

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 1 APRIL 2019

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**

Minutes of 4 March 2019 Local Traffic Committee Meeting

5**4 Matters Arising from Council's Resolution of Minutes****5 Part A – Items Where Council May Exercise Its Delegated Functions****Traffic Matters**

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business**9 Close of Meeting**

**Minutes of Local Traffic Committee Meeting
Held at Petersham Service Centre on 4 March 2019****Meeting commenced at 10.03am****ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON**

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

COMMITTEE REPRESENTATIVES PRESENT

Clr Marghanita da Cruz	Councillor – Gulgadya Ward (Chair)
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Mr Ryan Horne	Roads and Maritime Services
Ms Cathy Peters	Representative for Jenny Leong MP
Marina Nestoriaros	NSW Police – Leichhardt Police Area Command

OFFICERS AND OTHERS IN ATTENDANCE

John Stephens	IWC's Traffic and Transport Services Manager
George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Boris Muha	IWC's Engineer – Traffic and Parking Services
Mary Bailey	IWC's Parking Planner
Miia Hynninen	IWC's Business Administration Officer
Jennifer Adams	IWC's Engineer – Traffic and Parking Services
Felicia Lau	IWC's Engineer – Traffic and Parking Services
Scipio Tam	IWC's Engineer – Traffic and Parking Services
Davide Torresan	IWC's Civil Engineer – Capital Programs
Anup Bairacharya	IWC's Civil Engineer – Capital Programs
Joe Di Cesare	IWC's Acting Capital Programs Manager
Asith Nagodavithane	Transit Systems – Inner West Bus Services

VISITORS

Bruce Troelfo	Item 5 – Resident
Margaret Chung	Item 10 – Resident
Diane Gallagher	Item 10 – Resident
Alexander Kelly	Item 14 – Resident
Sean Wallace	Item 14 – Resident

APOLOGIES:

Clr Victor Macri	Councillor – Marrickville Ward
Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Christina Ip	IWC's Business Administration Officer
Sgt John Micallef	NSW Police – Burwood Police Area Command
Sc Anthony Kenny	NSW Police – Inner West Police Area Command
Wal Petschler	IWC's Group Manager Roads and Stormwater

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee Meeting held on Monday, 4 February 2019 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

**C0219(3) Item 8 Local Traffic Committee Meeting held on 4 December 2018
and 4 February 2019
Motion: (Lockie/Da Cruz)**

THAT the Minutes of the Local Traffic Committee Meeting held on 4 December 2018 and 4 February 2019 be received and the recommendations be adopted, with the following amendment:

- a) In regards to LTC1218 Item 9 (Lennox Street car park upgrade and improvements) of 4 December 2018, the proposed nominal width of non-disabled parking spaces is to be kept at 2.4m rather than increased in size in order to reduce the number of legal parking spaces lost;
- b) Correct typo in Item 7 point 1(f) of 4 December meeting to refer to roundabout at Queen Street (not Church Street);
- c) Amend Item 8 point 2 of 4 December meeting as follows "the provision of a pedestrian facility in Croydon Road at its intersection with Church Street to Centenary Park be investigated as a matter of urgency for implementation before or with the right hand turning lane in point 1'; and
- d) Amend Item 37 of 4 February meeting to make provision for two parking spaces for Metro Assist on the Ashfield Mall rooftop.

**LTC0319 Item 1 White Street, Lilyfield - Proposed 10m 'No Stopping' restriction
at intersection with Moore Lane (Baludarri Ward/Balmain
Electorate/Leichhardt PAC)**

SUMMARY

Council has received a request to signpost the statutory 10m 'No Stopping' restriction at the intersection of White Street and Moore Lane, Lilyfield in order to prevent illegal parking and improve sight lines.

OFFICER RECOMMENDATION

THAT a 10m 'No Stopping' zones on the western side of White Street, north of Moore Lane

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 10m 'No Stopping' zone be installed on the western side of White Street, north of Moore Lane

For motion: Unanimous

**LTC0319 Item 2 Grove Street, Birchgrove - Proposed 10m 'No Stopping' restrictions at
intersection with The Terrace (Baludarri Ward/Balmain**

Electorate/Leichhardt PAC)**SUMMARY**

Council has received a request to signpost the statutory 10m 'No Stopping' restriction at the intersection of Grove Street and The Terrace, Birchgrove in order to prevent illegal parking and improve sight lines.

OFFICER RECOMMENDATION

THAT 10m 'No Stopping' zones be installed on the western side of Grove Street, north and south of The Terrace, Birchgrove.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT 10m 'No Stopping' zones be installed on the western side of Grove Street, north and south of The Terrace, Birchgrove.

For motion: Unanimous

LTC0319 Item 3 Church Street, Ashfield - Proposed 10m 'No Stopping' restrictions at intersection with Unnamed Lane (Gulgadya Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

Council has received a request to signpost the statutory 10m 'No Stopping' restriction at the intersection of Church Street and Unnamed Lane, Ashfield in order to prevent illegal parking and improve sight lines.

OFFICER RECOMMENDATION

THAT 10m 'No Stopping' zones be installed on the western side of Church Street, north and south of the Unnamed Lane, Ashfield.

DISCUSSION

The NSW Police representative for the PAC, in an email, indicated support for the installation of 10 metre 'No Stopping' signs.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT 10m 'No Stopping' zones be installed on the western side of Church Street, north and south of the Unnamed Lane, Ashfield.

For motion: Unanimous

LTC0319 Item 4 Victoria Road & Chapel Street, Marrickville - New Traffic Signals/

**Intersection Upgrade for Improving Traffic Safety (Midjuburi Ward/
Summer Hill Electorate/ Inner West PAC)****SUMMARY**

Detailed design plans have been finalised for the proposed traffic signalised intersection of Victoria Road and Chapel Road, Marrickville. The purpose of the proposed works are to increase pedestrian and vehicular safety at the subject intersection as crash statistics indicate there have been 22 reported crashes between July 2010 and June 2015 at the time of submitting the Blackspot application.

The proposed works include decommissioning the existing signalised pedestrian crossing on Victoria Road, installation of traffic signals at Victoria Road & Chapel Street intersection, relocation of the existing 'Bus Zone' on the eastern side of Victoria Street and installation of signage and road markings. As a result of the proposal five on-street parking will be lost to cater for the turning movements of expected truck at the intersection.

The proposal will result in a net-loss of five (5) on-street parking spaces, removal of one (1) significant street tree and gain of four (4) trees in appropriate locations.

OFFICER RECOMMENDATION

THAT the detailed design plan for the proposed traffic signals at the intersection of Victoria Road and Chapel Street, Marrickville, including associated signposting and line marking (as per the attached plan No. 10039) be approved.

DISCUSSION

Following submissions received from the public to reduce the loss of parking in Chapel Street, it was agreed by Committee members that an additional parking space could be retained if a proposed street tree and kerb blister could be removed from the plan. The removal of this kerb blister will allow for 1 additional parking space to be provided in Chapel Street. The proposed tree will be relocated to be within the footpath. Accordingly, Councils Officer requested that the amended plan 10039A (tabled to the Committee members) be approved.

The Committee members agreed with the Officer's amended plan.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the proposed traffic signals at the intersection of Victoria Road and Chapel Street, Marrickville, including associated signposting and line marking (as per the attached plan No. 10039A) be approved.

For motion: Unanimous

**LTC0319 Item 5 Lawson Avenue, Marrickville - Raised Threshold (Midjuburi Ward/
Summer Hill Electorate/ Inner West PAC)****SUMMARY**

Detailed design plans have been finalised for the proposed raised threshold in Lawson Avenue, Marrickville.

The proposed work includes construction of a raised threshold, road re-sheeting, footpath rehabilitation, kerb & gutter reconstruction, drainage works and associated signage and line

marking.

Consultation was undertaken with owners and occupiers of properties in Lawson Avenue regarding the proposal. A summary of the consultation result is presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

OFFICER RECOMMENDATION

THAT the detailed design plan (Design Plan No.6198) of the raised threshold at Lawson Avenue, Marrickville be APPROVED.

DISCUSSION

Public Speaker: Bruce Troelfo attended at 10.20am.

Mr Troelfo is in support of the Officer's Recommendation and made the following comment:

- Thanking Council for dealing with the local flooding issue of behalf of the Crochet Club as president.

Mr Troelfo left at 10.22am.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan (Design Plan No.6198) of the raised threshold at Lawson Avenue, Marrickville be APPROVED.

For motion: Unanimous

LTC0319 Item 6 Temporary Full Road Closure - Church Street (between Carillon Avenue and Rochester Street), Newtown (Damun Ward/Newtown Electorate/Inner West PAC)

SUMMARY

An application has been received from PBS Building for the temporary full road closure of Church Street (between Carillon Avenue and Rochester Street), Newtown. The closure is to be undertaken on Saturday, 6th April 2019, with one day contingency on Saturday, 13th April 2019. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in the report.

OFFICER RECOMMENDATION

THAT the proposed temporary full road closure of Church Street (between Carillon Avenue and Rochester Street, Newtown, on Saturday 6th April 2019, with one day contingency on Saturday, 13th April 2019 in order to erect a tower crane using a mobile crane be approved; subject to, although not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified

in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and

3. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Church Street (between Carillon Avenue and Rochester Street, Newtown, on Saturday 6th April 2019, with one day contingency on Saturday, 13th April 2019 in order to erect a tower crane using a mobile crane be approved; subject to, although not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
3. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC0319 Item 7 Miller Avenue at Liverpool Road and Cavill Avenue at Liverpool Road, Ashfield - Proposed Kerb Extensions (Djarrawunang Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

In order to improve pedestrian safety and accessibility at the intersection of Miller Avenue and Liverpool Road, and the intersection of Cavill Avenue and Liverpool Road, it is proposed to install kerb extensions and new pedestrian access ramps.

The proposed works are part of the Western Gateway footway improvements to the Ashfield Town Centre.

The kerb extensions will be constructed within the statutory 10m "No Stopping" distance at the intersections and there will be no loss of legal on-street parking spaces.

OFFICER RECOMMENDATION

THAT the design plan for the proposed kerb extensions and associated signs and line markings in Miller Avenue at Liverpool Road and Cavill Avenue at Liverpool Road, Ashfield (as per design plan, Liverpool Road - Western Gateway Footpath and Crossing Upgrade-attachment 1) be APPROVED.

DISCUSSION

The RMS representative advised that Council is required to discuss with the development works team and go through the checklist. Committee supported installing 'No Right Turn' sign on Cavill Avenue exit to Liverpool Road.

Sgt Micallif from NSW Police is in support of the Officers Recommendation. He tabled comments advising that: It will reduce the speed of vehicles entering Cavil Avenue from Liverpool Road. It will also shorten the distance that pedestrians have to be on the road when crossing. Effectively this improvement will promote pedestrian safety in the area.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the design plan for the proposed kerb extensions and associated signs and line markings in Miller Avenue at Liverpool Road and Cavill Avenue at Liverpool Road, Ashfield (as per design plan, Liverpool Road - Western Gateway Footpath and Crossing Upgrade-attachment 1) be APPROVED with addition of 'No Right Turn' sign on Cavill Avenue exit to Liverpool Road.

For motion: Unanimous

LTC0319 Item 8 McGill Street, Lewisham - Proposed Parking Restrictions (Damon Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

Following representation from residents Council is proposing to implement 'No Parking' restrictions in McGill Street, Lewisham in order to improve access to off-street parking and allow for improved thoroughfare in the narrow street.

OFFICER RECOMMENDATION

THAT:

- 1. The installation of 'No Parking' restrictions on the western side of McGill Street between existing 'No Stopping' restrictions and the boundary of property Nos.12 and 14 McGill Street be approved;**
- 2. The installation of 'No Parking' restrictions on the eastern side of McGill Street, immediately north of the driveway of property Nos.7-15 McGill Street to the existing 'No Stopping' signpost be approved; and**
- 3. The removal of 'No Parking 9am-5pm Mon-Fri' signage on the eastern side of McGill Street, outside property No.5 McGill Street be approved.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of 'No Parking' restrictions on the western side of McGill Street between existing 'No Stopping' restrictions and the boundary of property Nos.12 and 14 McGill Street be approved;
2. The installation of 'No Parking' restrictions on the eastern side of McGill Street, immediately north of the driveway of property Nos.7-15 McGill Street to the existing 'No Stopping' signpost be approved; and
3. The removal of 'No Parking 9am-5pm Mon-Fri' signage on the eastern side of McGill Street, outside property No.5 McGill Street be approved.

For motion: Unanimous

LTC0319 Item 9 Cavey Street at Calvert Street, Marrickville - Proposed 10m 'No Stopping' restrictions (Midjumburi Ward/Summer Hill Electorate/Innerwest PAC)

SUMMARY

Following representations from the community, Council is proposing to signpost 'No Stopping' restrictions in Cavey Street at Calvert Street, Marrickville to improve manoeuvrability and sight lines at this intersection.

OFFICER RECOMMENDATION

THAT the installation of 10m 'No Stopping' zones on both the western and eastern sides of Cavey Street, south of Calvert Street be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 10m 'No Stopping' zones on both the western and eastern sides of Cavey Street, south of Calvert Street be approved.

For motion: Unanimous

LTC0319 Item 10 Fitzroy Lane, Newtown - Proposed parking restrictions (Damun Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Following representations from the community Council has consulted with affected residents regarding implementation of parking restrictions in Fitzroy Lane, Newtown. The proposal for 'No Parking' and 'No Stopping' restrictions in the laneway between Australia Street and Brooks Lane will improve access to off-street parking and address resident concerns about damage to buildings.

OFFICER RECOMMENDATION**THAT:**

1. Fitzroy Lane (southern side) – Alter the existing ‘No Parking 5am-10am Mondays’ to full time ‘No Parking’ restrictions between the existing ‘No Stopping’ zone at Australia Street and the existing ‘No Parking’ zone opposite Brooks Lane; and
2. Fitzroy Lane (northern side) – Install a 10m ‘No Stopping’ zone immediately east of Brooks Lane, be approved.

DISCUSSION

Public Speakers: Dianne Gallagher and Margaret Chung attended at 10.07am.

Ms Chung objected to the proposed ‘No Parking’ and ‘No Stopping’ zones and made the following comments:

- The original proposal of converting the longstanding ‘No Parking’ short term to full time on northern side of the lane was initially supported by residents including Ms Chung and Ms Gallagher. Ms Chung and Ms Gallagher do not support the amended proposal above.
- Lack of visibility poses a danger when exiting/entering her garage.
- The design of the intersection where Fitzroy Lane joins Brookes Lane is unsafe and pushes moving traffic to the southern side; blocking vision of oncoming traffic and large vehicles.
- Ms Chung is requesting to return the parking spaces on Fitzroy Lane to what it originally has been longstanding.

Ms Chung and Ms Gallagher left at 10.18am.

Council officer advised that the proposal initially was to have ‘No Parking’ restrictions on the northern side and retain the parking on the opposite side. Following feedback received from residents expressing a concern and that it was preferred to have the ‘No Parking’ moved to the other side of the laneway as it was more beneficial and protected the privacy of property windows. The speaker properties are not directly affected by the revised proposed ‘No Parking’ zone. Amended proposal improves visibility for parking and allows easier access to laneway garages.

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. Fitzroy Lane (southern side) – Alter the existing ‘No Parking 5am-10am Mondays’ to full time ‘No Parking’ restrictions between the existing ‘No Stopping’ zone at Australia Street and the existing ‘No Parking’ zone opposite Brooks Lane; and
2. Fitzroy Lane (northern side) – Install a 10m ‘No Stopping’ zone immediately east of Brooks Lane, be approved.

For motion: Unanimous

LTC0319 Item 11 Pearl Lane, Newtown - Proposed 'No Parking' (Damun Ward/Newtown Electorate/Inner West PAC)**SUMMARY**

Council has received reports that motorists are having difficulty navigating through the laneway without damaging a fence at the rear of a residence. In order to reduce the risk of damage and improve access and manoeuvrability, Council is proposing to install 'No Parking' in Pearl Lane (both sides) between Holmwood Lane and Dickson Street, Newtown.

OFFICER RECOMMENDATION

THAT the installation of 'No Parking' restrictions in Pearl Lane (both sides) between existing 'No Stopping' zones at Holmwood Lane and Dickson Street be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 'No Parking' restrictions in Pearl Lane (both sides) between existing 'No Stopping' zones at Holmwood Lane and Dickson Street be approved.

For motion: Unanimous

LTC0319 Item 12 Cannon Lane, Stanmore - Proposed 'No Parking' (Damun Ward/Newtown Electorate/Inner West PAC)**SUMMARY**

Following representation from residents regarding difficulty gaining access to off-street parking due to vehicles parked in the laneway, Council is proposing to implement 'No Parking' restrictions on both sides of Cannon Lane (between Margaret Street and Corunna Road).

OFFICER RECOMMENDATION

THAT the installation of 'No Parking' restrictions in Cannon Lane, Stanmore (both sides) between Margaret Street and Corunna Road, Stanmore be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 'No Parking' restrictions in Cannon Lane, Stanmore (both sides) between Margaret Street and Corunna Road, Stanmore be approved.

For motion: Unanimous

LTC0319 Item 13 Piper Lane (rear of 319 Annandale Street), Annandale - Proposed 'No Parking' zone (Baludarri Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns regarding parked vehicles obstructing access to off-street parking in Piper Lane (rear of No.319 Annandale Street), Annandale.

OFFICER RECOMMENDATION

THAT a 3.3m 'No Parking' zone be installed on the eastern side of Piper Lane between two driveways and opposite rear boundary of No.319 Annandale Street, Annandale.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 3.3m 'No Parking' zone be installed on the eastern side of Piper Lane between two driveways and opposite rear boundary of No.319 Annandale Street, Annandale.

For motion: Unanimous

LTC0319 Item 14 Foucart Street at Easton Street, Rozelle - Proposed 'No Stopping' zone (Baludarri Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received a request to signpost 'No Stopping' restrictions at the intersection of Foucart Street and Easton Street, Rozelle in order to prevent illegal parking and improve sight lines.

OFFICER RECOMMENDATION

THAT:

- 1. A 10m 'No Stopping' zone be installed on the northern side of Easton Street, east of Foucart Street, Rozelle;**
- 2. A 10m 'No Stopping' zone be installed on the southern side of Easton Street, east of Foucart Street, Rozelle; and**
- 3. A 10m 'No Stopping' zone be installed on the eastern side of Foucart Street, south of Easton Street, Rozelle**

DISCUSSION

Public Speakers: Alexander Kelly and Sean Wallace attended at 10.24am.

Mr Wallace objected to the proposed 'No Stopping' zones along Easton and Foucart Street

and made the following comments:

- Residents without garages will be affected.
- Extending the 10km Shared Zone located further up to the northern side of Foucart street would be a better solution. The cars go slower, visibility and line of sight is easier with additional reaction time with oncoming traffic.
- Mr Wallace submitted to Council a signed petition with 7-8 signatures from residents.
- Resident stated the proposal is unnecessary.

Ms Kelly commented that:

- There is no traffic congestion or stopping vehicles on Foucart Street before/after normal work/business hours (issues only arise during the standard 9am-5pm Monday-Friday timeframe).

Council Officers advised that the 'No Stopping' zones were necessary due to raised concerns from local residents as a road safety issue.

RMS representative advised that the statutory 10m 'No Stopping' zone and can be infringed without signage being implemented.

Ms Kelly and Mr Wallace left at 10.33am.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. **A 10m 'No Stopping' zone be installed on the northern side of Easton Street, east of Foucart Street, Rozelle;**
2. **A 10m 'No Stopping' zone be installed on the southern side of Easton Street, east of Foucart Street, Rozelle; and**
3. **A 10m 'No Stopping' zone be installed on the eastern side of Foucart Street, south of Easton Street, Rozelle**

For motion: Unanimous

LTC0319 Item 15 Church Street, Petersham - Proposed 'No Parking Authorised Council Records Vehicles Excepted' Restrictions (Damun Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council's Business Information Services section is requesting a permanent loading area in Church Street, Petersham to accommodate staff with the unloading and transportation of hardcopy documents to Council's Records Repository.

It is recommended that 'No Parking 8.30am-6pm Mon-Fri Authorised Council Records Vehicles Excepted' restrictions be installed in Church Street, Petersham to assist Council's Business Information Services staff with unimpeded access and ability to work within WH&S protocols.

OFFICER RECOMMENDATION

THAT the installation of 'No Parking 8.30am-6pm Mon-Fri Authorised Council Records Vehicles Excepted' restrictions (length of 6 metres) on the western side of Church Street, Petersham, in front of the basement entry (large double doors) to the Petersham Town Hall (directly opposite side boundary of property No.8 Frederick Street, Petersham) be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 'No Parking 8.30am-6pm Mon-Fri Authorised Council Records Vehicles Excepted' restrictions (length of 6 metres) on the western side of Church Street, Petersham, in front of the basement entry (large double doors) to the Petersham Town Hall (directly opposite side boundary of property No.8 Frederick Street, Petersham) be approved.

For motion: Unanimous

LTC0319 Item 16 Henry Street, Ashfield - Proposed Installation of 10m 'No Stopping' zone (Galgadya Ward/Strathfield Electorate/Burwood PAC)

SUMMARY

Council has received concerns of vehicles being parked too close to the intersections along Henry Street, Lucy Street, Earle Street and Page Avenue, Ashfield. These are intersections without 'No Stopping' restrictions being signposted.

This proposal is for 'No Stopping' zones to be installed at the specified intersection to address vehicle visibility and manoeuvrability issues.

OFFICER RECOMMENDATION

THAT the installation of 10m 'No Stopping' zones at the following locations be approved:

- 1. On the eastern side of Henry Street, south of Page Avenue and north of Earle Avenue, Ashfield;**
- 2. On the western side of Henry Street, south of Lucy Street, Ashfield; and**
- 3. On the northern side of Earle Avenue, east of Henry Street, Ashfield.**

DISCUSSION

Sgt Micallef emailed his support of the Officer's recommendation.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 10m 'No Stopping' zones at the following locations be approved:

1. On the eastern side of Henry Street, south of Page Avenue and north of Earle Avenue, Ashfield;
2. On the western side of Henry Street, south of Lucy Street, Ashfield; and
3. On the northern side of Earle Avenue, east of Henry Street, Ashfield.

For motion: Unanimous

LTC0319 Item 17 Edwin Street & Stanley Street, Tempe - Proposed Installation of 10m Statutory 'No Stopping' Signage (Midjuburi Ward/Heffron Electorate/Inner West PAC)

SUMMARY

A request has been received from a local resident for the provision of 'No Stopping' restrictions to deter illegal parking on the southern side of Edwin Street and the adjacent corner of Stanley Street, Tempe. The resident has advised that vehicles are regularly parked too close to the intersection, restricting sightlines for motorists turning into Edwin Street from Stanley Street.

It is recommended that Statutory 10m 'No Stopping' restrictions be installed on the southern side of Edwin Street and the adjacent corners on Stanley Street in order to deter illegal parking, increase safety and improve visibility and access for turning motorists.

OFFICER RECOMMENDATION

THAT:

1. Installation of 10m 'No Stopping' signage on the southern side of Edwin Street, Tempe, both east and west from its intersection with Stanley Street (in front of No.6 and No.8 Edwin Street, Tempe); and
2. Installation of 10m Statutory 'No Stopping' signage on both sides of Stanley Street, Tempe, at the intersection with Edwin Street, (adjacent to side boundary of No.6 and No.8 Edwin Street, Tempe), be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Installation of 10m 'No Stopping' signage on the southern side of Edwin Street, Tempe, both east and west from its intersection with Stanley Street (in front of No.6 and No.8 Edwin Street, Tempe); and
2. Installation of 10m Statutory 'No Stopping' signage on both sides of Stanley Street, Tempe, at the intersection with Edwin Street, (adjacent to side boundary of No.6 and No.8 Edwin Street, Tempe), be approved.

For motion: Unanimous

LTC0319 Item 18 Cannon Street, Stanmore - Proposed Installation of 10m Statutory 'No Stopping' Signage (Damun Ward/ Newtown Electorate/ Inner West PAC)

SUMMARY

A request has been received from a local resident for the provision of 'No Stopping' restrictions to deter illegal parking on the western side of Cannon Street, Stanmore, at its intersection with Corunna Road. The resident has advised that vehicles are regularly parked too close to the intersection, restricting sightlines for motorists giving way to Cannon Street, before continuing along Corunna Road.

It is recommended that statutory 'No Stopping' restrictions be installed on all remaining un-signposted corners of Cannon Street and Corunna Road intersection, for a distance of 10 metres in order to deter illegal parking, increase safety and improve visibility and access for motorists.

OFFICER RECOMMENDATION

THAT the installation of 10m 'No Stopping' zones at the following locations be approved;

- 1. South-east corner of Cannon Street and Corunna Road, Stanmore, extending into both streets;**
- 2. Western side of Cannon Street, Stanmore, extending north from its intersection with Corunna Road; and**
- 3. Western side of Cannon Street, Stanmore, extending south from its intersection with Corunna Road.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 10m 'No Stopping' zones at the following locations be approved;

- 1. South-east corner of Cannon Street and Corunna Road, Stanmore, extending into both streets;**
- 2. Western side of Cannon Street, Stanmore, extending north from its intersection with Corunna Road; and**
- 3. Western side of Cannon Street, Stanmore, extending south from its intersection with Corunna Road.**

For motion: Unanimous

(Gulgadya Ward/Balmain Electorate/Leichhardt PAC)**SUMMARY**

Council has received concerns regarding blocked vehicular access to the driveway of No.27A and No.29 Susan Street, Annandale. In order to prevent vehicles impeding driveway access whilst making use of the short kerb space, it is proposed to convert the existing 4.0m '2P 8am-6pm' resident parking space into a 4.0m 'Motor Bike Only' parking between No.27A and No.29 Susan Street, Annandale.

OFFICER RECOMMENDATION

THAT the existing 4.0m parking space between No.27A and No.29 Susan Street, Annandale restricted as '2P 8am-6pm; Mon-Fri Permit Holders Excepted Area A1' parking be signposted as a 4.0m 'Motor Bike Only' parking space.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 4.0m parking space between No.27A and No.29 Susan Street, Annandale restricted as '2P 8am-6pm; Mon-Fri Permit Holders Excepted Area A1' parking be signposted as a 4.0m 'Motor Bike Only' parking space.

For motion: Unanimous

LTC0319 Item 20 Minor Traffic Facilities (All Wards/All Electorates/All PACs)**SUMMARY**

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

OFFICER RECOMMENDATION

THAT:

- 1. A 6m 'Disabled Parking' zone be removed in front of No.60 Catherine Street, Leichhardt;**
- 2. A 6m 'Disabled Parking' zone be removed in front of No.5 Numa Street, Birchgrove;**
- 3. A 6m 'Disabled Parking' zone be installed in front of No.32 Charlecot Street, Dulwich Hill;**
- 4. A 6m 'Disabled Parking' zone be installed in front of properties No.29 and No.31 Spencer Street, Summer Hill;**
- 5. A 6m 'Disabled Parking' zone be installed in front of No.47 Kays Avenue, Marrickville;**
- 6. A 5.5m 'Disabled Parking' zone be installed in front of No.203 Sydenham Road, Marrickville;**

7. A 16m 'Works Zone 7.00am – 6.00pm Mon-Fri; 8.00am -1.00pm Sat' be installed in front of Nos.17-19 Wetherill Street, Croydon for 12 weeks;
8. A 11.5m 'Works Zone 7.00am – 6.00pm Mon-Fri; 8.00am -1.00pm Sat' be installed in front of No.33 Smith Street, Summer Hill for 5 weeks;
9. A 10m 'Works Zone 7.00am – 6.00pm Mon-Fri; 8.00am - 1.00pm Sat' be installed in front of No.44 Liverpool Road (Gower Street frontage) and No.35 Gower Street, Summer Hill for 12 weeks, subject to the applicant receiving the written concurrence from the owners of No.35 Gower Street; and
10. A 65m 'Works Zone 7.00am – 5.30pm Mon - Sat' be installed in front of Nos.13-55 Edinburgh Road, Marrickville for 12 weeks.

DISCUSSION

RMS representative will support recommendation in Item 10; subject to the statutory 20m 'No Stopping' being retained.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 6m 'Disabled Parking' zone be removed in front of No.60 Catherine Street, Leichhardt;
2. A 6m 'Disabled Parking' zone be removed in front of No.5 Numa Street, Birchgrove;
3. A 6m 'Disabled Parking' zone be installed in front of No.32 Charlecot Street, Dulwich Hill;
4. A 6m 'Disabled Parking' zone be installed in front of properties No.29 and No.31 Spencer Street, Summer Hill;
5. A 6m 'Disabled Parking' zone be installed in front of No.47 Kays Avenue, Marrickville;
6. A 5.5m 'Disabled Parking' zone be installed in front of No.203 Sydenham Road, Marrickville;
7. A 16m 'Works Zone 7.00am – 6.00pm Mon-Fri; 8.00am -1.00pm Sat' be installed in front of Nos.17-19 Wetherill Street, Croydon for 12 weeks;
8. A 11.5m 'Works Zone 7.00am – 6.00pm Mon-Fri; 8.00am -1.00pm Sat' be installed in front of No.33 Smith Street, Summer Hill for 5 weeks;
9. A 10m 'Works Zone 7.00am – 6.00pm Mon-Fri; 8.00am - 1.00pm Sat' be installed in front of No.44 Liverpool Road (Gower Street frontage) and No.35 Gower Street, Summer Hill for 12 weeks, subject to the applicant receiving the written concurrence from the owners of No.35 Gower Street; and
10. A 65m 'Works Zone 7.00am – 5.30pm Mon - Sat' be installed in front of Nos.13-55 Edinburgh Road, Marrickville for 12 weeks, subject to 20m 'No Stopping' zone

being retained at the signalised intersection at Smidmore Street.

For motion: Unanimous

**LTC0319 Item 21 Australia Street, Stanmore - Proposed Time Restricted Parking
(Damun Ward/Newtown Electorate/Inner West PAC)**

SUMMARY

Following representation from business owners on Australia Street, Council is proposing to implement timed parking restrictions along Australia Street, Camperdown; on the eastern side, from the Parramatta Road intersection to the frontage of No.8 Australia Street and on the western side, adjacent to No.1 Gantry Lane.

OFFICER RECOMMENDATION

THAT the following signage zones be approved:

1. Installation of a 10m 'No Stopping' zone on the eastern side of Australia Street from Parramatta Road to replace the existing 'No Parking' restriction at the intersection;
2. Installation of 14m '1/4P 8:30am-6pm' zone on the eastern side of Australia Street, Camperdown immediately south of the proposed 'No Stopping' zone (i.e. 2 spaces between No.137 Parramatta Road and No.4 Australia Street);
3. Installation of 23m '2P 8:30am-6pm' zone on the eastern side of Australia Street, Camperdown immediately south of the driveway of No.4 Australia Street (i.e. 3 spaces between No.4 Australia Street and No.8 Australia Street); and
4. Installation of a '2P 8:30am-6pm' zone on the western side of Australia Street, Camperdown 10m south of Parramatta Road and adjacent to No.1 Gantry Lane.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the following signage zones be approved:

1. Installation of a 10m 'No Stopping' zone on the eastern side of Australia Street from Parramatta Road to replace the existing 'No Parking' restriction at the intersection;
2. Installation of 14m '1/4P 8:30am-6pm' zone on the eastern side of Australia Street, Camperdown immediately south of the proposed 'No Stopping' zone (i.e. 2 spaces between No.137 Parramatta Road and No.4 Australia Street);
3. Installation of 23m '2P 8:30am-6pm' zone on the eastern side of Australia Street, Camperdown immediately south of the driveway of No.4 Australia Street (i.e. 3 spaces between No.4 Australia Street and No.8 Australia Street); and
4. Installation of a '2P 8:30am-6pm' zone on the western side of Australia Street, Camperdown 10m south of Parramatta Road and adjacent to No.1 Gantry Lane.

For motion: Unanimous

LTC0319 Item 22 Birchgrove Road at Macquarie Terrace, Birchgrove - Proposed Linemarking and Signage Works (Baludarri Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from Birchgrove Public School P&C regarding pedestrian safety near the existing raised pedestrian crossing in Birchgrove Road at the intersection of Macquarie Terrace, Birchgrove.

OFFICER RECOMMENDATION

THAT the design plan for pedestrian safety improvement works, which includes signposting and linemarking in Birchgrove Road at the intersection of Macquarie Terrace, Birchgrove (as per the attached plan) be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the design plan for pedestrian safety improvement works, which includes signposting and linemarking in Birchgrove Road at the intersection of Macquarie Terrace, Birchgrove (as per the attached plan) be approved.

For motion: Unanimous

LTC0319 Item 23 Flood Street, Leichhardt - Road Occupancy (Gulgadya Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This report considers a request received from BreastScreen NSW for the temporary placement of their mobile lab unit on the western side of Flood Street adjacent to Leichhardt Market Place within the existing 'Taxi Zone', for the duration of eight (8) weeks starting from Friday, 21st June to Friday, 16th August 2019.

OFFICER RECOMMENDATION

THAT the road occupancy for the BreastScreen NSW mobile lab unit on the western side of Flood Street, adjacent to Leichhardt Market Place within the existing 'Taxi Zone', for the duration of eight (8) weeks starting from Friday, 21st June to Friday, 16th August 2019 be supported, subject to the following conditions:

- 1. That all affected businesses, residents and other occupants must be notified of the road occupancy and activities at least one week prior to the commencement of the event. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated by the applicant;**
- 2. That the applicant contact Energy Australia/Ausgrid in relation to power access to the mobile laboratory;**
- 3. That the areas to be used for the activities must be maintained in a clean and**

tidy condition to the satisfaction of Council's Group Manager Roads, Traffic and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs;

4. That the Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. The applicant must therefore produce evidence of its public risk insurance cover (under which Council is indemnified) with a minimum policy value of at least \$10,000,000;
5. That a copy of the Council approval letter must be made available on the site for inspection by relevant officers;
6. That the applicant must comply with any reasonable directive from Council's Compliance Officers; and
7. That Council reserves the right to cancel this approval at any time.

DISCUSSION

The Committee members agreed with the Officer's recommendation.
The Taxi Council is in support of the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the road occupancy for the BreastScreen NSW mobile lab unit on the western side of Flood Street, adjacent to Leichhardt Market Place within the existing 'Taxi Zone', for the duration of eight (8) weeks starting from Friday, 21st June to Friday, 16th August 2019 be supported, subject to the following conditions:

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

For motion: Unanimous

LTC0319 Item 24 2A Gladstone Street, Newtown - DA201700589 - For The Temporary Use Of The Site For A Multi-Use Creative Hub - Revised Traffic & Parking Impact Assessment (Damon Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Additional information has been received for a temporary application to use the existing buildings to create a multi-use creative hub containing creative work spaces (business and offices premise), market stalls, wholesale bakery and food truck with 24 portable/relocatable marquees for stall holders, 8 shipping containers four on the ground floor and 4 above, fold out stage to operate 7.00am to 7.00pm Mondays to Fridays, 6.00am to 6.00pm for the creative workspaces, 6.00am to 6.00pm Mondays to Sundays for the wholesale bakery, Saturdays 7.00am to 4.00pm and 6.00pm to 10.00pm for the market and 7.00am to 10.00pm for functions or creative performances

The application is required to be referred to the Pedestrian, Cyclist & Traffic Calming Advisory Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

OFFICER 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

General Business

LTC0319 Item 25 Gym on Mallet Street, Camperdown

The representative for the Member for Balmain asked about the status of Council's decision on the amended proposal for access to the fitness centre from Mallet Street and Council's officer advised this access location was not supported.

LTC0319 Item 26 City West Link Pedestrian Crossing

The representative for the Member for Balmain advised that the pedestrian crossing time along the City West Link at James Street is too short to cross before the lights change. The representative for the Member for Newtown advised of similar issue crossing Princes Highway at May Street.

RMS representative advised that they will investigate the crossing time and distance and noted that a countdown timer has been proven to negatively affect intersections similar to the City West Link.

LTC0319 Item 27 Pedestrian Crossing at Ashfield Station - Brown Street and Hercules Street, Ashfield

Councillor da Cruz raised concerns regarding waiting time for pedestrians at the pedestrian crossing outside of Ashfield railway station at intersection of Brown Street and Hercules Street.

RMS representative advised that traffic signals require pedestrians to activate the 'green' crossing time.

LTC0319 Item 28 Bus Stop on Parramatta Road at Mallet Street, Camperdown

The representative for the Member for Newtown raised an issue with the bus stop location and residents unsafely crossing the road as pedestrian crossings are inconsistently located. RMS representative advised if it is a result of WestConnex then the complaints need to be forwarded to them directly. The Transit Systems representative advised that the bus stop was relocated in front of Mallet Street due to WestConnex works.

LTC0319 Item 29 Northumberland Avenue, Stanmore Parking Permits

The representative for the Member for Newtown advised that resident was unable to obtain parking permit.

Council Officer advised that issuance of parking permits to said apartment complex is not possible as per the condition of the DA consent. The authority of the property is required to notify tenants and residents of parking conditions on the DA consent.

LTC0319 Item 30 Intersection of Chandos Street and Parramatta Road, Ashfield

Councillor da Cruz raised concerns for a driveway located at the Chandos Street and Parramatta Road intersection that is not compliant with AS2890.1.

Council Officers to investigate

Meeting closed at 11:27am.

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Item No: LTC0419 Item 1
Subject: Minor Traffic Facilities (All Wards/All Electorates/All PACs)
Prepared By: Davide Torresan - Coordinator - Road Access Services
Authorised By: John Stephens - Traffic and Transport Services Manager

RECOMMENDATION**THAT:**

1. A 6m 'Disabled Parking' zone be removed and the 1P resident parking be reinstated in Red Lion Street, on the side boundary of No.207 Evans Street, Rozelle;
 2. A 6m 'Disabled Parking' zone be installed in front of No.5 Burfitt Street, Leichhardt;
 3. A 6m 'Disabled Parking' zone be installed in front of No.5 High Street, Balmain;
 4. A 5.5m 'Disabled Parking' zone be installed in front of No.12 Kroombit Street, Dulwich Hill;
 5. A 6m 'Disabled Parking' zone be installed in front of No.105 Trafalgar Street, Annandale;
 6. A 6m 'Disabled Parking' zone be installed in Piper Street on the side boundary of No.227 Annandale Street, Annandale;
 7. A 5.5m 'Disabled Parking' zone be installed in front of No.56 Renwick Street, Marrickville;
 8. A 20m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in Barwon Park Road at the back of No.44-46 Princes Highway, St Peters for 12 weeks;
 9. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.93 Louisa Road, Birchgrove for 12 weeks;
 10. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.112 Edith Street, Leichhardt for 26 weeks;
 11. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.132 Evans Street, Rozelle for 12 weeks;
 12. A 10m 'Works Zone 7.00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.109 Birchgrove Road, Birchgrove for 12 weeks; and
 13. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No. 9 Johnston Street, Balmain East for 12 weeks.
-

BACKGROUND

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

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS**1. Removal of 'Disabled Parking' restriction – Red Lion Street, Rozelle**

A resident advised that the 'Disabled Parking' zone in Red Lion Street, on the side boundary of No.207 Evans Street, Rozelle, was not being utilised. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in Red Lion Street, on the side boundary of No. 207 Evans Street, Rozelle, be removed and the 1P resident parking be reinstated.

2. Installation of 'Disabled Parking' restriction – Burfitt Street, Leichhardt

The resident of No.5 Burfitt Street, Leichhardt has requested the installation of a 'Disabled Parking' zone in front of the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.5 Burfitt Street, Leichhardt.



No.5 Burfitt Street, Leichhardt

3. Installation of 'Disabled Parking' restriction – High Street, Balmain

The resident of No.5 High Street, Balmain has requested the installation of a 'Disabled Parking' zone in front of the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.5 High Street, Balmain.



No.5 High Street, Balmain

4. Installation of 'Disabled Parking' restriction – Kroombit Street, Dulwich Hill

The resident of No.12 Kroombit Street, Dulwich Hill has requested the installation of a 'Disabled Parking' zone in front of the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 5.5m 'Disabled Parking' zone be installed in front of No.12 Kroombit Street, Dulwich Hill.



No.12 Kroombit Street, Dulwich Hill.

5. Installation of 'Disabled Parking' restriction – Trafalgar Street, Annandale

The resident of No.105 Trafalgar Street, Annandale has requested the installation of a 'Disabled Parking' zone in front of the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.105 Trafalgar Street, Annandale.



No.105 Trafalgar Street, Annandale

6. Installation of 'Disabled Parking' restriction – Piper Street, Annandale

The resident of No.227 Annandale Street, Annandale has requested the installation of a 'Disabled Parking' zone in Piper Street adjacent to the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in Piper Street on the side boundary of No.227 Annandale Street, Annandale.



Side Boundary of No.227 Annandale Street, Annandale (Piper Street)

7. Installation of 'Disabled Parking' restriction – Renwick Street, Marrickville

The resident of No.56 Renwick Street, Marrickville has requested the installation of a 'Disabled Parking' zone in front of the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 5.5m 'Disabled Parking' zone be installed in front of No.56 Renwick Street, Marrickville.



No.56 Renwick Street, Marrickville

8. Installation of 'Works Zone' restriction – Barwon Park Road, St Peters

The applicant (No.44-46 Princes Highway) has requested the installation of a temporary 20m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' along the rear boundary of No.44-46 Princes Highway, St Peters, in Barwon Park Road for 12 weeks.

It is recommended that a 20m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in Barwon Park Road along the rear boundary of No.44-46 Princes Highway, St Peters for 12 weeks.

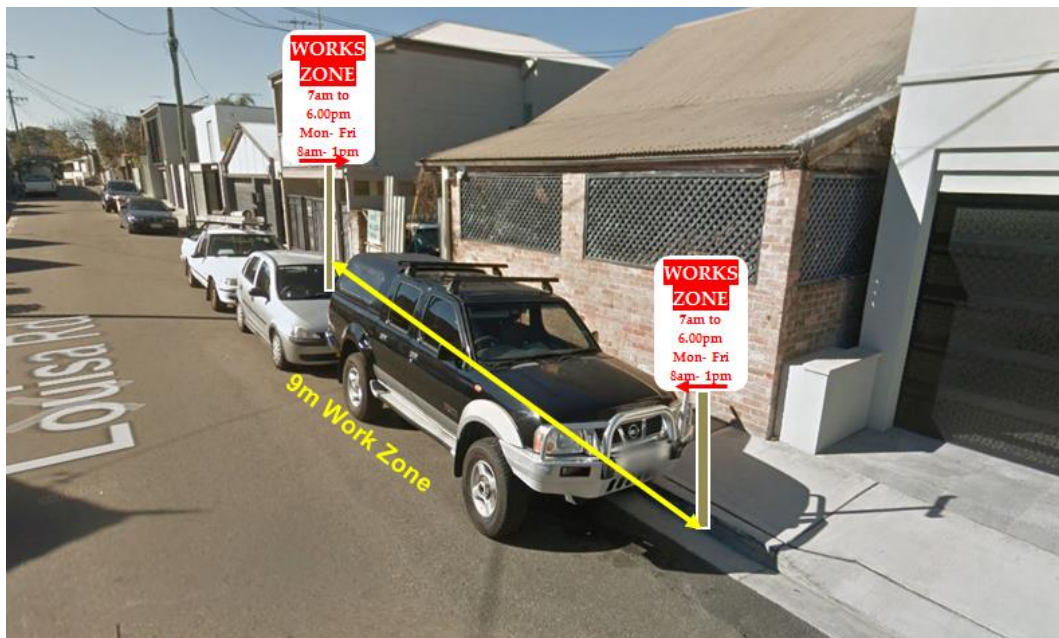


Rear of No.44-46 Princes Highway, St Peters, in Barwon Park Road.

9. Installation of 'Works Zone' restriction – Louisa Road, Birchgrove

The applicant (No.93 Louisa Road) has requested the installation of a temporary 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' in front of No.93 Louisa Road, Birchgrove for 12 weeks.

It is recommended that a 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.93 Louisa Road, Birchgrove for 12 weeks.



93 Louisa Road, Birchgrove

10. Installation of 'Works Zone' restriction – Edith Street, Leichhardt

The applicant (No.112 Edith Street) has requested the installation of a temporary 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' in front of No.112 Edith Street, Leichhardt for 40 weeks. The owners of the neighbouring property, 110 Edith Street, have provided concurrence for the proposed 'Works Zone' to extend along their frontage.

It is recommended that a 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No. 112 Edith Street, Leichhardt for 26 weeks. Generally Works Zones are considered for up to 12 weeks at a time, with a maximum period of 26 weeks. Any extensions of time may be considered at the end of the Works Zone period.



No.112 Edith Street, Leichhardt

11. Installation of 'Works Zone' restriction – Evans Street, Rozelle

The applicant (No.136 Evans Street) has requested the installation of a temporary 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8:00am-1:00pm Sat' in front of No.132 Evans Street, Rozelle for 12 weeks. The owners of the neighbouring properties No.132 Evans Street have provided a written concurrence for the proposed 'Works Zone' to extend along their frontage.

It is recommended that a 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8:00am-1:00pm Sat' be installed in front of No.132 Evans Street, Rozelle for 12 weeks.



No.132 Evans Street, Rozelle

12. Installation of 'Works Zone' restriction – Birchgrove Road, Birchgrove

The applicant (No.109 Birchgrove Road) has requested the installation of a temporary 10m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8:00am-1:00pm Sat' in front of No.109 Birchgrove Road, Birchgrove.

It is recommended that a 10m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8:00am-1:00pm Sat' be installed in front of No.109 Birchgrove Road, Birchgrove for 12 weeks.



No.109 Birchgrove Road, Birchgrove.

13. Installation of 'Works Zone' Restriction – No. 9 Johnston Street, Balmain East

The applicant (No.7a Johnston Street) has requested the installation of a temporary 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' in front of 9 Johnston Street, Balmain East for 12 weeks. The owners of the neighbouring property, 9 Johnston Street, Balmain East, have provided concurrence for the proposed 'Works Zone' to be fully along their frontage.

It is recommended that a 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No. 9 Johnston Street, Balmain East for 12 weeks.

Item 1



9 Johnston Street, Balmain East

PUBLIC CONSULTATION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0419 Item 2

Subject: Elliott Street at Terry Street and Glassop Street, Balmain - Proposed Intersection treatments (Baludarri Ward/Balmain Electorate/Leichhardt PAC)

Prepared By: Brinthaban Baskaran - Student Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

RECOMMENDATION

THAT the intersection improvement works at the intersection of Elliott Street, Terry Street and Glassop Street, Balmain, which includes installation of barrier lines, chevron painted islands and relocation of 'STOP' holding line (as per Attachment 1) be approved.

BACKGROUND

Concerns have been raised by a number of residents and motorists regarding safety at the intersection of Elliott Street/Terry Street/Glassop Street, Balmain.

The intersection is controlled by 'STOP' signs for northbound/southbound traffic on Terry Street and Glassop Street with eastbound/westbound traffic on Elliott Street having priority.



It should also be noted that a recently completed multi-unit development at the closed end of Elliott Street has resulted in increased traffic movements at the intersection following construction works.

A review of the 5 year RMS accident history has indicated no reported accidents have occurred at this location.

FINANCIAL IMPLICATIONS

Provision of linemarking treatments will be funded out of Council's operational budget.

OTHER STAFF COMMENTS

A site investigation has revealed that all existing signs and 'STOP' holding lines are in good condition. However, additional linemarking improvement works can be considered to improve

sight lines and narrow the carriageway on Elliott Street to assist in controlling speeds at the intersection. Therefore, it is proposed that the following improvement works be undertaken:

- Installation of double white (barrier) linemarking (BB line type) in Elliott Street;
- Offset of existing STOP holding line (TF type) in Glassop Street by 1.4m to improve sightlines for southbound vehicles in Glassop Street;
- Installation of chevron painted islands in Elliott Street.

The plan for the proposed works is shown in **Attachment 1**.

All existing vehicular access to adjoining properties will be retained.

This intersection will be listed for review as part of a future LATM study for the area which may consider physical treatments to further improve intersection safety.

PUBLIC CONSULTATION

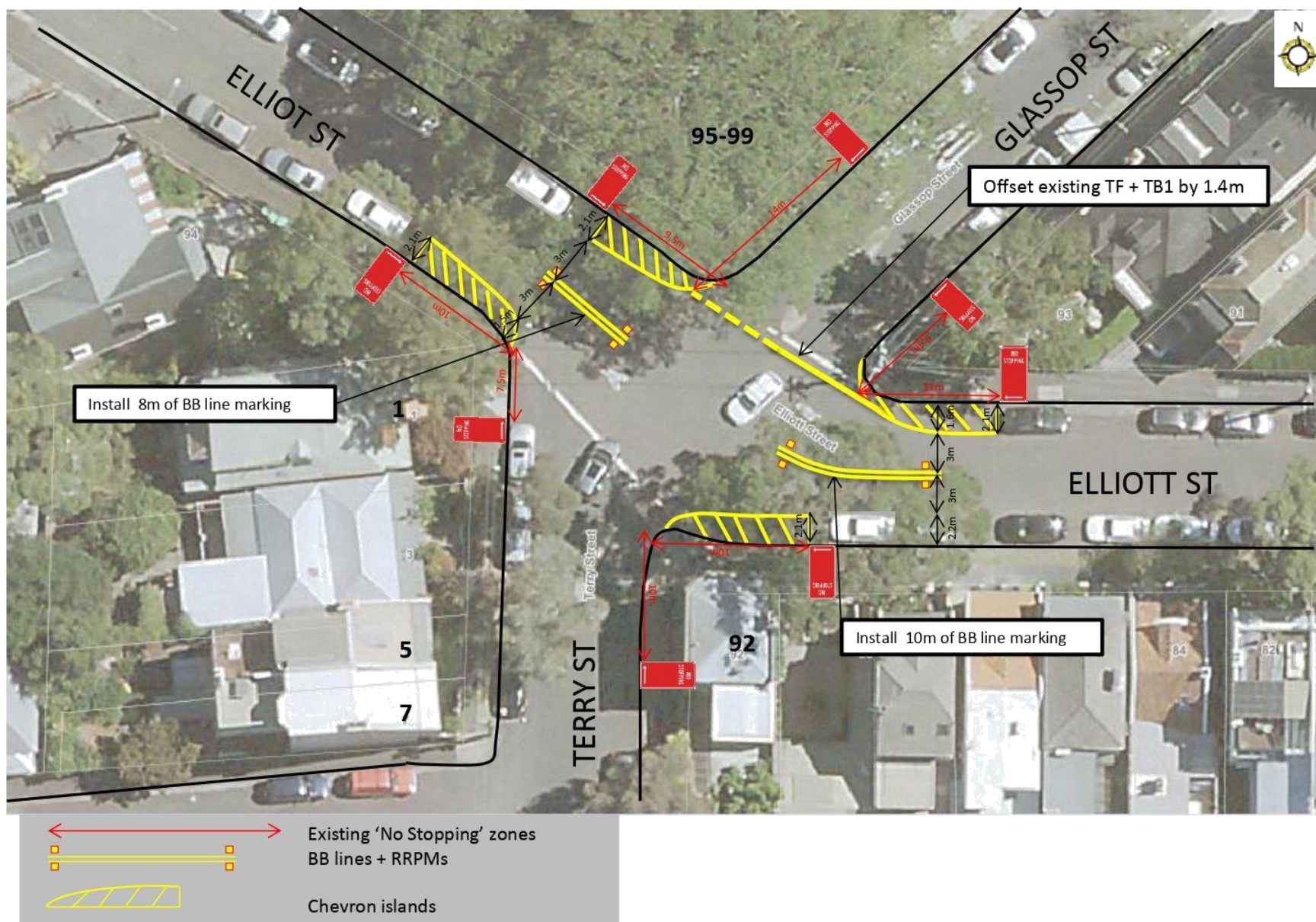
Nil as there was no impact on parking.

CONCLUSION

Nil.

ATTACHMENTS

1. [Download](#) Elliott Street at Terry Street and Glassop Street, Balmain - Intersection Improvement Works Plan



Item No: LTC0419 Item 3

Subject: **Railway Parade, Marrickville (between Sydenham Road and Buckley Lane) – Temporary Full Road Closure for ‘Bad Friday 2019’ event (Midjuburi Ward/Summer Hill Electorate/Inner West PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A S68 Application has been received to use lower Railway Parade, Marrickville and hold a commercial special event known as ‘Bad Friday’ on Friday, 19 April 2019. ‘Bad Friday 2019’ is a ticketed access event presenting live music acts that starts at 1.00pm and ends at 11.00pm. The erection of the stage, stalls and associated works will include a temporary full-road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 3:00pm Thursday, 18 April to 6.00pm on Saturday, 20 April 2019.

It is recommended that the proposed temporary road closure of the subject section of Railway Parade should be supported, subject to the applicant complying with the following conditions: apply to the RMS for consent to close the subject road, subject to the event being advertised; a Traffic Management Plan be submitted to the RMS for approval; a Road Occupancy License be obtained from the Transport Management Centre and details of the proposed event being forwarded to the appropriate authorities, including the emergency services.

RECOMMENDATION

THAT:

- 1. The proposed temporary road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 3:00pm Thursday, 18 April to 3:00pm Saturday, 20 April 2019, for the holding of the ‘Bad Friday’ event on Railway Parade be supported, subject to the applicant seeking consent from RMS and forwarding a TMP;**
- 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services 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 stakeholders; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**
- 5. Fees and charges in relation to roadway occupation and closure of the roadway be met by the applicant.**

BACKGROUND

The erection of the stage, stalls and associated works will include a temporary full-road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 3:00pm Thursday, 18 April to 6.00pm on Saturday, 20 April 2019.

The event organiser has supplied the following details of the event:

'Bad Friday 2019' is a ticketed access event presenting live music acts. The event is expected to attract an audience demographic mainly from the local area, with a near equal ratio between male and female patrons and age range between 23 and 45 year old. Details provided below

Name of event:	'Bad Friday 2019'
Location of event:	Lower Railway Parade, Marrickville, NSW 2204
Event Date:	Friday, 19th of April 2019 (Good Friday)
Event Start Time:	13:00 hrs
Event Finish Time:	23:00 hrs (Music Concludes at 22:30)
Event Bump-in Start:	Thursday, 18th of April 2019, 15:00 hrs
Event Bump-out Finish:	Saturday, 20th of April 2019 18:00 hrs
Event Class:	2 (subject to LTC classification)
Projected attendance:	4,000 pax, Maximum 5,000 pax. (tickets sold online and on-site)

'Bad Friday 2019' is an annual event that will celebrate its 10th anniversary in 2019. The event has grown in popularity and relocated to Railway Parade in 2017. 'Bad Friday 2019' is capped at 6,000 patrons, but expected to attract approximately 4,500 patrons.

It is noted that for any event a 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event.

FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant has to pay the fee for the temporary full road closure and occupation of the roadway. This fee includes the cost of an advertisement in accordance with the Roads Act 1993.

It is noted that a fee of \$1,578.50 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges; and a fee of \$5,125.00 for the occupation of the road reserve for the use of the event is payable by the applicant in accordance with Council's Fees and Charges.

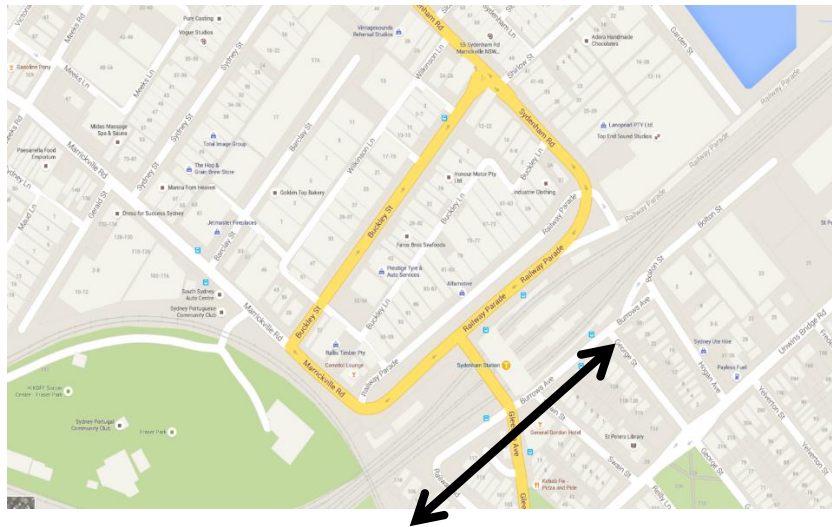
OFFICER COMMENTS

Site location & road network

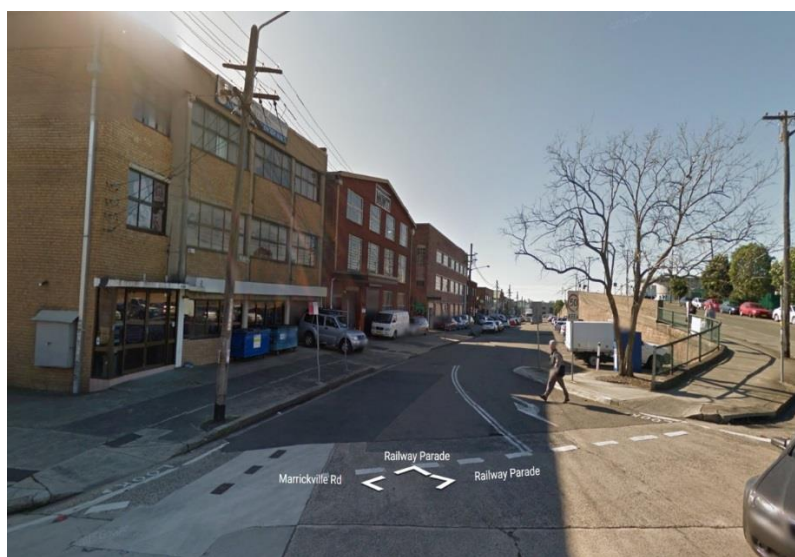
Railway Parade is a two-level street running north-south between Sydenham and Marrickville Roads. The upper section, which operates 'one-way' in a southerly direction, is part of the main road system providing access to/from Gleeson Avenue (bridge over the Illawarra Railway line), Railway Road and Princes Highway. The lower section presently operates 'two-way' and provides front access to the commercial properties located along its western side. Almost the entire eastern side of this level is available for parking. (Refer to locality and aerial below.)

Railway Parade lower is 10m in width and is classed as a local road. Parking arrangements on the northern side of the road consists of '2P 8.30am-6pm Mon Fri' parallel-to-kerb parking. Southern side of the road consists of sections of '4P 8.30am-6pm Mon Fri' 90 degree angle parking and unrestricted 90 degree angle parking.

Site locality



Railway Parade at its intersection with Sydenham Road



Railway Parade at its intersection with Marrickville Road

The Traffic Control Plan submitted by the applicant is reproduced at the end of this report. The temporary road closure of Railway Parade is required from 3:00pm Thursday 18 April to 6:00pm Saturday 20 April 2019 to undertake the set-up/pack-down of the stage, stalls and all other associated works prior and after the event, before the road can be reopened to traffic.

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

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

Impacts on Parking and Vehicular access

The proposed road closure will have an impact on approximately 90 on-street car parking spaces along both sides of Railway Road during the event, where this parking demand will need to be transferred to the parking spaces in nearby streets. Given that the available on-street parking impacted in Railway Parade is significant, there are concerns raised for commuters who wish to use the nearby main railway station for Easter Long Weekend activities within the Sydney CBD and Sydney Olympic Park. It is envisaged that parking utilisation of this road is highly utilised on public holiday long weekends, particularly during the Easter holidays.

All business properties on Railway Parade will be restricted to access parking during the event for that weekend. Access through the rear of these properties in Buckley Lane will still be retained during that weekend. All adjoining residential and commercial properties will need to be notified in writing of the proposed event and any impacts on parking and access to their properties by the applicant two weeks prior to the event. This includes the temporary removal of on-street parking spaces in Railway Parade during the event.

Impacts on traffic

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

Public Transport

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

PUBLIC CONSULTATION

The proposed road closure is currently advertised in the local paper published on 19 March 2019 in accordance with the Roads Act 1993.

A Traffic Management Plan is to be submitted to the RMS for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre.

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

CONCLUSION

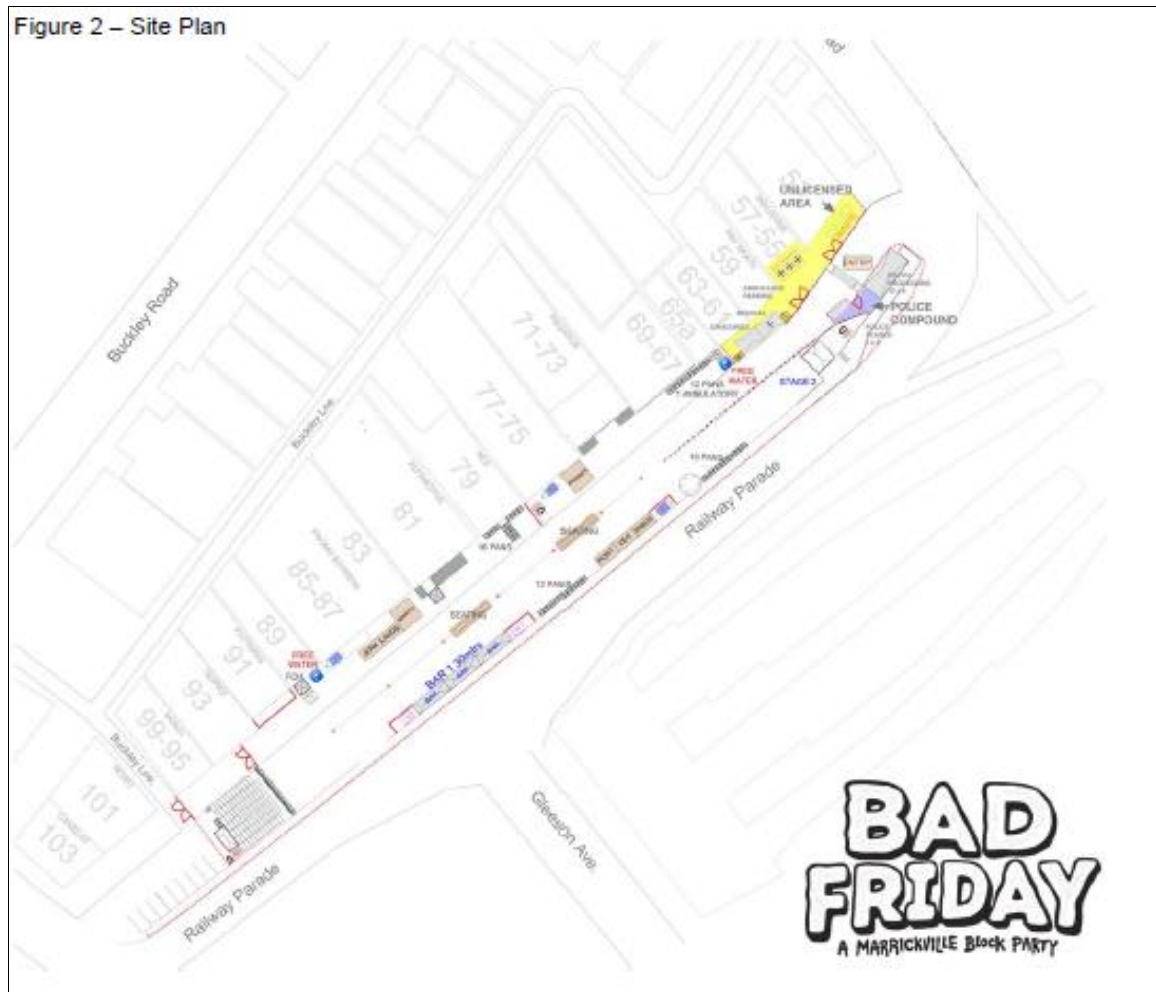
It is recommended that the temporary road closure of the subject section of Railway Parade from 3:00pm Thursday, 18 April to 6:00pm Saturday, 20 April 2019 be supported, subject to the applicant complying with the following conditions:

- apply to the RMS for consent to close the subject road, subject to the event being advertised;
- submit a Traffic Management Plan to RMS for approval;
- obtain a Road Occupancy License from the Transport Management Centre and details of the proposed event be forwarded to the appropriate authorities, including emergency services.

Site

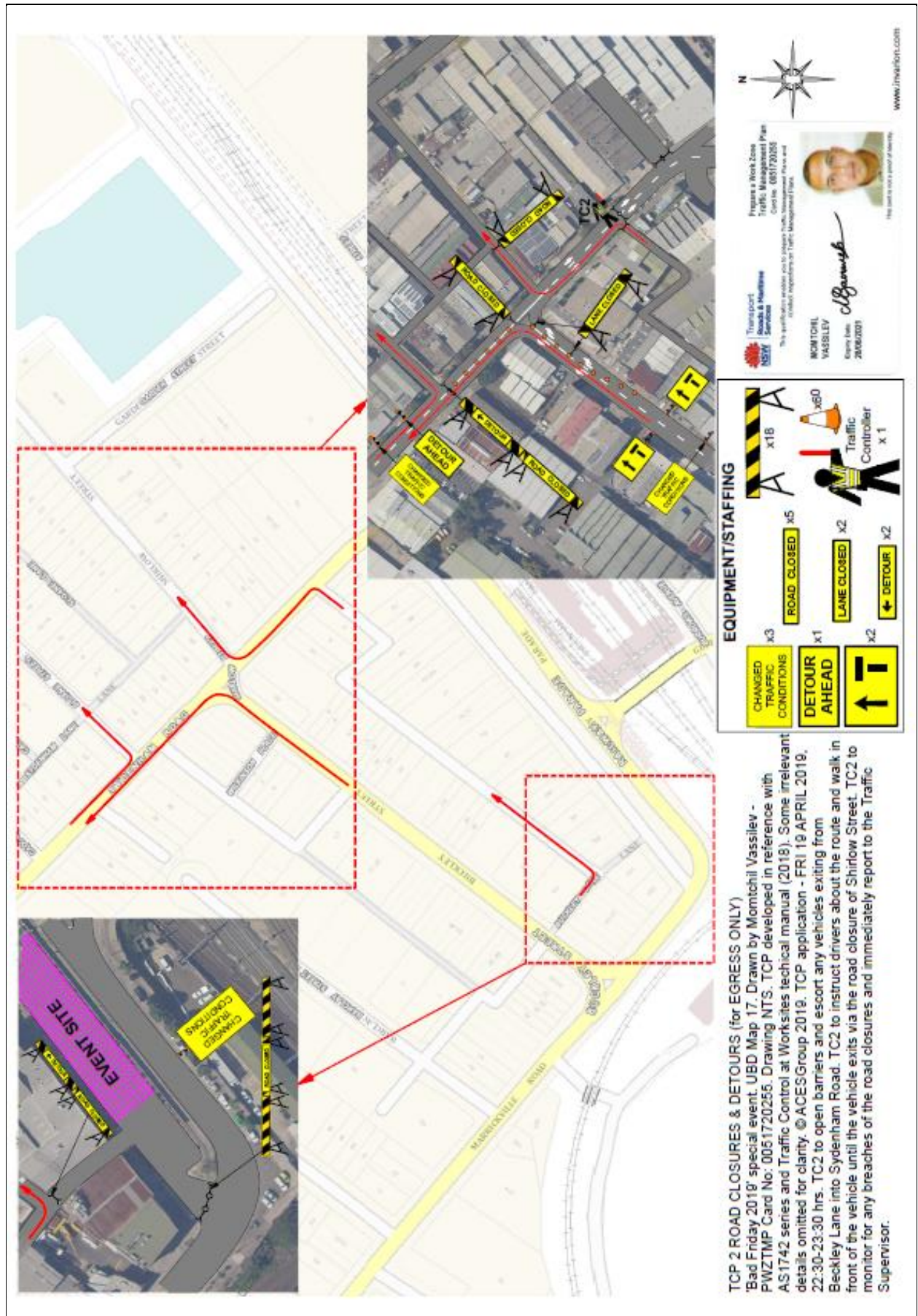


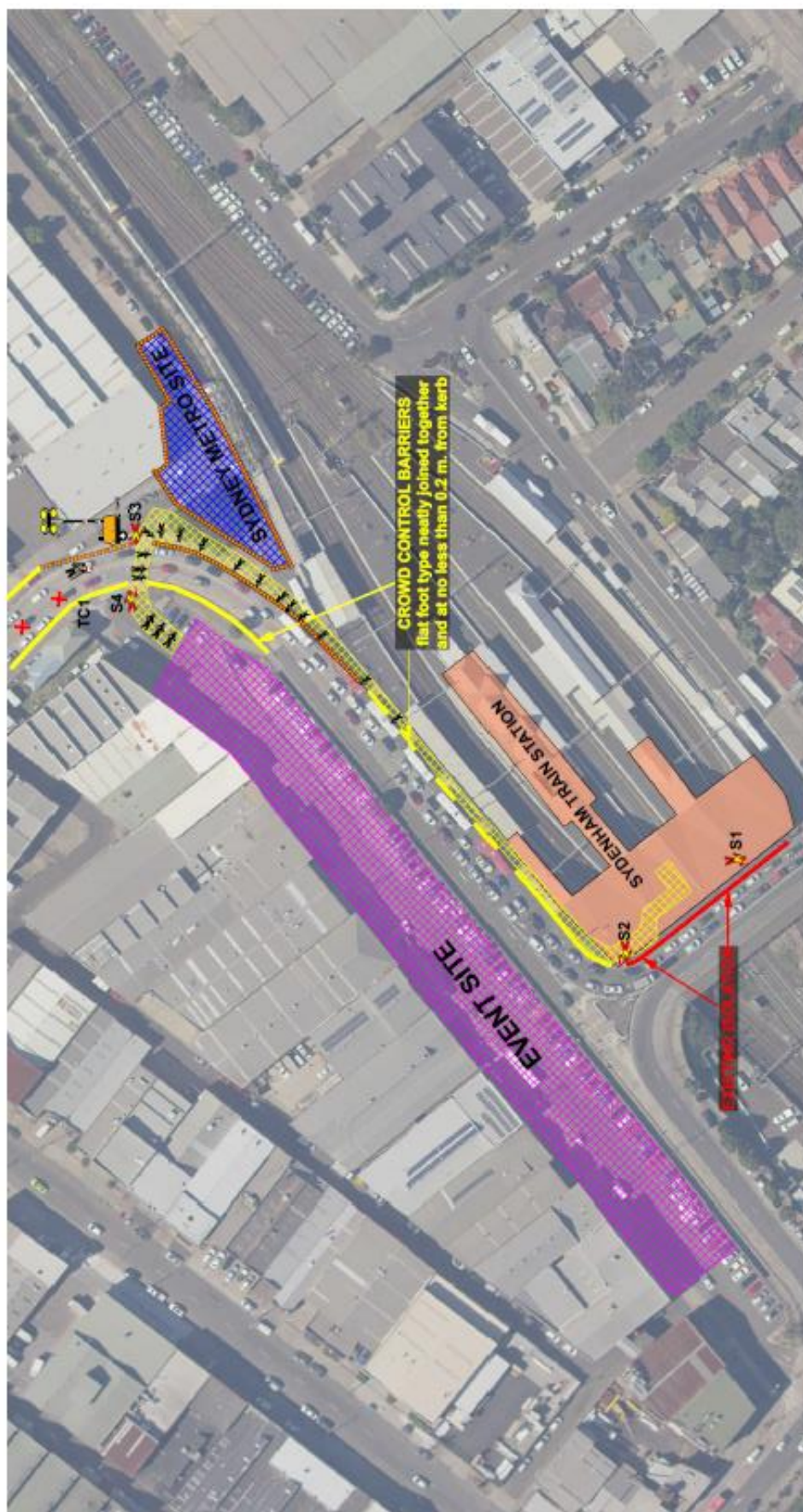
Site Plan – Railway Parade, Marrickville submitted by applicant



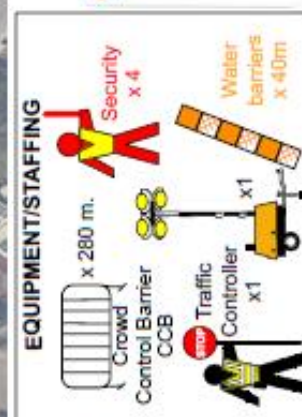
Item 3







Pedestrian management diagram - 'Bad Friday 2019' special event
 UBD Map 17. Drawn by Montchil Vassilev - PWZTMP Card No: 0051720255. Drawing NTS.
 Irrelevant details omitted for ease of reference. © ACESGroup 2019. Application - FRI 19 APRIL 2019,
 11:00-24:00 hrs. STAFF INSTRUCTIONS:
 TC1 - Stop vehicles for pedestrians crossing - INGRESS. Monitor queue lengths to ensure end of queue
 collision risk is controlled.
 S1 - Direct crowds towards the designated path (S2 and S3 position).
 S2 - Direct crowds along the designated path. Slow-down/wave down traffic using flashing wand
 if required for pedestrian safety.
 S3 and S4 - Assist the traffic controller by stopping pedestrians to allow vehicle queue to be cleared.
 ROAD CLOSURE DURING EGRESS - Security to usher patrons off the road.



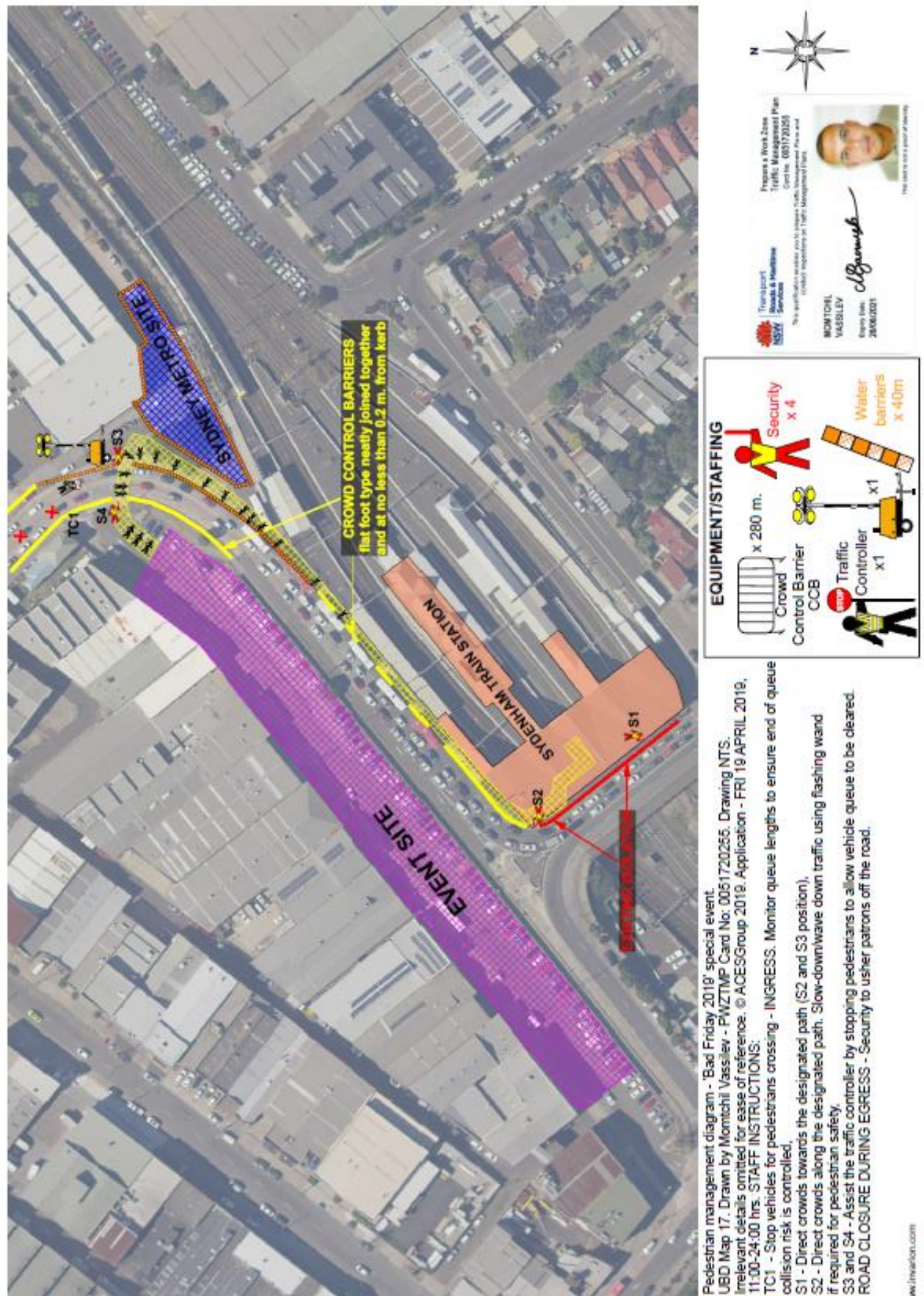
Transport
Roads & Maritime
NSW
Department

Prepares a Work Zone
Traffic Management Plan
Card No: 0051720255
This qualification enables you to prepare Traffic Management Plans and
conduct responsibility of Traffic Management Plans

MONTCHIL
VASSILEV
Entry Date
28/06/2015

Montchil Vassilev

This card is not a proof of identity



Traffic Management Plan submitted by the applicant



TRAFFIC AND TRANSPORT MANAGEMENT PLAN

Version: V3, 21 March 2019 © ACESGroup 2019 | COMMERCIAL IN CONFIDENCE

Developed by: Momtchil Vassilev,

Reviewed by: Simon Clark.

Assure Event Safety Services
Trading name of Australian Concert
and Entertainment Security
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1: EVENT DETAILS

1.1 Event Summary and Introduction

'Bad Friday 2019' is a ticketed access event presenting live music acts. The event is expected to attract an audience demographic mainly from the local area, with a near equal ratio between male and female patrons and age range between 23 and 45 year old. The event is promoted by Bad Friday Pty Ltd' (from here on referred to as BF). Site management and production of the event will be managed by Architects of Entertainment (AOE), while traffic control services supplied by ACESGroup-Assure Event Safety Services. This Traffic Management Plan (TMP) will assist in the identification, provision and management of the transport, traffic and road management measures necessary to support the event. The key objectives of this TMP are to:

- Provide a strategy and measures for the safe management of event related traffic,
- Manage event related traffic with minimal amount of interference and disruptions to the road network,
- Reduce interference with traffic at peak movement periods, and public transport,
- Facilitate the safety of event workers and public.

Event details:

Name of event:	'Bad Friday 2019',
Location of event:	Lower Railway Parade, Marrickville, NSW 2204,
Event Date:	Friday, 19 th of April 2019 (Good Friday),
Event Start Time:	13:00 hrs,
Event Finish Time:	23:00 hrs,
Event Bump-in Start:	Thursday, 18 th of April 2019, 15:00,
Event Bump-out Finish:	Saturday, 20 th of April 2019, 18:00 hrs (TBC),
Event Class:	2 (subject to LTC classification),
Projected attendance:	4,000 pax; Maximum 5,000 pax. (tickets sold online and on-site).

1.2 Contact Names:

Table 1

Organisation / Title	Contact	Mobile/Email
Event Organiser - BF	Sam Nielsen	sam@themusicandboozeco.com.au
Event Management Company	Jeremy Stones	0401 422 696; jeremy@architectsofentertainment.com.
NSW Police.	Anthony Kenny.	kenn1ant@police.nsw.gov.au
NSW Police.	Michael Dykes	dyke1mic@police.nsw.gov.au
NSW Police.	Nerida Pillay	pill1ner@police.nsw.gov.au
Inner West Council.	George Tsaprounis	george.tsaprounis@innerwest.nsw.gov.au
Roads & Maritime Services.	Ryan Horne	Ryan.HORNE@rms.nsw.gov.au
NSW Ambulance.	Lauren Mason.	AMBULANCE- EventPlanning@health.nsw.gov.au
Assure Event Safety Services (Assure).	Montchil 'Momo' Vassilev – Traffic Planner.	0416 120 848; momo@avertrisk.com.au.



1.3 Brief Description of the Event

'Bad Friday 2019' is an annual event that will celebrate its 10th anniversary in 2019. The event has grown in popularity and naturally relocated to venues with Lower Railway Parade planned to be used as per the 2019 event. The event presents live music acts on three stages as well as food and beverage services (including bars). The event is expected to attract an audience demographic mainly from the local area, with a near equal ratio between male and female patrons and age range between 23 and 45 year old. The event is a ticketed access with tickets sold online (Oztix) and on-site. 'Bad Friday 2019' is capped at 6,000 patrons, but expected to attract approximately 4,500 patrons.

2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any undertaking. Management of risk is a legal obligation (Work Health & Safety Act 2011 and Work Health & Safety Regulation 2017 NSW) and should be aligned with ISO 31000:2018 'Risk Management – Guidelines' and the approved Code of Practice 'How to Manage Work Health & Safety Risks'. BF - the Event Organiser and AOE - the Event Manager (as per RMS 'Guide to Traffic & Transport management for Special Events') should ensure that the risk management principles, processes, methods and culture are applied throughout all stages and aspects of the 'Bad Friday 2019' activities. Assure uses TCPs and TMPs as specialised control measures for the control of specific traffic-related risk. TCPs and TMP interface with the broader 'Bad Friday 2019' risk management strategy, but cannot substitute a thorough ISO 31000:2018 - based event risk assessment encompassing all 'Bad Friday 2019' operations.

This TMP is based on the RMS 'Guide to Traffic & Transport Management for Special Events' (Version 3.5 July 1, 2018) and aligned with its format. The TCP in the Appendix (PDF binder page) was developed by Momtchil Vassilev - PWZTMP № 0051720255. Assure also made reference to Austroads 'Guide to Traffic Management – Part 9: Traffic Operations' and RTA-RMS 'Guide to Traffic Generating Developments'. Please see Appendix A for full list of common Assure TMP and TCP references.

Traffic safety strategy

The TCPs (and diagrams) were developed to complement the core strategies of this plan. The TCPs aim to –

- A. Facilitate the various travel options for patrons (train and walk, set-down and pick-up, bicycle),
- B. Facilitate safe pedestrian route of event patrons using Sydney Trains (including deterrence of jaywalking),
- C. Support pedestrian crossing of Sydenham Road during ingress under STOP/SLOW traffic control,
- D. Support safe public egress and particularly crossing Sydenham Road under road closures and detour conditions (also see risk considerations below).



Traffic Risk Matrixes used in this document:

Table 2

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out-patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.

Table 3

LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

Table 4

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	Very High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	High

Risk considerations

Assure focused on the obvious risk of patron being hit by a vehicle, especially during egress when large crowds are likely to exit the event site and step almost immediately onto Sydenham Road.

Assure carefully considered public safety and the available risk control methods.

The following was established:

- 1) Speed reduction is an easily available option and one that can reduce both the likelihood and particularly the consequences of patron crowd being hit by a vehicle. Speed limits however are an Administrative Control and one that is highly unreliable e.g. there is no assurance that road users would indeed adhere to the speed limit,
- 2) Traffic Controller STOP/SLOW control is readily available and will be in place during ingress for the event. Given a projected egress period of at least 20 minutes, holding of traffic for such extended period is not a STOP/SLOW category traffic control. Road users standing in a queue with a traffic controller on STOP bat for more than 2-3 minutes are likely to become highly agitated. Such road users are likely to commit motor vehicle driving/riding offences and create an unacceptable hazard and risk to other road users, event patrons, or workers (particularly the traffic controller on point),
- 3) Isolation (Class 2 control) will be applied as planned at key locations,
- 4) Short term road closures and detours will assure that no vehicles are travelling towards the egressing patron crowd. As the egress will occur around 23:00 hrs. on a public holiday in an industrial area with very low expected traffic volumes, the road closures are unlikely to inconvenience the road user community. Furthermore, STA bus services will not be running during the projected egress times and hence public transport will not be impacted.

TMP RISK REGISTER 14 March 2019						
#	Hazard / Risk Source	Risk	Inherent Risk	Risk Controls	Residual Risk	Risk Control Owner
1	Increased pedestrian volume along footpaths linking Sydenham Train Station and the event site.	Patron, public, hit by a vehicle (jaywalking, crowd volumes pushing pedestrians on roads).	C5 VERY HIGH	<input type="checkbox"/> 1. Install flat foot type crowd control barriers at 0.2-0.3 m. from kerb as per TCP, <input type="checkbox"/> 2. Road closures and detours to be endorsed and applied by Assure for egress (see TCPs), <input type="checkbox"/> 3. Traffic Controller and Assure Traffic Manager to manage the crossing point to allow for optimal numbers of pedestrians to cross Sydenham Road and enter the venue, <input type="checkbox"/> 4. Security/Crowd Controllers to deter jaywalking and hold pedestrians on footpaths when traffic controllers open for through traffic, <input type="checkbox"/> 5. 5 km/h speed limit to be applied at the event site and water fillable safety barriers installed as per TCP to separate pedestrians and vehicles at event entry.	E2 LOW	1. BF, AOE, 2. All stakeholders, 3. BF, AOE, 4. BF, AOE, 5. BF, AOE, Assure.
2	Traffic control STOP/SLOW.	MVA (Motorvehicle Accident). End of queue collision.	C3 HIGH	<input type="checkbox"/> 1. TCPs to be applied as planned, <input type="checkbox"/> 2. Traffic Controller and Assure Traffic Manager to monitor traffic conditions and dynamically change STOP/SLOW phases to allow extra time to clear vehicle queues, <input type="checkbox"/> 3. Traffic Controller position have a road user line of sight on approach = 1.5 D = 90 m. minimum (~115 m. as planned), <input type="checkbox"/> 4. Additional 'PREPARE TO STOP' T1-18 signs to be available and applied as repeater signs to allow for longer queues if needed.	E1 VERY LOW	1. Assure, 2. Assure, 3. Assure, 4. Assure.
3	Patron egress after sunset.	Pedestrian hit by a vehicle.	C5 HIGH	<input type="checkbox"/> 1. Install a light tower to increase lighting over the crossing point, <input type="checkbox"/> 2. Light tower to be turned on before sun set and lighting adjusted so it does not cause a blinding effect to road users, <input type="checkbox"/> 3. Traffic Controller and Security/Crowd Controllers near Sydenham Road to wear night use rated PPE workwear and use flashing traffic wands.	E1 VERY LOW	1. BF, AOE, 2. BF, AOE, 3. BF, AOE, Assure.

Note: table to be expanded following further consultation.



2.2 Public Liability Insurance

BF PLI will be included when available. ACESGroup PLI and PI insurance letters are included below.



CERTIFICATE OF CURRENCY

In our capacity as Insurance Brokers, we hereby certify that the undermentioned Insurance Contracts are current as at 31 August 2018.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy below.

CLASS:	Public & Products Liability
INSURED:	Australian Concert and Entertainment Security Pty Ltd (ACE Security), ACES Group, Secure Domain, Avert Risk Management Services, Assure Event Safety Services, Affirm Training, Event Force, Alleviate Event Administration & Logistics, Australian Concert & Entertainment Services Pty Ltd
INSURER:	Lloyd's of London
POLICY NUMBER:	11398X11
SITUATION:	79-81 Regent Street, Redfern, NSW 2016
EXPIRY DATE:	4:00pm on 31 August 2019
LIMIT OF LIABILITY:	\$50,000,000 any one occurrence \$50,000,000 in the aggregate in relation to Products Liability
GEOGRAPHICAL LIMITS:	Worldwide excluding USA & Canada
INTERESTED PARTIES:	<ul style="list-style-type: none"> • Art Gallery of NSW • Arts Centre Melbourne • Auckland Stadiums • Austar Entertainment • Barangaroo Delivery Authority • Bayside City Council • Botanic Gardens Trust • Centennial Park Moore Park Trust • Chugg Entertainment • City of Gold Coast • City of Parramatta • City of Randwick • Cumberland Council • Department of Finance and Treasury Victoria • Department of Finance, Services and Innovation • Destination NSW • Foxtel Management • Frontier Touring • Hills City Council

NOTICE TO OUR VALUED CLIENTS:

Clients who are not fully satisfied with our service should contact our customer relations/complaints officer, Peter Hogan (phone 02 8274 8129).

GSA Insurance Brokers also subscribe to the Insurance Brokers Dispute Limited (IBDL), a free customer service, and the General Insurance Brokers Code of Practice. Should you require further information please do not hesitate to contact our office.

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Grosvenor Place NSW 1220

Tel: +61 2 8274 8100
Fax: +61 2 9252 5862

'The Old Presbytery' 137 Harrington Street, Sydney NSW 2000

www.gsaib.com.au

GSA Insurance Brokers Pty Ltd (GSAI)
ABN: 34 084 437 196 AFSL: 238477



- Inner West Council
- IPG
- Jack Morton Worldwide
- Jack Morton Worldwide - Australia
- Laneway Festival
- Logan City Council
- Luna Park Sydney
- Macedon Ranges Shire Council
- Melbourne & Olympic Parks
- Merlin Entertainments
- NSW Department of Industry
- NSW Department of Premier and Cabinet
- Office of Environment and Heritage
- Place Management NSW
- Port Authority of New South Wales
- Property NSW
- Roads and Maritime Services
- Royal Agricultural Society
- Royal Agricultural Society of NSW trading as Sydney Showground and Sydney Royal Easter Show
- Stadiums Queensland
- Sydney Cricket & Sports Ground Trust
- Sydney Olympic Park Authority
- The Council of the City of Sydney
- The Hills Shire Council
- Transport for NSW
- Transport for NSW
- Venues NSW
- VenuesWest
- Vicinity Centres
- Victoria Racing Club
- Waverley Council
- Willoughby City Council

Noted for their respective rights interests only.

Yours faithfully,



**Sarah Adolphe
Account Broker**

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GSA Insurance Brokers Pty Ltd (GSA)
ABN: 34 084 437 196 AFSL: 238677



CERTIFICATE OF CURRENCY

In our capacity as Insurance Brokers, we hereby certify that the under mentioned Insurance Contracts are current as at 7 September 2018.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy below.

CLASS:	Professional Indemnity
INSURED:	Australian Concert and Entertainment Security Pty Ltd Avert Risk Management Services Secure Domain Assure Event Safety Services Alleviate Event Administration & Logistics Affirms Training ACES Group
POLICY PERIOD:	From: 07 September 2018 at 4:00pm Local Standard Time To: 31 August 2019 at 4:00pm Local Standard Time
LIMIT OF LIABILITY:	\$ 20,000,000 any one Claim \$ 40,000,00 in the aggregate
PROFESSIONAL SERVICE:	1. Risk, safety & security consultancy services; 2. Crowd management planning; 3. Traffic management; 4. Training Services; 5. Venue & Site Management Services
POLICY NUMBER:	47-ZEP-306038-01
SECURITY:	Berkshire Hathaway Specialty Insurance Company



Johnnie Keymer
Account Manager – Professional Risks

NOTICE TO OUR VALUED CLIENTS

Clients who are not fully satisfied with our service should contact our customer relations/complaints officer, Peter Hogan (phone 02 8274 8129). GSA Insurance Brokers also subscribe to the Insurance Brokers Dispute Limited (IBDL), a free customer service, and the General Insurance Brokers Code of Practice. Should you require further information please do not hesitate to contact our office.

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www.gsaib.com.au

GSA Insurance Brokers Pty Ltd (GSAI)
ABN: 34 084 437 196 AFSL: 338677



2.3 Police

NSW Police is a critical stakeholder in planning and approval for events. Consultation with NSW Police towards event traffic support and approvals is imperative. BF/AOE has consulted with NSW Police and consultation is ongoing. BF/AOE should complete Schedule 1 'Notice of Intention to Hold a Public Assembly' and submit it to NSW Police (PAC representative). Completed form will be included herein when it becomes available.

Assure will distribute this plan (and any future versions of it) for Police feedback.

2.4 NSW Fire & Rescue and NSW Ambulance

BF/AOE engages actively with NSW Health and NSW Ambulance in the planning for 'Bad Friday 2019'. Assure will distribute this plan to NSW Ambulance and is available to forward it to NSW Fire & Rescue.

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Location

Figure 1 below indicates the locality. Lower Railway Parade is located between Sydenham Road and Marrickville Road with event entry established (as per 2018 event) at the Northern end 9Sydenham Road side). Local network sign posted speed limits are 60 km/h. Railway Parade and Buckley Street are State Roads (RMS). The local area is of predominantly industrial/business use, hence not likely to attract traffic on a public holiday.

Figure 1



On-site parking is not available for event patrons. Any site spaces available will be used for authorised vehicles (e.g. event services vehicles, emergency services vehicles). Off-street parking is also not available. The anticipated low percentage of patrons who opt to car-pool and drive to and from the event will be able to use on-street (kerb side) parking available in the local area (kerb parking conditions aligned with predominantly Mon-Fri commercial use).

Assure is not aware of any ongoing works or conflicting events in the local area that can adversely affect 'Bad Friday 2019' traffic. At time of writing, there is no Sydney Trains Trackwork published for 19th of April 2019 (ref: <https://transportnsw.info/future-trackwork-calendar>).

BF/AOE should obtain Inner West Council and NSW Police consent/approvals. Particular Council support is required for the application of the No Parking signs and R9-301 signs to facilitate a set-down/pick-up area in Buckley Street (please refer to TCPs). Assure will critically rely on NSW Police

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and Inner West Council approval letters to support a ROL (Road Occupancy Licence) application via Oplinc to PIU-TMC (Planned Incident Unit of the Transport Management Centre) – current PIU policy requires Council and Police consent letters for special event ROL.

3.5 Impact on/of Public Transport

Assure anticipates that 'Bad Friday 2019' will introduce increase of demand on public transport services. These services are:

- T3 and T4 train lines (T8 not running via Sydenham Train Station) in public holidays), and
- Bus services 418 (Public holidays: 08:42 - 22:24hrs, at roughly 30 min intervals) and M30 (Public holidays: 07:30 - 20:28 hrs, at roughly 20 and 30 min intervals; ingress only – does not operate during event egress). Assure found that service 425 does not have a public holiday timetable – operates Monday to Saturday only.

Given the capacity of the event for 4,500 pax and travel modal distributions, increase of demand on train and bus services is certainly expected but not considered to be of high impact.

3.6 Reopening Roads

The following sequential process will apply:

1. Check that pedestrians are off the road and the event site is empty of patrons,
2. Check for any obstructions along the carriageway,
3. Carry out a drive through with a traffic control vehicle with warning lights engaged and instruct any pedestrians to get off the road (seek Police assistance if required),
4. Open all outbound lanes,
5. Open side road inbound lanes, and
6. Open the remaining inbound lanes.

3.7 Traffic Management Requirements Unique to this Event

No unique requirements (as defined in the RMS 'Guide to Traffic & Transport for Special Events', Version 3.5, July 1, 2018). Assure utilised this section of the plan for objective assessment of the event traffic impact given anticipated travel mode scenarios as well as various aspects not discussed in detail elsewhere in this plan.

Travel Modal Distribution Scenarios and associated Impact Projection

Assure developed the following table to indicate projected travel mode choices of event patrons and associated traffic impact. Modal distributions are based on experience in special events transport and traffic planning and observations of uptake of travel options. The human factor associated with patron decisions (often on event day) about travel options make prognosis of travel modal distributions nearly impossible to develop with any certainty. The tables below is useful, however to have an understanding and format for predicting and gauging travel modal distributions. Assure believes that given appropriate advertising of travel options – scoped towards encouraging walking, public transport and cycling, the impact of the event can be kept to acceptable levels for stakeholders/key consent authorities and agencies.

Anticipated / Close to Optimal
Table 5

Pax.	Travel Mode	Distribution	Volume	Demand/Rate	Impact
4,500	Public Transport (train).	25% = 1,125 pax.	Assuming equal distribution and service frequency: 112 pax/train.	Between ~10:30 - 12:50hrs, and 22:45 - last service.	Low.
	Public Transport (bus).	20 % = 900 pax.	Assuming equal distribution and service frequency: 64 pax/bus.	Between ~10:30 - 12:50hrs, and 22:45 - last service (very limited bus services).	Medium.
	Taxi or Uber.	15 % = 675 pax.	3 pax/car – 225 cars.	Between ~10:30 - 12:50hrs, and 22:45 - 24:00 hrs. Kerb side time 20 sec each and 5 designated car spaces available = 15 cars/1 min i.e. 900 cars / 1 hr.	Very Low.
	Private car set-down/ pick-up.	7.5 % = 337 pax.	3 pax/car – 112 cars.	Between ~10:30 - 12:50hrs, and 22:45 - 24:00 hrs. Kerb side time 20 sec each and 5 designated car spaces available = 15 cars/1 min i.e. 900 cars / 1 hr.	Very Low.
	Private car drive and on-street parking.	7.5 % = 337 pax.	3 pax/car – 112 cars.	112 car parking spaces can be found in the local area given kerb parking conditions signposted.	Low.
	Walking	17.5 % = 788 pax.	788 pax.	10:30 - 12:50; 22:45 - 24:00. Pedestrian throughput 3 m. 82 pax/1m/1min = 246 pax/1min i.e. 788 pax will enter or exit in 3 min under steady flow and optimal distribution conditions.	Low.
	Bicycle	7.5 % = 337 pax.	337 pax/337 bicycles.	10:30 - 12:50; 22:45 - 24:00. At equal distribution: 3.8 pax arriving each minute.	Medium*. Facilities needed.

Worst Case
Table 6

Pax.	Travel Mode	Distribution	Volume	Demand/Rate	Impact
4,500	Public Transport (train).	5 % = 225 pax.	Assuming equal distribution and service frequency: 22 pax/train.	Between ~10:30 - 12:50hrs, and 22:45 - last service.	Very Low.
	Public Transport (bus).	5 % = 225 pax.	Assuming equal distribution and service frequency: 19 pax/bus.	Between ~10:30 - 12:50hrs, and 22:45 - last service (very limited bus services).	Low.



Pax.	Travel Mode	Distribution	Volume	Demand/Rate	Impact
	Taxi or Uber.	25% = 1,125 pax.	1 pax/car – 1,125 cars.	Between ~10:30 - 12:50hrs, and 22:45 - 24:00 hrs. Kerb side time 20 sec each and 5 designated car spaces available = 15 cars/1 min i.e. 1,125 cars / 75 min.	High.
	Private car set-down/ pick-up.	25% = 1,125 pax.	2 pax/car – 562 cars.	Between ~10:30 - 12:50hrs, and 22:45 - 24:00 hrs. Kerb side time 20 sec each and 5 designated car spaces available = 15 cars/1 min i.e. 1,125 cars / 75 min.	High
	Private car drive and on-street parking.	25% = 1,125 pax.	1 pax/car – 1,125 cars.	1,125 car parking spaces can be found only over the wider area, triggering increased traffic of event patrons seeking available kerb parking, slowing through traffic and causing a nuisance.	High
	Walking	7.5 % = 337 pax.	337 pax.	10:30 - 12:50; 22:45 - 24:00. Pedestrian throughput 3 m. 82 pax/1m/1min = 246 pax/1min i.e. 337 pax will enter or exit in 1.3 min under steady flow and optimal distribution conditions.	Very Low.
	Bicycle	7.5 % = 337 pax.	337 pax/337 bicycles.	10:30 - 12:50; 22:45 - 24:00. At equal distribution: 3.8 pax arriving each minute.	Medium*. Facilities needed.

Event Bump-in and Bump-out Traffic

This traffic will use Sydenham Road for in-flow and exit southbound to maintain one way direction. Road closures will be in place during bump-in and bump-out for the safety of event workers and public.

Traffic controllers

ACESGroup traffic control staff holding current Traffic Controller qualifications will be staffing the positions indicated in the TCPs under supervision by the Assure Traffic Supervisor/Manager. The Assure Traffic Manager will instruct TC1 on the maximum tolerable queue lengths and monitor performance under the prevailing traffic conditions/volumes. If required, phases of security holding pedestrians to clear vehicle queues will be extended, and repeater T1-18 ('Prepare to Stop') signs will be applied and advance warnings extended. Note: Queue lengths were assessed by measuring the length of road, and allowing for B99 vehicle = 5.2 m each with 2 m. apart. The Assure Traffic Manager will instruct TC2 on the safety precautions to be applied to escort a vehicle from Buckley Lane via Sydenham Road (see TCP2), although Assure does not believe that any road users would require such escort (given that the closures is late at night on a Public Holiday).



Arrangements for Pedestrians

Patrons will proceed on foot from Sydenham Train Station to the event site using existing footpaths. For the safety of patrons, Assure proposes flat foot crowd control barriers to be placed at 0.3 m. from the kerbs (see TCP) to isolate the footpaths from the carriageway (e.g. Class 2 Control of the Hierarchy of Controls). Security/Crowd Controllers should be deployed as per pedestrian diagram to direct patrons to the event site (along the desired route) and direct them during egress. Security/crowd controllers would also be used to assist at the crossing to stop pedestrians when vehicle queues must be cleared i.e. TC1 allowing traffic through. The Security/Crowd Controllers shall pro-actively deter jaywalking. The crossing point is at a 60 km/h sign posted section of road with road users' lines of sight of at least 100 m. on approach. Patrons on foot will also use various footpaths to converge on the event site after parking their cars at on-street parking spots. Patrons exiting taxis, uber cars or private cars at the set-down/pick-up zone would proceed in clockwise direction, using footpaths, and enter via the Sydenham Road event entry. A light tower should be placed as indicated on the TCPs for increased lighting during egress.

Arrangements for Cyclists

BF, AOE should consider arrangements for bicycle parking e.g. temporary bicycle racks located near the entrance (without obstruction of footpaths) where patrons can secure their bicycles. Security/Crowd Controllers and TCs shall instruct bike riders to dismount when they are close to the entry walkway. No other special arrangements are proposed for bicycle traffic route (NSW Road Rules apply).

Arrangements for Disabled Parking and Access

Disabled car parking will be available as on-street parking at the event site does not facilities for parking. Patrons with disabilities can use public services (STA, trains) with accessibility features.

HVM

Hostile Vehicle Mitigation strategy will involve use of freight vehicles and Class F concrete barriers. Please refer to specific diagrams included in Appendix B.

3.8 Contingency Plans

The following contingencies are considered (ref. Appendix B, Table B 1 of Austroads "Guide to Traffic Management, Part 9: Traffic Operations"):

- Situation 1: Severe weather (heavy rain, hail, storm, lightning) -
Response: Assure traffic manager to carry out welfare checks of TC staff. Cones to be deployed on both sides of the carriageway on the two approaches to the designated crossing to establish a 'shy zone' – and reduce approach speeds of road users. TC1 and TC2 to use flashing traffic control wands;



- Situation 2: MVA (Motor Vehicle Accident; blocked through lanes) on Sydenham Road -
Response: BF to use all available means to communicate to event patrons to expect delays or use alternative modes of travel. Assure Traffic Supervisor/Manager to coordinate necessary TCP adjustments with NSW Police and TMC-TEP (if latter in attendance). BF/AEO and Assure Traffic Manager to monitor LiveTraffic updates and adjust accordingly;
- Situation 3: Absence of trained personnel (e.g. licensed TCs) on event day -
Response: All rosters for staff to allow for this contingency. Assure Traffic Supervisor/Manager to prioritise briefing and deployment until additional staff can arrive.

3.9 Heavy Vehicle Impacts

No notable impact on vehicles of restricted size, GVM or height (ref:

<http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>).

3.10 Special Event Clearways (SEC)

SEC are beneficial, but unlikely to be supported by TMC for event of this magnitude. Key areas such as the set-down and pick-up area will be reserved overnight by T-top bollard isolation and temporary No Parking signposting to ensure the kerbside spaces are clear for the intended use during the event.

4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

4.1 Access for Local Residents, Businesses, Hospitals & Emergency vehicles

No adverse effect. No businesses (likely to be trading in a public holiday) or hospitals in the immediate area. Emergency services' vehicles traveling in response mode will have unobstructed access to all event areas (driveways/paths of no less than 4 m.).

4.2 Advertising Traffic Management Arrangements

BF should erect advance warning signage at key areas as per Inner West Council instructions.

BF should place particular focus on using all available avenues (online, social media, local newspaper) to instruct event patrons on the transport and traffic control arrangements for the event and particularly –

- a) Availability and recommended use of public transport – trains,
- b) Patrons to avoid likely peak arrival and departure times,
- c) Set-down and pick-up area for day patrons,
- d) Available online travel planning tools and applications for smart phones.

4.3 Special Event Warning Signs

See previous section.



4.4 Permanent Variable Message Signs [PVMS]

Although PVMS can be beneficial, TMC PVMS policy and the magnitude of the event does not substantiate approval for PVMS messaging.

4.5 Portable Variable Message Signs [VMS]

No VMS are recommended to be used.



APPENDIX A – List of reference publications/sources

- WHS Act 2011 NSW and WHS Regulation 2017 NSW,
- Road Safety Act NSW,
- Traffic Control at Worksites Technical Specification, July 2018,
- AS 1742.3 series,
- AS/NZS 2890.1 'Parking facilities, Part 1: Off-street car parking',
- Austroads Publications: 'Guide to Traffic Management – Part 9: Traffic Operations' (Appendix B and Appendix C),
- Safe Work Australia: 'Traffic Management: Guide for Events',
- ISO 31000:2018 'Risk Management – Guidelines',
- ISO 45001:2018 'Occupational health and safety management systems - Requirements with guidance for use',
- 'Guide to Safety at Sportsgrounds' – The Green guide (5th Edition),
- SA/SNZ HB 205:2017 'Managing health-and-safety-related risk',
- SA/SNZ HB 436:2013 'Risk Management Guidelines – Companion to AS/NZS ISO 31000',
- HB 89 'Risk Management – Guidelines on Risk Assessment Techniques',
- Safe Work NSW: Codes of Practice - 'How to Manage Work Health & Safety Risks' and 'Work Health & Safety Consultation, Co-operation and Co-ordination'
- RMS 'Guide to Traffic Generating Developments'.

APPENDIX B – TCPs and Diagrams [annexed as PDF binder sheets x 4]

ATTACHMENTS

Nil.

Item No: LTC0419 Item 4

Subject: Beattie Street at High Street, Balmain - Proposed 'No Stopping' zones (Baludarri Ward/Balmain Electorate/Leichhardt PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the northern side of Beattie Street, east of High Street; and
 2. A 10m 'No Stopping' zone be installed on the northern side of Beattie Street, west of High Street.
-

BACKGROUND

Concerns have been raised by residents regarding vehicles parking too close to the intersection of High Street and Beattie Street, Balmain.

The illegal parking behavior obstructs sight lines as well as access into and out of Beattie Street and High Street, Balmain.

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 Beattie Street and east of High Street (10m 'No Stopping' zone)
- The northern side of Beattie Street and west of High Street (10m 'No Stopping' zone)

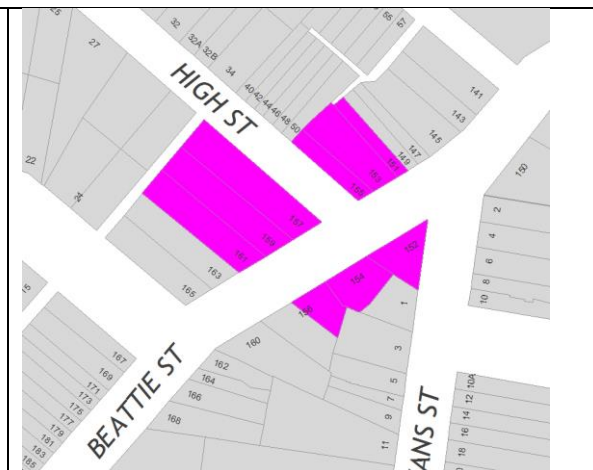
The proposal is shown on the following plan.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected 9 properties in Beattie Street, Balmain.

No objections were received.



CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0419 Item 5

Subject: Tilba Avenue and Phoebe Street, Balmain - Proposed 'No Stopping' zone (Baludarri Ward/Balmain Electorate/Leichhardt PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

RECOMMENDATION

THAT A 10m 'No Stopping' zone be installed on the eastern side of Tilba Avenue, north of Carievile Street, Balmain.

BACKGROUND

Concerns have been raised by residents regarding obstructed sight lines and manoeuvring space for vehicles turning from Carievile Street into Tilba Avenue, Balmain due to parked vehicles.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

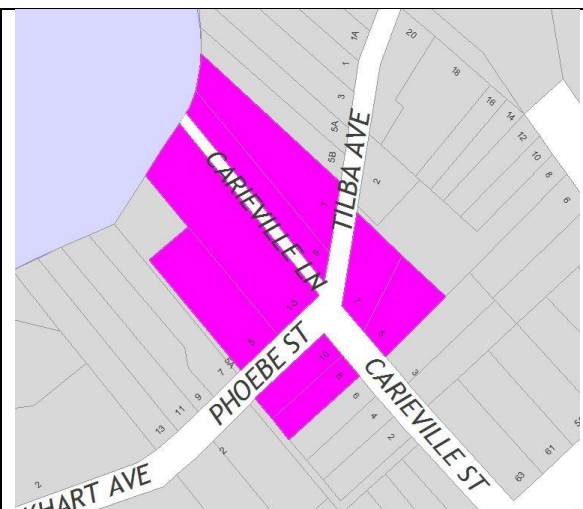
In order to alleviate the sight visibility and manoeuvring space issues, it was initially proposed to signpost a 10m 'No Stopping' zone on the eastern side of Tilba Avenue, north of Carievile Street. Also, in order to provide consistency at the intersection, it was proposed to extend the existing 7.2m 'No Stopping' zone on the southern side of Phoebe Street, west of Carievile Street to 10m.

The proposal is shown on the following plan.



Item 5
PUBLIC CONSULTATION

A letter outlining the above proposal was mailed to the affected 9 properties in Phoebe Street, Tilba Avenue and Carieville Street, Balmain, requesting residents' views regarding the proposal (as indicated on the following plan).



Three (3) responses were received regarding Council's proposal to install 10m 'No Stopping' restrictions on Phoebe Street and Tilba Avenue, Balmain.

The following table below shows the comments raised by the residents.

Residents' Comments	Officer Comments
<p><i>I do not support Council's proposal to install 'No Stopping' restrictions on Tilba Avenue and Phoebe Street. I believe that the sight lines are already blocked by No.7 Carieville Street and the manoeuvring space is adequate in relation to the surrounding system.</i></p> <p><i>If the 10m requirement was applied to every intersection in the Balmain peninsular there will be a loss of hundreds of parking spaces.</i></p> <p><i>Furthermore the proposed 'No Stopping' on Phoebe Street is already adequately covered by a sign which, if moved would impair the access to my front gate.</i></p> <p><i>This matter has already been considered in the May 2013 Local Traffic Committee Meeting and was referred to Council which previously deferred this item. Council officers were requested to investigate the possibility of making a Tilba Avenue a Shared Zone.</i></p> <p><i>It should also be noted that I have lived in this property for 45 years and have not witnessed one traffic incident.</i></p>	<p>Council's modified proposal seeks to retain the existing 7.2m 'No Stopping' restriction on Phoebe Street, at the intersection of Carieville Street.</p> <p>The possibility of making Tilba Avenue a Shared Zone was previously investigated, including changes to parking that was not supported. However, the statutory 10m 'No Stopping' restriction is applicable with or without a Shared Zone and so it is still proposed to signpost the statutory 10m 'No Stopping' restriction in Tilba Avenue to improve sightlines and safety at this intersection.</p>
<p><i>We support the 'No Stopping' zone proposed for Tilba Avenue but believe the restriction on Phoebe Street is less necessary.</i></p>	<p>Council's modified proposal seeks to retain the existing 7.2m 'No Stopping' restriction on Phoebe Street, at the intersection of Carieville Street.</p>
<p><i>We support both 'No Stopping' zones as we are aware of the dangers of blind corners. Tilba Avenue is already very narrow with site lines also negatively impacted by the building very close to corners.</i></p> <p><i>There are also a range of pedestrians who walk</i></p>	<p>Noted.</p>

down Tilba Avenue to the Dawn Fraser pool and there is no effective footpath which also increases the risk of a fatal incident.

MODIFIED PROPOSAL

In order to address some concerns raised by residents, it is proposed to retain the existing 7.2m 'No Stopping' zone on the southern side of Phoebe Street, west of Carievile Street as extending the 7.2m 'No Stopping' zone to 10m will provide marginal benefits due to the presence of 'No Parking' restrictions to the west of the existing 'No Stopping' zone. A 10m 'No Stopping' zone will also result in the pole being placed in front of a pedestrian gate.

Vehicles parking too close to the intersection, on the eastern side of Tilba Avenue, north of Carievile Street still pose concerns to sightlines and so no changes have been made to this portion of the proposal.



CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0419 Item 6

Subject: Gannon Lane, Tempe - Proposed Installation of 'No Stopping' signage, replacing current 'No Parking 5am-10am Fridays' restrictions (Midjuburi Ward/Heffron Electorate/Inner West PAC)

Prepared By: Scipio Tam - Engineer - Traffic and parking Services (South)

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A request has been received from a local resident for the provision of 10m 'No Stopping' restrictions to deter illegal parking on the eastern side of Gannon Lane, adjacent to the corner of Gannon Street, Tempe. The resident has advised that vehicles are regularly illegally parking within 10m of the corner, often blocking the rear driveway of No.767 Princes Highway restricting their ingress and egress movements from their off-street parking.

It is recommended that 10m 'No Stopping' restrictions be installed on the eastern side of Gannon Lane, on the existing signpost, replacing the current 'No Parking 5am-10am Fridays' restriction, adjacent to the corner of Gannon Street in order to deter illegal parking and provide unobstructed access to off-street parking for residents of Gannon Lane, Tempe.

RECOMMENDATION

THAT the installation of 10m 'No Stopping' signage on the eastern side of Gannon Lane, Tempe, between the rear access of property Nos.767 & 769 Princes Highway (replacing the current 'No Parking 5am-10am Fridays' signage) be APPROVED.

BACKGROUND

Community engagement has been conducted recently, attempting to address the issue of vehicles to the area obstructing access for off-street parking within Gannon Lane. The proposal was for 'No Parking' restrictions for the entire length of the eastern side of Gannon Lane, Tempe. However, this proposal in conjunction with the existing 'No Parking' restrictions present on the western side of Gannon Lane, Tempe would remove all opportunities for parking in Gannon Lane. The majority of feedback from residents objected to the proposal, as many residents with off-street parking located in Gannon Lane park outside their own driveways. The current proposal only reinforces the current NSW Road Rules in an attempt to deter illegal parking and providing access to off-street parking for all residents of Gannon Lane, Tempe.

FINANCIAL IMPLICATIONS

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

OTHER STAFF COMMENTS

Site location & road network

Street Name	Gannon Lane
Section	between Gannon Street and cul-de-sac
Carriageway Width (m)	5
Carriageway Type	Two-way lane

Classification	Local
Reported Crash History (July 2011 – June 2016)	No crashes recorded.
Parking Arrangements	No parking permitted on western side of the lane.

Site inspection

A Council Officer has observed during site inspections undertaken in the morning and afternoon periods that the on-street parking outside residents' driveways along Gannon Lane were moderately utilised. At present, there are 'No Parking' restrictions on the western side of Gannon Lane and 'No Parking 5am-10am Fridays' restrictions on the eastern side of Gannon Lane, between the intersection of Gannon Street and the boundary line between properties Nos.767 & 769 Princes Highway.

On-street parking along Gannon Street is highly-utilised by the residents and workers within the area as reflected by Council Officer's site inspection and the feedback received from community engagement. As a result of the recent higher demand for parking in the area, Council has received complaints regarding parked vehicles encroaching across driveways, obstructing access to residents' off-street parking spaces.

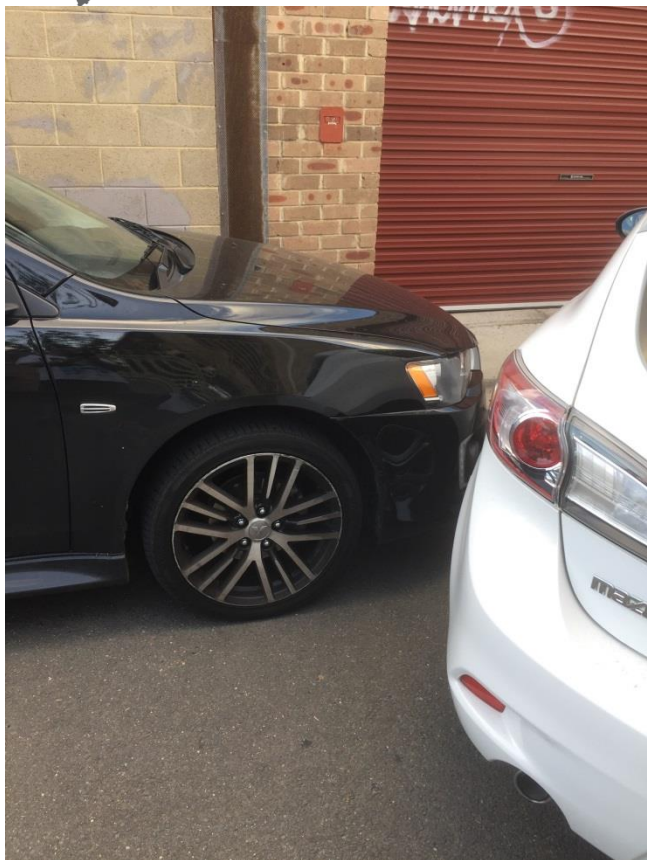


Figure 1: Example of parked vehicles encroaching on resident's driveway



Figure 2: Example of parked vehicles encroaching on resident's driveway



Figure 3: Locality Map of Gannon Lane, Tempe

PUBLIC CONSULTATION

On 27th February 2019, 14 letters were delivered to affected properties in the area and the property owners. Residents and owners were asked to make submissions by 15th March 2019. At the time of writing, one (1) objection had been received. Any additional feedback received will be tabled at the meeting.

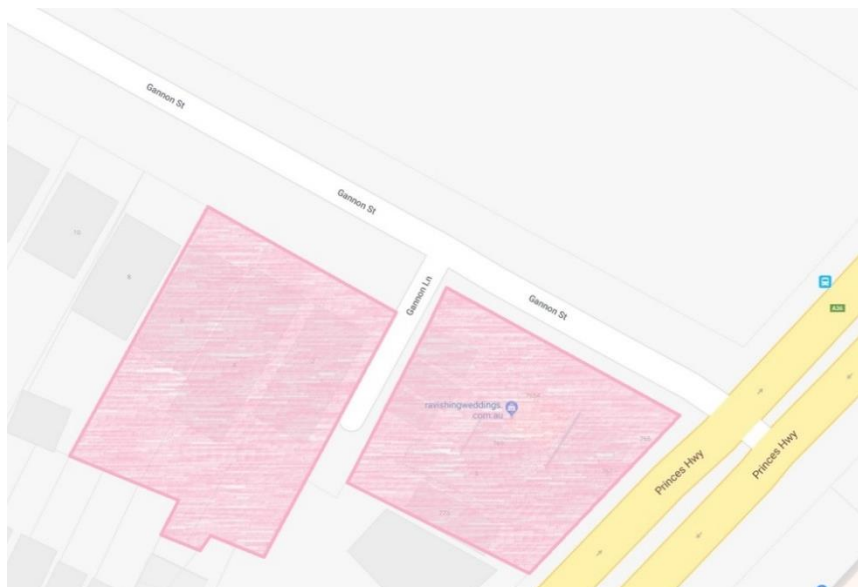


Figure 4: Map of consulted properties in the vicinity of Gannon Lane

Residents' Comments	Officer Comments
<p>Resident finds it hard to understand the proposal of a safety issue driving the need to place 'No Stopping' signs on an existing parking space behind 765 Princes Highway, Tempe on Gannon Lane. Resident believes the proposal is a way to solve some gripe another resident has about their access to their driveway off Gannon Lane.</p> <p>Resident states the footpath along the southern side of Gannon Street is approximately 3 metres with, with a kerb blister on Gannon Street, west of Gannon Lane.</p> <p>Additionally, the resident stated that Gannon Lane is a short, dead-end lane used only by the few properties along it and if there was a proven safety concern, then surely there would be agreement from others impacted by the same issue. Resident challenges that there is no such evidence of mutual concern.</p> <p>Resident suggests the proposal for 'No Stopping' on Gannon Lane may be replaced with simple driveway line marking, indicating garage entry clearances.</p> <p>Resident continues this is a more responsible approach to private problem matter than to impose 'No Stopping' funded</p>	<p>Council Officers who have inspected the intersection on several occasions have identified it as a potential problem due to cars parked within 10m of the intersection. In this case other than garbage pickup day the eastern side of the laneway is unrestricted which poses a problem with vehicles which encroach within 10m of the intersection.</p> <p>In addition, Council has received images from a local resident, which subsequently was confirmed by Council Officers attending onsite, identifying the problem.</p> <p>Vehicles parking in Gannon Lane, within 10 metres of the intersection with Gannon Street would be illegally parked under the NSW Road Rule 170. This situation is exacerbated as these vehicles are obstructing residents' off-street parking access. Therefore, the method of 'simple driveway line marking' is not the appropriate solution in this situation because of the following reason.</p> <p>Width of corner property at No.765 Princes Highway is 4.6m wide (same length as a standard motor vehicle). The driveway for</p>

Item 6

by rate payers.	No.767 Princes Highway is located adjacent to the boundary of Nos.765 and 767 Princes Highway. A driveway line marking solution requires the line marking to be set back at least 1m from the wing of the driveway (increased to around 1.5m for narrow streets). In this case the use of driveway linemarking would result in a vehicle parking across Council's footpath area thereby causing an obstruction for pedestrians.
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CONCLUSION

The installation and enforcement of the statutory 10m 'No Stopping' signage on the intersection of Gannon Lane and Gannon Street will address concerns expressed by residents affected by illegal parked vehicles and is therefore recommended.

ATTACHMENTS

Nil.

Item No: LTC0419 Item 7

Subject: Albion Street, Annandale - Proposed Extension of 'No Stopping' zone (Gulgadya Ward/Balmain Electorate/Leichhardt PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

Item 7

RECOMMENDATION

THAT the existing 12m 'No Stopping' zone on the northern side of Albion Street be extended to 14.6m, west of Susan Street, Annandale.

BACKGROUND

Concerns have been raised regarding blocked vehicular access to the driveway of No.1 and No.3 Albion Street, Annandale due to vehicles over-hanging the driveway.

The existing kerb space between the driveways of No.1 and No.3 Albion Street is 2.6m long and so is insufficient to accommodate a vehicle without impeding driveway access to both properties.

FINANCIAL IMPLICATIONS

Nil.

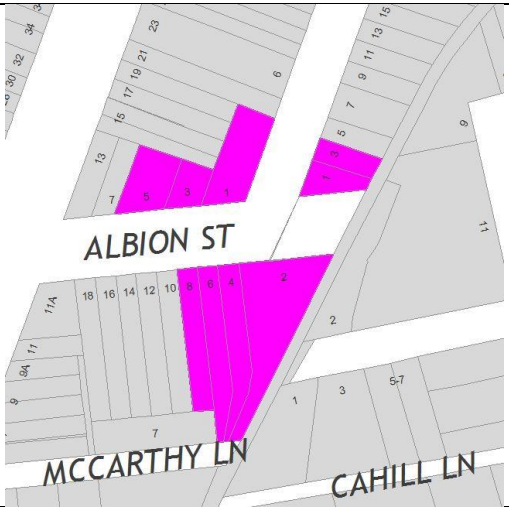
OTHER STAFF COMMENTS

It is illegal to park a vehicle in a way that obstructs access to a property. In order to alleviate this issue, it is proposed to extend the existing 12m 'No Stopping' zone in Albion Street, Annandale by 2.6m.

The proposal is shown on the following plan.



Item 7
PUBLIC CONSULTATION

<p>A letter outlining the above proposal was mailed out to the affected 9 properties in Albion Street and Susan Street, Annandale, requesting residents' views regarding the proposal.</p> <p>One (1) response was received in objection to the proposal.</p>	
Residents' Comments	Officer Comments
<p><i>I object to Council's proposal to extend the existing 'No Stopping' zone in Albion Street, Annandale.</i></p> <p><i>The parking space in question has existed for the last ten years and is utilized by local Albion Street residents. I am unsure as to why it's suddenly become an issue now. Furthermore parking on Albion Street is at a premium and it will cause more difficulty for local residents to find parking if this spot is removed.</i></p>	<p><i>This area is insufficient to allow a vehicle to park without obstructing driveway access.</i></p>

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0419 Item 8**Subject:** Wardell Road, Dulwich Hill - Request for extension to existing school drop off zone adjacent to St Maroun's College at Nos.149-206 Wardell Road (Djarrawunang Ward/Summer Hill Electorate/Inner West PAC)**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

Representations have been received from the Principal of St Maroun's College and parents of children attending the school for an extension to the existing school drop off / pick up zone on Wardell Road, Dulwich Hill. Originally the request was for the school drop off zone to be extended to the north eastern corner of Gilbert Barry Memorial Park incorporating the parks frontage; however, the request was subsequently restricted to the north-east school boundary line only and consultation was carried out on the latter proposal.

collection of children attending St Maroun's College.

RECOMMENDATION**THAT:**

1. The existing 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions adjacent to St Maroun's College on Wardell Road (southern side of roadway) be extended 10 metres eastward (to the school boundary line west of Gilbert Barry Reserve) to improve road safety outside St Maroun's College; and
2. Council's Parking Officers be requested to regularly enforce the parking restrictions outside St Maroun's College in Wardell Road, Dulwich Hill during morning and afternoon school peak periods.

BACKGROUND

St Maroun's College is located on the eastern side of Wardell Road, between Challis and Pine Streets, Dulwich Hill.

The current parking restrictions outside the school are as follows:

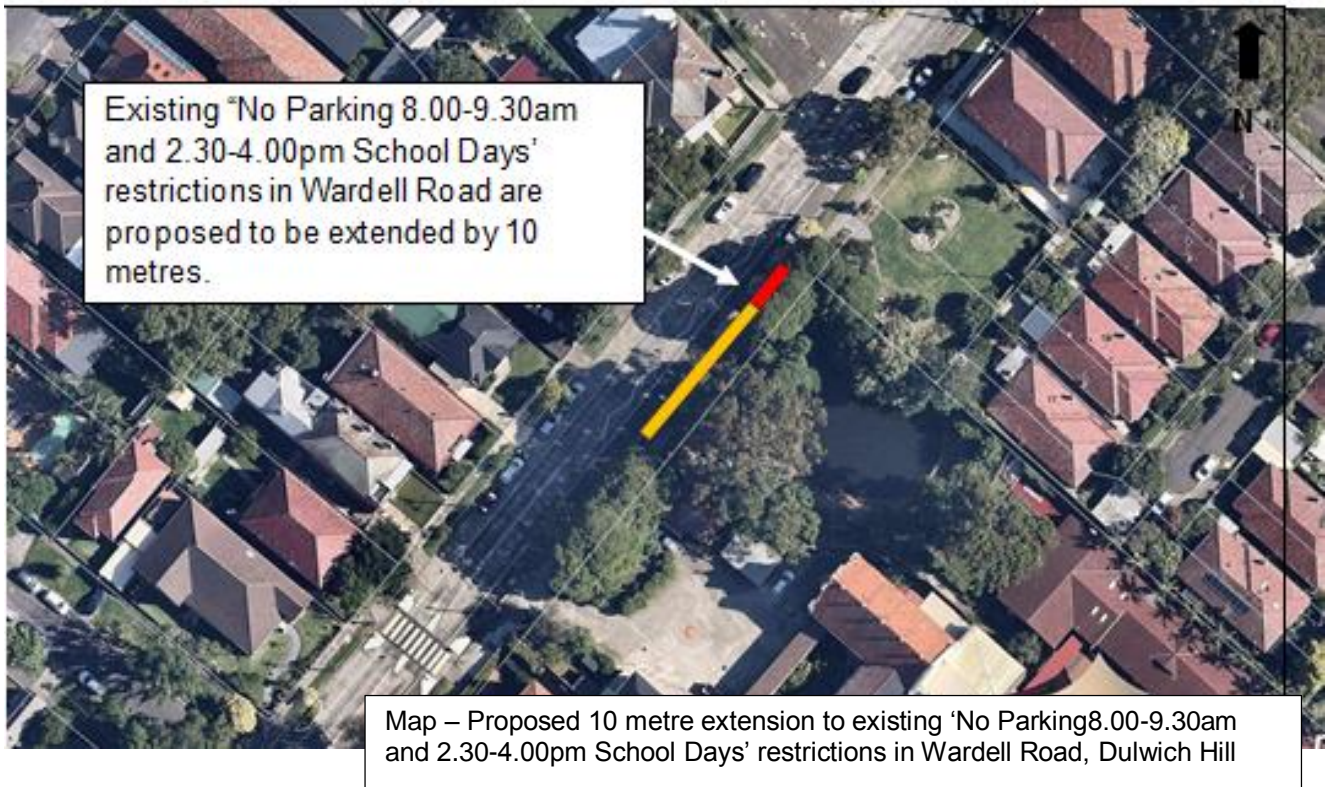
- 'No Parking 8.00am-9.30am; 2.30pm-4.30pm School Days' restrictions used by parents for the drop-off and pick-up of students (30 metres in length accommodating 5 car parking spaces).
- 'No Stopping' restrictions located directly outside the school's main entrance and extending to the south of marked foot crossing.
- 'Bus Zone 8.45am-9.15am and 2.45pm-3.15pm School Days' restrictions south of the crossing, between the 'No Stopping' restrictions and Challis Avenue (16 metres in length).

FINANCIAL IMPLICATIONS

The costs of relocating the existing signpost can be funded from Council's signs and line marking budget.

OTHER STAFF COMMENTS

The request to extend the existing school drop off zone was considered to be reasonable only if the extension was limited to being adjacent to the school property boundary only. A notification letter was hand delivered to surrounding properties advising that Council is proposing to extend the existing 'No Parking 8.00am-9.30am and 2.30pm-4.00pm School Days' restrictions along Wardell Road on the southern side by 10 metres eastward (to the school boundary west of Gilbert Barry Reserve) to improve road safety outside St Maroun's College. (Refer to map below).



PUBLIC CONSULTATION

A notification letter was hand delivered to 50 properties in the immediate locality along Wardell Road, Dulwich Hill regarding the proposal to extend the existing 'No Parking 8.00am-9.30am and 2.30pm-4.00pm School Days' restrictions in Wardell Road on the southern side by 10 metres eastward (to the school boundary west of Gilbert Barry Reserve) to improve road safety outside St Maroun's College. The closing date for submissions ended on Monday 25 March 2019.

Resident survey findings - A total of three (3) responses were received from residents. All opposed to the proposal.

Residents' Comments	Officer's Response
<p>Resident does not support proposal citing that over time the no parking zone has been extended but the traffic problems associated with St Maroun's just gets worse.</p> <p>Notes that school should consider other strategies – encouraging students to catch public transport or walk to school.</p> <p>They state that it is harder and harder for local residents to find unrestricted parking and residents should not be penalized by the removal of already scarce parking.</p>	<p>It is acknowledged that the proposal will remove unrestricted parking for three vehicles on 'school days' only and for the restricted parking times of an hour and half in the morning and afternoon peak school periods only.</p> <p>Council notes that congestion occurs outside all schools especially at the afternoon pick up school period and in response Council Parking Officers regularly patrol schools in the LGA.</p> <p>Unfortunately, a lot of motorists disobey the road rules in the process of dropping-off / picking-up their children. It is encouraged that parents and carers park safely even if it means walking further to the school gate.</p> <p>Council carried out a parking study in Dulwich Hill and the report on the <i>Dulwich Hill Parking Study</i> was endorsed by Council in October 2016. Parking surveys and community consultation were undertaken as part of that study. The study did not recommend any permit parking restrictions in Wardell Road between Beach Street and Margaret Street as there was not sufficient support from residents and the parking surveys which were undertaken indicated that the parking occupancy was below the 85% threshold.</p>
<p>Resident opposes the proposal to eliminate 10 metres of parking spaces noting that there is limited parking spots in the school's vicinity making school drop off and pick up extremely difficult and does not believe that increasing the current 'No Parking' restrictions will increase children's safety in any way.</p> <p>They say that alternatively if parking was being reduced along Wardell Road to implement a drop off zone this would be beneficial.</p> <p>By further minimizing car parking this means that children will have to walk further to get to their parents cars.</p>	<p>It is unclear whether the resident is actually supporting the proposal and/or opposing it.</p> <p>The drop off/pick up zone will improve road safety by reducing the congestion caused from parents waiting to access the drop off zone.</p>

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<p>The resident highlighted that the history of the site from when it was a Carmelite Convent to the present school noting that at no time have local residents been consulted regarding Development proposals for the school and nursing homes expansion over the years.</p> <p>Resident opposes the proposal to extend the existing 'No Parking' restrictions as proposed as removing three all day car parking spaces will further limit residents' parking options – some of whom do not have off-street parking facilities.</p> <p>They question why cannot the school provide a drop off and pick up area on their premises rather than on a busy road and/or parents park further away and walk to the school.</p> <p>Resident would like to see residential parking permit scheme in operation on Wardell Road between Margaret Street and Beach Street, so residents have an option instead of St Maroun's staff parking all day.</p>	<p>Comment noted.</p> <p>It is acknowledged that the proposal will remove unrestricted parking for three vehicles on 'school days' only and for the restricted parking times of an hour and half in the morning and afternoon peak school periods only.</p> <p>Council carried out a parking study in Dulwich Hill and the report on the <i>Dulwich Hill Parking Study</i> was endorsed by Council in October 2016. Parking surveys and community consultation were undertaken as part of that study. The study did not recommend any permit parking restrictions in Wardell Road between Beach Street and Margaret Street as there was not sufficient support from residents and the parking surveys which were undertaken indicated that the parking occupancy was below the 85% threshold.</p>
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CONCLUSION

It is considered that a 10 metre extension to the existing 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions on Wardell Road on the southern side of the roadway (eastward to the school boundary line, west of Gilbert Barry Reserve) will assist parents and carers with the safe drop off and pick up of children attending St Maroun's College and is recommended.

ATTACHMENTS

Nil.