

**Minutes of Local Traffic Committee Meeting
Held at Chamber Room, Petersham Service Centre on 1 May 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 – 10am – 12pm)
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
Mr Kristian Calcagno	Roads and Maritime Services
Acting Sgt Charles Buttrose	NSW Police - Leichhardt Area Command
Sgt Paul Vlachos	NSW Police - Inner West Area Command – Traffic Supervisor
Sgt J. Micallef	NSW Police - Burwood and Campsie Area Command

COUNCILLORS AND OFFICERS IN ATTENDANCE

Clr Marghanita Da Cruz	Leichhardt Ward (Chair – 12pm – 12:41pm)
Mr Wal Petschler	IWC's Group Manager FRTS
Mr Boris Muha	IWC's Engineer – Traffic and Projects
Mr Colin Jones	Inner West Bicycle Coalition
Mr David Torreson	IWC's Civil Engineer
Mr David Yu	IWC's Engineer – Traffic and Parking Services
Mr Emilio Andari	IWC's Engineer – Traffic and Parking Services
Mr George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Mr John Stephens	IWC's Traffic and Transport Services Manager
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Sen Const Sam Tohme	NSW Police - Burwood and Campsie Area Command
Ms Brigid Meehan	IWC's Business Improvement and Support Officer
Mr Ryan Hawken	IWC's Project Manager Greenway Delivery
Sen Const Anthony Kenny	NSW Police - Inner West Area Command
Mr Robin Becdache	State Transit Authority
Ms Libby Basse	IWC's Business Administration Officer

VISITORS

Mr Paul Burgis	Item 1
Ms Kylie Squires	Item 2
Ms Laura Phemister	Item 2
Ms Marta Tambasco	Item 2
Ms Anna Connellan	Item 2
Ms Tania Ferfolja	Item 2
Ms Dianne Friar	Item 2
Ms Wendy Johnson	Item 2
Mr Greg Bar	Item 2

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee Meeting held on Tuesday, 10 April 2018 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 10 April 2018 were adopted at Council's meeting held on 24 April 2018.

LTC0518 Item 1 Croydon Road, Croydon-Proposed Pedestrian and Road Safety Improvements (Leichhardt Ward/Strathfield Electorate/Ashfield LAC)**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.

Officer's 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.

DISCUSSION

Mr Paul Burgis, principal of Presbyterian Ladies' College

Mr Burgis stated that he supports the recommendation and added the following:

- Concerns regarding future planning for timed parking in the vicinity. He referred to the expected growth of student population over the coming decade and outlined that

schools will need to increase in size to accommodate for additional students, which puts additional pressure on the road network.

- Noted that the school has provided 34 new parking spaces on-site recently and has long term future plans to provide more.
- Noted the issues with turning left only at roundabout of Croydon Road and Anthony Street is causing traffic delay
- Noted support of pedestrian safety on both Burwood Road and Croydon Road
- Pedestrian crossing on Boundary Street has a crossing supervisor working in the after school period.

The Chair advised that it is not advisable to remove parking spaces from residents.

It was noted the treatment of the Church Street/Croydon Road intersection was considered by Council at it's March meeting. Consultation on that proposal will occur at the same time as the Croydon Road proposed treatments.

A Committee member raised concerns with regard to the concrete median on the north side of Croydon Road at Anthony Street and asked if the median could have a gap provided for pedestrians. Council Officers advised that any changes to the existing median (to cater for pedestrians) would require redesign of the median to a pedestrian refuge which would result in a loss of parking. It was indicated that the proposed pedestrian refuge on the southern side of the intersection will provide for pedestrians. Council Officers did however indicate that they would review this median as part of the detailed design process.

Council Officers explained the use of speed cushions to Committee members and explained that they are typically used on routes with trucks and buses to reduce noise from such vehicles. The Committee members were also advised that these devices are effective in reducing the speed of vehicles, although motorcyclists and bicycle rides can travel between the gap.

The Committee members agreed with the officers recommendation noting that the next step would be to undertake public consultation on the proposals

COMMITTEE 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 centre lines 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.

For motion: Unanimous

LTC0518 Item 2 Old Canterbury Road, Dulwich Hill - Proposed Traffic Signals Concept Design Plans (Ashfield Ward/Summer Hill Electorate/Ashfield & Inner West LAC)

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.

Officer's 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.**

DISCUSSION

A summary of issues raised by residents are listed below;

Residents confirmed that:

- They preferred Option 1 because of difficulties accessing Old Canterbury Road via Windsor Road, including excessive vehicular speeds along Old Canterbury Road, conflict and confusion with traffic coming out of Spencer Street, pedestrian refuge island on Old Canterbury Road at Windsor Road restricting vehicular movement (right turns) from Windsor Road onto Old Canterbury Road, heavy vehicular volume along Old Canterbury Road making it difficult to access safely and limited sight distances when coming out of Windsor Road.
- They wanted a facility which would allow them to make a right turn onto Old Canterbury Road safely and without fear of an accident.
- They also indicated that signals at this location would allow pedestrians to cross the road safely.
- Option 2 (exit only onto Old Canterbury Road) was not supported by the residents due to concerns that it would result in additional traffic using Edward Lane, which may create safety issues for residents.
- Option 3 (closure of Weston Street at Old Canterbury Road) was not supported by the residents because of similar issues as Option 2; however, it would be used by residents of Weston Street to access their street.
- Concerns were raised regarding the extra vehicles attempting to turn right from Windsor Road into Old Canterbury Road with school children using the pedestrian refuge to cross. It was stated that the pedestrian refuge is being hit on a regular basis.
- Concerns were raised that the survey questionnaire did not have a wider circulation. They indicated that residents from only one side of Windsor Road received the survey.

The Chair made the following observation in relation to Old Canterbury Road at this location;

- there is a fair distance between signals on Old Canterbury Road and that signals are needed;
- Edward Street is a dangerous location for turning because of the limited sight distances at this location and the speed of vehicles;
- the new development at the old flour mills at Summer Hill will result in an increase in traffic; the pedestrian refuge should be reviewed in terms of safety.

There was a discussion on whether a right turn bay could be provided on Old Canterbury Road for vehicles to turn into Spencer Street (opposite) to avoid traffic congestion. Council Officers indicated that the road was too narrow to provide a right hand turn bay. It was also noted that signals will be coordinated so there will be a gap between platooning vehicles on Old Canterbury Road at Windsor Road for vehicles to enter from Windsor Road. The Officer further stated that Options 2 and 3 would allow access to the service road (adjacent to properties 115-123 Old Canterbury Road).

Councillor Passas left at 12:00 and passed the Chair to Councillor Da Cruz.

Committee members were advised that the signals were tied to a development approval and this matter was required to be resolved as the development was nearing completion. The

developers have also made a contribution in relation to the project.

The Committee noted concerns in relation to the extent of community engagement, and additional traffic using Edward Lane but considered Option 3 to be the preferred option.

COMMITTEE 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.**

For motion: Unanimous

LTC0518 Item 3 Edith Street at Regent Street, Leichhardt - Proposed 'No Stopping' zones (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

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.

Officer's 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.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For motion: Unanimous

**LTC0518 Item 4 Denman Avenue, Haberfield – Proposed Traffic Calming Design Plans
(Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)**

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.

Officer's 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.

DISCUSSION

An updated detailed design plan was tabled at the meeting. The amended plan removed the entry treatment pavement markings as requested by RMS prior to the meeting.

COMMITTEE RECOMMENDATION

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

For motion: Unanimous

LTC0518 Item 5 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. 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.

DISCUSSION

RMS requested photos of the site location be provided in any Minor Traffic Facility report to assist with consideration. Also, it was requested by RMS that the proposed 'Works Zone' in Mary Street, St Peters be deferred for further investigation (to ensure queuing doesn't occur across Princes Highway from Canal Road).

COMMITTEE 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; and
8. The request for a 12m 'Works Zone 7.00am - 5.30pm Mon-Sat' in Mary Street, St Peters, along the side boundary of No. 293 Princes Highway, St Peters be deferred for further investigation.
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.

For motion: Unanimous

LTC0518 Item 6 Nelson Lane (between Piper Street and Rose Street), Annandale - Extension of 'No Parking' zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

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

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0518 Item 7 Kingston Lane, Camperdown - Proposed 'No Parking' Restrictions
(Stanmore Ward/Newtown Electorate/Inner West LAC)**

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0518 Item 8 Melville Lane, Newtown - Proposed 'No Parking' Restrictions
(Stanmore Ward/ Newtown Electorate/Inner West LAC)**

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0518 Item 9 Louisa Street, Summer Hill – Resident Parking Scheme (Leichhardt Ward/Summer Hill Electorate/ Ashfield LAC)**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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0518 Item 10 Brown Street, Ashfield- Proposed bay line marking for motorcyles in parking space. (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)**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 emphasize the area to be used by motorcycles and correct any signposting for the visual awareness and enforcement of the area.

Officer's 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.**

DISCUSSION

Councillor Da Cruz questioned if a stencil could be painted to highlight the motorbike area. Council officers advised the Committee members that the signs will be installed in the first instance and these would be reviewed for effectiveness prior to further works. Any stencilling to be considered would also need to comply with RMS guidelines

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For motion: Unanimous

LTC0518 Item 11 Esk Lane, Marrickville - Proposed Statutory 'No Stopping' Restrictions (Marrickville Ward/Summer Hill Electorate, Inner West LAC)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0518 Item 12 Fenwick Building - Illoura Reserve, Balmain East - Car Park
Conditions (Balmain Ward / Balmain Electorate / Leichhardt LAC)**

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.

Officer's 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.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0518 Item 13 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

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.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

The representative for the Member for Heffron read a letter from Ron Hoenig MP:

The letter stated; "The Member for Heffron has serious concerns about the provisions for parking in the proposal to construct a 3 storey building containing 22 serviced apartments at 826-836 Princes Highway Tempe, DA201700497.

The Hon Ron Hoenig acknowledges that while the development broadly complies with planning requirements, he notes that the application doesn't meet Councils minimum car and vehicle parking requirements.

Decisions about parking are crucial to residents in his block between the Highway and the Airport. He spoke to a number of local residents as recently as last weekend and their major concern was the problem they face every day, finding on street parking.

This area is an early residential area with very narrow streets, much of it designed before motor vehicles, with narrow frontage housing with no off street parking. The convenient proximity to the airport and public transport to the City has placed huge demand on local Streets for parking.

The Committee's observations;

*Any proposed new development needs to provide at least the minimum off-street parking requirement 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 P. 135*

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 requirements) P135

Have the full support of the Member. The 5 issues raised by Council in its Conclusion/Recommendations not to support the application (P.139), are also noted and endorsed by Ron Hoening.

He also notes that the Greater Sydney Commission opposes any further conversion of employment generating land for residential purposes and that this proposal would be inconsistent with the GSC's planning framework.

Further, the Princes Highway is an inappropriate location for residential development as it would be detrimental to resident amenity."

Councillor Da Cruz commented that the last two points of the letter may impact future development plans along the Princes Highway.

The Committee members noted the Local Member's letter and agreed with the Officers conclusion.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

Late Item

LTC0518 Item 14 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' requests.

Officer's Recommendation

THAT:

- 1. A 6m 'Disabled Parking' zone be installed in front of No.91 Westbourne Street, Petersham; and**
- 2. A 6m 'Disabled Parking' zone be installed in front of No.48 Smith Street, Balmain.**

DISCUSSION

Officers tabled a report outlining the following comments:

1 Installation of 'Disabled Parking' Restriction – Westbourne Street, Petersham

The resident of property No.91 Westbourne Street, Petersham has requested the installation of a 'Disabled Parking' zone in Westbourne Street at the front of the resident's property.

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

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.91 Westbourne Street, Petersham.

2 Installation of 'Disabled Parking' Restriction – Smith Street, Balmain

The resident of property No.48 Smith Street, Balmain has requested the installation of a 'Disabled Parking' zone in Smith Street at the front of the resident's property.

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

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.48 Smith Street, Balmain.

COMMITTEE RECOMMENDATION

THAT:

- 1. A 6m 'Disabled Parking' zone be installed in front of No.91 Westbourne Street, Petersham; and**
- 2. A 6m 'Disabled Parking' zone be installed in front of No.48 Smith Street, Balmain.**

For motion: Unanimous

General Business

LTC0518 Item 15 Request for investigation into compression brakes by heavy vehicles on Old Canterbury Road, Lewisham

Council Officers were requested to 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 forwarded this request to RMS for investigation.

LTC0518 Item 16 Frederick Street, Ashfield

RMS advised that Consultation letters had been sent out to the community regarding Frederick Street works near John Street.

LTC0518 Item 17 Sydney Buses

It was indicated that Sydney Bus representation on the Traffic Committee may be withdrawn. Council officers advised that Council has not received confirmation from Sydney Buses.

Meeting closed at 12.41pm.

ATTACHMENT 1

