935
16:00	1038	1096	1091	1024	1015	797	733	1053	971
17:00	1100	1064	1070	1026	1040	685	703	1060	955
18:00	1011	986	873	957	925	661	595	950	858
19:00	666	744	725	766	710	574	501	722	669
20:00	504	590	581	635	495	519	475	561	543
21:00	479	474	545	604	516	535	396	524	507
22:00	357	375	455	451	498	603	328	427	438
23:00	226	266	275	319	416	571	247	300	331
Total	11773	12138	12234	12394	12679	12098	9724	12244	11863

7-19	8772	8906	8790	8748	9087	8157	6452	8861	8416
6-22	10714	11066	10968	11070	11135	9937	7934	10991	10403
6-24	11297	11707	11698	11840	12049	11111	8509	11718	11173
0-24	11773	12138	12234	12394	12679	12098	9724	12244	11863



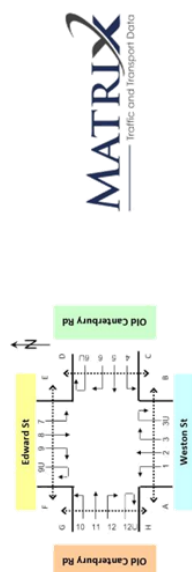
Job No. : N3857
 Client : Inner West Council
 Suburb : Greenway
 Location : 2. Old Canterbury Rd / Edward St / Weston St
 Day/Date : Tue, 6th February 2018
 Weather : Fine
 Description : Classified Intersection Count
 : Intersection Diagram



Job No. : N2657
Client : Inner West Council
Suburb : Greenway
Location : 2. Old Canterbury Rd / Edward St / Weston St
Day/Date : Tue, 6th February 2018
Weather : Fine
Description : Classified Intersection Count
Peak Hour Summary

MATRIX
Traffic and Transport Data

Approach	Weston St				Old Canterbury Rd				Edward St				Old Canterbury Rd				Grand Total
	Lighting	Measures	Cyclists	Total	Lighting	Measures	Cyclists	Total	Lighting	Measures	Cyclists	Total	Lighting	Measures	Cyclists	Total	
Time Period																	
7:00 - 9:00 AM	7	0	0	7	13	0	0	13	27	2	0	29	15	0	0	15	1,032
7:15 - 9:15 AM	4	0	0	4	1,205	31	3	1,238	130	1	0	131	802	0	0	802	2,065



Job No.	: N3857
Client	: Inner West Council
Suburb	: Greenway
Location	: 2, Old Canterbury Rd / Edward St / Weston St
Pay/Date	: Tue, 6th February 2018
Weather	: Fine
Description	: Classified Intersection Count
	: Hourly Summary

[illegible]

Approach										Old Canterbury Rd										Crossing Pedestrians									
Direction		Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 13U (U Turn)			Total						
Time Period		Heaves	Cyclists	Total	Heaves	Cyclists	Total	Heaves	Cyclists	Total	Heaves	Cyclists	Total	Heaves	Cyclists	Total	Heaves	Cyclists	Total	A	B	C	D	E	F	G	H		
7:00 to 8:00	127	3	1	368	5	0	1	368	5	0	1	327	366	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
8:00 to 9:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
9:00 to 10:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
10:00 to 11:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
11:00 to 12:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
12:00 to 13:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
13:00 to 14:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
14:00 to 15:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
15:00 to 16:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
16:00 to 17:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
17:00 to 18:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
18:00 to 19:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
19:00 to 20:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
20:00 to 21:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
21:00 to 22:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
22:00 to 23:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
23:00 to 24:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
24:00 to 25:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
25:00 to 26:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
26:00 to 27:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
27:00 to 28:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
28:00 to 29:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
29:00 to 30:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
30:00 to 31:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
31:00 to 32:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
32:00 to 33:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
33:00 to 34:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
34:00 to 35:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
35:00 to 36:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
36:00 to 37:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
37:00 to 38:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
38:00 to 39:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
39:00 to 40:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
40:00 to 41:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
41:00 to 42:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
42:00 to 43:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
43:00 to 44:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
44:00 to 45:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
45:00 to 46:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
46:00 to 47:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
47:00 to 48:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
48:00 to 49:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
49:00 to 50:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
50:00 to 51:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
51:00 to 52:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
52:00 to 53:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
53:00 to 54:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
54:00 to 55:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
55:00 to 56:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
56:00 to 57:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
57:00 to 58:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
58:00 to 59:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
59:00 to 60:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
60:00 to 61:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
61:00 to 62:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
62:00 to 63:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
63:00 to 64:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
64:00 to 65:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0	0	0	0	0	0	38	
65:00 to 66:00	140	2	1	348	6	0	1	348	6	0	1	127	347	39	5	1,091	3	1	0	0	0	0</							

Item No: LTC0518 Item 3

Subject: Edith Street at Regent Street, Leichhardt - Proposed 'No Stopping' zones (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

Prepared By: David Yu - Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

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

RECOMMENDATION

THAT:

1. **10m 'No Stopping' zones be installed on the northern side of Regent Street, east and west of Edith Street;**
2. **A 10m 'No Stopping' zone be installed on the eastern side of Edith Street, north of Regent Street; and**
3. **A 9m 'No Stopping' zone be installed on the western side of Edith Street, north of Regent Street.**

BACKGROUND

Concerns have been raised by residents regarding vehicles parking too close to the intersection of Edith Street and Regent Street, Leichhardt.

This illegal parking behaviour obstructs sight lines as well as access into and out of Edith Street by reducing the available carriageway width between the kerb and central median island in Edith Street north of Regent Street to less than 3m.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate the sight visibility and manoeuvring space issues, it is proposed to signpost the statutory 'No Stopping' zones at the following locations:

- The northern side of Regent Street east and west of Edith Street (10m 'No Stopping' zones).
- The eastern side of Edith Street north of Regent Street (10m 'No Stopping' zone).
- The western side of Edith Street north of Regent Street (9m 'No Stopping' zone, noting statutory 'No Parking' restrictions across the adjacent driveway prevents vehicles parking within 11m of Regent Street).

The proposal is shown on the following plan:

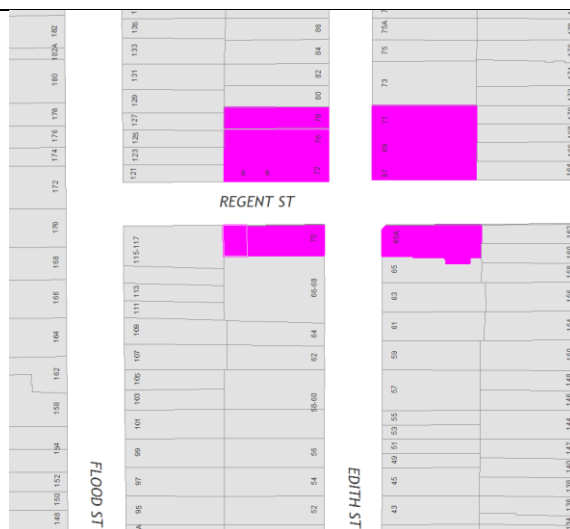
Item 2



PUBLIC CONSULTATION

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

One response was received, in objection to the proposal.



Residents' Comments	Officer Comments
<p>The proposed new signage will be placed outside our property. Whilst I must acknowledge that the law does state that one cannot park within 10 metres of an intersection with no traffic lights. It is clear that most, in the inner west at least, on occasion do.</p> <p>In our immediate neighborhood there is parking stress. These problems will be much exacerbated by enforcement of the</p>	<p><i>It should be noted that under the NSW Road Rules, it is illegal to park within 10 metres of an intersection without traffic lights, unless a parking control sign applies indicating that the driver is permitted to park.</i></p> <p><i>The 'No Stopping' zones provide improved safety for pedestrians and drivers.</i></p> <p><i>The signs are proposed for the northern</i></p>

rule of law. I have to say also that I am at loss to see why half of this one intersection has been singled out.

It is likely large vehicles such as garbage trucks would have difficulty at the intersection in question.

It is requested that a Resident Parking Scheme be introduced to the area.

section of the intersection, as concerns were raised at that location. It was also identified that the travel lane widths were more constrained at this location.

Council requires a minimum of three residents from the street requesting Resident Parking scheme (RPS) before we will investigate the implementation of a scheme. The request will be considered as one out of the three requests for a Resident Parking Scheme in Edith Street (between Allen Street and Regent Street).

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0518 Item 4

Subject: Denman Avenue, Haberfield – Proposed Traffic Calming Design Plans (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Detailed design plans have been finalised for the proposed traffic calming improvements in Denman Avenue, Haberfield, as part of Council's Capital Works Program for Traffic Facilities. The proposal for the kerb blister islands and entry treatment pavement markings with associated signs and line markings, and associated signs and line markings to existing speed humps will improve traffic conditions at these locations.

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

RECOMMENDATION

THAT the detailed design plans of the kerb blister islands and entry treatment pavement markings with associated signs and line markings, and associated signs and line markings to existing speed humps in Denman Avenue, Haberfield, between Dalhousie Street and Alt Street (as per the attached design plan Nos. 10007, RC543A & RC543B) be APPROVED.

BACKGROUND

Council is proposing to improve the traffic conditions in Denman Avenue, between Dalhousie Street and Alt Street, as part of the 2018/19 Capital Works Program for Traffic Facilities. The proposed kerb blister islands and entry treatment pavement markings with associated signs and line markings in Denman Avenue near its intersection with Rogers Avenue will improve traffic conditions at this location. Also, the proposed associated signs and line markings to existing speed humps in Denman Avenue will aim to improve the existing traffic calming devices in the street.

The proposals have been identified as part of the Stronger Communities fund which has been made available to Councils as part of the NSW Government's Fit for the Future reform program.

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

FINANCIAL IMPLICATIONS

Funding of \$80,000 has been allocated by Council for the entire scope of works for Denman Avenue, Haberfield under the Stronger Communities fund which has been made available to Councils as part of the NSW Government's Fit for the Future reform program. These works include constructing two new landscaped kerb blister islands and entry threshold pavement markings with associated signs and line markings in Denman Avenue, Haberfield.

OFFICER COMMENTS

Site location & road network

Street Name	Denman Avenue
Sections	(1) Alt Street to Bland Street (2) Yasmar Avenue to Gillies Avenue (3) Gillies Avenue to Rodgers Avenue
Carriageway Width (m)	12.7-12.8
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)	(1) – (2) 48.42 km/hr (3) 46.70 km/hr
Vehicles Per Day (vpd)	(1) – (2) 1,806 (3) 1,973
Reported Crash History (July 2012 – June 2017)	(1) 3 accidents (Rum code: 00 – Pedestrian near side, Rum code: 10 – Cross traffic). 1 crash resulted in tow away, 2 crashes resulted in injury. (2) 1 accident (Rum Code: 00 – Pedestrian near side. Crash resulted in injury. (3) 1 accident (Rum Code: 42 – Leaving parking). Crash resulted in tow away only.
Heavy Vehicle Volume (%)	(1) – (2) 2.1 (3) 2.1
Parking Arrangements	Unrestricted parking along both sides of the road.

Design Plan No. 10007

A detailed design plan for the provision of new kerb blister islands and entry treatment pavement markings in Denman Avenue, Haberfield, near its intersection with Rogers Avenue, including the associated signs and line markings (ATTACHMENT - Design Plan No. 10007) is submitted for consideration.

The proposed scope of work includes the following:

- Construct two new landscaped kerb blister islands with new painted at-grade entry treatment threshold in Denman Avenue as per design plan.
- Construct two new kerb ramps in Rogers Avenue at its intersection with Denman Avenue.
- Install new 'Give Way' sign in Rogers Avenue at its intersection with Denman Avenue and provide new 'Give Way' line markings as per design plan.
- Install all other associated signage and line markings as per design plan.

The proposed treatments will not result in the loss of any legal on-street car parking spaces in Denman Avenue (refer to the attached Design Plan No. 10007). All current vehicular access to adjoining properties will be retained.

Design Plan Nos. RC543A & RC543B

Detailed design plans for the provision of double dividing 'BB' line markings for the two existing speed humps in Denman Avenue, Haberfield, between Gillies Avenue and Alt Street, including the associated signs and line markings (ATTACHMENT - Design Plan Nos. RC543A & RC543B) are submitted for consideration.

The proposed scope of work includes the following:

- Install new double dividing 'BB' line markings on the approach to the two existing speed humps in Denman Avenue as per design plan.
- Install two new bicycle symbol pavement markings either side of the existing speed hump in Denman Avenue, between Alt Street and Bland Street as per design plan.
- Install all other associated signage and line markings as per design plan.

The proposed treatments will not result in the loss of any legal on-street car parking spaces in Denman Avenue (refer to the attached Design Plan Nos. RC543A & RC543B). All current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

Design Plan No. 10007

A notification letter as well as a copy of the detailed design plan was sent on 6 April 2018 to the owners and occupiers of the affected properties in Denman Avenue, Haberfield, regarding the proposed design plan to implement two landscaped kerb blisters and entry treatment pavement markings with associated signs and line markings. A total of 9 letters were distributed. The closing date for submissions ended on 20 April 2018. There were no responses received to date. Comments received following completion of this report will be tabled at the committee meeting.

Design Plan Nos. RC543A & RC543B

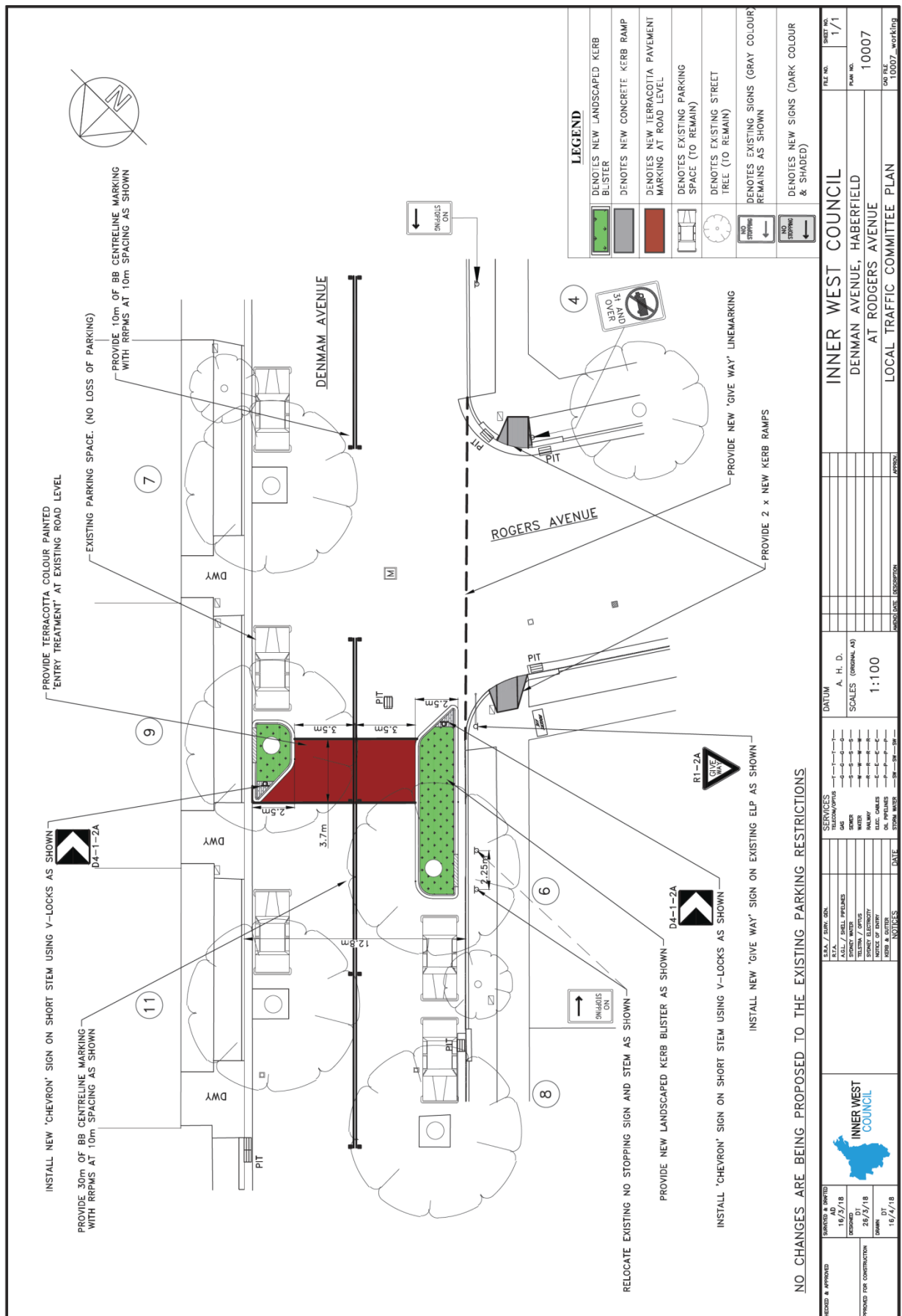
Two sets of notification letters as well as a copy of the detailed design plan for each location were sent on 3 April 2018 to the owners and occupiers of the affected properties in Denman Avenue, Haberfield, regarding the proposed design plan for the provision of double dividing 'BB' line markings for the two existing speed humps with associated signs and line markings. A total of 7 letters were distributed for Design Plan No. RC543A and a total of 8 letters were distributed for Design Plan No. RC543B. The closing date for submissions for both letters ended on 17 April 2018.

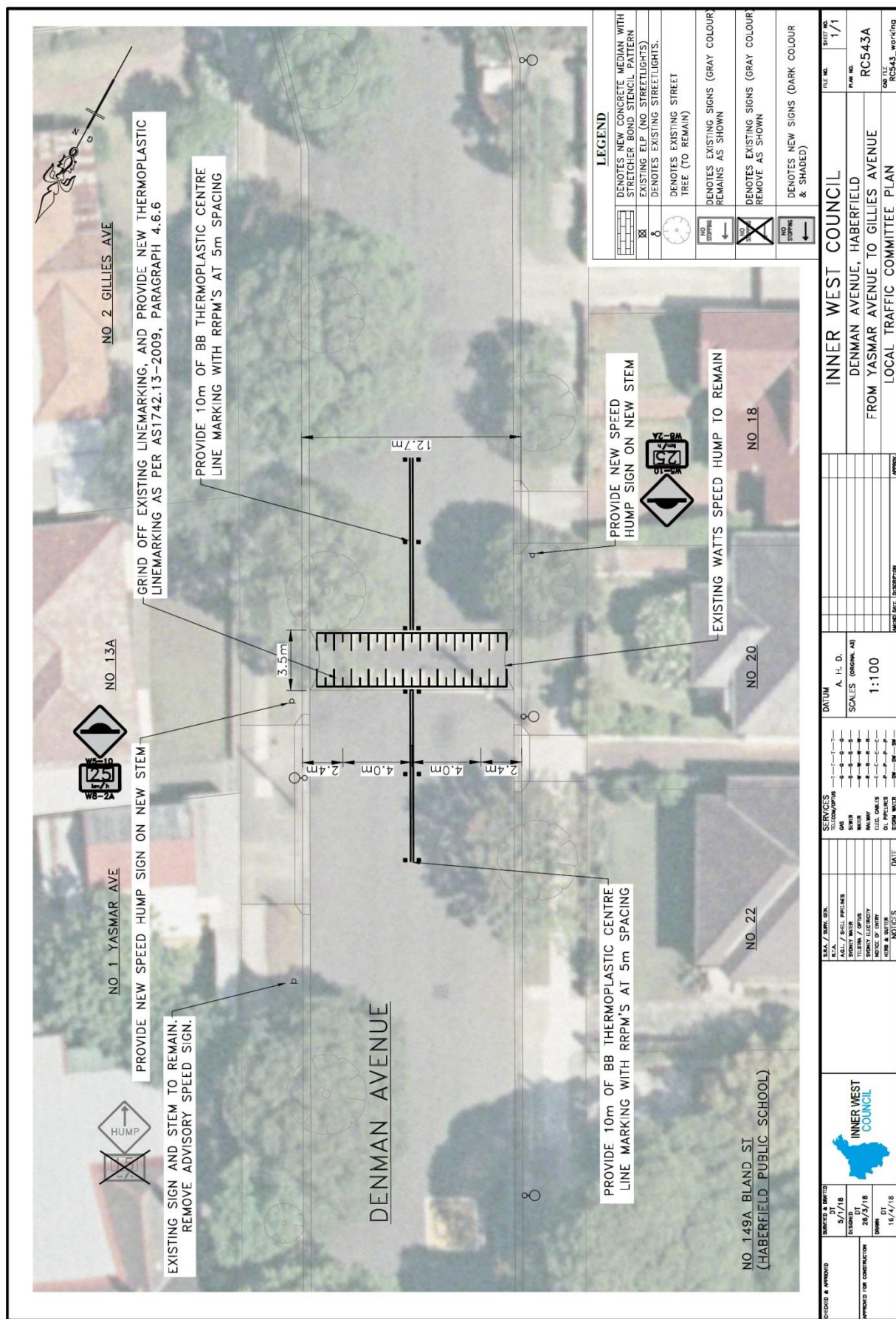
There was a total of one (1) response supporting the proposal for Design Plan No. RC543A and one (1) response supporting the proposal for Design Plan No. RC543B. There were no responses opposing to the proposals. These responses are detailed below.

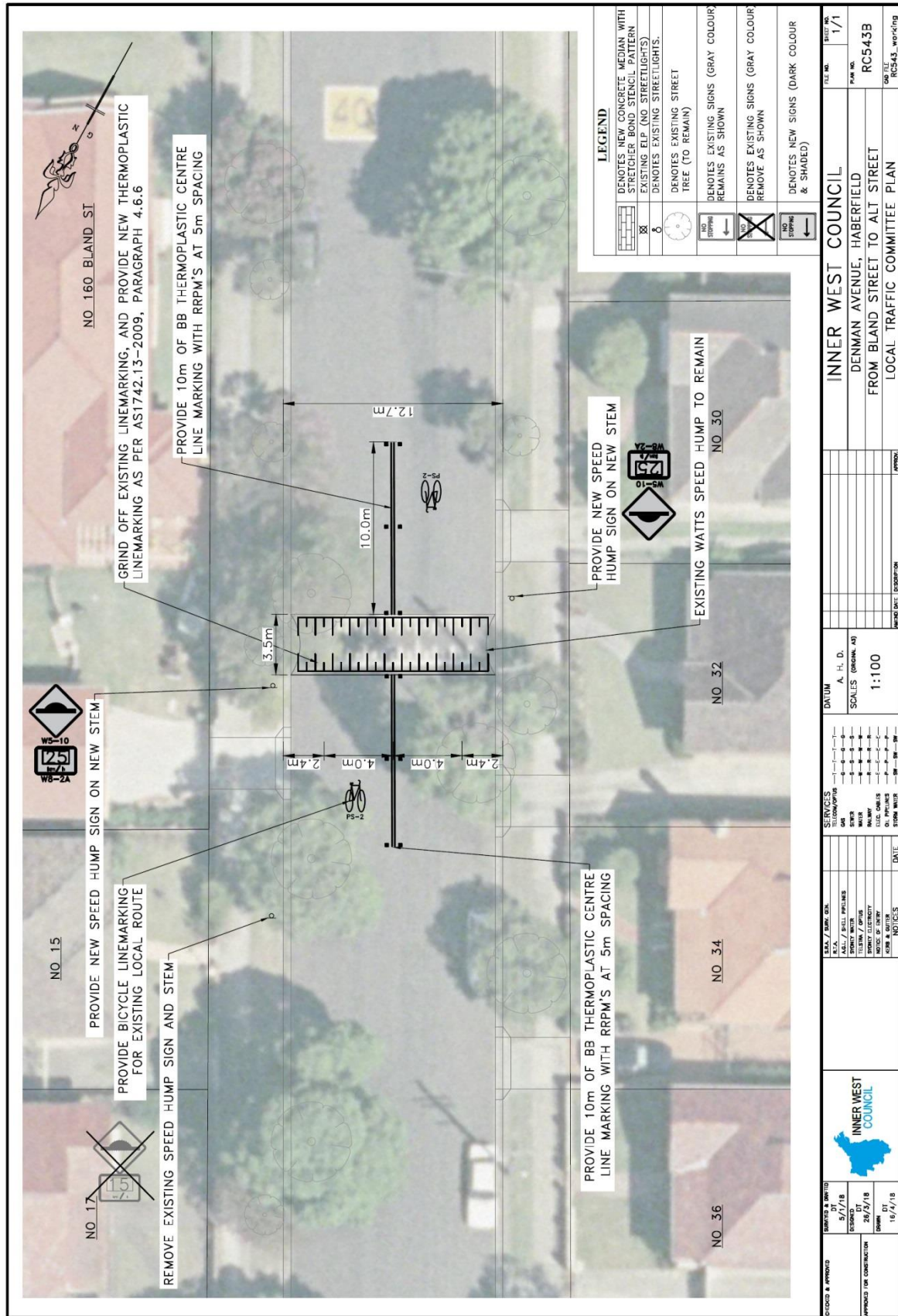
Residents' Comments (supporting the proposals)	Officer's Response
A resident of Denman Avenue commented on Design Plan No. RC543A and stated that the central island may impede movement turning out of the driveway.	<p>The design (Design Plan No. RC543A) has been amended with the removal of the proposed centre median island located on the existing speed hump. The current design will not impede movement of residents turning out of their driveway.</p> <p>This amendment has also been made to Design Plan No. RC543B.</p>
A resident of Denman Avenue commented on Design Plan RC543B and questioned whether parking is affected as a result of this proposal. Also, the resident raised concerns regarding through access for emergency vehicles.	The design (Design Plan No. RC543B) has been amended with the removal of the proposed centre median island located on the existing speed hump. The existing traffic lane width is not affected.

CONCLUSION

It is recommended that the detailed design plans of the proposed treatments and associated signs and line markings be approved, to improve conditions at these locations.







ATTACHMENTS

Nil.

Item No: LTC0518 Item 5

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 - Road Access Engineer, Design and Investigation

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

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

RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' zone in front of No.29 Starling Street, Lilyfield be removed as it is no longer required;
2. A 6m 'Disabled Parking' zone be installed in front of No.18 Kays Avenue West, Dulwich Hill;
3. A 5.4m 'Disabled Parking' zone be installed in front of No.76 Sloane Street, Haberfield adjacent to the existing driveway;
4. A 6m 'Disabled Parking' zone be installed in front of No.33 Annesley Street, Leichhardt;
5. A 28m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.17-19 Gower Street, Summer Hill (including the property's driveway) for 12 weeks;
6. A 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.30 Morris Street, Summer Hill for 6 months;
7. An 18m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed on the western side of Catherine Street, Lilyfield adjacent to War Memorial Park for 6 weeks;
8. A 12m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in Mary Street, St Peters, along the side boundary of No. 293 Princes Highway, St Peters for 6 months; and
9. A 12m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in Warren Road, Marrickville, along the side boundary of No. 392-396 Illawarra Road, Marrickville for 6 months.

BACKGROUND

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

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS**1 Removal of 'Disabled Parking' Restriction – Starling Street, Lilyfield**

Council has been notified by a family member that the applicant to the 'Disabled Parking' zone outside of No.29 Starling Street, Lilyfield has passed away and so the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.29 Starling Street, Lilyfield be removed as it is no longer required.

2 Installation of 'Disabled Parking' Restriction – Kays Avenue West, Dulwich Hill

The resident of property No.18 Kays Avenue West, Dulwich Hill has requested the installation of a 'Disabled Parking' zone in Kays Avenue West at the front of the resident's property.

A site investigation has revealed that the property does have a driveway however, the driveway is too narrow (approximately 2.4 metres wide) which makes it impractical for use.

The applicant's condition does not necessitate the use of a wheelchair, however her doctor has advised that her condition makes it difficult to walk more than 20 metres.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.18 Kays Avenue West, Dulwich Hill.

3 Installation of 'Disabled Parking' Restriction – Sloane Street, Haberfield

The resident of No. 76 Sloane Street, Haberfield 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; however, the applicant has advised that it is difficult to reverse his car from the garage out into the street due to the narrow width of the driveway and long distance of the garage to the street.

The driveway length has been measured at 27m long and the driveway width is 2.45m and is below standard.

Council has written to residents of Sloane Street within the vicinity of the proposed 'Disabled Parking' space inviting comment. No objections to the installation of the space have been received.

The applicant does not require the use of a wheelchair.

It is recommended that a 5.4m 'Disabled Parking' zone be installed in front of No.76 Sloane Street, Haberfield adjacent to the existing driveway.

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

The resident of No.33 Annesley Street, Leichhardt 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; however, the applicant has provided a letter from an occupational therapist who has undertaken a review of their property and off-street parking space and has provided support to their request.

The main points raised were:

- Significant mobility issues affecting mobility and balance which require use of a walking stick and medical and physiotherapy treatments.

- The width of the car port is too narrow for the resident to alight their vehicle safely.
- Two steps are present from the carport to the backyard and an additional four steps from the backyard to the rear verandah. There are only two small steps in the front of the property, the verandah access and doorway entry.
- Resident requires use of a trolley to assist load and unload of their vehicle which is only possible from the front of the property due to steps.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.33 Annesley Street, Leichhardt.

5 Installation of 'Works Zone' Restriction – Gower Street, Summer Hill

The applicant has requested the installation of a temporary 28m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' in front of No.17-19 Gower Street, Summer Hill (including the property's driveway) for 12 weeks.

It is recommended that a 28m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.17-19 Gower Street, Summer Hill (including the property's driveway) for 12 weeks.

6 Installation of 'Works Zone Restriction – Morris Street, Summer Hill

The applicant has requested the installation of a temporary 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' in front of No.30 Morris Street, Summer Hill for 6 months.

It is recommended that a 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.30 Morris Street, Summer Hill for 6 months.

7 Installation of 'Works Zone' Restriction – Catherine Street, Lilyfield

Council's Senior Project Engineer has requested the installation of a temporary 18m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' on the western side of Catherine Street, Lilyfield adjacent to War Memorial Park for 6 weeks to facilitate a toilet block upgrade.

It is recommended that an 18m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed on the western side of Catherine Street, Lilyfield adjacent to War Memorial Park for 6 weeks.

8 Installation of 'Works Zone' Restriction – Mary Street, St Peters

The subject location is located on southern side of Mary Street adjacent to property No. 293 Princes Highway, St Peters. Mary Street is a 'one-way' westbound street from Princes Highway to Unwins Bridge Road and is 6.4 metres in width. The proposed 'Works Zone' will be 12 metres in length and located on the southern side of Mary 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, 'No Parking' restrictions are permitted on the southern side of the street and a section of 'No Parking' restrictions along with '2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat, Permit Holders Excepted Area M4' restrictions are permitted on the northern side of the street. The parking spaces in Mary Street are highly utilised by local businesses and 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.

It is recommended that a 12m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in Mary Street, St Peters, along the side boundary of No. 293 Princes Highway, St Peters for 6 months.

9 Installation of 'Works Zone' Restriction – Warren Road, Marrickville

The subject location is on the southern side of Warren Road adjacent to property No. 392-396 Illawarra Road, Marrickville. Warren Road is a 'two-way' street between Carrington Road and Livingstone Road and is 9.1 metres in width. The proposed 'Works Zone' will be 12 metres in length and located on the southern side of Warren Road 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 the street. The parking spaces in Warren Road are highly utilised by local businesses and 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.

It is recommended that a 12m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in Warren Road, Marrickville, along the side boundary of No. 392-396 Illawarra Road, Marrickville for 6 months.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0518 Item 6

Subject: Nelson Lane (between Piper Street and Rose Street), Annandale - Extension of 'No Parking' zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)

Prepared By: David Yu - Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received concerns regarding obstructed driveway access in Nelson Lane opposite Nos.295 and 297 Nelson Street, Annandale.

RECOMMENDATION

THAT the existing 'No Parking; 8am-6pm; Mon-Fri' zone on the eastern side of Nelson Lane, Annandale be extended to include the 11m unrestricted parking area opposite the rear boundaries of Nos. 295 and 297 Nelson Street, Annandale.

BACKGROUND

At the Traffic Committee meeting held in October 2015, the Committee considered a report proposing the option of implementing either full-time or timed 'No Parking' restrictions in Nelson Lane, Annandale. This was in response to requests made by affected Nelson Street residents with rear accesses (garages) in Nelson Lane, being blocked by parked vehicles (by nearby Mirvac Construction workers) opposite their garage.

As part of this investigation, some sections of Nelson Lane were retained as unrestricted parking where Council had not received support for the introduction of restrictions by the directly affected residents.

Council has now received concerns from the residents of Nos. 295 and 297 Nelson Street, Annandale regarding vehicles parking on the eastern side of Nelson Lane, Annandale and subsequently obstructing rear driveway access, this area was retained as unrestricted parking following the 2015 investigation.

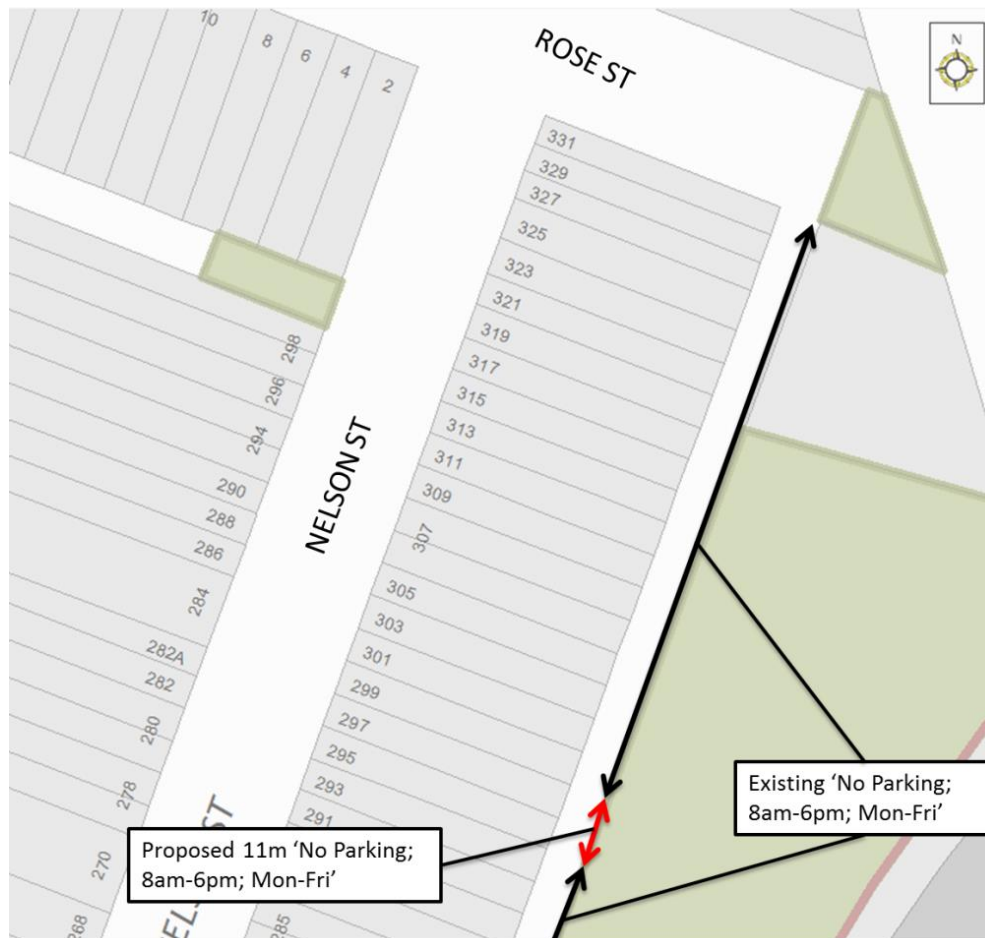
There is an existing 'No Parking; 8am-6pm; Mon-Fri' zone on the eastern side of Nelson Lane that extends both north and south of the unrestricted parking directly opposite side of Nos. 295 to 297 Nelson Street.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

It is proposed to signpost the eastern side of Nelson Lane opposite Nos. 295 to 297 Nelson Street as a 'No Parking; 8am-6pm; Mon-Fri' zone. The proposal is shown on the following plan.

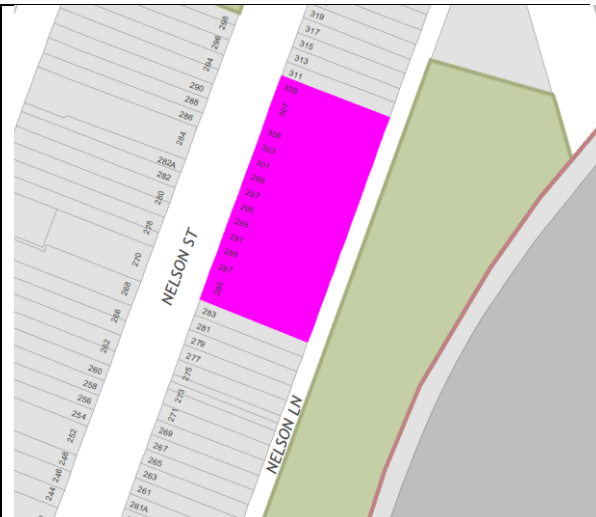


PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (13 properties) in Nelson Street, Annandale.

Three (3) responses were received. One in support of the proposal, one not in support and one neutral.

The table below shows the comment raised by the resident who did not support the proposal.



Residents' Comments	Officer Comments
<i>It is the only parking in this part of the back lane for trade workers and gardeners to park and work on the back of Nelson Street houses.</i>	Vehicles parked in these parking spaces obstruct the properties with rear driveway access opposite these spaces.

CONCLUSION

Nil.

Item No: LTC0518 Item 7

Subject: Kingston Lane, Camperdown - Proposed 'No Parking' Restrictions (Stanmore Ward/Newtown Electorate/Inner West LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following community representations and site investigations a proposal to extend an existing section of 'No Parking' restrictions in Kingston Lane, Camperdown. Given the support for the proposal, it is recommended to proceed with the 'No Parking' restrictions in order to allow for vehicular access to off-street car parking spaces within Gilpin Lane accessed via Kingston Lane.

RECOMMENDATION

THAT the installation of full-time 'No Parking' restrictions (20 metres in length) on the western side of Kingston Lane, Camperdown, between the rear of property no. 54 Kingston Road, Camperdown, and the rear of property no. 62 Kingston Road, Camperdown, be APPROVED, in order to allow for vehicular access to off-street car parking spaces within Gilpin Lane accessed via Kingston Lane.

BACKGROUND

Following representation from the local community, Council is proposing to extend an existing section of 'No Parking' restrictions in Kingston Lane, Camperdown.

The subject section of laneway is currently unrestricted parking, and access to Gilpin Lane is obstructed due to parked vehicles obstructing the turning paths at its intersection with Kingston Lane. There are multiple off-street car parking spaces in Gilpin Lane which are accessed via Kingston Lane.

Given that there is a high demand for on-street parking in the area and only one permit per household, (reduced to zero if off-street parking is available), implementing 'No Parking' restrictions as per the proposal will improve vehicular access to off-street parking and increase convenience for residents.

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



Figure 1: Map showing proposed extension of ‘No Parking’ restrictions in Kingston Lane at Gilpin Lane

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended ‘No Parking’ restrictions are approximately \$700 and can be met from Council’s operating budget.

PUBLIC CONSULTATION

Twenty seven (27) letters were sent to residents of affected properties on 15 March 2018 with a closing date for comments of 15 April 2018. There were two (2) responses in support of the proposal and no responses objecting to the proposal.

CONCLUSION

In order to provide unobstructed vehicular access to the residents’ off-street car parking spaces via the intersection of Kingston Lane and Gilpin Lane, it is recommended that full-time ‘No Parking’ restrictions be installed for a section along the western side of Kingston Lane,



Camperdown, between the rear of property no. 54 Kingston Road, Camperdown, and the rear of property no. 62 Kingston Road, Camperdown.

ATTACHMENTS

Nil.

Item No: LTC0518 Item 8

Subject: Melville Lane, Newtown - Proposed 'No Parking' Restrictions
(Stanmore Ward/ Newtown Electorate/Inner West LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following community representations and site investigations a proposal to implement a section of 'No Parking' restrictions in Melville Lane, Newtown. Given the support for the proposal, it is recommended to proceed with the 'No Parking' restrictions in order to allow for vehicular access to off-street car parking spaces within Mulqueeny Lane accessed via Melville Lane.

RECOMMENDATION

THAT the installation of full-time 'No Parking' restrictions (10 metres in length) on the southern side of Melville Lane, Newtown, between the rear of property no. 23 Bedford Street, Newtown, and the rear of property no. 29 Bedford Street, Newtown, be APPROVED, in order to allow for vehicular access to off-street car parking spaces within Mulqueeny Lane accessed via Melville Lane.

BACKGROUND

Following representation from the local community, Council is proposing to convert a section of unrestricted parking in Melville Lane with 'No Parking' restrictions.

The subject section of laneway is currently unrestricted parking, and access to Mulqueeny Lane is obstructed due to parked vehicles obstructing the turning paths at its intersection with Melville Lane. There are multiple off-street car parking spaces in Mulqueeny Lane which are accessed via Melville Lane.

Given that there is a high demand for on-street parking in the area and only one permit per household, (reduced to zero if off-street parking is available), implementing 'No Parking' restrictions as per the proposal will improve vehicular access to off-street parking and increase convenience for residents.

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



Figure 1: Map showing proposed conversion of unrestricted parking to 'No Parking' restrictions in Melville Lane at Mulqueeny Lane

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'No Parking' restrictions are approximately \$700 and can be met from Council's operating budget.

PUBLIC CONSULTATION

Twenty seven (27) letters were sent to residents of affected properties on 15 March 2018 with a closing date for comments on 15 April 2018. There were two (2) responses in support of the proposal and no responses objecting to the proposal.

CONCLUSION

In order to provide unobstructed vehicular access to the residents' off-street car parking spaces via the intersection of Melville Lane and Mulqueeny Lane, it is recommended that full-time 'No Parking' restrictions be installed for a section along the southern side of Melville Lane, Newtown, between the rear of property no. 23 Bedford Street, Newtown, and the rear of property no. 29 Bedford Street, Newtown.

Item No: LTC0518 Item 9

Subject: Louisa Street, Summer Hill – Resident Parking Scheme (Leichhardt Ward/Summer Hill Electorate/ Ashfield LAC)

Prepared By: Anca Eriksson - Traffic Engineer

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

SUMMARY

Council has received correspondence from a number of residents of Louisa Street, Summer Hill requesting the extension of Area 13 Residential Parking Scheme (RPS) restrictions into their street to deter commuter/long stay parking.

This report provides the results of the RPS investigation in Louisa Street, Summer Hill.

RECOMMENDATION

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

BACKGROUND

Council has received a signed petition from 11 properties in Louisa Street, Summer Hill requesting the implementation of Area 13 Resident Parking Scheme restrictions in their street. Subsequently, parking occupancy surveys were organised in Louisa Street in order to investigate the request.

Parking occupancy surveys were undertaken in Louisa Street on two typically weekdays (not school or public holidays) in the morning between 10am and 11am and in an afternoon between 2pm and 3pm. High parking occupancy levels were recorded with the average parking occupancy level being 79%.

Council has also identified the number of on-site parking spaces that are currently available on each property in Louisa Street. This survey revealed that 65% of properties in Louisa Street do not have off-street parking.

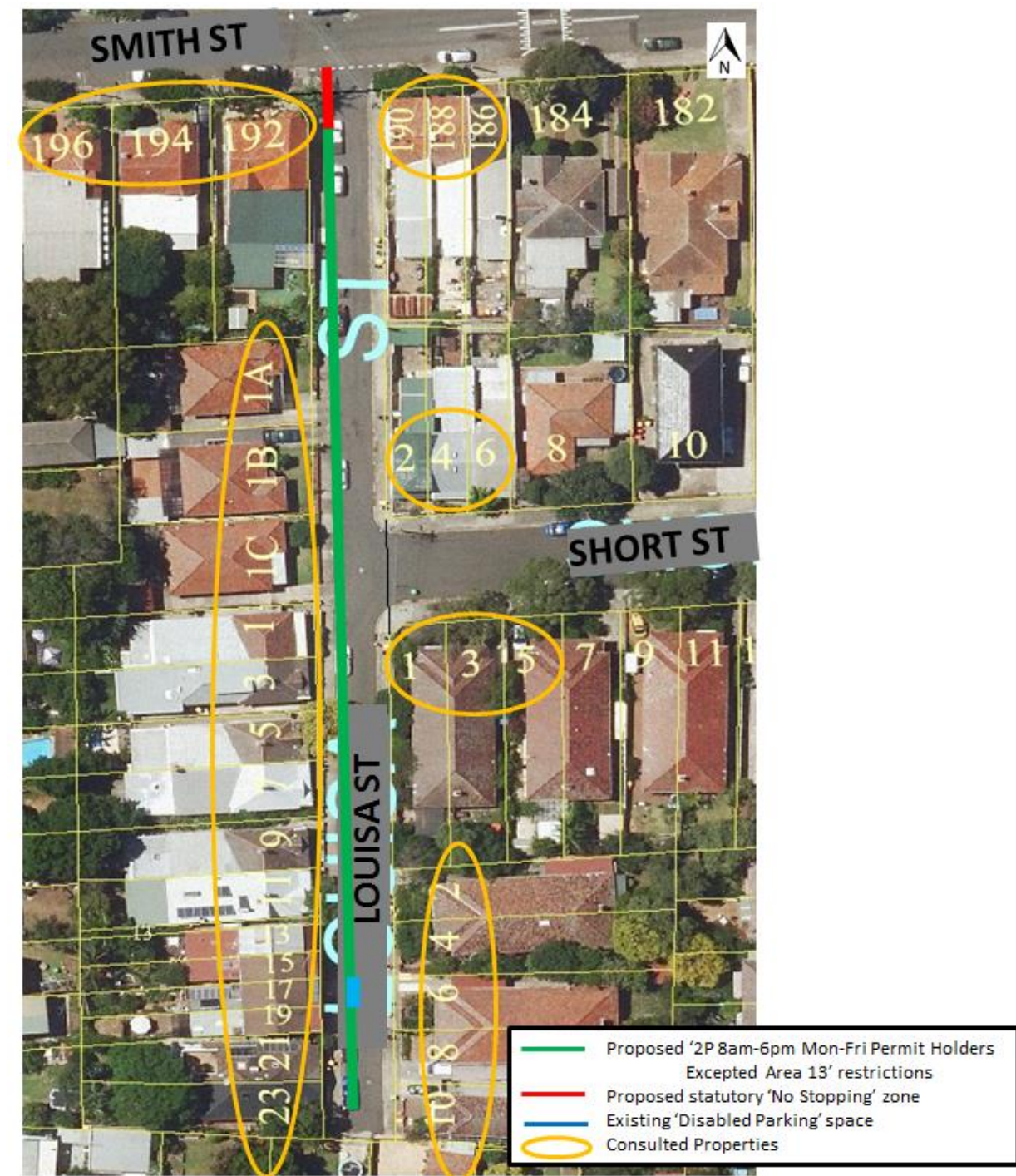
FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Following the parking occupancy surveys, a Resident Parking Scheme proposal was prepared for the installation of '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area 13' restrictions on the western side of Louisa Street as shown on the following map.

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PUBLIC CONSULTATION

A letter outlining the RPS proposal was mailed out to the affected properties (32 properties) in Louisa Street, Smith and Short Street requesting residents' views regarding the proposal.

Consultation survey results are summarised in the following table:

Number of letters sent out to residents	32	
Number of Properties in Louisa Street	20	
Responses back (Louisa Street properties)	10 of 20	50%
Supporting proposal	6 of 20	30%

(Louisa Street properties)		
Non supportive (Louisa Street properties)	4 of 20	20%

The table below shows the comments raised by the residents who did not support the proposal and the associated officer's comments.

Residents' Comments	Officer Comments
<p>The proposal would significantly impact long-term residents in Nos.186 and 188 Smith St, who require car parking close to their home and the access to their backyards. Can Council:</p> <ol style="list-style-type: none"> 1. Change the area of permit holders excepted in the proposal from area 13 only to areas 12 and 13 along the boundary of No. 192 Smith St on Louisa St, Summer Hill. 2. Don't change current proposal. However, need to change the resident parking scheme area for my address as well as 186 Smith St from Area 12 to Area 13. 	<p><i>The properties on Smith Street are part of the Area 12 Summer Hill Resident Parking Scheme (as per Council resolution of 10/11/2015). Residents of Smith Street are therefore able to park within the RPS restrictions in Smith Street, Allman Avenue and Prospect Road which have Area 12 Restrictions. Alternatively, unrestricted parking is available on one side of the street in Area 13 regions. Should RPS be supported in Louisa Street, they would form part of the Area 13 Summer Hill Resident Parking Scheme (other streets in this scheme include Short Street and Lindsay Avenue).</i></p>
<ol style="list-style-type: none"> 1. There is no problem with parking during the day. Parking is only a challenge in the evening. 2. Parking space on-street is already very limited at nights, the residents cannot afford to lose any more spaces due to no stopping zones, in what is a quiet, one-way street. 3. Parking is only available on one side of the street. Also parking very limited in vicinity. Where can visitors park? 	<ol style="list-style-type: none"> 1. <i>Resident Parking Scheme restrictions are typically installed to address issues with long-stay or commuter parking. Parking in the evening is typically generated by resident demand and Council is not seeking to address this.</i> 2. <i>10m 'No Stopping' zones must be installed at all intersections (as per NSW Road Rules) with the installation of the proposed RPS restrictions.</i> 3. <i>The proposed scheme would provide RPS restrictions for one side of the street, the other side would remain unrestricted to allow a balanced use of available parking spaces for residents, commuters and visitors.</i>
<p>Strongly oppose, this plan discriminates people having a single car. People living in a household with two parking are allowed (encouraged to have two cars). Louisa street is an area with a good access to public transport which should discourage people owning more than one car. A fairer system would be provide one permit for households without off-street parking. As someone with one off-street parking space I can accept that this is a fairer approach. But giving people the option of 2 permits when they have no off street parking sends a message contrary to</p>	<p><i>In accordance with Council's Resident Parking Policy each residence is eligible for a maximum of two permits with that number reducing by one for each off-street parking space available to the residence. The RPS policy is to provide equitable access to on street parking in residential areas for residents who have limited or no off-street parking.</i></p>

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our ambition to reduce our carbon footprint and progress towards sustainability.	
There is an issue with commuters/ long-stay parking in front of their houses in Smith Street. The 2P proposal in Louisa Street will push even more commuters onto Smith Street, making it even more difficult to find parking.	<i>There is an existing Area 12 Resident Parking Scheme in Smith Street which has been installed to assist those residents secure parking. This proposal seeks to address issues with long-stay parking in Louisa Street which does not have existing RPS restrictions to assist residents.</i>
Unnecessary, there is generally parking available in the street and on the next cross street.	<i>Council commenced investigation into Resident Parking restrictions following a petition received from a number of residents of Louisa Street requesting RPS restriction to address concerns with long-stay parking. Council's surveys have confirmed a high parking occupancy level in Louisa Street.</i>
I have access to a disabled parking space in front of my residence. I request keeping the space.	<i>The disabled parking space will be retained should the proposed RPS be introduced.</i>

CONCLUSION

As per Council's Resident Parking Scheme policy, at least 50% support from residents is required before Council will consider the introduction of RPS restrictions.

Based on the results from the consultation process, less than 50% of the residents of Louisa Street support a Resident Parking Scheme in their street. It is therefore recommended that the proposed '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area 13' restrictions in Louisa Street, Summer Hill not be supported for implementation.

ATTACHMENTS

Nil.

Item No: LTC0518 Item 10

Subject: Brown Street, Ashfield- Proposed bay line marking for motorcyles in parking space. (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A Councillor request has been made to consider measures to emphasis and deter vehicles from parking in a dedicated (indented) motorcycle area outside the unit block at No.1 Brown Street, Ashfield, just north of a private laneway.

Motorcycle bay lines will be provided to emphasis the area to be used by motorcycles and correct any signposting for the visual awareness and enforcement of the area.

RECOMMENDATION

THAT:

- 1. Motorcycle 90 degree angled bay lines measuring 1.2-1.3m x 2.5 metres be painted in the dedicated (indented) motorcycle parking area signposted “1P Motor Bikes only” outside No.1 Brown Street, Ashfield, just north of the private laneway; and**
- 2. That the signposting be adjusted at the location to improve visual awareness and enforcement of restrictions.**

BACKGROUND

An item was raised at the Traffic Committee meeting held in October 2017 initially to clear one indented parking space to the corner of Brown Street, just north of the private laneway. A request was made by business owners that accessed the lane seeking the removal of parking in this space and to extend the ‘No Stopping’ restriction to improve the sight view of traffic from the lane.

It was recommended by the Traffic Committee that the space would be better utilised with motorcycle parking and still allow adequate sight view of traffic from the lane over the parked motorcycles. The businesses agreed to this modification.

FINANCIAL IMPLICATIONS

The works will be funded from the existing operating budget.

OTHER STAFF COMMENTS

Since the introduction of motorcycle parking restrictions, vehicles have been noted to park in the space unaware of the restrictions. The proposed introduction of 90 degree angle motorcycle parking bay lines will assist to regulate the parking of motorcycles, and make motorists aware and deter vehicles from parking in the area. The sign nearest to the corner of the lane is obscured by tree foliage and will be moved forward clear of the tree. See diagram below.



PUBLIC CONSULTATION

Not required. The proposed treatment will supplement the existing motorcycle parking restriction.

CONCLUSION

Motorcycle 90 degree angled bay lines measuring 1.2m x 2.5 metres will be painted in the dedicated (indented) motorcycle parking area signposted "1P Motor Bikes Only" outside No.1 Brown Street, just north of the private laneway. Signposting will also be adjusted at the location to improve visual awareness and enforcement of the restrictions.

ATTACHMENTS

Nil.

Item No: LTC0518 Item 11

Subject: Esk Lane, Marrickville - Proposed Statutory 'No Stopping' Restrictions (Marrickville Ward/Summer Hill Electorate, Inner West LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An amendment to the 'No Parking' restrictions in Esk Lane, Marrickville, at its intersection with Frede Lane, is proposed to ensure the restriction complies with statutory requirements.

RECOMMENDATION

THAT an amendment to convert the 'No Parking' restrictions (10 metres in length) to 'No Stopping' restrictions (10 metres in length) on the western side of Esk Lane, Marrickville, at Frede Lane, be APPROVED.

BACKGROUND

Implementation of the 'No Stopping' restrictions in Esk Lane, Marrickville, at Frede Lane will ensure vehicles, including service vehicles can manoeuvre around the corners at the intersection. The proposal will ensure the restriction complies with current statutory requirements.

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

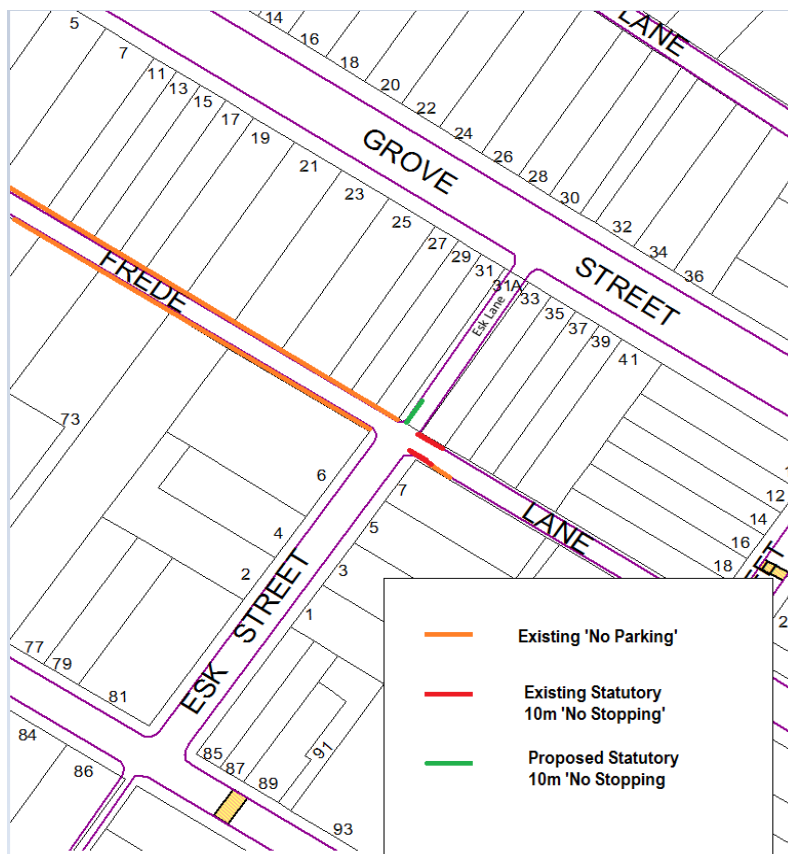


Figure 1: Existing and proposed restrictions in Frede Lane and Esk Lane

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

A notification letter regarding the amended proposal to implement 'No Stopping' restrictions will be sent to all affected residents.

CONCLUSION

To ensure that the proposed restriction complies with current statutory requirements, the 'No Parking' restrictions in Esk Lane, Marrickville, at its intersection with Frede Lane be converted to 'No Stopping' restrictions.

ATTACHMENTS

Nil.

Item No: LTC0518 Item 12

Subject: Fenwick Building - Illoura Reserve, Balmain East - Car Park Conditions (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

Inner West Council will soon be undertaking construction of a café at Nos.2-8 Weston Street, Balmain. As part of the works, the Illoura Reserve car park, accessed via Weston Street, Balmain East will be upgraded.

RECOMMENDATION

THAT the proposed parking restrictions and layout for the Illoura Reserve Car Park, Balmain East shown in Attachment 1 be supported. This will include:

- One 2.5m wide 'Disabled Parking' space and associated shared space (45 degree angle parking front to kerb) on the southern side of the car park;
- Four 2.5m wide '4P; 8:30am-6pm Mon-Fri' spaces (45 degree angle parking front to kerb) on the southern side of the car park;
- One 2.5m wide 'No Parking; Authorised Care Share Vehicles Excepted' space (45 degree angle parking front to kerb) on the southern side of the car park;
- Four 1.2m wide 'Motor Cycle Only' spaces (45 degree angle parking front to kerb) on the southern side of the car park; and
- 33m 'No Parking' restriction on the northern side of the car park.

BACKGROUND

Inner West Council will soon be undertaking construction of a café at Nos.2-8 Weston Street, Balmain East. The proposed development is an adaptive reuse of the heritage listed Fenwick Stone Building as a licensed café with gallery space.

The required parking provision for the development is in the order of 3-4 car parking spaces. The proposed development itself does not propose any off-street car parking; however, Council intends to modify the existing informal public car park at Illoura Reserve approximately 50m to the south of the site, this car park is accessed via Weston Street. The modified car park layout will be formalised to provide a total of 6 car spaces (including 1 disabled and 1 car share vehicle).

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The proposed parking restrictions and layout for the Illoura Reserve Car Park, Balmain East is shown in Attachment 1. As per the plan, it is proposed to introduce 6 restricted car parking spaces and 4 motorcycle parking spaces. The plan also shows amendment to the signposting of the existing one-way restrictions through the car park.

On the northern side of the car park, this will include:

- 33m 'No Parking' restriction

On the southern side of the car park, this will include:

- One 2.5m 'Disabled Parking' space and associated shared space (45 degree angle parking front to kerb)
- Four 2.5m '4P; 8:30am-6pm Mon-Fri' spaces (45 degree angle parking front to kerb)
- One 2.5m 'No Parking; Authorised Care Share Vehicles Excepted' space (45 degree angle parking front to kerb)
- Four 1.2m 'Motor Cycle Only' spaces (45 degree angle parking front to kerb)

PUBLIC CONSULTATION

Consultation was undertaken as part of the approved Development Application.

CONCLUSION

Nil.

ATTACHMENTS

1. [↓](#) Illoura Road Car Park Plan



Item No: LTC0518 Item 13

Subject: Nos. 826-836 Princes Highway, Tempe - DA201700497 – Demolish Existing Improvements and Construct a 3 Storey Building Containing 22 Serviced Apartments with Basement Car Parking and Ground Floor Level Tenancy

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A development application (DA 201700497) has been received to demolish existing improvements and construct a 3 storey building containing 22 serviced apartments with basement car parking and ground floor level tenancy.

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

RECOMMENDATION

THAT the report be received and noted.

BACKGROUND

An application has been received to demolish existing improvements and construct a 3 storey building containing 22 serviced apartments with basement car parking (11 spaces) and ground floor level tenancy.

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

It is noted that a similar development application was submitted to Council - DA201500482 - for the construction of a two (2) and three (3) storey building containing 24 serviced apartments, two (2) shops and basement car parking (9 spaces). The application sought consent to demolish existing improvements and construct a 3 storey building containing 24 serviced apartments with basement car parking. The proposal generally did not comply with the aims, objectives and design parameters contained in Marrickville Local Environmental Plan 2011 and Marrickville Development Control Plan 2011. It was considered that the development would result in significant impacts on the streetscape and represented an overdevelopment of the site. The application was subsequently considered unsupportable and refused.

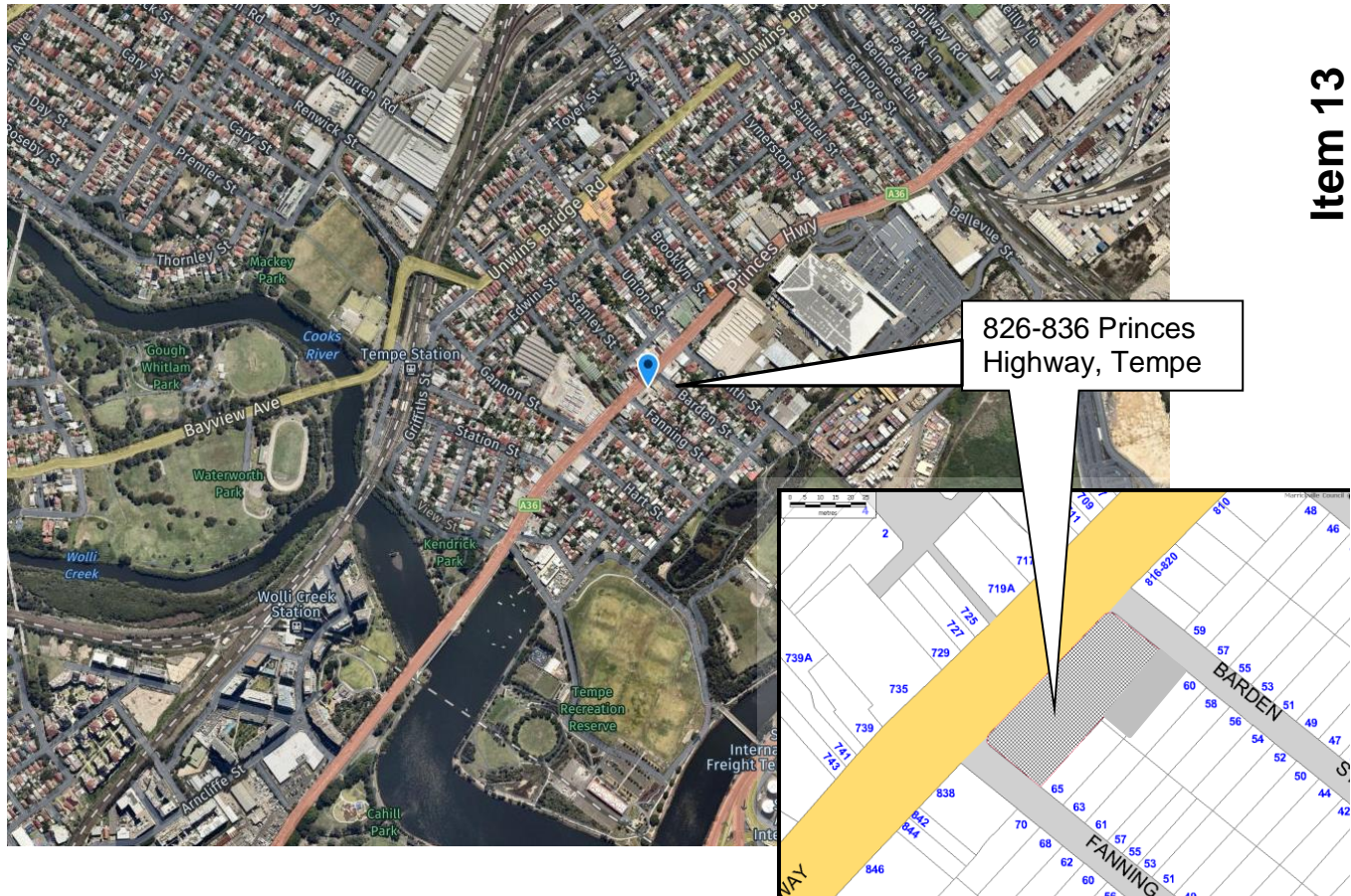
Marrickville LEP defines **serviced apartment** as 'a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner's or manager's agents. It is noted that 'serviced apartments' are a type of tourist and visitor accommodation and restrictions are generally placed on guest stays of around two (2) to three (3) months in any 12 month period.

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

Site location



The site is located at 826-836 Princes Highway, Tempe on the eastern side of the Princes Highway, between Barden Street and Fanning Street, Tempe. The site is a consolidation of 6 lots occupying an area of some 1,420m². The site has three street frontages namely Barden Street to the north east, the Princes Highway to the west and Fanning Street to the south.

The site frontages to Princes Highway, Barden and Fanning Streets are approximately 54 metres, 20 metres and 24 metres respectively. The principal frontage of the site is to the Princes Highway. The site presently is vacant and contains a large industrial building and yard.



Locality and road network

The immediate surrounding area is industrial and commercial with low density residential uses located directly to the south. The commercial centre of Tempe is located directly to the north and north-west of the site. There is a signalised pedestrian crossing over the Princes Highway located directly opposite the Princes Highway frontage of the site.

Princes Highway is a State Road and arterial route being the principal north-south connection between Sydney and Wollongong. Annual Average Daily Traffic for Princes Highway at Cooks River is around 62,070vpd and for Princes Highway north of Railway Road around 52,800vpd. Princes Highway is approximately 19m in width facilitating three lanes in each direction and is sign posted 60km/h speed limit. It has a 6-10AM northbound clearway and 3-7PM southbound clearway within kerbside lanes. Generally unrestricted kerbside parking is permitted along both sides of the road outside of clearway times.

A central median island runs along Princes Highway across the Barden Street and Fanning Street intersections. Midblock there is a signalised pedestrian crossing. Pedestrian fencing is also present. A 'Bus Zone' is located between the signalised pedestrian crossing and Fanning Street. Traffic accessing Barden Street and Fanning Street is restricted to left-in / left-out only due to the median island on the Princes Highway.

Barden Street and Fanning Street are local access roads servicing low density residential properties between Princes Highway and South Street, Tempe. Both streets are narrow and have carriageway widths of approximately 6.0 metres. Vehicles often park mounting the kerb due to the narrowness of the roads. Parking is unrestricted in both streets apart from a 30 metre section of 'No Parking' at the north end of Barden Street on the south side.

Public Transport

The site is serviced by bus services running along Princes Highway and is located approximately 800 metres from Tempe railway station.

The Proposal

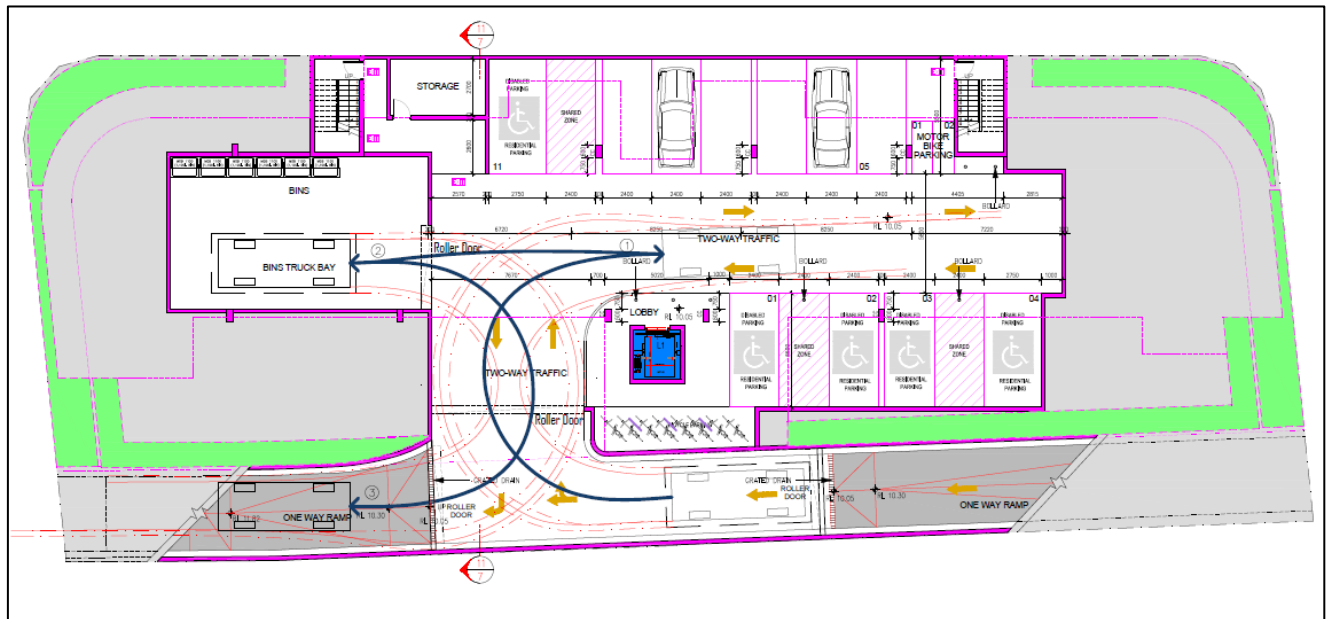
According to the applicants' SEE report the Development Application seeks approval for:

- ☐ demolition of the existing building and structures on site;
- ☐ excavation for a level basement comprising 11 vehicular spaces and loading facilities;
- ☐ construction of a three (3) storey development comprising 22 serviced apartments with a residential gross floor area (GFA) of 1327.08m²;
- ☐ construction of a ground level retail tenancy with a retail GFA of 50.04m²;
- ☐ construction of a reception and ancillary office at ground level with a GFA 50.56m²;
- ☐ vehicular driveway ramp with dual access via Barden Road and Fanning Street;
- ☐ associated landscape works; and
- ☐ extension and augmentation of services and infrastructure as required.

It further states that the proposed development will be serviced by a "*maximum of four (4) staff at any given time*" and that the ongoing operation of the premises will consist of the following:

- ☐ the reception and office component of the serviced apartment development will operate from 7am to 8pm under the supervision of staff;
- ☐ a total of 8 staff, comprising 4 employees, a manager, receptionist and 2 cleaners will be employed during the day and night;
- ☐ activities to be undertaken during operating hours are to consist of general cleaning;
- ☐ small loading vehicles and vans will utilise the loading facilities provided by the development;
- ☐ CCTV will be installed in the common areas, at the main entrance point adjacent to Princes Highway;
- ☐ employees will operate the reception area from 9am to 5am; and
- ☐ the manager will be responsible for the management of a complaints register.

The applicant's SEE report states that the measures proposed above will ensure the orderly management of the proposed serviced apartment development and increase safety and security. Copies of the Architectural Drawings are attached at the end of this report.



In summary the applicant's SEE report states that there will be 22 serviced one (1) bedroom apartments, six (6) of which are '**post adaptable**'; a retail tenancy with a retail GFA of 50.04m²; a reception and ancillary office at ground level with a GFA 50.56m²; and **11 car parking spaces**. They add that there will be a total of **8 staff**, comprising 4 employees, a manager, receptionist and 2 cleaners will be employed during the day and night.

The applicant's Traffic report states that "*The serviced apartments will be staffed by no more than 4 people at any given time comprising a manager, a receptionist and 2 cleaners. It is anticipated that the cleaners will only be on-site between 8am and 2pm on a daily basis.*" Interestingly the Architectural Drawings in their 'Calculation Data' table indicate that there will be **10 staff**.

According to the applicants' Traffic report, the development proposal involves the redevelopment of the existing industrial land into a **commercial** precinct. It notes that the development will be served by 11 off-street parking spaces comprising 9 resident spaces (including 5 disabled resident spaces), 1 staff space for the serviced apartments and 1 retail tenant space, 2 motorcycles and 8 bicycle spaces.

The Traffic report also states that vehicular access to the site is via a 4.2 metre wide entry driveway off Barden Street and a 4.2 metre wide exit driveway to Fanning Street and that both driveways are located adjacent the eastern site boundary and approximately 23 metres from Princes Highway. For servicing the report states that the development proposal will be served by an off-street loading/waste collection bay in the basement carpark that will be accessed by vehicles no larger than the Australian Standard **6.4** metre long Small Rigid Vehicle. The existing 12m wide access driveway on the Princes Highway will be closed and reconstructed with standard kerb and gutter to the RMS specifications.

At present the site is zoned B6 Enterprise Corridor and the proposed development is permissible with consent. However, it is noted that some 'serviced apartment' developments have been provided for eventual conversion to conventional own-your-own residential units if/when market conditions make such conversion attractive. On this basis, it may be considered apt to consider application of the same rates to serviced apartments as to conventional residential unit dwellings. Accordingly, both are detailed below.

Parking

The proposed development lies within Council's Parking Area 2 and the parking provision required is estimated to be **15** spaces (7 mobility).

Serviced Apartments

1 space per 4 staff for staff + 1 space per 3 units for residents

$$8 \text{ staff and } 16 \text{ non-adaptable units} - 2 + 5.3 = 7 \text{ spaces}$$

Adaptable units

1 mobility space per unit for residents + 0.25 visitor mobility spaces per unit

$$6 \text{ adaptable units} - 6 + 1.5 = 7 \text{ mobility spaces}$$

Retail – shops (up to 500m²)

1 space per 80m² GFA for customers & staff

$$50.04\text{m}^2 \text{ retail} - 1 \text{ parking space}$$

The applicant's Traffic report states parking provision for the proposed development as '*11 off-street parking spaces comprising 9 resident spaces (including 5 disabled resident spaces)*' which is deficient by 4 spaces.

Further, should the development in the future ever be converted to a 'residential flat building' it is noted required on-site parking would be 20 spaces.

Residential flat building and shop top housing with 7 + units – non-adaptable units

0.5 per 1 bedroom unit for residents + 0.1 per unit for visitors

$$16 \text{ non-adaptable units} - 16 \times .5 = 8 + 1.6 = 10 \text{ spaces}$$

Residential flat building and shop top housing with 7 or more units – adaptable units

1 mobility space per 1 bedroom unit for residents + 0.25 visitor mobility spaces per unit

$$6 \text{ adaptable} - 6 + 1.5 = 8 \text{ mobility spaces}$$

Retail – shops (up to 500m²) - 1 space per 80m² GFA for customers & staff - 50.04m² – 1

Office premises - 1 space per 80m² for staff & visitors – 1 space

Moreover, in the immediate Tempe locality Barden Street and Fanning Street as well as Smith Street, Wentworth Street and Hart Street have many narrow frontage older style semi-detached dwellings with no on-site parking provision. As a consequence there is a very significant on-street parking demand along these narrow streets which is exacerbated by some of the commercial and industrial uses in the area which also do not have adequate on-site parking.

Residents in the Tempe area regularly oppose any proposed local development that has the potential to increase demands for on-street parking in the area. Any proposed new development needs to provide at least the minimum off-street parking requirements for the proposed use so as not to compound existing demand for on-street parking. Each development preferably needs to provide ample parking provision to fully absorb the potential parking demands of all its users (visitors, staff, residents, retail customers and clients).

In its present form the Traffic Section does not support the proposed serviced apartment development as it does not meet Council's **minimum** required parking provision. Further, probable loss of on-street parking spaces to accommodate the swept paths of delivery vehicles to the proposed development will compound any deficiency and it would be reasonable to request any loss of on-street parking to be made up within the proposed development (further increasing the on-site parking requirement).

Bicycle and Motorcycle Parking

The DCP also requires bicycle and motor cycle parking provision for 'serviced apartments' as follows:

Bicycle Provision:

1 space per 20 units for staff & patrons + clothes lockers at rate of 1 per 3 staff spaces+ 1 shower. Plus Retail 1 per 300m²GFA for staff

22 units – 1 bicycle space

8 staff – 2 bicycle spaces + 1 shower

Retail premises – 1 bicycle space

Motor Cycle Provision - 5% of car spaces

15 spaces – 5% = 1 motorcycle space

The applicant proposes to provide 8 bicycle spaces and 2 motorcycle spaces.

Car park access and layout

The applicant's Traffic report states that vehicular access to the site is via a 4.2 metre wide entry driveway off Barden Street and a 4.2 metre wide exit driveway to Fanning Street, Tempe. The car park access ramps are proposed to be one-way in a southwards direction and a two-way movements arrangement will operate in the parking area.

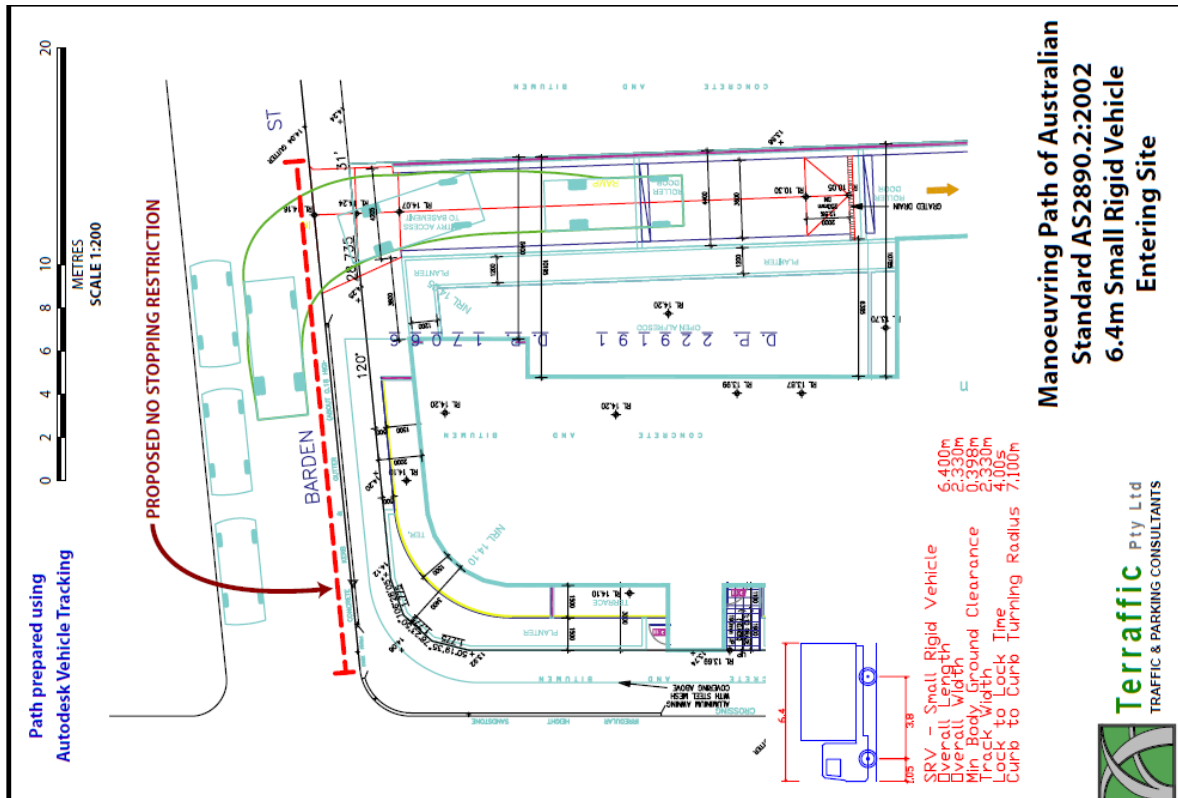
All ramps and car parking spaces must be in accordance with Australian Standard AS2890.1-2004 Parking Facilities and AS2890.6-2009 Off-street parking for people with disabilities.

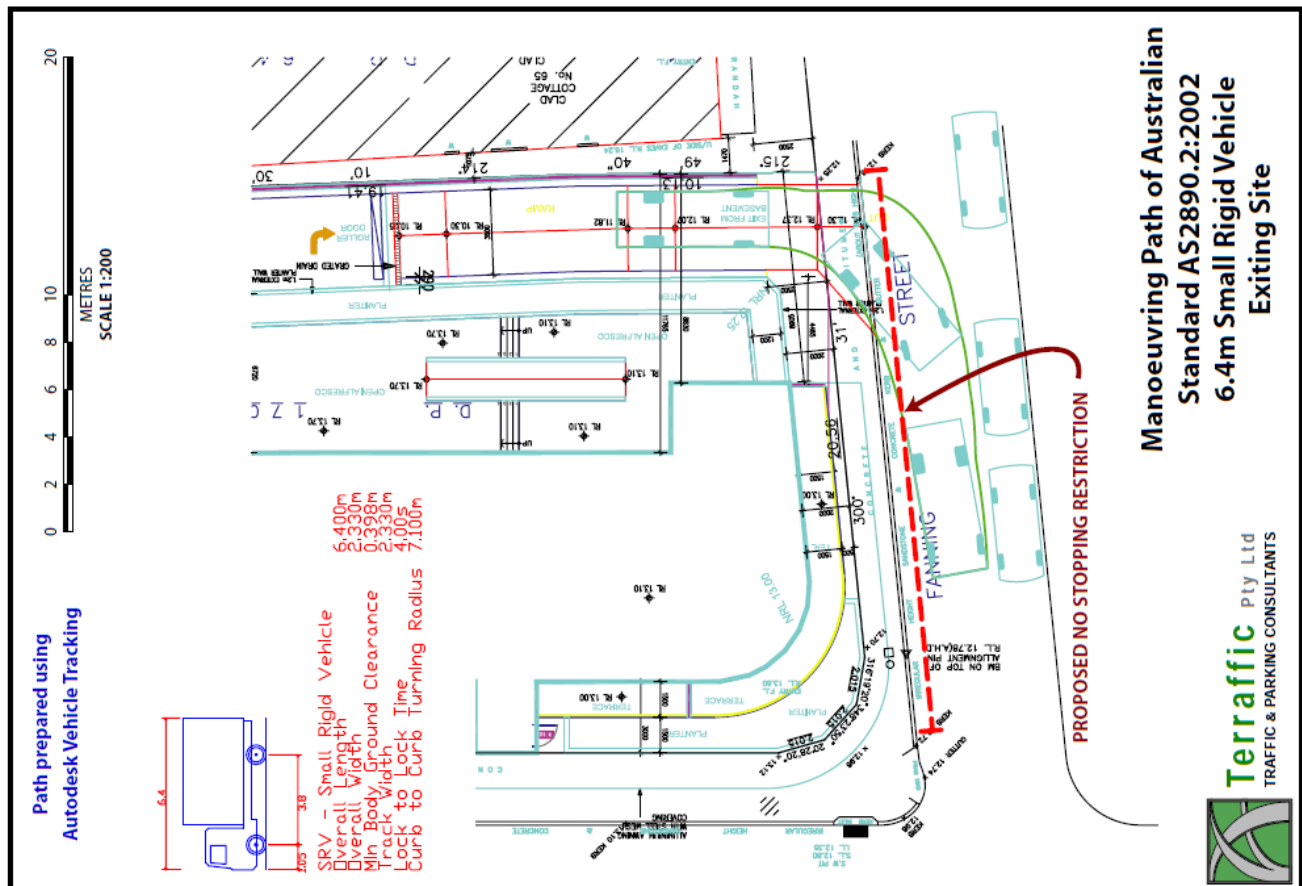
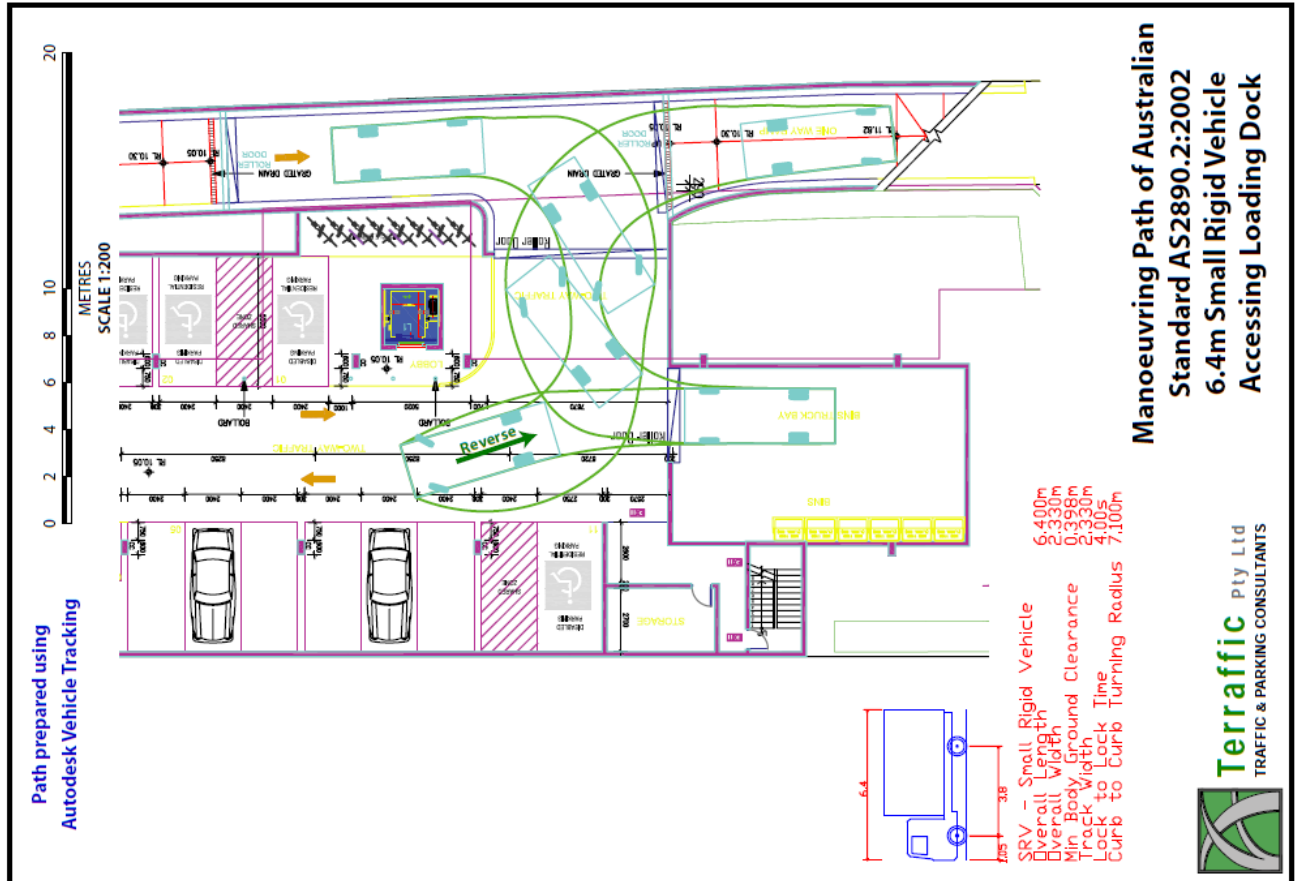
It is noted that Council's Development Engineering Section will evaluate the adequacy of the proposed development's driveway, ramps, car parking spaces and circulation patterns.

Vehicle Service and Delivery Area

The applicant's SEE report states that a singular loading area and adjacent waste storage facilities are proposed within the basement level. Servicing and waste vehicles will access these loading bays directly from Barden Street.

The applicant's Traffic report states that for servicing *'the proposed development will be served by an off-street loading/waste collection bay in the basement carpark that will be accessed by vehicles no larger than the Australian Standard 6.4 metre long Small Rigid Vehicle.'* The applicant's Traffic report includes swept path diagrams as shown below:





The applicant's Traffic report further elaborates:

"the proposed development is served by a dedicated loading area in the basement carpark that can accommodate the Australian Standard AS2890.2:2002 6.4m long Small Rigid Vehicle (SRV). While it is anticipated that deliveries to the small retail shop and serviced apartments will be made by delivery vans (similar to the B99 vehicle), waste will be collected by a private contractor such as Veolia Environmental Services who operate vehicles similar to the SRV.

.....the 6.14m long Veolia Rear lift 4x2 truckindicate that this vehicle has an overall height of 2.83m. The basement carpark has been designed to cater for this vehicle with a headroom clearance of 3.15m. A striker bar will be required at the site entry to ensure vehicles higher than the Veolia truck do not enter the basement.

...The entry and exit swept paths also show proposed NO STOPPING zones along the site frontage in Barden Street and Fanning Street. This restriction will stop vehicles parking on the footpath and facilitate access to the site by the SRV.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking or servicing implications".

Council DCP Part 2.10 says for 'commercial premises' minimum requirement for service and delivery vehicle areas is 'One truck space per 4,000m²GFA up to 20,000m²GFA'. It is noted that for hotels and motels / residential components of mixed use developments 'one service space per 50 bedrooms / 50 apartments' is required.

The applicant has proposed a loading dock in the basement for a Small Rigid Vehicle to service the site. However, it is noted that given the size of the development, a loading dock is not required by Part 2.10.

Further, Part 2.10 lists several design principles that should be considered in the design of service vehicle areas, as detailed in RMS Guide to Traffic Generating Developments (2002):

- *The layout of the service area must be designed to facilitate operations relevant to the development;*
- *Service areas must be a physically defined area which is not used for other purposes, such as storage of goods and equipment or parking areas;*
- ***Separation of service vehicle and car movements must be a design objective;***
- *All vehicles must enter and leave the property in a forward direction; and*
- ***Internal circulation roadways must be adequate for the largest vehicle anticipated to use the site.***

The DCP also states that the minimum service vehicle length dimensions for a 'Small rigid truck' is **6.6** metres and 4.3 metres for height. C27 in Part 2.10 says that manoeuvring areas must be designed to ensure **direct** movement to parking bays and loading areas.

The applicant has proposed an internal basement service area when possibly it would make sense to accommodate the servicing requirements at ground floor level if at all feasible, for example Barden Street only. This would limit loading movements to one street only and any potential loss of on-street parking would be minimised.

The proposed 'No Stopping' restrictions on one side of both Barden Street and Fanning Street would remove existing on-street parking spaces (particularly in Fanning Street) in a locality that already experiences high parking utilisation rates for the existing on-street parking provision. Further, it is anticipated, to safely accommodate the swept paths of any truck, that timed 'No Parking' restrictions and/or 'No Stopping' restrictions would ultimately be required on both sides of both streets due to the narrowness of both streets. A possible 6 to 8 existing on-street spaces may be lost which would not be acceptable to the community. Refer to the

diagram below. It should be noted that no loss of parking would occur outside residential properties



Traffic Generation

RMS's Guide to Traffic Generating Developments gives the following rates for 'Motels' – daily vehicle trips of 3 per unit and peak hour vehicle trips of 0.4 / unit. Thus, 22 serviced apartments could be estimated to generate around 66 vehicle trips daily and 9 peak hour vehicle trips. Daily trip generation rates assume 100% occupancy of units. The Guide notes that when comparison is drawn between existing *similar* developments and unit occupancy where data is available, rates based on 85% occupancy on the peak day of the week may be appropriate.

The retail component of the proposed development may add one or more vehicle trip(s) in the peak hour which is minimal. Thus, the estimated 66 odd added vehicle trips in the peak hour will only add to the traffic congestion already experienced on Princes Highway, Tempe.

PUBLIC CONSULTATION

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

CONCLUSION

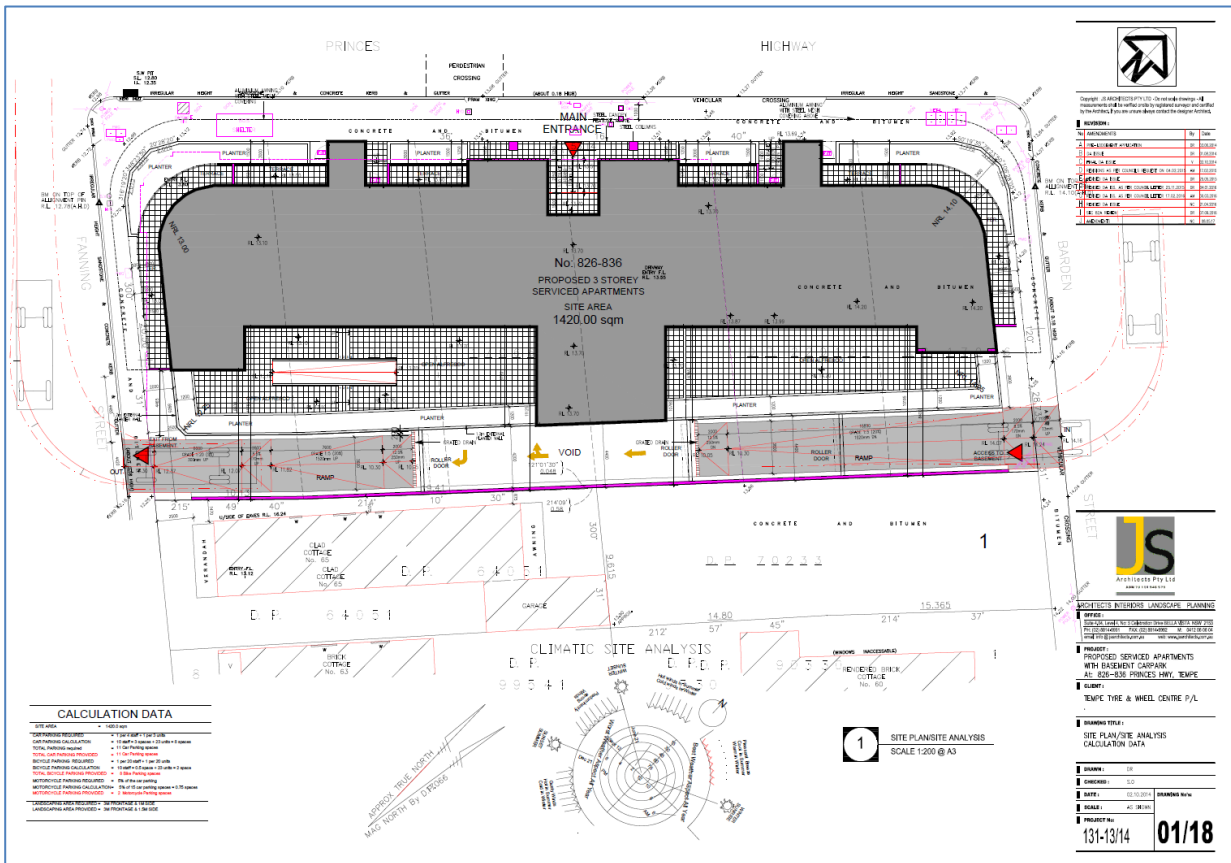
The proposed development is not supported in its current form because of the following issues:

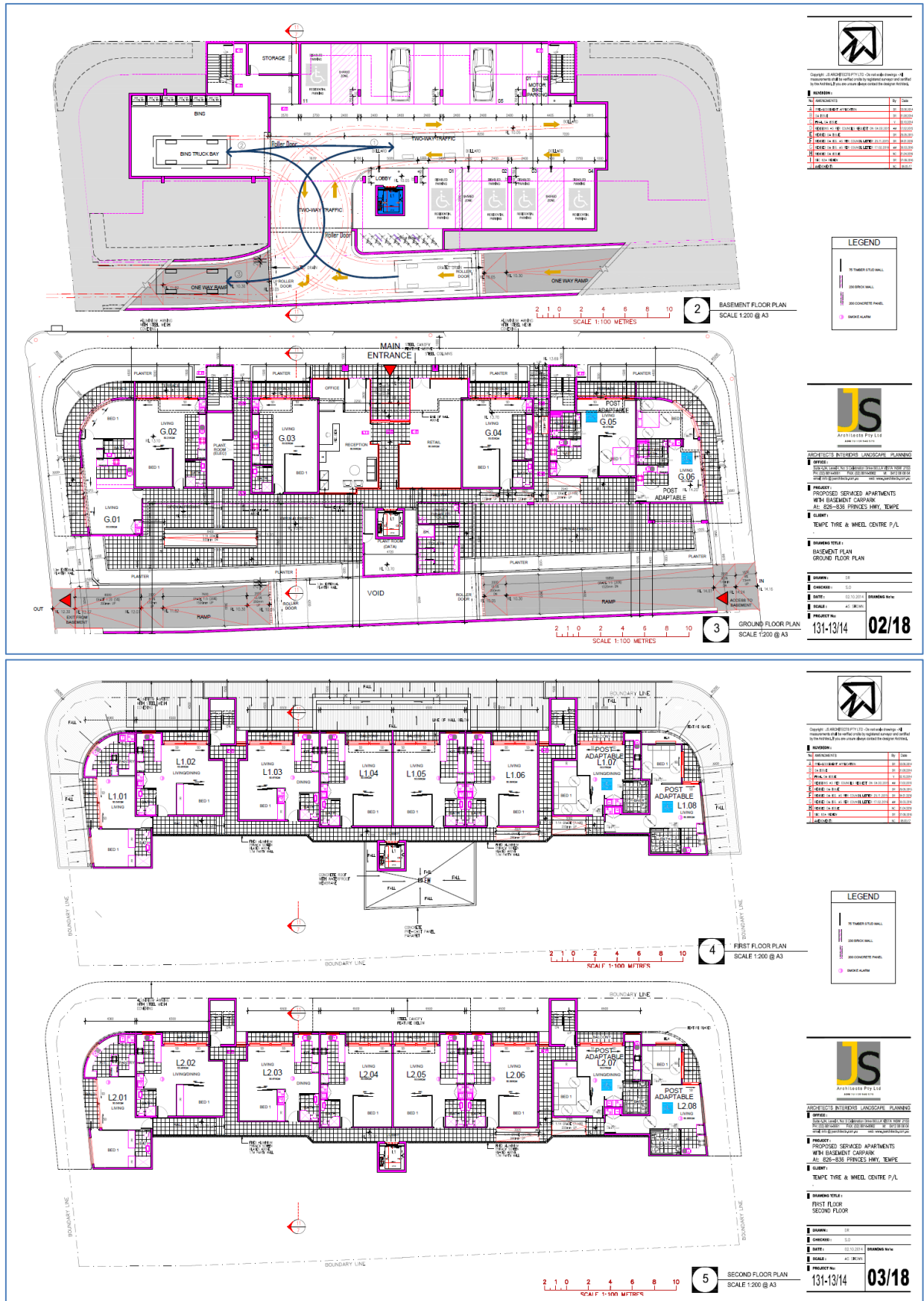
- The proposed development does not comply with Council's parking requirements.
- Staffing numbers for the proposed site need to be clarified.
- The vehicle servicing arrangements need revisiting as to their need and as proposed are not separated from car movements, which is one of Council's design principles for service areas.

- There is some doubt whether the internal circulation roadways are adequate for the largest vehicle anticipated to use the site, and moreover for ingress and egress movements on-street.
- Existing on-street parking spaces will be lost.

In summary, the development application for the proposed serviced apartments at Nos.826 – 836 Princes Highway, Tempe is not supported in its present form as it does not meet Council's minimum parking requirements. Further, any anticipated or otherwise, future change of use would not be supported due to lack of adequate on-site parking provision.

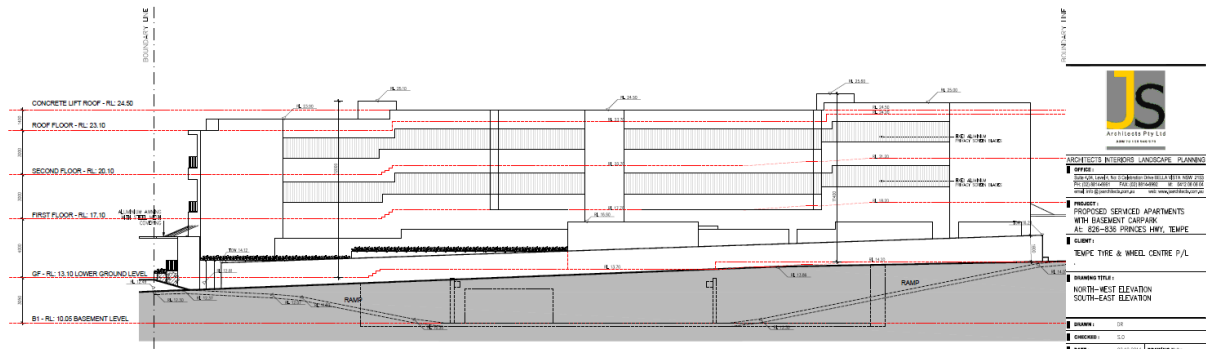
Also, it is anticipated that the proposed servicing arrangements will affect existing on-street parking and any loss of any on-street parking will add further pressure on the present demand for on-street parking, which is often fully utilised and this would be at the detriment of local residents.







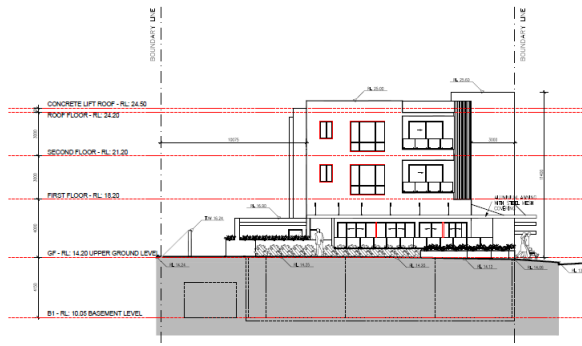
7 NORTH-WEST ELEVATION
SCALE 1:200 @ A3



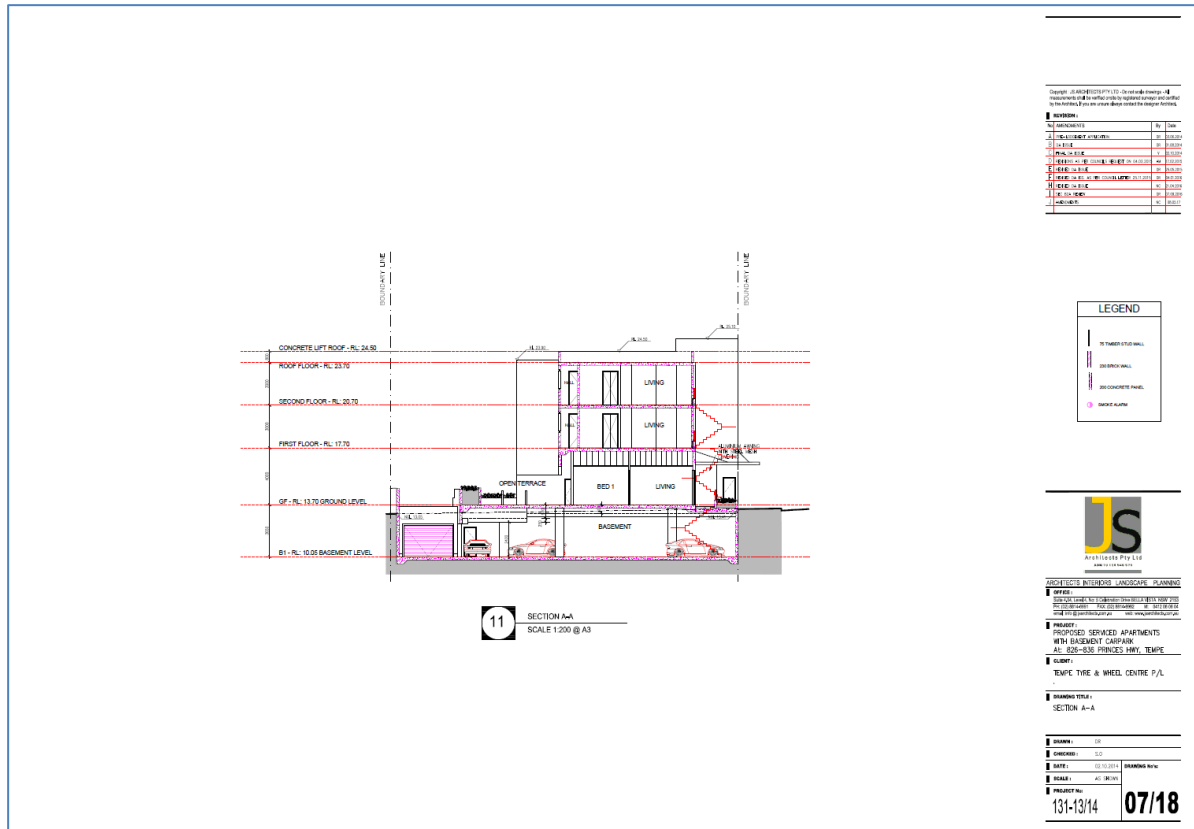
8 SOUTHEAST ELEVATION
SCALE 1:200 @ A3



9 SOUTHWEST ELEVATION
SCALE 1:200 @ A3



10 NORTHEAST ELEVATION
SCALE 1:200 @ A3



ATTACHMENTS

Nil.