

**Minutes of Local Traffic Committee Meeting  
Held at Petersham Service Centre on 4 December 2018****Meeting commenced at 10.01am****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 Marghanita da Cruz	Chair – Councillor – Leichhardt Ward
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Cathy Peters	Representative for Jenny Leong, Member for Newtown
Sgt John Micallef	NSW Police – Burwood & Campsie Police Area Command
Marina Nestoriadis	NSW Police – Leichhardt Police Area Command
SC Sam Tohme	NSW Police – Burwood Police Area Command
Ryan Horne	Roads and Maritime Services

**OFFICERS IN ATTENDANCE**

Asith Nagodavithane	Transit Systems – Inner West Bus Services
Colin Jones	Inner West Bicycle Coalition
Wal Petschler	IWC's Group Manager, Roads, Traffic and Stormwater
John Stephens	IWC's Traffic and Transport Services Manager
Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Felicia Lau	IWC's Engineer – Traffic and Parking Services
David Yu	IWC's Engineer – Traffic and Parking Services
Boris Muha	IWC's Engineer – Traffic and Parking Services
Brinthaban Baskaran	IWC's Student Traffic Engineer
Sunny Jo	IWC's Traffic and Parking Planner
Christina Ip	IWC's Business Administration Officer

**VISITORS**

Rene Holmes	Item 7 and 8 - Resident
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**APOLOGIES:**

Clr Vic Macri	(Chair) Deputy Mayor – Marrickville Ward
Jo Haylen MP	Member for Summer Hill
Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
A/Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
SC Tony Kenny	NSW Police – Inner West Police Area Command
George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)

**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

The representative for the Member for Balmain requested that Item 17 of the minutes for the Local Traffic Committee meeting held on 6 November 2018 be amended to include that Ms Marion Rae stated that one of her neighbours shares a similar issue to her in that she attends the Chris O'Brien Lifehouse Cancer Centre in the early hours of the day when bus services are not currently running.

The minutes of the Local Traffic Committee Meeting held on Tuesday, 6 November 2018 were confirmed with that amendment.

**MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

The Local Traffic Committee recommendations of its meeting held on 6 November were adopted at Council's meeting held on 27 November 2018.

**LTC1218 Item 1 Draft Newtown Local Area Traffic Management Strategy (Stanmore Ward/Newtown Electorate/Inner West PAC)****SUMMARY**

The draft Newtown Local Area Traffic Management (LATM) study and recommendations are attached for the Committee's consideration.

**Officer's Recommendation****THAT:**

- 1. The Committee endorse the draft Newtown LATM study and the recommended treatments for community consultation; and**
- 2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.**

**DISCUSSION**

The RMS representative advised that for RMS to approve the proposed 10km/h shared zones, the full length of the pavement needs to be changed. The representative also stated that there are a number of issues with the shared zones that need to be addressed before RMS can provide in principle support and the proposal be placed on Public Exhibition. The Committee members agreed that the recommendation could be amended to state that RMS principle support for the 10km/h shared zones be obtained before the proposal goes on Public Exhibition.

The representative for the Member for Newtown expressed support for the proposal and asked whether the truck restrictions will extend to Alice Street. The representative stated that there are concerns that King Street, Edgeware Road and Alice Street will experience a further increase in truck movements that could last six years.

Council Officers advised that a gateway treatment is proposed for the southern end of Princes Highway to prevent the intrusion of further traffic in King Street and divert traffic towards Euston Road.

**COMMITTEE RECOMMENDATION**

**THAT:**

1. The Committee endorse the draft Newtown LATM study and the recommended treatments for community consultation;
2. In principle support from RMS be obtained for the proposed 10km/h shared zones in the side streets along King Street and Enmore Road prior to Public Exhibition; and
3. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.

**For motion:** Unanimous

**LTC1218 Item 2 Draft Newington Local Area Traffic Management Strategy (Stanmore Ward/Newtown Electorate/Inner West PAC)****SUMMARY**

The draft Newington Local Area Traffic Management (LATM) study and recommendations are provided for the Committee's consideration. Amongst the options listed in the report, it is recommended that Council progress with implementing treatments, mainly the raised thresholds for a 50km/h environment and a number of other treatments.

**Officer's Recommendation****THAT:**

1. The Committee endorse the draft Newington LATM study and the following treatments for community consultation:
  - a. Raised threshold in Albert Street near Marr Playground;
  - b. Two raised thresholds in Bright Street near No.26 and No.6 Bright Street;
  - c. Change of priority at the intersection of Tupper Street and Newington Road, including removal of existing speed hump near No.36 Newington Road and No Parking 7am-7pm Mon-Fri opposite Tupper Street in Newington Street;
  - d. Pedestrian refuge island in Addison Road between Denby and Philpott Streets;
  - e. Implementation of mixed traffic bicycle facilities within the study area; and
  - f. Changes at signalised intersections at Enmore Road/Llewelyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Illawarra Road.
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.

**DISCUSSION**

The RMS representative requested that the proposed 40km/h zones not be included in public consultation until technical details are confirmed with Council Officers.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The Committee endorse the draft Newington LATM study and the following treatments for community consultation:**
  - a. Raised threshold in Albert Street near Marr Playground;**
  - b. Two raised thresholds in Bright Street near No.26 and No.6 Bright Street;**
  - c. Change of priority at the intersection of Tupper Street and Newington Road, including removal of existing speed hump near No.36 Newington Road and No Parking 7am-7pm Mon-Fri opposite Tupper Street in Newington Street;**
  - d. Pedestrian refuge island in Addison Road between Denby and Philpott Streets;**
  - e. Implementation of mixed traffic bicycle facilities within the study area; and**
  - f. Changes at signalised intersections at Enmore Road/Llewelyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Illawarra Road.**
- 2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.**

**For motion: Unanimous**

**LTC1218 Item 3 Darling Street at Denison Street, Rozelle - Intersection Improvements - Design Plan 10046 (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**

**SUMMARY**

Design plans have been prepared for the proposed footpath works on the southern side of Darling Street (between Red Lion Street and Denison Street) and for intersection improvements at the intersection of Darling Street and Denison Street, Rozelle. The works will improve road safety for pedestrians and motorists and is part of the Town Centre Upgrade Capital Works Program.

Consultation has been undertaken with owners and occupiers of affected properties in Darling Street, Rozelle regarding the proposal. It is recommended that the proposed detailed design plan be approved (Design Plan – 10046).

**Officer's Recommendation**

**THAT the detailed design plan for intersection improvements, including removing an existing concrete median in Denison Street and installing new line markings at the intersection of Darling Street and Denison Street, Rozelle (as per Design Plan No. 10046) be approved.**

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for intersection improvements, including removing an existing concrete median in Denison Street and installing new line markings at the intersection of Darling Street and Denison Street, Rozelle (as per Design Plan No. 10046) be approved.**

**For motion: Unanimous**

### **LTC1218 Item 4 Warayama Place and Yara Avenue, Rozelle - Proposed 'No Stopping' Restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**

#### **SUMMARY**

Council has received a request to signpost a 'No Stopping' restriction on the eastern side of Yara Avenue south of Warayama Place, Rozelle in order to prevent illegal parking and improve sight lines.

#### **Officer's Recommendation**

**THAT a 12m 'No Stopping' zone be installed on the eastern side of Yara Avenue, south of Warayama Place, Rozelle.**

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT a 12m 'No Stopping' zone be installed on the eastern side of Yara Avenue, south of Warayama Place, Rozelle.**

**For motion: Unanimous**

### **LTC1218 Item 5 Ash Lane at Wolseley Street and Northcote Street, Haberfield -**

**Proposed 'No Stopping' Restrictions (Leichhardt Ward/ Summer Hill Electorate/ Burwood PAC)****SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restriction at the intersections of Ash Lane/Wolseley Street and Ash Lane/Northcote Street, Haberfield, in order to prevent illegal parking and improve sight lines.

**Officer's Recommendation****THAT:**

1. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, south of Wolseley Street, Haberfield;
2. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, north of Northcote Street, Haberfield; and
4. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, south of Northcote Street, Haberfield.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**For motion:** Unanimous

**THAT:**

1. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, south of Wolseley Street, Haberfield;
2. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, north of Northcote Street, Haberfield; and
3. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, south of Northcote Street, Haberfield.

**LTC1218 Item 6 Cheltenham Street at Foucart Street and Brockley Street at Denison Street, Rozelle - Proposed 'No Stopping' Restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restrictions at the intersections of Cheltenham Street/Foucart Street and Denison Street/Brockley Street, Rozelle, in order to prevent illegal parking and improve sight lines.

**Officer's Recommendation**

**THAT:**

1. A 10m 'No Stopping' zone be installed on the southern side of Cheltenham Street, east of Foucart Street, Rozelle; and
2. 10m 'No Stopping' zones be installed on the western side of Denison Street, north and south of Brockley Street, Rozelle;

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION****THAT:**

1. A 10m 'No Stopping' zone be installed on the southern side of Cheltenham Street, east of Foucart Street, Rozelle; and
2. 10m 'No Stopping' zones be installed on the western side of Denison Street, north and south of Brockley Street, Rozelle;

**For motion:** Unanimous

**LTC1218 Item 7 Croydon Road, Croydon - Proposed Pedestrian and Traffic Calming treatments. (Leichhardt Ward/Strathfield Electorate/Burwood PAC)****SUMMARY**

The Traffic Committee at its meeting held on 6 November 2018 deferred an item on the 'Proposed pedestrian and traffic calming treatments' along Croydon Road, Croydon (inclusive of proposed improvements to the intersection of Church Street and Croydon Road) for further investigation.

Council's at its meeting on the 22 May 2018 adopted the recommendation of the Local Traffic Committee meeting of 1 May 2018 to support in principle to pursue various conceptual traffic facility proposals, for pedestrian and road safety improvements along Croydon Road from Elizabeth Street to Parramatta Road, Croydon, subject to further detail design and resident consultation. The treatments are proposed at intersections in effort to minimise the impact on parking.

This report provides consultation feedback from the community on the various traffic facilities proposed along Croydon Road, exclusive of the proposed improvement works at the intersection of Croydon Road and Church Street which is being reported separately to the Committee.

In relation to this report, from approximately 2200 consultation letters sent out to the residents of the Croydon/Ashfield area bounded by Parramatta Road to the north, Frederick Street to the east, Elizabeth Street to the south and the Burwood/Inner West Council boundary, 75 submissions were received representing around a 3.5% response rate of overall area surveyed. The majority of residents supported the proposals developed by Council under this report.

It is recommended to proceed to detail design on the various treatments along Croydon

Road, with further consultation to be undertaken with the affected residents at each location.

**Officer's Recommendation**

**THAT:**

1. The report be received and noted;
2. The following proposed treatments as listed below be approved in principle subject to detailed design and further consultation with affected residents at each location:
  - a) Provide a speed cushion in Croydon Road on the approach to Elizabeth Street (Figure 2-Location 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 (Figure 3-Location 2);
  - c) Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street (Figure 4-Location 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 (Figure 5- Location 4);
  - e) Provide a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a 10 metre length double white centreline in John Street at the approach to Croydon Road (Figure 6-Location 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 (Figure 7-Location 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 (Figure 8-Location 8); and
  - h) Provide a central median island in Dalmar Street at Croydon Road (Figure 9- Location 9);
3. The existing 'No Stopping' restriction on the western side of Elizabeth Street be extended by 2-3m from 10m to a distance of approx. 12-13m north of Croydon Road;
4. A 'No Stopping' restriction on the eastern side of Elizabeth Street be installed at a distance of approx. 12-13m north of Croydon Road; and
5. 'No Stopping' restrictions be installed in Anthony Street for a distance of 5 metres west and 7 metres east of the laneway, between Edwin Street and Croydon Road.

**DISCUSSION**



*Public speakers: Rene Holmes attended at 10.13am*

Ms Holmes stated that:

- It is likely that motorists will weave around the speed humps proposed to be installed on one side of Croydon Road. This currently happens on Church Street, near Centenary Park, where there is an existing speed hump on one side of the road.
- The proposed median linemarking in Bay Street is not required. There does not seem to have been any issues at the intersection of Bay Street and Croydon Road.
- The proposed cement median is not necessary in Dalmar Street.
- Council needs to consider pedestrian safety on Croydon Road.

Committee members were advised that the centre linemarking in Bay Street is appropriate as it is near a high volume collector road and improves delineation for general vehicle movement in the street.

Police representatives stated that the proposed placement of speed cushions along Croydon Road is suitable with the exception of the speed cushion proposed for the southbound approach to Gregory Avenue where vehicles could easily manoeuvre around. The representatives suggested installing speed cushions across the width of the road. Council Officers stated that this can be investigated during the detailed design phase.

The RMS representative stated that RMS does not support the proposed road level textured/coloured entry threshold treatment on Bay Street and John Street as there is no change in speed or conditions in those streets. Police representatives agreed with the RMS position.

The Committee members agreed with the Officer's recommendation with the addition of a recommendation to investigate extending the speed cushion on Croydon Road near Gregory Avenue and removing the proposed road level textured/coloured entry threshold treatment on Bay Street and John Street from the design.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The report be received and noted;**
- 2. The following proposed treatments as listed below be approved in principle subject to detailed design and further consultation with affected residents at each location:**
  - a) Provide a speed cushion in Croydon Road on the approach to Elizabeth Street (Figure 2-Location 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 (Figure 3-Location 2);**
  - c) Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street (Figure 4-Location 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 (Figure 5- Location 4);
- e) Provide a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a 10 metre length double white centreline in John Street at the approach to Croydon Road (Figure 6-Location 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 (Figure 7-Location 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 (Figure 8-Location 8); and
  - h) Provide a central median island in Dalmar Street at Croydon Road (Figure 9- Location 9);
3. The existing 'No Stopping' restriction on the western side of Elizabeth Street be extended by 2-3m from 10m to a distance of approx. 12-13m north of Croydon Road;
  4. A 'No Stopping' restriction on the eastern side of Elizabeth Street be installed at a distance of approx. 12-13m north of Croydon Road; and
  5. 'No Stopping' restrictions be installed in Anthony Street for a distance of 5 metres west and 7 metres east of the laneway, between Edwin Street and Croydon Road.
  6. Speed cushions across the width of Croydon Road on approach to Gregory Avenue be investigated.
  7. The road level textured/coloured entry threshold treatment on Bay Street and John Street be removed from the design.

**For motion:** Unanimous

**LTC1218 Item 8 Croydon Road and Church Street, Croydon - Proposed improvements to intersection. (Leichhardt Ward/Strathfield Electorate/Burwood PAC)**

**SUMMARY**

The Traffic Committee at its meeting held on the 6 November 2018 deferred an item on the 'Proposed pedestrian and traffic calming treatments' along Croydon Road, Croydon (inclusive of proposed improvements to the intersection of Church Street and Croydon Road) for further investigation.

This report provides consultation feedback on two (2) alternate options to modify the existing 'STOP' control at the intersection of Church Street and Croydon Road. These two options were recommended for further resident consultation by the Local Traffic Committee at its meeting held on the 7 September 2017 and was subsequently adopted by Council at its meeting on the 24 April 2018.

The consultation was undertaken in line with other proposed treatment works along Croydon Road. See **Attachment 1** - Consultation letter with locality map (Location 7). The optional treatment works as proposed for the intersection of Croydon Road and Church Street with

community consultation feedback are provided in this report. The proposed works to this intersection would be undertaken separate and independent of other treatment works along Croydon Road.

Option 1 (Figure 5) involves the inclusion of a right turn lane in Church Street (east), provide 'No Stopping' restrictions to the intersection corners and proposes a speed hump in Croydon Road, north of Church Street, to improve the operation, visibility and the speed control around the intersection. Option 2 (Figure 6) retains the existing physical conditions of the intersection, provides 'No Stopping' restrictions to the intersection corners and proposes a speed hump in Croydon Road, north of Church Street, to generally improve the visibility and speed control around the intersection.

From approximately 2200 consultation letters sent out to the residents of the Croydon/Ashfield area bounded by Parramatta Road to the north, Frederick Street to the east, Elizabeth Street to the south and the Burwood/Inner West Council boundary, 75 submissions were received representing around a 3.5% response rate of the overall area surveyed.

There was more support for Option 1 over Option 2.

Also, Council's consultant recommended Option 1 as it provided an improved operation of the intersection, coupled with improved visibility and speed control at the intersection in benefit of the local community.

It is recommended to proceed to detail design on this option, with further consultation to be undertaken with the affected residents at this location.

Also, it is intended to investigate the feasibility of providing a pedestrian facility in Croydon Road near/at the intersection of Church Street separate to the proposed intersection treatment.

### **Officer's Recommendation**

#### **THAT:**

- 1. The proposed 'right turn lane' in Church Street (east) with associated 'No Stopping' restrictions at the intersection of Croydon Road and speed hump/cushion in Croydon Road, north of Church Street be approved in principle, subject to detailed design and further consultation with affected residents at this location; and**
- 2. The feasibility of providing a pedestrian facility in Croydon Road near/at its intersection with Church Street be investigated, separate to the proposed treatment in Item 1 above.**

### **DISCUSSION**

Ms Holmes stated that:

- The proposed right turn lane in Church Street may assist turning motorists but it will not improve traffic flow. Traffic flow will be impeded if there are two or three vehicles queued in the right turn lane and vehicles are parked in the left lane obstructing left turning vehicles.
- Safety of pedestrians, cyclists and motorists needs to be addressed as well as issues with traffic flow.

- Public meetings have been held on site, however they have not been held at the peak periods when traffic is banked from Croydon Road to Frederick Street.
- The change to traffic light sequencing on Frederick Street has impacted the traffic flowing into Church Street and Croydon Road.
- Croydon Road is dangerous to cross and is used frequently by children to access schools.
- Would like to see the vehicle counts taken in 2017 for Croydon Road as she does not believe the figures available publicly, which indicated a small increase in vehicles using Croydon Road since 2008, are correct. Believes the increase in vehicles in Croydon Road stemming from motorists avoiding Frederick Street has made the road more dangerous.

*Ms Holmes left at 10.22am.*

The RMS representative and Police representatives supported Option 1.

Clr da Cruz asked whether fencing could be provided at the corner of Croydon Road and Church Street where the footpath is proposed to be narrowed to protect pedestrians. Council Officers advised that fencing is not recommended as it would further narrow the footpath.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The proposed 'right turn lane' in Church Street (east) with associated 'No Stopping' restrictions at the intersection of Croydon Road and speed hump/cushion in Croydon Road, north of Church Street be approved in principle, subject to detailed design and further consultation with affected residents at this location; and**
- 2. The feasibility of providing a pedestrian facility in Croydon Road near/at its intersection with Church Street be investigated, separate to the proposed treatment in Item 1 above.**

**For motion:** Unanimous

### **LTC1218 Item 9 Lennox Street, Newtown – Proposed Redesign and Upgrade Works at Lennox Street Car Park - Amended Design Plan 6088\_A (Stanmore Ward/ Newtown Electorate / Inner West PAC)**

#### **SUMMARY**

Council is planning to redesign and upgrade Lennox Street Car Park to bring it up to current car parking space size and alignment standards. The works will improve safety for drivers and pedestrians and increase car park functionality.

Detailed design plans have now been finalised for the proposed improvements to the car park.

Consultation was undertaken with 25 owners and occupiers of properties in the locality regarding the proposal as well as being advertised on-site with 2 proposal notices and on Council's website. Subsequent to feedback during the consultation process the original design plan (6088) has been slightly amended and is presented in this report – Design Plan 6088\_A.

Overall, there is a net loss of 11 legal parking spaces as a result of the proposal to upgrade the existing layout to current Australian Standards. A summary of the consultation results are presented in this report for consideration. It is recommended that the amended detailed design plan be approved.

### **Officer's Recommendation**

**THAT the detailed amended design plan (Design Plan No.6088\_A) for the proposed upgrade and improvements to the Lennox Street Car Park be APPROVED.**

### **DISCUSSION**

The representative for the Member for Newtown expressed concerns with the loss of 11 parking spaces. The representative asked whether it is necessary for the size of the parking spaces to meet standards and whether there is a designated car share space in the car park.

Council Officers advised that there are no car share spaces in the car park and it is up to the car share companies to approach Council with any proposal for a designated car share space. Council Officers also advised that any modifications to parking spaces must meet current Australian Standards.

Clr da Cruz commented that the use of electric cargo bikes are increasing and thus Council should consider how bike parking is installed in terms of access. Clr da Cruz suggested that fencing might be better than installing bike parking vertical to the footpath which could cause obstructions to the footpath. It was also suggested that the bike parking in the Lennox Street car park be installed along the landscaping.

The majority of Committee members agreed with the Officer's recommendation. The representative for the Member for Newtown did not support the recommendation due to the loss of parking.

### **COMMITTEE RECOMMENDATION**

**THAT the detailed amended design plan (Design Plan No.6088\_A) for the proposed upgrade and improvements to the Lennox Street Car Park be APPROVED, including provision of parking for bicycles.**

**For motion:** Majority

**LTC1218 Item 10 31 Fort Street, Petersham - Proposed 'No Parking' and P15 minute 7am-3pm restrictions (Stanmore Ward/Newtown Electorate/Inner West PAC)**

### **SUMMARY**

Following community representation, Council is proposing to implement 'No Parking' and short term parking restrictions in Fort Street, Petersham to improve access to parking for the boarding house at No.33 Fort Street which in a charitable capacity, provides free accommodation for people from the Pacific Islands to enable them to receive specialist medical treatment. The boarding house generates a constant turnover of people who are requiring assistance getting in and out of taxis and specialist transport, often with substantial luggage.

The provision of the proposed 'No Parking' zone will increase opportunities for taxis and shuttle buses to pick up and drop off patrons, and the proposed short term parking will

enable taxis and other transport vehicles to park and collect people with mobility issues, thus improving the safety for drivers and patrons by reducing the friction with passing traffic.

#### **Officer's Recommendation**

**THAT** the installation of:

1. A 10m 'No Parking' restriction in Fort Street (southern side) at Kirkpatrick Lane (both sides of lane); and
2. A 8m 'P15 minute 7am-3pm restriction in Fort Street (southern side from proposed 'No Parking' restriction) to property No.31 Fort Street, be approved.

#### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION**

**THAT** the installation of:

1. A 10m 'No Parking' restriction in Fort Street (southern side) at Kirkpatrick Lane (both sides of lane); and
2. A 8m 'P15 minute 7am-3pm restriction in Fort Street (southern side from proposed 'No Parking' restriction) to property No.31 Fort Street, be approved.

**For motion:** Unanimous

**LTC1218 Item 11    Unnamed Laneway (Rear of Nos.55A-57 Albert Street), Leichhardt - Proposed Extension of 'No Stopping' Zone (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)**

#### **SUMMARY**

Council has received concerns regarding parked vehicles obstructing driveway access to off-street parking at the rear of House Nos. 55A and 57 Albert Street in an unnamed Laneway, east of Flood Street, Leichhardt.

#### **Officer's Recommendation**

**THAT** the existing 'No Stopping' restriction on the northern side of the unnamed laneway at the rear of Nos.55A and 57 Albert Street, at the intersection of Flood Street, Leichhardt be extended to 10 metres.

#### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION**

**THAT** the existing 'No Stopping' restriction on the northern side of the unnamed laneway at the rear of Nos.55A and 57 Albert Street, at the intersection of Flood Street, Leichhardt be extended to 10 metres.

**For motion:** Unanimous

**LTC1218 Item 12 James Lane, Balmain East - Proposed Extension of 'No Parking' Restriction (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

Council has received concerns regarding pedestrian accessibility to No.1 James Lane, Balmain East due to vehicles that are parked on the northern side of James Lane directly in front of the property.

**Officer's Recommendation**

**THAT the existing 'No Parking' zone be extended to the west to include the 3.4m unrestricted parking area on the northern side of James Lane, Balmain East (in front of No.1 James Lane).**

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the existing 'No Parking' zone be extended to the west to include the 3.4m unrestricted parking area on the northern side of James Lane, Balmain East (in front of No.1 James Lane).**

**For motion: Unanimous**

**LTC1218 Item 13 Silver Street at Unwins Bridge Road, St Peters - Proposed installation of 'No Stopping' restrictions (Marrickville Ward/Heffron Electorate/Inner West LAC)****SUMMARY**

Following community representation, it is proposed to signpost statutory 'No Stopping' restrictions in Silver Street, St Peters, at its intersection with Unwins Bridge Road, in order to prevent illegal parking and improve safety at the entry into Silver Street.

**Officer's Recommendation**

**THAT the installation of 10m 'No Stopping' restrictions on both sides of Silver Street at Unwins Bridge Road, St Peters be approved.**

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the installation of 10m 'No Stopping' restrictions on both sides of Silver Street at Unwins Bridge Road, St Peters be approved.**

**For motion: Unanimous**

**LTC1218 Item 14      Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)****SUMMARY**

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

**Officer's Recommendation****THAT:**

1. A 6m 'Disabled Parking' zone be removed in front of No.9 Foucart Street, Rozelle as it is no longer required;
2. A 5.5m 'Disabled Parking' zone be installed in front of No.50 Henry Street, Lilyfield;
3. A 6m 'Disabled Parking' zone be installed in front of No.16 Loughlin Street, Rozelle replacing the existing resident parking scheme restrictions;
4. A 10m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of No.109 Birchgrove Road, Birchgrove for 12 weeks;
5. An 9m 'Works Zone 7.00am – 5.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.406 and No.408 Darling Street, Balmain, subject to the applicant receiving written concurrence from the business owners at No.406 Darling Street, Balmain;
6. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of Nos.219-221 Enmore Road, Enmore for 12 weeks;
7. A 13m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of No.52 Florence Street, St Peters for 12 weeks;
8. A 20m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed on Applebee Street along the rear boundary of Nos.47-61 Princess Highway, St Peters for 12 weeks;
9. A 6m 'Disabled Parking' zone be installed in front of No.116 Darley Street, Newtown extending across the redundant crossing;
10. A 6m 'Disabled Parking' zone be installed in front of No.93 Silver Street, St Peters;
11. A 6m 'No Parking 4pm-6pm Mon-Fri; Disabled Parking At Other Times' zone be installed in front of No.46 Unwins Bridge Road, St Peters;
12. A 5.5m 'Disabled Parking' zone be installed in front of No.163 Old Canterbury Road, Dulwich Hill, subject to RMS approval as Old Canterbury Road is a classified State Road;
13. A 5.5m 'Disabled Parking' zone be installed in front of No.81 Windsor Road, Dulwich Hill.

**DISCUSSION**



The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT:**

1. A 6m 'Disabled Parking' zone be removed in front of No.9 Foucart Street, Rozelle as it is no longer required;
2. A 5.5m 'Disabled Parking' zone be installed in front of No.50 Henry Street, Lilyfield;
3. A 6m 'Disabled Parking' zone be installed in front of No.16 Loughlin Street, Rozelle replacing the existing resident parking scheme restrictions;
4. A 10m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of No.109 Birchgrove Road, Birchgrove for 12 weeks;
5. An 9m 'Works Zone 7.00am – 5.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.406 and No.408 Darling Street, Balmain, subject to the applicant receiving written concurrence from the business owners at No.406 Darling Street, Balmain;
6. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of Nos.219-221 Enmore Road, Enmore for 12 weeks;
7. A 13m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of No.52 Florence Street, St Peters for 12 weeks;
8. A 20m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed on Applebee Street along the rear boundary of Nos.47-61 Princess Highway, St Peters for 12 weeks;
9. A 6m 'Disabled Parking' zone be installed in front of No.116 Darley Street, Newtown extending across the redundant crossing;
10. A 6m 'Disabled Parking' zone be installed in front of No.93 Silver Street, St Peters;
11. A 6m 'No Parking 4pm-6pm Mon-Fri; Disabled Parking At Other Times' zone be installed in front of No.46 Unwins Bridge Road, St Peters;
12. A 5.5m 'Disabled Parking' zone be installed in front of No.163 Old Canterbury Road, Dulwich Hill, subject to RMS approval as Old Canterbury Road is a classified State Road;
13. A 5.5m 'Disabled Parking' zone be installed in front of No.81 Windsor Road, Dulwich Hill.

For motion: Unanimous

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**(Marrickville Ward/Heffron Electorate/ Inner West PAC)****SUMMARY**

Following community representation and investigation, Council is proposing to implement 'No Parking' restrictions in Tramway Street to improve vehicle access and manoeuvrability in the vicinity of the end of the cul de sac. Concerns were raised by residents at the parking impact of the drivers from the Tempe Bus Depot parking their private vehicles in the cul de sac section of Tramway Street. Following consultation with affected residents, there have been no objections received to the proposal.

**Officer's Recommendation**

**THAT the installation of a 10m 'No Parking' restriction in Tramway Street (southern side) between the end of the street and opposite property No. 8 Tramway Street, Tempe be approved.**

**DISCUSSION**

The representative for the Member for Heffron tabled the following comments:

The Member for Heffron, Ron Hoenig MP supports the recommendation but is concerned about parking problems in the street and is requesting that:

- Council investigate the implementation of a resident parking scheme for Tramway Street.
- Council clarify the use of the Sydney Buses emergency exit gate into Tramway Street. It appears to local residents that the exit is used generally by drivers to access the site and as a result use Tramway Street for parking when the buses are operating.

The representative for Transit Systems will clarify the use of the emergency exit gate and advise the Member for Heffron accordingly.

The Committee members agreed with the Officer's recommendation with the addition of recommendations based on comments from the Member for Heffron.

**COMMITTEE RECOMMENDATION****THAT**

1. **the installation of a 10m 'No Parking' restriction in Tramway Street (southern side) between the end of the street and opposite property No. 8 Tramway Street, Tempe be approved.**
2. **A Residential Parking Scheme for Tramway Street be investigated.**
3. **Transit Systems clarify the use of the emergency exit gate into Tramway Street.**

**For motion: Unanimous**

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**outside the Ashfield Baptist Church. (Ashfield Ward/Summer Hill  
Electorate/Burwood PAC)**

**SUMMARY**

Concerns have been raised regarding vehicle congestion and movement out of the Ashfield Mall carpark onto Holden Street partially due to the location of an existing 'Bus Zone' on the western side of Holden Street, between the carpark exit and Liverpool Road.

It is proposed that the existing 'Bus Zone' be relocated south of the entry/exit driveway of Ashfield Mall carpark to outside the Ashfield Baptist Church in Holden Street (north of Norton Street). This will improve traffic flow out of the carpark and increase vehicle storage capacity in Holden Street approaching the traffic signals at Liverpool Road.

**Officer's Recommendation****THAT:**

- 1. The 'Bus Zone' on the western side of Holden Street, north of the Ashfield Mall carpark exit be relocated to a position outside the Ashfield Baptist Church, north of Norton Street, Ashfield, replacing a section of 'No Stopping' restriction; and**
- 2. The kerb space in Holden Street, at the location of the existing 'Bus Zone', be replaced with full-time 'No Stopping' restrictions between the Ashfield Mall carpark exit and Liverpool Road.**

**DISCUSSION**

Council Officers advised that the Ashfield Baptist Church raised the following concerns with the proposed relocation of the 'Bus Zone' outside the Church:

- The Church needs to allocate parking space for funeral and wedding services in front of the Church on Holden Street for wedding and funeral vehicles. This space cannot be provided at the Norton Street side of the Church.
- The relocation of the bus stop could cause congestion from right turning vehicles or vehicles overtaking the bus to turn left into Ashfield Mall car park.
- Buses stopping will generate noise and pollution in front of the Church
- More pedestrian activity will be generated from commuters waiting for buses

Committee members discussed the operation of the bus service through Holden Street and noted that:

- The bus route through Holden Street runs every 15min between 7am-9am when traffic exiting Ashfield Mall car park would be minimal. The route then runs every 30min and every 60min on Sundays.
- The current bus stop is used mainly to drop off passengers as it is one stop before the bus terminus in Brown Street and buses would only be stopped for short periods.
- The Church utilises the space in front of the Church for funeral or wedding vehicles at short notice and would not be able provide advance notice to Transit Services when they would use the bus stop.
- It is likely that the reported congestion is caused by vehicles waiting to turn right into Liverpool Street from Holden Street.

The Committee members noted the recent advice from the Church and agreed that the 'Bus

Zone' on the western side of Holden Street remain at its existing location.

### **COMMITTEE RECOMMENDATION**

**THAT the 'Bus Zone' on the western side of Holden Street, north of the Ashfield Mall carpark exit remain at its current location.**

**For motion: Unanimous**

**LTC1218 Item 17 Forbes Street, Croydon Park – Introduction of short term parking restrictions (Ashfield Ward / Summer Hill Electorate / Burwood PAC)**

### **SUMMARY**

A request for short term parking has been received from the proprietor of a business fronting Georges River Road adjacent to Forbes Street, Croydon Park. It is recommended that the existing 34 metre section of angle parking on Forbes Street at Georges River Road be converted from “unrestricted” to “Two Hour Parking” to provide parking opportunities for visitors / patrons attending the local businesses in the area.

### **Officer's Recommendation**

**THAT:**

- 1. The installation of '2P 8:30am-6pm Monday to Friday, and 8:30am-12:30pm Saturday' restrictions on the western side of Forbes Street, Croydon Park, for a distance of approximately 34 metres south of the existing statutory “No Stopping” restriction at the junction with Georges River Road be APPROVED, in order to provide short term parking for visitors / patrons of local businesses; and**
- 2. The applicant, responders and Council Rangers be advised in terms of this report.**

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The installation of '2P 8:30am-6pm Monday to Friday, and 8:30am-12:30pm Saturday' restrictions on the western side of Forbes Street, Croydon Park, for a distance of approximately 34 metres south of the existing statutory “No Stopping” restriction at the junction with Georges River Road be APPROVED, in order to provide short term parking for visitors / patrons of local businesses; and**
- 2. The applicant, responders and Council Rangers be advised in terms of this report.**

**For motion: Unanimous**

**LTC1218 Item 18 Wharf Road, Birchgrove - Extension of 'No Parking' restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

Concerns have been raised regarding vehicles parking on the footpath and obstructing pedestrian and off-street parking access to No. 40 Wharf Road, Birchgrove.

**Officer's Recommendation**

**THAT the existing 'No Parking' zone on the southern side of Wharf Road outside No. 40 Wharf Road, Birchgrove be extended across the property's driveway.**

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the existing 'No Parking' zone on the southern side of Wharf Road outside No. 40 Wharf Road, Birchgrove be extended across the property's driveway.**

**For motion:** Unanimous

**LTC1218 Item 19 168 Norton Street, Leichhardt (D/2018/490) - Development Application (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

A Development Application has been received for the construction of a five-storey building comprising of independent living units (ILUs) and retail space at 168 Norton Street, Leichhardt.

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**

Clr da Cruz asked whether the development would provide a drop off and pick up zone. Council Officers advised that visitor parking is proposed on site which will include disabled parking.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

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

**For motion:** Unanimous

**General Business****LTC1218 Item 20 Construction truck movements in Newtown**

The representative for the Member for Newtown raised concerns regarding management of construction truck movements along King Street and Edgeware Road in Newtown and their impacts to safety on the commercial and residential areas, especially around schools, over the next six years whilst WestConnex is under construction. The representative contacted WestConnex regarding trucks using King Street and Edgeware Road and was advised that WestConnex vehicles should not be travelling along these streets and should be using Princes Highway.

The RMS representative advised that RMS encourages trucks to use State roads instead of local roads. It was advised that King Street is a classified State road and RMS cannot ban trucks on State roads.

Police representatives stated that there have been no major truck collisions in the area and there have only been minor incidents of vehicles being scraped by trucks.

**LTC1218 Item 21 Funding for a pedestrian refuge in Darley Street, Leichhardt**

Clr da Cruz asked for an update on funding for the pedestrian refuge in Darley Road, Leichhardt. The RMS representative advised that the funding application has been resubmitted under the Active Transport program after the last application was unsuccessful.

Meeting closed at 11.15am.