

# **AGENDA**

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## **INNER WEST COUNCIL**

**LOCAL TRAFFIC COMMITTEE MEETING**

**MONDAY 5 AUGUST 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

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**2 Disclosures of Interest**

**3 Confirmation of Minutes**

Minutes of 1 July 2019 Local Traffic Committee Meeting

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Nil at time of printing.

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- 8      General Business**
- 9      Close of Meeting**

**Minutes of Local Traffic Committee Meeting  
Held at Petersham Service Centre on 1 July 2019**

**Meeting commenced at 10.00am**

**ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON**

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

**COMMITTEE REPRESENTATIVES PRESENT**

Clr Victor Macri	Councillor – Midjuburi-Marrickville Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Zack Solomon	Representative for Jo Haylen MP, Member for Summer Hill
Sgt John Micallef	NSW Police – Burwood Police Area Command
LSC Marina Nestoriaros	NSW Police – Leichhardt Police Area Command
SC Tony Kenny	NSW Police – Inner West Police Area Command
Ryan Horne	Roads and Maritime Services

**OFFICERS IN ATTENDANCE**

Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
Asith Nagodavithane	Transit Systems – Inner West Bus Services
Bob Moore	Inner West Bicycle Coalition
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward
Wal Petschler	IWC's Group Manager Roads, Traffic and Stormwater
Manod Wickramasinghe	IWC's Acting Traffic and Transport Manager
George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Pierre Ayoub	IWC's Acting Design Services Coordinator
Sunny Jo	IWC's Traffic and Parking Planner
Boris Muha	IWC's Engineer – Traffic and Parking Services
Kenneth Yuen	IWC's Student Engineer
Christina Ip	IWC's Business Administration Officer

**VISITORS**

Rachel Davies	Item 10 – Resident
Sara Arthur	Item 10 – Resident
Justin Skowno	Item 19 – Resident

**APOLOGIES:**

Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
John Stephens	IWC's Traffic and Transport Services Manager

**DISCLOSURES OF INTERESTS**

Nil.

**CONFIRMATION OF MINUTES**

Minutes of the Local Traffic Committee Meeting held on Monday, 3 June 2019 were confirmed.

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

The Local Traffic Committee recommendations of its meeting held on 3 June 2019 were adopted at Council's meeting held on 11 June 2019. Council also resolved the following:

1. THAT Council to consider the heritage status and significance of Wharf Road when installing signage and other visual traffic elements such as painted surfaces.
2. THAT the report on Mainstreet Meter switch off at 7pm in Balmain, Rozelle and Leichhardt (LTC0619 Item 17) be reported to Council as a council item on 25 June 2019.

**LTC0719 Item 1 Hartley Street at Victoria Road, Rozelle - Proposed 'STOP' Control (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

A number of residents have raised concerns regarding traffic conditions at the Hartley Street/Victoria Road T-intersection, which currently does not have signposted intersection control.

**Officer's Recommendation**

THAT the intersection of Hartley Street and Victoria Road, Rozelle be upgraded to 'STOP' control.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the intersection of Hartley Street and Victoria Road, Rozelle be upgraded to 'STOP' control.**

**For motion:** Unanimous

**LTC0719 Item 2 Newington Local Area Traffic Management Strategy (Damun-Stanmore/Midjuburi-Marrickville Wards/ Newtown Electorate/ Inner West PAC)****SUMMARY**

This is a recommendation to endorse the final Newington Local Area Traffic Management (LATM) report. The proposals within the report are based on community input and analysis of feedback from the Public Exhibition period in March and April 2019. There were 41 responses to the web survey undertaken by Council. The results indicate that there is general support for the proposed traffic management, with some changes suggested by 24 respondents. Once this recommendation is endorsed by Traffic Committee and Council, the projects will be incorporated into future design and construction programs.

**Officer's Recommendation**

THAT:

1. The final Newington LATM report be endorsed for implementation including the following final LATM treatments:
  - a. Speed cushions in Albert Street near Marr Playground;
  - b. Two raised thresholds in Bright Street near No.26 and No.6 Bright Street;
  - c. Change of priority at the intersection of Tupper Street and Newington Road, including removal of existing speed hump near No.36 Newington Road but excluding 'No Parking 7am-7pm Mon-Fri' opposite Tupper Street in Newington Street;
  - d. Installation of 'STOP' sign at the intersection of Newington Road and Enmore Road;
  - e. Pedestrian refuge island in Addison Road between Denby and Philpott Streets;
  - f. Implementation of mixed traffic bicycle facilities within the study area; and
  - g. Changes at signalised intersections at Enmore Road/Llewellyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Illawarra Road be referred to the RMS for implementation

**DISCUSSION**

It was noted that the current bus stop and shelter in Addison Road between Denby and Philpott Streets may be affected by the proposed pedestrian refuge island. Council Officers advised the Transit Systems representative that the relocation of the bus stop and shelter will be considered during detailed design and Transit Systems will be consulted.

The representative for the Inner West Bicycle Coalition stated that there has been a longstanding request for a crossing at Stanmore Road at John Street or Albert Street so that cyclists can avoid the intersection of Crystal Street and Stanmore Road; however, this crossing is not part of the proposed works. The RMS representative advised that Stanmore Road is a State Road and consideration of crossing improvements rests with RMS.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. The final Newington LATM report be endorsed for implementation including the following final LATM treatments:
  - a. Speed cushions in Albert Street near Marr Playground;
  - b. Two raised thresholds in Bright Street near No.26 and No.6 Bright Street;
  - c. Change of priority at the intersection of Tupper Street and Newington Road, including removal of existing speed hump near No.36 Newington Road but excluding 'No Parking 7am-7pm Mon-Fri' opposite Tupper Street in Newington Street;
  - d. Installation of 'STOP' sign at the intersection of Newington Road and Enmore Road;
  - e. Pedestrian refuge island in Addison Road between Denby and Philpott Streets;
  - f. Implementation of mixed traffic bicycle facilities within the study area; and
  - g. Changes at signalised intersections at Enmore Road/Llewellyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Illawarra Road be referred to the RMS for implementation

**For motion:** Unanimous

**LTC0719 Item 3 MINOR TRAFFIC FACILITIES (All Wards/All Electorates/All PACs)**

**SUMMARY**

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

**Officer's Recommendation**

THAT:

1. A 6m 'Disabled Parking' zone be installed in front of No. 21 Charlotte Avenue, Marrickville;
2. A 6m 'Disabled Parking' zone be installed on Myrtle Street along the rear boundary of No. 10 Salisbury Road, Stanmore;
3. A 5.5m 'Disabled Parking' zone be installed in front of No. 30 Francis Street, Marrickville;
4. A 5.5m 'Disabled Parking' zone be installed in back of No. 30 Thornley Street, Leichhardt;
5. A 5.5m 'Disabled Parking' zone be installed in front of No. 105 Victoria Street, Lewisham;
6. A 5.5m 'Disabled Parking' zone be installed in front of No. 12 Oak Street, Ashfield;
7. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.107 May Street, St Peters for 12 weeks, subject to the applicant obtaining consent from the neighbouring property owner; and
8. A 9.4m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.44 Wentworth Street, Tempe for 4 weeks.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. **A 6m 'Disabled Parking' zone be installed in front of No. 21 Charlotte Avenue, Marrickville;**
2. **A 6m 'Disabled Parking' zone be installed on Myrtle Street along the rear boundary of No. 10 Salisbury Road, Stanmore;**
3. **A 5.5m 'Disabled Parking' zone be installed in front of No. 30 Francis Street, Marrickville;**

4. A 5.5m 'Disabled Parking' zone be installed in back of No. 30 Thornley Street, Leichhardt;
5. A 5.5m 'Disabled Parking' zone be installed in front of No. 105 Victoria Street, Lewisham;
6. A 5.5m 'Disabled Parking' zone be installed in front of No. 12 Oak Street, Ashfield;
7. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.107 May Street, St Peters for 12 weeks, subject to the applicant obtaining consent from the neighbouring property owner; and
8. A 9.4m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.44 Wentworth Street, Tempe for 4 weeks.

**For motion:** Unanimous

**LTC0719 Item 4 Henry Street, between Railway Parade and George Street, and Railway Lane, between Henry Street and Hilton Avenue, Sydenham - Temporary Road Closure for 'Edge Sydenham' event on Saturday 10 August 2019 (Midjumburi-Marrickville Ward / Heffron Electorate / Inner West PAC)**

## **SUMMARY**

Inner West Council is proposing to hold the 'EDGE Sydenham' event on Saturday, 10 August 2019 within Sydenham Green and Sydenham Skate Park and will require the closure of Henry Street, between Railway Parade and George Street, and Railway Lane, between Henry Street and Hilton Avenue, Sydenham to facilitate the event.

## **Officer's Recommendation**

**THAT:**

1. The proposed temporary full road closure of Henry Street (between Railway Parade and George Street) and Railway Lane (between Henry Street and Hilton Avenue), Sydenham for the 'EDGE Sydenham' Event on Saturday, 10 August 2019 between 1:00pm and 11:30pm be approved as per the submitted TMP and TCP;
2. A Road Occupancy License application be obtained from the Transport Management Centre;
3. All residents and businesses in and around the affected area, including the NSW Police Local Area Commander, Fire & Rescue NSW, SES and the NSW Ambulance Services to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.



**DISCUSSION**

It was noted that because the event has been advertised to start at 5pm, affected residents and businesses may not realise that set up of the event starts at 1pm. Council Officers will notify organisers of request to notify set up time.

The Committee members agreed with the Officer's recommendation.

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

- 1. The proposed temporary full road closure of Henry Street (between Railway Parade and George Street) and Railway Lane (between Henry Street and Hilton Avenue), Sydenham for the 'EDGE Sydenham' Event on Saturday, 10 August 2019 between 1:00pm and 11:30pm be approved as per the submitted TMP and TCP;**
- 2. A Road Occupancy License application be obtained from the Transport Management Centre;**
- 3. All residents and businesses in and around the affected area, including the NSW Police Local Area Commander, Fire & Rescue NSW, SES and the NSW Ambulance Services to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;**
- 4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and**
- 5. The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion:** Unanimous

**LTC0719 Item 5 Fred Street, from Summer Hill Street to Eltham Street, Lewisham- Proposed road and footpath renewal civil works and garden beds/verge plantings – Design Plan 10065 (Damun- Stanmore Ward / Summer Hill Electorate / Inner West PAC)**

**SUMMARY**

As part of the Road and Footpath Capital Works Program this project proposes to improve the streetscape in Fred Street, Lewisham. The works include reconstruction of footpaths, kerb and gutter, and road re-sheeting. Along with the civil works, Council is also proposing to build three (3) mass planted garden beds, verge plantings, and a rain-garden. Fred Street is one of many Greenway streets that have been identified as 'biodiversity and wildlife habitat corridors'. The works will be constructed in this financial year, 2019/20 subject to final funding allocations.

**Officer's Recommendation**

THAT the detailed design plan for the three (3) kerb extensions, reduction of road width in two sections of the road and associated signs and line markings in Fred Street, Lewisham (as per Design Plan No.10065) be APPROVED.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for the three (3) kerb extensions, reduction of road width in two sections of the road and associated signs and line markings in Fred Street, Lewisham (as per Design Plan No.10065) be APPROVED.**

**For motion: Unanimous**

**LTC0719 Item 6 Merton Street at Trafalgar Street, Petersham - Proposed traffic calming at the intersection – Design Plan 10078 (Damun- Stanmore Ward / Newtown Electorate / Inner West PAC)**

**SUMMARY**

A detailed design plan has been finalised for the proposed speed calming treatment in Merton Street at Trafalgar Street, Petersham. The proposed works includes installation of a painted median with rumble bars and line marking to calm traffic and prevent motorists from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, Petersham.

**Officer's Recommendation**

THAT the detailed design plan for the installation of a painted median with rumble bars and line marking to calm traffic and prevent motorists from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, Petersham (as per Design Plan No.10078) be APPROVED.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for the installation of a painted median with rumble bars and line marking to calm traffic and prevent motorists from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, Petersham (as per Design Plan No.10078) be APPROVED.**

**For motion: Unanimous**

**LTC0719 Item 7 Illawarra Road at Cary Street, Marrickville – Proposed upgrading and relocation of existing pedestrian zebra crossing on Illawarra Road – Design Plan 10079 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

**SUMMARY**

A detailed design plan has been finalised for the proposal to upgrade the existing pedestrian

(zebra) crossing on Illawarra Road, Marrickville near its intersection with Cary Street. The proposal to upgrade and relocate the existing raised pedestrian crossing with kerb extensions and associated signs and line markings will improve pedestrian safety and traffic conditions at this location. It is noted that the works require relocation to the south of the existing bus stop on the western side of Illawarra Road.

Consultation was undertaken with owners and occupiers of properties adjacent to Illawarra Road and Cary Street, regarding the proposal.

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

THAT the design of the raised and relocated pedestrian (zebra) crossing with new kerb extensions and associated signs and line markings on Illawarra Road, Marrickville, at the intersection with Cary Street (as per the attached design plan No. 10079) be APPROVED.

#### **DISCUSSION**

It was noted that:

- plans will be amended to include a speed hump sign on approach to the raised pedestrian crossing.
- the bus stop relocation will comply with DDA standards.
- the plan is to be updated to include cycle logos in the traffic lane on both approaches to the crossing.

#### **COMMITTEE RECOMMENDATION**

**THAT the design of the raised and relocated pedestrian (zebra) crossing with new kerb extensions and associated signs and line markings on Illawarra Road, Marrickville, at the intersection with Cary Street (as per the attached design plan No. 10079) be APPROVED, subject to amendments to include speed hump advance warning signs and cycle logos.**

**For motion: Unanimous**

**LTC0719 Item 8 Marrickville Road and Seaview Street, Marrickville – Temporary full Road Closures for Dulwich Hill Village Fair on Sunday 15 SEPTEMBER 2019 – S68201800008 (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)**

#### **SUMMARY**

'Dulwich Hill Village Fair' is an annual event and this year it will be held on Sunday 15 September 2019. As per previous years the event will necessitate the temporary full road closure of Marrickville Road between New Canterbury Road and Durham Street, part of Seaview Street between Marrickville Road and property No. 26 Seaview Street, Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

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

THAT:

1. The proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street between Marrickville Road and property No. 26 Seaview Street, Caves Lane, and the Seaview Street car

park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 15 September 2019 between 3:00am and 8:00pm be approved as per the submitted TMP and TCP;

2. A Road Occupancy License application be obtained from the Transport Management Centre;
3. Notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services;
4. All residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. 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:**

1. **The proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street between Marrickville Road and property No. 26 Seaview Street, Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 15 September 2019 between 3:00am and 8:00pm be approved as per the submitted TMP and TCP;**
2. **A Road Occupancy License application be obtained from the Transport Management Centre;**
3. **Notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services;**
4. **All residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;**
4. **A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and**
5. **The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion: Unanimous**

**LTC0719 Item 9 Road Occupancy - Lackey Street and Smith Street, Summer Hill - Temporary Road Closures for the annual 'Summer Hill Neighbourhood Feast' - Sunday 29 September 2019 (Djarrawunang - Ashfield Ward/ Summer Hill Electorate/ Burwood PAC)**

**SUMMARY**

In accordance to a Section S68 Development Application, Council seeks the support of the Committee for the temporary road closures of Lackey Street and Smith Street between Hardie Avenue and Nowrairie Street, Summer Hill for the annual 'Summer Hill Neighbourhood Feast' festival on Sunday 29 September 2019.

**Officer's Recommendation**

THAT:

1. The proposed temporary road closure of Lackey Street and Smith Street (between Hardie Avenue and Nowrairie Street) from 5.00am to 7.00pm Sunday, 29 September 2019, for the holding of the "Summer Hill Neighbourhood Feast" event, be supported, subject to the applicant seeking consent from RMS and forwarding a TMP;
2. A Road Occupancy License be obtained by Council 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 Council, of the proposed temporary road closure at least 7 days in advance of the closure with Council making reasonable provision for stakeholders;
4. The occupation of the road carriageway must not occur until the road has been physically closed, and
5. A 4 metre wide emergency service access must be maintained through the closed road areas during the course of the event

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. The proposed temporary road closure of Lackey Street and Smith Street (between Hardie Avenue and Nowrairie Street) from 5.00am to 7.00pm Sunday, 29 September 2019, for the holding of the "Summer Hill Neighbourhood Feast" event, be supported, subject to the applicant seeking consent from RMS and forwarding a TMP;
2. A Road Occupancy License be obtained by Council 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 Council, of the proposed temporary road closure at least 7 days in advance of the closure with Council making reasonable provision for stakeholders;

4. The occupation of the road carriageway must not occur until the road has been physically closed, and
5. A 4 metre wide emergency service access must be maintained through the closed road areas during the course of the event;

**For motion:** Unanimous

**LTC0719 Item 10 Croydon Road at Church Street, Croydon – Proposed traffic calming at the intersection including a new pedestrian refuge on Croydon Road – Design Plan 10090 (Gulgadya – Leichhardt Ward / Strathfield Electorate / Burwood PAC)**

### **SUMMARY**

A detailed design plan has been finalised for the proposed pedestrian refuge in Croydon Road adjacent Church Street, Croydon. The proposed works aim to improve pedestrian and motorist safety and address residents' concerns about speeding and driver behavior in Croydon Road. It is noted that these works are in addition to the intersection improvement works in Church Street (at Croydon Road) which was approved by Council on 26 February 2019. The proposed pedestrian refuge is subsequent to Council's decision at its 26 February 2019 meeting to construct pedestrian safety measures in Croydon Road at its intersection with Church Street making an existing crossing point safer.

### **Officer's Recommendation**

THAT the detailed design plan for the proposed pedestrian refuge islands, kerb blisters, line marking and signs at the intersection of Croydon Road and Church Street, Croydon (as per attached design plan No. 10090) be APPROVED.

### **DISCUSSION**

*Public speakers: Rachel Davies and Sara Arthur attended at 10.02am*

Ms Davies and Ms Arthur stated that they and other residents supported the proposed plan as it will improve pedestrian safety at the intersection.

*(Ms Davies and Ms Arthur left at 10.07am)*

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for the proposed pedestrian refuge islands, kerb blisters, line marking and signs at the intersection of Croydon Road and Church Street, Croydon (as per attached design plan No. 10090) be APPROVED.**

**For motion:** Unanimous

**LTC0719 Item 11 2019 Spring Cycle Event (All Wards/ All Electorates/ All PACs)**

**SUMMARY**

Bicycle NSW has requested approval from the Local Traffic Committee and Council to conduct the 2019 Bicycle NSW Spring Cycle Event (its 36<sup>th</sup> year) on Sunday, 13 October 2019.

**Officer's Recommendation**

THAT:

1. The 2019 Bicycle NSW Spring Cycle event to be held on Sunday, 13 October 2019 be supported, subject to:
  - (a) The Traffic Management Plan and Traffic Control Plans being approved by the Transport Management Centre;
  - (b) The event organiser producing a current Public Liability Insurance Policy with Inner West Council being included as an Interested Party;
2. The organiser of the event be requested to advise the affected properties in Canal Road, Leichhardt regarding the event details to discourage traffic movements through the narrow section of Canal Road during the critical period of the event; and
3. The representative of Bicycle New South Wales be advised of the Committee's recommendation.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. The 2019 Bicycle NSW Spring Cycle event to be held on Sunday, 13 October 2019 be supported, subject to:
  - (a) The Traffic Management Plan and Traffic Control Plans being approved by the Transport Management Centre;
  - (b) The event organiser producing a current Public Liability Insurance Policy with Inner West Council being included as an Interested Party;
2. The organiser of the event be requested to advise the affected properties in Canal Road, Leichhardt regarding the event details to discourage traffic movements through the narrow section of Canal Road during the critical period of the event; and
3. The representative of Bicycle New South Wales be advised of the Committee's recommendation.

**For motion:** Unanimous

**LTC0719 Item 12 Gould Lane, Petersham - Proposed 'No Parking' (Damun-Stamnore Ward/Summer Hill Electorate/Inner West PAC)**

**SUMMARY**

Council is proposing to implement parking restrictions in Gould Lane, Petersham to allow

residents' vehicles access to off-street parking and to allow for thoroughfare for emergency and service vehicles. The laneway does not meet Council's guidelines for parking and there is support from residents for the proposal.

**Officer's Recommendation**

THAT the Installation of 'No Parking' in Gould Lane (both sides) between Gould Avenue and Gould Lane be approved

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the Installation of 'No Parking' in Gould Lane (both sides) between Gould Avenue and Gould Lane be approved**

**For motion: Unanimous**

**LTC0719 Item 13 Unnamed Lane - off Lord Street, Newtown - Proposed 'No Parking'  
(Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)**

**SUMMARY**

Council is proposing to implement parking restrictions in the unnamed lane off Lord Street, Newtown to allow residents' vehicles access to off-street parking and to allow for thoroughfare for emergency and service vehicles. The laneway does not meet Council's guidelines for parking and no objections have been received to the proposal.

**Officer's Recommendation**

THAT the installation of 'No Parking' restrictions for a distance of 29 meters from the cul-de-sac on the west side of the unnamed lane off Lord Street, Newtown; be approved.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the installation of 'No Parking' restrictions for a distance of 29 meters from the cul-de-sac on the west side of the unnamed lane off Lord Street, Newtown; be approved.**

**For motion: Unanimous**

**LTC0719 Item 14 Gordon Street, Rozelle - 'No Parking' zone removal (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council has received requests to review the existing parking restrictions on the eastern side of Gordon Street, Rozelle outside of St. Joseph's Catholic Church to maximise the parking



arrangement in the area.

**Officer's Recommendation**

THAT the existing 18m 'No Parking' zone on the eastern side of Gordon Street, Rozelle outside of St. Joseph's Catholic Church be removed.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the existing 18m 'No Parking' zone on the eastern side of Gordon Street, Rozelle outside of St. Joseph's Catholic Church be removed.**

**For motion: Unanimous**

**LTC0719 Item 15 Perry Street, Lilyfield - Proposed 'No Stopping' zone (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Concerns have been raised regarding vehicles obstructing pedestrian access to a pram ramp by parking too close to the intersection of Perry Street at Mary Street, Lilyfield.

**Officer's Recommendation**

THAT a 5.5m 'No Stopping' zone be installed on the southern side of the Perry Street slip lane, east of Mary Street, Lilyfield.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT a 5.5m 'No Stopping' zone be installed on the southern side of the Perry Street slip lane, east of Mary Street, Lilyfield.**

**For motion: Unanimous**

**LTC0719 Item 16 Mortley Street, Haberfield - Proposed Extension of Existing 'Bus Zone' (Gulgadya-Leichhardt Ward/ Summer Hill Electorate/ Burwood PAC)**

**SUMMARY**

A development application has been lodged for a driveway to be constructed at No.1A Mortley Avenue, Haberfield. The proposed location is within an existing 'Bus Zone' and conflicts with the existing concrete hardstand area, for pedestrian access onto buses.

**Officer's Recommendation**

THAT the existing 'Bus Zone' on the western side of Mortley Avenue, Haberfield (in front of 1A Mortley Avenue) be extended by 1.8m to the north.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the existing 'Bus Zone' on the western side of Mortley Avenue, Haberfield (in front of 1A Mortley Avenue) be extended by 1.8m to the north.**

**For motion:** Unanimous

**LTC0719 Item 17 Booth Street, Annandale - Proposed reduction of existing 'No Stopping' restriction (Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council is proposing to rationalise the existing 'No Stopping' zone on the southern side of Booth Street west of Annandale Street to accommodate one extra parking space.

**Officer's Recommendation**

THAT the existing 'No Stopping' zone on the southern side of Booth Street, Annandale west of Annandale Street be reduced by 2.0m to achieve a 10m 'No Stopping' zone from the pedestrian refuge crossing point.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the existing 'No Stopping' zone on the southern side of Booth Street, Annandale west of Annandale Street be reduced by 2.0m to achieve a 10m 'No Stopping' zone from the pedestrian refuge crossing point.**

**For motion:** Unanimous

**LTC0719 Item 18 Edwin Street North, Croydon - Proposed installation of a Disabled (Mobility) Parking Zone (Gulgadya - Leichhardt Ward/ Strathfield Electorate/ Burwood PAC)**

**SUMMARY**

Community representations have been received for the installation of a mobility parking space near the newly located Post Office in Edwin Street North, Croydon. The proposed position of the mobility parking space would be near midblock within the shopping strip

between Hennessy Street and Elizabeth Street and would replace an existing part time 'Loading Zone'.

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

THAT a 8.5m 'Disabled Parking 8.30am-6.00pm Mon-Fri., 8.30am-12.30pm Sat' zone with rear pram ramp, replace the existing 'Loading Zone 8.30am – 6pm Mon-Fri, 8.30am-12.30pm Sat' outside No.103 Edwin Street North, Croydon, just north of the existing midblock pedestrian crossing.

#### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION**

**THAT a 8.5m 'Disabled Parking 8.30am-6.00pm Mon-Fri., 8.30am-12.30pm Sat' zone with rear pram ramp, replace the existing 'Loading Zone 8.30am – 6pm Mon-Fri, 8.30am-12.30pm Sat' outside No.103 Edwin Street North, Croydon, just north of the existing midblock pedestrian crossing.**

**For motion:** Unanimous

**LTC0719 Item 19 Smith Street, Annandale - Proposed 'No Parking 7AM-7PM Motor Vehicles Under 4.5t GVM Excepted' (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

#### **SUMMARY**

Council has received a petition from residents in Young Street, Annandale requesting parking restrictions in Smith Street, Annandale to restrict long term boats and trailer parking.

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

THAT 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM Excepted' restrictions be installed on the west side of Smith Street, Annandale (between Gillies Street and Piper Street), including signage to reinforce the statutory 10m 'No Stopping' zone.

#### **DISCUSSION**

*Public speaker: Justin Skowno attend at 10.28am.*

Mr Skowno supported the proposed 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM Excepted' restrictions as it would remove long-term boat and trailer parking and thus improve traffic flow and sightlines along Smith Street.

*(Mr Skowno left at 10.33am)*

Concerns raised regarding pedestrian safety at the corner of Piper and Smith Streets due to sightlines obstructed by a fence. Officer to consider installation of "Look" stencil.

The level of enforcement of boat parking in streets where motor vehicles over 4.5t GVM are banned was questioned. Council Officers advised that fines are issued and if boat is not

moved and the owners are not contactable, the boat is investigated as an abandoned vehicle. Council Officers will investigate the abandoned vehicle on Charles Street, Lilyfield.

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION**

**THAT 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM Excepted' restrictions be installed on the west side of Smith Street, Annandale (between Gillies Street and Piper Street), including signage to reinforce the statutory 10m 'No Stopping' zone.**

**For motion:** Unanimous

#### **LTC0719 Item 20 Status Report - Leichhardt and Haberfield - Pedestrian Safety Measures (Gulgadya-Leichhardt Ward/ Summer Hill & Balmain Electorate/ Burwood & Leichhardt PAC)**

#### **SUMMARY**

Council officers have previously been requested to investigate pedestrian safety measures at several intersections in Haberfield and Leichhardt as an outcome of a Council resolution. This included the intersections along Marion Street, Leichhardt; Flood Street, Leichhardt and Ramsay Street, Haberfield.

This resolution was then considered by Traffic Committee Meeting held 6 March 2018 and it was recommended that a further report be prepared detailing the investigation of 40km/h speed limits on Marion Street, Leichhardt and Ramsay Street, Haberfield.

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

THAT this report be received and noted.

#### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION**

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

**For motion:** Unanimous

#### **LTC0719 Item 21 Car Parks adjacent to the Petersham Service Centre (Damun-Stanmore Ward/ Newtown Electorate/ Inner West PAC)**

#### **SUMMARY**

Council has recently reviewed the parking arrangement at Petersham Service Centre as a result of concerns raised that the nearby car parks are utilised by long stay commuter parking.

A proposed plan to provide improved parking opportunities for visitors to the service centre and the surrounding commercial precinct was prepared. Since that time, Council has been advised that the Regent and Fisher

Street car parks will no longer be available for public use due to discontinuation of the lease to Council previously established with the owner of the site. This report recommends changes to the remaining Crystal Street car park to provide improved parking capacity by discouraging long-stay commuter parking.

### **Officer's Recommendation**

THAT the Crystal Street Car Park be modified to:

1. Convert 9 of the existing '9P 8am-6pm Mon-Fri' spaces to '3P 8am-6pm Mon-Fri' parking in the row adjacent to Petersham Service Centre.
2. The remaining 50 '9P 8am-6pm Mon-Fri' spaces be converted to '8P 8am-6pm Mon-Fri' parking.

### **DISCUSSION**

Council Officers advised that an additional comment was received which stated that the 8am start of restrictions was too late to deter commuter parking and Council Officers suggested that the start of restrictions be amended to 7am to address this. The Committee members agreed with the amendment to the recommendation.

### **COMMITTEE RECOMMENDATION**

THAT the Crystal Street Car Park be modified to:

1. Convert 9 of the existing '9P 8am-6pm Mon-Fri' spaces to '3P 7am-6pm Mon-Fri' parking in the row adjacent to Petersham Service Centre.
2. The remaining 50 '9P 8am-6pm Mon-Fri' spaces be converted to '8P 7am-6pm Mon-Fri' parking.

**For motion:** Unanimous

### **LTC0719 Item 22 Maliyawul Street - Proposed Temporary Road Closure to Hold Bay Run Event on Sunday, 4 August 2019 (Baludari Ward/Balmain Electorate/Leichhardt PAC)**

### **SUMMARY**

The Bay Run Committee has requested approval by the Local Traffic Committee and Council to conduct the annual Bay Run event (in its seventeenth year) on Sunday, 4 August 2019.

### **Officer's Recommendation**

THAT the proposed temporary road closure of Maliyawul Street, Lilyfield, 100m from the northern, dead-end of the street on Sunday, 4 August 2019 between 6.00am to 11.00am be approved subject to the following conditions:

1. The TMP and TCP being approved by RMS;
2. The applicant be advised to contact the Office of Environment and Heritage (OEH) to seek approval for the proposed temporary closure of Waterfront Drive, between Central Avenue and Military Drive for the event (within Callan Park, Lilyfield);
3. All affected residents and businesses, including the NSW Police Local Area

Commander, Fire & Rescue NSW, NSW Ambulance Services, Le Montage, Leichhardt Park and Aquatic Centre, Leichhardt Rowing Club and Balmain Soccer Club 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.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the proposed temporary road closure of Maliyawul Street, Lilyfield, 100m from the northern, dead-end of the street on Sunday, 4 August 2019 between 6.00am to 11.00am be approved subject to the following conditions:**

1. The TMP and TCP being approved by RMS;
2. The applicant be advised to contact the Office of Environment and Heritage (OEH) to seek approval for the proposed temporary closure of Waterfront Drive, between Central Avenue and Military Drive for the event (within Callan Park, Lilyfield);
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW, NSW Ambulance Services, Le Montage, Leichhardt Park and Aquatic Centre, Leichhardt Rowing Club and Balmain Soccer Club 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.

**For motion: Unanimous**

### **LATE ITEM**

**LTC0719 Item 23 Wood Street at Elizabeth Street, Ashfield - Associated delineation with kerb & gutter reconstruction (Gulgadya Ward/ Summer Hill Electorate/ Burwood PAC)**

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Detailed design plans have been provided for the proposed delineation in Wood Street and Elizabeth Street, Ashfield. Detailed Design Plans for kerb extensions and a rain garden were originally approved at the Local Traffic Committee meeting on the 7th of August, 2018. The works have now been completed and issues have since arisen of vehicles now crossing the centre line in Elizabeth Street as a result of the works. In order to address this issue, modifications to the original design plan have been added.

**Officer's Recommendation**

THAT the detailed design plans of the delineation in Wood Street and Elizabeth Street, Ashfield (as per attached design plan No. RC532D).

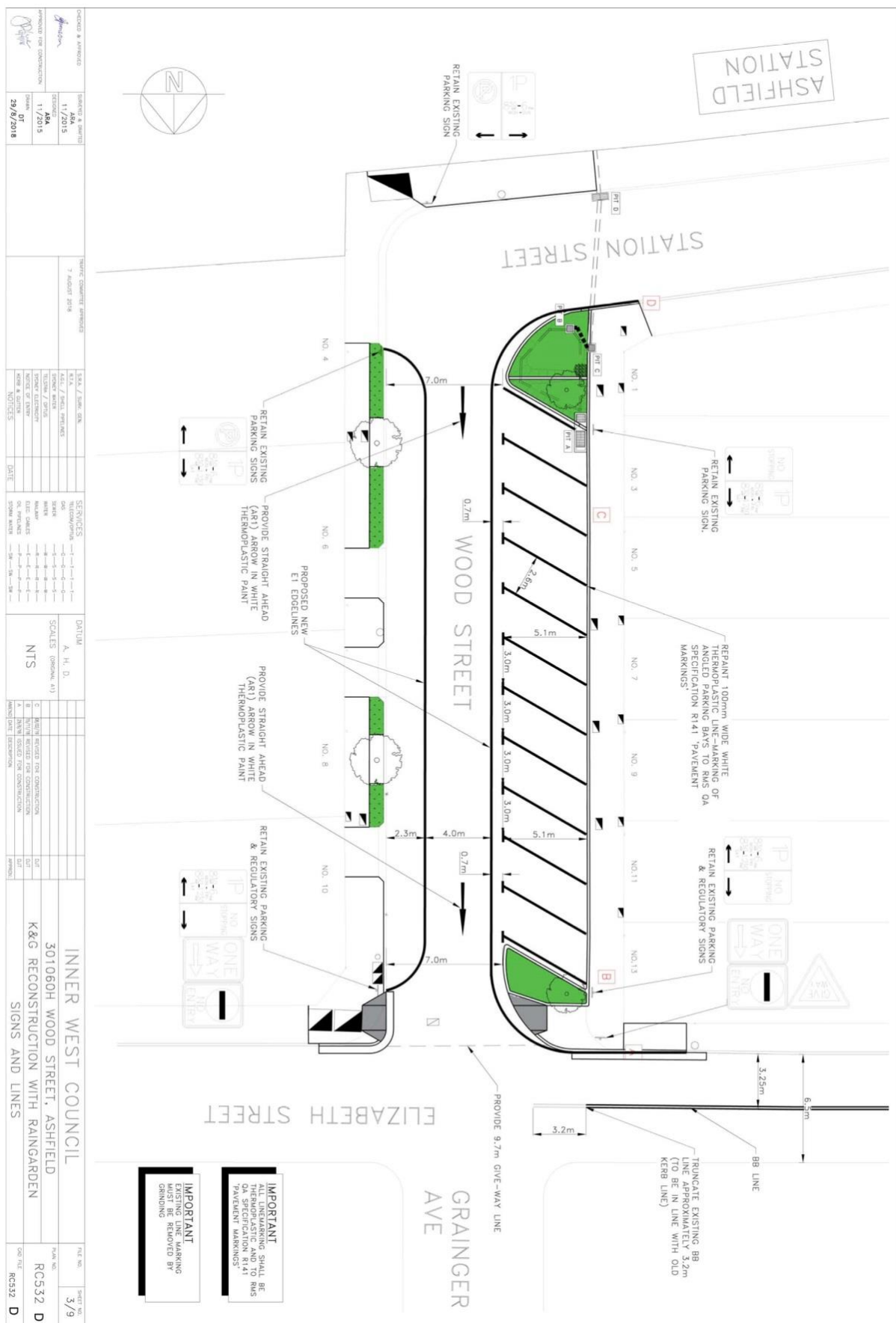
**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plans of the delineation in Wood Street and Elizabeth Street, Ashfield (as per attached design plan No. RC532D)**

**For motion:** Unanimous





**General Business****LTC0719 Item 24 Pram ramp on Parramatta Road and Bland Street, Ashfield**

Clr da Cruz asked for an update regarding the pram ramp on the corner of Parramatta Road and Bland Street, Ashfield that is directing cyclists to the middle of the intersection. Council Officers advised that investigations are to be undertaken.

**LTC0719 Item 25 Bike logo markings across Inner West area**

The Inner West Bicycle Coalition commented that a number of bike logos across the LGA have faded and require replacement. Council Officers advised that a program to review bike logo markings will commence over the next 12 months.

**LTC0719 Item 26 Request for red light camera at intersection of Edgware Road and Stanmore Road, Enmore**

A resident requested through Clr Macri for a red light camera at the signalised intersection of Edgware road and Stanmore Road as vehicles have been observed running through red signals. The RMS representative advised that locations for red light cameras can be submitted through the Centre for Road Safety website. Nominations are then referred to RMS for investigation.

**LTC0719 Item 27 Signalised pedestrian crossing at the intersection of Railway Terrace and West Street, Petersham**

Council Officers reported that Petersham Public School have raised concerns with safety at the signalised pedestrian crossing at Railway Terrace and West Street and vehicles not observing red lights. RMS are aware of the complaints and are investigating ways to improve the intersection. The RMS representative stated that the cycleway which will run along Railway Terrace may assist cyclist works.

**LTC0719 Item 28 Bike signal phasing at Catherine Street and City-West Link, Lilyfield**

The Inner West Bicycle Coalition representative commented that the bike lantern for northbound cyclists to cross City-West Link at Catherine Street is only triggered when a cyclist is detected and asked why the bike phase is not automatic. The RMS representative advised that the bike phase increases delay on City-West Link.

**LTC0719 Item 29 Traffic arrangements for proposed Bunnings, Tempe**

The representative for the Member for Heffron asked whether there will be new traffic arrangements for the proposed Bunnings in Tempe and when those arrangements will be presented to the Committee. The representative was advised that this information will be presented to the Committee as part of a LATM study prior to occupation.

Meeting closed at 11am.

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**Item No:** LTC0819 Item 1**Subject:** WARREN ROAD TRAFFIC STUDY (MIDJUBURI - MARRICKVILLE  
WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)**Prepared By:** Sunny Jo - Traffic and Parking Planner**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

The Warren Road Traffic Study reviewed the one-way westbound proposal for Warren Road, Marrickville between Carrington and Illawarra Roads. The study considered three options to improve traffic flow and safety in Warren Road. Community engagement on the three options was undertaken in June 2019 and the results are presented within this report.

Having considered the community survey submissions and traffic and accident data, it is recommended that Council support the one-way proposal for Warren Road, including other recommendations to support the one-way changes.

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**RECOMMENDATION****THAT:**

1. As a result of the level of support from the community, Council support in principle a westbound one-way traffic movement in Warren Road between Carrington Road and Illawarra Road;
  2. A Traffic Management Plan for the one-way westbound traffic in Warren Road between Carrington Road and Illawarra Road be submitted to the Roads and Maritime Services (RMS) for approval;
  3. Council submit amended traffic control signal design plans for the intersection of Warren Road and Illawarra Road to facilitate a one-way westbound traffic movement in Warren Road between Carrington Road and Illawarra Road to RMS for its approval;
  4. Implementation of the one-way traffic change in Warren Road, including signposting and linemarking to facilitate a one-way westbound traffic movement in Warren Road between Carrington Road and Illawarra Road, be reported back to the Traffic Committee prior to implementation;
  5. Renwick Street be marked with parking edge lines and centrelines as illustrated in Appendix C, and two temporary mid-block speed radar display signs between Excelsior Parade and Carrington Road be installed prior to the implementation of the one-way movement in Warren Road;
  6. The 3 tonne load limit in Renwick Street be removed prior to the implementation of the one-way movement in Warren Road;
  7. That Renwick Street be included in Council's *Slow Down in My Street* program and *Speed Radar* program for implementation in the current year;
  8. Woolworths Marrickville be requested to implement a more equitable spread of truck delivery times to the loading dock; and
  9. That affected residents and businesses be advised of the traffic changes prior to implementation of the one-way movement in Warren Road.
-

## BACKGROUND

Representations were received from Warren Road residents in early 2019 regarding traffic flow and safety issues. A petition with signatures from residents was received including representations at Council meetings and Council on 12 February 2019 resolved the following:

*C0219(2) Item 15 Notice of Motion: Warren Road, Marrickville*

*Motion: (Macri/Hesse)*

*THAT Council:*

- 1. Complete the necessary study and investigations for a proposed conversion of Warren Road, Marrickville from its current two-way traffic flow operation to one-way; and*
- 2. Recommendations be submitted to the Local Traffic Committee for consideration.*

## OTHER STAFF COMMENTS

The Warren Road traffic study area is bounded by Illawarra Road, Cooks River, T3 Bankstown and T8 South Suburban Rail Lines. The study involved examining a request for a westbound one-way traffic flow in Warren Road. The work included examination of traffic data, traffic accident database provided by the Roads and Maritime Services, site observations during the peak hours and a review of the previous Local Area Traffic Management (LATM) study in 2011.

Three options were considered in the study and these three options were presented to the community to make a preference based on an information sheet outlining the options, which comprised of the following:

Option	Description	On-street parking loses
Option A	Westbound one-way traffic restriction in Warren Road between Carrington Road to Illawarra Road	0 net loss
Option B	Parking restrictions in Warren Road between Illawarra Road and Excelsior Parade and angle parking in Grove Avenue	No net loss, however loss of 21 on-street parking spaces during day time Monday to Friday on Warren Road. To offset this loss establish angle parking in Grove Street hence increase parking supply by 21 spaces.
Option C	Provide passing bays in Warren Road between Illawarra Road and Excelsior Parade	Loss of 6 on-street parking spaces in Warren Road

One of the implications of the one-way traffic flow in Warren Road would be that the eastbound traffic demand would be mostly diverted to Renwick Street, with a marginal level of traffic increase expected in Grove Street and Schwebel Street.

The impacts resulting from the proposal are discussed in more detail in the attached report under the heading "Traffic Management Options for Warren Road".

During the 2011 study, Council proposed a number of speed cushions or humps along Renwick Street. Due to the low level of support from affected residents the proposal was not supported. In 2015 two speed cushions were installed in Renwick Street at each approach to the Excelsior Street roundabout.

As part of this proposal, it is recommended that parking edge lines be installed along the length of Renwick Street, and the street be included in Council's speed radar program. Hence, two temporary speed radar display signs would be located mid-block in Renwick Street between Illawarra Road and Excelsior Parade that are proposed to further reduce vehicular speeds. These signs are installed as part of Council's Speed Radar program, which involves the installation of a temporary speed radar sign that measures oncoming vehicle speed and displays the vehicular speed to assist in reducing vehicle speeding in the area.

## PUBLIC CONSULTATION

In June, Council arranged distribution of 2,375 letters to residents and businesses with an accompanying information sheet outlining the three options, and inviting recipients to log their preference online through Council's *Your Say Inner West* website. The engagement period closed on 1 July 2019 with a total of 391 submissions received, which reflected a general response rate of 14%, and 40% were received from Warren Road residents and businesses. Separately, an online petition was also received against Option A with 106 names. As the petition request was outside of the 3 options presented, it could not be included in the summary results of the community engagement tabled below:

Warren Road Traffic Study Community engagement results – June 2019						
	Total surveys received	%	Total Warren Road*	%	Total outside Warren Road*	%
Option A: Westbound one-way in Warren Road*	284	72.8%	124	92.5%	160	62.5%
Option B: Parking restriction on south side of Warren Road, angle parking in Grove Street	49	12.6%	2	1.5%	47	18.4%
Option C: Provide passing bays	52	13.3%	7	5.2%	45	17.6%
Undecided/no comment	5	1.3%	1	0.7%	4	1.6%
Total	390		134		256	

\*between Carrington Road and Illawarra Road, Marrickville

Notification in the *Inner West Courier* required under the Roads Act 1993 for the implementation of the one-way traffic proposal is currently underway and closes on 8 August 2019.

Having considered the submissions and the engagement results above, traffic data and accident database, it is recommended that option A westbound one-way traffic flow in Warren Road between Carrington Road and Illawarra Road be supported, with proposed treatments undertaken in Renwick Street.

## FINANCIAL IMPLICATIONS

The implementation of the one-way will require modifications at the signalised intersection of Illawarra Road and Warren Road to facilitate truck movements and one-way traffic lanes out of Warren Road. An estimated cost of the design and implementation work will be determined as part of the detailed design process.

## CONCLUSION

The changes to convert Warren Road between Carrington Road and Illawarra Road into a westbound one-way movement would result in traffic and safety improvements in Warren Road. Further changes to the traffic signals at Warren Road / Illawarra Road, linemarking, and signage changes to formalise the one-way traffic movement will be reported back to the Traffic Committee.

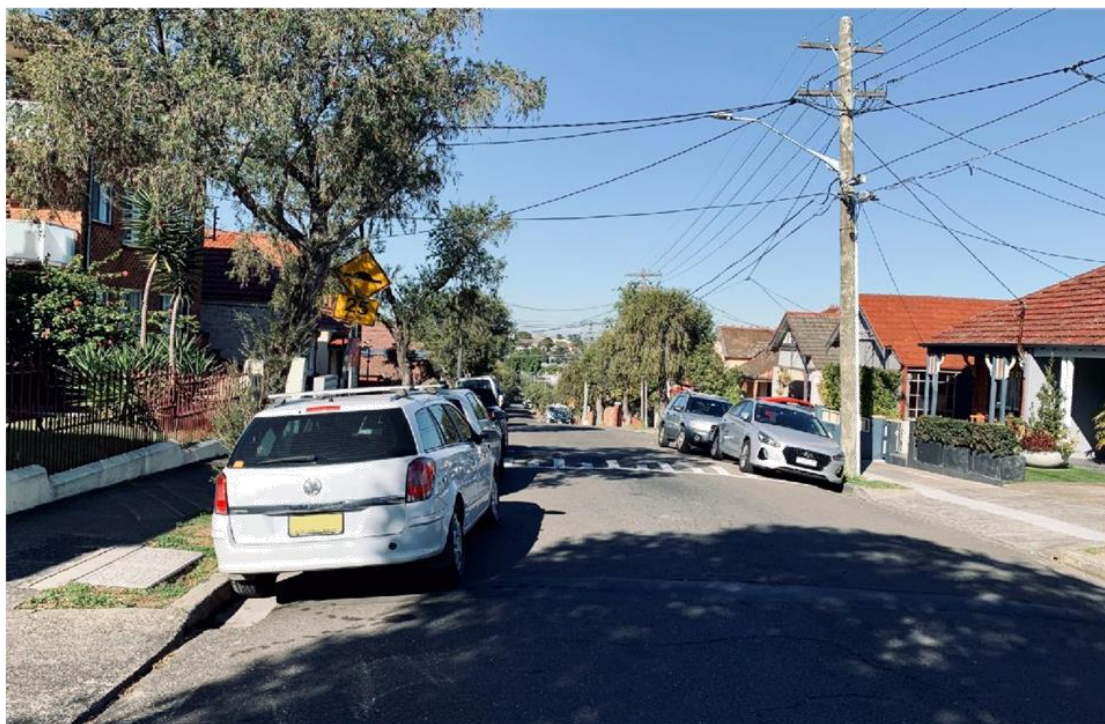
## ATTACHMENTS

1. [Warren Road Traffic Study](#)



## Warren Road Traffic Study 2019

Final Report July 2019



## Introduction

The Warren Road Traffic Study has been undertaken by Inner West Council in response to the safety and congestion issues in Warren Road, Marrickville between Illawarra Road and Carrington Road. Representations were received including a petition with signatures from Warren Road residents in early 2019. A site meeting was also held with residents and Council staff on 30 January 2019. Consequently a Notice of Motion from the Inner West Council Ordinary Council Meeting on 12 February 2019 resolved the following:

*C0219(2) Item 15      Notice of Motion: Warren Road, Marrickville*

*Motion: (Macri/Hesse)*

*THAT Council:*

- 1. Complete the necessary study and investigations for a proposed conversion of Warren Road, Marrickville from its current two-way traffic flow operation to one-way; and*
- 2. Recommendations be submitted to the Local Traffic Committee for consideration.*

This study will review the existing traffic conditions in Warren Road, including the surrounding road network and examine the impacts of a one way traffic flow westbound in Warren Road between Illawarra Road and Carrington Road. This report will also examine options to improve traffic safety and congestion in Warren Road and the surrounding areas. Considering potential future redevelopments along Illawarra Road and Carrington Road, recommendations will be put forward to the community for to gauge the level of support for each of the options. Following a review of submissions and results of the community survey, a list of recommendations is provided within this report which will be presented to the Local Traffic Committee.

The Inner West Community Strategic Plan (CSP) 'Our Inner West 2036' endorsed in June 2018 provides outcomes and strategies for the future of Inner West. By reviewing traffic safety and improving the transport network, the study addresses CSP strategic direction and outcomes: ensure transport infrastructure is safe, connected and well maintained.

## Study Background

Warren Road forms part of the South Marrickville Local Area Traffic Management (LATM) precinct area 19, which was last reviewed in 2011. The LATM studies are undertaken in a precinct wide study in order to ensure that traffic changes in one street do not impact on neighbouring streets.

As illustrated in Figure 1, the adopted study area is bounded by Illawarra Road, Cooks River, T3 Bankstown and T8 South Suburban Rail Lines.

This report sets out an assessment of the traffic conditions within the Marrickville East study area and includes the following:

- Traffic survey data (including volumes, speeds and heavy vehicle usage)
- Crash statistics
- Traffic management options for Warren Road
- Community engagement results
- Future Developments



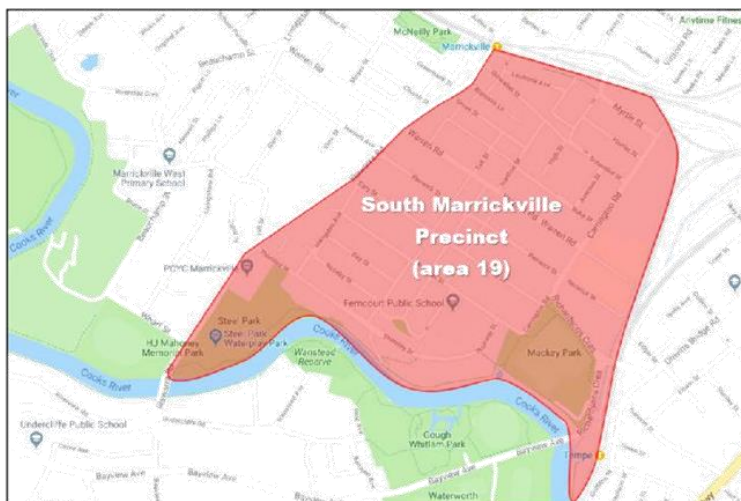


Figure 1: South Marrickville Precinct study area

## Existing Conditions

The predominant land use within the study area is low and medium density residential premises ranging from houses to apartments, industrial lands, shopfronts, recent mixed commercial and residential developments.

Significant developments include the Carrington Road creative industries, Woolworths Marrickville supermarket, Ferncourt Public School and McKay Park. The area has very good access to Tempe and Marrickville railway stations. Bus stops are also positioned along Illawarra Road providing connection to the city and to nearby suburbs.

## Area Demographics

Census and Journey to Work datasets for 2011 and 2016 were examined to identify travel trends to and from the study area.

The 2016 Census data indicate an increasing proportion of those surveyed using public transport and walking as a main mode of travel to work since 2011. There is a higher rate of people riding a bicycle and walking to work compared to the NSW average although the actual levels have been consistent between the two periods.

South Marrickville Study Area Census and Journey to Work Datasets		
Source: 2016 Census and 2016 Journey to Work, Australian Bureau of Statistics		
	Study Areas	NSW Average
Dwelling with no car ownership	15.1%	9.2%
Proportion using public transport as a mode of travel to work	39.6%	16%
Proportion of bicycle riders as a mode of travel to work	3.2%	0.7%
Proportion of walking only as a mode of travel to work	3.4%	3.9%



Main travel to work by:	2011		2016	
	Number	Proportion	Number	Proportion
Car	655	41.3%	727	39.0%
Public transport	484	33.1%	679	39.6%
Bicycle	53	3.3%	59	3.2%
Walk	53	3.3%	62	3.3%
Working from home	60	3.3%	60	3.8%

**Table 1: South Marrickville SA1 areas census and journey to work datasets**

### Road Hierarchy

The RTA (Roads and Traffic Authority) Road Design Guide states that the purpose of a functional road hierarchy is to establish a logical integrated network in which roads of similar functional classifications. The road hierarchy comprises of state roads, regional roads, collector roads and local roads.

There are 29 streets which form part of the South Marrickville precinct. As shown in Figure 2, Illawarra Road and a section of Richardsons Crescent are regional roads. Carrington Road and Myrtle Street operate as a collector road and the remaining streets comprise of local roads.


**Figure 2: Road classification within the study area**

### Public Transport and Active Transport

The study area has access to two railway lines and within walking distance to Marrickville and Tempe stations. The T3 Bankstown line can be accessed from Marrickville railway station, providing connections to the City CBD and the lower north shore suburbs. The T4

Cronulla, Illawarra and Eastern Suburbs line can be accessed from Tempe Station south east of the study area. Both Marrickville and Tempe railway stations can be access within a 15 minute walk.

Marrickville station has recently been upgraded as part of the Transport Access Program, a State Government initiative to provide better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. Upgrades include a new raised concourse, platform extensions, new lifts, and taxi, kiss and ride, bicycle parking and accessible parking facilities. Both stations provide pickup and setdown areas nearby which are well utilised. At the time of this report Tempe station do not have wheelchair access.

Work is currently underway for the Sydney Metro Sydenham to Bankstown line and Marrickville Station is expected to undergo upgrades to facilitate the Sydney Metro Southwest which is planned to be ready by 2024.

There are two bus routes servicing this area through Illawarra Road, connecting the Sydney CBD and Kingsgrove. Both L23 and 423 routes connect to Marrickville Station, Enmore, Newtown, Camperdown and to the CBD.

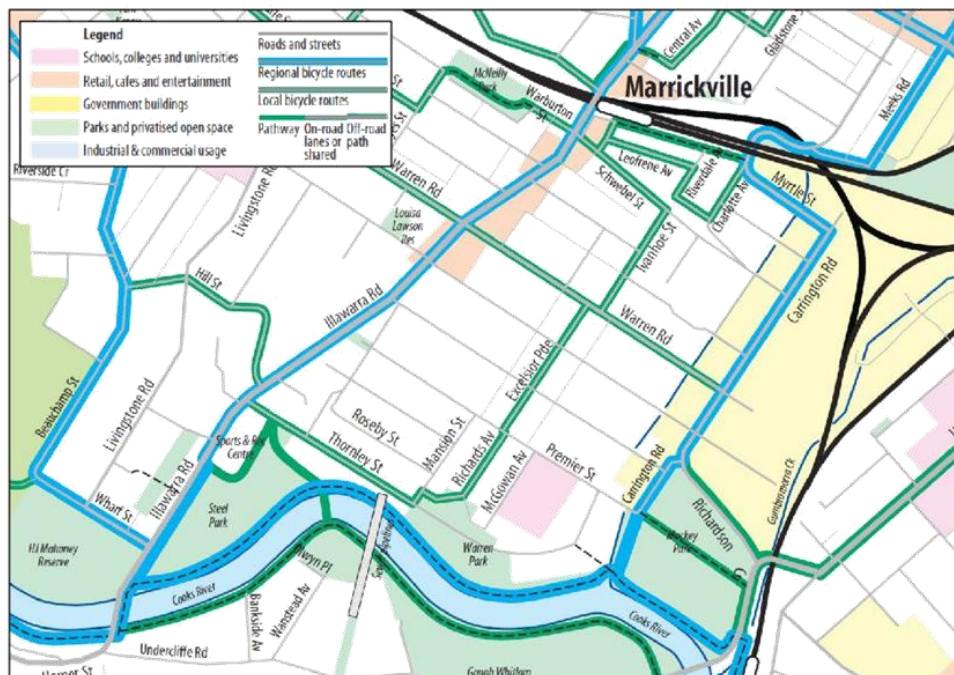
Light Rail was introduced in the CBD in 1997 from Central Station to Wentworth Park. In 2000 the line was extended into Leichhardt North and subsequently further extended to Dulwich Hill in 2014. The nearest Light Rail station is at Dulwich Hill generally north west of the study area.

**Figure 3: Public bus and light rail routes near Marrickville South Precinct (Map Source Transit Systems)**



The Marrickville Bicycle Strategy was completed in 2007 and identifies Illawarra Road and Carrington Road as regional bicycle routes. There are a number of local roads such as Warren Road, Thornley Street, Excelsior Parade, and others identified as local routes.

In 2014 Council completed construction of kerbside bicycle lanes through Carrington Road, connecting existing off-road route from the Cooks River to Marrickville and Enmore.



**Figure 4: Bicycle routes identified by the Marrickville Bicycle Strategy 2007**

### Former Studies in the South Marrickville Area

An initial study was completed covering the South Marrickville area in 1991 and two subsequent LATM reviews were completed in 2001 and 2011. The early studies resulted in the installation of a number of devices throughout the area to manage traffic and improve safety.

The 2011 review considered a number of proposals to improve safety and amenity in the local area. One of the significant proposals examined included a one way westbound traffic flow in Warren Road between Illawarra Road and Carrington Road, and a one way eastbound traffic in Schwebel Street between Leofrene Avenue and Carrington Road. At the time Council undertook negotiations with Woolworths regarding the possibility of changing the size of truck and the delivery times to the loading dock located in Warren Road, east of Illawarra Road. Subsequent discussions with Woolworths representatives concluded that changing the size of trucks to rigid trucks would almost increase the truck movements from 14 to 27 deliveries per week. Woolworths also did not support trucks using Illawarra Road and Schwebel Street to return to Carrington Road as the road carriageway in Schwebel Street was too narrow.

Although there was support from Warren Road residents for the one way scheme during the 2011 survey, residents in the adjoining streets were generally not in favour of the proposal as the traffic loads will be dispersed in these streets. At the time Council resolved not to support the one way westbound traffic proposal in Warren Road and eastbound traffic in Schwebel Street.



### Existing Traffic Devices and Parking

Existing traffic management devices in the area consist of roundabouts, speed humps, coloured surface treatment, pedestrian refuge islands, entry 'local traffic area 50' signs, concrete medians to prevent turning movements, and permanent road closures. Truck load limit restrictions have been established in some roads.

Existing parking is generally unrestricted throughout the area, with sections of Leofrene Avenue and Schwebel Street marked with '2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat, Permit Holders Excepted' restriction. Commercial areas in Illawarra Road comprise of a combination of 1/2P, 1P to encourage parking turnover during business hours.

Face of kerb road carriageway widths for local streets providing connections from Illawarra Road and Carrington Road are provided in Table 2.

Road name	At/between	Carriageway width	Speed limit	Existing Traffic Calming
Schwebel Street	Station Street and High Street	7.3m	50km/h	Entry kerb extensions, local traffic area 50 sign
	High Street and Junction Street	6.8m	50km/h	None
	Junction Street and Carrington Road	12.8m	50km/h	None
Warren Road	Illawarra Road and Carrington Road	8.3m	50km/h	5 watts profile speed humps
Renwick Street	Illawarra Road and Carrington Road	12.8m	50km/h	Roundabout and speed cushions at Excelsior Parade
Cary Street	Illawarra Road and Carrington Road	12.8m	50km/h	4 raised thresholds and roundabout at Excelsior Parade

**Table 2: Local road width and speed limit**

Both Schwebel Street and Warren Road are inadequate for simultaneous two way traffic with parking on both sides. Both roads operate as a two way however drivers are expected to utilise driveways and parking areas to pass oncoming vehicles in these streets.

Parking occupancy rates in general are moderate to high in unrestricted areas of Schwebel Street, most likely due to the daytime employee and commuter parking. In Warren Road there are moderate to high levels of parking between Illawarra Road and Excelsior Parade. The eastern half of Warren Road exhibits mild to moderate on-street parking levels throughout the day, with a 'No Parking 8am-4.30pm Mon-Fri' established on the south side between Excelsior Parade and Carrington Road to assist two way traffic.

In Grove Street, parking demand is particularly high due to its close proximity to Marrickville Station and the retail and commercial areas along Illawarra Road. On-street parking in Grove Street is currently unrestricted.

### Developments in the Study Area

Ferncourt Public School is located at the corner of McGowan Avenue and Premier Street. The K-6 school currently has approximately 440 students enrolled and its catchment area is generally the same as the South Marrickville LATM study area, which is accessible through local streets and within a 12 minute walk. The school has a wombat crossing at its main entrance in Premier Street and approach areas are marked and signposted with 40km/h School Zone speed restrictions.

Between 2015 and 2016 Marrickville Station was upgraded with improved accessibility streetscape works in Station Street. Council together with Transport for NSW undertook works commencing from Schwebel Street to Leofrene Avenue. Wider footpaths and a new accessible entrance from Station Street are available for commuters and this is expected to encourage the use of public transport in the area with the upcoming Sydney Metro Sydenham to Bankstown line.

The Woolworths Marrickville Supermarket is situated in 459-463 Illawarra Road, Marrickville and comprises of a single storey commercial building with undercroft parking for about 120 spaces. The store has been operating since 1977 and the current hours of operation are 7.30am to midnight Mondays to Fridays, 7.30am-10pm Saturdays and 8am to 10pm on Sundays and Public Holidays.

Loading dock operating hours are 7am-8pm Mondays to Fridays, 7am-5pm Saturdays, 10am-noon Sundays. Access to the loading dock is through Warren Road. Delivery trucks approach from Carrington Road and travel westbound in Warren Road to the Woolworths loading dock. Once unloading is complete, the trucks complete a U-turn and travel eastbound in Warren Road and exit onto Carrington Road. Management has advised that the delivery drivers will radio the store prior to entering Warren Road to prevent a situation with multiple trucks along this street.

### Traffic Data Review

The RTA Guide to Traffic Generating Developments and the RMS NSW Classification review paper assist in determining the acceptable environmental limit for each road classification. These guidelines are based on research undertaken by the RMS relating to residential safety and amenity and consider issues such as ease of crossing the road, consideration of noise and delay. This has been used as the basis for identifying traffic speed and volume issues along urban areas of NSW including the Inner West Council local government areas.

Road Classification	Road Type	Maximum Speed (km/h)	Max Peak Hour volume (veh/hr)	Daily Volume (ADT)
Local	Access way	25	100	1,000
	Street	40	200 desirable 300 maximum	2,000 Residential area 4,000 Other
Collector	Street	50	300 desirable 500 maximum	5,000 Residential area 10,000 Other
Regional (Sub-arterial)	Main Road	60-80	1,500-2,500	15,000-25,000

**Table 3: Environmental capacity and speed performance**

Existing traffic conditions were reviewed by examining traffic data from recent traffic counters installed on site. Additional site observations including peak hour vehicle counts and turning movements were included in the review. Traffic speed, volume and vehicle classification were collected however data was not collected on all streets as only the data from essential areas were used in the study.

Under the above environmental limits for a local road, it is acknowledged that Warren Road and Renwick Street exceed the daily traffic limit for a local road status. As the area does not feature any regional or collector roads providing an east-west connection, traffic is shared amongst 3 main local streets (Warren Road, Renwick Street, Cary Street) between Illawarra

Road and Carrington Road. Both Warren Road and Renwick Street operate as a collector road as it provides a connection to Richardsons Crescent.

Traffic data collected in Warren Road west of the study area between Roach Street and Illawarra Road was found to be higher than the other sections of Warren Road.

The results of the traffic count data are displayed in Table 4.

Street	At/Between	Road Classification	Year Count Taken	Volume (AADT)	85 <sup>th</sup> Percentile Speed (km/h)	Proportion of HV %
Carrington Road	Richardsons Crescent and Renwick Street	Collector	2019	14,563	41.6	5.4
Carrington Road	Ruby Street and Schwebel Street	Collector	2019	11,146	53.5	6.1
Cary Street	Carrington Road and Excelsior Parade	Local	2006	1,517	45.7	1.5
Excelsior Parade	Warren Road and Renwick Street	Local	2018	1,684	38.9	2.2
Grove Street	Illawarra Road and Ivanhoe Street	Local	2019	706	49	3.9
Harriet Street	Mid block	Local	2017	352	47.9	4.2
Illawarra Road	Wharf Street and Cooks River	Regional	2017	14,511	52.2	3.1
Ivanhoe Street	Warren Road and Ruby Street	Local	2019	485	18.1	1.0
Renwick Street	Illawarra Road and Excelsior Parade	Local	2018	4,629	51.5	2.3
Renwick Street	Ivanhoe Street and Carrington Road	Local	2018	4,407	57.2	3.7
Richardsons Crescent	Between Unwins Bridge Road and Roundabout	Regional	2018	12,717	50.4	4.5
Ruby Street	Carrington Road and Junction Street	Local	2017	580	43.6	3.5
Schwebel Street	Leofrene Avenue and Ivanhoe Street	Local	2015	1,679	44.3	2.6
Schwebel Street	High Street and Junction Street	Local	2015	1,634	50.0	2.4
Warren Road	Illawarra Road and Excelsior Parade	Local	2018	3,853	34.1	3.2
Warren Road	Ivanhoe Street and Carrington Road	Local	2018	2,930	44.3	6.1
Warren Road	Roach Street and Illawarra Road	Local	2019	5,759	47.3	5.0

**Table 4: Traffic data of roads within the study area**

Traffic flow maps expressed in peak AM (8.00am-9.00am) and PM (5.00pm-6.00pm) hour for each direction are shown in Appendix A.

Based on site observations and traffic count data, the following movements are noted in the peak hours.

Weekday AM Peak hour (8.00am-9.00am):

- There is a distinct eastbound traffic movement through the study area. Recent traffic counts in Warren Road west of the study area between Illawarra Road and Roach Street revealed an annual average daily traffic volume (AADT) of 5,759 vehicles and an AM peak hour volume eastbound of 380vph (vehicles per hour).
- There is a significant right turning movement from Warren Road to Illawarra Road (170vph) southbound and left turn into Renwick Street eastbound (210vph)
- Right turn from Illawarra Road into Cary Street eastbound (240vph)
- Heavy traffic flow northbound on Carrington Road

**Weekday PM Peak hour (5.00pm-6.00pm):**

- Significant westbound traffic in Warren Road and Renwick Street, similarly distributed
- Significant southbound traffic flow on regional roads (Carrington & Illawarra Roads)

**Weekend Peak hour (Saturday & Sunday 11am-1pm)**

- Comparable traffic volume (80-90%) in Warren Road to a weekday peak hour
- Higher traffic in Warren Road travelling westbound during the weekend (58% westbound, 42% eastbound)

With the exception of Renwick Street, vehicle speeds found in local streets in the study area were generally considered acceptable and within the 50km/h local speed limit.

### Accident History

Traffic accident data collected from the Roads and Maritime Service (RMS) for the 5 year period ending in June 2017 and are shown in Table 5 and crash locations are provided in appendix A. From October 2014 the NSW Police has ceased reporting tow away accidents with the exception where there are any persons killed or injured, or where a driver fails to swap details, or where a driver is suspected to be under the influence of drug or alcohol.

Street	Between	Total crashes	Injury	Tow away	Notes
Illawarra Road	Schwebel Street and Cooks River	41	29	12	3 crashes at Thornley Street 7 crashes at Cary Street 2 crashes at Renwick Street 6 crashes at Warren Road 3 accidents at Schwebel Street
Carrington Road	Myrtle Street and Richardson Crescent	20	13	7	6 crashes at Renwick Street 5 crashes at Warren Road 2 crashes at Schwebel Street 2 crashes at Myrtle Street
Richardson Crescent	Carrington Road and railway line	12	7	5	
Schwebel Street	Illawarra Road and Carrington Crescent	6	4	2	
Grove Street	Illawarra Road and Ivanhoe Street	1	1	0	
Ivanhoe Street	Schwebel Street and Warren Road	0	0	0	
Excelsior Parade	Warren Road and Premier Street	0	0	0	
Warren Road	Illawarra Road and Carrington Crescent	6	3	3	
Renwick Street	Illawarra Road and Carrington Crescent	2	1	1	
Cary Street	Illawarra Road and Carrington Crescent	2	0	2	
Thornley Street	Illawarra Road and Premier Street	1	1	0	

**Table 5: Traffic accidents for the 5 year period ending in June 2017**

Amongst local roads Schwebel Street and Warren Road were found with higher recorded accidents. Illawarra and Carrington Roads were found with accident levels comparable to other regional roads in Inner West.



Accidents at intersections were found to be higher at the following intersections:

- Illawarra Road and Cary Street (7 crashes)
- Illawarra Road and Warren Road (6 crashes)
- Carrington Road and Warren Road (5 crashes)
- Carrington Road and Renwick Street (6 crashes)

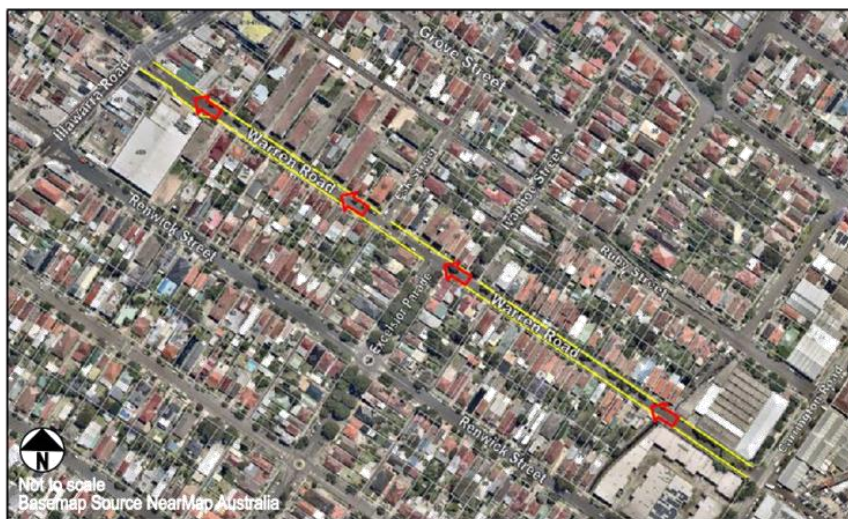
### Traffic management options for Warren Road

Three traffic management options are presented to address the traffic and safety issues in Warren Road. A 'do nothing' option was not supported due to the current level of crashes and poor residential amenity, which will not achieve the strategies and outcomes set by the Inner West Council Community Strategic Plan.

#### Option A: One Way Traffic Proposal in Warren Road

The one way westbound traffic proposal in Warren Road between Illawarra Road and Carrington Road was the subject of a petition received in early 2019. Figure 5 illustrate the one way proposal.

In general converting a two way road to one way traffic would result in an improvement to congestion and a likely reduction of traffic volume. However the change will have wider impacts as existing traffic movements in opposing direction of the one way will be diverted to adjacent streets. Impacts to local residents include increased travel distances for residents and visitors under this arrangement. The wider carriageway for one way travel could possibly increase vehicle speeds, however this could be marginal as the existing four speed humps would be retained. It is also possible that there could be some non-compliance of the one way rule for drivers travelling to and from properties positioned at each end of the street.



**Figure 5: One Way Option in Warren Road**

In recent years Woolworths has introduced smaller sized articulated trucks for deliveries to their stores. With a smaller length truck it would be possible for a right/left turn out of Warren Road into Illawarra Road, potentially reducing truck deliveries in Warren Road. However



further truck deliveries to and from the industrial sites will be forced to travel through the one way arrangement.

Further communication with Woolworths Marrickville has indicated that they continue to occasionally utilise a smaller articulated truck (reduced trailer length with two rear axles) for deliveries however due to their lower load capacity they cannot confirm that all future deliveries will be made with the smaller semi-trailers. As the truck route include both west and east travel along Warren Road, the one way proposal would force trucks to exit Warren Road at Illawarra Road. Due to the tight intersections throughout Marrickville, trucks would be required to turn left at Warren Road and Illawarra Road, and returning to Carrington Road via Renwick Street. An initial truck swept path assessment requires changes to the traffic signals layout in order to facilitate turning movements. Residents have reported sighting a Woolworths delivery truck (articulated semi-trailers, two rear axles) turning right from Warren Road into Illawarra Road.

Other changes to facilitate the one way proposal would be:

- Changes to the traffic signal intersection at Warren Road/Illawarra Road TCS 1315 layout, including a No Entry and No Left Turn restriction
- Installation of approximately 10 'One Way' signs throughout Warren Road
- A Traffic Management Plan for the one way proposal to be approved by the RMS
- Public advertisement of the one way as required by the Roads Act for 28 days
- Truck turning assessment at the intersection of Warren Road and Illawarra Road

An examination of the peak hour traffic flow and the road network indicate that with a one way westbound arrangement Warren Road, the eastbound traffic flow would be diverted to Renwick Street during the AM peak hour. In the PM peak hour westbound traffic would operate with Renwick Street and Warren Road sharing the westbound traffic loads.

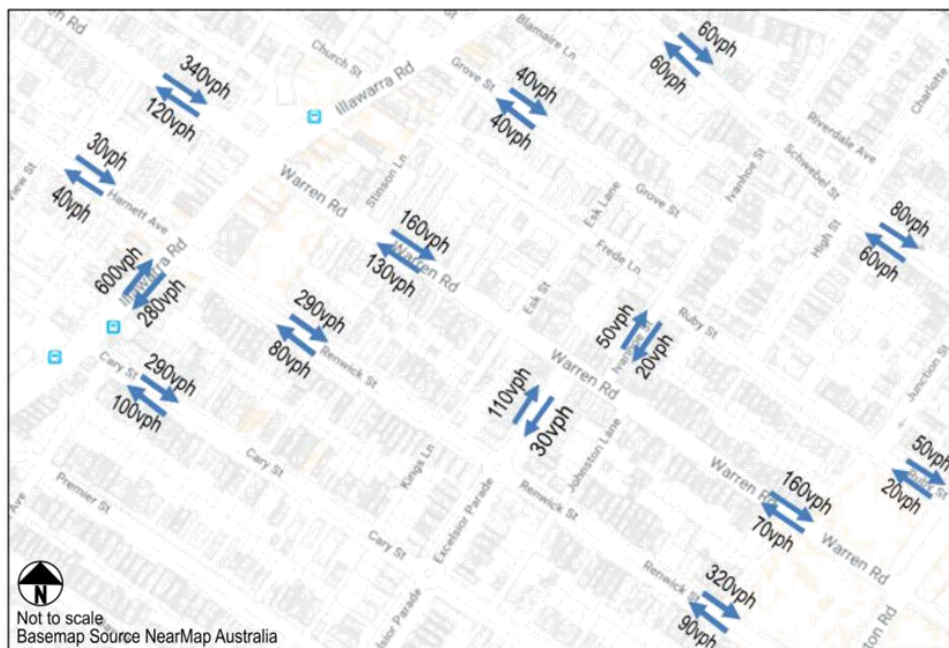
Current peak hour observations indicate an eastbound traffic volume in the order of 160vph (vehicles per hour) in Warren Road during the AM Peak hour. Under the one way arrangement, the majority would be diverted to Renwick Street, and will likely reach 450vph and 480vph which are approaching the upper limit for a collector road according to the RMS guidelines. Once traffic volume has exceeded 500vph on a local street, residents are likely to experience a significant reduction in amenity. During the PM peak the eastbound traffic volume in Renwick Street would be in the order of 300vph, which is comparable to the AM peak hour conditions.

Experience during the previous study and community consultation in 2011 revealed that residents living in streets surrounding Warren Road at the time generally did not support the one way proposal as it would increase traffic in their street.

Figure 6 shows the current AM peak hour traffic in Warren Road and surrounding road network. Appendix A provides two maps including morning (8am-9am weekday) and afternoon (5pm-6pm weekday) peak hour directional traffic for Warren Road and surrounding roads.

Currently Renwick Street is controlled by a Stop sign at Carrington Road, and feature two pedestrian refuge islands and a kerbside bicycle lane were built some years ago. Crash records at the intersection revealed 6 crashes for the 5 year period ending 2018. Under Option A, an increase in the eastbound traffic would increase the incidence of accidents at the intersection of Renwick Street and Carrington Road however the one way would reduce

the occurrence of accidents at the intersection of Warren Road and Carrington Road. Further detailed investigation would be required and an upgrade of the intersection to traffic signals would be required to improve road safety.



Option A: One Way Traffic Westbound in Warren Road between Illawarra Road and Carrington Road	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Localised congestion is minimised compared to a two way traffic through narrow roadscape</li> <li>Possible restoration of parking on south side of Warren Road between Excelsior Road and Carrington Road</li> <li>Woolworth truck movements in Warren Road could possibly be reduced</li> <li>Overall traffic volume may decrease</li> </ul>	<ul style="list-style-type: none"> <li>Residents will travel longer distances to travel to and from their homes</li> <li>Prevailing traffic flow will be diverted to adjacent streets, likely Renwick Street</li> <li>Vehicles speeds could increase</li> <li>Drivers could illegally drive against the one way to avoid travelling around, particularly to and from destinations at each end of the street</li> <li>Truck volume from industrial area will increase</li> <li>Eastbound bicycle route will be diverted</li> </ul>

**Table 6: Option A factors for consideration**

### Option B: Part-time parking restrictions on south side of Warren Road between Illawarra Road and Excelsior Parade, Angle parking in Grove Street

In order to improve two way traffic flow, a part time parking restriction along the south side of Warren Road between Illawarra Road and Excelsior Parade could improve the situation. The subject area proposed is about 200m in length and a 'No Parking 8am-4.30pm Mon-Fri' zone will enable approximately 6.2m width for two way passing. The proposal would displace approximately 21 spaces in the street and would require support from affected residents. To offset the reduction of on-street parking, it is proposed to establish 90 degree angle parking in Grove Street between Stinson Lane and Ivanhoe Street. The conversion of parallel parking to angle parking should increase the parking supply on the south side from 31 spaces to 52 spaces, matching the reduction of parking in Warren Road. The exact number of parking spaces will be determined during the detail design stage of the project should this option be supported.

Grove Street is approximately 250m from Warren Road which is within a 3 minute walk and can be accessed via Stinson Lane or Esk Lane.

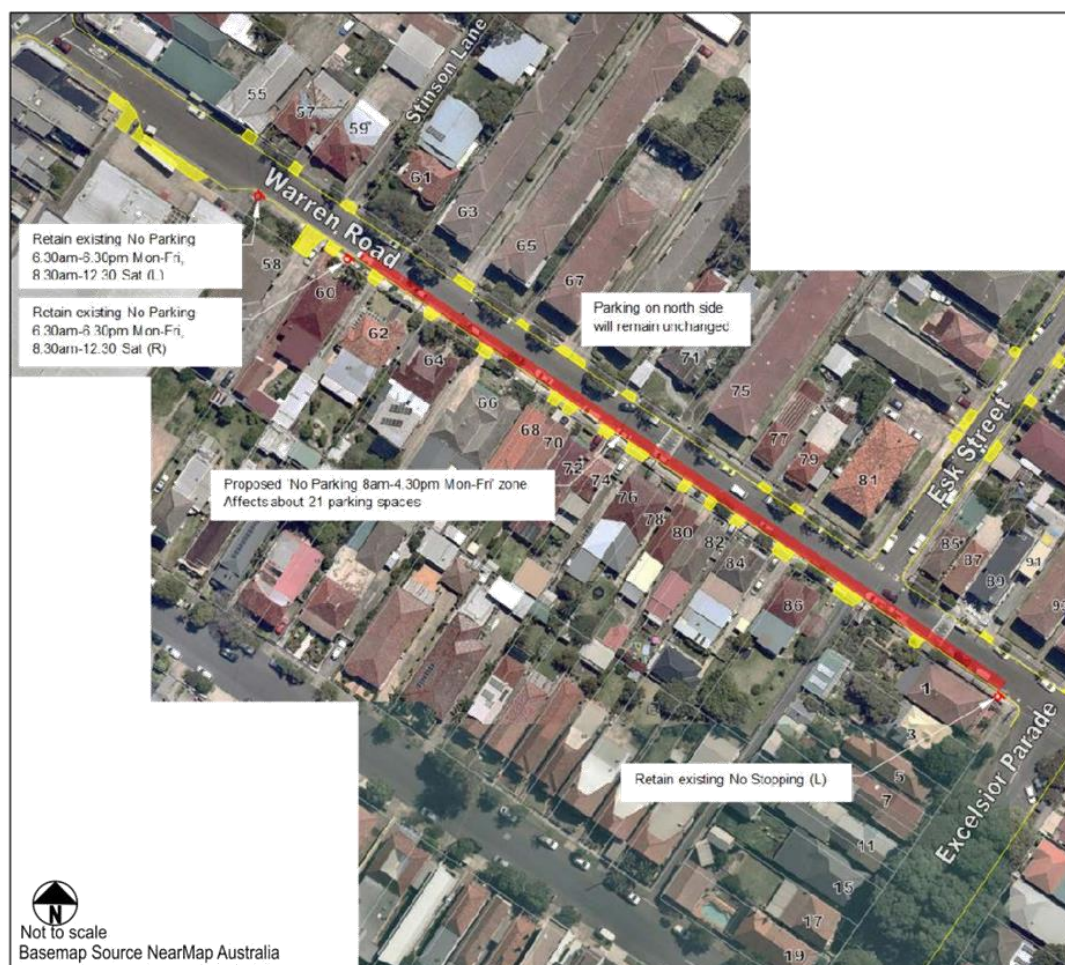
Under this arrangement truck deliveries to Woolworths would remain unchanged. A scenario with two trucks passing in opposing directions would not be desirable and it is expected that the existing operation be retained with one truck accessing Warren Road at a time.

Concept plans showing the proposed parking restrictions on Warren Road and angle parking arrangements in Grove Street are shown in Figure 7 and Figure 8 respectively.

**Figure 7: Angle parking concept plan in Grove Street**






**Figure 8: Part time parking restrictions in Warren Road**
**Table 7: Option B factors for consideration**

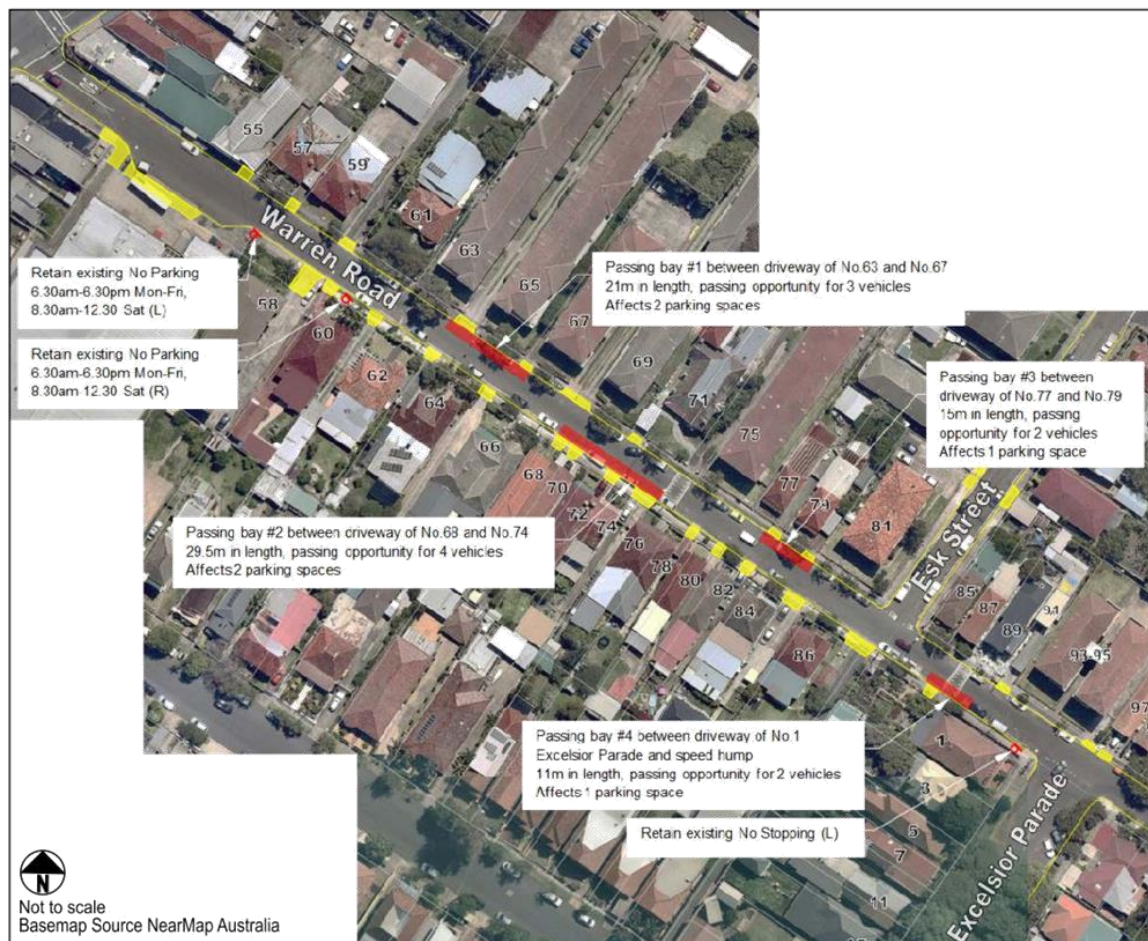
Option B: Part Time Parking Restrictions in South Side of Warren Road, Angle Parking in Grove Street	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Improved traffic flow and configuration consistent with remaining sections of Warren Road</li> <li>Minimal traffic diverted to neighbouring streets</li> <li>Traffic speeds would remain low, appropriate for pedestrians and cyclists in a residential road</li> <li>Traffic speeds in Grove Street should decrease</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 21 on-street parking spaces in Warren Road during daytime Monday to Friday</li> <li>Woolworths deliveries and truck movements will remain unchanged</li> <li>Warren Road could increase due to bypass traffic</li> <li>Weekend traffic conditions will remain unchanged</li> </ul>

### Option C: Provide passing bays in Warren Road between Illawarra Road and Excelsior Parade

The arrangement in Warren Road proposes short sections of No Parking zone in regular spacing to provide two way passing opportunities for vehicles approaching in opposing directions. This option provides a balance between traffic flow and residents' need to retain on-street parking in Warren Road.

The passing bays would be signposted as a full time No Parking with an option for a part time 'No Parking 8am-4.30pm Mon-Fri' zone consistent with the eastern section of Warren Road. Under both options, the reduction of parking supply would be 6 spaces.

As illustrated in Figure 9, the passing bays utilise existing driveways and kerbside parking areas and have been considered with minimal loss of on-street parking spaces. These vary in length from 11m providing space for 2 small vehicles, and up to 29.5m with capacity for a single articulated semi-trailer truck or 4 small vehicles to be occupying the passing bay at a time.



**Figure 9: Passing bays in Warren Road**



**Table 8: Option C factors for consideration**

Option C: Provide Passing Bays in Warren Road between Illawarra Road and Excelsior Parade	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Some improvement to two-way traffic flow in Warren Road</li> <li>Minimal traffic diverted to neighbouring streets</li> <li>Vehicle speeds should remain low or unchanged, appropriate for pedestrians and cyclists in a residential road</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 6 on-street parking spaces in Warren Road</li> <li>Woolworths deliveries and truck movements will remain unchanged</li> <li>Warren Road could be perceived to be an attractive option for bypass traffic</li> </ul>

### Comparison of Warren Road, Renwick Street & Cary Street

A comparison of the local streets providing connections between Illawarra Road and Carrington Road is outlined in Table 2, page 7. Factors determining driver route choices would include the road environment, driver perception and the speed limit. In Renwick Street the absence of mid-block traffic calming devices and the wider road carriageway would be the reason drivers would prefer to utilise Renwick Street over Warren Road or Cary Street.

Reviewing the wider road network beyond the study area, there is a need to establish an east-west connection from Wardell Road, Beauchamp Street and Ewart Street, connecting to Carrington Road. With Warren Road, Cary Street and Renwick Street currently sharing these roles, it would be appropriate to undertake further study of the road function of the local road network in this area. A feasibility study should include changes to support transport and traffic needs for the local area, including:

- Upgrade intersection of Renwick Street and Carrington Road, remove existing pedestrian refuge islands and install traffic signals
- Upgrade intersection of Renwick Street and Illawarra Road, remove existing concrete median and install traffic signals
- Change Renwick Street and Harnett Avenue road classification to collector road status, intersection safety improvements at the intersection of Harnett Avenue and Livingstone Road.
- Improve walking and pedestrian crossing opportunities around Illawarra Road and Carrington Road commercial/industrial areas. Investigate walking routes leading to Ferncourt Public School.

### Other recommendations

As there is a speeding issue with 51.5km/h and 57.2km/h 85<sup>th</sup> percentile speeds in Renwick Street, it is recommended that the road be marked with edge lines on both sides between Illawarra Road and Carrington Road, reducing the carriageway to a 6.0m width for two-way traffic, including centrelines to cover the crest between Illawarra Road and Excelsior Parade. The treatment has been effective in other locations reducing speeds by visually reducing the road carriageway. Comparing traffic count data from the 2011 LATM study revealed that vehicle speeds has decreased possibly due to speed cushions installed near the roundabout at Excelsior Parade and occasional enforcement by NSW Police.

Two temporary speed radar signs located mid-block in Renwick Street between Illawarra Road and Excelsior Parade are proposed to further reduce vehicle speeds. These signs are installed as part of Council's Speed Radar program, which involves the installation of a

temporary speed radar sign that measures oncoming vehicle speed and display to help reduce speeding in the area. Concept plans for Renwick Street are provided in Appendix C.

Speed cushions were installed in Renwick Street in 2015 on each approach to the roundabout at Excelsior Parade. These additions may have contributed to the lower speeds compared to the speed data obtained during the 2011 study.

### Community Engagement on draft proposals

Letters inviting the community to comment on the three options were posted to residents and business operators within the Marrickville Precinct study area (illustrated in Figure 1) during June 2019. Additional letters were sent out to industrial properties in Warren Road east of Carrington Road and a number of properties in Warren Road west of Illawarra Road. In total 2,375 letters including an information sheet outlining each of the options were distributed.

Council *Yoursay Inner West* provided a way for residents to provide feedback on the options. The response level was very high for a local project with 767 visits to the webpage and 391 total submissions received during the engagement period. This represents a total response rate of 16% with approximately 40% of responses from Warren Road<sup>1</sup>.

Total responses by areas are shown in Table 9.

Total submissions received	391
Warren Road <sup>1</sup> responses	134
Renwick Street responses	45 including petition with 106 names
Excelsior Parade responses	15
Grove Street responses	6
Schwebel Street responses	3

**Table 9: Number of submissions received for Warren Road survey**

General results shown in Table 10 indicate that there is a 72.8% preference for the one way proposal in Warren Road<sup>1</sup>. Submissions received outside of Warren Road<sup>1</sup> show a 62.5% support for the one way proposal.

Warren Road Traffic Study Community engagement results – June 2019						
	Total surveys received	%	Total Warren Road <sup>1</sup>	%	Total outside Warren Road <sup>1</sup>	%
Option A: Westbound one way in Warren Road <sup>1</sup>	284	72.8%	124	92.5%	160	62.5%
Option B: Parking restriction on south side of Warren Road, angle parking in Grove Street	49	12.6%	2	1.5%	47	18.4%
Option C: Provide passing bays	52	13.3%	7	5.2%	45	17.6%
Undecided/no comment	5	1.3%	1	0.7%	4	1.6%
Total	353		134		256	

**Table 10: Warren Road community engagement results**

<sup>1</sup> Warren Road between Illawarra Road and Carrington Road, Marrickville

Examples of comments from Warren Road residents include the following:

- *Warren Rd is far too narrow to take two way traffic and Woolworths trucks, cars don't stop, nor do they give way to oncoming traffic. Fights often break out between drivers as no one wants to move over. My car has been damaged on several occasions with no details of the offending driver for insurance, so my policy goes up. Please make this street a one way street.*
- *I am a resident of this street. I am a retiree and have lived in this street for 45 years. The past few years have seen so many accidents, many cars scratched, many Woolworths trucks stuck and lots of fights and swearing when the cars can not go past each other. My own daughter had her car written off when she was coming to park in my driveway and had her 3 little children with her. It has become very dangerous. The other 2 options are not suitable because if I can't park my car in front of my house, then I would have to walk with my grandkids from Grove street when I pick them up from school with their heavy school bags. Safest way is to make it a one way street.*
- *Too tight for two way. Hard to park. Dangerous for my children. Please make one way*
- *Minimal disruption. It's definitely manageable at the moment and passing bays will absolutely solve the frustration. Option A and B will only create even more problems and frustration. I think option C is a no brainer.*

Examples of comments made from residents in adjacent streets include:

- *Option A would simply shift the issue to surrounding streets, especially Renwick Street. Renwick Street has previously petitioned to calm the traffic on the street, this option would make their unresolved issue worse. Plus the impact on Renwick Street is understated, especially financial cost to modify their houses to reduce traffic noises.*
- *OPTION A would see a lot of extra traffic down Renwick St, and as a resident of Renwick St, increased traffic would impact on the amenity & safety of the residents of this street. Without eastbound transit down Warren Rd from Illawarra Rd (without sharing the eastbound traffic through to Carrington Rd) it is obvious that the impact would be of an unacceptable level in Renwick St.*
- *I travel down Warren Rd often to my sons sports & feel this (option A) would be the best option as the traffic both ways is unbearable. If it were eastbound it would be abused by Woolworths trucks.*
- *Option B appears to be the option which addresses the issues identified in relation to Warren Road with the least impact on residents in surrounding streets. Option A should be rejected, essentially for the same reasons the Council rejected Option A when it looked at this matter in 2011.*
- *Option B provides relief over the worst part of the day, but avoids traffic worsening on other streets. Grove St is very wide and will cope with extra parking. One way would create a lot of extra problems. That said, Warren Rd residents won't necessarily park in Grove St but may instead park in my street, Excelsior Pde.*

During the submission period an online petition was organised from Renwick Street residents with 106 names requesting for traffic calming in the street, a relocated Woolworths



entry driveway to Illawarra Road, and angle parking. Some of the issues highlighted were discussed with Council in previous representations and considered during an earlier study.

The former Marrickville South LATM study proposed five speed humps in Renwick Street in 2011 to address the speeding issue. Due to the low level of support from affected residents, the proposed humps were not installed.

An established No Stopping zone and linemarked chevrons adjacent to the access driveway to the Woolworths carpark enables satisfactory driver visibility when exiting and additional removal of parking to improve visibility would not be supported as it would reduce parking supply. A recent review of the accident database revealed no reported accidents at the access driveway for the 5 year period ending in December 2018. Angle parking in Renwick Street was considered in the past however the presence of many residential driveways and changing road grade in Renwick Street makes it unsuitable for a 90 degree angle parking arrangement.

In response to the matters raised in the online survey from Renwick Street, the aforementioned treatments involving linemarking, temporary speed radar signs, and inclusion in Council's road safety program is recommended.

### **Impact of One Way on Woolworths Deliveries**

Council discussed the potential impact of the one way arrangement with management of Woolworths Marrickville. The proposal will require changes to the delivery route out of the loading dock in Warren Road. This will require trucks to either turn right or left at the Illawarra Road intersection. With a standard 19m length articulated truck, it was not physically possible to undertake a left turn at Illawarra Road and additional space would be required to complete a right turn manoeuvre. In recent years Woolworths introduced a shorter length 14.9m articulated truck with two rear axles to service their stores at locations where truck access was previously an issue. A trial of a truck turning right from Warren Road into Illawarra Road illustrated in Figure 10 indicate that the shorter articulated trucks are able to complete the northbound right turn.

Council's preliminary truck turning assessment indicate that stop lines on the southern and northern approach of Illawarra Road will need to be setback by 3-4m to facilitate a reduced Woolworths truck and heavy rigid truck turning left and right. This is similar to the layout at the intersection of Unwins Bridge Road, Railway Road and Gleeson Avenue, Sydenham.

The 3t load limit on Renwick Street will need to be removed to facilitate a truck route returning to Carrington Road.

Additionally trucks are able to turn right from Warren Road into Illawarra Road to proceed northbound. The route will return to Victoria Road by turning right from Illawarra Road to Marrickville Road, and then turning left from Marrickville Road to Victoria Road. Whilst this is an alternative route, additional trucks travelling through the Marrickville town centre, a high pedestrian activity area is not supported, and it is preferable to return trucks back to Carrington Road via Renwick Street. Current traffic count data indicate Renwick Street has 2.3% of all traffic comprising of trucks exceeding 4.5t gross vehicle mass.


**Figure 10: Site trial of right turn movement at Illawarra and Warren Roads**

### Future Developments

Council's Local Environmental Plan (LEP) and Development Control Plan (DCP) provide a direction on the size of potential developments in the Marrickville area. Based on future employment target from 'Marrickville Section 94/94A Contribution Plan 2014', a simplified mid-block assessment on the traffic generation has been made for the growth areas south of the railway line in Marrickville. Figure 11 highlights the projected 2031 residential growth areas along Illawarra Road and in total is in the order of 302 dwellings.

Table 11 shows the following non-residential population and change in Gross Floor Area (GFA) in Marrickville for the 2031 target.

Suburb	Commercial	Industrial	Retail
Marrickville	+305 workers 6,100m <sup>2</sup>	-37 workers -3,700m <sup>2</sup>	+231 workers 4,620m <sup>2</sup>
Totals	+1,143 workers	-458 workers	+1,085 workers

**Table 11: Non-residential change in population for Marrickville**

**Figure 11: Potential additional dwellings along Illawarra Road**



The calculation of change in worker population is based upon the assumption of retail and commercial occupancy of 1 worker per 20m<sup>2</sup> of GFA and 1 worker per 100m<sup>2</sup> of industrial GFA.

For this assessment the growth areas have been divided into 4 zones (A to D) shown in Figure 12. Applying the traffic generation rates set in the RMS Guide to Traffic Generating Developments (4 residential trips per day per dwelling, 11 office trips per 100m<sup>2</sup> GFA, 55 retail trips per 100m<sup>2</sup> GFA) the anticipated vehicle movements along the Illawarra Road development area are calculated in Table 12.

Anticipated developments				Additional trips vehicles per day(vpd)			
	Number of residential dwellings	Office floor area (GFA m <sup>2</sup> )	Retail floor area (GFA m <sup>2</sup> )	Residential	Office	Retail	Total
Zone A	81	244.1	184.9	324.0	26.9	101.7	452.5
Zone B	64	192.9	146.1	256.0	21.2	80.3	357.6
Zone C	100	301.4	228.3	400.0	33.2	125.5	558.7
Zone D	57	171.8	130.1	228.0	18.9	71.6	318.5
Total Marrickville (south)	302	910	689	1,208	100.1	379.1	1,687.3

**Table 12: Additional trips from developments along Illawarra Road**

Taking into consideration existing right turn restrictions in place at Illawarra Road/ Warren Road/Renwick Street, the westbound and eastbound traffic loading onto the 4 local streets are shown in Figure 12 and the impact of additional traffic loading is shown in Table 13. The anticipated traffic is based on current traffic conditions, i.e. without one way traffic flow in Warren Road.



**Figure 12: Anticipated traffic from additional developments along Illawarra Road**

Inner West Council  
Warren Road Traffic Study 2019 (Final Report)


**INNER WEST COUNCIL**

Street	At/Between	Current Volume (vpd)	Additional Volume (vpd)	Future Volume (vpd)	Traffic increase (%)
Schwebel Street	Leofrene Avenue and Ivanhoe Street	1,679	113	1,792	6.7%
Grove Street	Illawarra Road and Ivanhoe Street	706	89	795	12.6%
Warren Road	Illawarra Road and Excelsior Parade	3,853	167	4,020	4.3%
Renwick Street	Illawarra Road and Excelsior Parade	4,629	80	4,709	1.7%

**Table 13: Additional traffic loading from developments**

As illustrated, the relative traffic increase from the Illawarra Road development areas do not appear to be significant compared to the existing volume levels as some streets such as Renwick Street carry high levels of traffic for a local road. An increase of 80-140 vehicles per day on a local street is not considered detrimental; however an increase of vehicle trips will put additional pressure on intersections, increasing delays along the surrounding road network.

The inclusion of green travel plans, end of trip facilities for bicycle riders, minimum bicycle parking provisions and car share vehicles would contribute to lowering the vehicle trips generated from new developments. Some of these have been incorporated in the new developments, which should reduce the number of vehicle trips.

### Planning Proposal 4-38 Carrington Road

In 2017 a Planning Proposal was submitted for 4-38 Carrington Road, where approximately 78,700m<sup>2</sup> General Industrial IN1 zoned land was proposed to be changed to a B2 Local Centre zoning, comprising of the following mixed uses:

- 2,616 residential units
- Commercial 10,257m<sup>2</sup> GFA
- Retail (supermarket) 2,000m<sup>2</sup> GFA and specialty retail 5,049m<sup>2</sup> GFA

Figure 13 show the subject site in context of the surrounding road network.



**Figure 13: Carrington Road planning proposal site location**

Initial assessments provided by the developer's traffic consultant indicated a net traffic generation of 556 trips and 762 trips in the AM and PM peak hour respectively resulting from the development site. Council and RMS subsequently advised that this would need to be revised in further detail including additional intersection analysis at Warren Road/Illawarra Road, Renwick Street/Illawarra Road, Schwebel Street/Illawarra Road, Carrington

Road/Warren Road, Carrington Road/Renwick Street, Carrington Road/Schwebel Street, and roundabout intersection of Richardsons Crescent near Mackay Park.

Other options include road widening of Richardsons Crescent from Carrington Road to its signalised intersection at Unwins Bridge Road. Also, investigate the option of road widening of Unwins Bridge Road between Edgar Street and Gannon Street. These investigations are in relation to providing additional road capacity.

At the time of this report, the Planning Proposal application for this development was deferred pending Council's release of the Local Strategic Planning Statement (LSPS) and Council's LEP.

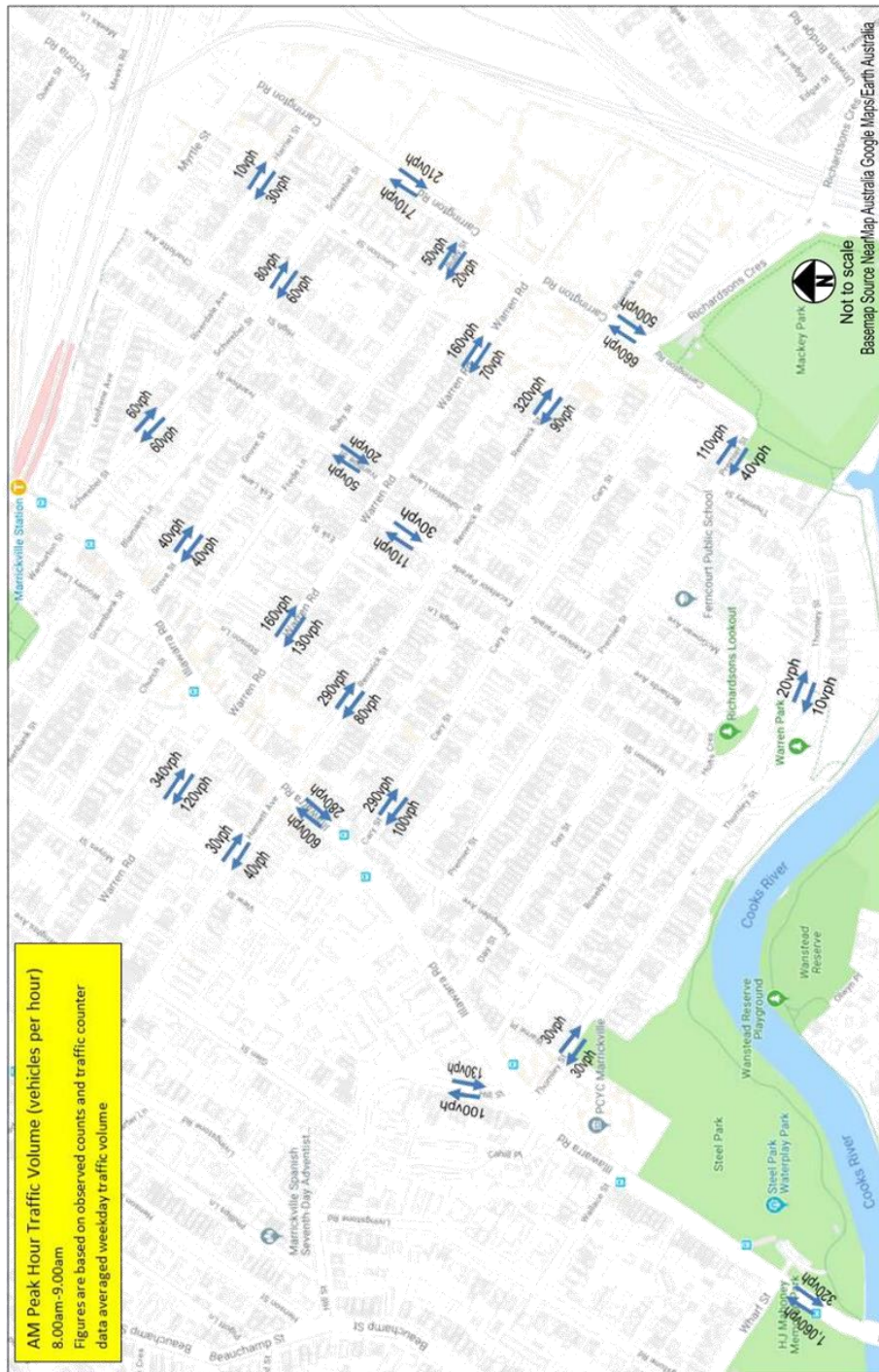
### Recommendation

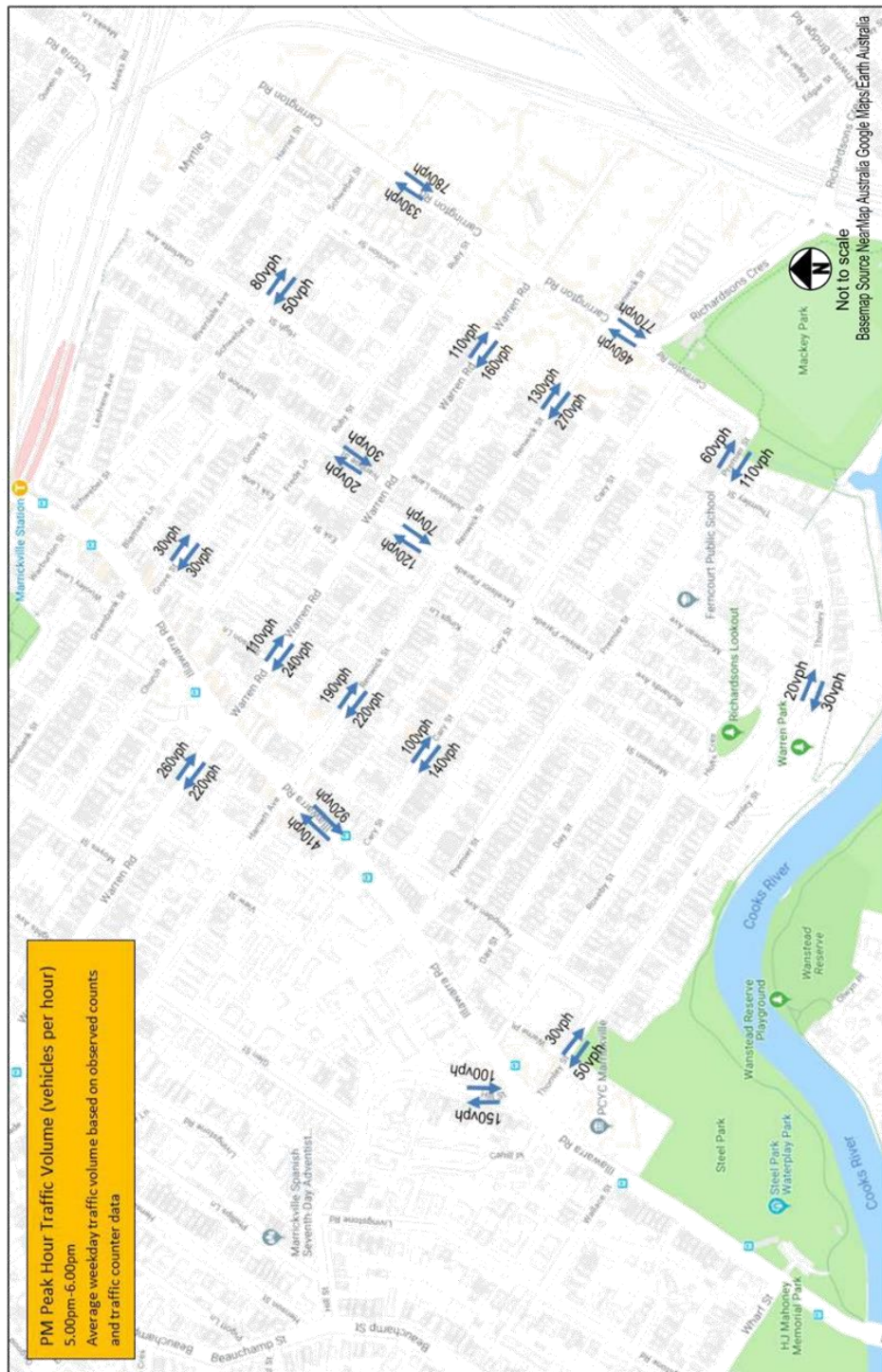
Having regard to the study, community submissions received, and future developments in the area, it is recommended that:

1. As a result of the level of support from the community, Council support in principle a westbound one-way traffic movement in Warren Road between Carrington Road and Illawarra Road.
2. A Traffic Management Plan for the one-way westbound traffic in Warren Road between Carrington Road and Illawarra Road be submitted to the Roads and Maritime Services (RMS) for approval.
3. Council submit amended traffic control signal design plans for the intersection of Warren Road and Illawarra Road to facilitate a one-way westbound traffic movement in Warren Road between Carrington Road and Illawarra Road to RMS for its approval.
4. Implementation of the one-way traffic change in Warren Road, including signposting and linemarking to facilitate a one-way westbound traffic movement in Warren Road between Carrington Road and Illawarra Road, be reported back to the Traffic Committee prior to implementation.
5. Renwick Street be marked with parking edge lines and centrelines as illustrated in Appendix C, and two temporary mid-block speed radar display signs between Excelsior Parade and Carrington Road be installed prior to the implementation of the one-way movement in Warren Road.
6. The 3 tonne load limit in Renwick Street be removed prior to the implementation of the one-way movement in Warren Road.
7. That Renwick Street be included in Council's *Slow Down in My Street* program and *Speed Radar* program for implementation in the current year.
8. Woolworths Marrickville be requested to implement a more equitable spread of truck delivery times to the loading dock.
9. That affected residents and businesses be advised of the traffic changes prior to implementation of the one-way movement in Warren Road.



**Appendix A: Peak Hour Traffic Volume**





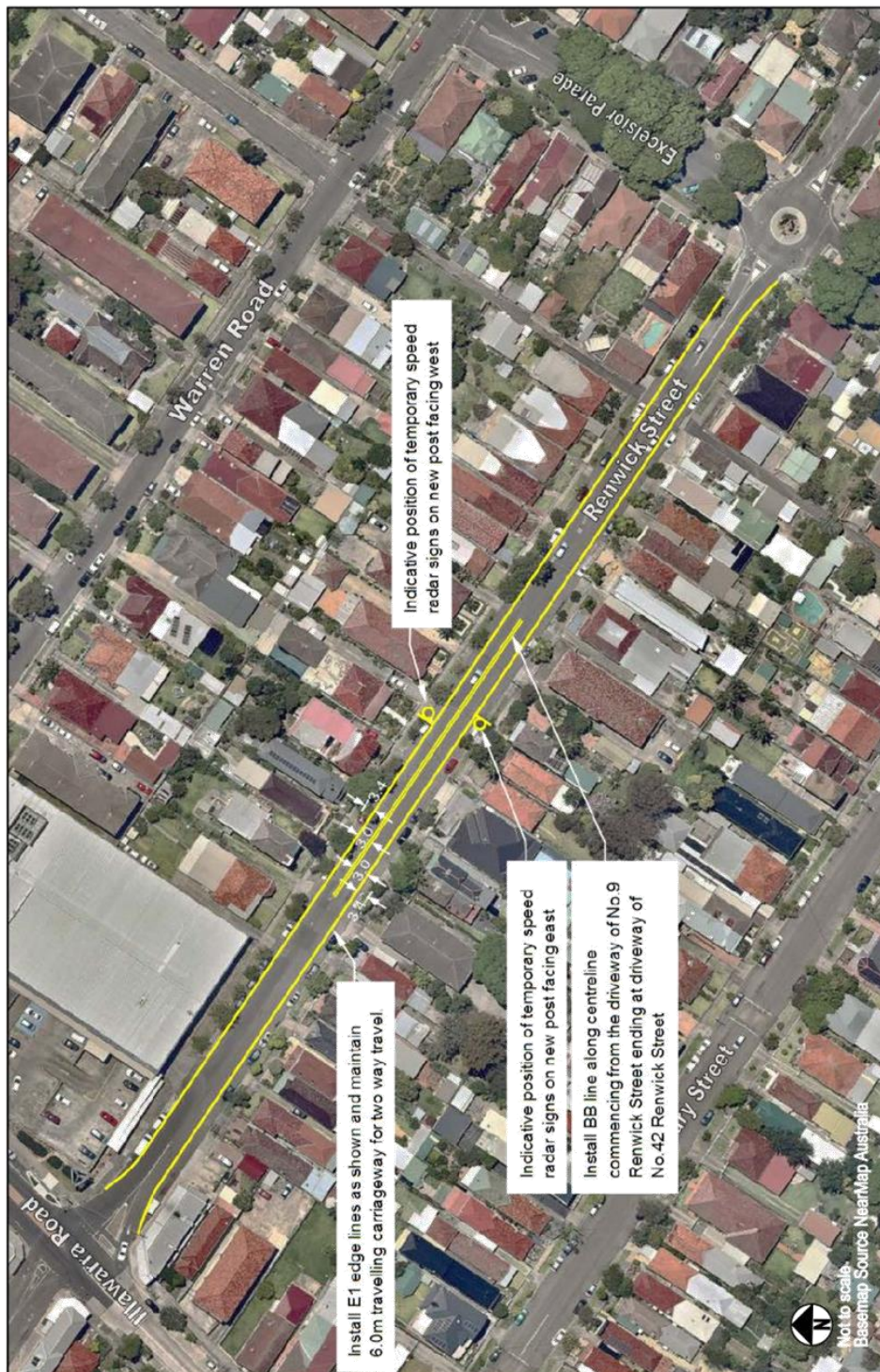


**Appendix B: Traffic Accident Locations**





**Appendix C: Renwick Street Edge Line Treatment & Speed Radar Signs**







**Item No:** LTC0819 Item 2

**Subject:** TERRACE ROAD / NESS AVENUE, DULWICH HILL – TEMPORARY FULL ROAD CLOSURE OF RAIL UNDERPASS JUST NORTH OF THE ROUNDABOUT AT EWART STREET – SYDNEY METRO (SSJ) EARLY ENABLING WORKS ON T3 LINE (DJARRAWUNANG-ASHFIELD 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**

An application has been received from Sydney Metro (SSJ) for the temporary full road closure of the rail underpass on Terrace Road / Ness Avenue just north of the roundabout at Ewart Street, Dulwich Hill for a two day period from 12am Saturday, 28 September until 11.50pm Sunday, 29 September 2019 in order to carry out early enabling works on the Rail bridge. The road will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

### **RECOMMENDATION**

**THAT the proposed temporary full road closure of the rail underpass on Terrace Road / Ness Avenue just north of the roundabout at Ewart Street, Dulwich Hill for a two day period being 12am Saturday, 28 September until 11.50pm Sunday, 29 September 2019 be approved, in order to carry out early enabling works on the Rail bridge subject to, but not limited to, the following conditions:**

- a) The application and TMP be submitted to RMS for approval;
- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- c) 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
- d) The occupation of the road carriageway must not occur until the road has been physically closed.

### **BACKGROUND**

Southwest Metro early works are now underway between Sydenham and Campsie to convert the existing rail to metro standards in preparation for the opening of Sydney Metro City & Southwest in 2024. The joint venture currently delivering the Sydney Metro upgrade to Sydenham Station (SSJ), John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd, has been appointed to undertake early works along the T3 Bankstown Line like site geotechnical investigations, early design, and enabling works such as surveying and utilities investigations. Work also includes station and bridge investigations and the installation of cable routes, retaining walls and security fencing within the rail corridor.

As part of the Southern Corridor – Bankstown Line early investigation activities SSJ are about to undertake work to the Terrace Road / Ness Avenue rail overbridge which will require the



use of an elevated work platform (EWP) and mobile crane, and this will require a full lane closure of both lanes at the Terrace Road / Ness Avenue, Dulwich Hill underpass.

Traffic movements will be managed in accordance with the submitted TCPs and Traffic controllers will be on duty to assist both pedestrians and vehicle movements. Pedestrian/cyclist access will be maintained.

It is noted that the works will be carried out to coincide with a Bankstown line possession weekend - (5am on the Saturday morning through to 2am on the Monday morning). For the temporary full road closure (28-29 September 2019) – SSJ will be working for the whole weekend.

Community notification by Sydney Metro (SSJ) will include:

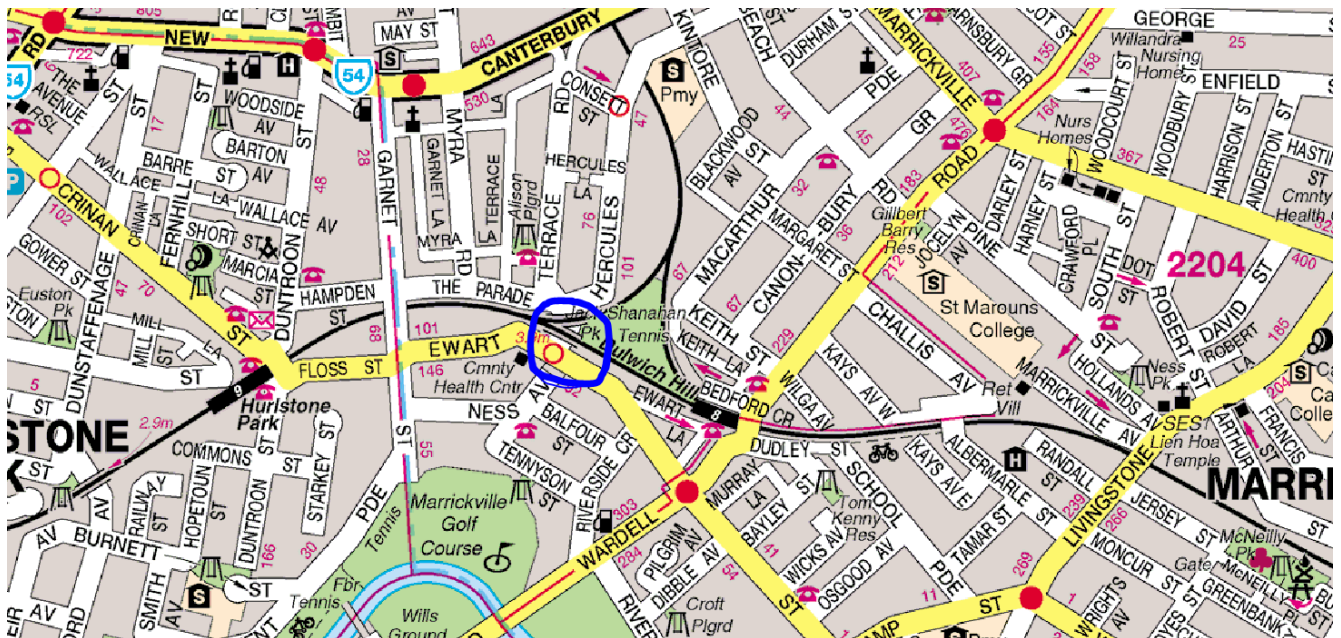
- Residents within a 200m radius of the work area will have a targeted door knock completed 7 days prior to work commencing.
- A notification will be distributed via letterbox drop and email no later than 7 days prior to work commencing.
- A door knock of local businesses with the potential to be impacted will be carried out no later than 14 days before work commences.

## FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

## OFFICER COMMENTS

### Site location





Terrace Road, between The Parade and Consett Street, carries around 1,388 vehicles per day. At the railway overbridge the width of the road is approximately 9 metres in width. It is noted that the full road closure will divert traffic to either Garnet Street to the west or Wardell Road to the east.

<b>Street Name</b>	Terrace Road
<b>Section</b>	Between The Parade and Consett Street
<b>Carriageway Width (m)</b>	12.4 generally and 9.0 at underpass
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides. At underpass one travel lane in each direction.
<b>Classification</b>	Local
<b>Speed limit</b>	50.0
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	51.8
<b>Vehicles Per Day (vpd)</b>	1,388
<b>Reported Crash History (July 2013 – June 2018)</b>	3 injury crashes and one tow-away crash in locality of underpass/roundabout. The tow-away involved a car losing control at the underpass. Two of the 3 injury crashes involved motorcyclists going off the road and the other crash involved a cyclist being injured while making a U-turn. RUM codes – 81,70, 88 and 40.
<b>Heavy Vehicle Volume (%)</b>	2.9
<b>Parking Arrangements</b>	No parking at underpass and unrestricted parking along each side of Terrace Road.

The Traffic Control Plan submitted by the applicant is shown below.





The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure has been advertised in the local newspaper in accordance with the Roads Act 1993

### **CONCLUSION**

It is recommended that the proposed temporary full road closure be approved, subject to but not limited to the conditions outlined in this report.

### **ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 3

**Subject:** **BURROWS AVENUE, SYDENHAM – TEMPORARY FULL ROAD CLOSURES  
- SYDNEY METRO SYDENHAM STATION AND JUNCTION (SSJ) WORKS  
(MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER  
WEST PAC)**

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

An application has been received from Sydney Metro Sydenham Station and Junction (SSJ) for the temporary full road closure of Burrows Avenue, between Hogan Avenue and Gleeson Avenue, Sydenham on 3 separate occasions from 9pm Friday, 30 August to 4.30am Monday, 2 September 2019; 9pm Friday, 25 October to 4.30am Monday, 28 October 2019 and 9pm Friday, 13 December to 4.30am Monday, 16 December 2019 in order to carry out upgrading works at Sydenham Station. The street will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

### **RECOMMENDATION**

**THAT the proposed temporary full road closure of Burrows Avenue, between Hogan Avenue and Gleeson Avenue, Sydenham on 3 separate occasions from 9pm Friday, 30 August to 4.30am Monday, 2 September 2019; 9pm Friday, 25 October to 4.30am Monday, 28 October 2019 and 9pm Friday, 13 December to 4.30am Monday, 16 December 2019 be approved, in order to carry out upgrading works at Sydenham Station, subject to the following conditions:**

- a) The application and TMP be submitted to RMS for approval;**
- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- c) 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**
- d) The occupation of the road carriageway must not occur until the road has been physically closed.**

### **BACKGROUND**

John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd are currently undertaking major railway work at Sydenham as part of Sydney Metro, including the upgrade of Sydenham Station. The station will be fully upgraded with a new aerial concourse over the existing platforms including lifts, stairs and level access between the platforms and trains.

The project is working within a live rail environment. For the safety of workers and customers a number of activities can only be carried out when trains are not operating. The project therefore relies on Sydney Trains rail shutdown weekends to deliver these activities.

The Sydenham Metro Upgrade will be working during a Sydney Trains rail shutdown weekend scheduled for Friday, 30 August to Monday, 2 September 2019. Work will commence on the



roof canopy steel installation on Platforms 4 and 5. A crane will be used during this work to carry out related lifts and associated work activities.

To facilitate the crane placement, temporary full road closures are required on Burrows Avenue between Hogan Avenue and Gleeson Avenue, Sydenham. The first road closure is to commence from 9pm Friday, 30 August to 4.30am Monday, 2 September 2019.

Traffic movements will be managed in accordance with the attached TCP. Traffic controllers will be on duty to assist both pedestrians and vehicle movements. Access to private property will be maintained at all times. Access to and from Bolton Street will be available via Hogan Avenue.

Additional lane closures will also be required to complete the works. Initially, the steel will need to be delivered and assembled on site prior to the installation. To facilitate this, a lane closure is required along Burrows Avenue (rail side) between Hogan Avenue and George Street. Initially, lane closures will be required from **9pm Thursday, 29 August to 9pm Friday, 30 August 2019** to establish a laydown area and receive deliveries and from **4.30am Monday, 2 September to 4.30am Tuesday, 3 September 2019** to decommission the laydown area.

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Additional dates, coinciding with a number of rail shutdown weekends, the temporary full road closure with associated lane closures will be required are:

- Friday, 25 October to Monday, 28 October 2019
- Friday, December 13 to Monday, 16 December 2019

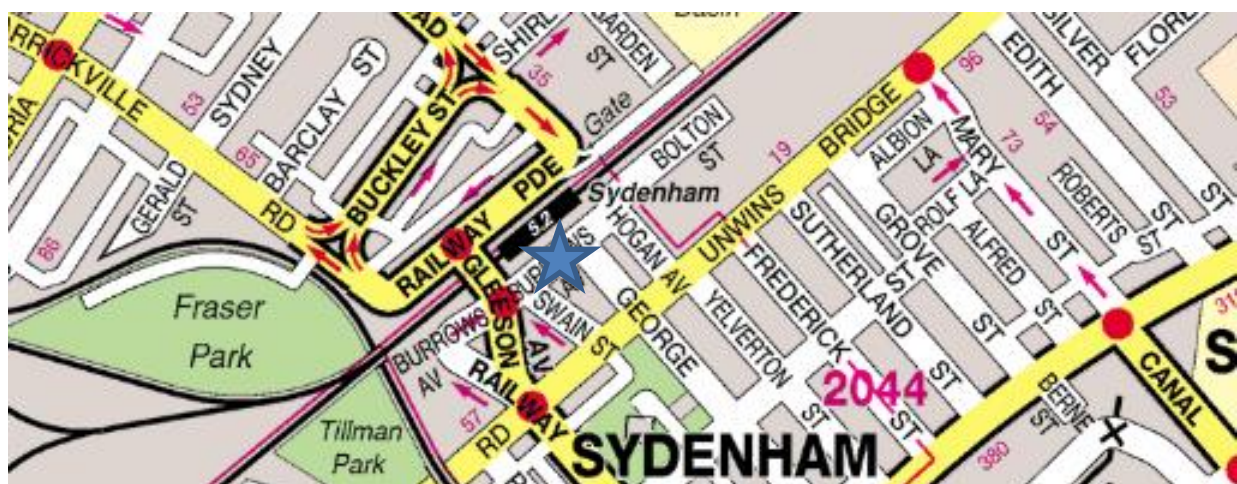
## **FINANCIAL IMPLICATIONS**

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

## **OFFICER COMMENTS**

### Site location

The site location is adjacent Sydenham Railway Station. Burrows Avenue is a local road.





Street Name	Burrows Avenue
Section	Between Gleeson Avenue and George Street
Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85 <sup>th</sup> Percentile Speed (km/h)	47.5
Vehicles Per Day (vpd)	7,296
Reported Crash History (July 2011 - June 2016)	No RMS recorded crashes.
Heavy Vehicle Volume (%)	5.1
Parking Arrangements	Various on northern side of the road since Sydney Metro SSJ construction works being carried out. Southern side of the road consists of 'No Parking' restrictions with a section of '2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat' restrictions.

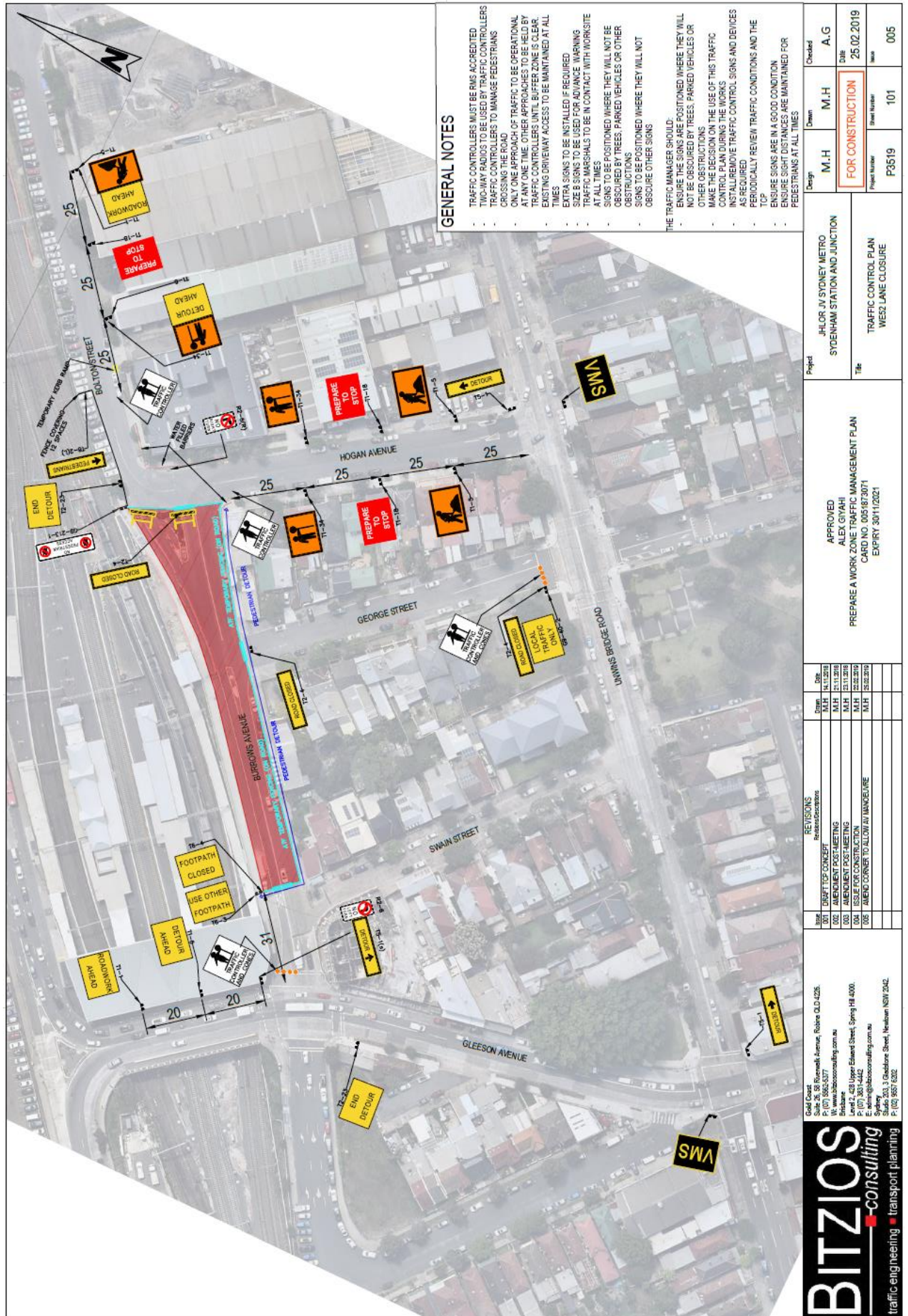
The Traffic Control Plan submitted by the applicant is reproduced below.

Vehicular access for local residents/businesses and emergency services will be maintained during the closure, where possible. Authorised Traffic Controllers will be on-site during the time of the road closure and are to be positioned at the closure points when required to provide vehicular access to local residents/businesses and ensure the safety of motorists and pedestrians.

Night work operations are necessary to get the required works completed during rail shutdown weekends. Residents within 100 metres of Sydenham Station will be notified prior to the road closure and a VMS board will be installed notifying road users of the road closure. In addition, Sydney Metro will be door knocking residents along Hogan Avenue/George Street/Swain Street including business owners along Hogan and Bolton Street.

Noise assessment will be carried out in accordance with the NSW Interim Construction Noise Guidelines and where required additional mitigation measures will be offered to identified sensitive receivers.





The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure has been advertised in the local newspaper in accordance with the Roads Act 1993

**CONCLUSION**

It is recommended that the proposed temporary full road closures be approved, subject to but not limited to the conditions outlined in this report.

**ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 4

**Subject:** ALBERMARLE STREET, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURE OF RAIL OVERBRIDGE SOUTH OF CHALLIS STREET - SYDNEY METRO (SSJ) EARLY ENABLING WORKS ON T3 LINE (MIDJUBURI-MARRICKVILLE 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

An application has been received from Sydney Metro (SSJ) for the temporary full road closure of the rail over bridge on Albermarle Street just south of Challis Avenue, Marrickville for a ten day period scheduled from 12am Sunday, 2 September to 11.50pm Thursday, 12 September 2019 (contingency up to midnight Thursday, 19 September 2019) in order to carry out early enabling works on the Rail Overbridge. The road will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

### RECOMMENDATION

**THAT the proposed temporary full road closure of Albermarle Street (between Challis Avenue and Kays Avenue East), Marrickville for a ten day period scheduled from 12am Sunday 2 September to 11.50pm Thursday 12 September 2019 (contingency up to 11.50pm Thursday, 19 September 2019) be approved, in order to carry out early enabling works on the Rail Overbridge subject to, but not limited to, the following conditions:**

- a) The application and TMP be submitted to RMS for approval;
- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- c) 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
- d) The occupation of the road carriageway must not occur until the road has been physically closed.

### BACKGROUND

Southwest metro early works are now underway between Sydenham and Campsie to convert the existing rail to metro standards in preparation for the opening of Sydney Metro City & Southwest in 2024. The joint venture currently delivering the Sydney Metro upgrade to Sydenham Station (SSJ), John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd, has been appointed to undertake early works along the T3 Bankstown Line like site geotechnical investigations, early design, and enabling works such as surveying and utilities investigations. Work also includes station and bridge investigations and the installation of cable routes, retaining walls and security fencing within the rail corridor.



As part of the Southern Corridor – Bankstown Line early investigation activities SSJ are about to undertake work constructing an underground services crossing for a railway signals system across Albermarle Street between Challis Avenue and Kays Avenue East. This will require a temporary full road closure on Albermarle Street of an area of 20 metres x 20 metres. The work is scheduled from 2/9/2019 to 12/9/2019 (contingency up to 19/9/2019).

Traffic movements will be managed in accordance with the attached TCP. Traffic controllers will be on duty to assist both pedestrians and vehicle movements. Pedestrian access will be diverted due to the spatial constraints of the worksite, as it is not safely feasible to accommodate pedestrians or cyclists adjacent to the area. Pedestrian and cyclist access to Kays Avenue East will be maintained.

For the temporary full road closure of Albermarle Street (2-13 September 2019) SSJ will be working normal construction hours of 7am to 6pm on week days and 8am to 6pm on Saturdays. It is possible some work may be conducted out of hours work on Sunday during the day; however, there will be no work at night. It is noted that the road closure will stay in place 24/7 regardless of the work hours for the safety of the local community and Sydney Metro JHLOR workers.

Community notification by Sydney Metro (SSJ) will include:

- Residents within a 200m radius of the works will be door knocked 7 days prior to any works commencing.
- Notification will be distributed 7 days prior to work commencing to the suburb and surrounding suburbs along the rail corridor.
- A door knock of local businesses with the potential to be impacted will be carried out 14 days before work commences.

## FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

## OFFICER COMMENTS

### Site location



Albermarle Street, between Challis Avenue and Kays Avenue East, carries around 1,600 vehicles per day. At the railway overbridge the width of the road is approximately 5.7 metres in width. It is noted that the full road closure will divert traffic to either Wardell Road to the north or Livingstone Road to the south.

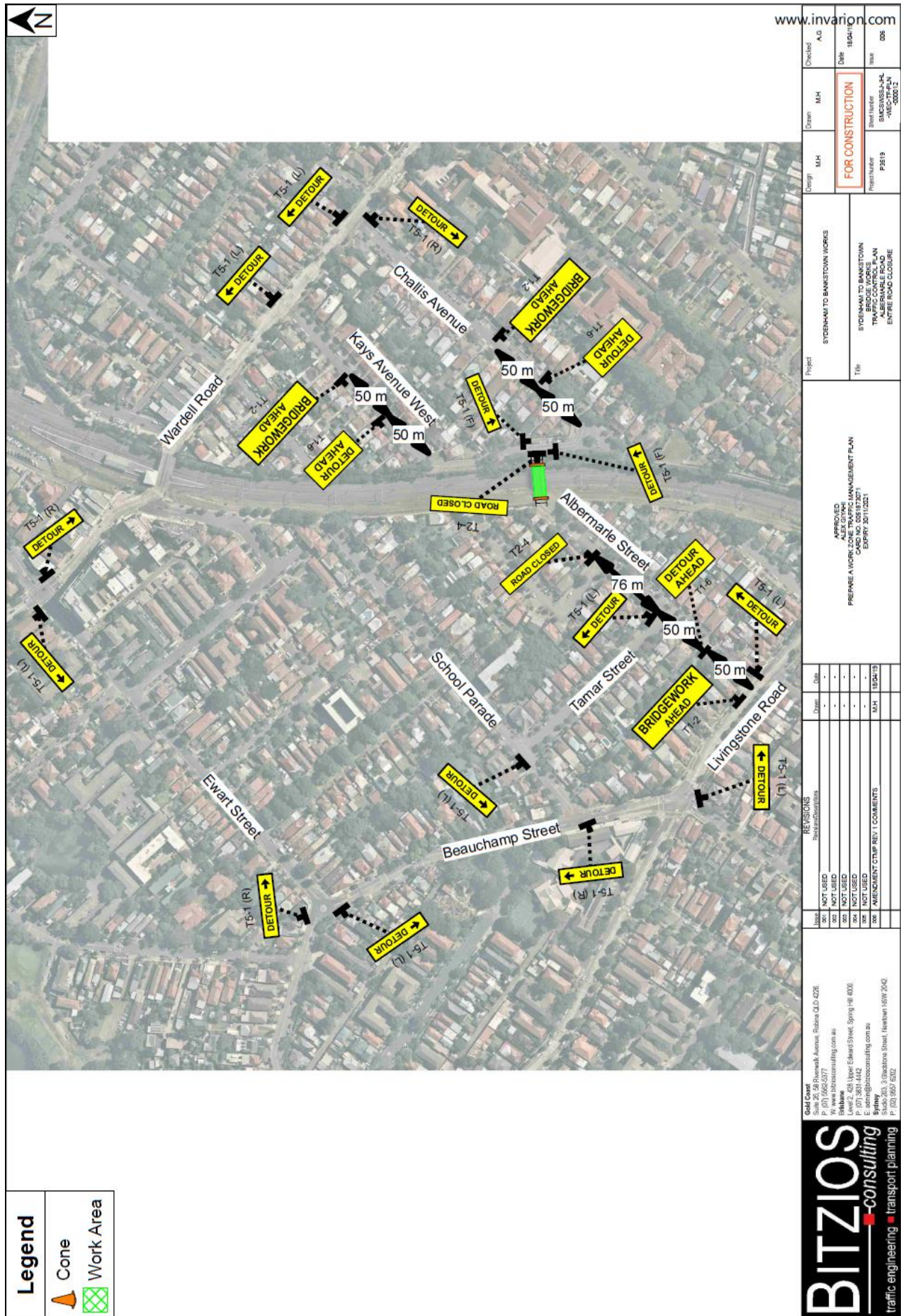




<b>Street Name</b>	Albermarle Street
<b>Section</b>	Between Livingstone Road and Tamar Street
<b>Carriageway Width (m)</b>	5.7 at overbridge
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction at overbridge.
<b>Classification</b>	Local
<b>Speed limit</b>	50.0
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	39.6
<b>Vehicles Per Day (vpd)</b>	1,601
<b>Reported Crash History (July 2013 – June 2018)</b>	Nil.
<b>Heavy Vehicle Volume (%)</b>	1.1
<b>Parking Arrangements</b>	No parking at overbridge and unrestricted parking along each side of Albermarle Street.

The Traffic Control Plan submitted by the applicant is shown below.





**PUBLIC CONSULTATION**

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure has been advertised in the local newspaper in accordance with the Roads Act 1993

**CONCLUSION**

It is recommended that the proposed temporary full road closure be approved, subject to but not limited to the conditions outlined in this report.

**ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 5

**Subject:** MARRICKVILLE ROAD, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURES FOR MARRICKVILLE FESTIVAL ON SUNDAY 20 OCTOBER 2019 – DA201700334 - (MIDJUBURI - MARRICKVILLE 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

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## RECOMMENDATION

### THAT:

1. The proposed temporary full road closure of Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Travellion Plaza and the Calvert Street car park along with short sections of Malakoff Street, Despointes Street, Silver Street, Garners Avenue, Gladstone Street and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville for the 'Marrickville Festival' Event on Sunday, 20 October 2019 between 11pm Saturday, 19 October to Midnight Sunday, 20 October 2019 be approved as per the submitted TMP and TCPs;
2. A Road Occupancy License application be obtained from the Transport Management Centre;
3. Notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services;
4. All residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.

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## BACKGROUND

The 'Marrickville Festival' is an annual event and this year will be held on Sunday, 20 October 2019. As in previous years, the event will necessitate the temporary full road closure of Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Travellion Plaza and the Calvert Street car park along with short sections of Malakoff Street, Despointes Street, Silver Street, Garners Avenue, Gladstone Street and Frampton Avenue where these streets intersect Marrickville Road, Marrickville. Development consent (DA201700334) has been granted for the holding of the event over a five year period (i.e. 22 October 2017, 21 October 2018, 20 October 2019, 18 October 2020 and 17 October 2021).



This year's Marrickville Festival will run between 10:00am and 5:00pm on Sunday, 20 October 2019; however, the temporary full road closures are required from 11pm Saturday, 19 October to Midnight Sunday, 20 October 2019.

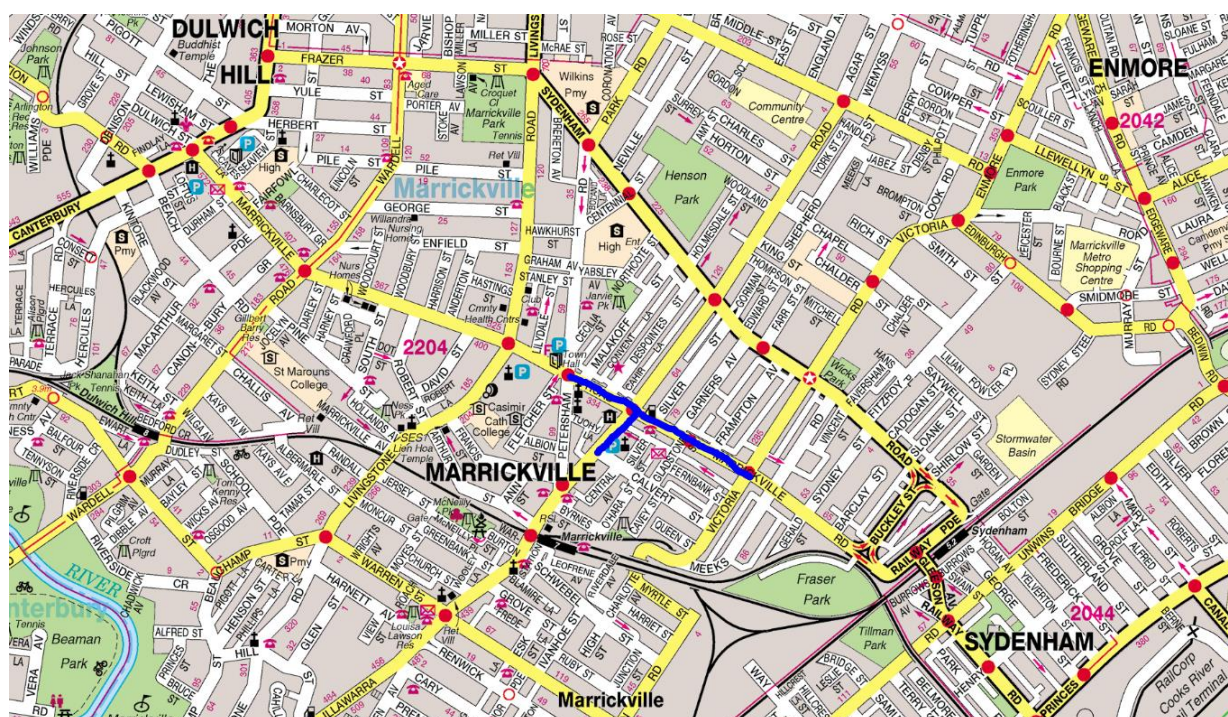
## FINANCIAL IMPLICATIONS

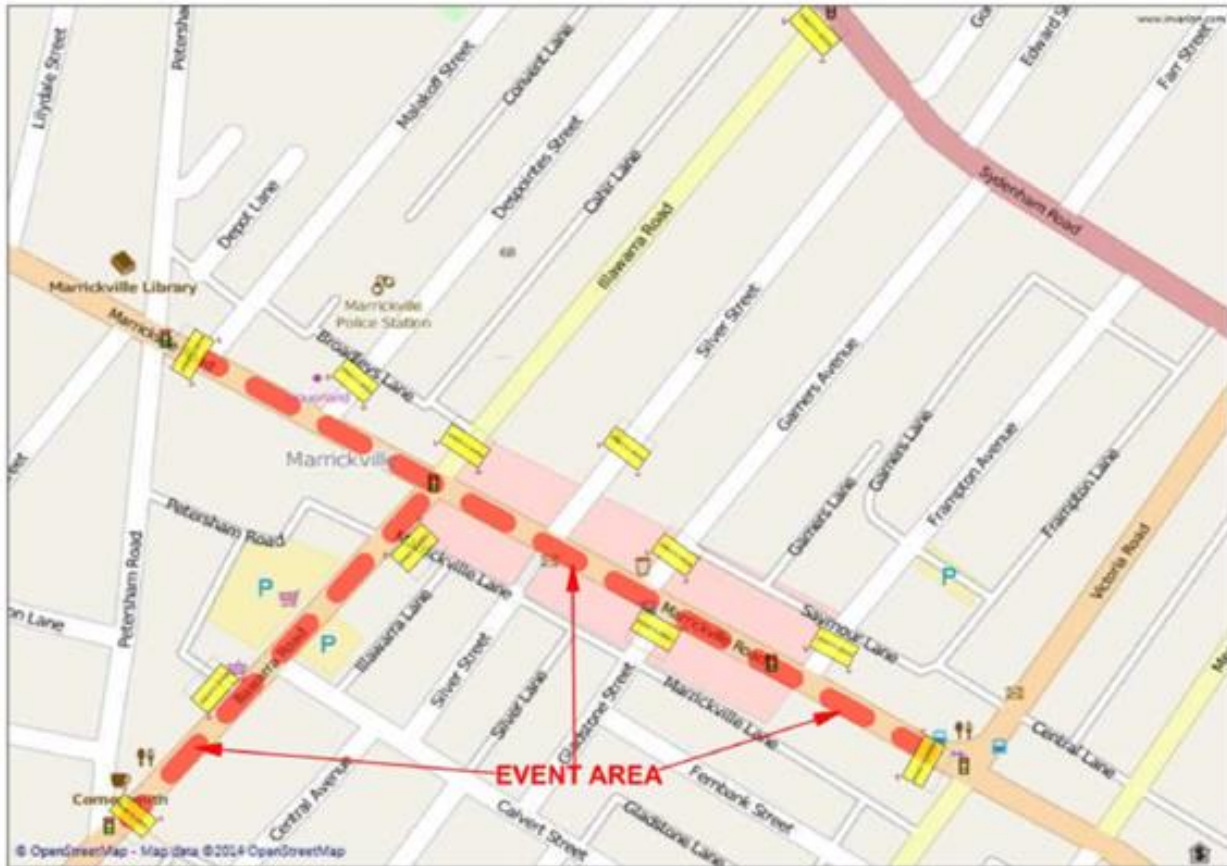
Funding of \$117,971 has been allocated by Council for organising the 'Marrickville Festival' event under the 2019/2020 Major Community Events Program.

## OFFICER COMMENTS

The event area will be on Marrickville Road between Petersham Road and Victoria Road and Illawarra Road between Sydenham Road and Petersham Road (refer to the locality diagram below – Marrickville Festival Area). This year Council's Event Coordinator has appointed 'Who Dares Pty Ltd' to prepare the Traffic Management Plan (TMP) and Traffic Control Plans (TCPs) for the event.

### Locality Map – Marrickville Road & Illawarra Road, Marrickville - event area overview



**Item 5**


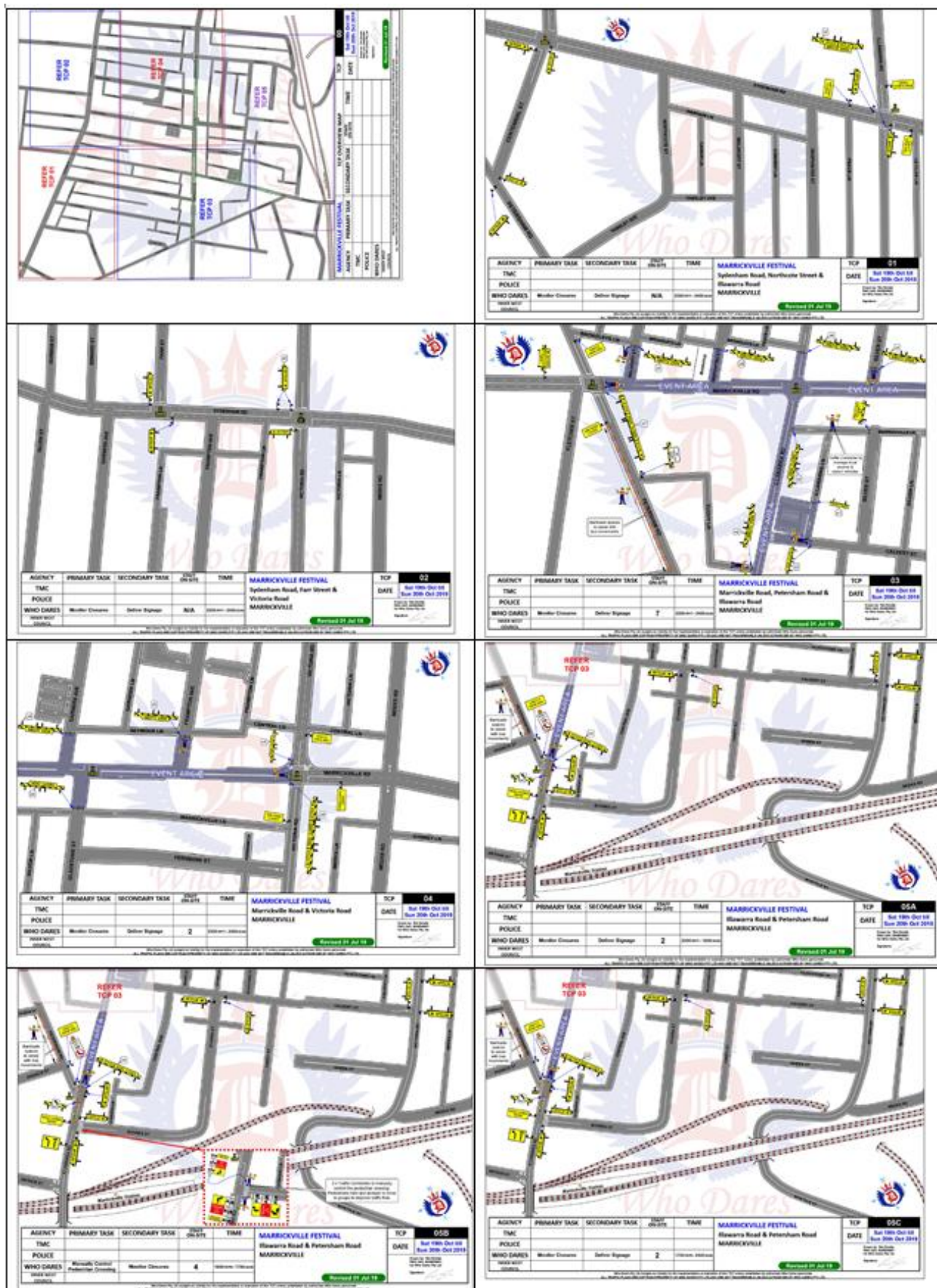
Temporary full road closures are planned at the following locations (refer to the traffic control plans – TCP 1, 2, 3, 4, 5A, 5B and 5C below and reproduced to a larger scale in the attached TMP):

- Marrickville Road between Petersham Road & Victoria Road
- Illawarra Road between Broadleys Lane & Petersham Road
- Malakoff Street between Broadleys Lane & Marrickville Road
- Despointes Street between Broadleys Lane & Marrickville Road
- Silver Street between Marrickville Road 25 metres north of Marrickville Road
- Garners Avenue between Seymour Lane & Marrickville Road
- Frampton Avenue between Seymour Lane & Marrickville Road
- Gladstone Street between Marrickville Road & Marrickville Lane
- Illawarra Lane between north of the carpark & Calvert Street
- Calvert Street between Illawarra Road & Illawarra Lane
- Calvert Street Carpark
- Illawarra Road between Sydenham Road Broadleys Lane (Resident Access Excepted)

Access around the event site will be maintained by a detour. The detour loop will include Petersham Road, Centennial Street, Sydenham Road, Victoria Road, Calvert Street, O'Hara Street, Byrnes Street and Illawarra Road.

Council barricades will be used to affect the road closures from 11pm Saturday, 19 October to Midnight Sunday, 20 October 2019 and a 4-metre wide emergency vehicle access will need to be maintained through the area during the course of the street festival.





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 festival and on

Petersham Road between Illawarra Road and Marrickville Road on the afternoon of the day prior to the event - Saturday 19 October 2019.

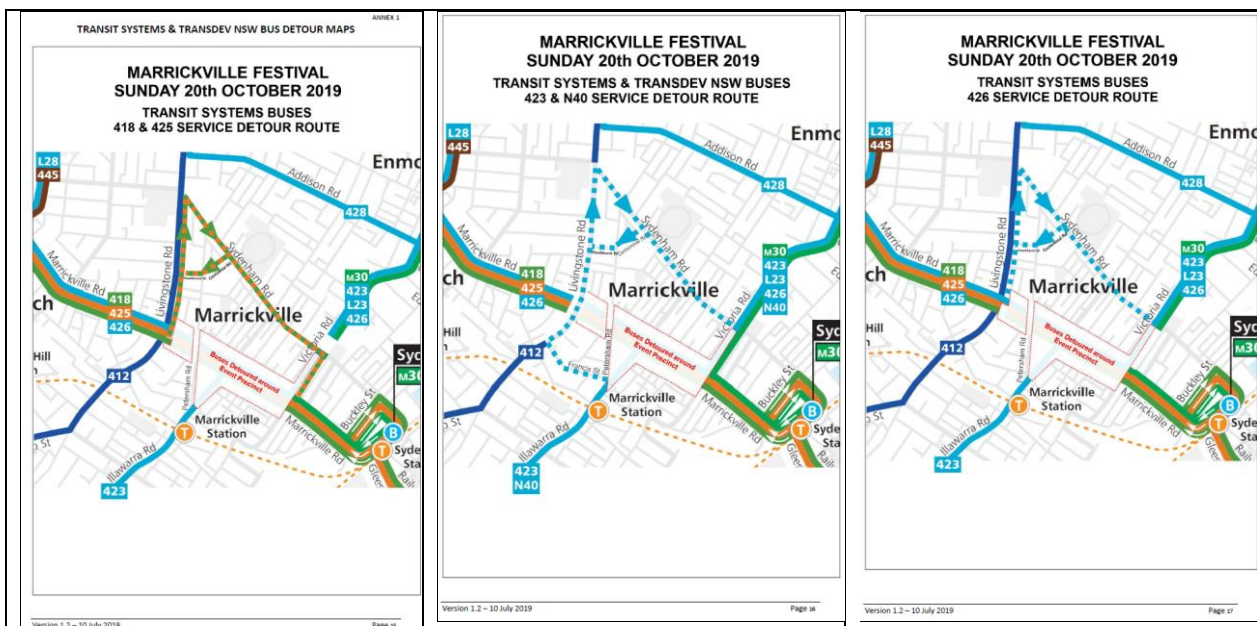
This event is classified as a Class 2 event under the RMS' Special Events Guide where it impacts local traffic and transport systems but does not impact major traffic and transport systems and it disrupts the non-event community in the area around the event but not over a wide area. The event requires the involvement of Police and Local Council and a detailed Transport Management Plan (TMP).

The temporary road closures are required to be advertised in the local newspaper providing 28 days' notice for submissions.

Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

### Impacts on buses

Transit Systems services 418, 423, 425 and 426 and Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Existing bus stops on Illawarra Road (near Marrickville Station) and on Marrickville Road (outside St Brigid's Church) are located close enough that intermediate/temporary bus stops will not be required. Refer to Annex 1 of the attached TMP for Transit Systems and Transdev Bus detour maps at a larger scale.



In order to provide bus drivers with adequate manoeuvring space, the following is recommended:

- that the parking be banned in Petersham Road (between Illawarra Road and Marrickville Road) on the day of the Festival; and/or
- that Traffic Controllers be located in Petersham Road to assist with the movement of the buses.

### Impacts on Parking

There are off-street and on-street parking spaces available within the vicinity of the proposed road closures. The car park off Calvert Street has access through Calvert Street and has 37 parking spaces. Some festival activities are proposed to be located in the Calvert Street car park.

There is a roof-top parking area, Banana Joe's car park, (opposite the Calvert Street car park) which has access through Tuohy Lane with approximately 80 parking spaces. As a result of the road closure at Petersham Road, access to this car park will also be restricted during the event.

Due to the proposed road closures the following car parking spaces will be impacted:

**Marrickville Road**

North side - between Victoria Road and Petersham Road  
28 Parking spaces and 2 Bus Zones

South side - between Victoria Road and Petersham Road  
43 Parking spaces and 2 Bus Zones

**Illawarra Road**

East Side – Between Marrickville Road and Petersham Road  
21 parking spaces  
West Side - None (unrestricted parking)

Parking surveys undertaken in the festival area in previous festivals indicated that there are many on-street parking spaces available to cater for parking in close proximity to the Street event.

In relation to parking it is stated in the TMP that “*Parking will only be available in surrounding residential streets and a few small public car parks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.*”

**Impacts on traffic**

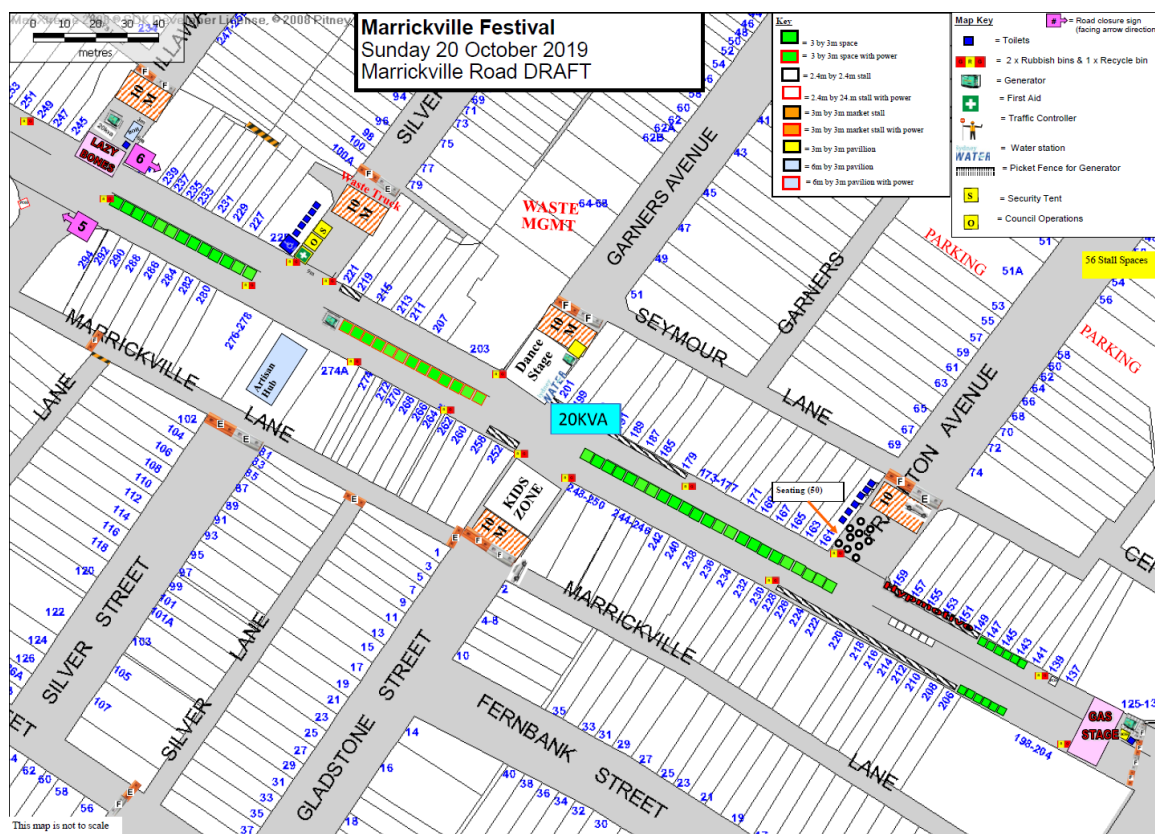
The traffic diverted from Marrickville Road and Illawarra Road as a result of the proposed road closures, does not coincide with the peak traffic, as the festival will be held on a Sunday when lower than weekday traffic volumes are expected. Therefore, the traffic generated as a result of the proposed festival will not have a major impact on the surrounding traffic network during the event. Furthermore, the arrival and departure of attendees of the festival is expected to be staggered as it is every year when this event takes place.

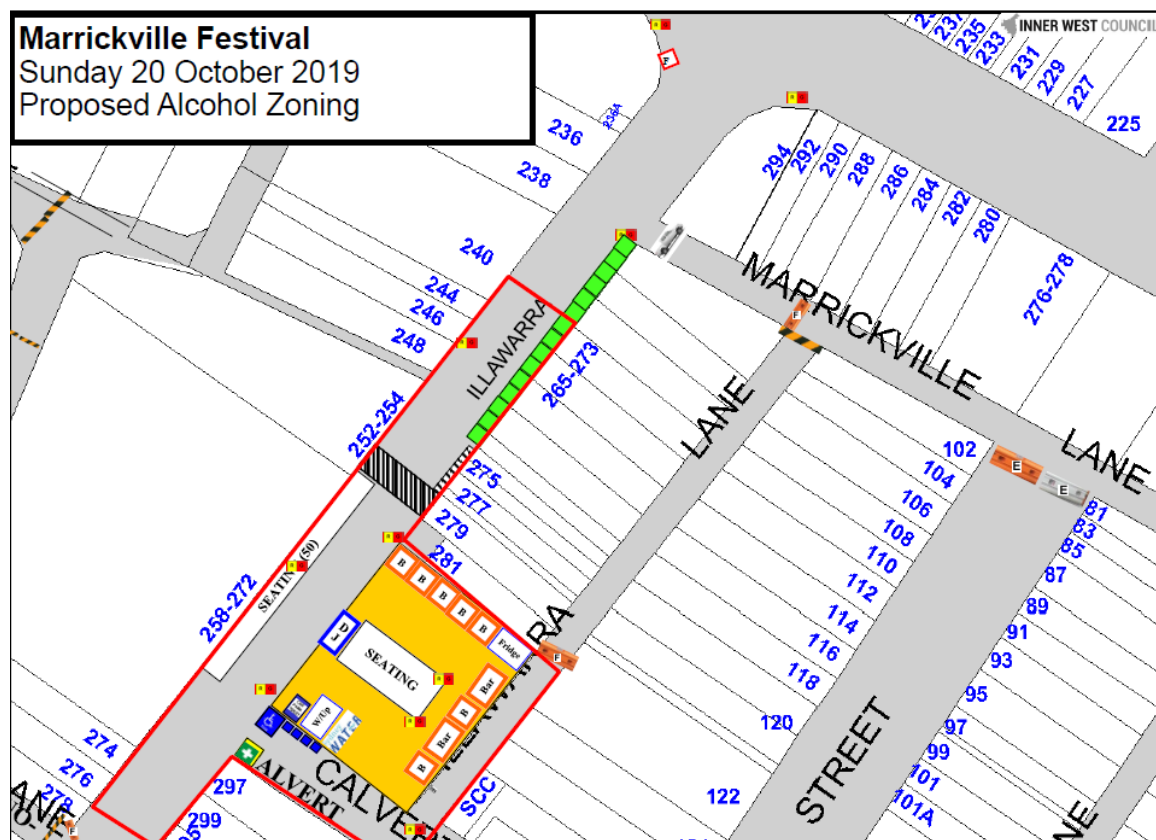
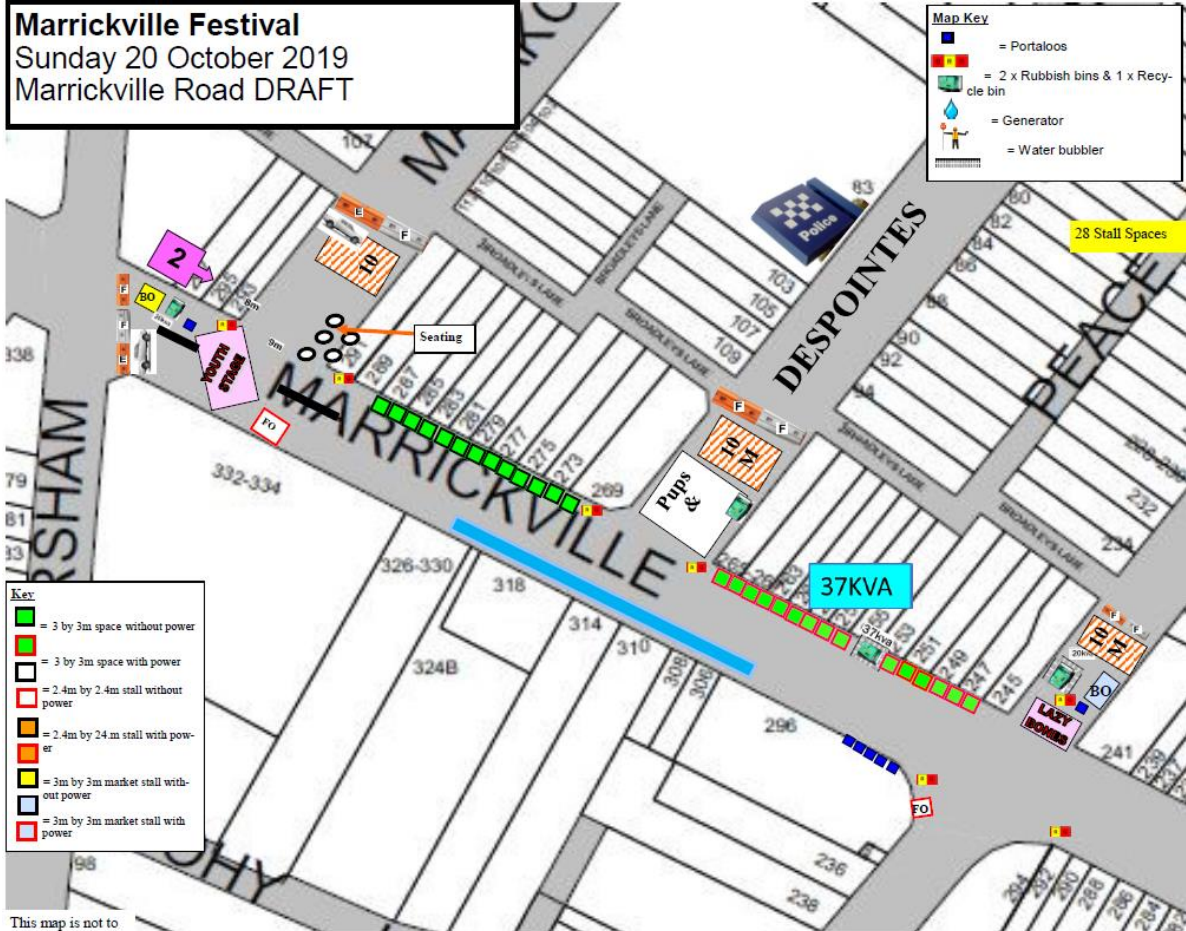
Police vehicles travelling to and from the Police Station located in Despointes Street will have no access to Marrickville Road during the event; however, access to Sydenham Road will be available.

At present, there are no indications of construction works that will impact the event. There are no traffic calming devices or traffic generating developments along the route.



## **Marrickville Festival Site and Stall Maps**





Traffic Management Plan and Traffic Control Plans



A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas. The TMP and Traffic Control Plans (TCP) are reproduced in full at the end of this report.

The 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 by Who Dares Pty Ltd.

### **PUBLIC CONSULTATION**

The proposed temporary full road closures have been advertised in the local newspaper in accordance with the Roads Act 1993.

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services.

The TMP states that: *“All affected residents will be notified of the event through:*

- *Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.*
- *3 x Portable VMS boards will be used to advertise the road closures.*
- *Date & time specific corflute “Special Event – Road Closed” signs to be placed around the event precinct 14 days prior to the event.”*

### **CONCLUSION**

It is recommended that Council agree to the temporary full road closures on Sunday, 20 October 2019, subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures as detailed in Condition 3 of the development consent for the event (Determination No. 201700334).

### **ATTACHMENTS**

1. [!\[\]\(05a3150ca7eafd44fce8deaa48838121\_img.jpg\)](#) Transport Management Plan - Marrickville Festival Sunday 20 October 2019



**TRANSPORT MANAGEMENT PLAN**

**Sunday 20th October 2019**

PREPARED ON BEHALF OF



Version 1.2  
10<sup>th</sup> July 2019

TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS

By  
WHO DARES PTY LTD  
SHED 8 / 1 CANAL ROAD  
LEICHHARDT 2040  
P.O. BOX 187  
FIVE DOCK 2046

Fax: 02 9569 9933  
Ph: 02 9569 9922

Event Organiser: **Inner West Council**

Document Author: **Tim Emslie  
Who Dares Pty Ltd  
Prepare a Work Zone Traffic Management Plan  
Certificate: 0048945001  
Phone: 02 9569 9922**

#### Version Control

Version	Date	Status	Comments
Version 1.0	1 July, 2019	DRAFT	First Draft
Version 1.1	4 July, 2019	DRAFT	Minor Amendments
Version 1.2	10 July, 2019	DRAFT	Adjust bus detour route for 423 & N40 services

## **1. INTRODUCTION**

### **1.1. Introduction**

This plan has been prepared for the **Inner West Council**.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Marrickville Festival event held on Sunday 20<sup>th</sup> October 2019.

### **1.2. Objective**

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

### **1.3. Authority of the TMP**

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Marrickville Festival, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.



## 2. EVENT DETAILS

### 2.1. Event summary

Event Name	Marrickville Festival
Event Date:	Sunday 20 <sup>th</sup> October 2019
Event Start Time:	10:00 hours
Event Finish Time:	17:00 hours
Event Set Up Time:	23:00 hours (19 <sup>th</sup> October)
Event Pack Down Finish Time:	24:00 hours
Event is:	Street Festival

### 2.2. Key Planning Contact Names

#### Inner West Council

<b>Christina Klugt</b> Events Officer	<b>Phone</b>	<b>02 9392 5176</b>
	<b>Mobile</b>	
	<b>E-mail</b>	<a href="mailto:christina.klugt@innerwest.nsw.gov.au">christina.klugt@innerwest.nsw.gov.au</a>

**Jennifer Adams**  
Engineer - Traffic & Parking  
Services

<b>Phone</b>	<b>02 9335 2207</b>
<b>Mobile</b>	
<b>E-mail</b>	<a href="mailto:jennifer.adams@innerwest.nsw.gov.au">jennifer.adams@innerwest.nsw.gov.au</a>

#### NSW POLICE – Inner West Police Area Command

<b>Inspector Mick Dykes</b>	<b>Phone</b>	<b>02 9568 9218</b>
	<b>Mobile</b>	0414 308 875
	<b>E-mail</b>	<a href="mailto:dyke1mic@police.nsw.gov.au">dyke1mic@police.nsw.gov.au</a>

#### Traffic Contractor – Who Dares Pty Ltd

<b>Tim Emslie</b> Events Manager	<b>Phone</b>	<b>02 9569 9922</b>
	<b>Fax</b>	02 9569 9933
	<b>Mobile</b>	0417 467 814
	<b>E-mail</b>	<a href="mailto:tim@whodares.com.au">tim@whodares.com.au</a>

#### Transit Systems

<b>Rabih Bekdache</b> Network Planner	<b>Phone</b>	<b>02 8118 7214</b>
	<b>Mobile</b>	0490 121 539
	<b>E-mail</b>	<a href="mailto:rbekdache@transitsystems.com.au">rbekdache@transitsystems.com.au</a>

#### Transdev NSW

<b>Steve Babbage</b> Service Planning Communications Coordinator	<b>Phone</b>	<b>02 8700 0555</b>
	<b>Mobile</b>	0407 248 955
	<b>E-mail</b>	<a href="mailto:steve.babbage@transdev.com.au">steve.babbage@transdev.com.au</a>

### 2.3. Brief Description of the event

This wonderful community event works closely with local makers and creatives to represent the diversity and vibrancy that is Marrickville. In 2019, the festival will be more participatory than ever, with hands on workshops with local artists, food demo and tastings with local food producers and much more! Music this year will be provided by much loved local venues. Marrickville Festival is a destination event of Inner West and attracts visitors from all over Sydney.

### 3. TRAFFIC AND TRANSPORT MANAGEMENT

#### 3.1. Road closures 23:00 hours Saturday 19<sup>th</sup> October - 24:00 hours

**Sunday 20<sup>th</sup> October 2019.**

- Marrickville Road between Petersham Road & Victoria Road
- Illawarra Road between Broadleys Lane & Petersham Road
- Malakoff Street between Broadleys Lane & Marrickville Road
- Despointes Street between Broadleys Lane & Marrickville Road
- Silver Street between Marrickville Road 25 metres north of Marrickville Road
- Garners Avenue between Seymour Lane & Marrickville Road
- Frampton Avenue between Seymour Lane & Marrickville Road
- Gladstone Street between Marrickville Road & Marrickville Lane
- Illawarra Lane between north of the carpark & Calvert Street
- Calvert Street between Illawarra Road & Illawarra Lane
- Calvert Street Carpark
- Illawarra Road between Sydenham Road Broadleys Lane (Resident Access Excepted)

#### 3.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include Petersham Road, Centennial Street, Sydenham Road, Victoria Road, Calvert Street, O'Hara Street, Byrnes Street & Illawarra Road.

#### 3.3. Cleaning

Prior to the reopening of the roads at 24:00 hours Sunday 20<sup>th</sup> October 2019, the Inner West Council will undertake cleaning operations.

#### 3.4. Modification to existing signage

- Inner West Council will cover all existing parking signage within the event precinct with "No Stopping" signage in the evening on Saturday 19<sup>th</sup> October 2019. This will assist with clearing the precinct of parked vehicles.

#### 3.5. Sydney Trains

The closest train station is Marrickville Station. It is approximately 200 metres walk from the event precinct.

At the time of writing this Transport Management Plan the trackwork's schedule is not yet finalised for Sunday 20<sup>th</sup> October 2019. Potential impacts of trackwork's will need to be ascertained closer to the event date.

#### 3.6. Transit Systems & Transdev NSW Buses amended route changes

Transit Systems services 418, 423, 425 & 426 & Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Existing bus stops on Illawarra Road (near Marrickville Station) and on Marrickville Road (outside St Brigid's Church) are located close enough that intermediate/temporary bus stops will not be required

***Refer Annex 1: Transit Systems & Transdev NSW Bus Detour Maps***

**3.7. Parking**

Parking will only be available in surrounding residential streets and a few small public car parks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

**3.8. Construction, traffic calming and traffic generating developments**

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

**3.9. Traffic Control**

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Control Plans must be installed by RMS accredited traffic controllers with an RMS "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold an RMS "Traffic Controller" certificate.

**3.10. Pedestrians and Cyclists**

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

**3.11. Heavy Vehicle impacts**

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

**3.12. Special Event Clearways**

No special event clearways will be installed for this event.

## **4. RISK MANAGEMENT - TRAFFIC**

### **4.1. Occupational Health & Safety – Traffic Control**

Inner West Council are the Risk Managers for their event operations. It is Inner West Council policy to treat identified hazards by endeavouring to prevent or eliminate health and safety risk where it is in their reasonable authority, to endeavour to minimise the likelihood of risks occurring when outside their authority and when risks occur to minimise the consequence of the risk activity

Any risk treatment measure implemented by Inner West Council will be consistent with their obligations in accordance with the 2011 WHS Regulations and/ or AS/NZS ISO 31000:2009 Risk Management-Principles and guidelines.

Inner West Council by the nature of the event operations has accepted the uncontrollable risks such as weather, environment and crowd behaviour and will implement treatment programs to mitigate risk. Their role is to ensure the risk is transferred from the organisers to the expert contractors. The transfer needs to be formalised by way of contracts and key performance indicators.

Inner West Council needs to ensure that the staff/contractors have contemporary knowledge in their field and apply current safety regulations including J.S.A's and S.W.M.S's. Inner West Council need to ensure that the attached checklists, where relevant are applied and completed. Inner West Council then has to ensure that any new emerging risks or safety concerns are controlled as and when they arise.

### **4.2. Public Liability Insurance**

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as **Annex 2**.

### **4.3. Police**

Inner West Police Area Command is to be notified of the event and a Public Assembly Form submitted.

### **4.4. Fire and Rescue NSW and NSW Ambulance**

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

### **4.5. Trusts, authorities or Government enterprises**

The event uses roads and parklands within the Inner West Council Local Government Area.

### **4.6. Hostile Vehicle Mitigation**

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.



**4.7. Risk & Contingency Plans**

Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As required by NSW Police
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Controlled by TMC
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TMC / RMS and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	RMS and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Cut off time to be enforced.
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Managed by event organiser
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Control Plans (TCP's) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

#### **4.7. Regulatory Framework**

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act and Regulation 2011
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2009 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2009 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (RMS) V5- July 2018
- AS 1742.2-2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743-2001 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads



## **5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES**

### **5.1. Emergency Lane**

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

### **5.2. Advertise the traffic management arrangements**

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- 3 x Portable VMS boards will be used to advertise the road closures.
- Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event.

### **5.3. Permanent Variable Message Signs**

TMC to advise if permanent VMS messages will be displayed for this event.

### **5.4. Portable variable message signs**

A total of three Portable VMS Boards will be used to advertise the road closures leading up to the event day.

VMS Board positioning and messaging is still to be confirmed and will be included in the next release of the Transport Management Plan (TMP).

**6. PRIVACY NOTICE**

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Maritime Services (RMS), or Local Government.

**I declare that the details in this application are true and complete. I understand that:**

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, RMS or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

**7. APPROVAL**

TMP Approved by: ..... Date:.....

*Event Organiser – Inner West Council*

## 8. AUTHORITY TO \*REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

*Inner West Council*

The RMS's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

*Road and Maritime Services*

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

## 9. ATTACHMENTS

Annex 1 – Transit Systems & Transdev NSW Bus Detour Route Maps

Annex 2 – Public Liability Insurance

Annex 3 – Road Occupancy Licence

## 10. TRAFFIC CONTROL PLANS

TCP 00 Overview Map

TCP 01 Sydenham Rd & Illawarra Rd MARRICKVILLE

TCP 02 Sydenham Rd & Victoria Rd MARRICKVILLE

TCP 03 Marrickville Rd, Petersham Rd & Illawarra Rd MARRICKVILLE

TCP 04 Marrickville Rd & Victoria Rd MARRICKVILLE

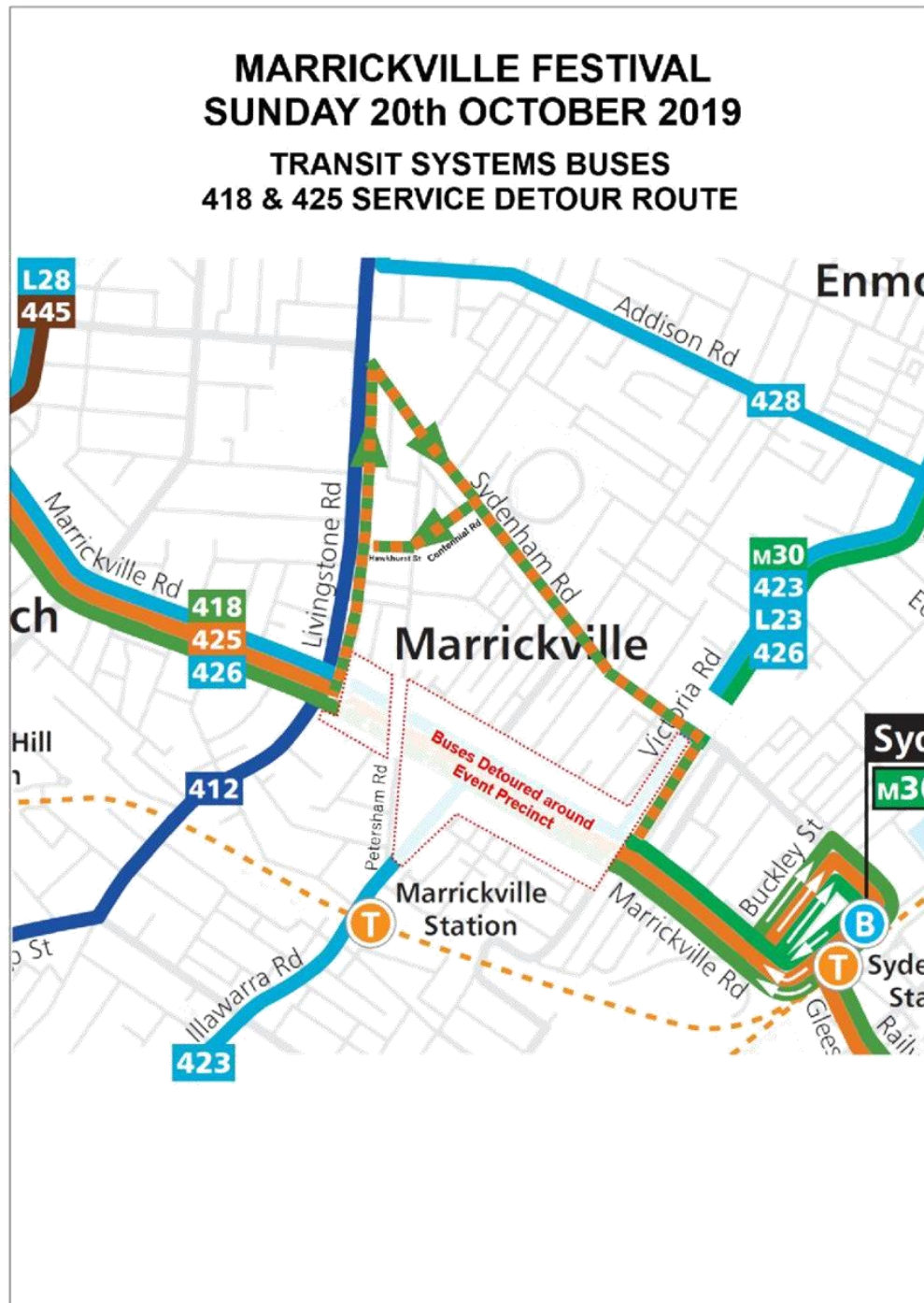
TCP 05A Illawarra Rd & Petersham Rd MARRICKVILLE

TCP 05B Illawarra Rd & Petersham Rd MARRICKVILLE

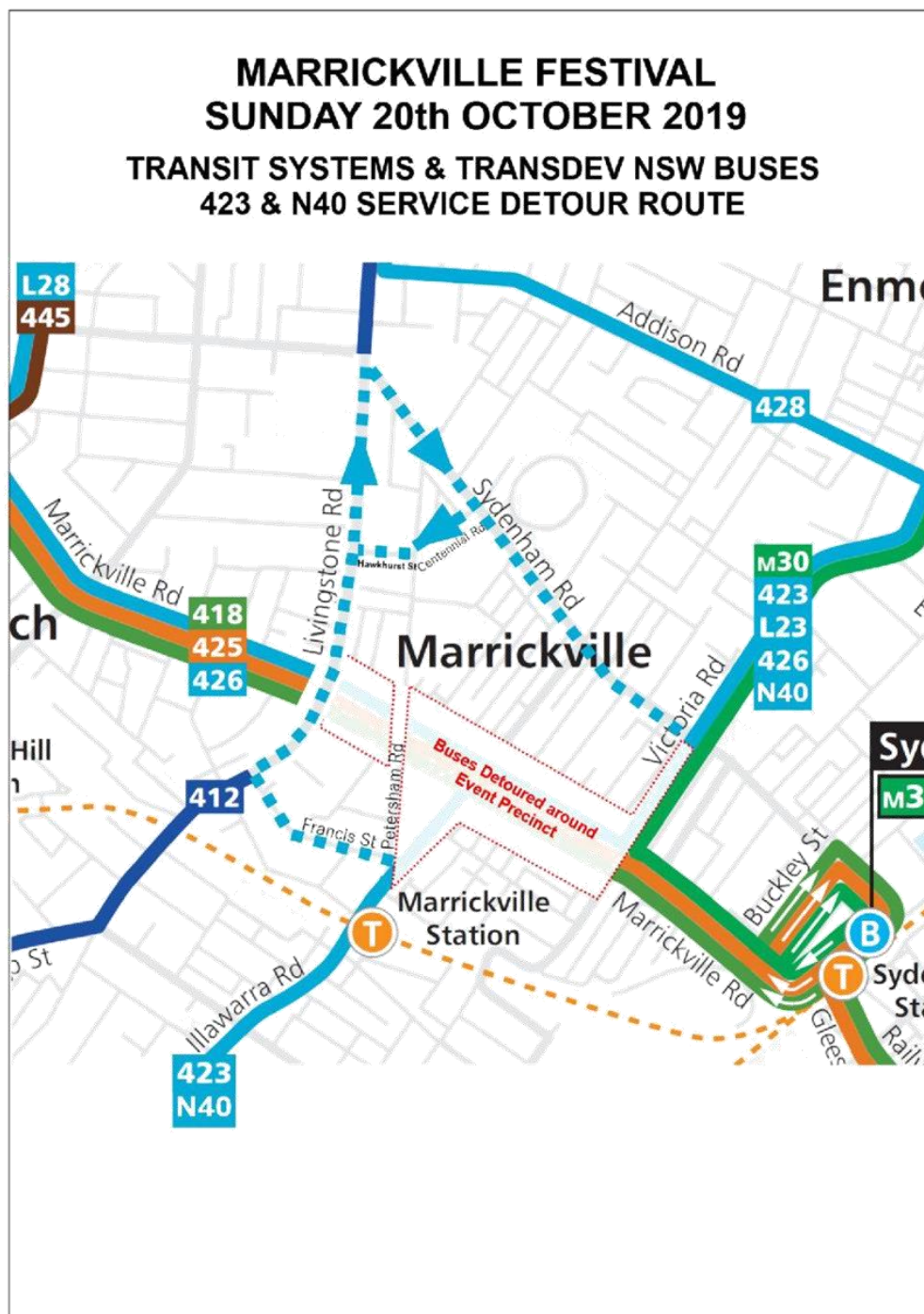
TCP 05C Illawarra Rd & Petersham Rd MARRICKVILLE

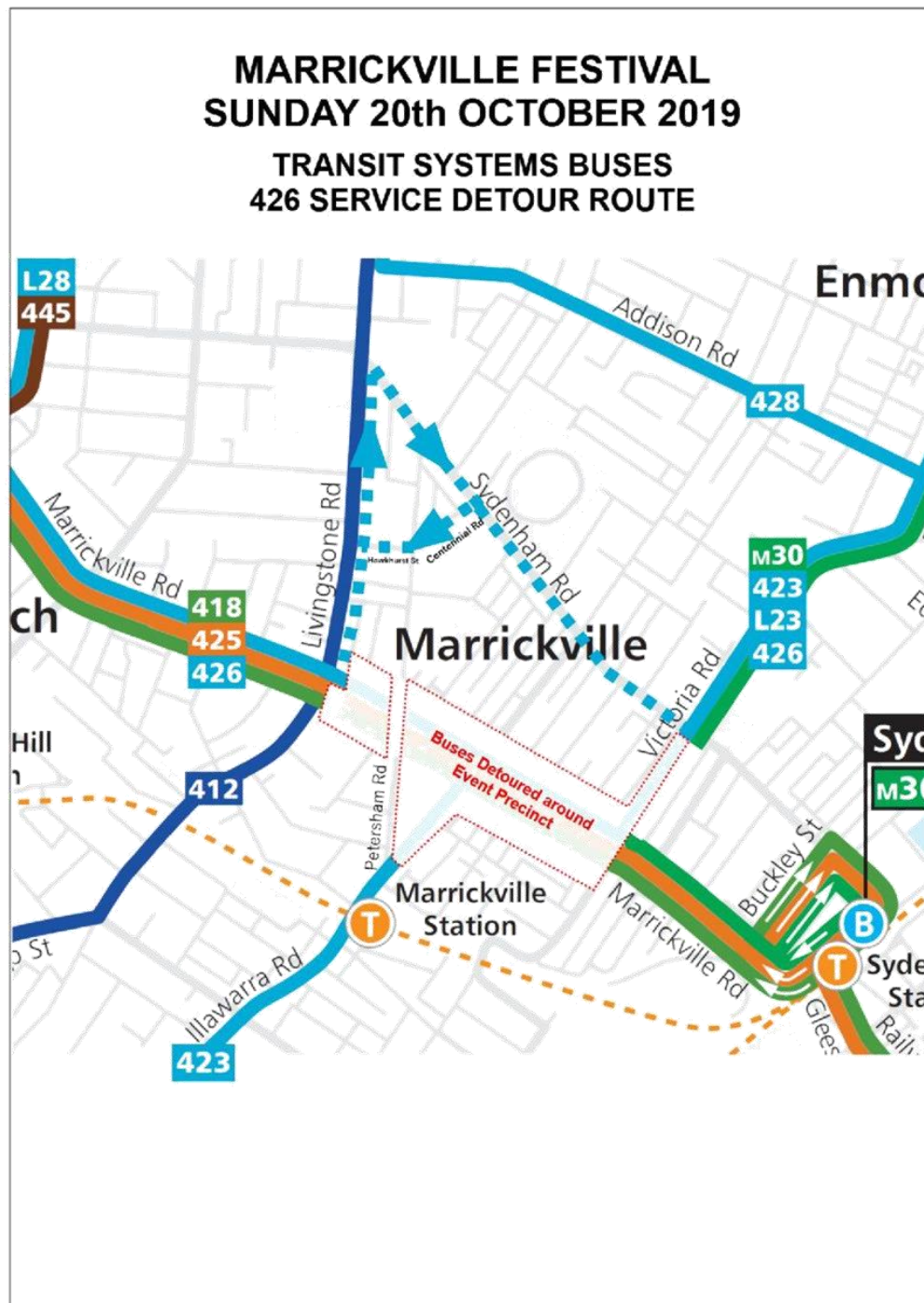
ANNEX 1

TRANSIT SYSTEMS & TRANSDEV NSW BUS DETOUR MAPS









**PUBLIC LIABILITY INSURANCE**

ANNEX 2

**(Attach when available)**

**ROAD OCCUPANCY LICENCE**

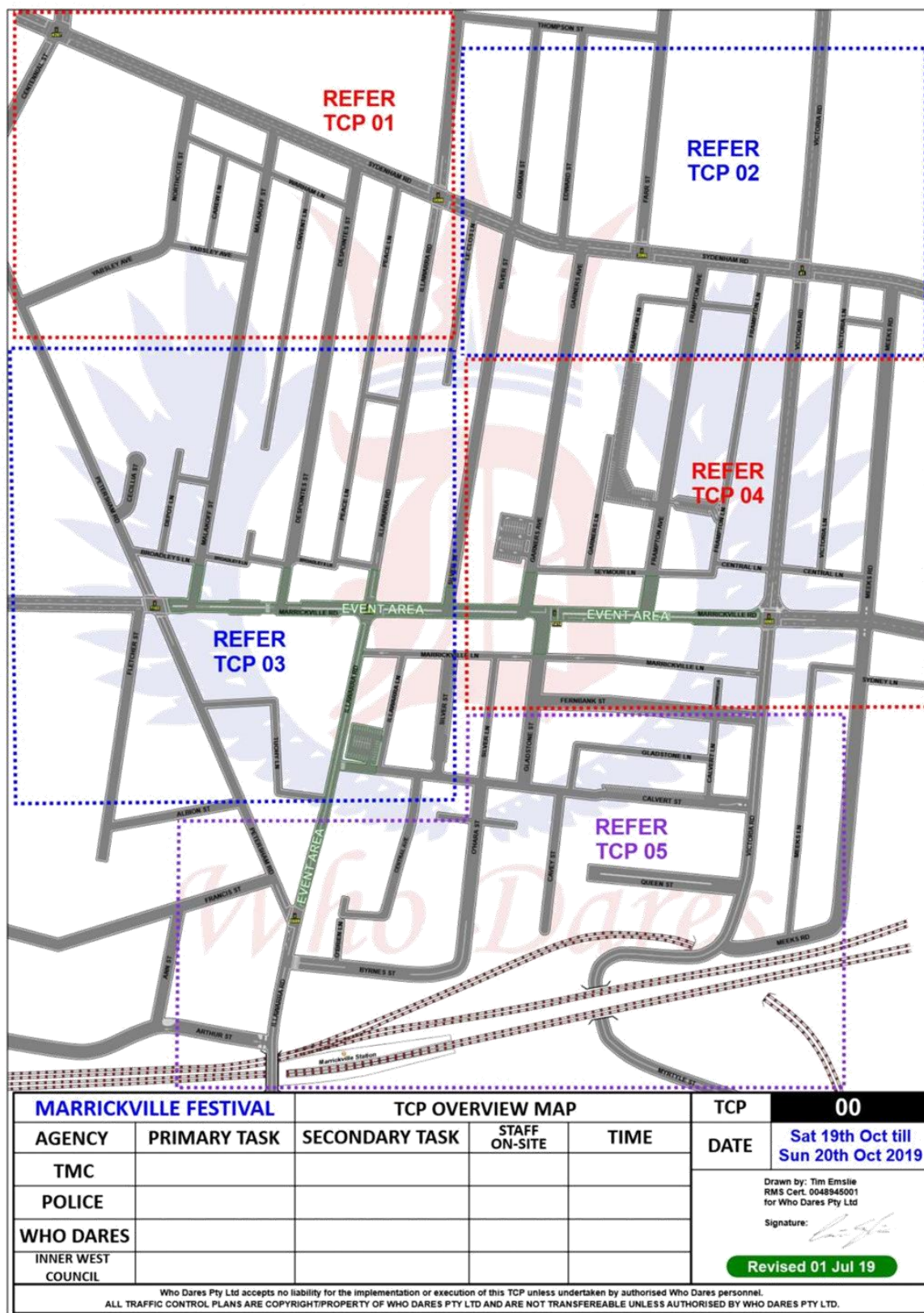
ANNEX 3

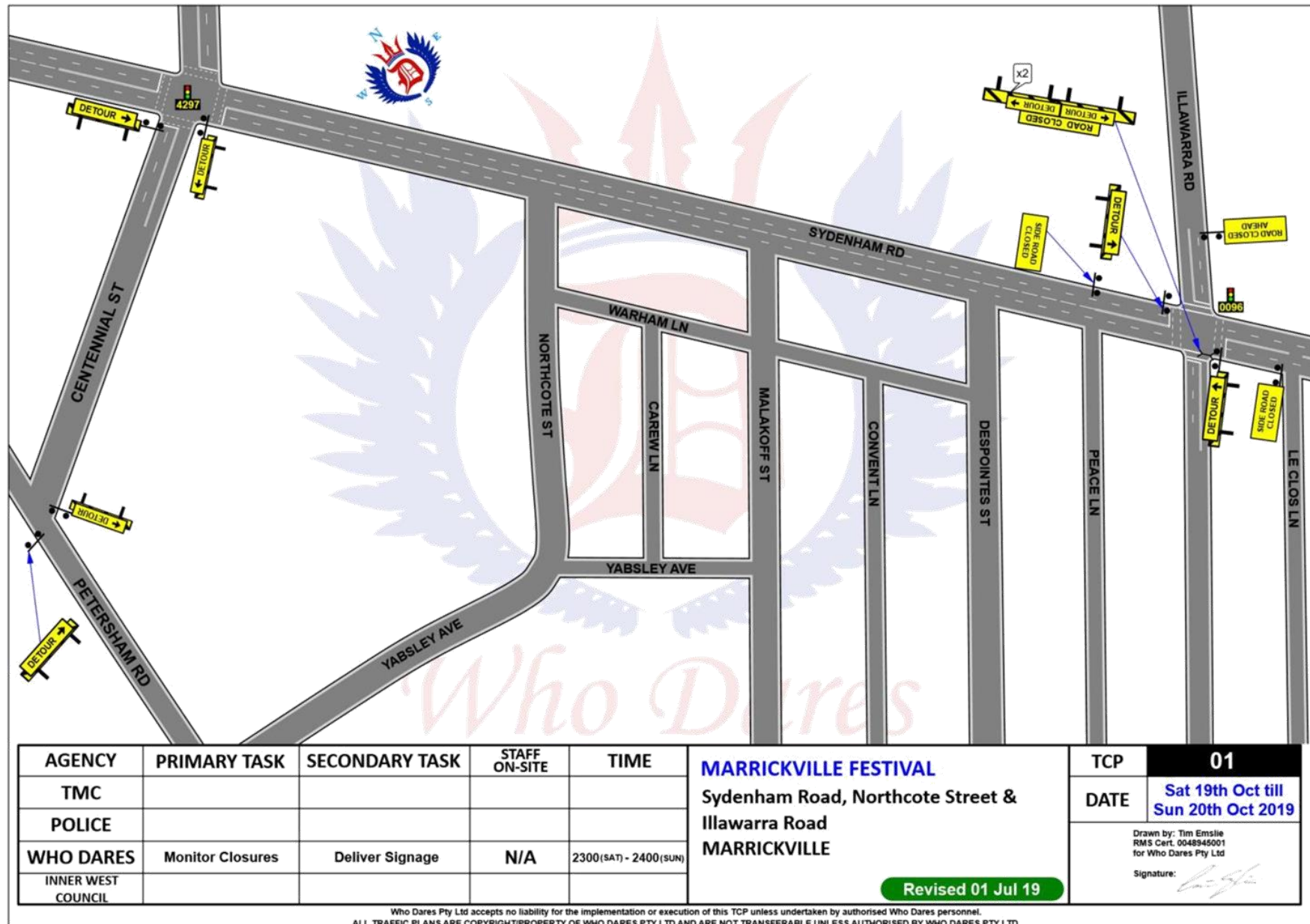
**(Attach when available)**

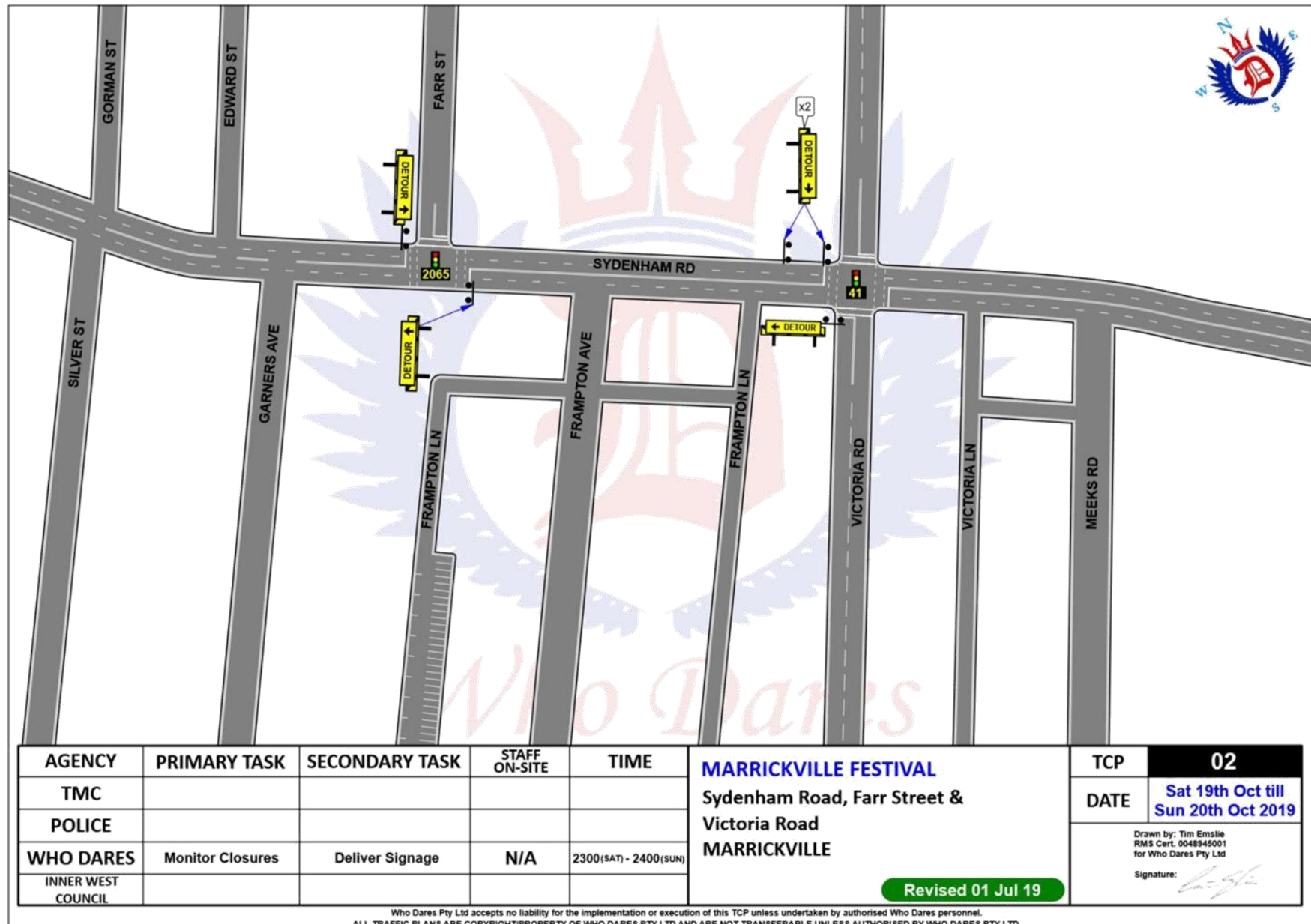
**Item 5**

**Attachment 1**

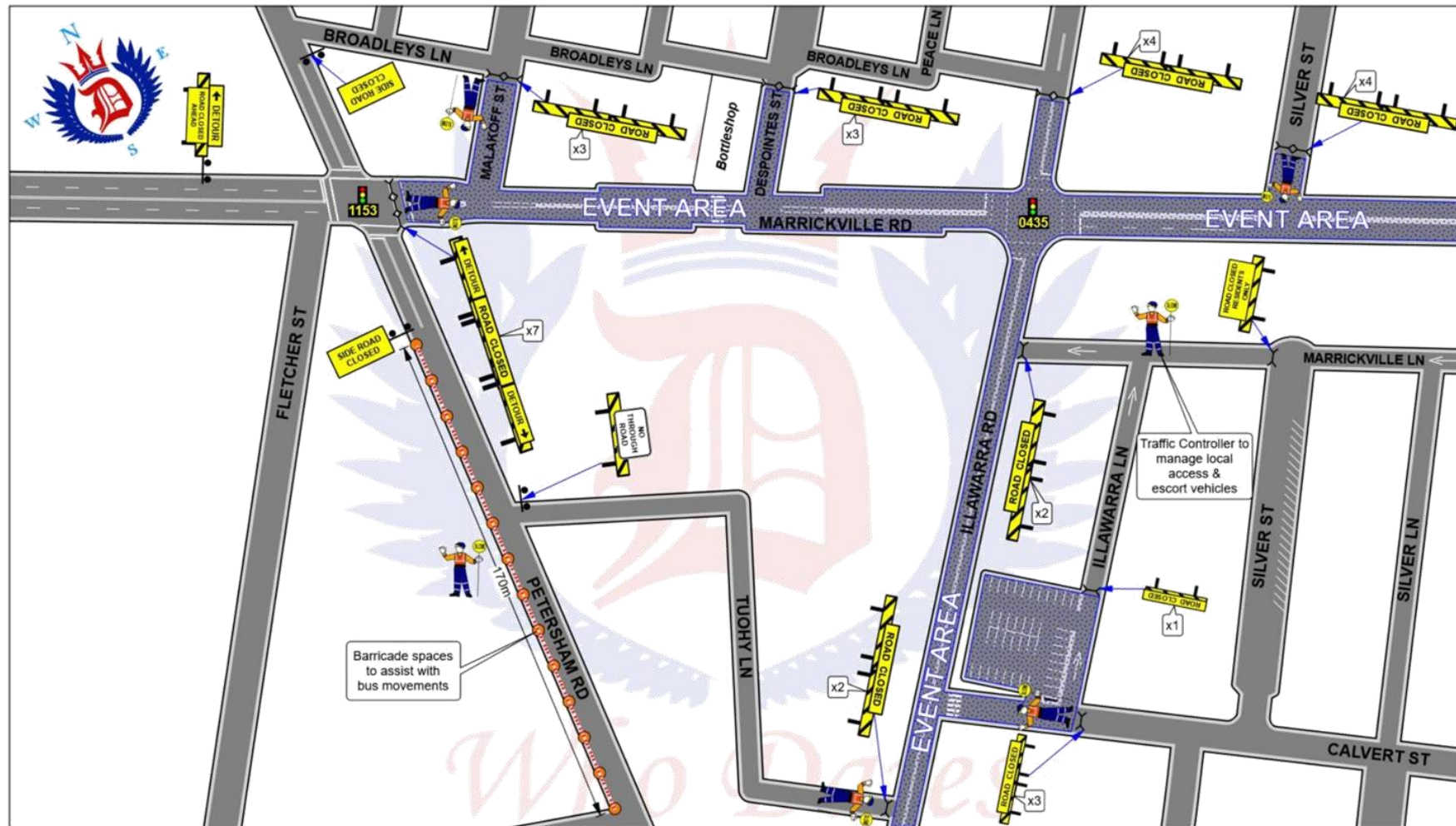






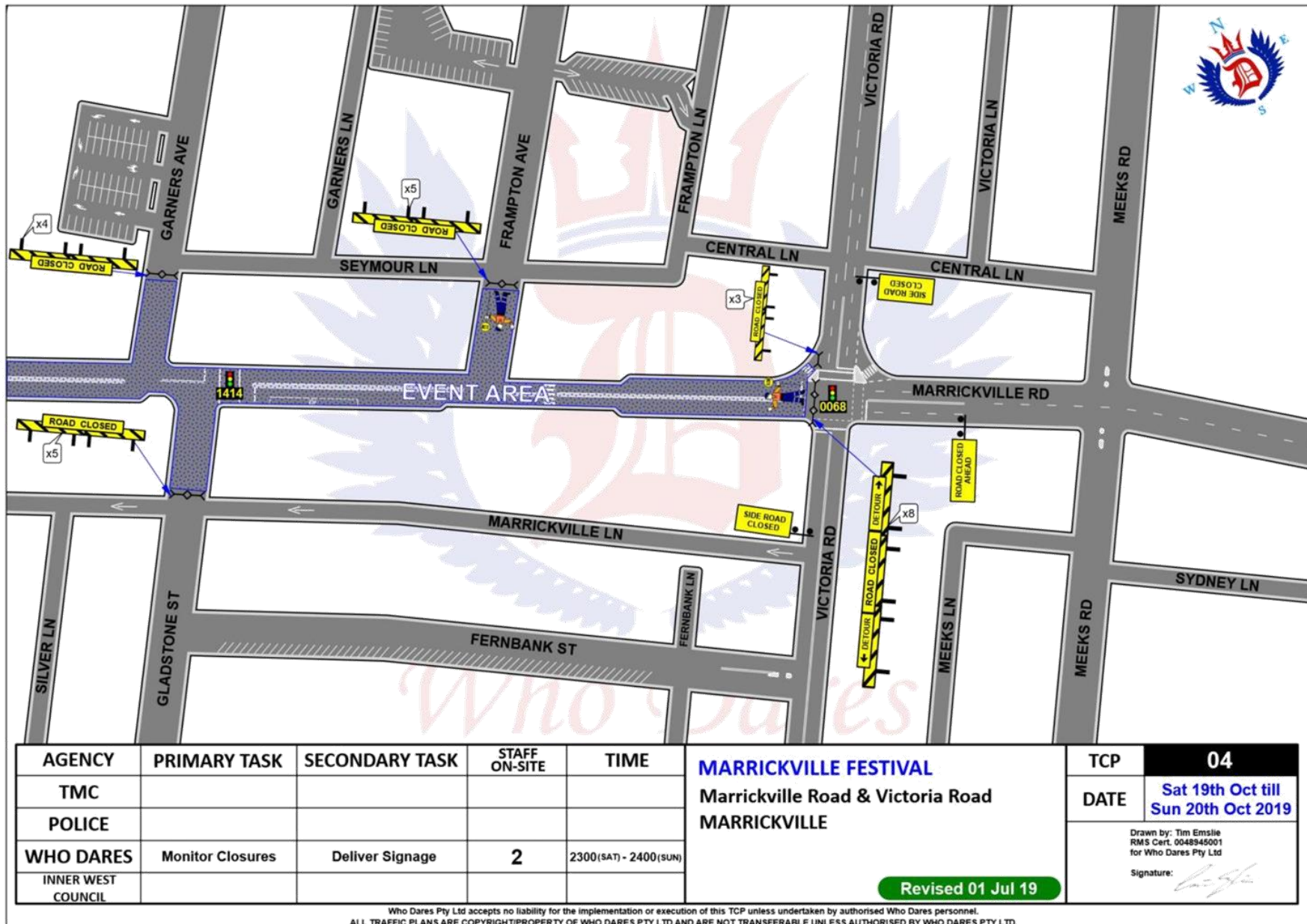




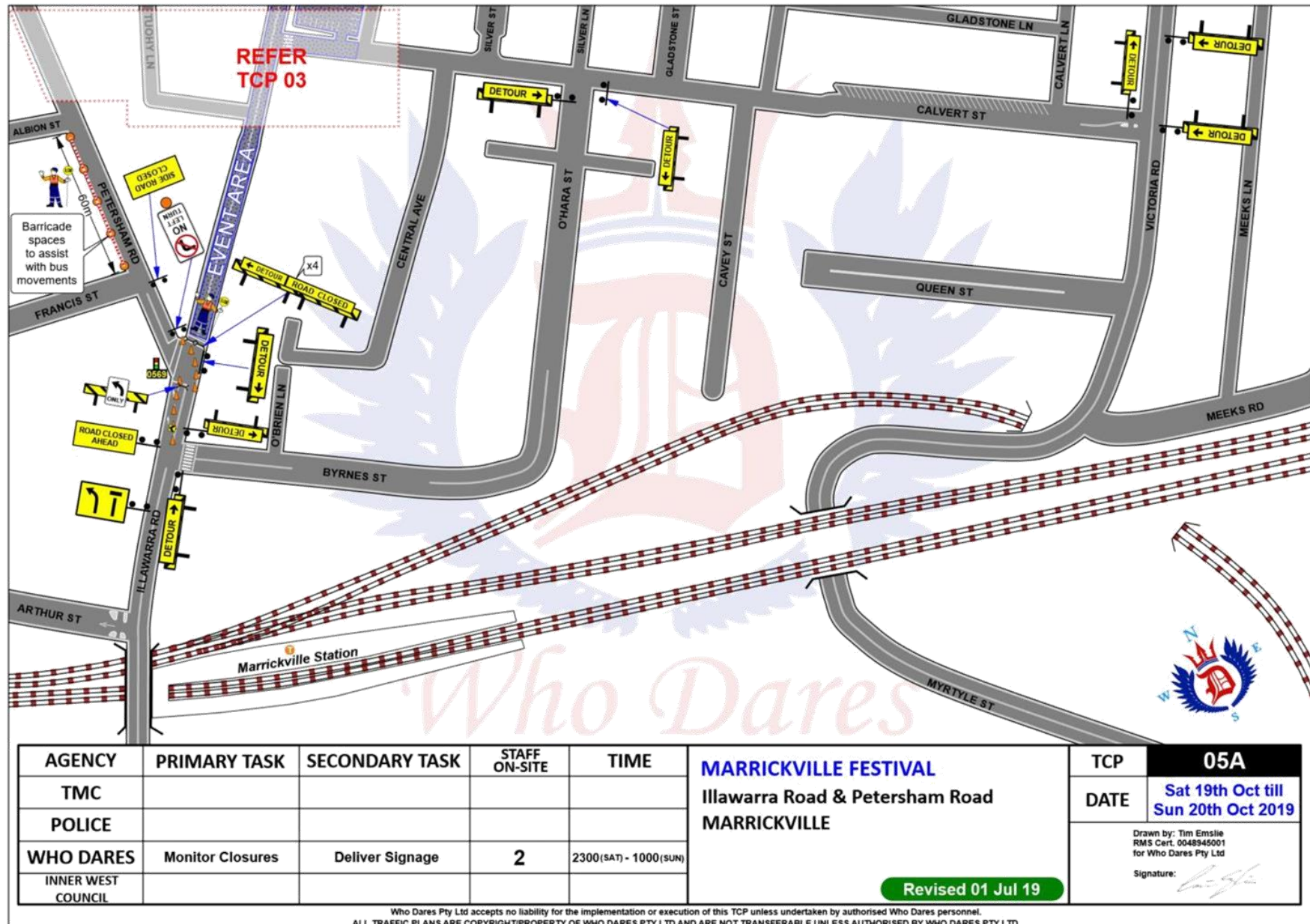


AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	<b>MARRICKVILLE FESTIVAL</b> Marrickville Road, Petersham Road & Illawarra Road <b>MARRICKVILLE</b>	TCP	03
TMC						DATE	Sat 19th Oct till Sun 20th Oct 2019
POLICE					<b>Revised 01 Jul 19</b>	<small>Drawn by: Tim Emslie  RM5 Cert. 0048945001  for Who Dares Pty Ltd  Signature: </small>	
WHO DARES	Monitor Closures	Deliver Signage	7	2300(SAT) - 2400(SUN)			
INNER WEST COUNCIL							

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorised Who Dares personnel.  
ALL TRAFFIC PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

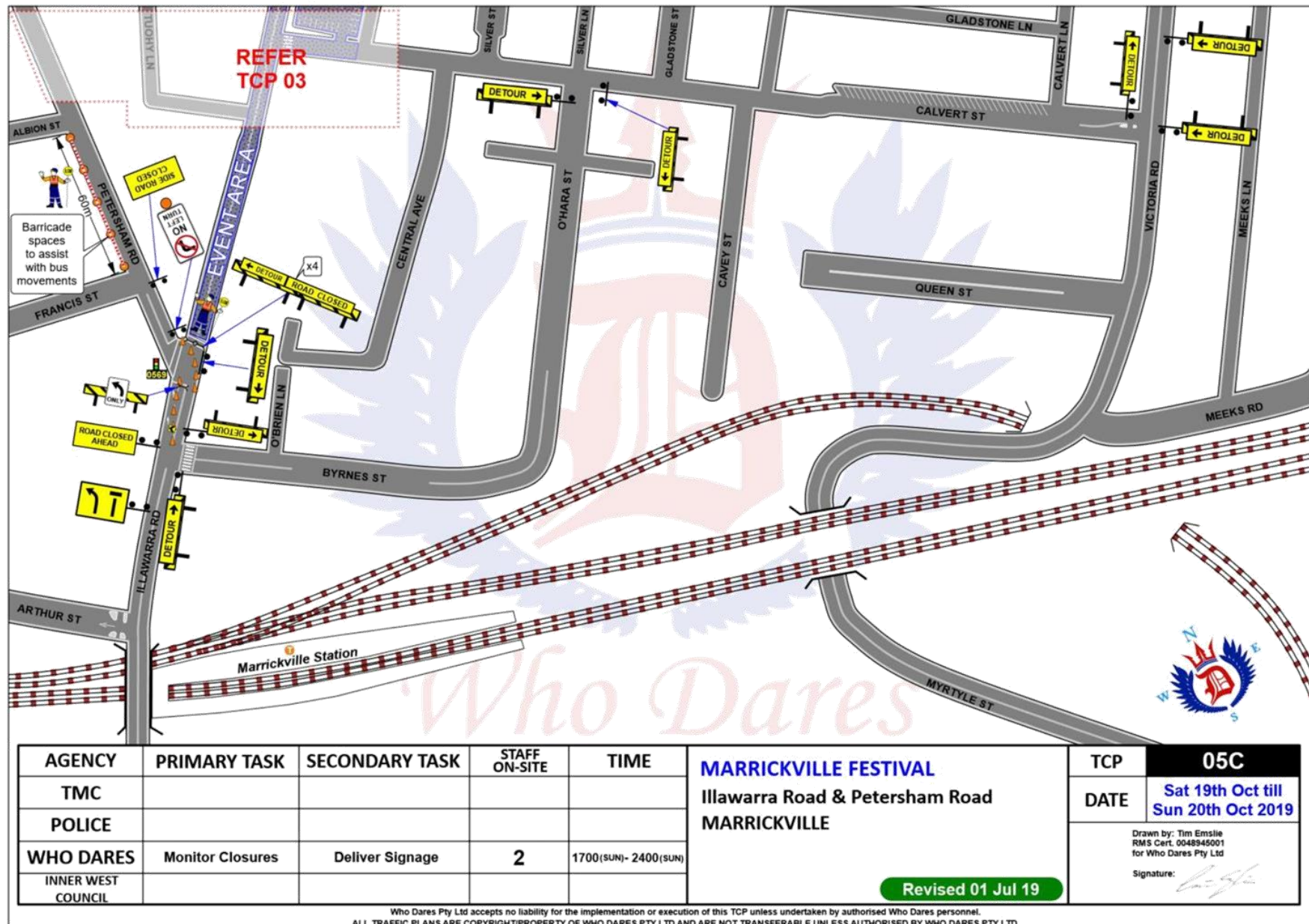












**Item No:** LTC0819 Item 6

**Subject:** **BIG BIKE DAY 2019 SPECIAL EVENT (GULGADYA-LEICHHARDT & BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)**

**Prepared By:** Felicia Lau - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

For NSW Bike Week 2019, Council is running 'Big Bike Day', a celebration of cycling. Big Bike Day is to be held on Sunday, 22 September 2019.

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### **RECOMMENDATION**

#### **THAT:**

- 1. The Big Bike Day 2019 event proposed to be held on Sunday, 22 September 2019 be supported; and**
  - 2. Council's Environmental Officer seeks consent from the Office of Environment and Heritage (OEH) for the portion of the route through Callan Park.**
- 

### **BACKGROUND**

Big Bike Day is an annual event held in September, for both avid and casual bike riders of all ages. The day features entertainment, activities, free bike workshops, bike maintenance, raffle prizes and two group bike rides, the Big Bike Ride around the bay (for adults as well as children 12+ accompanied by a carer) and the Kids Ride on Whites Creek Cycleway (aimed at children 6-12 and their carers).

Council's Environmental Officer is organising the event and has requested approval for the proposed Big Bike Day 2019 to be held on Sunday, 22 September 2019 between 11:00am and 3:00pm, to coincide with the first weekend of NSW Bike Week 2019 (Saturday, 21 September to Sunday, 29 September 2019).

### **FINANCIAL IMPLICATIONS**

There are no costs associated with participation in the guided bike ride. All costs associated with Big Bike Day 2019 are met by Inner West Council. Council has applied to RMS for grant funding relating to advertising Big Bike Day.

### **OTHER STAFF COMMENTS**

This is considered as a Class 4 Event as per the Roads and Maritimes Services (RMS) Event Classification. Therefore, this event does not require submission of a Traffic and Transport Management Plan.

As part of the event, Council has submitted an application for RMS grant funding as part of NSW Bike Week for promotion and advertising.

The event is organised by Council with the assistance of the Leichhardt Bicycle Users Group (BUG), Ashfield BUG and Marrickville BUG. The main objective of the event is to promote cycling and local cycling facilities. Big Bike Day has been a fixed event on Council's annual events calendar since 1997.



Big Bike Day is an opportunity for bike riders and their families to ride on the streets of Leichhardt and to learn more about bike riding generally. Based at War Memorial Park the event will include:

- Free bike checks.
- A children's bike track to practice bike skills.
- Cycling information booths.
- The Big Bike Ride (route plan enclosed) – a supervised, 7km ride around Leichhardt and Lilyfield.
- The Kids Ride (route plan enclosed) – a supervised, 2km ride on the separated Whites Creek Cycleway (parents/children will walk from War Memorial park to Cycleway and back).

The Big Bike Ride takes an identical route to the previous years' – it was developed in collaboration with Leichhardt BUG and discussed with Police. The 2018 Big Bike Ride had no safety incidents reported.

The key features of the Big Bike Ride:

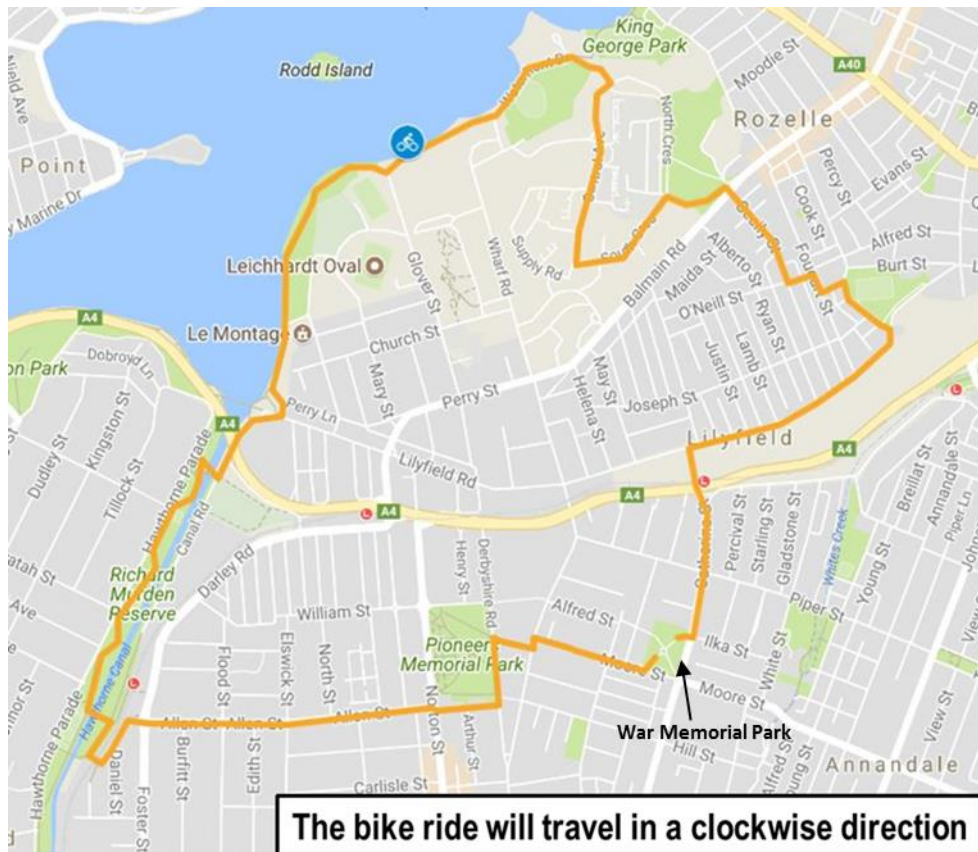
- It anticipates a maximum attendance of 200 people.
- Riders must be 12 years of age or older.
- All riders must bring and wear a helmet.
- Bike checks are offered to all riders.
- The ride commences at 12pm and concludes by 12:45pm.
- Start and finish from War Memorial Park.
- The Big Bike Ride route uses on-road and off-road facilities.
- Leichhardt BUG, Marrickville BUG and Ashfield BUG volunteers and members of the Bike Police Unit will escort the group during the ride.

Police assistance will be required during the ride at the following sections and intersections where the route utilises a busy public road:

- Crossing Balmain Road at Moore Street.
- Crossing Darley Road at Allen Street.
- Crossing Balmain Road at Cecily Street.
- Crossing City West Link at Catherine Street.
- Crossing Denison Road onto Lilyfield Road.

In previous years, the Leichhardt Police Area Command had agreed to support and provide assistance with their Bike Police Unit. Council's Environmental Officer has contacted the Police and gained their support for this year's event.

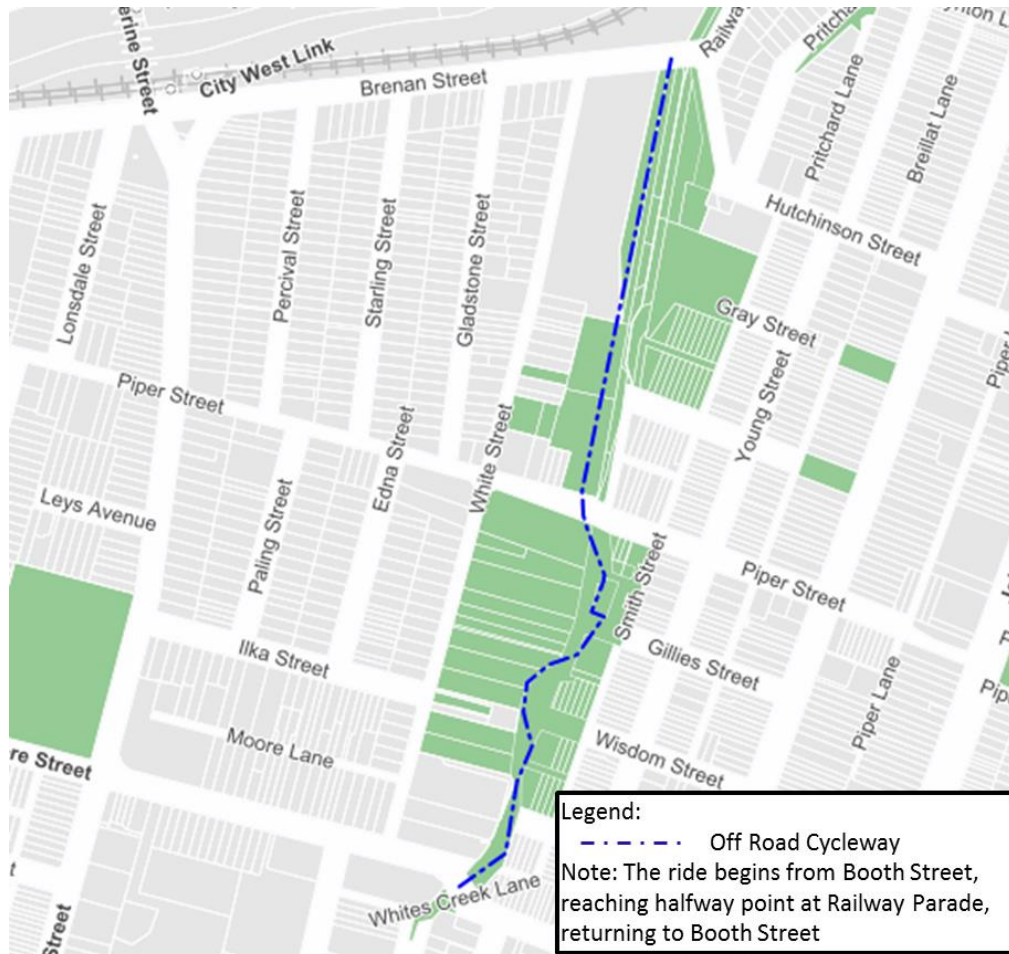
Also, because part of the ride travels through Callan park, permission will be sought from the Office of Environment and Heritage for this stage of the ride.



Proposed Big Bike Ride route for Big Bike Day 2019

The key features of the Kids Ride:

- It anticipates a maximum attendance of 60 people for the ride.
- Riders must be 6 years of age or older.
- All riders must bring and wear a helmet.
- Bike checks are offered to all riders.
- The ride commences at 1:30pm and concludes by 2:30pm.
- Starts and ends in War Memorial Park, walking with bikes to/from the separated Whites Creek Cycleway.
- Riding a 1.8km course on the separated Whites Creek Cycleway.
- Leichhardt BUG, Marrickville BUG and Ashfield BUG volunteers and members of the Bike Police Unit will escort the group during the ride.



Proposed Kids Ride route for Big Bike Day 2019

## **PUBLIC CONSULTATION**

The event will be advertised in local newspapers, digital news sites and social media.

## **CONCLUSION**

It is recommended that the Big Bike Day 2019 event proposed to be held on Sunday, 22 September 2019 be supported and Council's Environmental Officer to seek consent from the Office of Environment and Heritage (OEH) for the portion of the route through Callan Park.

## **ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 7

**Subject:** EDWIN STREET, CROYDON AT ANTHONY STREET - PROPOSED KERB BLISTERS & CROYDON ROAD, CROYDON AT ANTHONY STREET - PROPOSED PEDESTRIAN REFUGE AND KERB BLISTERS (DESIGN PLANS 10088 & 10091)  
(GULGADYA WARD/ STRATHFIELD ELECTORATE/ BURWOOD PAC)

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council is proposing a number of intersection improvements which will address issues of pedestrian safety and driver behavior. The improvements are as follows; (1) Croydon Road and Anthony Street, Croydon – Proposed pedestrian refuge, speed cushion and kerb blisters; and (2) Anthony Street at Edwin Street, Croydon – Proposed line marked blisters.

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### **RECOMMENDATION**

**THAT the detailed design plans for the proposed intersection improvements along with associated signage and line marking at Croydon Road and Anthony Road, Croydon (Design Plan No.10088) and the proposed kerb blisters and associated signage and line marking on Edwin Street at Anthony Street, Croydon (Design Plan No.10091) be APPROVED.**

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### **BACKGROUND**

A report proposing traffic calming treatments including the improvements to the intersections of Croydon Road and Anthony Street and Anthony Street and Edwin Street, Croydon was considered by Council at its meeting on 26 February, 2019. Council approved in principle intersection improvements at the two above intersections.

This report details the design plans for proposed intersection treatments at Croydon Road and Anthony Street, Croydon and proposed painted kerb blisters in Edwin Street and Anthony Street, Croydon.

### **FINANCIAL IMPLICATIONS**

Funding is available to be allocated for the works under the 2019/2020 Capital Works Program for traffic facilities.



### Site Location & Road network



Figure 1 – Locality Map

A summary of the traffic data is provided in the tables below.

Street Name	Anthony Street
Section	Between Edwin Street and Croydon Road
Carriageway Width (m) kerb to kerb	9.5
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.
Classification	Local
Speed limit	50
85 <sup>th</sup> Percentile Speed (km/h)	38.8 (2018)
Vehicles Per Day (vpd)	4,854 (2018)
Reported Crash History (July 2013 – June 2018)	Anthony Street at Edwin Street – 1 Cross Traffic Crash – RUM 10
Heavy Vehicle Volume (%)	2.9

<b>Parking Arrangements</b>	Unrestricted parking along both sides of the road.
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<b>Street Name</b>	<b>Edwin Street</b>
<b>Section</b>	Between Anthony Street and Elizabeth Street
<b>Carriageway Width (m) kerb to kerb</b>	10.3
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.
<b>Classification</b>	Local
<b>Speed limit</b>	50
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	49.4 (2009)
<b>Vehicles Per Day (vpd)</b>	3,872 (2009)
<b>Reported Crash History (July 2013 – June 2018)</b>	See Anthony Street
<b>Heavy Vehicle Volume (%)</b>	N/A
<b>Parking Arrangements</b>	Unrestricted parking along both sides of the road.

<b>Street Name</b>	<b>Croydon Road</b>
<b>Section</b>	Between Elizabeth Street and Hunt Street
<b>Carriageway Width (m) kerb to kerb</b>	10.3
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.
<b>Classification</b>	Local
<b>Speed limit</b>	50
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	38.8 (2018)
<b>Vehicles Per Day (vpd)</b>	7,944 (2018)
<b>Reported Crash History (July 2013 – June 2018)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	2
<b>Parking Arrangements</b>	Unrestricted parking along both sides of the road.



*Figure 2 – Croydon Road intersection with Anthony Street*



*Figure 3 – Anthony Street intersection with Croydon Road*





*Figure 4 – Anthony Street intersection with Edwin Street*



*Figure 5 – Edwin Street intersection with Anthony Street*



Detailed design plans for the proposed intersection treatment and associated signs and line markings at Croydon Road and Anthony Street (Design Plan 10088 – **Attachment 1**), and the proposed kerb blisters on Edwin Street, Croydon, adjacent to Anthony Street (Design Plan 10091 – **Attachment 2**) are submitted for consideration.

The proposed scope of works at Anthony Street and Croydon Road includes the following:

**1. Croydon Road and Anthony Street, Croydon – Plan No. 10088**

- Remove of current splitter island and construct new pedestrian refuge in Croydon Road;
- Realign the kerb and gutter on each corner of the intersection of Croydon Road and Anthony Street;
- Remove of current concrete splitter island in Anthony Street and replace with painted splitter island;
- Provide speed cushion in Croydon Road on approach to Anthony Street;
- Construct new kerb ramps on both sides of the proposed refuge island in Croydon Road and Anthony Street;
- Implement new line marking and signage to facilitate better traffic flow and for pedestrian safety.
- Lighting of the pedestrian refuge.

The proposal will result in the loss of seven (7) legal parking spaces in Croydon Road. The majority of the spaces will be lost as a result of design requirements for a pedestrian refuge in order to provide sufficient sight lines for both pedestrians and motorists alike. The previous concept plan that was forwarded to the local community indicated similar loss of parking at this location and was adopted by Council early this year.

**2. Anthony Street and Edwin Street, Croydon – Plan No. 10091**

- Provide painted kerb blisters adjacent to the existing kerb ramps in Edwin Street at its intersection with Anthony Street;
- Implement new line marking to facilitate better delineate approaches to the intersection.

**PUBLIC CONSULTATION**

Consultation was conducted between 28 June 2019 and 12 July 2019. A letter as well as a copy of the design plans were sent to the local residents in Croydon Road, Anthony Street and Edwin Street, Croydon as indicated in the consultation map below, (A total of 79 letters were distributed). Also, design details were placed on 'Your Say' on the Inner West website.



*Figure 6 – Map of consulted properties for the proposed design plans*

Four (4) responses were received to date with two responses against and two responses for the proposal. These are summarised below:

<b>Residents' Comments</b>	<b>Officer's Comments</b>
<p><b>(Support)</b> Resident Issues:</p> <ol style="list-style-type: none"> <li>1. From the design plans, it appears there are no proposed speed cushions on the approach to the roundabout along Croydon Road, from Elizabeth Street. Resident states the speed of vehicles on Croydon Road from Elizabeth Street is a concern;</li> <li>2. The lack of a pedestrian refuge on the northern side of the intersection on Croydon Road do not have the provisions for pedestrians to cross, especially young school children</li> <li>3. The 'Keep Left sign on the approach to the roundabout (outside No.22) has been knocked down many times;</li> <li>4. Most accidents and near misses I witness (there are many) on the roundabout are caused by motorists speeding, driving through the roundabout from Elizabeth Street</li> </ol>	<ol style="list-style-type: none"> <li>1. There is currently an existing speed hump on Croydon Road, between Elizabeth Street and the roundabout. Combined with the increased horizontal deflection required on approach to the roundabout, created by the larger pedestrian refuge, it is foreseen to effectively manage vehicle speeds on approach to the roundabout.</li> <li>2. With the proposed designs including works on Anthony Road, near the corner of Edwin Street North, the pedestrian desire line will continue down the southern side of Anthony Road. With the provisions of a pedestrian refuge and removal of parking for sightlines, pedestrians are foreseen to be more likely to cross on the southern side of the roundabout on Croydon Road. Furthermore, site constraints make it difficult to implement a pedestrian refuge on the north side of the intersection.</li> </ol>

<p>direction;</p> <p>5. Resident expresses their concerns on the removal of parking and the current difficulty of parking on Croydon Road.</p>	<p>3. The associated signs; including 'Keep Left' sign on the pedestrian refuge are installed in accordance to Australian and RMS standards. Vehicle swept path diagrams have been undertaken to ensure the proposed design facilitates vehicular movements past the pedestrian refuge.</p> <p>4. Currently, there is a speed hump on Croydon Road, between Elizabeth Street and the roundabout which assists with slowing vehicles down. Additionally, the proposed pedestrian refuge is wider than the current splitter island, therefore motorists approaching from Elizabeth Street will require to approach with slower speeds due to the increased horizontal deflection. Furthermore, the speed cushion on the north side of Croydon Road will also control speeds into the roadabout.</p> <p>5. Pedestrian safety, accessibility and minimum loss of on-street parking were major considerations during the development of the design plans. The proposed treatment will result in the loss of 7 legal on-street parking spaces as an outcome of the proposed 'No Stopping' restrictions in order to accommodate pedestrian safety. Moreover, RMS Technical Directions determine required 'No Stopping' zones around pedestrian refuges.</p>
<p><b>(Against)</b> Resident issues:</p> <p>1. As the pram ramps on Anthony Street are not located at the intersection, they are required to travel up Anthony Street in order to cross.</p> <p>2. The proposal will remove 7 legal parking spaces in Croydon Road and Anthony Street. Parking is already at a premium in our part of Croydon Road;</p> <p>3. The proposal is to remove the roundabout and replace it with a painted roundabout. The current roundabout works quite efficiently and its size is a deterrent to motorists speeding around it. A painted roundabout simply will not do the job as efficiently as the current raised one.</p> <p>4. Resident also notes the proposal</p>	<p>1. The existing ramps at the intersection currently are directing pedestrians towards the travel lane within the roundabout, which is not safe. The proposed ramps are set back from the travel lanes of the roundabout, which is in accordance with Council's standard and will provide a much safer option for the pedestrians.</p> <p>2. The RMS Technical Directions determines 'No Stopping' zones around pedestrian refuges. Vehicle swept path diagrams have been undertaken for this design which has determined the positioning of the line-marking and 'No Stopping' zones shown in the design plans. Pedestrian safety, accessibility and minimum loss of on-street parking were major considerations during the</p>

**Item 7**

<p>includes provisions for a speed cushion. Croydon Road has enough speed humps;</p> <p>5. Resident states never heard of a pedestrian being hit in this part of Croydon Road. Resident suggests an implementation of a pedestrian crossing instead.</p>	<p>development of the design plans.</p> <p>3. There is no proposals to remove the roundabout and replace it with a painted roundabout.</p> <p>4. A speed cushion was proposed to reduce entry speeds into the roundabout and to improve safety at this location.</p> <p>5. The existing layout of the roundabout and crossing facilities do not adequately cater for safe pedestrian movements. The proposed design plan makes it safer for pedestrians to cross Croydon Road at this location as well as providing kerb ramps which are located away from the travel lane through the roundabout. The location doesn't meet the warrant pedestrian crossing.</p>
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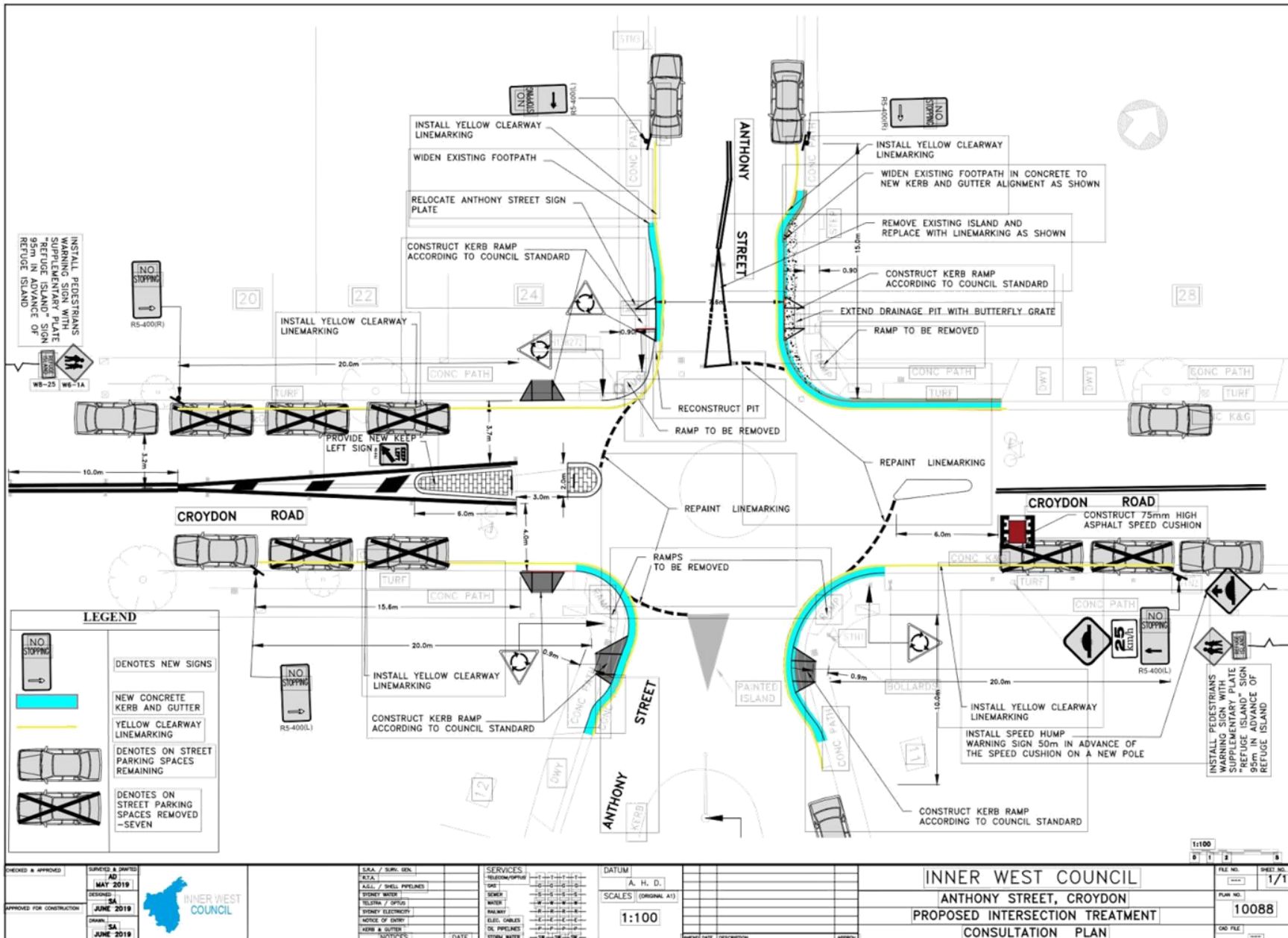
**CONCLUSION**

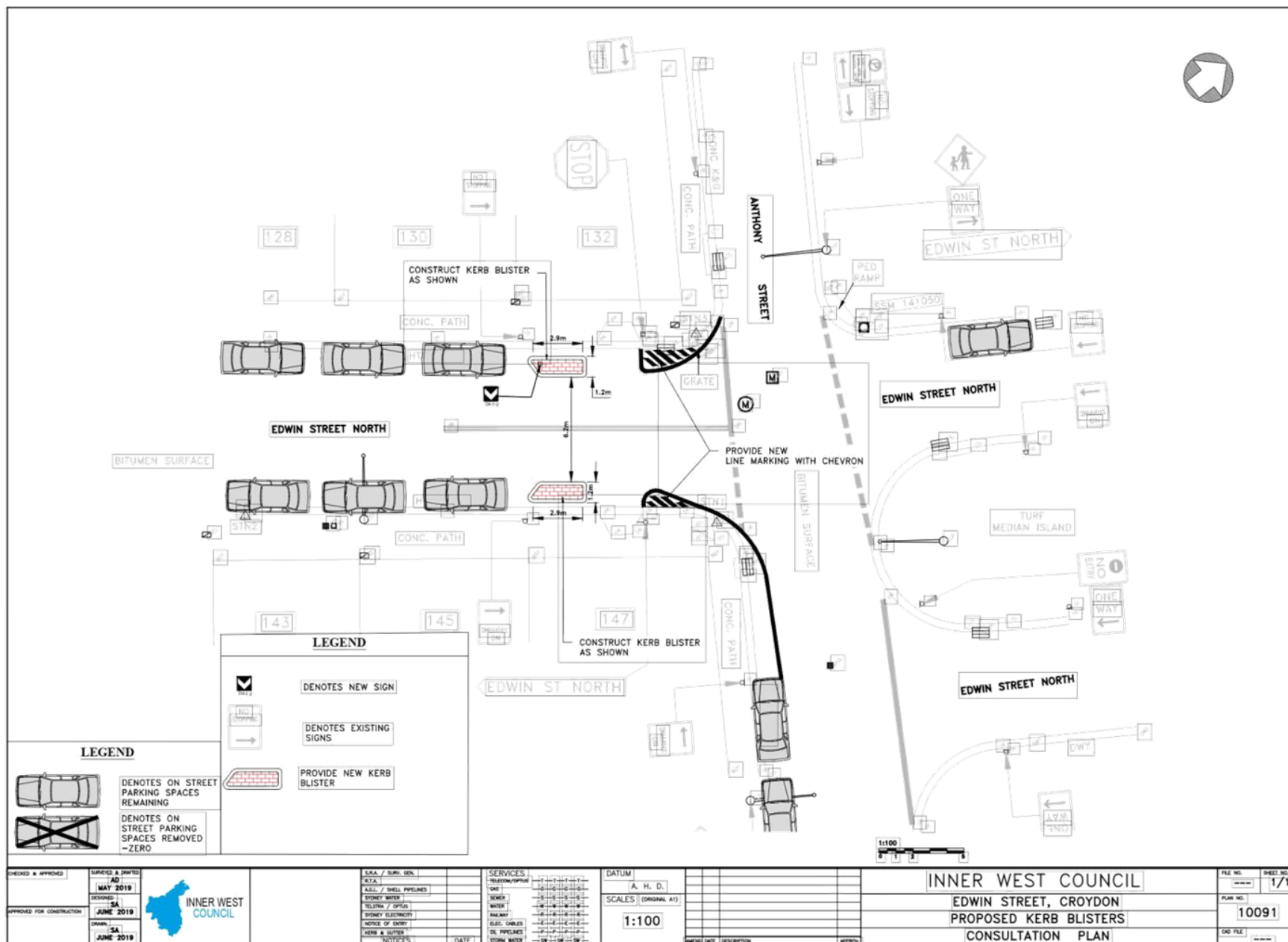
It is recommended that the detailed design plans of the proposed intersection treatments on Croydon Road and kerb blisters on Edwin Street North and all associated signs and line markings be approved to improve pedestrian and traffic conditions at this location.

**ATTACHMENTS**

1. [↓](#) 10088 - Design Plan - Anthony Street Proposed Intersection Treatment
2. [↓](#) 10091 - Design Plan - Edwin Street North Proposed Kerb Blisters







**Item No:** LTC0819 Item 8

**Subject:** HUBERT STREET AND UNNAMED LANE, LEICHHARDT - TEMPORARY FULL ROAD CLOSURE FOR ROAD OPENING (GULGADYA-LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

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## RECOMMENDATION

### THAT:

1. The proposed temporary road closure of Hubert Street, Leichhardt (between Darley Road and William Street) and Unnamed laneway (between Darley Road and William Street, adjacent to Hubert Street and Charles Street), Leichhardt on Monday, 9 September 2019 to 18 November 2019 (10 weeks) with an additional four week contingency thereafter from 7:00am to 6:00pm (Monday to Friday) and 8:00am to 1:00pm (Saturdays) for emergency relief structure to be built at the intersection of Darley Road and Hubert Street and for sewer main to be removed and upsized in the Unnamed Laneway, be supported;
2. A Road Occupancy License be obtained by Council 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.

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## BACKGROUND

An application has been received from Comdain Civil Constructions for the temporary full road closure of Hubert Street (between Darley Road and William Street) and Unnamed Laneway (between Darley Road and William Street, adjacent to Hubert Street and Charles Street) from 9 September 2019 to 18 November 2019 (10 weeks) with a further 4 week contingency for emergency relief structure to be built at the intersection of Darley Road and Hubert Street and for sewer main to be removed and upsized in the Unnamed Laneway, Leichhardt

## FINANCIAL IMPLICATIONS

The applicant has paid the fee for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

## OTHER STAFF COMMENTS

The Traffic Control Plans submitted by the applicant is provided in **Attachment 1 and 2**.

Vehicular access for local residents will be maintained during the closure, where possible. Authorised traffic controllers will be on-site during all shifts and are to be positioned at the

closure points when required to provide vehicular access to local residents and ensure the safety of motorists and pedestrians.

**PUBLIC CONSULTATION**

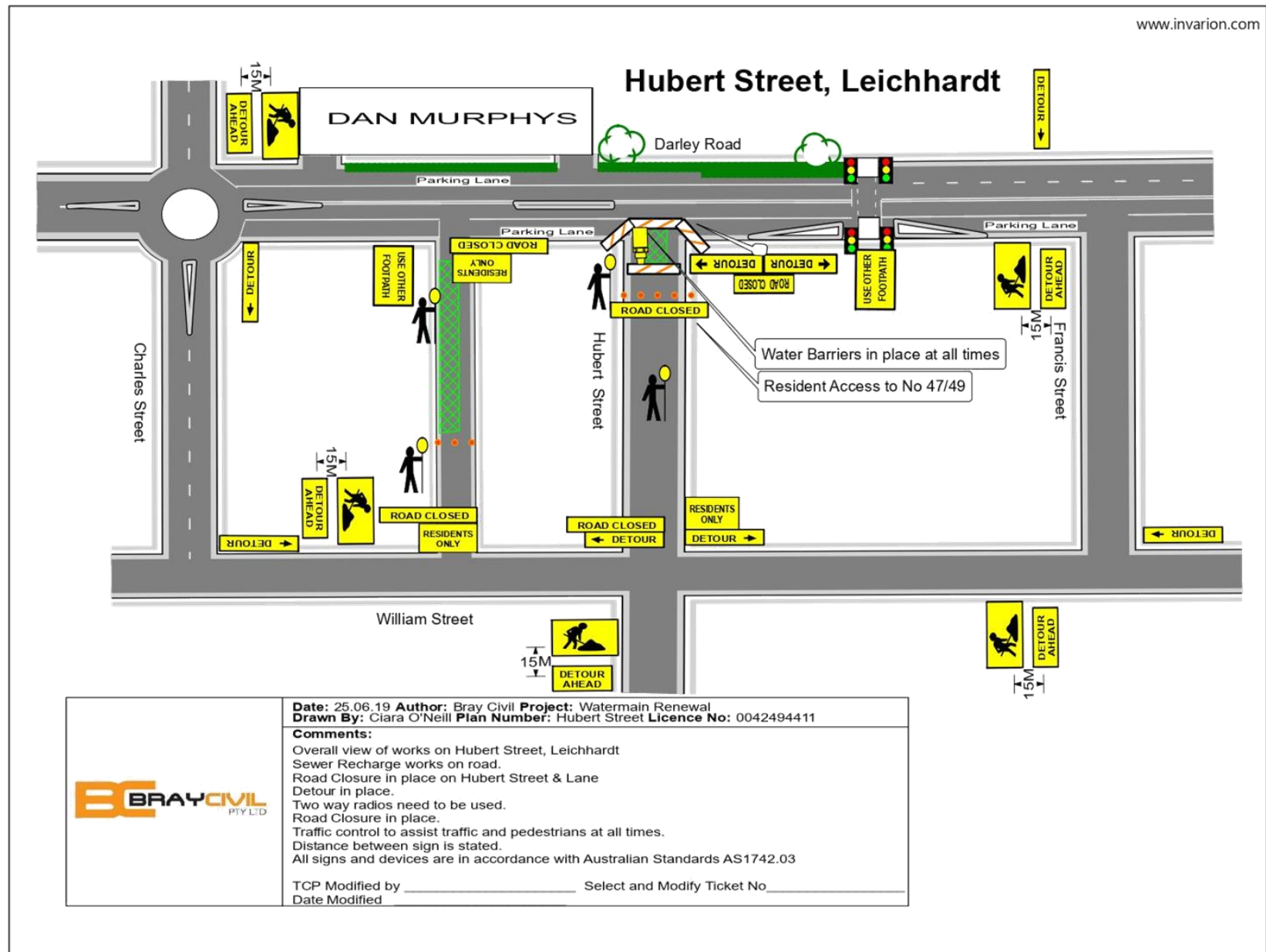
The applicant is to notify all affected residents and businesses in writing at least 28 days prior to the commencement of works.

The proposed temporary road closure has been advertised in the local newspaper in accordance with the Roads Act 1993 for the period Tuesday, 30 July 2019 to Tuesday, 27 August 2019.

**ATTACHMENTS**

1. [↓](#) Hubert Street and Unname Laneway, Leichhardt - Traffic Control Plan (Day)
2. [↓](#) Hubert Street and Unname Laneway, Leichhardt - Traffic Control Plan (Night)







**Item No:** LTC0819 Item 9**Subject:** CROYDON ROAD AT KENILWORTH STREET & GREGORY AVENUE,  
CROYDON - PROPOSED TRAFFIC CALMING AT THE INTERSECTIONS  
INCLUDING A NEW PEDESTRIAN REFUGE ISLAND ON CROYDON ROAD -  
DESIGN PLAN 10070  
(GULGADYA-LEICHHARDT WARD/STRATHFIELD  
ELECTORATE/BURWOOD PAC)**Prepared By:** Scipio Tam - Engineer - Traffic and parking Services (South)**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

Council is proposing a number of intersection improvements along Croydon Road, which will address issues of pedestrian safety and driver behavior. A detailed design plan has been finalised for the proposed pedestrian refuge and splitter island on Croydon Road, Croydon, between the intersections with Kenilworth Street and Gregory Avenue. The proposed works aim to improve pedestrian and motorist safety and address concerns about speeding and driver behaviour along Croydon Road.

**RECOMMENDATION**

**THAT the detailed design plan for the proposed pedestrian refuge island, splitter island, speed cushions, associated line marking and signage and the removal of horizontal deflection islands on Croydon Road, Croydon, between the intersections of Kenilworth Street and Gregory Avenue (as per attached design plan No. 10070) be APPROVED.**

**BACKGROUND**

A report proposing traffic calming treatments along Croydon Road, including the improvements to the intersections of Kenilworth Street and Gregory Avenue, Croydon was considered by Council at its meeting on 26 February, 2019. Council approved in principle the treatments to the above intersection. This report details the design plan for the proposed intersection treatments on Croydon Road at Kenilworth Street and Gregory Avenue, Croydon.

**FINANCIAL IMPLICATIONS**

Funding is available to be allocated for the works under the 2019/2020 Capital Works Program for traffic facilities.

### Site Location & Road network

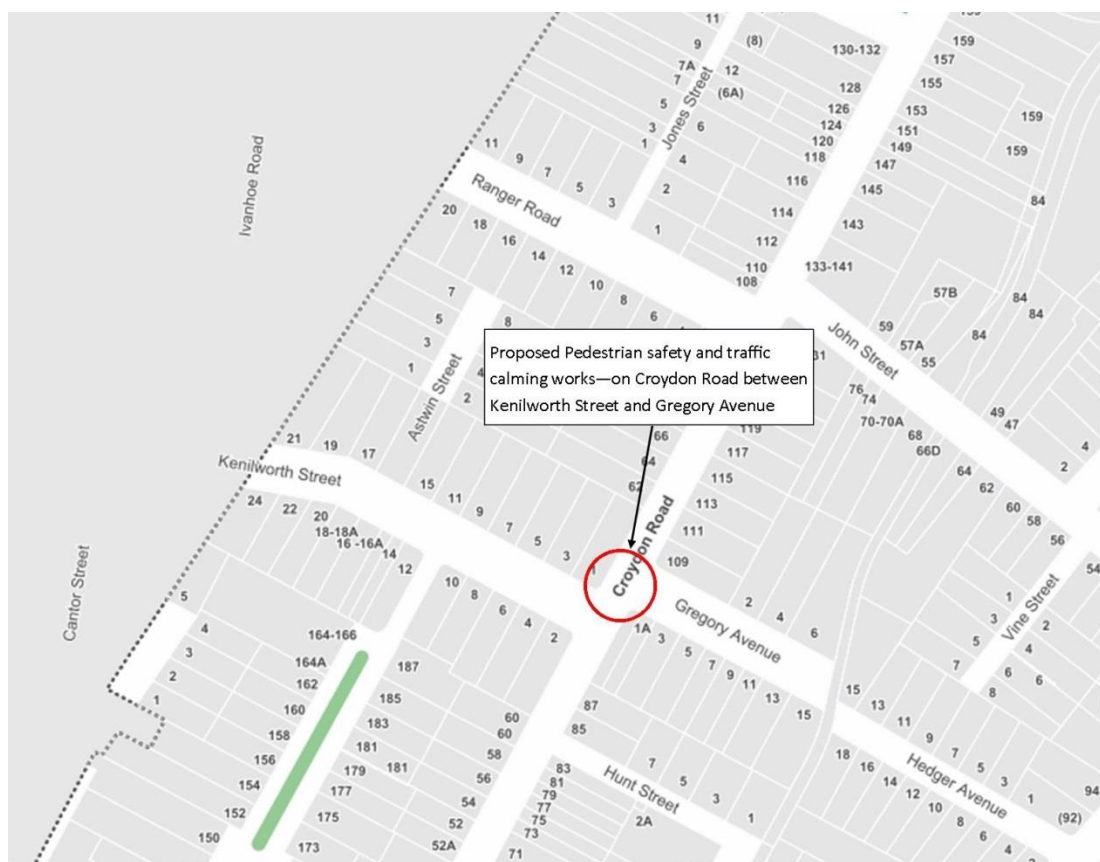


Figure 1 – Locality Map

<b>Street Name</b>	<b>Croydon Road</b>
<b>Section</b>	Between Kenilworth Street and Gregory Avenue
<b>Carriageway Width (m) kerb to kerb</b>	10.5
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.
<b>Classification</b>	Local
<b>Speed limit</b>	50
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	38.8 (2018)
<b>Vehicles Per Day (vpd)</b>	8,153 (2018)
<b>Reported Crash History (July 2013 – June 2018)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	4.3
<b>Parking Arrangements</b>	Unrestricted parking along both sides of the road.





*Figure 2 – Kenilworth Street intersection with Croydon Road*



*Figure 3 – Croydon Road intersection with Kenilworth Street*





*Figure 4 – Croydon Road intersection with Gregory Avenue*



*Figure 5 – Gregory Avenue intersection with Croydon Road*

A detailed design plan for the proposed intersection treatment and associated signs and line markings on Croydon Road at Kenilworth Street and Gregory Avenue (Design Plan 10070 – **Attachment 1**) is submitted for consideration.

The proposed scope of works on Croydon Road between Kenilworth Street and Gregory Avenue includes the following:

- Removal of the horizontal deflection islands and replace with traffic island and new pedestrian refuge island facility;
- Install speed cushions on Croydon Road on both approaches to Kenilworth Street and Gregory Avenue;
- Reconstruct four (4) new kerb ramps;
- Reconstruct concrete footpath as required;
- Install associated pavement line marking and signage as required;
- Paint bicycle pavement symbols.
- Lighting of the pedestrian refuge

The proposal will result in the loss of six (6) legal parking spaces at this location on Croydon Road. The loss of these spaces is required for the design to meet current RMS design standards and for the treatment not to become a squeeze point for vehicles. The concept plan that was adopted early this year was forwarded to the local community indicated similar loss of parking at this location.

## PUBLIC CONSULTATION

Consultation was conducted between 1 July 2019 and 17 July 2019. A letter as well as a copy of the design plan was sent to the local residents in Croydon Road, Kenilworth Street and Gregory Avenue, Croydon as indicated in the consultation map below, (A total of 26 letters were distributed). Also, design details were placed on ‘Your Say’ on the Inner West website.



*Figure 6 – Map of consulted properties for the proposed design plan*



Three (3) responses have been received regarding this proposal and is summarised below. Two residents were against the proposal and one resident supported the proposal in part.

<b>Residents' Comments</b>	<b>Officer's Comments</b>
<p><b>(Against)</b> Resident issues:</p> <ol style="list-style-type: none"> <li>1. Proposed loss of parking spaces and implementation of 'No Stopping' outside their property is an issue for them and proposed removal of parking spaces along Croydon Road will further impact the shortage of parking within the area.</li> <li>2. Their driveway is short, narrow and steep, requiring them to exit their vehicle prior to entering and subsequent to leaving their off-street parking space to close and lock their gate;</li> <li>3. Amend the 'No Stopping' outside their property, nearest to their gate, to a legal parking space. Resident's driveway is the one located on Croydon Road, north of Kenilworth Street.</li> <li>4. The impact may continue to cause parked vehicles to encroach on the resident's driveway, causing them to take excessive and drastic measures to enter their off-street parking;</li> <li>5. Resident is concerned they may not be able to park in front of their driveway anymore</li> <li>6. Resident suggests an alternate proposal: chevron marks and bicycle pavement symbols instead;</li> <li>7. Resident suggests implementing pedestrian facilities at the intersection of Croydon Road and John Street instead.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed treatment will result in the loss of 7 legal on-street parking spaces in order to accommodate the pedestrian refuge and supporting treatments on the approach to the pedestrian refuge. The RMS Technical Directions requires 'No Stopping' zones for pedestrian refuges.</li> <li>2. Proposal only affects one driveway on Croydon Road and a parking space is provided adjacent to this driveway to accommodate a vehicle. Allowing unrestricted parking adjacent to the treatment will create a squeeze point for vehicles. 'No Stopping' restrictions on Gregory Street and Kenilworth Street have been set back at 10m from the intersections to allow for safe turning movements into these streets.</li> <li>3. The pedestrian refuge is located away from any driveway properties on Croydon Road, north of Kenilworth Street. However, the length of the 'No Stopping' zone on Croydon Road, north of Kenilworth Street can be reduced by one space. An updated plan to be presented to the Committee at the meeting.</li> <li>4. Impact to movements to and from driveways along Croydon Road will be monitored following implementation. Any changes to the proposed parking restrictions can be reassessed at that time.</li> <li>5. The proposed restrictions do not extend over any driveways.</li> <li>6. The proposed treatment has been designed to cater for cyclists. Parking has been removed at places to remove squeeze points and allow for better transition of cyclists through the treatments at this location.</li> <li>7. Similar works have been proposed for the intersection of Croydon Road and John Street to increase pedestrian safety and control the speed of</li> </ol>



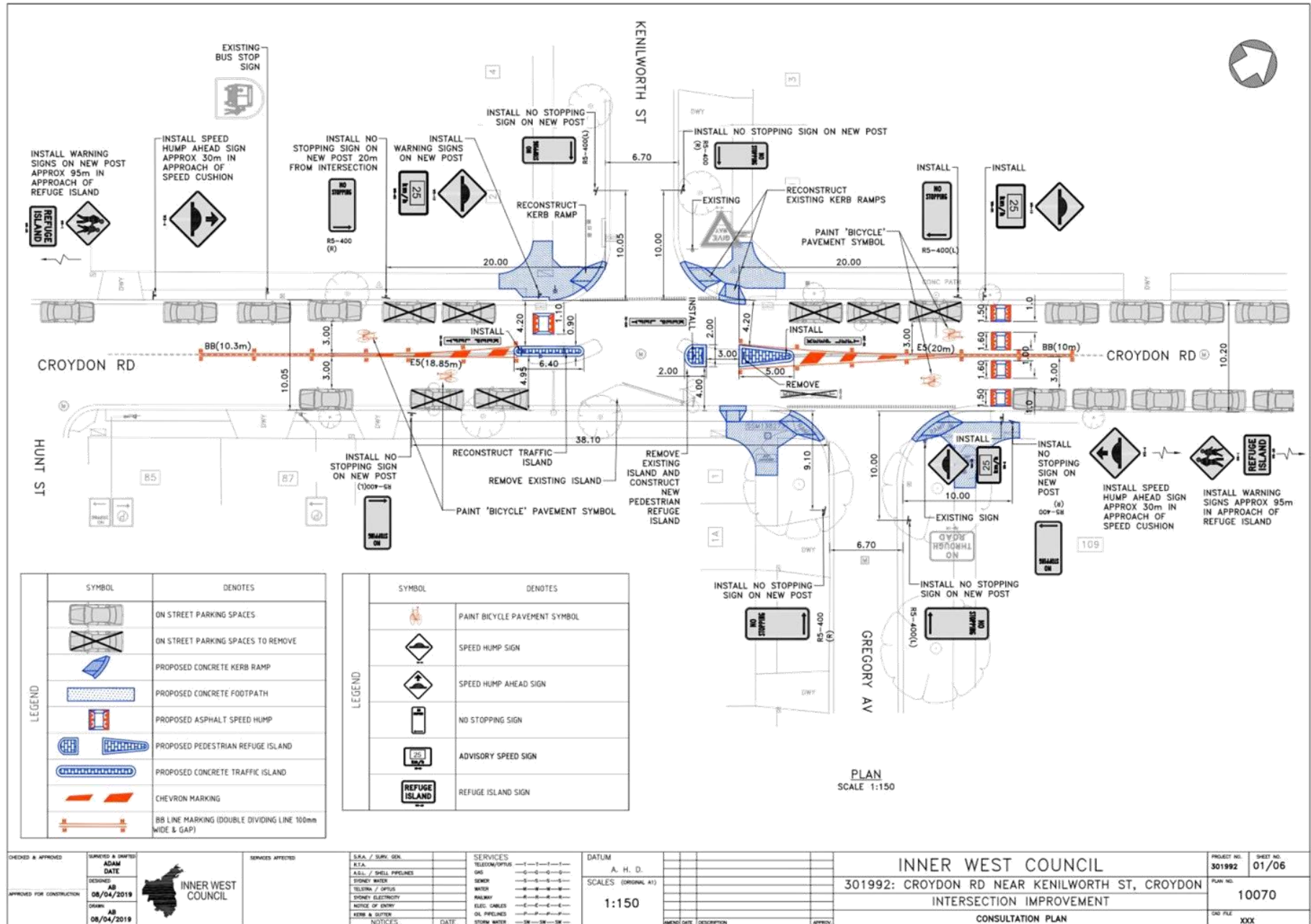
	vehicles within the area.
<p><b>(Support)</b> Resident Issues:</p> <p>In support of the proposed pedestrian safety and traffic calming initiative, except for the following points:</p> <ol style="list-style-type: none"> <li>1) Does not want the current 'No Parking' restrictions outside 85 &amp; 87 Croydon Road to be altered as it was implemented to avoid a blind spot when exiting driveway;</li> <li>2) Strongly opposed to the asphalt speed cushion on the south side of Croydon Road/Kenilworth St intersection.</li> </ol>	<ol style="list-style-type: none"> <li>1. The current 'No Parking' restrictions outside No. 87 Croydon Road, Croydon are to be retained and not modified.</li> <li>2. Speed cushions are proposed on Croydon Road at the southern and northern approaches to Kenilworth Street and Gregory Avenue to assist in reducing the speed of vehicles on approach to the pedestrian refuge and to improve the safety of pedestrians crossing at this location.</li> </ol>

## CONCLUSION

It is recommended that the detailed design plan of the proposed intersection treatments consisting of a pedestrian refuge island, splitter island, speed cushions and associated signs and line markings be approved to improve pedestrian and traffic conditions at this location.

## ATTACHMENTS

1. [Download](#) 10070 - Design Plan - Croydon Road between Kenilworth Street and Gregory Avenue



**Item No:** LTC0819 Item 10

**Subject:** CROYDON ROAD AT QUEEN STREET, CROYDON - PROPOSED TRAFFIC CALMING AT THE INTERSECTION INCLUDING A NEW PEDESTRIAN REFUGE ON CROYDON ROAD - DESIGN PLAN 10092 (GULGADYA WARD/ STRATHFIELD ELECTORATE/ BURWOOD PAC)

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

A detailed design plan has been finalised for the proposed pedestrian refuge and speed cushions on Croydon Road, Croydon, adjacent to Queen Street. The proposed works aim to improve pedestrian and motorist safety and address residents' concerns about speeding and driver behavior along Croydon Road.

---

### **RECOMMENDATION**

**THAT the detailed design plan for the proposed pedestrian refuge island, speed cushions and the removal of existing traffic island along with the associated line marking and signage at the intersection of Croydon Road and Queen Street, Croydon (as per attached design plan No. 10092) be APPROVED.**

---

### **BACKGROUND**

A report proposing traffic calming treatments along, including the improvements to the intersection of Croydon Road and Queen Street, Croydon was considered by Council at its meeting on 26 February, 2019 with Council approving in principle intersection improvements at the above intersection of Queen Street and Croydon Road.

This report details the design plan for proposed intersection treatments at Croydon Road and Queen Street, Croydon.

### **FINANCIAL IMPLICATIONS**

Funding is available to be allocated for the works under the 2019/2020 Capital Works Program for traffic facilities.

## Site Location & Road network

Item 10



Figure 1 – Locality Map

<b>Street Name</b>	<b>Croydon Road</b>
<b>Section</b>	Between John Street and Church Street
<b>Carriageway Width (m) kerb to kerb</b>	10.2
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.
<b>Classification</b>	Local
<b>Speed limit</b>	50
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	42.8 (2018)
<b>Vehicles Per Day (vpd)</b>	9,778 (2018)
<b>Reported Crash History (July 2013 – June 2018)</b>	Croydon Road at Queen Street - 4 injury crashes (RUM Codes 11,10, 13, 15) & 4 tow away crashes (RUM Codes 10,13, 11, 10) Total Injured - 5 Pedestrians Injured - 0
<b>Heavy Vehicle Volume (%)</b>	2.4
<b>Parking Arrangements</b>	Unrestricted parking along both sides of the road.





*Figure 2 – Croydon Road intersection at Queen Street (south of Queen Street)*



*Figure 3 – Queen Street intersection at Croydon Road*





*Figure 4 – Croydon Road intersection at Queen Street (north of Queen Street)*

### Design Plans

Detailed design plans for the proposed pedestrian refuge and associated signs and line markings on Croydon Road adjacent to Queen Street, Croydon (Design Plan 10092 – **Attachment 1**) is submitted for consideration.

The proposed scope of works includes the following:

- Removal of existing traffic island and replace with new pedestrian refuge island facility;
- Installation of speed cushions on Croydon Road on approach and departure to Queen Street, south-west of the roundabout;
- Reconstruction of four (4) new kerb ramps;
- Installation of associated pavement line marking and signage as required;
- Painting of bicycle pavement symbols.
- Lighting of the pedestrian refuge.

The proposal will result in the loss of four (4) legal parking spaces, three (3) on Queen Street and one (1) in Croydon Road. The loss of these spaces is to accommodate heavy vehicle movements through the intersection. The previous concept plan that was forwarded to the local community indicated similar loss of parking at this location and was adopted by Council early this year.

### **PUBLIC CONSULTATION**

Consultation was conducted between 1 July 2019 and 16 July 2019. A letter as well as a copy of the design plan were sent to the local residents in Croydon Road and Queen Street,

Croydon as indicated in the consultation plan below, (A total of 25 letters were distributed). Also, design details were placed on 'Your Say' on the Council's website.



*Figure 5 – Map of consulted properties for the proposed design plan*

One (1) response was received so far regarding this proposal to date and is summarised below:

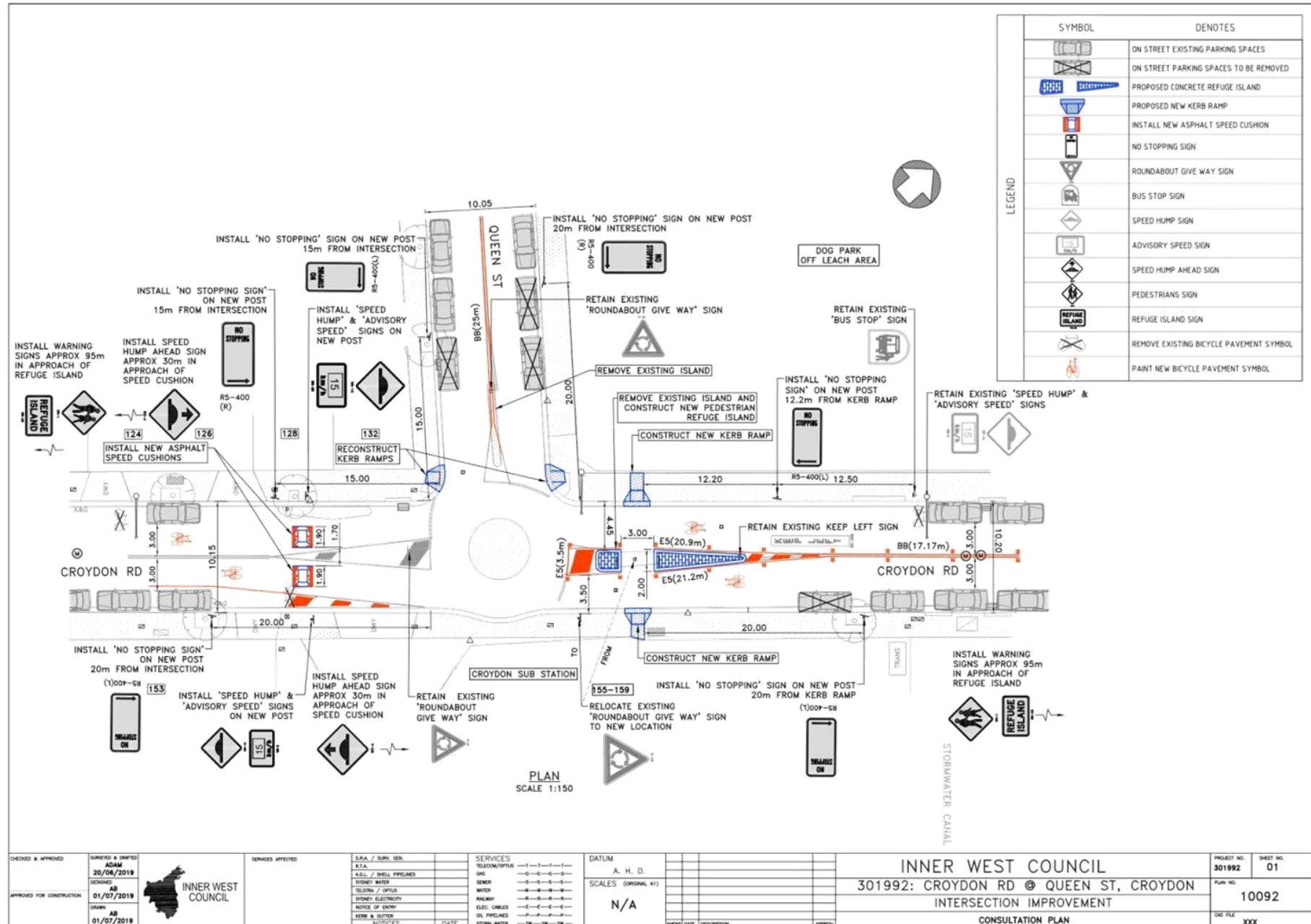
<b>Residents' Comments</b>	<b>Officer's Comments</b>
<p>The resident expressed their support for the addition of extra pedestrian safety option, however questions whether a marked pedestrian crossing would be more suitable.</p> <p>Resident stated that:</p> <ul style="list-style-type: none"> <li>• There aren't any pedestrian crossings on Croydon Road;</li> <li>• Vehicles travel at speed along Croydon Road, especially during peak hours;</li> <li>• Pedestrians crossing the road may require waiting for 2-3 minutes for a safe gap.</li> </ul>	<p>Warrants for a marked (zebra) pedestrian crossing could not be met under the RMS guidelines.</p> <p>The proposed upgrade from the existing splitter island to a pedestrian refuge will enhance the safety for pedestrians at the intersection by providing a safe staged crossing of Croydon Road. Furthermore, the addition of speed cushions on approach to the roundabout will enhance driver and pedestrian safety.</p>

## CONCLUSION

It is recommended that the detailed design plan of the proposed intersection treatments, including the pedestrian refuge island, speed cushions and associated signs and line markings be approved to improve pedestrian and traffic safety at this location.

## ATTACHMENTS

- [1. 10092 - Design Plan](#)





**Item No:** LTC0819 Item 11

**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

### **SUMMARY**

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

### **RECOMMENDATION**

#### **THAT:**

1. A 6m 'Disabled Parking' zone be installed in front of No.13 Francis Street, Marrickville;
2. A 6m 'Disabled Parking' zone be installed in front of No.54 North Street, Marrickville;
3. A 16m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed at the rear of No.366C Darling Street, in Little Darling Street, Balmain for 8 weeks;
4. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed at the front of No.97 Edith Street, Leichhardt, for 12 weeks;
5. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed at the front of No.57 Evans Street, Balmain, for 12 weeks;
6. A 15m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in the side street of Goodsell Street, for Nos.641-657 King Street, St Peters, for 12 weeks;
7. A 11m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.117 Cavendish Street, Stanmore, for 12 weeks;
8. A 25m 'Works Zone 7.00am – 6pm Mon-Sat and 8.00am-1.00pm Sat' be installed in front of Nos.6-8 Waterloo Street, Rozelle, for 12 weeks, subject to the applicant obtaining consent from the neighbouring property owner; and
9. An 8m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.13 Cromwell Street, Croydon, for 8 weeks.

### **BACKGROUND**

Requests have been received from residents within the Local Government Area (LGA) for the provision of mobility parking spaces outside their residence. It is recommended that the following 'Mobility Parking' spaces be approved as the applicant's current medical conditions warrant the provision of these spaces and they have constrained or no off-street parking opportunities. For the mobility parking space requests, a copy of the RMS disability parking permit and a medical certificate in support of the applications was submitted to Council.

### **FINANCIAL IMPLICATIONS**

Nil

**OTHER STAFF COMMENTS**
**1. Installation of 'Disabled Parking' Restriction – Francis Street, Marrickville**

The resident of No.13 Francis Street, Marrickville, has requested the installation of 'Disabled Parking' zone in front of their property. A site investigation has revealed the property does have off street parking although it is insufficient to accommodate a standard vehicle. The applicant does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.13 Francis Street, Marrickville.



No.13 Francis Street, Marrickville

**2. Installation of 'Disabled Parking' Restriction – North Street, Marrickville**

The resident of No.54 Francis Street, Marrickville, has requested the installation of 'Disabled Parking' zone in front of their property. The applicant requires the use of wheelchair. A site investigation has revealed the property does have off street parking; however, in order for the applicant to access the house there are a number of steps, which is impossible to do so with the wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.54 North Street, Marrickville, subject to the installation of a pram ramp at the applicant's cost.



No.54 North Street, Marrickville

### **Technical Standards**

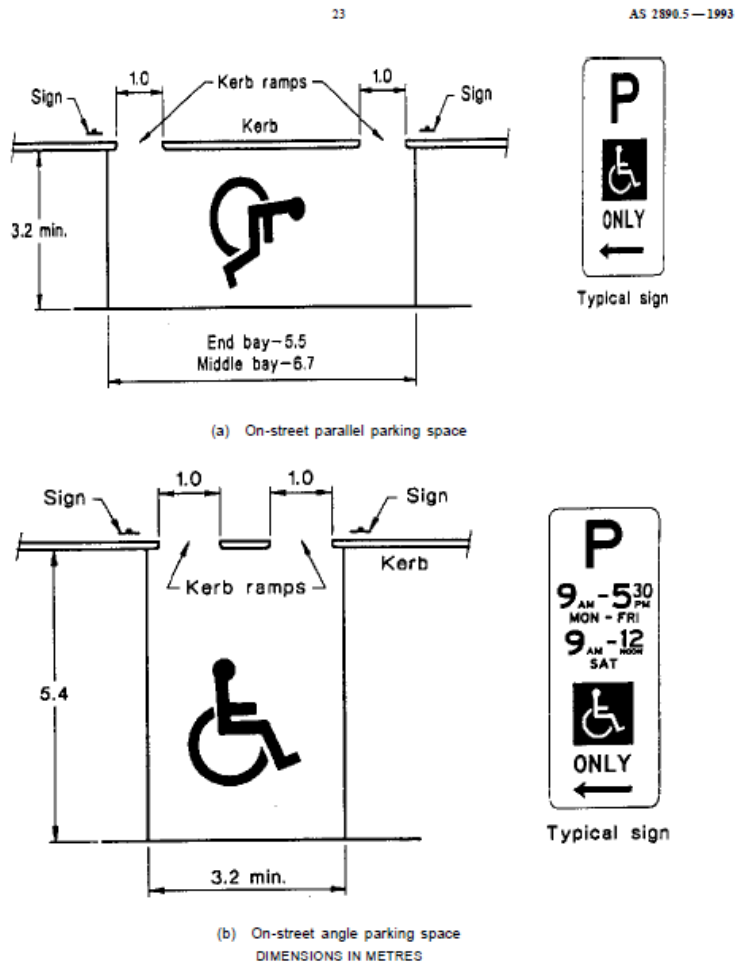
Australian Standard AS2890.5-1993 “On-Street Parking” states the following in regards to the provision of parking for people with a disability:

- “Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –*
- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
  - ii. Kerb ramps as shown in Figure 4.2(a) are also provided”.*

It should be noted that due to the limited width of streets around the LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin such as reserving on-street parking. As such, they are only proposed where required for wheelchair access at the cost of the applicants.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having a RMS mobility permit.



**NOTES:**

- 1 Two 1.0 m kerb ramps as specified in AS 1428.1, should be provided at the locations shown. Two or more adjacent disabled spaces will normally require only one ramp each.
- 2 Parking space may be delineated by yellow broken lines. International access symbol may be painted in yellow within the parking space.

DIMENSIONS IN METRES

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

### 3. Installation of 'Works Zone' Restriction – Little Darling Street, Balmain

The applicant has requested the installation of a temporary 16m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' (unless noted otherwise on the Development Consent) for 8 weeks at the rear of No.366C Darling Street, in Little Darling Street, for development works at the property.

It is recommended that a 16m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed at the rear of No.366C Darling Street, in Little Darling Street, Balmain for 8 weeks.





No.366C Darling Street, in Little Darling Street, Balmain.

#### **4. Installation of 'Works Zone' Restriction – Edith Street, Leichhardt**

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' (unless noted otherwise on the Development Consent) for 12 weeks at the front of No.97 Edith Street, Leichhardt, for development works at the property.

It is recommended that a 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed at the front of No.97 Edith Street, Leichhardt, for 12 weeks.



No.97 Edith Street, Leichhardt

#### **5. Installation of 'Works Zone' Restriction – Evans Street, Balmain**

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' (unless noted otherwise on the Development Consent) for 12 weeks at the front of No.57 Evans Street, Balmain, for development works at the property.

It is recommended that a 9m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' be installed at the front of No.57 Evans Street, Balmain, for 12 weeks.



No.57 Evans Street, Balmain

#### **6. Installation of 'Works Zone' Restriction – King Street, St Peters**

The applicant has requested the installation of a temporary 15m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' (unless noted otherwise on the Development Consent) for 12 weeks in the side street of Goodsell Street for Nos.641-657 King Street, St Peters for development works at the property.

It is recommended that a 15m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' be installed in the side street of Goodsell Street for Nos.641-657 King Street, St Peters, for 12 weeks.





No.641-657 King Street, St Peters (In Goodsell Street)

#### **7. Installation of 'Works Zone' Restriction – Cavendish Street, Stanmore**

The applicant has requested the installation of a temporary 11m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' (unless noted otherwise on the Development Consent) for 12 weeks in front of No.117 Cavendish Street, Stanmore, for development works at the property.

It is recommended that an 11m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' be installed in front of No.117 Cavendish Street, Stanmore, for 12 weeks.

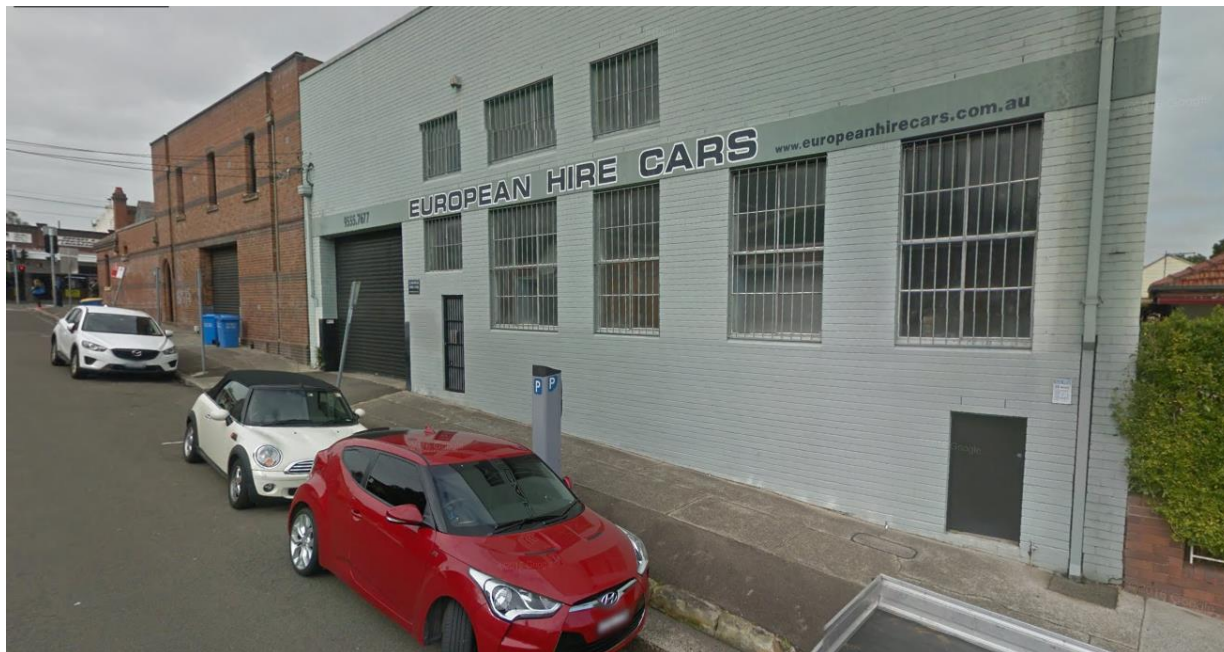


No.117 Cavendish Street, Stanmore

#### **8. Installation of 'Works Zone' Restriction – Waterloo Street, Rozelle**

The applicant has requested the installation of a temporary 25m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' (unless noted otherwise on the Development Consent) for 12 weeks in the front of Nos.6-8 Waterloo Street, Rozelle, for development works at the property, subject to the applicant obtaining consent from the neighbouring property owner.

It is recommended that a 25m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' be installed in front of Nos.6-8 Waterloo Street, Rozelle, for 12 weeks.



Nos.6-8 Waterloo Street, Rozelle

#### **9. Installation of 'Works Zone' Restriction – Cromwell Street, Croydon**

The applicant has requested the installation of a temporary 8m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' (unless noted otherwise on the Development Consent) for 8 weeks in the front of No.13 Cromwell Street, Croydon, for development works at the property.

It is recommended that an 8m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am-1.00pm Sat' be installed in front of No.13 Cromwell Street, Croydon, for 8 weeks.





No.13 Cromwell Street, Croydon

**PUBLIC CONSULTATION**

Nil

**ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 12

**Subject:** Victoria Road, Marrickville - Proposed Change in Parking restriction to 'No Parking - Community Bus Excepted' (Midjburri-Marrickville Ward/Newtown Electorate/Inner West PAC))

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### SUMMARY

Following representations from Connect Inner West Community Transport, including written permission of Marrickville Metro Shopping Centre management; Council is proposing to install 'No Parking – Community Bus Excepted' parking restrictions across a disused driveway at 34 Victoria Road adjacent to Marrickville Metro Shopping Centre.

### RECOMMENDATION

**THAT an existing 'No Parking' restriction across the driveway at 34 Victoria Road, Marrickville, adjacent to Marrickville Metro Shopping Centre, be changed to 'No Parking-Community Bus Excepted' restriction.**

### BACKGROUND

<b>Street Name and Suburb</b>	Victoria Road, Marrickville
<b>Section</b>	Between Murray Street and cul-de-sac
<b>Carriageway Width (m)</b>	10m
<b>Carriageway Type</b>	Two-way street (cul-de-sac)
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	Not available
<b>Vehicles Per Day (vpd)</b>	Not Available
<b>Reported Crash History (July 2013 - June 2017)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	Not Available
<b>Parking Arrangements</b>	'No Parking' signposted across disused driveway

Community transport buses currently provide about 6-8 services a week to the Marrickville Metro Shopping Centre, each time catering for about 7-8 passengers. Following changes to bus stops in the area of the Metro Shopping Centre which have effectively displaced the community transport buses, Inner West Community Transport management has expressed a desire to continue its practice of dropping off and picking up passengers at a disused driveway associated with the Marrickville Metro in Victoria Road. The driveway at the rear of the Marrickville Metro Shopping Centre is currently signposted with a 'No Parking' restriction. In order to facilitate this practice, Council has been approached to approve a signage change across the disused driveway to allow for community transport buses to park in the driveway to facilitate the drop off/pick up of passengers who may require assistance. The proposal is illustrated in **Figure 1** below.



Figure 1: Proposal is for existing 'No Parking' signage across driveway to be replaced with 'No Parking - Community Bus Excepted'

The community bus was observed using the driveway for pick up of passengers. The photos in **Figure 2** and **Figure 3** below illustrate this.



Figure 2: Community bus using driveway for drop off pick up



Figure 2: Driver assisting passenger boarding community bus  
Marrickville Metro management has provided written support to Council for community transport buses to use the driveway for passenger drop off/pick up.

**FINANCIAL IMPLICATIONS**

The cost of signage associated with the proposal can be covered from Council's operational budget for signs and linemarking.

**PUBLIC CONSULTATION**

Not applicable.

**CONCLUSION**

Given the driveway is currently signposted 'No Parking' and that the Inner West Community Transport Group is currently using the subject driveway for drop off/pick up of passengers, and that Marrickville Metro management has given written approval for the use of the driveway by the community bus, it is recommended that the proposal be supported.

**ATTACHMENTS**

Nil.



**Item No:** LTC0819 Item 13

**Subject:** CHESTER STREET AND GUIHEN STREET, ANNANDALE - PROPOSED 'NO STOPPING' ZONE (GULGADYA - LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

## RECOMMENDATION

**THAT 'No Stopping' signage be installed to reinforce the statutory 10m 'No Stopping' distance at intersections, at the following locations:**

- a) the eastern side of Chester Street, north of Guihen Street, Annandale;
- b) the eastern side of Chester Street, south of Guihen Street, Annandale; and
- c) the northern side of Guihen Street, east of Chester Street, Annandale.

## BACKGROUND

Concerns have been raised regarding vehicles parking too close to the intersection of Chester Street and Guihen Street, Annandale. This illegal parking behaviour obstructs sight lines as well as access into and out of Chester Street and Guihen Street.

The properties that surround this intersection are mainly industrial businesses.

It should be noted that parking on both sides of Chester Street and Guihen Street, Annandale is currently unrestricted.

Street Name(s)	Chester Street and Guihen Street, Annandale
Section	Intersection
Traffic Volume	Not available
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	Not available
Speed Limit	50km/h
Carriageway width	Chester Street – 8.2m Guihen Street – 7.9m
Carriageway Type	Chester Street - Two way with kerb side parking on both sides of the street Guihen Street - Two way with kerb side parking on both sides of the street

## FINANCIAL IMPLICATIONS

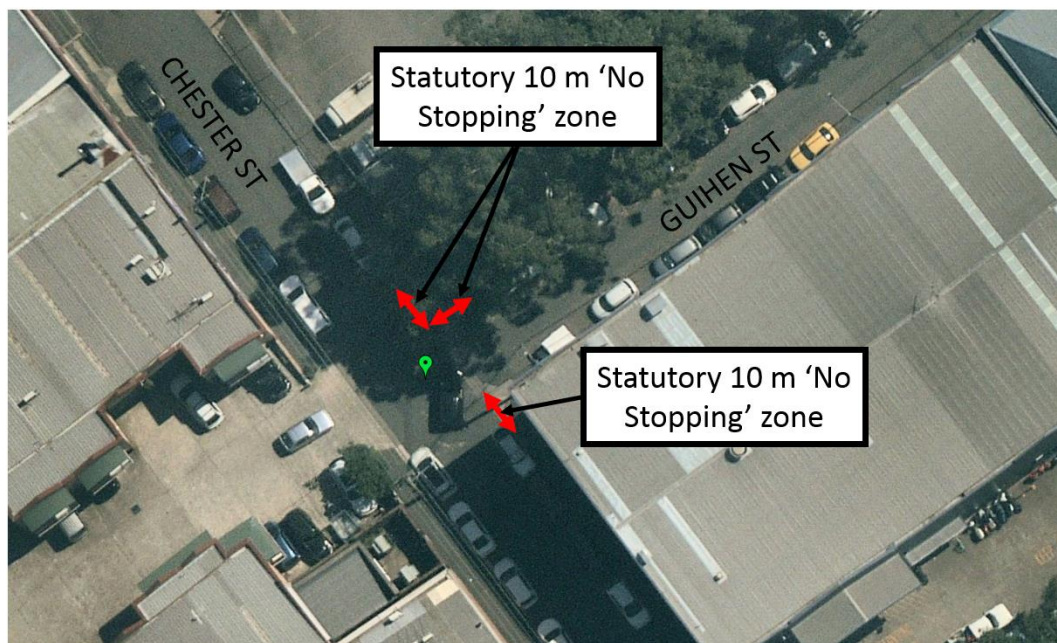
Nil

## OTHER STAFF COMMENTS

In order to alleviate the sight visibility and manoeuvring space issues, it is proposed to signpost the statutory 10m 'No Stopping' zones at the following locations:

- Eastern side of Chester Street, north of Guihen Street, Annandale;
- Eastern side of Chester Street, south of Guihen Street, Annandale;
- Northern side of Guihen Street, east of Chester Street, Annandale.

The proposal is shown on the following plan:

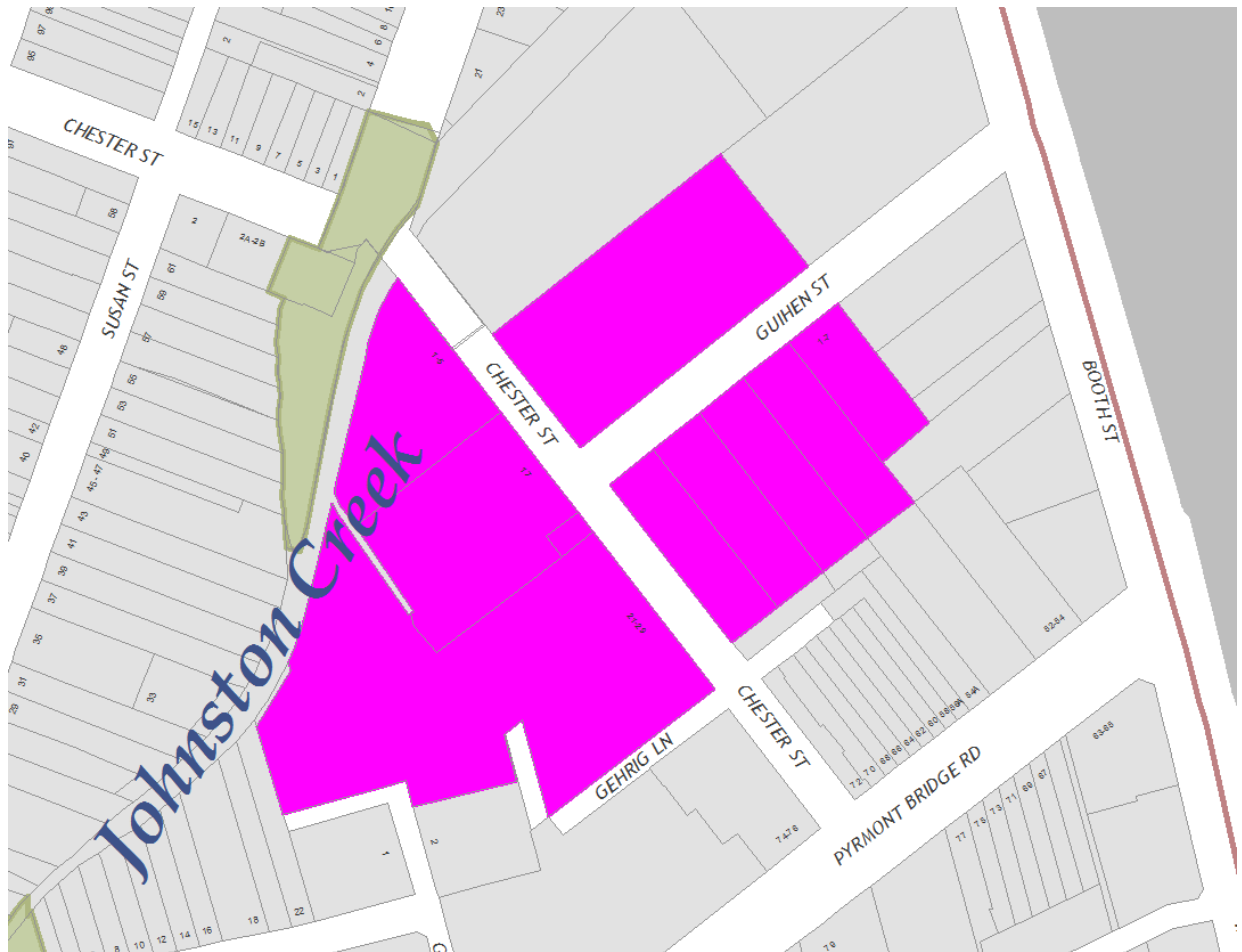


Considering that the area is industrial, it is expected that formalising the 'No Stopping' zones would improve truck manoeuvrability at this intersection.

'No Stopping' restrictions are already signposted on the southern side of Guihen Street, east of Chester Street, Annandale.

#### **PUBLIC CONSULTATION**

A letter outlining the above proposal was mailed out to the affected businesses (22 properties) in Chester Street, Guihen Street and Booth Street, Annandale (as indicated on the following plan).



No responses were received.

**ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 14

**Subject:** PROSPECT ROAD, SUMMER HILL - PROPOSED CHANGES TO PARKING RESTRICTIONS OUTSIDE CROATIAN CATHOLIC CENTRE (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### SUMMARY

Following representation from the Croatian Catholic Centre, Council is proposing to extend the parking restrictions outside the Centre in Norton Street, Summer Hill from 'Monday to Friday' to 'Monday to Saturday' in order to assist the church to cater for the official vehicles associated with the weddings and funerals taking place on a Saturday. Council Officers have undertaken community engagement and this has indicated that there are no objections to the proposal.

### RECOMMENDATION

**THAT parking restrictions outside the Croatian Catholic Centre in Norton Street, Summer Hill be changed from 'No Parking 8:30am-2:30pm Monday to Friday; Wedding or Funeral Vehicles Excepted' to 'No Parking 8:30AM-2:30PM Monday to Saturday; Wedding or Funeral Vehicles Excepted'.**

### BACKGROUND

<b>Street Name and Suburb</b>	Norton Street, Summer Hill
<b>Section</b>	Between prospect Road and Victoria Street
<b>Carriageway Width (m)</b>	10m
<b>Carriageway Type</b>	Two-way street
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	Not available
<b>Vehicles Per Day (vpd)</b>	Not Available
<b>Reported Crash History (July 2013 - June 2017)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	Not Available
<b>Parking Arrangements</b>	<p><b>Northern side</b></p> <ul style="list-style-type: none"> <li>- 10m No Stopping at prospect road</li> <li>- 23m (approx) 'No Parking 8:30am-2:30pm Monday to Friday Wedding or Funeral Vehicles Excepted'</li> </ul> <p><b>Southern side</b></p> <ul style="list-style-type: none"> <li>- 10m 'No Stopping' at Prospect Road and then Unrestricted</li> </ul>

The existing parking restrictions in Norton Street, Summer Hill outside the Croatian Catholic Centre are illustrated in **Figure 1** and **Figure 2** below. Representatives of the Centre have sought approval from Council to extend the parking restrictions to Saturday to allow for services which take place at the Centre. The proposed parking restrictions are illustrated in **Figure 3** below.





Figure 1: Existing parking restrictions in Norton Street outside Croatian Catholic Centre



Figure 2: Detail of existing parking restriction

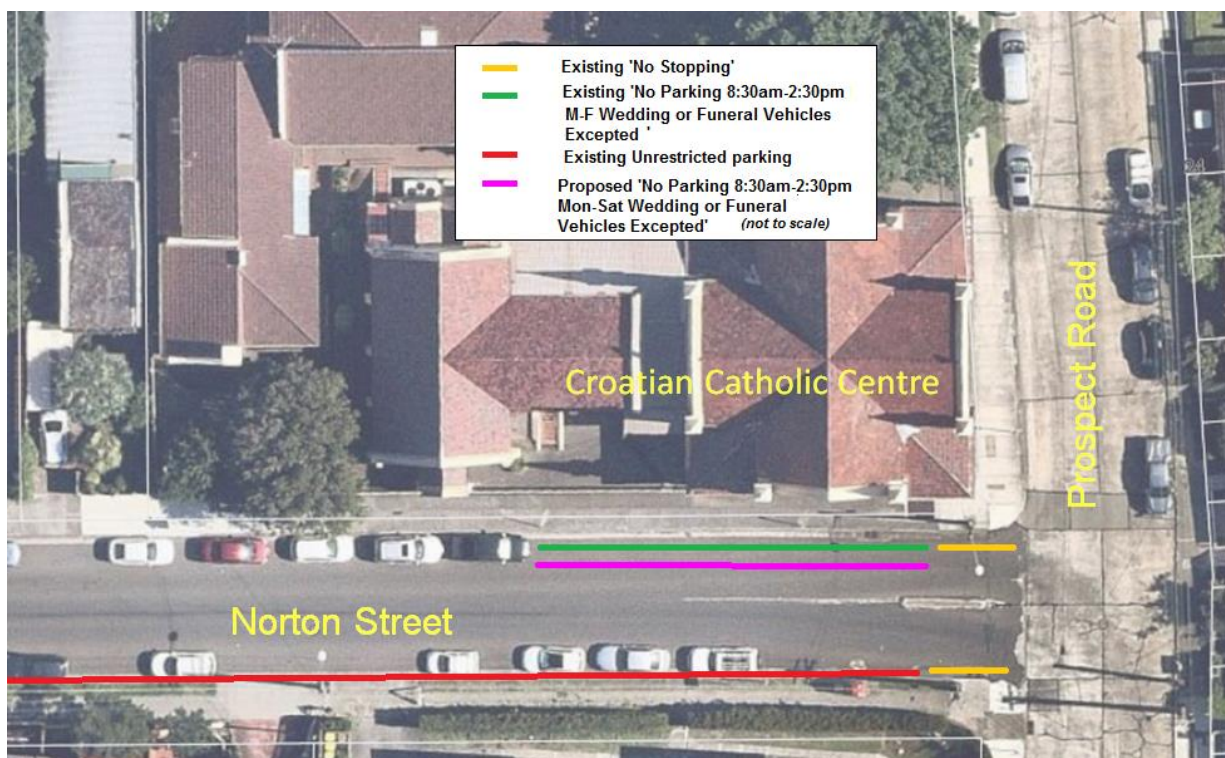


Figure 3: Existing and Proposed parking restrictions in Norton Street outside the Croatian Catholic Centre

### **FINANCIAL IMPLICATIONS**

The cost of signage associated with the proposal can be covered from Council's operational budget for linemarking and signs.

### **PUBLIC CONSULTATION**

Letters seeking submissions on the proposal were sent to all affected properties. See **Figure 4** below for the properties covered by the mail out. No submissions were received by Council in relation to the proposal.

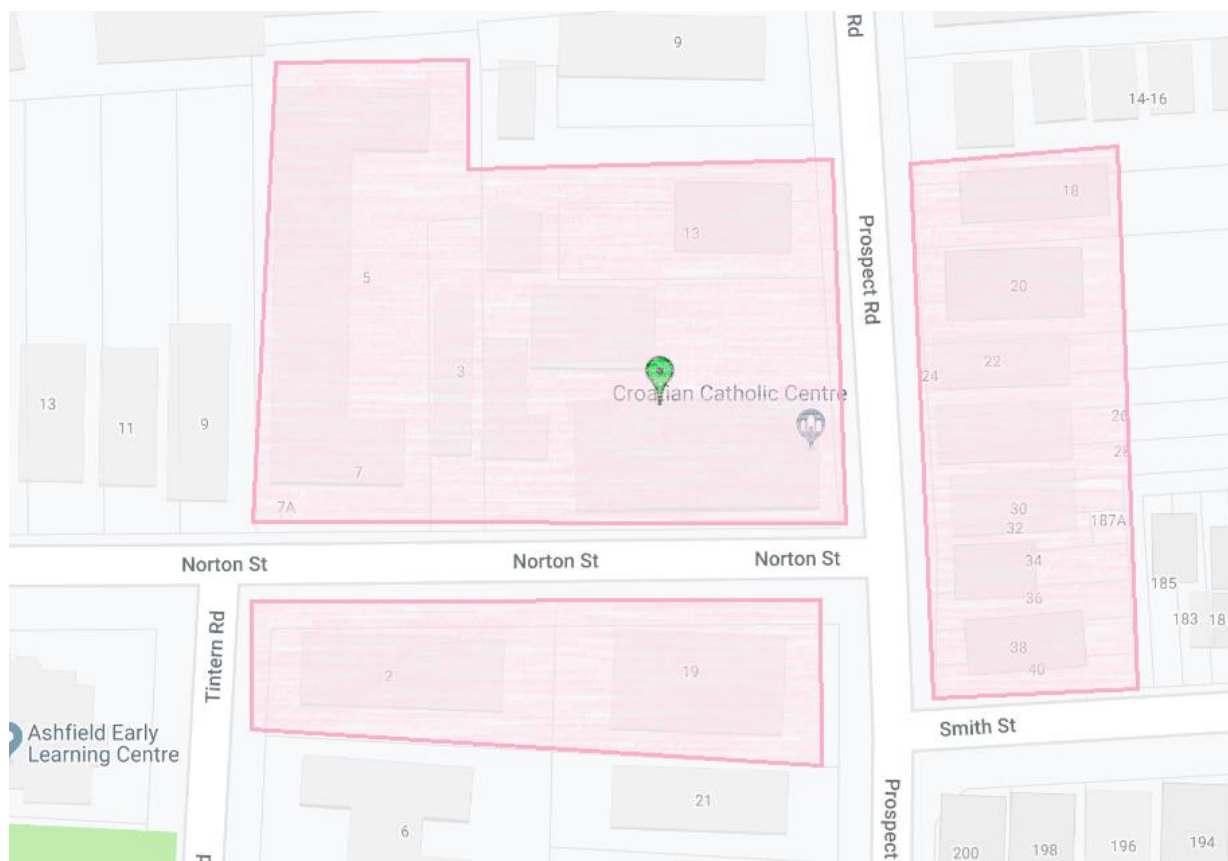


Figure 4. Map of area consulted.

## CONCLUSION

Given the request from the Centre involves an extension to the existing parking restrictions to assist their management of events at the Centre and that there have been no objections received as a result of community engagement, it is recommended to approve the proposal.

## ATTACHMENTS

Nil.

**Item No:** LTC0819 Item 15

**Subject:** **BAY STREET, TEMPE - PROPOSED INSTALLATION OF STATUTORY 'NO STOPPING' SIGNAGE (MIDJUBURI-MARRICKVILLE 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**

Council is proposing to implement statutory 10 metre 'No Stopping' restrictions in Bay Street at the Princes Highway, Tempe following a request to deter illegal parking on both sides of Bay Street. An investigation has illustrated the difficulty to which parked vehicles, within 10m of the intersection have compromised the safety and manoeuvrability of vehicles attempting to access into and out of Bay Street due to the narrow width of the carriageway and the acute turning angle required for vehicles on Princes Highway negotiating the turn into Bay Street.

It is recommended that statutory 10m 'No Stopping' restrictions be approved on both sides of Bay Street, at the intersection with the Princes Highway, Tempe.

### **RECOMMENDATION**

**THAT implementation of Statutory 'No Stopping' restrictions on both sides of Bay Street, Tempe, 10m from its intersection with Princes Highway be approved.**

### **BACKGROUND**

Following representation from the community, Council is proposing parking restrictions in Bay Street, Tempe in order to address safety and access issues.

<b>Street Name and Suburb</b>	Bay Street, Tempe
<b>Section</b>	Between Princes Highway and Young Street
<b>Carriageway Width (m)</b>	6.4m
<b>Carriageway Type</b>	Two-way lane
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	Not available
<b>Vehicles Per Day (vpd)</b>	Not Available
<b>Reported Crash History (July 2013 - June 2017)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	N/A
<b>Parking Arrangements</b>	Unrestricted parking. Vehicles generally park on the southern side.

### **FINANCIAL IMPLICATIONS**

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

### **OTHER STAFF COMMENTS**

Currently there are no parking restrictions in the section of Bay Street adjacent to the Princes Highway. The site was inspected on several occasions and on all occasions vehicles were observed parking within 10m of the intersection. Given that there is a high volume of traffic travelling southbound along the Princes Highway, any obstruction for vehicles turning off into Bay Street may pose a safety issue.



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

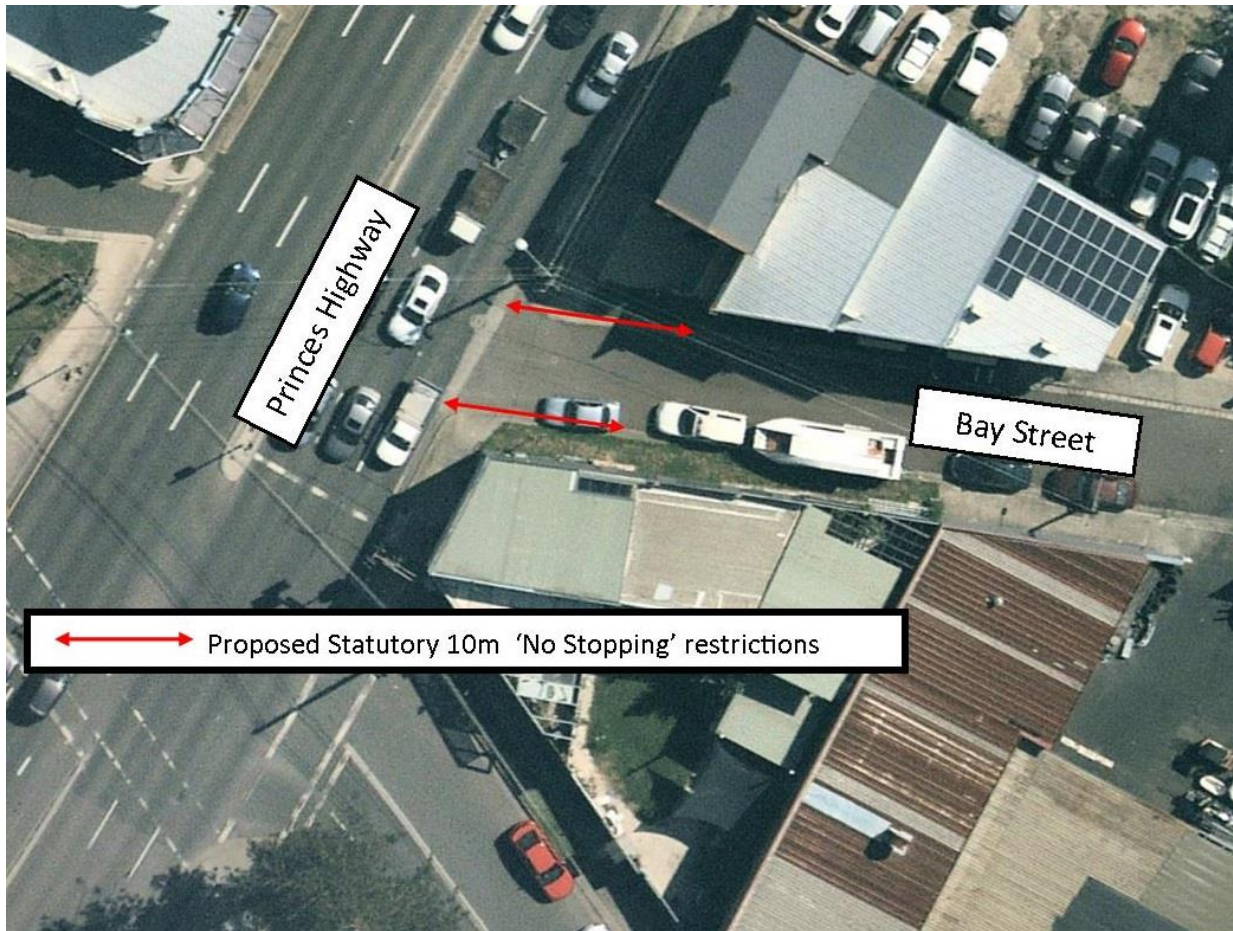


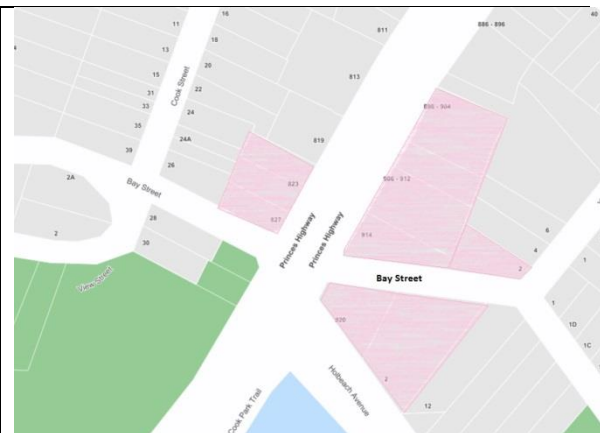
Figure 1: Proposed 'No Stopping' restrictions in Bay Street, Tempe

### PUBLIC CONSULTATION

On 14 May 2019, 20 letters were delivered to affected properties in the area. Residents were asked to make submissions by 10 June 2019. At the time of writing, one (1) supporting submission was received and no objections were received.

A letter outlining the above proposal was mailed out to the affected properties in Bay Street, Princes Highway and Holbeach Avenue, Tempe.

One response in support of the proposal was received.



Residents' Comments	Officer Comments
Resident is in support of this proposal.	Support is noted.

**CONCLUSION**

The implementation of statutory 10 metre 'No Stopping' restrictions in Bay Street, Tempe will address the concerns raised and will improve traffic safety for vehicles entering from and exiting to Princes Highway. Therefore, support for this proposal is recommended.

**ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 16**Subject:** INNER WEST CAR SHARE AND LIGHT RAIL INTEGRATION PILOT PROGRAM**Prepared By:** Sunny Jo - Traffic and Parking Planner**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

Council has reviewed the on-street parking areas near each Inner West Light Rail Stop for the provision of fixed car share spaces. The program integrates public and shared transport at a number of locations, providing more travel options and supporting shared and sustainable transport within the Inner West. Community engagement has been undertaken within the month of June 2019, with general support (60-77%) for the pilot program at 7 of the 10 light rail stops. It is recommended that Council implement 16 new car share spaces at these locations, with other locations not be supported due to the level of concern raised by the local community.

**RECOMMENDATION****THAT:**

1. A 24 month trial be implemented with dedicated car share spaces signposted as 'No Parking, Authorised Car Share Vehicles Excepted' near light rail stops at Dulwich Hill Interchange, Dulwich Grove, Arlington, Marion, Lilyfield, Rozelle Bay, Hawthorne, Leichhardt North and Lewisham West, as listed in the attached summary table;
2. Council review the car share spaces at the end of the trial period, utilising data provided from car share operators and the community and be reported back to the Traffic Committee; and
3. The costs of the installation, maintenance and removal of signage, marked parking bays, linemarking and wayfinding be met by the car share operator.

**BACKGROUND**

Council on 30 April 2019 resolved to review the submission from GoGet regarding a pilot program integrating car share with the Inner West light rail, including information supporting the need for additional spaces. The work included assessing areas near light rail stops and consulting with the community regarding the proposed spaces.

**FINANCIAL IMPLICATIONS**

Any dedicated car share spaces, in accordance with Council's current car share policy will require the installation, maintenance and removal of parking signs, marked parking bays, linemarking, and wayfinding be undertaken by the car share operator.

**OTHER STAFF COMMENTS**

The Car Share and Light Rail research paper considered a number of different models of car share currently in place, as well those models available to car share operators. An assessment of car parking spaces as submitted by GoGet was undertaken with respect to the following factors:

- Existing kerbside occupancy rates, with a view to ensuring that parking demand is not transferred into adjacent residential areas
- Footpaths, kerb ramps, road crossing facility, and lighting levels between the proposed locations and light rail stops
- Surrounding land use and trip generators as shown in Appendix A
- Existing parking control near proposed locations
- Connections with other modes of transport (e.g. bus stop)
- Public transport use and links to other modes

The initial assessment reviewed the 20 car share spaces as requested and resulted in 18 car share spaces being included in the community engagement, undertaken in June 2019.

### **PUBLIC CONSULTATION**

The community engagement for the pilot program resulted in 8,489 letters posted to surrounding areas near each proposed car share spaces. Letters were distributed to residents and businesses to participate in an online survey through Council's *Your Say Inner West* website. A total of 184 submissions were received online, including paper based submissions. The website also resulted in 422 online visits during the engagement period. A summary of the consultation results is tabled below.

Location	Total submissions received					
	Support	%	Not support	%	Unsure /Neutral	%
Dulwich Hill Interchange	43	76.8%	11	19.6%	2	3.6%
Dulwich Grove	24	66.7%	11	30.6%	1	2.8%
Arlington	25	51.0%	23	46.9%	1	2.0%
Waratah Mills	22	47.8%	22	47.8%	2	4.3%
Lewisham West	27	71.1%	9	23.7%	2	5.3%
Marion	17	68.0%	6	24.0%	2	8.0%
Hawthorne	15	60.0%	8	32.0%	2	8.0%
Leichhardt North	28	62.2%	16	35.6%	1	2.2%
Lilyfield	26	72.2%	8	22.2%	2	5.6%
Rozelle Bay	26	66.7%	11	28.2%	2	5.1%
Subtotal	253	64.1%	125	<b>31.6%</b>	17	<b>4.3%</b>

Whilst there has been a good level of support from the community regarding the program, some of the objections felt that the proposal will result in a reduction of car parking supply, especially in areas where residents find parking a daily issue and a challenge. Other submissions felt that reallocating public space to a car share operator is unfair.

Having considered the results, it is recommended to proceed with one space proposed in Constitution Road as this is currently used as a pickup and setdown area, resulting in no net loss of parking. The car share space in Grove Street is not supported. In Waratah Mills, due to the high level of concern received, it is recommended to proceed with one space in Davis Street, with the Weston Street space not supported.

Leichhardt North received some concern; however, as there was a good level of support (62.2%), it is recommended to implement the two spaces in Darley Road as proposed.

A summary table of the recommendation is provided below.



Light rail stop	Requested number of spaces	Location description	Existing parking control	Recommendation	Recommended number of spaces
Dulwich Hill interchange	2	Bedford Crescent , angle parking spaces adjacent to entrance to light rail stop	2P Permit Holders Excepted Railway frontage	Not supported. First 2 unrestricted parking spaces adjacent to existing 2P Permit Holders Excepted recommended to be converted to carshare spaces.	2
	2	Terrace Road , angle parking space on north side	Unrestricted parking, spaces for recreational users to Shanahan Reserve Railway frontage	Not supported as there are only 6 spaces intended for reserve use.	0
Dulwich Grove	1	Denison Road, east side, 10m north of New Canterbury Road	Unrestricted parking In front of recent residential unit development	Supported	1
	1	Hercules Street, west side	Unrestricted parking In front of recent residential unit development	Supported	1
Arlington	1	Constitution Road, north side	No Parking – pickup/drop off zone Pickup zone will be reduced from 23m to 18m.	Supported	1
	1	Grove Street	Unrestricted parking In front of industrial development	Not supported	0
Waratah Mills	1	Davis Street service road south side, opposite No.8	Unrestricted	Supported	1
	1	Weston Street east side opposite No.77	Unrestricted, adjacent to residential house	Not supported	0
Lewisham West	1	Hudson Street, north side, adjacent to existing carshare space west of New Canterbury Road	Unrestricted parking	Supported	1
Taverners Hill	No spaces proposed				
Marion	2	Hawthorne Parade	Unrestricted parking, for park users. Reserve side of Hawthorne Parade has approximately 70% occupancy levels during the day.	Supported	2
Hawthorne	2	Darley Road, west side opposite 8-26 Darley Road, approx. 50m north of Allen Street	Unrestricted parking adjacent to Hawthorne Reserve	Supported	2
Leichhardt North	2	Darley Road, north side, west of Hubert Street and adjacent to the existing pickup and setdown area	Unrestricted parking, in front of Dan Murphy's site frontage, and adjacent to entry driveway.	Supported	2
Lilyfield	2	Catherine Street cul-de-sac end Adjacent to City West Link Road	Unrestricted parking	Supported	2
Rozelle Bay	1	Bayview Crescent, opposite Adjacent to existing car share space, opposite No.33	Currently No Parking drop off/set down area. Proposal will reduce No Parking zone from 28m to 22m.	Supported	1

## ATTACHMENTS

- [1. Car Share and Light Rail Research Paper](#)



## **Car Share and Light Rail Research Paper**

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### **Introduction**

This report will look at car sharing and its interaction with the Inner West Light Rail Line stops (within the Inner West Council LGA). Considerations related to car sharing in general have been explored, as will the different characteristics of the major car share operators currently available in Sydney. The existing physical provision of car share locations surrounding the Inner West Light Rail Line stops have been examined, along with the surrounding areas land-use and active transport networks. Kerbside occupancy has also been examined at different times throughout the day, and consideration given to current major Planning Proposals and Development Applications along the line.

### **General Considerations**

#### **Benefits**

Car sharing is now an established form of public transportation providing numerous positive economic and social benefits for the areas it operates in. Deferred car purchases, a decrease in vehicles on the road, reduced vehicle kilometres travelled, reduced pollution, an increase in active transport use, improved transport choices for some lower income members of the community, as well as an increase in available parking spaces are all benefits associated with car sharing (City of Sydney 2012). Studies have also indicated that one car share vehicle replaces between 10 and 15 private cars (depending on local demographic characteristics).

#### **Legibility**

Situating car sharing options close to major public transport infrastructure, such as light rail stops, makes car sharing locations predictable, legible and easy to access. This ease of access and legibility has potentials to increase the use of car sharing, therefore increasing the community benefits mentioned above.

#### **Generic Spaces**

Providing individual spaces for each operator reduces the parking related benefits associated with car sharing in general and may even cause a decrease in overall availability of parking spaces. Generic spaces, which can be used by all of the various car share operators, present a number of logistical issues. These issues, such as guaranteed availability of the spaces when required and default parking spaces when not, are not easily surmounted. The City of Sydney has generally chosen to reallocate generic spaces to

provider specific spaces, ultimately dividing its car share locations between the two major professional operators (see below). The model adopted by City of Sydney may, however, require people wanting to use a car share service to be members of more than one operator, which reduces some of the accessibility benefits of car sharing in general.

### **Car Sharing Models**

The three currently implemented car sharing service systems are two way, one way, and free flow.

#### **Two-way Hire**

Two-way hire involves a vehicle being returned to the location it was originally acquired from. This system can be inconvenient for users who need a vehicle for only one sector of their trip but are obliged to return the vehicle to its original location.

Such car share members are more likely to use access to car sharing services as a substitute for private car ownership and were found to be close to five times more likely to reduce car ownership compared to one way car share users (Namazu & Dowlatabadi 2018).

Two-way car sharing can be further divided into two separate models: 'Professional' and 'Peer to Peer'.

**Professional** car sharing is a model based on the provision of dedicated vehicles that are located at specific, also dedicated, sites. This model necessitates the involvement of Council to provide the dedicated parking spaces required. Having a number of different professional car share operators presents some problems. As previously mentioned, the need to provide separate car sharing locations for each operator will reduce some of the parking related benefits associated with car sharing in general and may even cause a decrease in the overall availability of parking spaces. Any new operators would also have to be accommodated, potentially leading to significant issues with space provision. Considering this, though competition is often deemed important when looking at privately operated industries and businesses.

**Peer to Peer** car sharing is a model by which individuals may rent privately owned vehicles on an hourly or daily basis to other registered users of the service. This model does not require any current parking spaces to be taken out of general use or any other special parking arrangements. Nor does it require any specific Council involvement. It does however present a number of problems. One of these is that, due to the nature of the model, the coverage of the network is frequently confined to residential areas. Therefore areas that mostly consist of other land uses can lack provision. Another is related to the often temporary nature of the vehicle locations or vehicle availability. When the members who provide the vehicles either change their residential address, opt out of participating in the service or are using the car themselves, peer to peer car sharing locations also change or the vehicles may not be available.

#### **One Way Hire**

One-way hire permits users to pay per use by allowing them to leave the vehicle at a location of choice as long as the drop-off station and time is indicated in advance. This

system can be unattractive for users who require a return trip but may not be able to return as their inbound vehicle was assigned to another user who requested a ride.

One-way hire members are more likely to use car sharing services as a supplement to all modes of transportation (Namazu & Dowlatabadi 2018).

#### **Floating Car Share**

In "Floating" systems, members can walk up and take any available fleet vehicle, at any time, without designating a specific return station or time. Floating systems are therefore a specific type of one-way system where the drivers can keep the car if they wish but they need to pay for it and the vehicle can be left at virtually any location.

These different types of car share systems are often complimentary to each other. Considering this, facilitating the provision of all three types of car sharing system could be viewed as a priority by Council, though this may prove difficult to implement. Finding an operator (or combined operators) who can supply all three types of care sharing systems could be a less problematic way of providing the same outcome.

A hybrid system that combines these types has been proposed by Nourinejad & Roorda (2015).

#### **Current Operators**

The three current major car share operators in NSW use a two way car sharing system.

##### **Professional Car Sharing**

GoGet is Australia's first and largest professional car sharing service, as well as the largest car share operator in NSW. GoGet has an established network of car sharing locations (pods) across greater Sydney. GoGet has been successful in acquiring Council approved car sharing pods and these are located at numerous key locations across greater Sydney. At the time of this report GoGet has 10,000 members across the Inner West.

Flexicar is a Melbourne based professional car share operator with a small presence in Sydney. This operation is currently mostly focused in the CBD, with a small number of other locations in limited parts of the metropolitan area. Flexicar does not currently have any car share locations within the Inner West LGA. Flexicar has requested to be part of Council's integration of car share and public transport (light rail) trial and this is currently being addressed by Council Officers. Currently Flexicar has 613 members within the Inner West.

Large sections of greater Sydney do not currently have access to a professional car share location, in particular the outer south-west. The populous Hunter, Central Coast and Illawarra regions also currently lack any provision, while the only regional centre in NSW where either GoGet or Flexicar operate is Orange (GoGet only). This lack of wider provision needs to be addressed if professional car sharing is to fulfil its potential of being an equitable form of transportation. Local government could possibly play a leading role in rectifying this issue and encouraging professional car share in their respective areas.

##### **Peer to Peer Car Sharing**



Car Next Door is an Australian company that facilitates peer-to-peer car sharing. Car Next Door has an established network of privately owned vehicles across greater Sydney. It currently provides reasonably extensive coverage of the Sydney metropolitan area and the Hunter, Central Coast and Illawarra regions. Regional NSW coverage is low, but more comprehensive than the other operators mentioned above. This coverage is difficult for government to affect, but could be encouraged with local government promotion of the service.

### Inner West Light Rail Line Patronage

Using data provided from Transport for NSW's Open Data, the Opal card usage (tap on/off) for the period February to October 2018 is illustrated in Figure 1. The data suggest that there is a higher patronage in Dulwich Hill interchange located at the end of the Inner West light rail line.

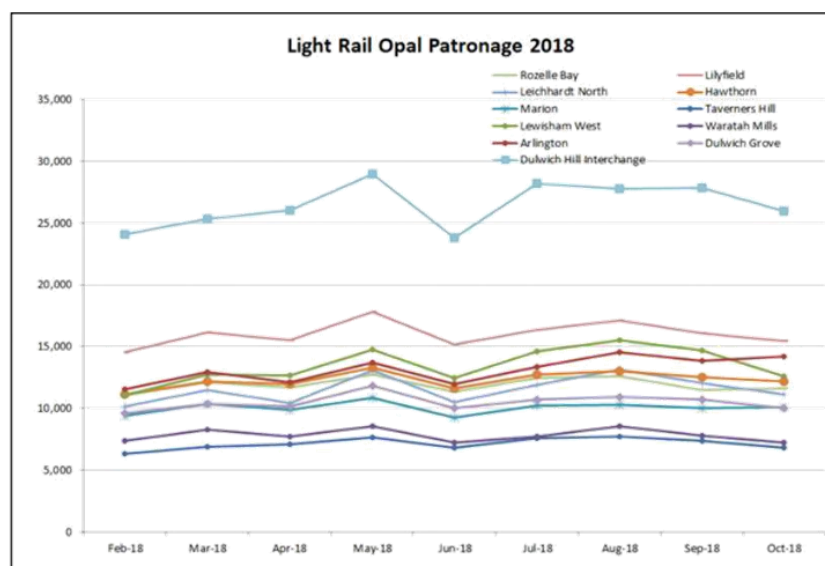


Figure 1: Inner West Light Rail Patronage in 2018. Data source Open Data Transport for NSW [opendata.transport.nsw.gov.au](https://opendata.transport.nsw.gov.au)

The Inner West light rail was introduced in the CBD in 1997 from Central Station to Wentworth Park. In 2000 the line was extended into Leichhardt North and subsequently further extended to Dulwich Hill in 2014. Historically light rail services were well utilised and overcrowding became an issue. Accordingly additional services were introduced in recent years to meet rising demand from approved residential developments near light rail stops.

## Assessment of car share locations

A total of 20 car share space proposals at 10 light rail stops have been considered. These locations are assessed based on a number of factors including the following:

- Existing kerbside occupancy rates, with a view to ensuring that parking demand is not pushed into adjacent residential areas
- Footpaths, kerb ramps, road crossing facility, and lighting levels between the proposed locations and light rail stops
- Surrounding land use and trip generators as shown in Appendix A
- Existing parking control near proposed locations
- Connections with other modes of transport (e.g. bus stop)
- Public transport use and links to other modes

If supported Council may provide dedicated on-street car share parking spaces in accordance to RMS Technical Direction TTD 2018/001 *"Guidelines for the implementation of on-street car share parking"*.

The car share spaces are fixed spaces and do not require a residential parking permit to operate on these spaces. During the initial assessment two of the car share spaces were not supported, and accordingly 18 spaces were presented to the community for feedback.

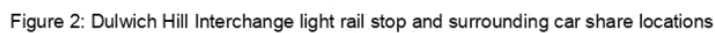
### Dulwich Hill Interchange

Dulwich Hill Interchange provides pedestrian access to and from Bedford Crescent and Jack Shanahan Reserve. The area is surrounded by low density houses and medium density residential units, with good access to the shopping. The area has good access to Wardell Road shopping village and bus stops in Dudley Street and Ewart Street.

Illustrated in Figure 2, two car share spaces were initially proposed along the western end of the angle parking spaces in Bedford Crescent, where it is currently signposted as '2P Permit Holders Excepted'. As this will displace parking spaces for residents with a valid permit, it is recommended that the first two available unrestricted angle parking spaces east to this zone is to be converted to car share spaces.

Terrace Road can be accessed through Shanahan Reserve and provides 6 parking spaces for recreational users to the reserve. Observations indicate that these spaces are well occupied throughout the day, and allocating 2 of 6 spaces would reduce parking supply for those using the reserve facilities. It is also noted that this is within 500m of the car share space proposed in Hercules Street. Accordingly the car share spaces in Terrace Road are not supported.

As shown in Figure 1, Dulwich Hill Interchange experiences a higher level patronage. Reasons for the higher level of passengers could be due to the stop being located at the end of the light rail line, where the light rail carriage would be empty. Other factors include the long term commuter parking facility located south of the Dulwich Hill Rail station and good connections with bus stops along Dudley Street.



Dulwich Grove is surrounded by a combination of residential, mixed uses, educational, industrial and commercial areas. This location also provides connections to bus services along New Canterbury Road.

Another parking space is located on the west side of Hercules Street, approximately 30m north of Consett Street. This is currently an unrestricted space with a high occupancy level.

Both spaces are located adjacent to medium density apartments with off-street parking provision for residents and visitors.





Figure 3: Dulwich Grove light rail stop and surrounding car share locations

### Arlington

The Arlington light rail stop is surrounded by residential houses and medium density units, reserves and educational institutions located nearby. Observed parking levels in streets near the station were found to be typically exceeding 85% occupancy during the day.

Two car share spaces are proposed as shown in Figure 4, with one unrestricted space located on the south side of Grove Street adjacent to an existing industrial business premise. As there is limited parking in the cul-de-sac, the allocation of parking spaces must be carefully considered.

The other space is located on the north side Constitution Road opposite to house number 79. Currently this area is signposted as a 'No Parking' and used as a passenger pickup/set down area, allocating a car share space at this location would reduce the 'No Parking' zone from 23m to 18m. Considering that there are additional areas along Constitution Road that can be used for pick up and set down, an additional car share space would result in no net loss in parking supply.



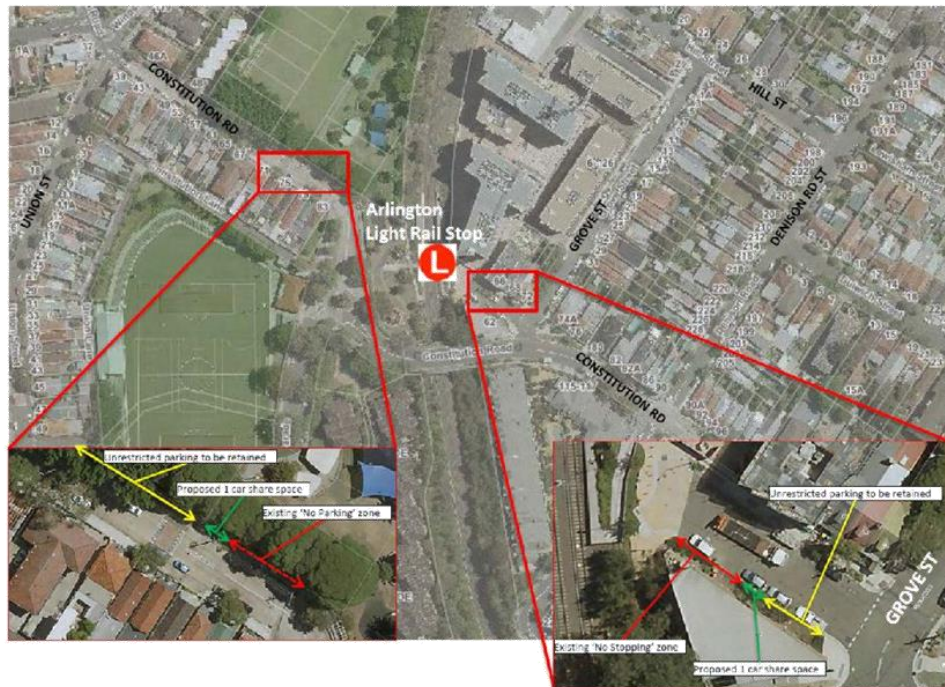


Figure 4: Arlington light rail stop and surrounding car share locations.

### Waratah Mills

Waratah Mills is mostly surrounded by a range of residential semi, terrace and free standing houses, including low density residential apartments. This stop is generally well accessed with pickup and set down areas, including two Wombat Crossing along Davis Street. On-street parking demand range between 70-80% during the day. There is no other nearby public transport services and cycling routes are predominantly on-road.

Two car share spaces have been considered in Weston and Davis Streets. In Weston Street the proposed car share space is located along the side frontage of a residential premise and is currently unrestricted, with a high level of parking demand in this street. The other car share space proposed is located in Davis Street opposite house No.8.

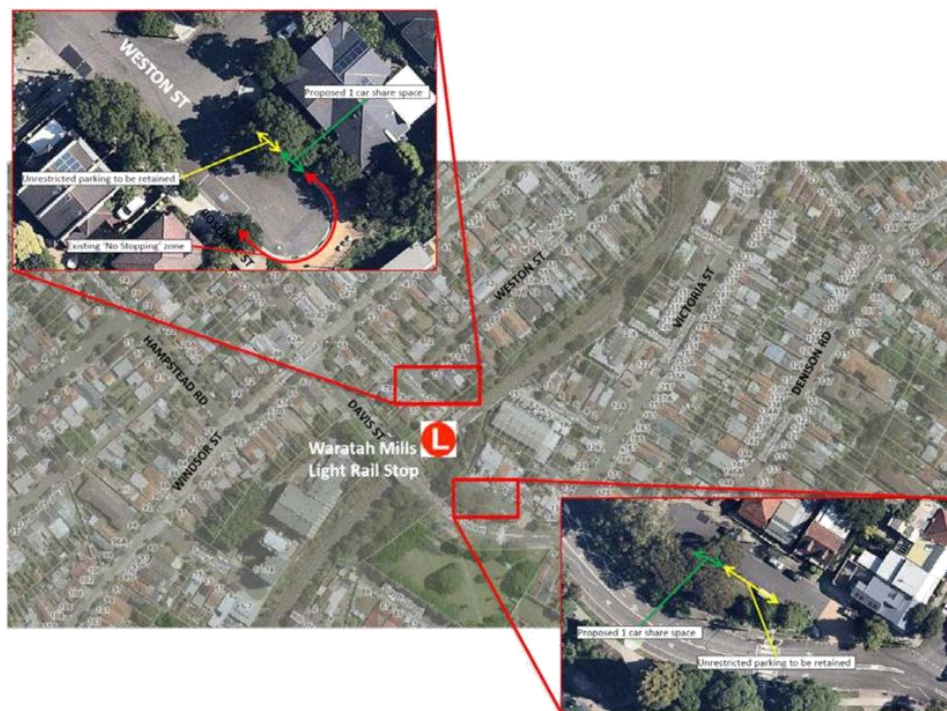


Figure 5: Waratah Mills light rail stop and surrounding car share locations

### Lewisham West

Lewisham West experienced significant redevelopments in recent years with the mixed medium density commercial and residential apartments replacing the flour mill site and surrounding areas. Some pockets of industrial areas have remained and low density residential houses and older units characterise the general area. This stop is also within 500m walking distance to Lewisham railway station.

An existing dedicated car share space was established early 2017 on the north side of Hudson Street, west of Old Canterbury Road. A proposal to expand the car share space to two spaces would be beneficial however this will reduce the number of unrestricted parking in Hudson Street.

In Flour Mill Way there are two additional existing car share spaces west of the road bend. Figure 6 illustrated the proposed car share space in Lewisham West.



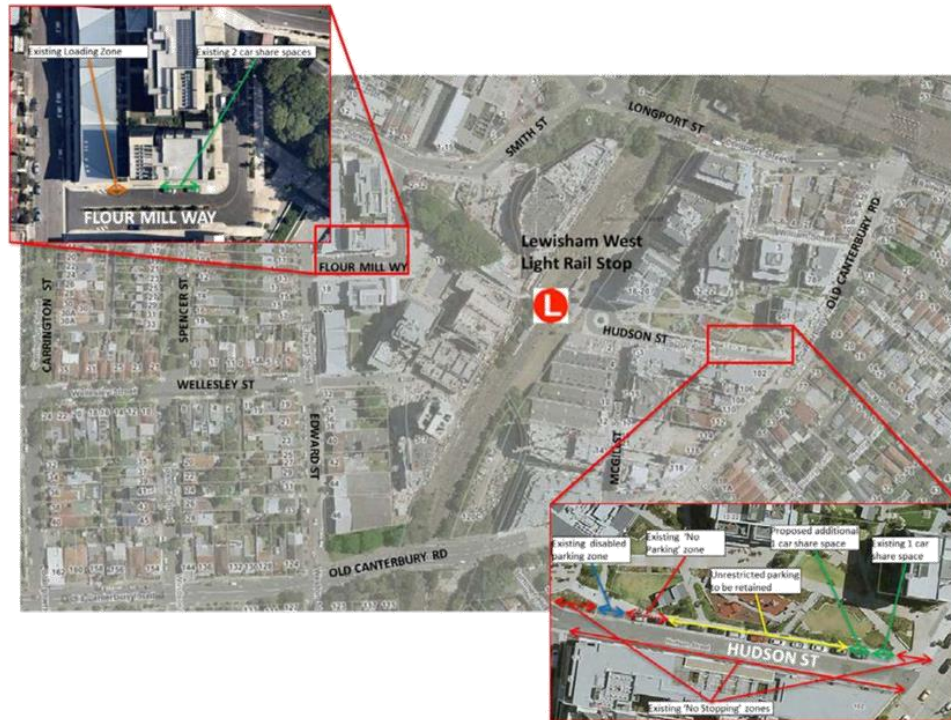


Figure 6: Lewisham West light rail stop and surrounding car share locations

### Marion

The Marion light rail stop is situated between light industrial and low density residential units and houses to the east, while larger residential houses are located to the west.

Parking levels in surrounding roads are high throughout the day with unrestricted parking in local residential streets.

Two car share spaces are proposed on the west side of Hawthorne Parade, opposite No.118 and adjacent to existing mobility parking spaces. It is noted that this change will reduce the parking spaces intended for recreational users of Hawthorne Canal Reserve. However considering that there is generally 70% occupancy along the reserve side of Hawthorne Parade throughout a typical weekday and additional parking can be found further north, the proposed changes is supported.



Figure 7: Marion light rail stop and surrounding car share locations

### Hawthorne

Similar to the Marion light rail stop, Hawthorne is surrounded by combination of light and medium density units, houses, and light industrial units to the east. To the west are larger sized residential houses. The area is accessed mainly by motor vehicles and active transport.

Parking occupancy levels are close to 100% during the day within the 100m walking distance from the light rail stop. This gradually reduces to approximately 70% as the distance increases to 250m.

Two parking spaces are proposed on the west side of Darley Road south of the 'No Parking' drop off and set down area, opposite 8-26 Darley Road. The spaces are currently unrestricted and a dedicated car share space at this location is supported.





Figure 8: Hawthorne light rail stop and surrounding car share locations

### Leichhardt North

Leichhardt North light rail stop was constructed adjacent to City West Link Road and pedestrian access is provided via traffic signals in James Street. The area is surrounded by a combination of semi, terrace, and individual residential houses. There are some industrial units positioned further away and the area provides good pedestrian connections to bus services in Norton Street and Mary Street.

Parking occupancy levels are typically higher than 85% along the adjacent streets including the north side of City West Link Road. The streets north of City West Link Road comprises of 1P permit parking established during events at Leichhardt Oval.

Two car share spaces are proposed on the north side of Darley Road, west of Hubert Street and adjacent to the existing pickup and set down area. As the spaces are also adjacent to the entry driveway to Dan Murphy's, this arrangement should not compromise safety for vehicles exiting the site. The proposed two car share spaces are currently unrestricted, however as there is a high level of parking demand and as the location is within the Dan Murphy's site frontage this proposal will need support from the community.

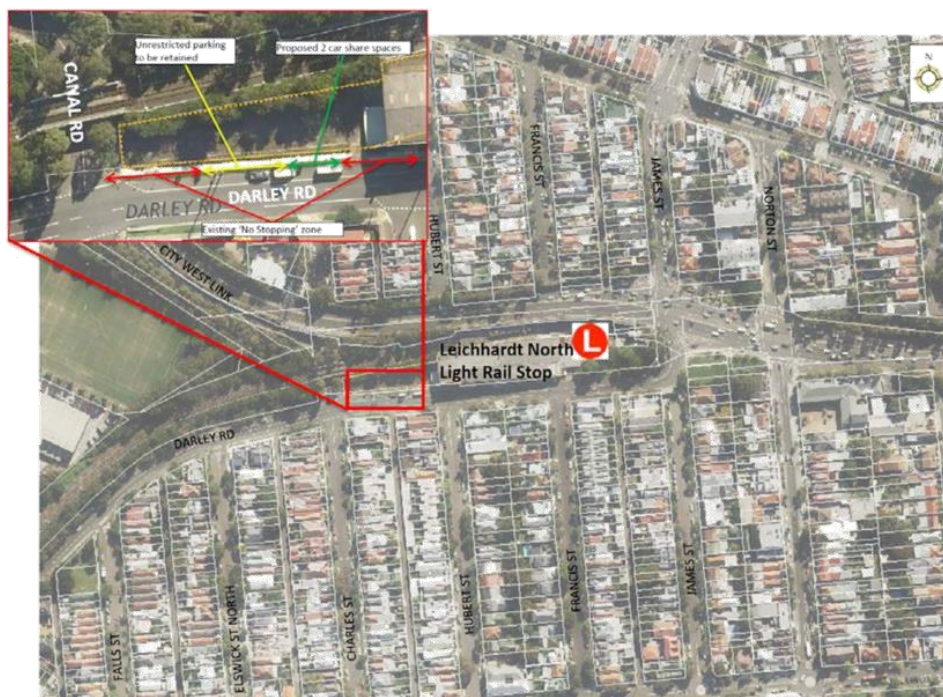


Figure 9: Leichhardt North light rail stop and surrounding car share locations

### Lilyfield

Lilyfield light rail station provides immediate connections to bus, bicycle and walking networks. The surrounding land use mainly consists of closely built houses, City West Link Road, and some industrial uses. Parking occupancy levels are considered high in surrounding areas, managed with '2P permit holders excepted' in the streets south of City West Link Road, and 10P daytime parking along Lilyfield Road. Daytime parking occupancy levels are considered moderate along the south side due to the residential parking scheme, and high along the north side as the area generally permit long term parking during the day.

As shown in Figure 10 two car share spaces are proposed in the cul-de-sac end of Brenan Street adjacent to the signalised intersection with City West Link Road. The two spaces are currently unrestricted and conversion to a car share space is supported.



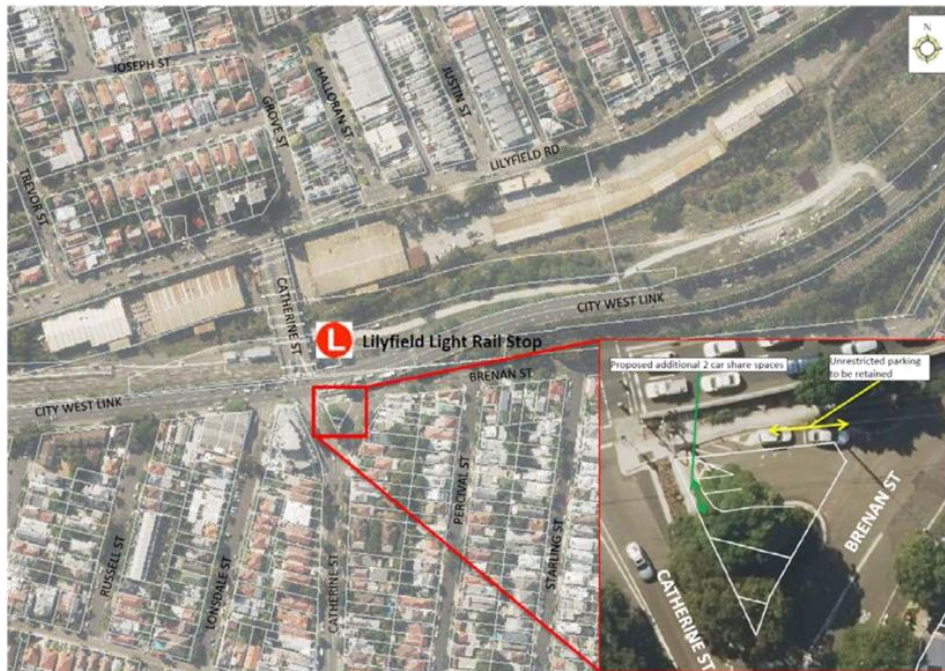


Figure 10: Lilyfield light rail stop and surrounding car share locations

### **Rozelle Bay**

Rozelle Bay light rail stop is surrounded by City West Link Road and the former Rozelle rail yard site to the north, with residential houses to the south. An existing car share space in Bayview Crescent, opposite No.33 is currently utilised by an existing car share company. Long term parking is generally available in local streets to the south, with some level of 2P residential permit scheme in place to assist residential parking. Parking occupancy levels are in the order of 80-90% within the 250m walking distance.

The proposal is to establish a second car share space adjacent to the existing space in Bayview Crescent opposite No.33. This will reduce the current 28m length 'No Parking' zone used for pickup and set down of passengers by 6m. This proposal is supported.



Figure 11: Rozelle Bay light rail stop and surrounding car share locations

### Taverners Hill

No car share spaces have been proposed in Taverners Hill.

### Car Share Space Wayfinding

Connection between light rail and other transport modes such as bicycle routes, bus stops, and pick up and setdown areas will support shared and public transport in the Inner West. As car share spaces proposed in this report are located up to 150m away from the light rail stop, some form of wayfinding is required either by pavement decals on the footpath and/or by directional signage.

Additional factors such as quality of footpaths, kerb ramps, and lighting are vital in supporting car share. In Council's assessment all proposed car share locations have been provided with footpaths, kerb ramps, road crossing facility, and acceptable lighting levels at night.

### Current Major Developments

There are a number of current Planning Proposals and Development Applications along the IWC portion of the Inner West Light Rail Line. These developments have the potential to increase the residential population of the areas surrounding the line. Therefore, these



developments could increase the need for car sharing across the region. The current major developments are listed below:

- 120C Old Canterbury Road – 62 apartment units
- 36 Lonsdale Street & 64-70 Brennan Street - 54 apartment units
- 26-38 Hercules Street and 466-480 New Canterbury Road – 156 apartment units
- 67-75 Lords Road – Rezone IN2 to R3; increase the FSR from 1:1 to 2.4:1 increase maximum building height to RL35; introduce a site-specific LEP provision to allow a range of additional non-residential uses. This was not supported by Council and is undergoing a Rezoning Review by Department of Planning and Environment (DPE).

### Other Issues

- The provision of signposted car share spaces is for the use by authorised car share operator vehicle only. As there has been several car share operators expressing an interest for this program, local government bodies will need to manage car share operators.
- The provision of car share spaces at light rail stops has not yet been demonstrated to encourage increased use of car share as the current providers use a two-way hire model, consequently members are unlikely to use the vehicle to travel to or from the light rail as they would be charged for the period that the car is parked elsewhere (ie unused). However it does create a more legible system by providing the predictability that every light rail stop would have car share spaces.
- An alternate option to the provision of new spaces at light rail stops would be to:
  - Relocated adjacent car share spaces to light rail stops (and establish a new space at Leichhardt North Light Rail Stop); or
  - Improve way finding from light rail stops to nearby existing car share spaces.
- The three former Councils (Ashfield, Leichhardt and Marrickville) and its Car Share Policy is still in force. At the time of this report Council is working to harmonise the three existing policies.

### Community Engagement

As part of Council's engagement for this project, 8,489 letters were posted to the community inviting to comment on the proposed car share spaces. Letters were distributed to residents and businesses surrounding each Inner West light rail stops where car share spaces are being proposed. An online survey was setup through Council's *YourSay Inner West* website resulted in a total of 184 completed surveys including individual submissions and 422 online visits to the site.

Council also advertised the project through social media via Inner West Council Facebook page on 18 June 2019. The survey ended on 7 July 2019 with a summary shown in Table 1. The online survey was flexible to allow submissions based on multiple locations hence the results reflect a higher total number. Similarly individual submissions made reference to more than one location and hence included.

Location	Total submissions received					
	Support	%	Not support	%	Unsure /Neutral	%
Dulwich Hill Interchange	43	76.8%	11	19.6%	2	3.6%
Dulwich Grove	24	66.7%	11	30.6%	1	2.8%
Arlington	25	51.0%	23	46.9%	1	2.0%
Waratah Mills	22	47.8%	22	47.8%	2	4.3%
Lewisham West	27	71.1%	9	23.7%	2	5.3%
Marion	17	68.0%	6	24.0%	2	8.0%
Hawthorne	15	60.0%	8	32.0%	2	8.0%
Leichhardt North	28	62.2%	16	35.6%	1	2.2%
Lilyfield	26	72.2%	8	22.2%	2	5.6%
Rozelle Bay	26	66.7%	11	28.2%	2	5.1%
Subtotal	253	64.1%	125	31.6%	17	4.3%

Table 1: Car Share Space Pilot Engagement Results

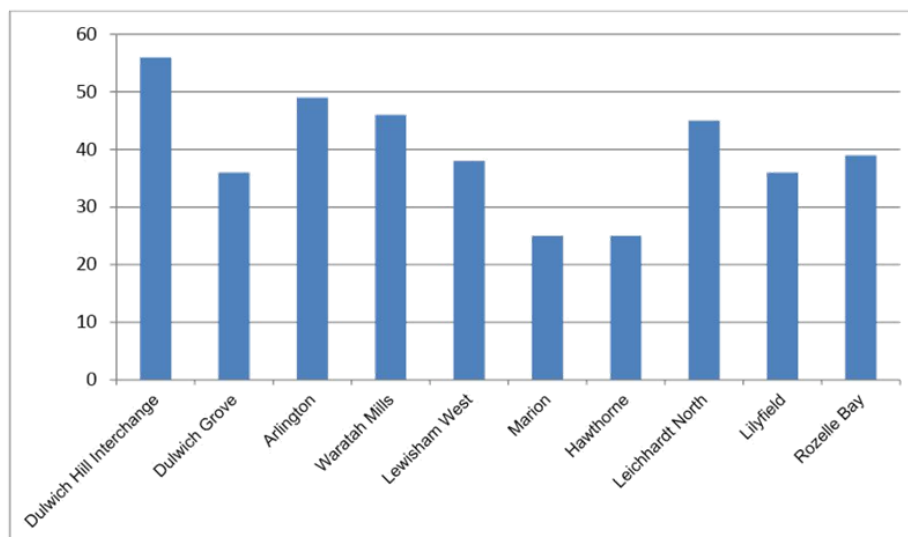


Figure 12: Number of votes by light rail stops

Figure 12 illustrates the number of votes made by light rail stops, with a higher response from Dulwich Hill Interchange, Arlington, Waratah Mills and Leichhardt North.

The main issues raised in support for the proposed car share spaces comprised of the following:

- Integrating public transport and shared transport was helpful in reducing parking and resources
- Although parking near light rail stops are difficult, some believe we should be moving towards having less personally owned cars and more sustainable transport options
- Some suggested the use of 'one way' car share model and that the proposed scheme would limit to users who can return to the original car share space

The main issues raised in objection for the proposed car share spaces comprised of the following:

- Residents felt the proposed car share spaces would result in the reduction of on-street parking supply and existing parking situation is already difficult. Some did not support this proposal on this basis.
- Some felt that Council was giving preferential parking to a carshare company free of charge, when operators will profit from the benefited parking space. This is not the case as existing Council's Car Share Policy require approved car share companies to a formal agreement with Council for the ongoing fee to operate dedicated car parking spaces. Any installation and maintenance of signage and linemarking bays will be undertaken at no cost to Council.
- Some have suggested the consolidation of nearby existing car share spaces and light rail spaces to reduce the loss of on-street parking supply

Having considered the results in Table 1, with the exception of Arlington, Waratah Mills and Leichhardt North there is general support ranging from 60% to 77% and is supported.

Arlington received a notable 46.9% non-support and it is recommended to implement only the Constitution Road car share space as this is currently used as a pickup and setdown area, resulting in no net loss of parking. It is recommended that the proposed car share space in Grove Street not be supported.

Waratah Mills received 47.8% non-support for the proposed two spaces currently allocated as unrestricted. It is recommended to implement the Davis Street car share space only, and not proceed with the Weston Street car spare space due to high level of concern received from surrounding areas and as it is positioned on the side of a residential property.

Leichhardt North also received 35.6% non-support for the proposed two spaces currently unrestricted. As there was a notable 62.2% support, it is recommended to implement the two spaces as proposed.

Council has also received a summary of feedback conducted from a car share operator based on registered users. In general there was good response from car share users with approximately 85-95% support being reported.

## **Conclusion**

The provision of car share parking is a priority for Council as it encourages more sustainable modes of travel and reduces the dependence on the private motor vehicle use. Considering the submissions received during the community engagement period and the level of support and objections to the proposed car share spaces, it is recommended that car share spaces as outlined in Table 2. The provision of Signs, stems, parking bay linemarking, and wayfinding should be installed at no cost to Council, and in accordance to the existing legacy policies on car share spaces.

Light rail stop	Requested number of spaces	Location description	Existing parking control	Recommendation	Recommended number of spaces
Dulwich Hill interchange	2	Bedford Crescent , angle parking spaces adjacent to entrance to light rail stop	2P Permit Holders Excepted Railway frontage	Not supported. First 2 unrestricted parking spaces adjacent to existing 2P Permit Holders Excepted recommended to be converted to carshare spaces.	2
	2	Terrace Road , angle parking space on north side	Unrestricted parking, spaces for recreational users to Shanahan Reserve Railway frontage	Not supported as there are only 6 spaces intended for reserve use.	0
Dulwich Grove	1	Denison Road, east side, 10m north of New Canterbury Road	Unrestricted parking In front of recent residential unit development	Supported	1
	1	Hercules Street, west side	Unrestricted parking In front of recent residential unit development	Supported	1
Arlington	1	Constitution Road, north side	No Parking – pickup/drop off zone Pickup zone will be reduced from 23m to 18m.	Supported	1
	1	Grove Street	Unrestricted parking In front of industrial development	Not supported	0
Waratah Mills	1	Davis Street service road south side, opposite No.8	Unrestricted	Supported	1
	1	Weston Street east side opposite No.77	Unrestricted, adjacent to residential house	Not supported	0
Lewisham West	1	Hudson Street, north side, adjacent to existing carshare space west of New Canterbury Road	Unrestricted parking	Supported	1
Taverners Hill	No spaces proposed				
Marion	2	Hawthorne Parade	Unrestricted parking, for park users. Reserve side of Hawthorne Parade has approximately 70% occupancy levels during the day.	Supported	2
Hawthorne	2	Darley Road, west side opposite 8-26 Darley Road, approx. 50m north of Allen Street	Unrestricted parking adjacent to Hawthorne Reserve	Supported	2
Leichhardt North	2	Darley Road, north side, west of Hubert Street and adjacent to the existing pickup and setdown area	Unrestricted parking, in front of Dan Murphy's site frontage, and adjacent to entry driveway.	Supported	2
Lilyfield	2	Catherine Street cul-de-sac end Adjacent to City West Link Road	Unrestricted parking	Supported	2
Rozelle Bay	1	Bayview Crescent, opposite Adjacent to existing car share space, opposite No.33	Currently No Parking drop off/set down area. Proposal will reduce No Parking zone from 28m to 22m.	Supported	1

Table 2: Recommendation summary



## References

City of Sydney, 2012, 'Benefit-Cost Analysis of Car Share within the City of Sydney', SGS Economics and Planning, June.

Namaz, M & Dowlatabadi, H, 2018, 'Vehicle ownership reduction: A comparison of one-way and two-way carsharing systems', *Transport Policy*, Volume 64, pp 38-50, May.

Nourinejad, M & Roorda, M, J, 2015, 'Carsharing operations policies: a comparison between one-way and two-way systems', *Transportation*, Volume 42, Issue 3, pp 497-518, May.

Light Rail Opal data, Open Data, Transport for NSW, [www.opendata.transport.nsw.gov.au](http://www.opendata.transport.nsw.gov.au), accessed 6 December 2018.

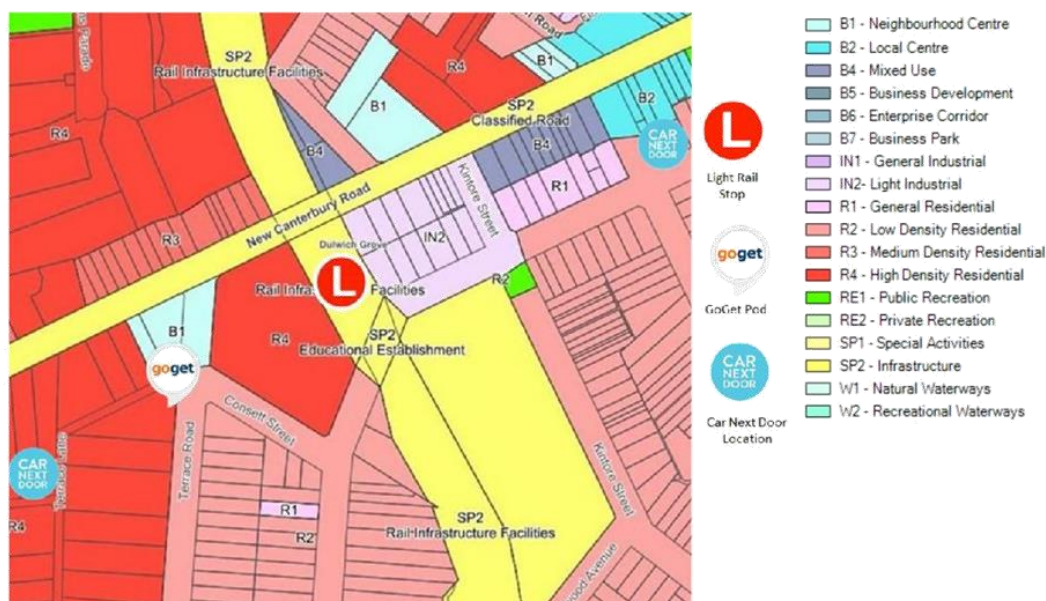
## Appendix A

Land use zoning and existing car share pods near light rail stations

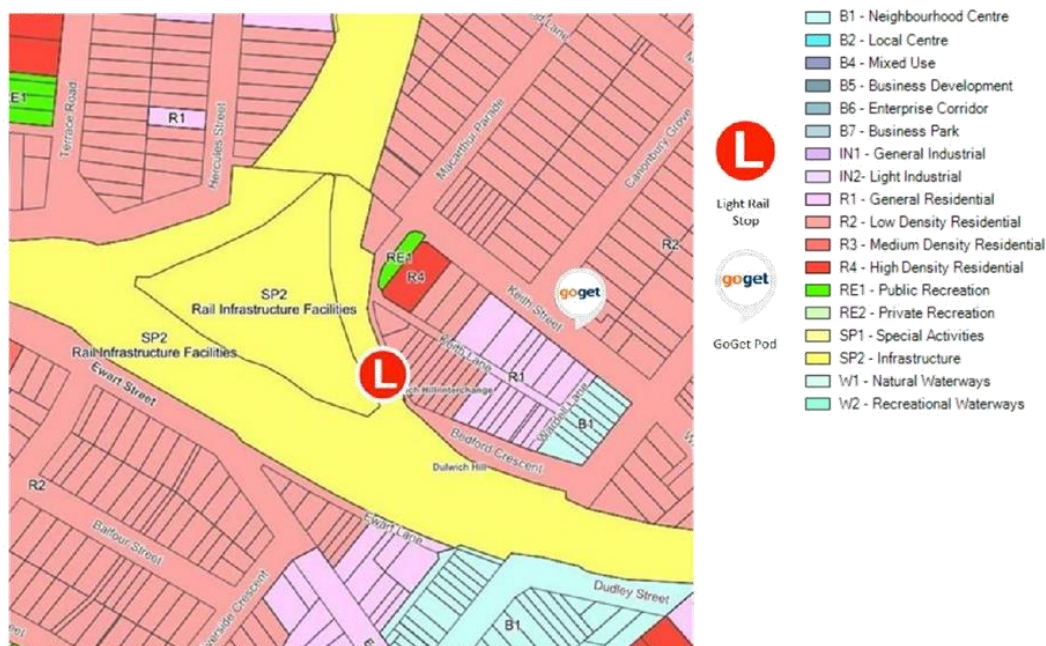
Arlington



### Dulwich Grove



### Dulwich Hill





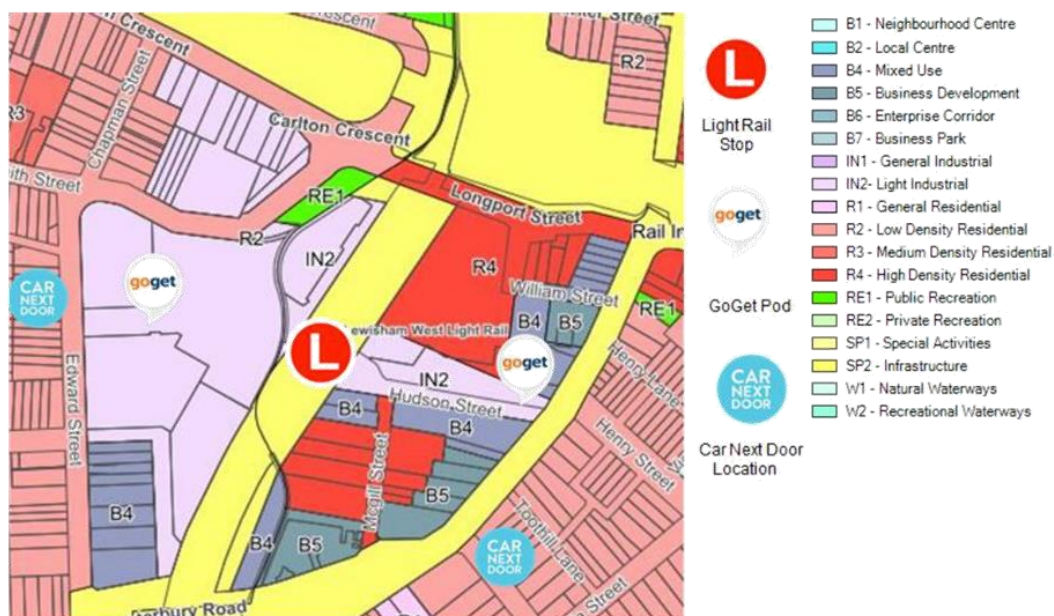
### Hawthorne



### Leichhardt North



### Lewisham West



### Lilyfield

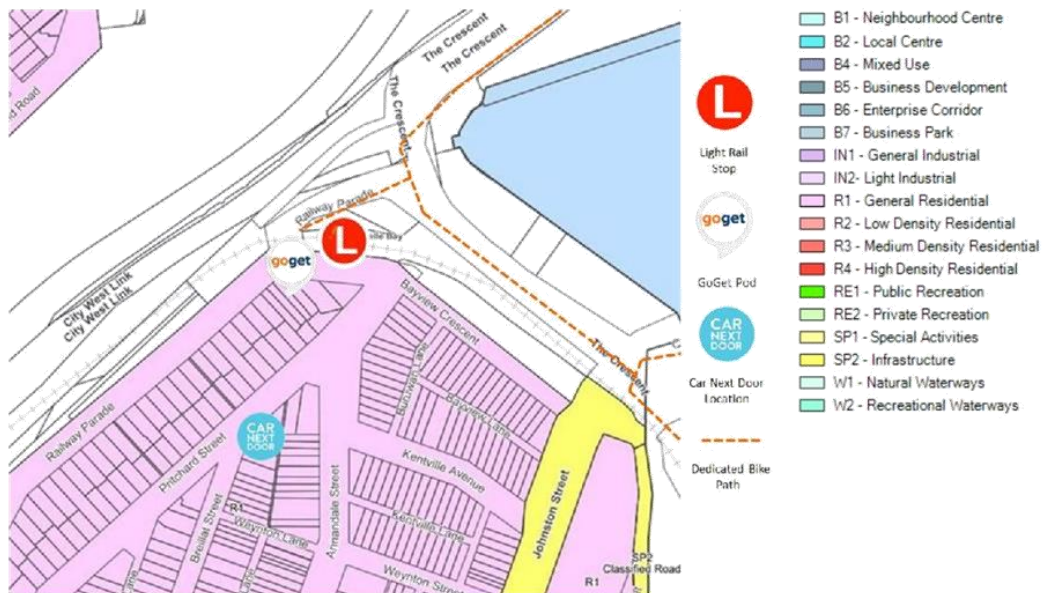




**Marion**



**Rozelle Bay**



**Taverners Hill**



**Waratah Mills**



**Item No:** LTC0819 Item 17

**Subject:** INTEGRATED TRANSPORT PLAN - PRESENTATION (ALL WARDS / ALL ELECTORATES / ALL PACS)

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

**Authorised By:** John Stephens – Traffic and Transport Services Manager

---

### **RECOMMENDATION**

**THAT the Integrated Transport Strategy (ITS) presentation be received and noted.**

---

### **BACKGROUND**

‘Going Places’ is an Integrated Transport Strategy (ITS) for Inner West Council and is one of the key evidence-based strategies that will inform strategic planning in the LGA for the next 20 years.

It is a high-level framework for evaluating detailed transport initiatives and land use planning that will help Council build our future transport network.

A presentation by Council's Strategy Manager outlining the draft ITS will be held at the conclusion of the regular Traffic Committee business.

The draft ITS and further information can be found via the following link:

<https://yoursay.innerwest.nsw.gov.au/integrated-transport-strategy>

### **ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 18

**Subject:** HOLDEN STREET, BETWEEN LIVERPOOL ROAD AND NORTON STREET, ASHFIELD – ‘NO STOPPING’ RESTRICTIONS SUPPLEMENTED WITH YELLOW LINE MARKING  
(DJARRAWUNANG - ASHFIELD WARD / SUMMER HILL ELECTORATE / BURWOOD PAC)

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Due to continual vandalism of signage opposite Ashfield Mall entry, Council is proposing to install yellow line marking to supplement existing ‘No Stopping’ restrictions in Holden Street, between Liverpool Road and Norton Street, Ashfield.

---

### **RECOMMENDATION**

**THAT all existing 'No Stopping' signposting be supplemented with unbroken yellow lines to be installed on both sides of Holden Street, between Liverpool Road and Norton Street, Ashfield in order to deter illegal parking, increase safety and improve visibility and access.**

---

### **BACKGROUND**

Over time the ‘No Stopping’ signage in Holden Street opposite Ashfield Mall entry has been vandalised and Council is proposing to install yellow line marking to supplement existing ‘No Stopping’ restrictions in place in Holden Street, between Liverpool Road and Norton Street, Ashfield.

### **FINANCIAL IMPLICATIONS**

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

### **OFFICER COMMENTS**

**A National Road Rule allowing yellow lines to replace ‘No Stopping’ signs was included in the Australian Road Rules 1999 and was written into NSW legislation in 2008 – Rule 169 (No Stopping on a road with a yellow edgeline). Thus, an unbroken continuous yellow line painted on the edge of a road can be used either instead of – or to reinforce – ‘No Stopping’ signs.**

An unbroken yellow kerb line is a "NO STOPPING" line. You must not stop for any reason except a medical or similar emergency. The reasoning behind this road rule is that a yellow line would help reduce the ever increasing number of signs and other distractions on our roads and can reduce maintenance costs. Police and council parking officers can enforce this road rule, without any other road signs or indications required.

### **PUBLIC CONSULTATION**

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



**CONCLUSION**

It is recommended that all existing 'No Stopping' signposting be supplemented with unbroken yellow lines and be installed on both sides of Holden Street, between Liverpool Road and Norton Street, Ashfield in order to deter illegal parking, increase safety and improve visibility and access.

**Item 18**



**ATTACHMENTS**

Nil.

**Item No:** LTC0819 Item 19

**Subject:** **HOLBEACH AVENUE, TEMPE – TEMPORARY FULL ROAD CLOSURES FOR MS SYDNEY TO THE GONG BIKE RIDE ON SUNDAY 3 NOVEMBER 2019 – (MIDJUBURI-MARRICKVILLE WARD/HEFFRON ELECTORATE/INNER WEST PAC)**

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday, 3 November 2019. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours of 4:00am to 9:30am on Sunday, 3 November 2019.

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

---

### **RECOMMENDATION**

#### **THAT:**

- 1. The proposed temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe on Sunday, 3 November 2019 between the hours of 4:00am to 9:30am be supported as per the submitted TMP and TCPs;**
- 2. All residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) 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.**

---

### **BACKGROUND**

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday, 3 November 2019.

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

This year will be the 38th year that this event will operate and due to the construction of the WestConnex project, previous year's start site at Sydney Park (City of Sydney Council) is no longer available. Tempe Reserve was successfully utilised as the start site in 2017.

This year's course will mostly follow that of previous years with the 82Km start location in Tempe Recreation Reserve Tempe, and the 58Km start location in Cooper Reserve Engadine. The number of participant registrations for the 2018 Gong Bike Ride will remain capped at 10,000.

### **FINANCIAL IMPLICATIONS**

Nil.

### **OFFICER COMMENTS**

MS Australia will utilise the IKEA car park as a drop off zone and riders will ride down Princes Highway (southbound) to the starting location at Tempe Recreation Reserve. The traffic management company will put in an access lane along Princes Highway to keep riders safe while entering the event at Tempe Recreation Reserve where this location will be the start of the cycling course.

The event will start at Tempe Recreation Reserve, Tempe (see Figure below). On departing, cyclists will ride west on Holbeach Avenue and then turn left onto Princes Highway. Cyclists will then ride along the southbound lanes on Princes Highway as they make their way south over the Cooks River Bridge and beyond.

The applicant advised that support of the NSW Police and RMS will be sought and a detailed Traffic Management Plan has been forwarded to the RMS, NSW Police and relevant Councils and authorities.

NSW Police and the MS Australia Course Marshals will be at critical locations to ensure that participants and motorists follow all proposed traffic management measures. The event will be held on a Sunday morning where traffic volumes are expected to be lower than average.

It is proposed that the traffic control measures would be in place between 4:00am and no later than 9:30am as the event commences at 6:00am and is expected to be concluded by 9:00am. The 2018 Bump in and out plan is reproduced at the end of this report. Affected residents and businesses will be allowed access at Police discretion.

### **PUBLIC CONSULTATION**

The applicant advised that the traffic control management on the day of the event will be controlled by NSW Police and MS Australia Course Marshals. The Traffic Control Plans for specific locations are reproduced at the end of this report.

A Traffic Management Plan will be submitted to the Roads and Maritime Services for consideration and approval as well as a Road Occupancy License application will be submitted to the Transport Management Centre.

### **CONCLUSION**

It is proposed that the following traffic related comments be forwarded to Council's Development Assessment section.

Based on the information presented in the applicant's submission to Council with regards to the proposed cycling event on Sunday, 3 November 2019 with the inclusion of a temporary full road closure of Holbeach Avenue, Tempe, it is acknowledged that the event will be controlled by NSW Police and the MS Australia Course Marshals. Therefore, Council supports the temporary full road closure of Holbeach Avenue, Tempe during the course of the event subject to the applicant submitting a Traffic Management Plan to the RMS for consideration and approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded all affected properties and to the appropriate authorities including emergency services.



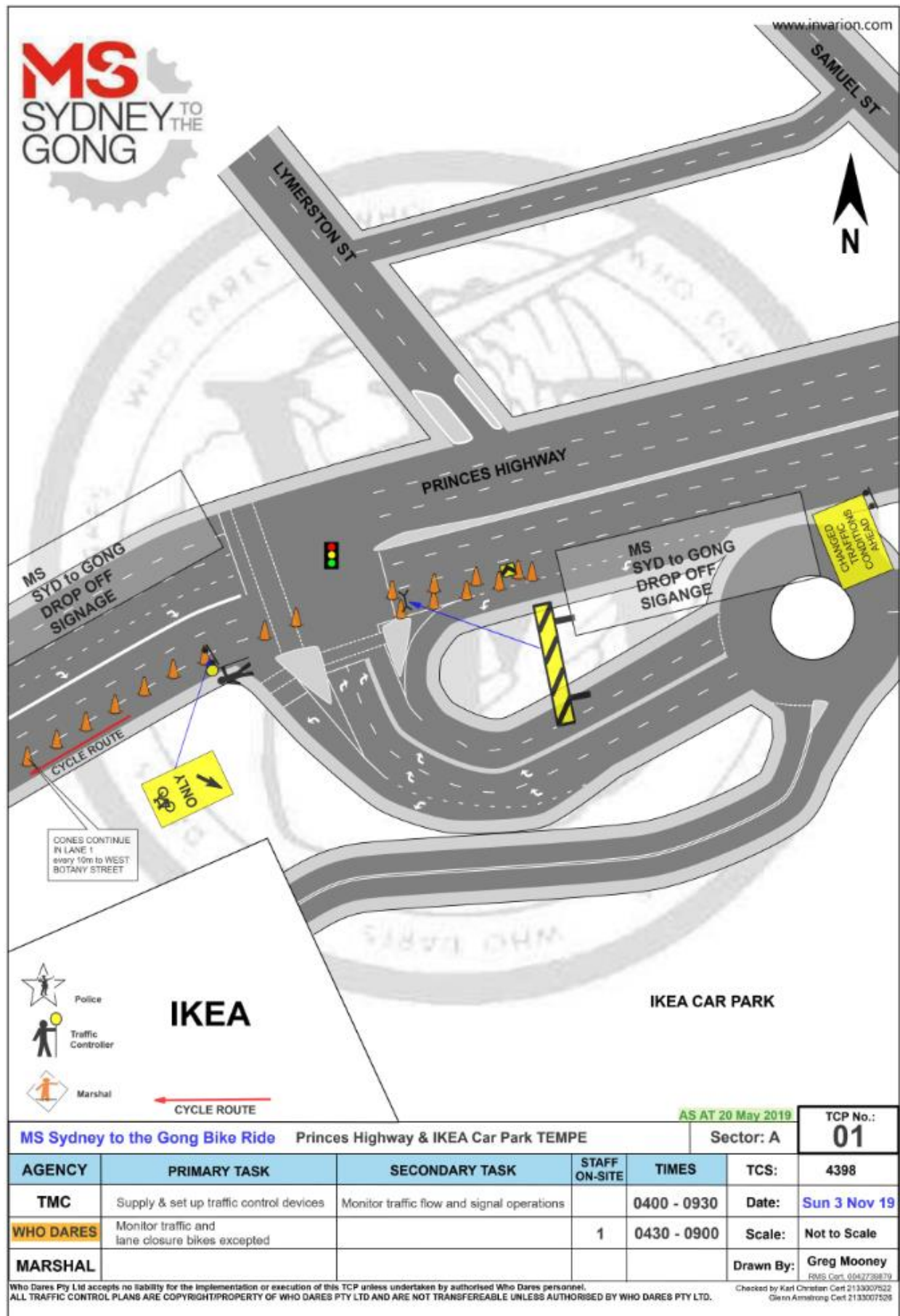
**2019 ROUTE MAP**



Location of start and Traffic Control Plans




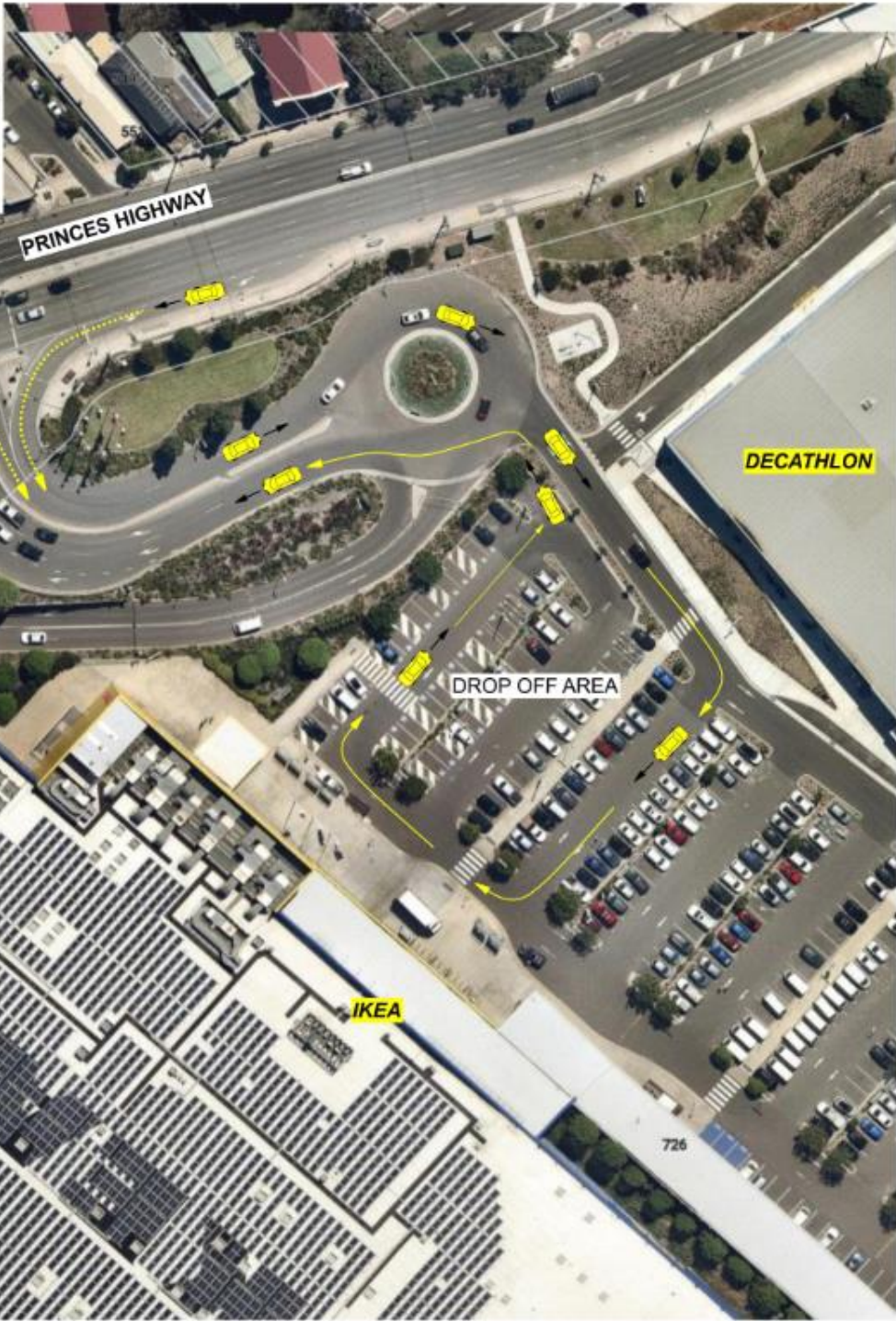








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<b>MS Sydney to the Gong Bike Ride</b> KEA Car Park TEMPE					AS AT 20 May 2019	TCP No.: <b>02</b>
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	n/a
TMC					Date:	Sun 3 Nov 19
WHO DARES					Scale:	Not to Scale
MARSHAL	TBC		TBC	0400 - 0930	Drawn By:	Greg Mooney <small>RMS Cert. 0042726879</small>

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Checked by Karl Christen Cert 2133007522  
Glenn Armstrong Cert 2133007528



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**MS SYDNEY TO THE GONG**

**MS Sydney to the Gong Bike Ride** Princes Highway & Smith St TEMPE

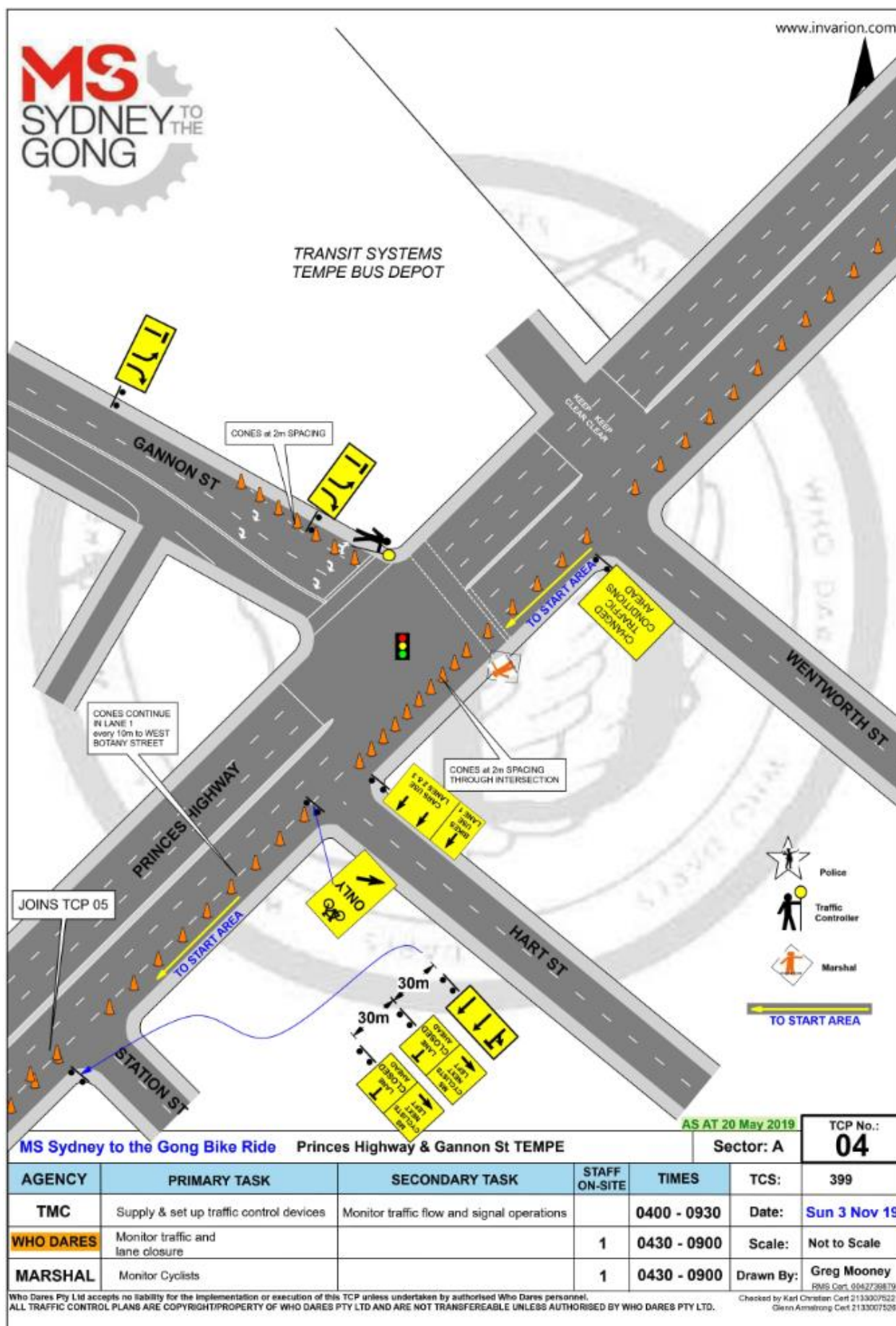
**Sector: A**

**TCP No.: 03**

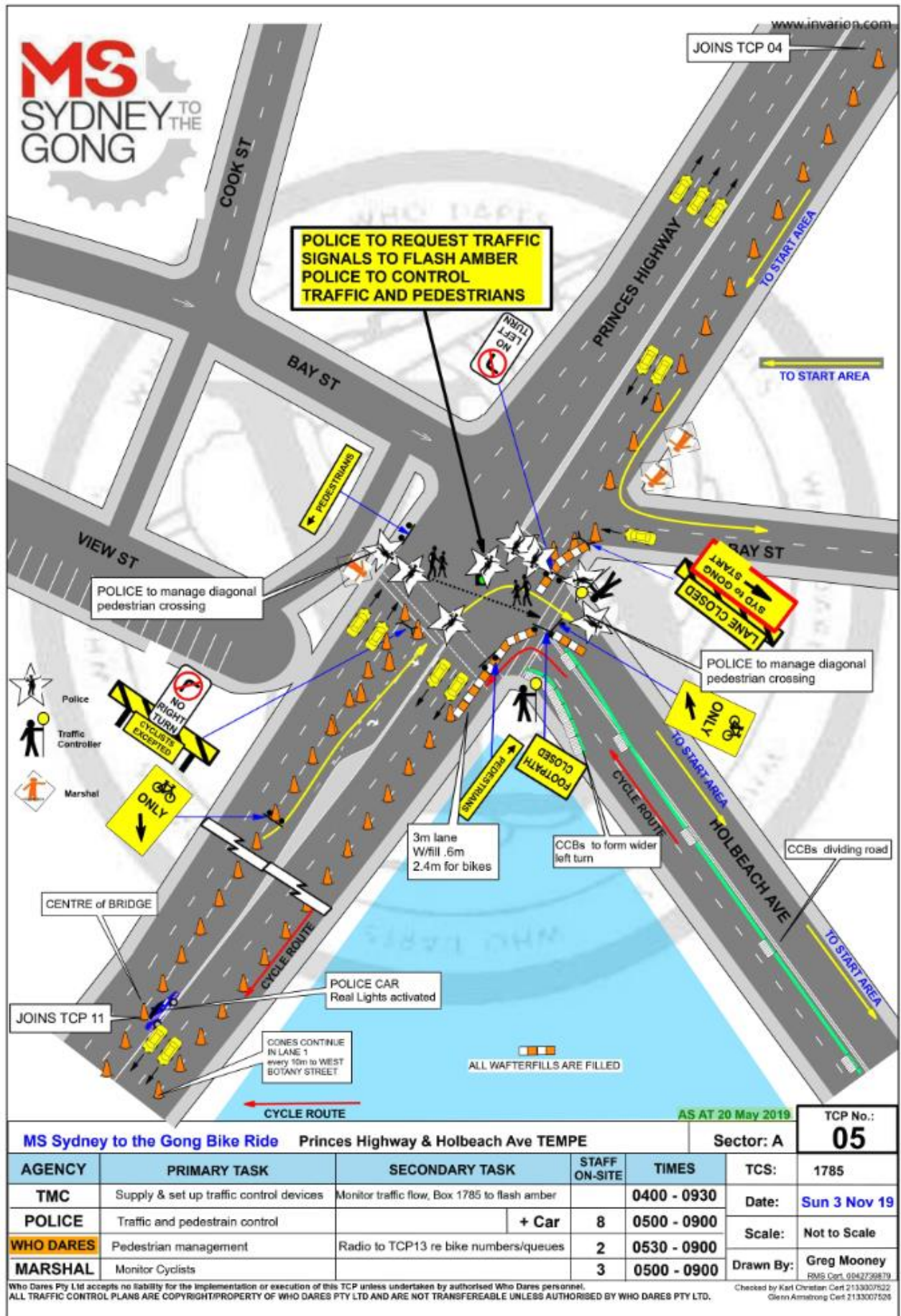
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:
TMC	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0930	1285
POLICE					Date: Sun 3 Nov 19
MARSHAL					Scale: Not to Scale
					Drawn By: Greg Mooney RMS Cert. 9042729879

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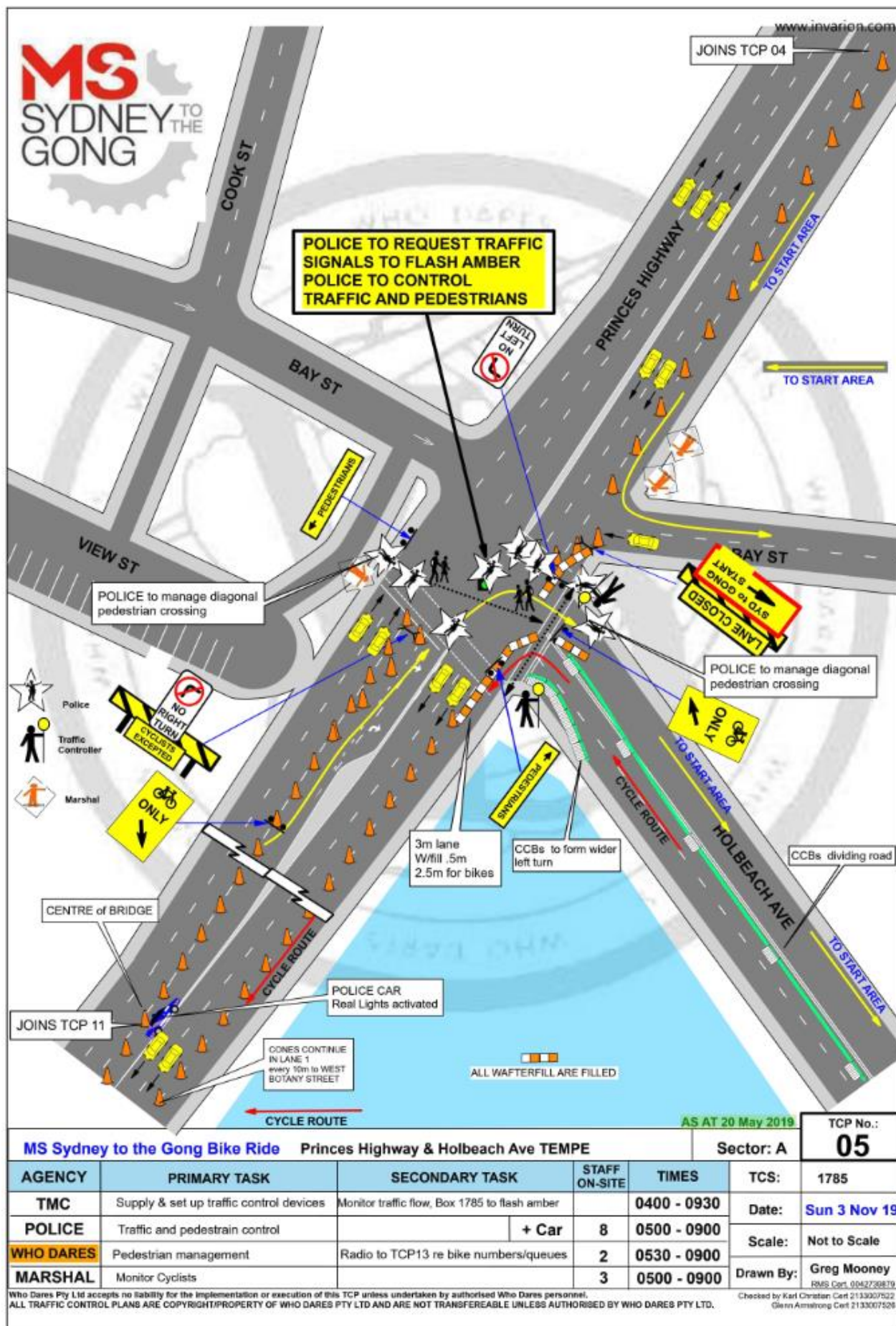
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Glenn Armstrong Cert 2133007529

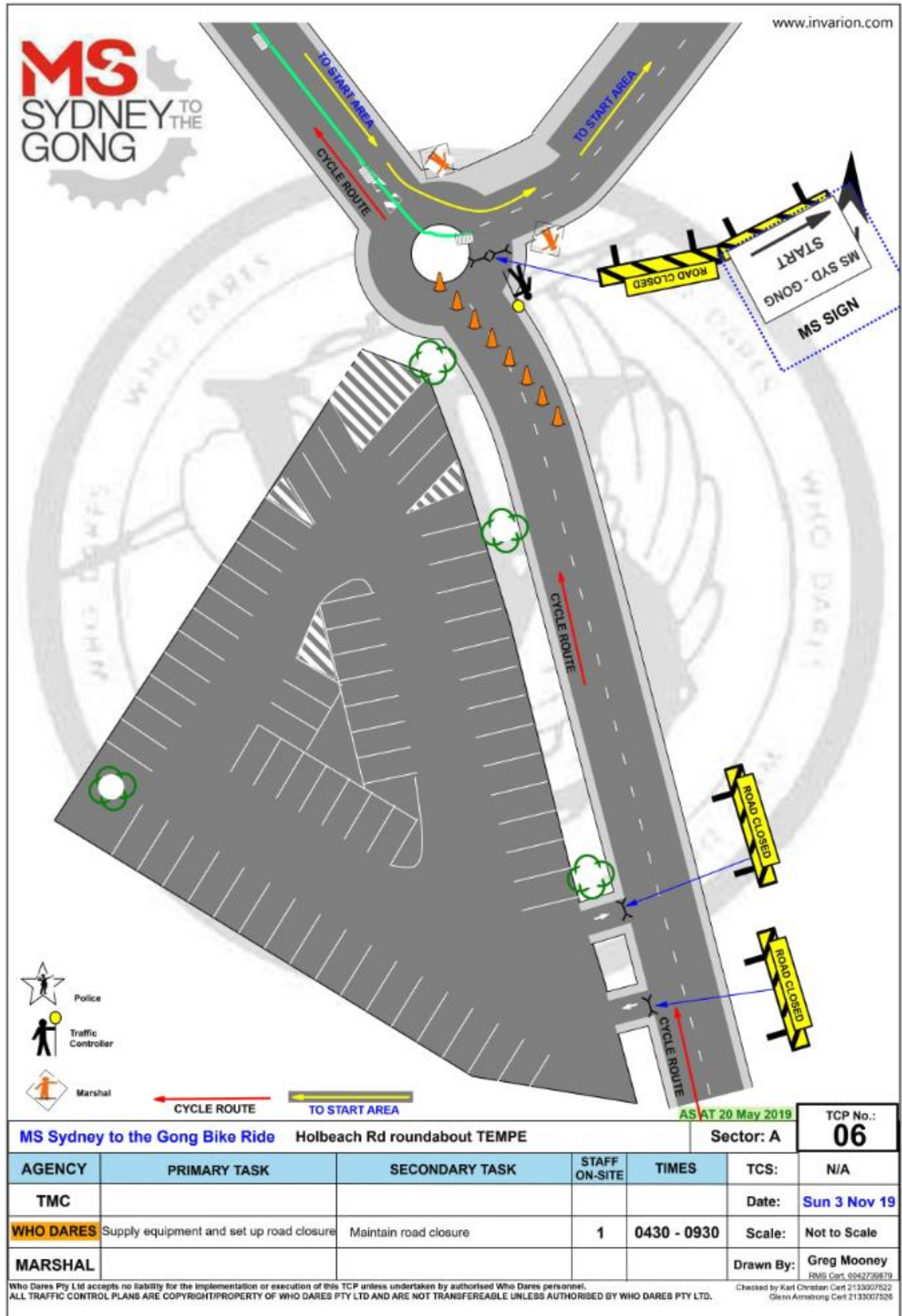




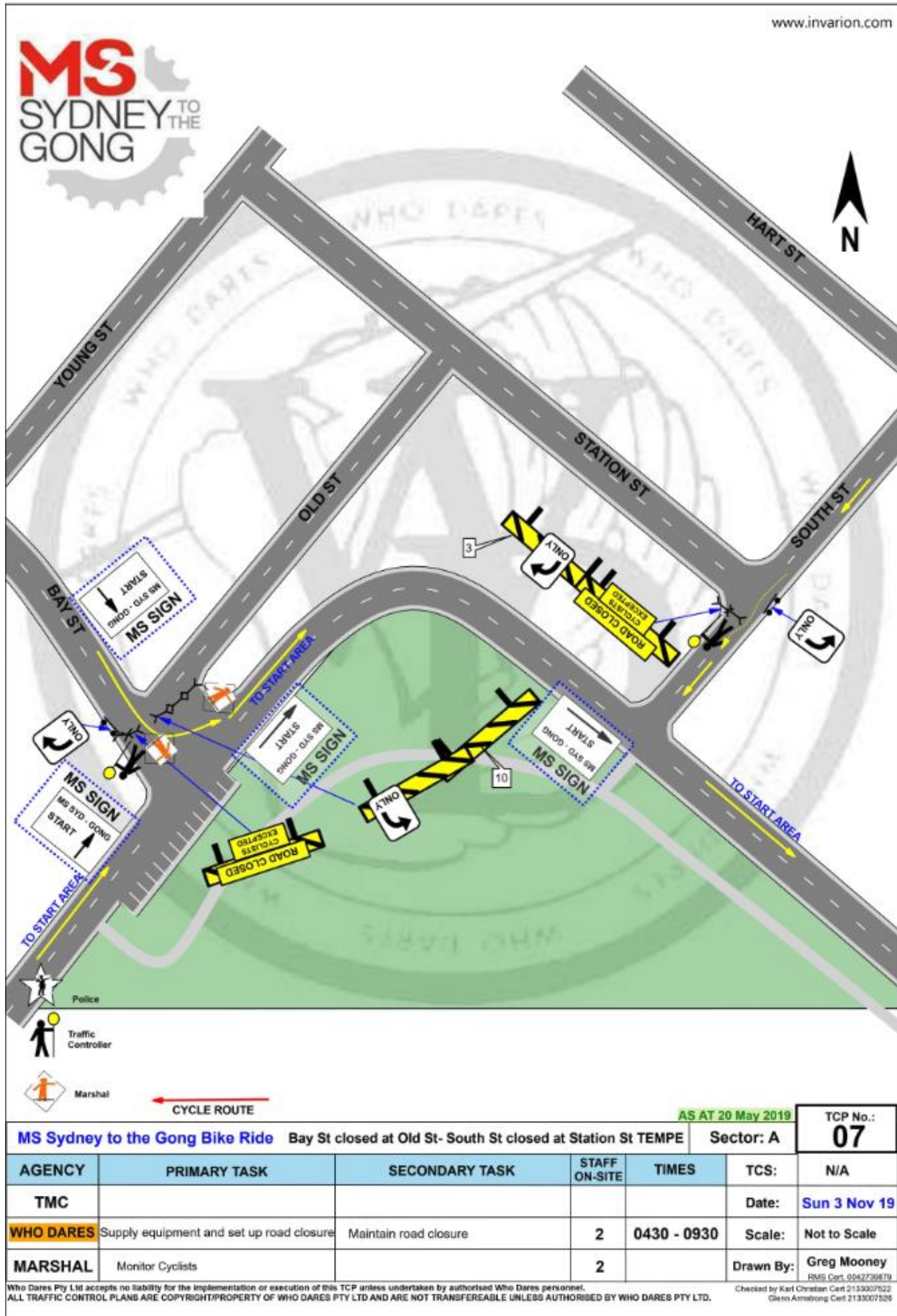







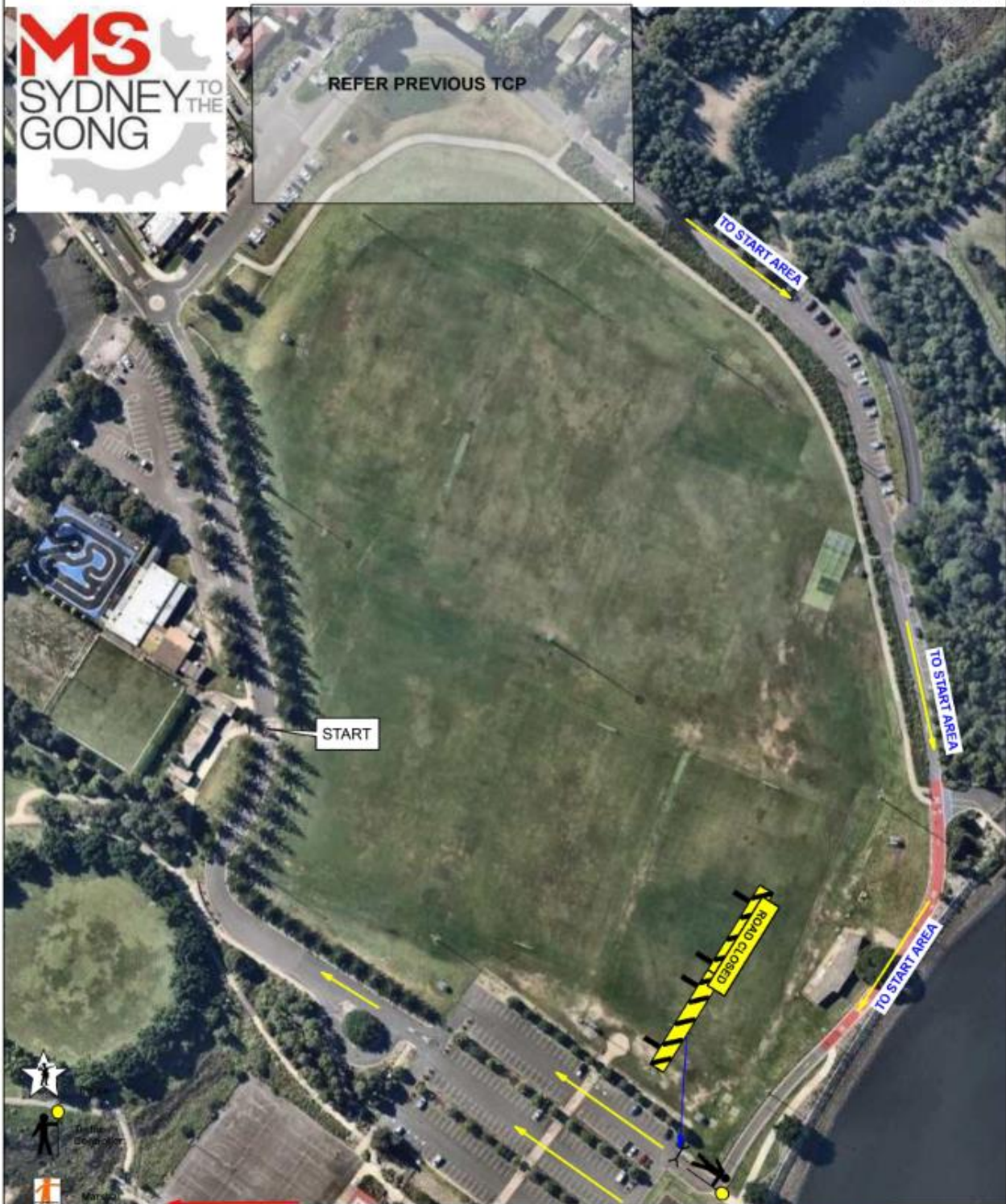












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CYCLE ROUTE					AS AT 20 May 2019	TCP No.: <b>08</b>
<b>MS Sydney to the Gong Bike Ride</b> Tempe Recreation Reserve TEMPE					Sector: A	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TMC					Date:	Sun 3 Nov 19
<b>WHO DARES</b>	Supply equipment and set up road closure	Maintain road closure	1	0430 - 0930	Scale:	Not to Scale
<b>MARSHAL</b>					Drawn By:	Greg Mooney <small>RMS Cert. 9042736879</small>

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**START SITE  
LAYOUT (TBC)**





 Police  
 Traffic Controller  
 Marshal



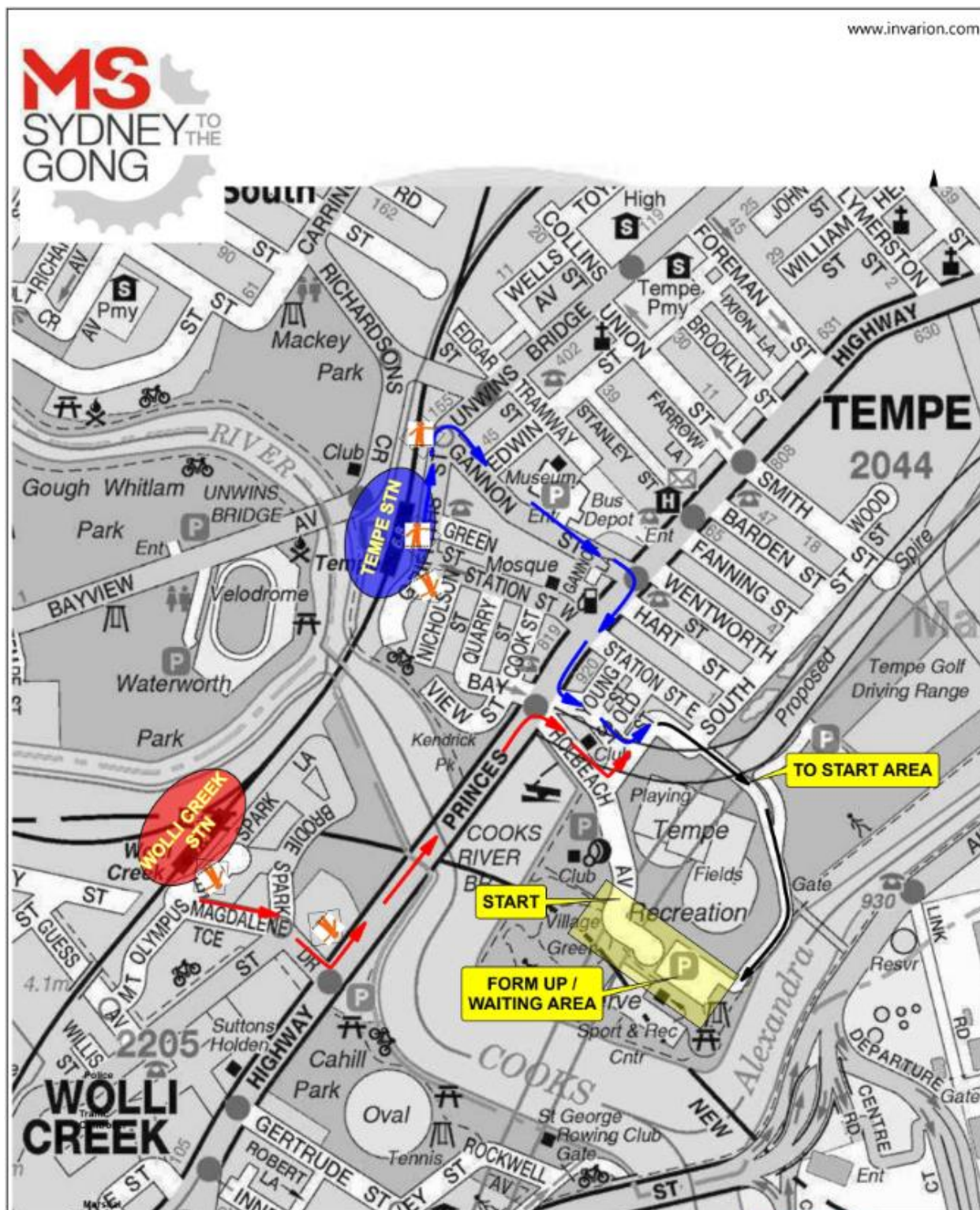
CYCLE ROUTE

AS AT 20 May 2019					TCP No.: <b>09</b>	
<b>MS Sydney to the Gong Bike Ride</b>					Holbeach Ave Start Area Tempe Recreation Reserve TEMPE	
					Sector: A	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TMC					Date:	Sun 3 Nov 19
WHO DARES	Monitor traffic and lane closure bikes excepted		1	0500 - 0930	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney RMS Cert. 0042726879

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorised Who Dares personnel.  
ALL TRAFFIC CONTROL PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

Checked by Karl Christian Cert 2133007522  
Glenn Armstrong Cert 2133007526





AS AT 20 May 2019

TCP No.:

**MS Sydney to the Gong Bike Ride**

**Railway Stations to Tempe Recreation Reserve TEMPE**

**Sector: X**

**10**

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	xxx
TMC					Date:	Sun 3 Nov 19
WHO DARES					Scale:	Not to Scale
MARSHAL	Monitor Cyclists		4	0500 - 0830	Drawn By:	Greg Mooney

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Checked by Karl Christian Cert 2133007522  
Glen Armstrong Cert 2133007528

**Bump in and out plan  
Tempe Recreation Reserve**


Below is a summary of the bump in and out of all equipment for the start line at Tempe Recreation Reserve for the 2018 MS Sydney to the Gong Bike ride to be held on 4<sup>th</sup> November, 2018.

To ensure the smooth running of the event the bump in of the start location will commence on Friday 2<sup>nd</sup> November at 7:00am. This will be the construction of the marquees and other infrastructure. Once the build is complete MS will come in and set up the equipment required for the event.

Event Manager: Justin Lane 0488 002 225

Site Manager: Phill Monaghan 0422 952 409

Infrastructure	Company	Bump In Date	Bump in Time	Bump Out Date	Time
Marquees	Festival Hire	Friday 2 <sup>nd</sup> November	7:00am	Sunday 4 <sup>th</sup> November	9:00am
Rubbish Bins	Clean Vibes	Friday 2 <sup>nd</sup> November	10:00am	Sunday 4 <sup>th</sup> November	10:00am
Toilets	Viking Rentals	Friday 2 <sup>nd</sup> November	10:00am	Sunday 4 <sup>th</sup> November	10:00am
Crowd Control Barriers	TFH	Sunday 4 <sup>th</sup> November	4:00am	Sunday 4 <sup>th</sup> November	9:00am
Food Vendors	Coffee	Sunday 4 <sup>th</sup> November	5:00am	Sunday 4 <sup>th</sup> November	8:30am
Big Screen	LED Screens	Sunday 4 <sup>th</sup> November	5:00am	Sunday 4 <sup>th</sup> November	8:30am
First Aid	St Johns	Sunday 4 <sup>th</sup> November	5:00am	Sunday 4 <sup>th</sup> November	8:30am
Inflatable arch	MS	Sunday 4 <sup>th</sup> November	5:00am	Sunday 4 <sup>th</sup> November	8:30am

Once the contractor has been assigned to the event, MS provide the contractor with guidelines that they are to sign and return before being able to work on site. A copy of these guidelines can be found attached to this document.

The site manager is responsible for ensuring that all people on site follow these guidelines at all times. It is a priority that all work is carried out safely, to reduce the chances of injury to staff or the general public.

**ATTACHMENTS**

Nil.



**Item No:** LTC0819 Item 20

**Subject:** SEVEN BRIDGES WALK - SPECIAL EVENT (GULGADGA - LEICHHARDT & BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

The Cancer Council NSW Seven Bridges Walk event will be held on Sunday, 27 October 2019 at various locations in Sydney, including areas within the Inner West Council. The Event is in its fourteenth year of operation and the applicant seeks approval again in 2019.

### **RECOMMENDATION**

**THAT the Cancer Council NSW Seven Bridges Walk to be held on Sunday, 27 October 2019 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.**

### **BACKGROUND**

The Cancer Council NSW Seven Bridges Walk concept was created and developed by the Pedestrian Council of Australia (PCA) who will remain the owner of the event. The PCA has engaged Mothership Events to deliver the Event Operations and manage the marketing of the Event on behalf of PCA. The Cancer Council NSW Seven Bridges Walk can be regarded as an active opportunity to further enhance the councils' and stakeholders' charter toward promoting walking as a healthy activity and as an increasingly important means of active transport. In addition, the event will provide a significant contribution to the Cancer Council NSW (CCNSW).

It should be noted that the annual event, 'Norton Street Italian Festa 2019', will also be held on Sunday, 27 October 2019 in Norton Street, Leichhardt. As both these events operate in separate areas; Leichhardt and Rozelle, no traffic or pedestrian conflicts are expected.

### **FINANCIAL IMPLICATIONS**

All costs associated with the Seven Bridges Walk are funded by the event organisers.

### **OTHER STAFF COMMENTS**

#### Event Details

The course of CCNSW Seven Bridges Walk will open at 7:00am, and close at 4:30pm and it is estimated that it may attract up to 15,000 participants. The walking route is approximately 27km in length, and is a closed loop circuit that utilises pathways around the inner metropolitan region of Sydney that skirts the Sydney Harbour and includes the crossing of seven bridges. Special event buses will operate in both directions around the course, and will be provided free of charge to everyone holding an 'event passport'.

#### Event Overview

Event Name: Cancer Council NSW Seven Bridges Walk [[www.7bridgeswalk.com.au](http://www.7bridgeswalk.com.au)]

Event Owner: Pedestrian Council of Australia Ltd (PCA)

Date: Sunday, 27 October 2019

Course Opens: 7:00am via one of the 6 Villages located around the course

Course Closes: 4:30pm

Participation Target: 12,000 people throughout the day (Maximum capacity of 15,000 walkers)

Course Description:

The walking route is approximately 27km in length, and is a closed loop circuit that utilises pathways around the inner metropolitan region of Sydney that skirts the Sydney Harbour and includes the crossing of Seven Bridges.

The Seven Bridges are:

1. Sydney Harbour Bridge
2. Pyrmont Bridge
3. ANZAC Bridge
4. Iron Cove Bridge
5. Gladesville Bridge
6. Tarban Creek Bridge
7. Fig Tree Bridge

Village Locations:

Event 'Villages' are located around the course and will be used as check-in locations, First Aid points, drink stations, light catering and entertainment.

The 6 villages are:

1. Milsons Point Village (Burton Street at Alfred Street, Milsons Point)
2. Pyrmont Village (at Pyrmont Bay Park, Pirrama Rd, opposite The Star Casino)
3. Rozelle Village (at Waterfront Drive Sporting Ground - Callan Park)
4. Hunters Hill Village (at Hunters Hill Scout Hall, Durham St near the Church St overpass on Burns Bay Road, Hunters Hill)
5. Lane Cove Village (Blaxlands Corner – Central Park, William Edward St and Kenneth St, Lane Cove)
6. Wollstonecraft Village (at Brennan Park, Hazelbank St at King St, Wollstonecraft)

Impact on the Inner West LGA

The route through the Inner West LGA is via:

- ANZAC Bridge to Victoria Road
- Pedestrian bridge over Victoria Road
- Lilyfield Road
- Burt Street
- Denison Street
- Cheltenham Street
- O'Neill Street
- Cecily Street
- Through Callan Park to King George Park
- Byrnes Street to Victoria Road

Traffic and Pedestrian Management Plan (TMP)

This event does not require closure of any roads in the Inner West LGA. As the participants will be using footpaths and crossing the street network with assistance of traffic controllers, the Event does not cause significant impacts on traffic and transport systems. Therefore, the Event can be considered as Class 3. Hence, Council's approval for the Traffic & Transport Management Plan is adequate.

The attached Pedestrian and Traffic Management Plan (TMP), when approved by the relevant authorities, becomes the prime document detailing with the traffic and transport arrangements under which this event is to proceed.

In case of emergencies, or for the management of incidents, the Police are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of the incident and the Police response.

The route for the proposed Seven Bridges Walk and the Traffic Control Plans (TCP) and Traffic Management Plan for Inner West Council LGA are attached.

#### **ATTACHMENTS**

1. [↓](#) Traffic Management Plan - Seven Bridges Walk 2019
2. [↓](#) Traffic Control Plan - Seven Bridges Walk 2019

7 BRIDGES WALK 2019

Traffic & Transport Management Plan



EVENT LOCATION:

SYDNEY – VARIOUS LOCATIONS

27<sup>th</sup> OCTOBER 2019



**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**

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**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**1. Summary**

The purpose of the TMP is to provide an overview of the Traffic operation that will require to be implemented for the 14<sup>th</sup> annual Seven Bridges Walk to be held on Sunday 27<sup>th</sup> October 2019 at various locations in Sydney.

The walk is promoted as "not a race and everyone is a winner". You can start at any of the seven event Villages and walk clockwise around as much or little of the 27km closed loop circuit as you like. As part of the offerings for the Cancer Council NSW Seven Bridges Walk, there will be food, music and activities at each of the seven Villages. The TMP has been updated based on feedback from previous years events.

This document aims to provide a plan for effective traffic management for the event and will cover the event site during bump in/out & event operations, as part of these operations, within the document the Traffic control measures are unique for the scope of the event and should not be directly applied to any other event within the precinct whether they appear rationally suitable or not.

The overall aim is to ensure safety of patrons whilst participating in the 27km long walk throughout the various Suburbs & locations based on information provided by the client.

**2. Scope**

This plan addresses traffic & transport management for the proposed event only and the document has been prepared following consultation and assessments from the respective stakeholders listed in section 15 of this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary signs and safety barriers.

Where possible we have tried to minimise road closures to maintain regular traffic flow throughout the respective areas, various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plans.

This document should be read in conjunction with the following:  
RMS Guide to Transport & Management for Special Events v3.5  
RMS Traffic Control at Worksites Manual v5.0

**3. Distribution**

Relevant section of the TMP will be distributed to various agencies throughout the consultation period in the form of PDF to assist with both version & document control.

The final version of the document will be distributed in Full & Part to the relevant agencies in electronic format once the relevant approvals have been obtained from the required authorities.

**4. Objectives**

The core objectives of this Traffic Management Plan are to:

- Ensure the safety of employees, contractors, the general public, pedestrians and traffic,
- Keep traffic delays to a minimum,
- Maintain satisfactory property access where required,
- When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
- Minimise disturbance to the environment,
- Design temporary roadways and detours in accordance with RMS Road Design Guide and
- Meet the requirements of the RMS Traffic Control at Worksites Manual.

This document will serve as the key document that has been agreed upon by all parties and all agencies may refer to same during the operation of the event.

**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**5. Management of the TMP**

Traffic Plan Professionals Pty Ltd has warranted that it will provide both the Traffic Management Plans & Traffic Controllers for this event at the present time, Council/RMS require the people to be competent, experienced and qualified to carry out the Services.

**6. Implementation**

Traffic Management for sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans at this present time will be the responsibility of Traffic Plan Professionals Pty Ltd and shall be carried out by duly accredited persons whom hold a current RMS Yellow Card. The event organiser shall provide the equipment & Volunteers/Pedestrian Marshalls, however, all Traffic Controllers will be supplied through Traffic Plan Professionals Pty Ltd.

**7. Planning Strategies**

Following preparation of the final draft plans, assessment and approval is required by the following:

1. NSW Police
2. Event Promoters – Mothership Events
3. Transport Management Centre, RMS
4. Relevant Councils

**8. Risk Management**

A Master risk assessment has been created for the event, included within that document are the respective traffic risks.

**9. Event Summary**

Event Name:	Seven Bridges Walk
Owner/Promoter:	Cancer Council NSW
Date:	27 <sup>th</sup> October 2019
Venue:	Various locations/bridges throughout Sydney
Capacity:	Maximum 15,000 Walkers throughout the day
Demographic:	Mixed ages & Families
Event Commences:	07:00hrs
Event Finishes:	16:30hrs – Course closed
Road Closures:	Burton Street, Milsons Point Durham Street, Hunters Hill Central Ave, Callan Park
Special Event Clearways:	Not required
Buses:	First Bus leaves Milsons Point at approx. 08:30hrs Last Bus is at approx. 16:30hrs Buses will run every 20mins in AM and every 15mins in PM

**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**10. Traffic Control Plans (TCP)**

During the event Traffic safety will be managed by the implementation of specifically tailored TCP's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the RMS Guide to Traffic and Transport Management for Special Events.

In the risk management context, the Special Events Guide reads that a TCP can be seen as a Risk Management Plan for traffic, however a TCP shall not be seen as an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TCP's implements various short-term road closures in order to safely manage vehicular and pedestrian flow within the precinct.

**11. Village Locations**

There will be six Villages around the course that participants must pass through to complete the circle walk.

Each of the Villages will provide information, registration, first aid and toilets plus food, refreshments and entertainment.

The locations for the Villages will be clearly marked on the course map and can be found at:

1. Milsons Point Village - Burton Street, Milsons Point
2. Pyrmont Village - Pyrmont Bay Park, Pyrmont
3. Rozelle Village - Waterfront Drive Sporting Ground, Rozelle
4. Hunters Hill Village - Hunters Hill Scout Hall, Hunters Hill
5. Lane Cove Village - Central Park, Blaxland's Corner, Lane Cove
6. Wollstonecraft Village - Brennan Park, Wollstonecraft

Toilet facilities in between villages will be marked on the course map.

**12. Bridge Locations**

1. Sydney Harbour Bridge
2. Pyrmont Bridge
3. Anzac Bridge
4. Iron Cove Bridge
5. Gladesville Bridge
6. Tarban Creek Bridge
7. Figtree Bridge

**13. Transport Information**

A FREE event bus service traveling around the course will be available on event day only for event participants. To be able to use this free transport system you will need to show your Event Passport. No dogs are allowed on free event transport, with the exception of guide and companion dogs.

The FREE event bus service will run from Milsons Point in both a clockwise (c) and anti-clockwise (a) directions around the course, so look out for a bus stop on either side of the road. The first buses will leave Milsons Point at approximately 8.30am and the last at approximately 4.30pm. Buses will be available from each bus stop approximately every 20 minutes in the morning and every 15 minutes in the afternoon.



**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**Clockwise Bus Stops ( C )**

Bus Stop 1	Milsons Point	Outside Milsons Point Village on Alfred St South outside Milsons Point Train Station
Bus Stop 9	Pirrama Rd, Pyrmont	Pirrama Rd opposite Pyrmont Village, outside the Star Casino
Bus Stop 8	Victoria Rd, Rozelle	Victoria Rd near Toelle
Bus Stop 7	Drummoyne	Victoria Rd near Lyons Rd, opposite the Drummoyne Post Office
Bus Stop 6	Burns Bay Rd, Hunters Hill	On the north bound exit ramp to Church St, Hunters Hill
Bus Stop 5	Burns Bay Rd, Linley Point	On Western side of Burns Bay Rd opposite intersection of View St
Bus Stop 4	River Rd West, Blaxlands Corner	On Northern side of River Rd, near William Edward St
Bus Stop 3	Bus Stop River Rd, Greenwich	On Northern side of River Rd, opposite Greenwich Hospital
Bus Stop 2	King St, Wollstonecraft	King St, opposite side of the road to Wollstonecraft Village (Brennan Park)

**Anti-Clockwise Bus Stops ( A )**

Bus Stop 1	Milsons Point	Alfred St South opposite side of the road to Milsons Point Train Station
Bus Stop 2	King St, Wollstonecraft	King St, outside Wollstonecraft Village (Brennan Park)
Bus Stop 3	River Rd, Greenwich	On Southern side of River Rd, outside Greenwich Hospital
Bus Stop 4	River Rd West, Blaxlands Corner	On Southern side of River Rd, near William Edward St
Bus Stop 5	Burns Bay Rd, Linley Point	On Eastern side of Burns Bay Rd, south of intersection of View St
Bus Stop 6	Burns Bay Rd, Hunters Hill	On the south bound exit ramp to Church St, Hunters Hill
Bus Stop 7	Victoria Rd, Drummoyne	Victoria Rd near Lyons Rd, outside the Drummoyne Post Office
Bus Stop 8	Victoria Rd, Rozelle	Victoria Rd at Terry St
Bus Stop 9	Pirrama Rd, Pyrmont	Pirrama Rd outside Pyrmont Village

**NB:** there are bus stops located near to 6 of the 7 villages as well as 3 additional bus stops (points 5, 7 & 9) on both sides of the road. In some cases they are not directly opposite each other, and more information is available at each of the villages re same.

For a clockwise bus service, please use the Bus Stop number with a 'c' after the number.

For an anti-clockwise bus service please use the Bus Stop number with an 'a' after the number.

On the day if you are unsure please see the Information Point at the nearest village.

**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**14. Course Information**

Participants can register and start at any Village, where they can pick up their Event Passport which includes a course map and official event wristband.

The course/facilities will be open from 7.00am - 4.30pm on event day and all participants are held at each stamp point until 07:00hrs to ensure a managed exit from the Village, all participants must travel on the course in a CLOCKWISE direction only, this will assist with reducing overcrowding at any crossing point. This is how the event has operated in the past without issue.

There is water available at stations in each Village for participants to fill up their own water bottles, participants are also reminded to utilise existing pathways for this walk and that they should abide by normal road rules.

Site map available from Event Organiser, on event day same will be available online.

**14.1 Other information**

Police: Not required

General Information: There will be a few minor adjustments to the route from previous years to ensure safety of patrons when crossing the road network.

Additional traffic controllers deployed to key locations based on last year's feedback from our Supervisors and stakeholders.

Route Changes: New route through Callan Park (internal)

Target Hardening: Custom HVP created and disseminated to relevant parties.  
(not for public release)

**15. Consultation & Contacts List**

NAME	ORGANISATION	METHOD
Graham Lugsdin	Cancer Council NSW	Email
Justin Nyker	Mothership Events	Email, Telephone, Meetings
Craig Tyson	Mothership Events	Email, Telephone, Meetings
Sophie Woollett	Mothership Events	Email, Telephone
Gabby Demo	Mothership Events	Email
Pedr Danks	Traffic Plan Professionals Pty Ltd	Email, Telephone, Meetings
David Caple	Traffic Plan Professionals Pty Ltd	Email, Telephone, Meetings
Drew Ferguson-Tait	Traffic Plan Professionals Pty Ltd	Email
Sinisa Mrdalj	RMS-TMC	Email

**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**16. TCP List**

Summary of TCP's as separate attachment:

TCP NO:	DESCRIPTION
7344	Burton St, Milsons Point - setup
7345	Burton St, Milsons Point
7346	Cumberland St, The Rocks
7347	Watson St, Millers Point
7348	Argyle St, Millers Point
7349	High St, Millers Point
7350	Kent St, Millers Point
7351	Napoleon St, Millers Point
7352	Sussex & Erskine St, Sydney
7353	Pymont Village, Pirrama Rd Pymont
7354	Bowman St, Pymont
7355	Anzac Bridge Ramp Pymont
7356	Anzac Bridge Mid-Block, Pymont
7357	Victoria Rd Overpass, Lilyfield
7358	Gordon St, Lilyfield
7359	Denison & Cheltenham St, Rozelle
7360	O'Neill St, Rozelle
7361	Balmain Rd, Lilyfield
7362	Callan Park Internal
7363	Victoria Rd Underpass
7364	Victoria Rd, Drummoyne
7365	Victoria Rd & Park Ave, Drummoyne
7366	Lyons Rd, Drummoyne
7367	Wolseley St, Drummoyne
7368	Durham St, Hunters Hill
7369	Burns Bay Rd Underpass, Linley Point
7370	Haughton St, Linley Point
7371	View St, Linley Point
7372	Riverview St, Riverview
7373	Riverview St, St Ignatius, Riverview
7374	Riverview St & Tambourine Bay Rd, Riverview
7375	Flaumont Ave, Riverview
7376	Warraroon Rd & River Rd West, Riverview
7377	William Edward St, Longueville
7378	Lane Cove Village
7379	Northwood Rd & River Rd, Lane Cove
7380	Lane Cove Country Club – River Rd, Lane Cove
7381	Greenwich Hospital – River Rd, Lane Cove
7382	Gore St, Greenwich
7383	Greenwich Rd, Greenwich
7384	Glenview St, Greenwich
7385	Milner Cr, Greenwich
7386	Newlands St, Wollstonecraft
7387	Hazelbank Rd, Wollstonecraft
7388	King St, Wollstonecraft
7389	Crows Nest Rd, Waverton
7390	Carr St, Waverton
7391	Union St, North Sydney
7392	Lavender St, North Sydney
7393	Albert & Lavender St, North Sydney

**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**17. RMS/TMC Format**
**TMP FORMAT**
**A. Description or detailed plan of proposed measures.**

Is a detailed plan of the proposed measures necessary?

YES refer to TCP's that show the changed road conditions and detours etc.

**B. Identification and assessment of impact of proposed measures.**

Is a detailed assessment required?

NO – There is minimal delay for traffic and only in several locations that are within local council area.

**C. Measures to ameliorate the impact of re-assigned traffic**

Is an assessment required?

NO, this is an annual event and has occurred for many years without any traffic flow issues.

**D. Assessment of public transport services affected.**

Is an assessment required?

NO, Bus services are engaged as part of the event to assist participants with reaching the various locations if they choose not to walk.

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

Are these details required?

Not applicable.

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

Is an assessment required?

Not applicable.

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

Is an assessment required?

NO, event has been operating for many years without issue.

**H. Public consultation process**

Is a public consultation process required?

NO, event has been assessed by Council's Planning previously.



**7 BRIDGES WALK 2019**
**Traffic & Transport Management Plan**
**18. Endorsement of TCP/TMP**

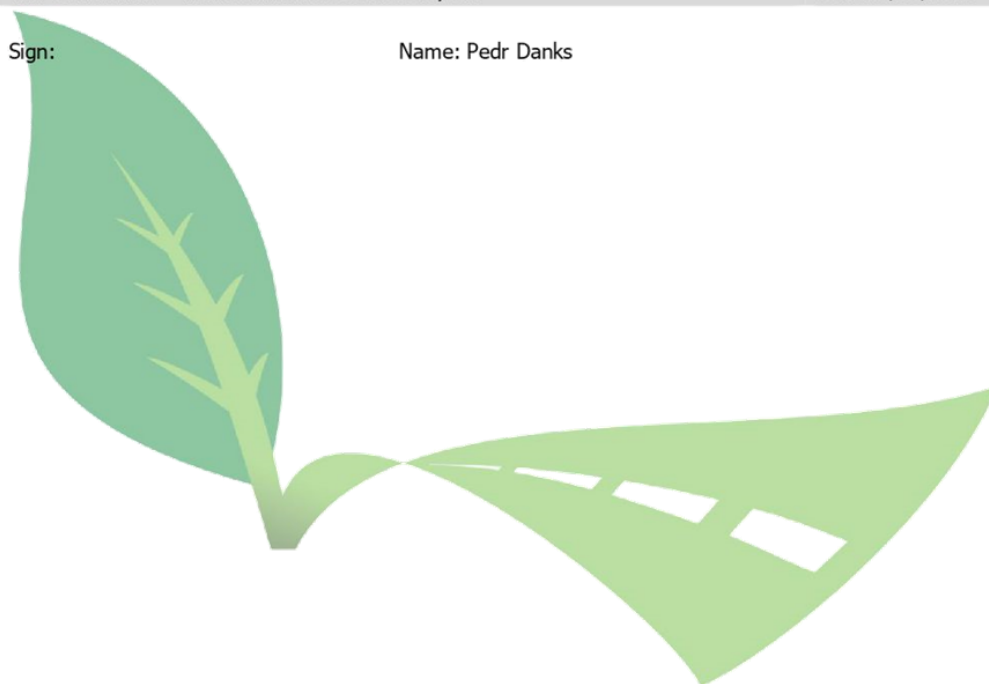
NSW Police - Major Events and Incidents Group	Date
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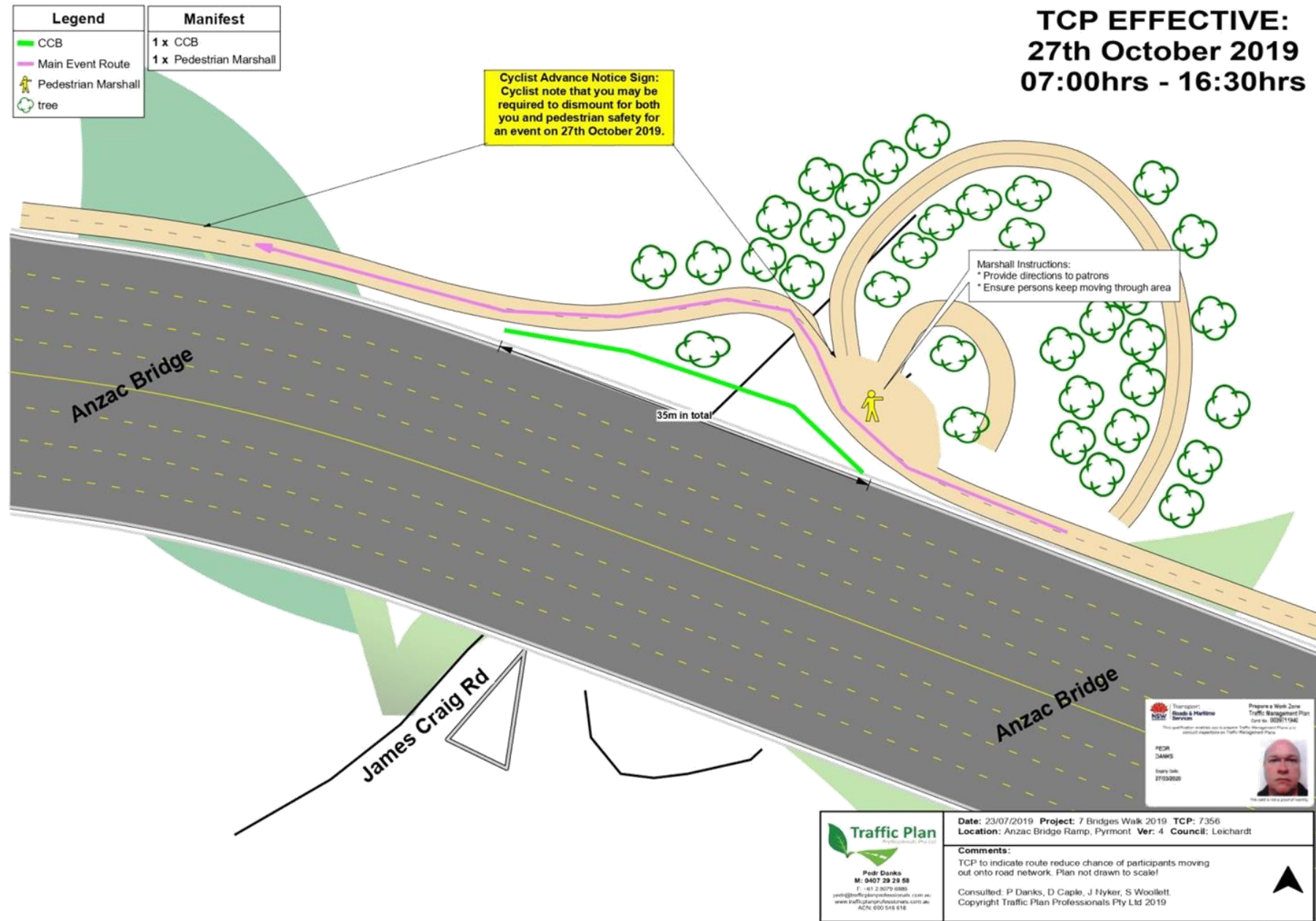
Sign:	Name:
Event Manager – Mothership Events	Date

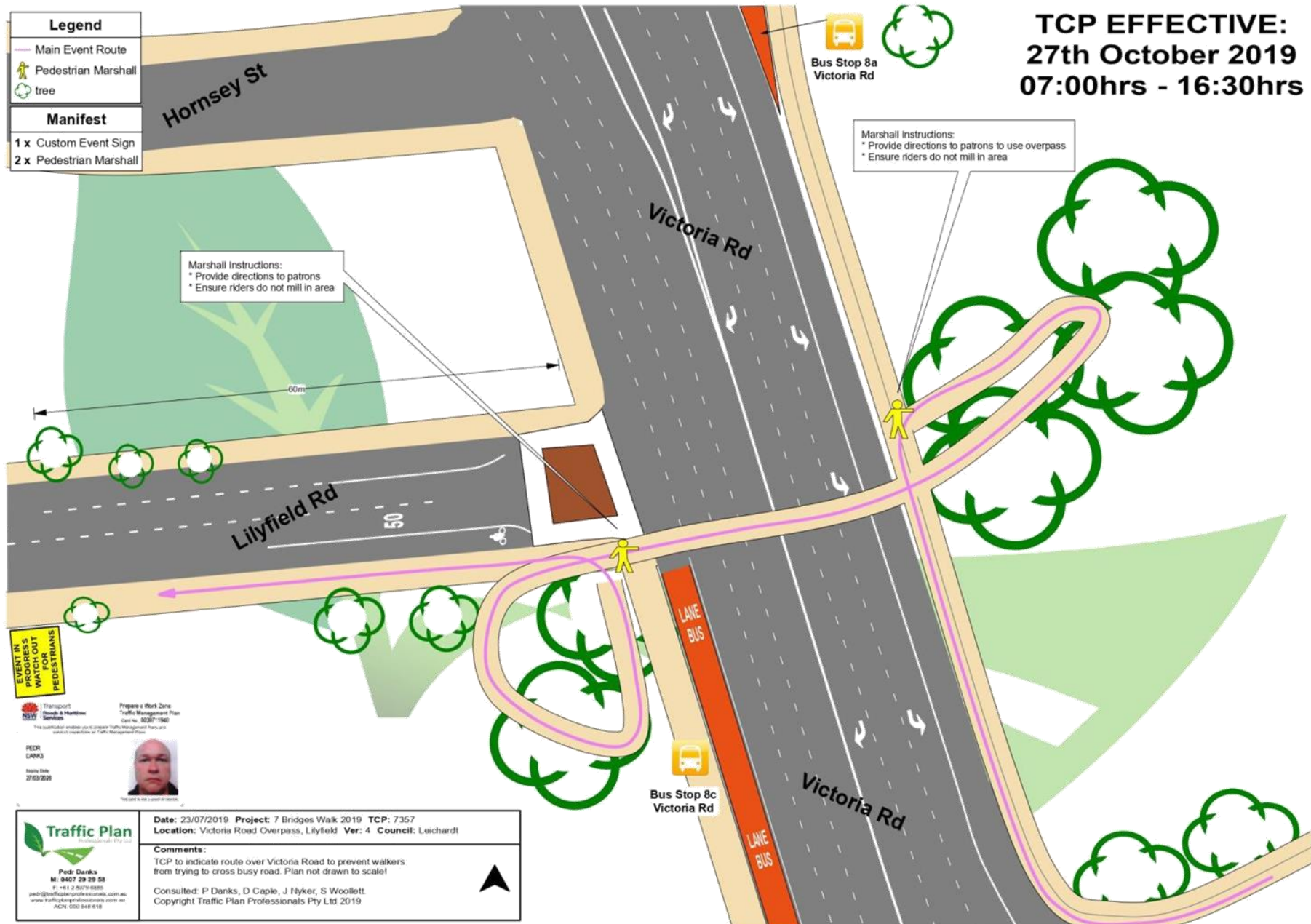
Sign:	Name: Justin Nyker
RMS – Transport Management Centre	Date

Sign:	Name: Sinisa Mrdalj
TMP Consultant – Traffic Plan Professionals Pty Ltd	Date 20/06/2019

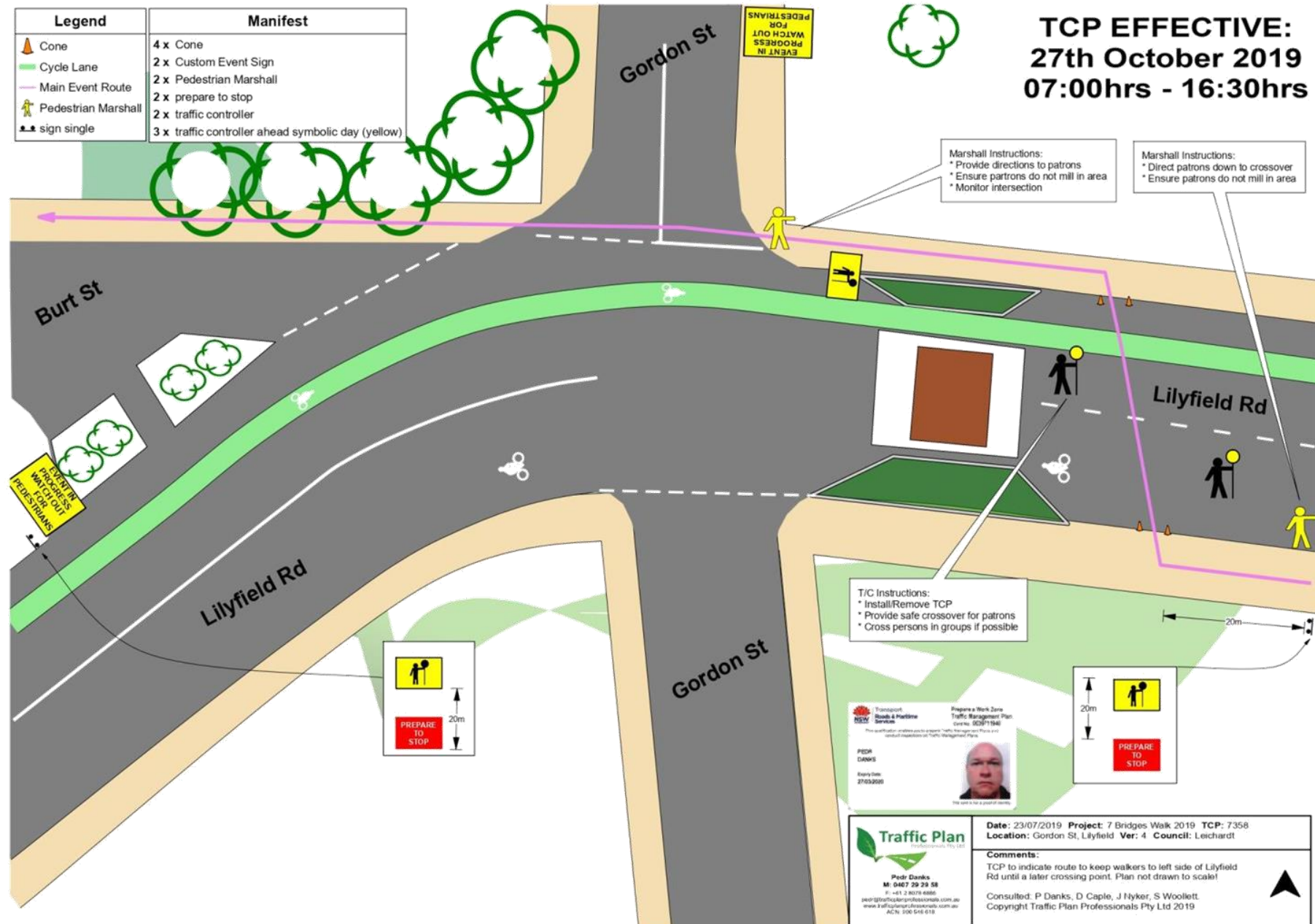
Sign:	Name: Pedr Danks
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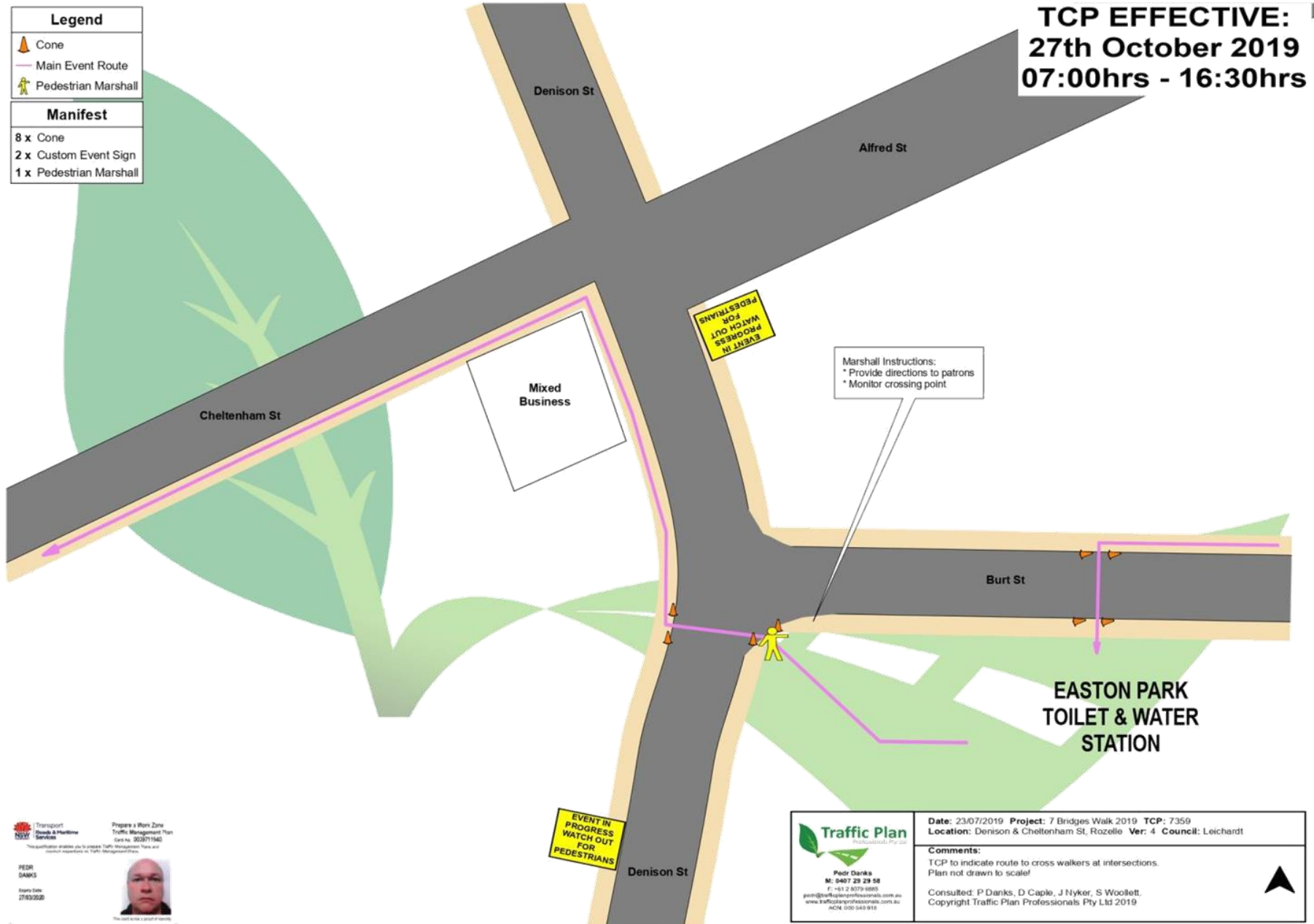


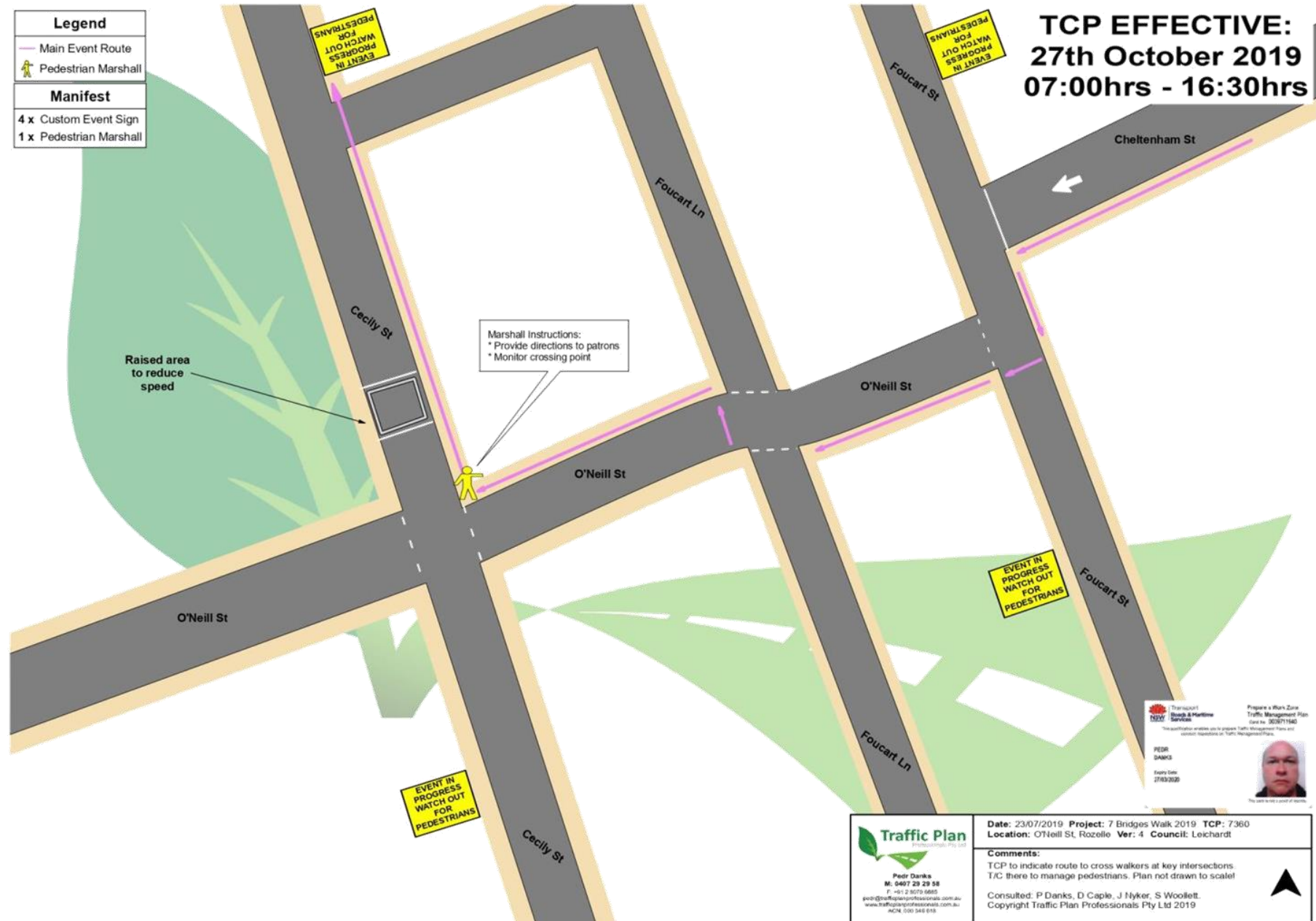


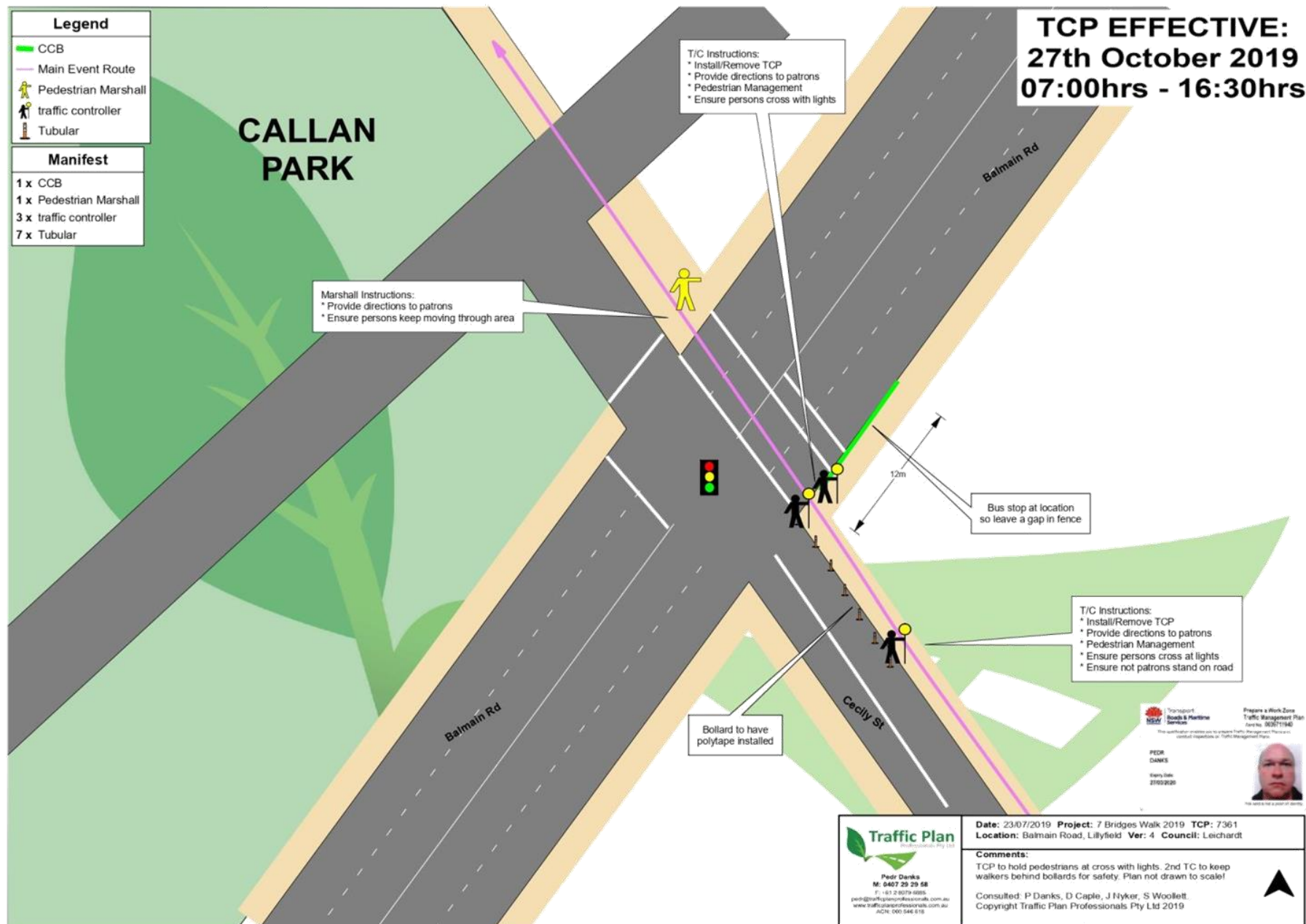




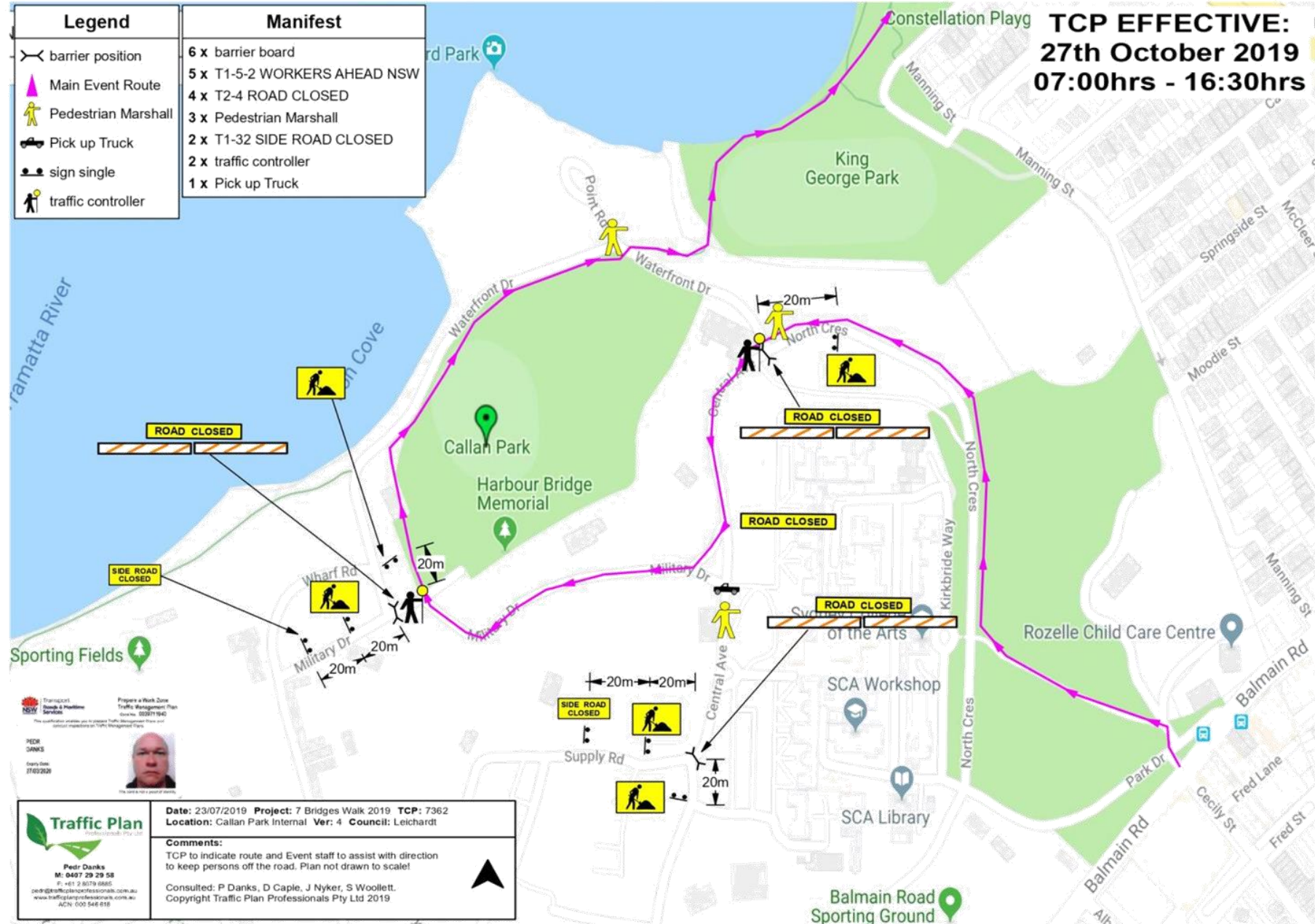




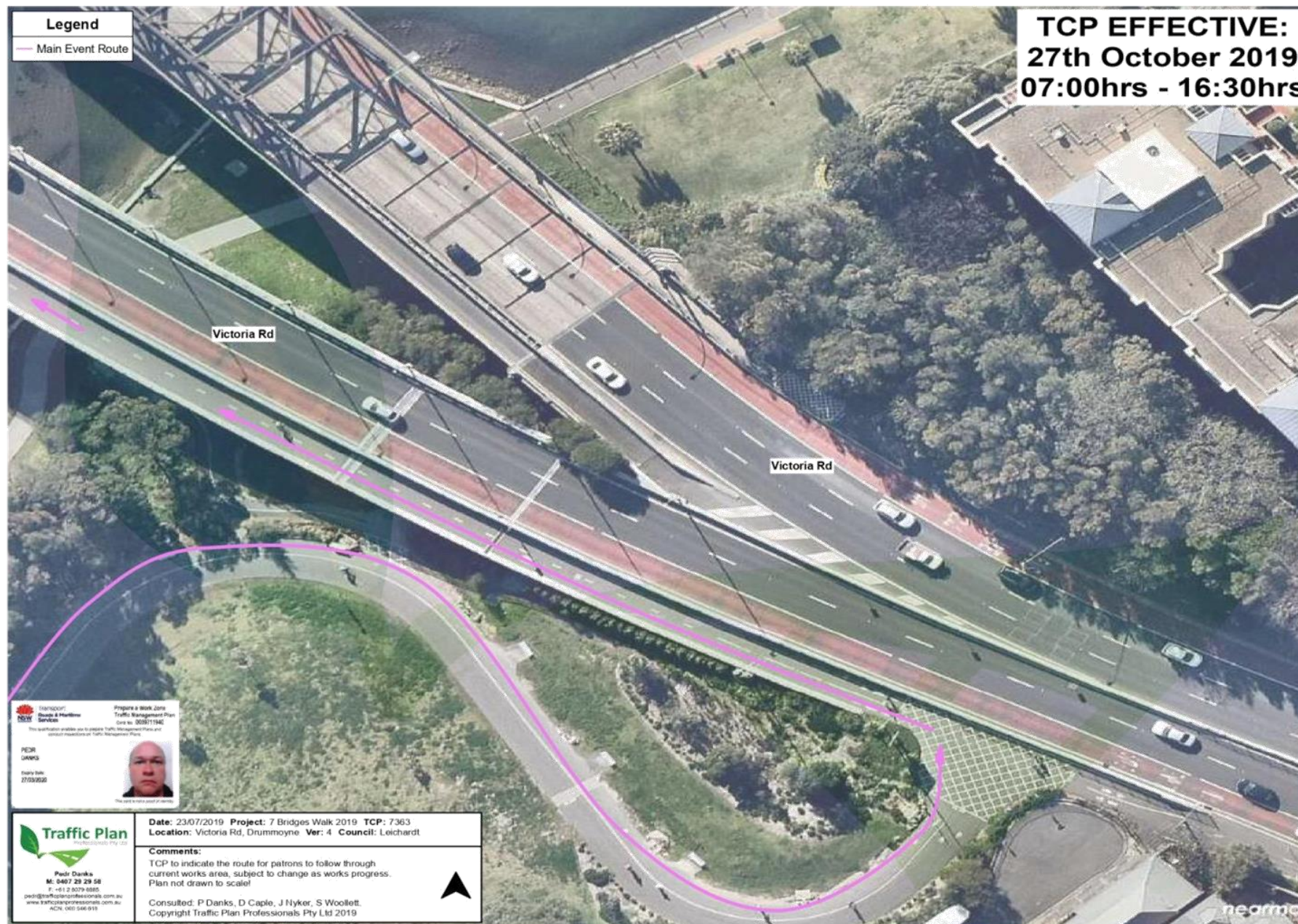












**Item No:** LTC0819 Item 21

**Subject:** **TRAFFIC MANAGEMENT PLAN FOR THE 2019 NEW YEAR'S EVE EVENT (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)**

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

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

As instructed by the Police, access to the Balmain peninsula is closed to vehicular traffic every New Year's Eve. This report outlines the traffic management associated with the event.

---

### **RECOMMENDATION**

#### **THAT:**

1. The Traffic Management Plan (Attachment 1) detailing the traffic arrangements for the 2019 New Year's Eve be supported;
2. The Traffic Management Plan (Attachment 1) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police);
3. A temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain;
4. That the following modifications to bus stops be approved:
  - a. On the northern side of Darling Street:
    - i. Install temporary 'Bus Zones' between Mort Street and Ford Street
    - ii. Extend the 'Bus Zone' between Ford Street and McDonald Street
    - iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street
  - b. On the southern side of Darling Street:
    - i. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.
5. The Police representative be requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection (roundabout);
6. The Police be requested to liaise directly with the Roads and Maritime Services in regards to the installation of variable message signs ("Balmain Peninsula is closed" and "Alcohol Free Zone") on the main access roads into Balmain Peninsula a few days in advance of the event;
7. Confirmation be sought regarding the areas to be declared alcohol free and the Police and Transit Systems representatives be advised;
8. The Transit Systems representative be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council);
9. The taxi/hire car access to the Peninsula be restricted from 7:00pm;

---

**10. Taxis/hire cars carrying mobility impaired or infirmed residents be permitted access at all hours into the Peninsula; and**

**11. The NSW Taxi Council be advised of the Committee's recommendation.**

---

## **BACKGROUND**

It should be noted that the alcohol ban areas were extended following the 2014 event. Also, a temporary ban on taxi access to the peninsula after 7pm on New Year's Eve was introduced to minimise traffic congestion in the peninsula and improve pedestrian safety.

## **FINANCIAL IMPLICATIONS**

Funding for costs associated with New Year's Eve including labour, notifications and permits have been budgeted for in the 2019-20 operational plan.

## **OTHER STAFF COMMENTS**

### Traffic Management

The following roads will be closed to all vehicular traffic between 3:00pm Tuesday, 31 December 2019 and 12:00am on Wednesday, 1 January 2020 to cater for the New Year's Eve celebrations:

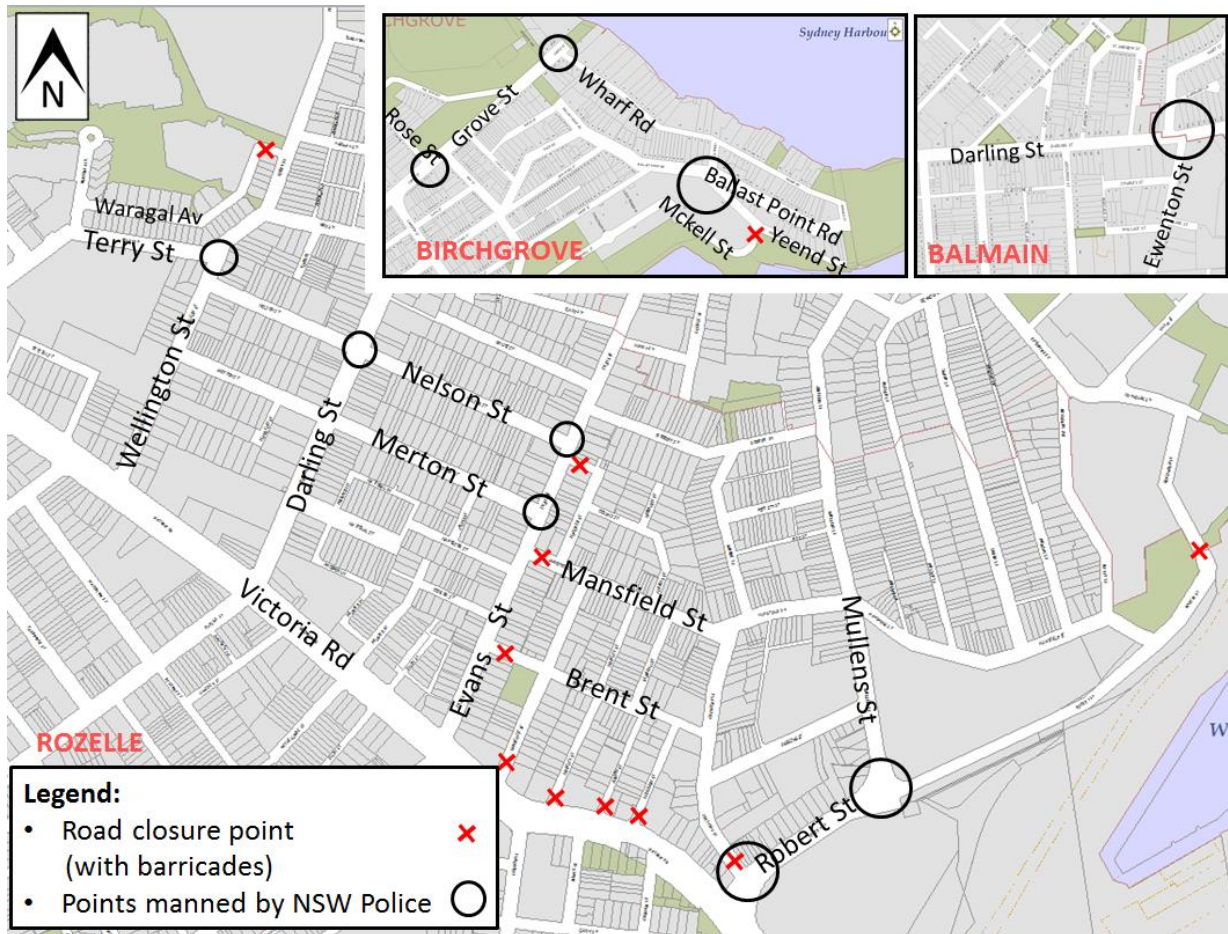
- Brent Street at Evans Street intersection, Rozelle (both directions)
- Mansfield Street at Evans Street intersection, Rozelle (both directions)
- Hanover Street at Evans Street intersection, Rozelle (both directions)
- Mackenzie Street at Victoria Road Street intersection, Rozelle (both directions)
- Hartley Street at Victoria Road Street intersection, Rozelle (both directions)
- Joseph Street at Victoria Road Street intersection, Rozelle (both directions)
- Loughlin Street at Victoria Road Street intersection, Rozelle (both directions)
- Crescent Street at Robert Street intersection, Rozelle (both directions)
- Buchanan Street at Robert Street intersection, Balmain (both directions)
- Waragal Avenue at Terry Street intersection, Rozelle (both directions)
- McKell Street at Yeend Street intersection, Birchgrove (both directions)

In addition, the following roads will be closed to all vehicular traffic except State Transit Authority/Transit Systems buses, Taxis, Hire Cars and Balmain Access Permit holders and will be manned by NSW Police officers between 3:00pm Tuesday, 31st December 2019 and 12:00am on Wednesday, 1st January 2020:

- Terry Street at Wellington Street intersection, Rozelle (northbound direction)
- Darling Street at Nelson Street intersection, Rozelle (northbound direction)
- Darling Street at Ewenton Street intersection, Balmain (eastbound direction)
- Evans Street at Merton Street intersection, Rozelle (northbound direction)
- Mullens Street at Robert Street intersection, Rozelle (both directions)
- Ballast Point Road at Lemm Street-Yeend Street intersection, Birchgrove (south and eastbound directions)
- Wharf Road at Grove Street intersection, Birchgrove (eastbound direction)
- Robert Street at Crescent Street, Rozelle (northbound direction)
- Grove Street at Rose Street, Birchgrove (eastbound direction)

The following plan indicates the road closure points.





A Traffic Management Plan including Traffic Control Plans outlining the above road closures and the bus route changes is attached in **Attachment 1**.

#### Taxi Access

As previously recommended, the NSW Taxi Council will again be requested to inform their members of the proposed taxi access restriction after 7pm and to use the following drop-off point locations:

- Taxis entering Terry Street - In the unrestricted parking on the eastern side of Terry Street or 'Bus Zone' and timed kerbside parking along Wellington Street
- Taxis entering Darling Street - In the ticket parking areas along Darling Street and Nelson Street
- Taxis entering Robert Street – In the restricted parking area and 'Bus Zone'

#### Public Transport Access

Transit Systems will be scheduling additional services into the Balmain peninsula to cater for the New Year's Eve celebrations.

As such, temporary 'Bus Zones' will be installed at the following locations:

- Darling Street and the existing 'Bus Zones' on Darling Street between Mort Street and Curtis Road, Balmain
- Eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove from 12 noon on New Year's Eve.

The 'Bus Zones' on Grove Street will be used by Transit Systems and the Police to store buses on New Year's Eve. This is required for the safe bump out of the general public from Birchgrove as identified from a debrief from a previous New Year's Eve event conducted in the Balmain Peninsular.



The signs defining the temporary restrictions be in place after 12 Noon on 31 December 2019 and will be removed the following day.



Based on discussions held in previous years regarding disruptions to bus services leaving Gladstone Park/Curtis Road roundabout due to the gathering of large crowds, the Glebe Local Area Command representative introduced Police bike units to manage the crowds in the area.

In addition, to avoid delays that occurred at the Robert Street/Mullens Street intersection (which is a Police check point), buses entering Robert Street from Victoria Road are proposed to use Crescent Street and Parsons Street to access Mullens Street (see TCP 06/07 in **Attachment 1**).

Temporary 'No Stopping' Restrictions

Following a previous year's event, the Sydney Buses representative advised that several vehicles parked on Montague Street out from the kerb thus narrowing the carriageway and preventing buses from passing each other. Therefore, it is proposed to install temporary 'No Stopping' zone on the eastern side of Montague Street between Darling Street and Beattie Street. The residents will be advised of this arrangement in advance of the event.

#### Resident Access

To ensure resident access is maintained, the following permits will be accepted for access to the Balmain / Rozelle peninsula:

- Inner West Council Resident Access Permit.
- Inner West Council current Resident Parking Scheme Permit for Areas; B1, B2, B3, B5, BE, BG, R1, R2, R3 & R4.
- Australian Disability Parking permit

#### Alcohol Free Zones

Council will re-establish the Alcohol Free Areas for the New Year's Eve celebrations in 2019, 2020, 2021 & 2022 at the following locations:

- Illoura Reserve
- 2-8 Weston Street
- Thornton Park
- Lookes Avenue Reserve
- Simmons Point Reserve
- Yurulbin Park
- Birchgrove Park
- Miklouho-Maclay Park
- Mort Bay Park
- College Street playground
- Harris Reserve
- Brownlee Reserves
- Darling Street from Duke Street to Darling Street Wharf
- Darling Street Wharf, Balmain East;
- Lookes Avenue
- Weston Street

These alcohol restrictions are proposed to be in place from 12.00pm (noon) 31 December 2019 to 3.00am 1 January 2020.

It should be noted that NSW Police introduced alcohol ban restrictions in 2014 at Ballast Point Park which is managed by the Sydney Harbour Foreshore Authority.

#### Matters arising from previous event

Residents' Comments	Officer Comments
<p><i>Every year police divert non-residents up Merton Street, Rozelle in a slow procession from 5pm onwards, causing issues for residents on Merton Street, Napoleon Street, Cross Street and Nelson Street.</i></p> <p><i>There is severe traffic in Merton Street from 5pm up to the 9pm fireworks. Leading up to the 12pm fireworks, drivers are looking for</i></p>	<p><i>Evans Street is one of several roads which permit residential access into the Balmain Peninsula (others include Terry Street, Darling Street and Robert Street). Local Traffic on Evans Street must pass a Police check point at Merton Street to proceed further into the Peninsula and non-resident traffic is redirected back to the State Road network via Merton Street and Darling Street.</i></p>

*car spaces with vehicles often parking across driveways and in the 'No Stopping' restrictions at the intersection of Merton and Cross Street.*

*Last year, an incident occurred on Merton Street at the conclusion of the 9pm fireworks. A group of people threw firecrackers straight down Cross Street which hit parked cars and went into a resident's front yard. Immediately after, the group got into their car and drove off.*

*Although a Police officer attended the scene shortly after the incident, he was unable to take any statements as he was the only officer manning the barricades into the Peninsula.*

*By allowing non-residents of the peninsula to be diverted directly into Merton Street, it has caused a back log of traffic, illegal parking and dangerous behavior. We request that Council block off Merton Street and Cross Street to avoid similar issues from occurring in the future.*

*Merton Street is one of several roads that act as a traffic redistribution route to remove this non-resident traffic entering the Balmain peninsular.*

*Merton Street is one way towards Darling Street and allows this traffic redistribution without significant vehicular conflict, noting the lack of opposing vehicle movements. Therefore, no changes to the TMP are proposed.*

*Council will review the locations of the Variable Message Signs (VMS) boards to assist in minimising the number of non-residents that enter Evans St with the intention of traveling further into the Peninsular.*

*The Police have also been notified of the anti-social behavior that occurred at last year's event in Merton Street.*

## **PUBLIC CONSULTATION**

The road closures have been advertised in a local newspaper for a period of 28 days from 16 July to 13 August 2019. No comments have been received yet.

In December, the details of these traffic arrangements will be re-advertised in local newspapers, on Council's website and via a mail out to all occupants in the Balmain peninsula.

The road closures and other event information will also be available on the Sydney New Year's Eve Event website.

Similar to previous years, the TMC is requested to provide variable message signs: "Balmain Peninsula is closed" at the entry points from Victoria Road.

## **CONCLUSION**

Nil.

## **ATTACHMENTS**

1. [!\[\]\(f27fcb70c1e5b985e115fc4716d86ff2\_img.jpg\) New Year's Eve - Balmain - TMP](#)

**TRAFFIC and TRANSPORT  
MANAGEMENT PLAN**

**31<sup>st</sup> December**

**INNER WEST COUNCIL  
New Year's Eve Fireworks  
Balmain Peninsular**

PREPARED ON BEHALF OF  
INNER WEST COUNCIL, LEICHHARDT

**Issued  
7 November 2016**

WHO DARES PTY LTD

TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS

SHED 8 / 1 CANAL ROAD  
LEICHHARDT 2040  
P.O. BOX 187  
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Ph: 02 9569 9922  
Fax: 02 9569 9933



**This Traffic Management Plan is approved by:**

INNER WEST COUNCIL, LEICHHARDT: \_\_\_\_\_ Date: \_\_\_\_\_

Traffic Management Centre: \_\_\_\_\_ Date: \_\_\_\_\_  
Road Occupancy Licence No. \_\_\_\_\_

New South Wales Police: \_\_\_\_\_ Date: \_\_\_\_\_

Event Organiser: **INNER WEST COUNCIL, LEICHHARDT**

TMP Version: **3.0**

Issue Date: **7<sup>th</sup> November 2016**

Revision Date:

Document Author: **Greg Mooney, Who Dares Pty Ltd**  
**RTA Certificate 2253016656**  
**Phone 9569 9922 Fax 9569 9933**

### **TRAFFIC MANAGEMENT PLAN**

#### **Introduction**

This plan has been prepared on behalf of **INNER WEST MUNICIPAL COUNCIL**. It has been prepared after discussions with Councils Senior Traffic Engineer Anoma Herath and Senior Sergeant David Olsen from the NSW Police Major Events & Incidents Group. The plan relates to New Year's Eve road closures in Rozelle, Birchgrove and Balmain + Balmain East.

#### **Objective**

It is the objective of this report to set out the means and measures by which roads will be closed to through traffic to provide a safe area for the general public to view the New Year's Eve fireworks.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore the report will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

#### **Authority of the TMP**

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the road within the Inner West Council area.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavor to inform other agencies of the nature of the incident and the Police response.

## Contacts

### INNER WEST COUNCIL, LEICHHARDT

Manod Wickramasinghe Traffic & Parking Engineer Phone 02 9367 9117  
Inner West Council, Leichhardt Service Centre  
Email manod.wickramasinghe@innerwest.nsw.gov.au

### NSW POLICE

Chief Inspector Paul Carrett Major Events & Incidents Group Phone 02 9265 4720  
Email #ONROADEVENTS@police.nsw.gov.au

### Transport for NSW

Tamara Holmes Transport Operation Planner Phone 02 8396 1648  
Transport Management Centre Fax  
Mobile 0459 846 360  
Email tamara.holmes@tmc.transport.nsw.gov.au

### State Transit Authority

Raymond Carroll Special Events Co-Ordinator Phone 02 9245-1327  
Fax 02 9245 1330  
Mobile 0457 599 181  
Email Raymond\_Carroll@sta.nsw.gov.au

## 1. New Year's Eve

- 1.1 The fireworks display will take place on Sydney Harbour at 2100 hours and 12 midnight.
- 1.2 Large crowds are expected at all Sydney Harbour vantage points.
- 1.3 Previous experience has shown that crowds arrive from early in the day and build from around 1500 hours.

## 2. Road Closures

- 2.1. ROAD CLOSED to all vehicles **EXCEPT** STA buses, taxis and resident access permits.

- **Darling Street** at Nelson Street intersection, Rozelle (northbound direction)
- **Evans Street** at Merton Street intersection, Rozelle (northbound direction)
- **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
- **Robert Street** at Mullins Street intersection, Rozelle (both directions)
- **Mullens Street** closed at Robert Street intersection (both directions)
- **Darling Street** at Ewenton Street intersection, Balmain (eastbound direction)
- **Ballast Point Road** at Lemm Street-Yeend Street intersection, Birchgrove (south and eastbound directions)
- **Wharf Road** at Grove Street intersection, Birchgrove (eastbound direction)

- 2.2 ROAD CLOSURES

- **Brent Street** at Evans Street intersection, Rozelle (both directions)
- **Evan St** at Nelson Street intersection, Rozelle (both directions)
- **Mansfield Street** at Evans Street intersection, Rozelle (both directions)
- **Hanover Street** at Evans Street intersection, Rozelle (both directions)
- **Mackenzie Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Hartley Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Joseph Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Loughlin Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Crescent Street** at Robert Street intersection, Rozelle (both directions)
- **Buchanan Street** at Robert Street intersection, Balmain (both directions)
- **Waragal Avenue** at Terry Street intersection, Rozelle (both directions)
- **McKell Street** at Yeend Street intersection, Birchgrove (both directions)
- **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
- **Yeend Street** at Ballast Point Road intersection, Birchgrove (both directions)
- **Rose Street** at Grove Street intersection, Birchgrove (northbound)



### 2.3 RESIDENT ACCESS PERMITS

- 2.3.1 The following permits will be accepted for access to the Balmain / Rozelle peninsula:
- Inner West Council Resident Access Permit.
  - Inner West Council Current Resident Parking Scheme Permit for Areas B1, B2, B3, B5, BE, BG, R1, R2, R3 and R4.
  - RMS Mobility Parking Scheme Permit.

### 2.4 TAXI AND HIRE CAR ACCESS

- 2.4.1 Taxi and Hire Cars are permitted past the closures **only up till 7pm** (1900 hours) New Year's Eve 31 December.

## 3. Special Event Clearways

- 3.1 Roads and Maritime Services (RMS) will operate a special event clearway western side of Victoria Road from The Crescent, Rozelle to Westbourne Street Drummoyne, from 2pm 31<sup>st</sup> December until 2am 1<sup>st</sup>.

## 4. Road Closure and re-opening times

- 4.1 Roads will be closed from 1500 and re-opened by the Police after the crowd has dispersed after the midnight fireworks.

## 5. Identification and assessment of impact of proposed measures and notification

- 5.1. The proposal will have a reasonably significant impact as it includes the closure of The Darling Street. Vehicle movement will be directed away from the area affected by the closures. Local residential access will be maintained by Police.
- 5.2. The following permits will be accepted for access to the Balmain / Rozelle peninsula
- 5.2.1. Inner West Council Resident Access Permit
  - 5.2.2. Inner West Council Current Resident Parking Scheme Permit for Areas B1, B2, B3, B5, BE, BG, R1, R2, R3 and R4.
  - 5.2.3. RMS Mobility Parking Scheme Permit.
- 5.3 Road closures and times will be advertised via:
- 5.3.1 Local Newspapers.
  - 5.3.2 Inner West Council website.
  - 5.3.3 Traffic live website.
  - 5.3.4 New Year's Eve website.
  - 5.3.5 Mail out to all occupants in the peninsula.

## 6. Alcohol Free Zones

- 6.1. Similar to previous years, alcohol free zones will be established for New Year's Eve from 12.00pm (noon) 31<sup>st</sup> December to 3.00am 1<sup>st</sup> January at

- 6.1.1 Illoura Reserve.
- 6.1.2 Thornton Park.
- 6.1.3 Lookes Avenue Reserve.
- 6.1.4 Simmons Point Reserve.
- 6.1.5 Darling Street from Duke Street to Darling Street Wharf.
- 6.1.6 Lookes Avenue and Weston Street, Balmain East.
- 6.1.7 Yurulbin Park (Louisa Road)
- 6.1.8 Ballast Point Park
- 6.1.9 Birchgrove
- 6.1.10 Miklouho - Maclay and Mort Bay Parks
- 6.1.11 College Street Playground
- 6.1.12 Harris and Brownlee Reserves Birchgrove

## 7. Assessment of public transport services affected

- 7.1. State Transit Authority (STA) will operate services to a special New Year's Eve timetable increasing services to all routes servicing vantage points.
- 7.2. STA bus services will need to be re-routed. STA will provide notification of affected services.
- 7.3. Bus stops on both sides of Darling Street near Curtis Road will be temporarily extended.
- 7.4. A temporary Bus Zone will be installed in Darling Street between Ford Street and McDonald Street, Balmain.
- 7.5. A temporary Bus Zone be installed on the southern side of Darling Street between Booth Street and opposite Ford Street outside number 258-260 Darling Street (50m).
- 7.6. A temporary NO Stopping Zone be installed on the eastern side of Montague Street between Little Darling St and Beattie St.
- 7.7. Police have been requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection.
- 7.8. Sydney Harbour Ferry services will be suspended on New Year's Eve from approximately 1800 hours. Sydney Ferries will provide notification of affected services.

## 8. Details of provision made for emergency vehicles, pedestrian, disabled parking

- 8.1. **Emergency Services** will be informed of the event and a copy of the TMP will be sent by Inner West Council.
- 8.2. **In the case of an emergency** along the event route that will require an emergency vehicle to attend Police, Council Staff will be on hand to facilitate.

- 8.3. **Pedestrian** access will be maintained to footpaths, some points will be facilitated by Police.
- 8.4. Police will allow vehicles displaying a RMS Mobility Parking Permit access into the closures.

## **9. Cleaning**

- 9.1. Cleaning crews will be on stand-by between 2300 hours 31<sup>st</sup> December and 0200 hours on 1<sup>st</sup> January.

## **10. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures**

- 10.1. It is the intention to implement plans in line with previous New Year's Eve activities of a similar scope to contribute to the amelioration of as much inconvenience as possible in order to not effect negatively on any future events.
- 10.2. Residents and business owners around the area will be notified by a letterbox drop 3 weeks prior.
- 10.3. Council will undertake an information campaign to business owners, residents in the affected area by way of a letter drop at least seven days prior and that any concerns raised by those people are attended to.  
This will be done through advertising in newspapers, the RMS Traffic Live, NYE and Council's websites, along with VMS boards placed by Transport NSW.

## **11. Conclusion**

- 11.1. It is the opinion of the report writer that the proponent's ends are practical and achievable, without causing undue impact on the local area. Quite contrarily, the event should result in positive outcomes for all concerned.
- 11.2. The report writer wishes the Inner West Council a safe and successful night.

### Physical Survey of the Route

Item	Verified	Action Taken
All one way Sts are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event by event organiser. Police to facilitate emergency vehicle access
Block local resident access	<input checked="" type="checkbox"/>	Limited access provided under police control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic diversion
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by Police
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

### Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route	<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/> No	Standard
Security of participants	<input checked="" type="checkbox"/> Yes	Police will be on-site and security
Security of very important persons (VIPs)	<input checked="" type="checkbox"/> No	

### Attachments Follow:

#### ➤ TCP's

- TCP 01 Hanover St & Evans St ROZELLE
- TCP 02 Mansfield St & Evans St ROZELLE
- TCP 03 Brent St & Evans St ROZELLE
- TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE
- TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE
- TCP 06 Crescent St & Robert St ROZELLE
- TCP 07 Robert St & Mullens St ROZELLE
- TCP 08 Buchanan St & Robert St ROZELLE
- TCP 09 Waragal Ave & Terry St ROZELLE
- TCP 10 Terry St & Wellington St ROZELLE
- TCP 11 McKell St & Yeend St BIRCHGROVE
- TCP 12 Darling St & Nelson St ROZELLE
- TCP 13 Darling St & Ewenton St BALMAIN
- TCP 14 Wharf Rd & Grove St BIRCHGROVE
- TCP 15 Darling St & Curtis Rd BALMAIN
- TCP 16 Temp Bus stops Darling St BALMAIN
- TCP 17 Temp No Stopping Montague St Balmain
- TCP 18 Rose St & Grove St BIRCHGROVE

#### ➤ Overview map Balmain, Rozelle, Birchgrove Road Closures (supplied by TMC)



## **NEW YEARS EVE TRAFFIC CONTROL PLANS**

TCP 01 Hanover St & Evans St ROZELLE  
TCP 02 Mansfield St & Evans St ROZELLE  
TCP 03 Brent St & Evans St ROZELLE  
TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE  
TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE  
TCP 06 Crescent St & Robert St ROZELLE  
TCP 07 Robert St & Mullens St ROZELLE  
TCP 08 Buchanan St & Robert St ROZELLE  
TCP 09 Waragal Ave & Terry St ROZELLE  
TCP 10 Terry St & Wellington St ROZELLE  
TCP 11 McKell St & Yeend St BIRCHGROVE  
TCP 12 Darling St & Nelson St ROZELLE  
TCP 13 Darling St & Ewenton St BALMAIN  
TCP 14 Wharf Rd & Grove St BIRCHGROVE  
TCP 15 Darling St & Curtis Rd BALMAIN  
TCP 16 Temp Bus stops Darling St BALMAIN  
TCP 17 Temp No Stopping Montague St BALMAIN  
TCP 18 Rose St & Grove St BIRCHGROVE

As at 7th November 2016

PREPARED ON BEHALF OF

INNER WEST COUNCIL

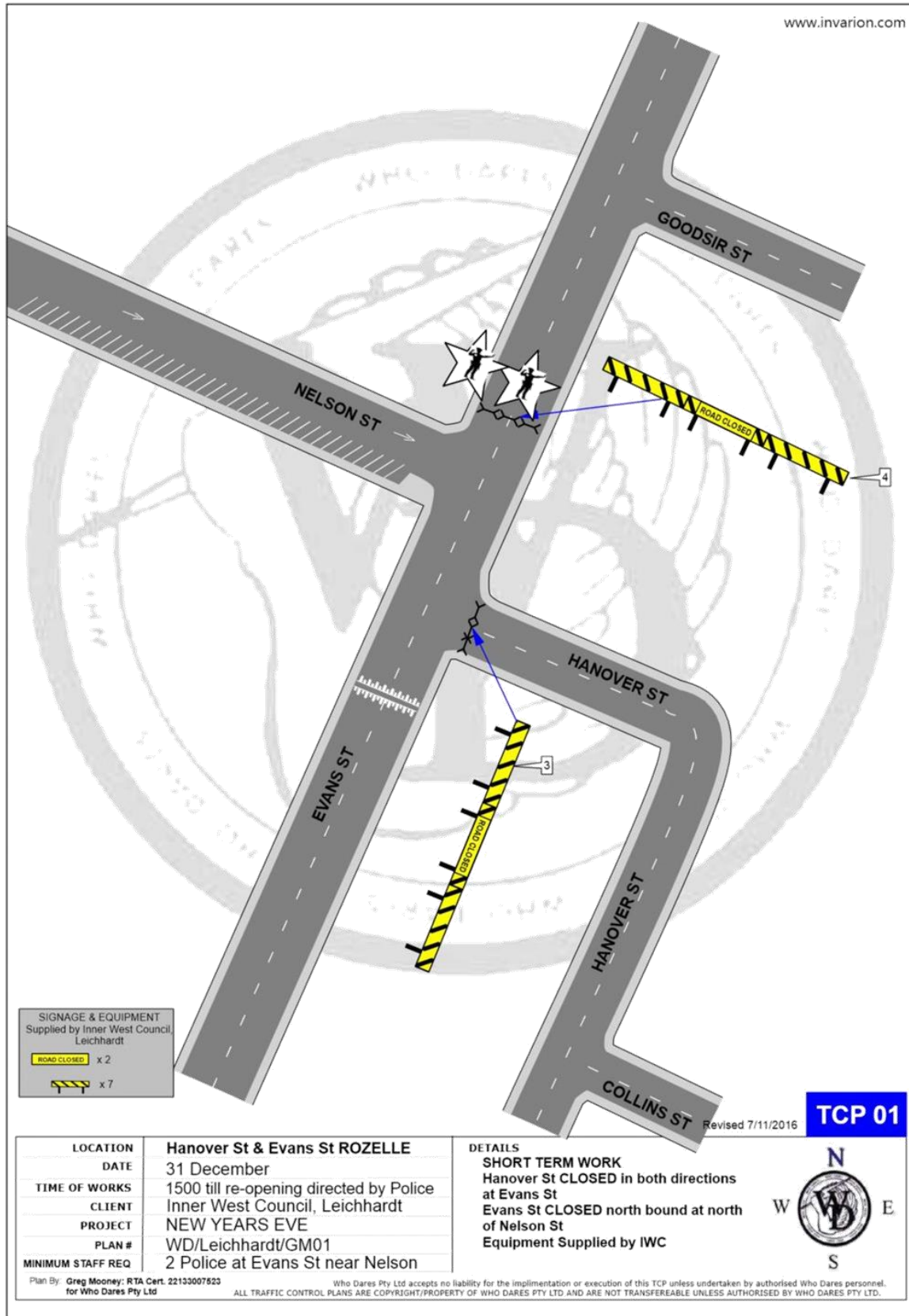
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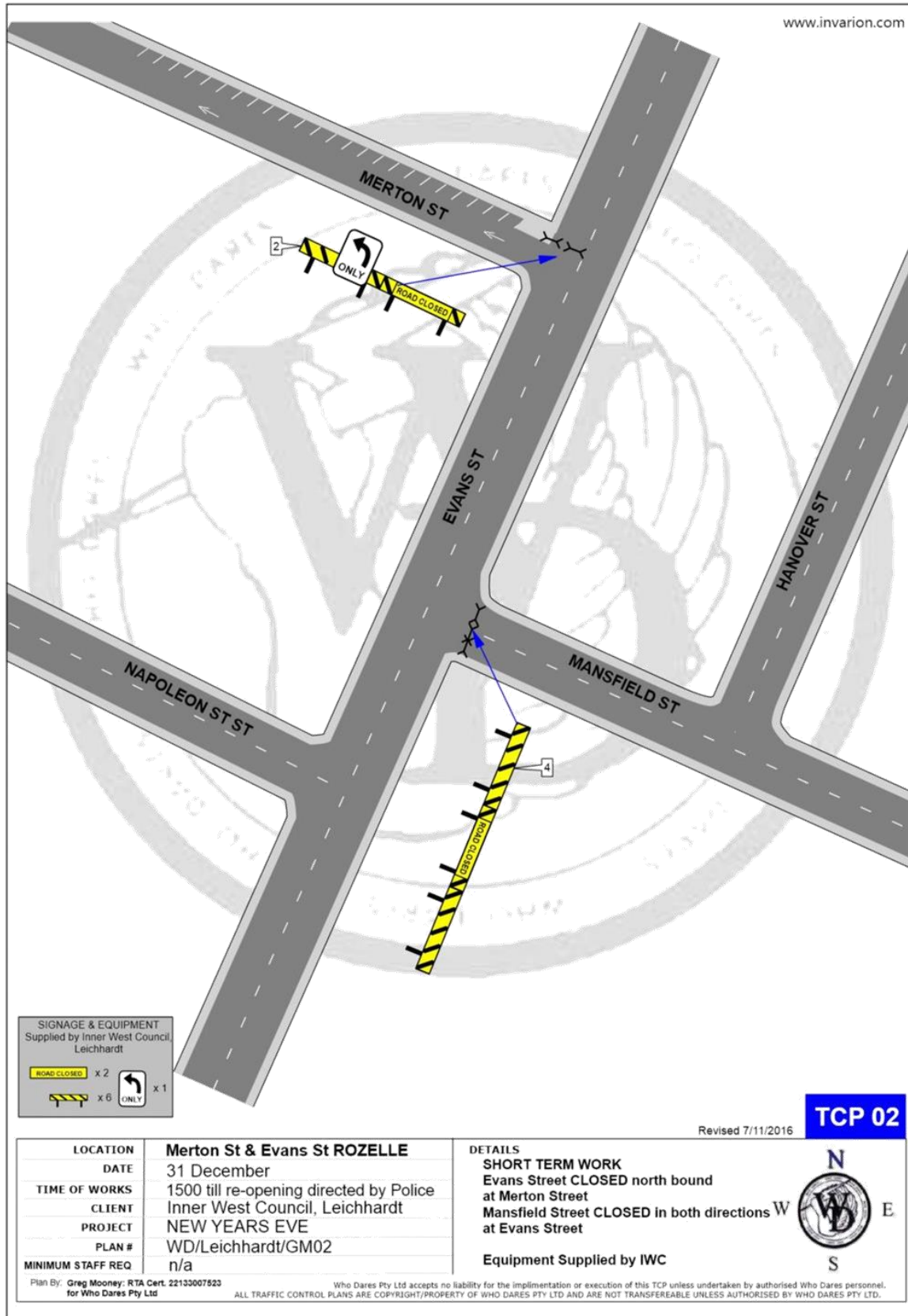
**WHO DARES PTY. LTD.**

**TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS**

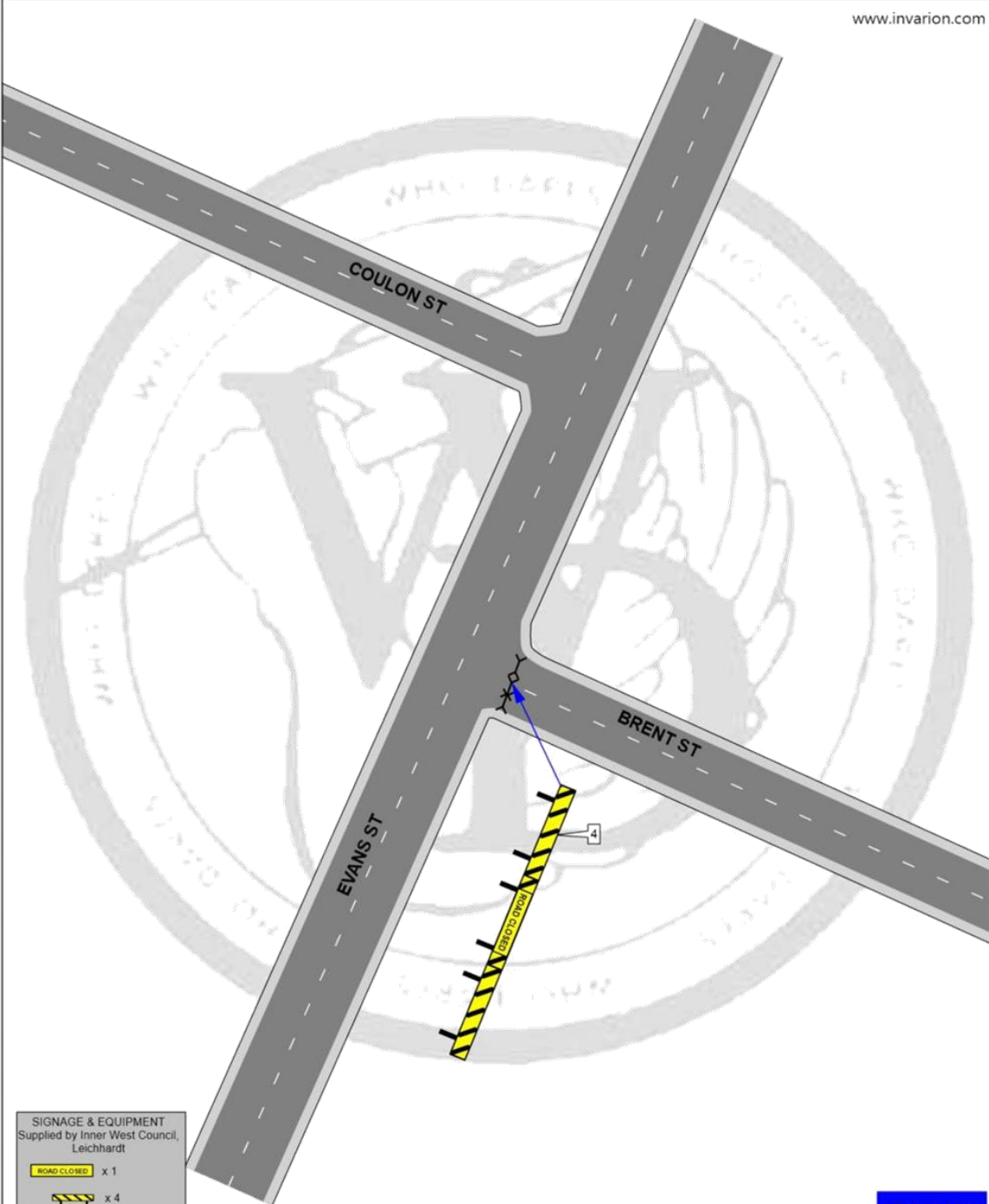
**SHED 8 / 1 CANAL ROAD  
LEICHHARDT 2040  
P.O. BOX 187  
FIVE DOCK 2046**

**Ph: 02 9569 9922  
Fax: 02 9569 9933**







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**SIGNAGE & EQUIPMENT**  
 Supplied by Inner West Council,  
 Leichhardt
 

 x 1
 x 4

<b>LOCATION</b>	<b>Brent St &amp; Evans St ROZELLE</b>
<b>DATE</b>	31 December
<b>TIME OF WORKS</b>	1500 till re-opening directed by Police
<b>CLIENT</b>	Inner West Council, Leichhardt
<b>PROJECT</b>	NEW YEARS EVE
<b>PLAN #</b>	WD/Leichhardt/GM03
<b>MINIMUM STAFF REQ</b>	n/a

Plan By: Greg Mooney: RTA Cert. 22133007523  
for Who Dares Pty Ltd


Revised 7/11/2016

TCP 03

DETAILS

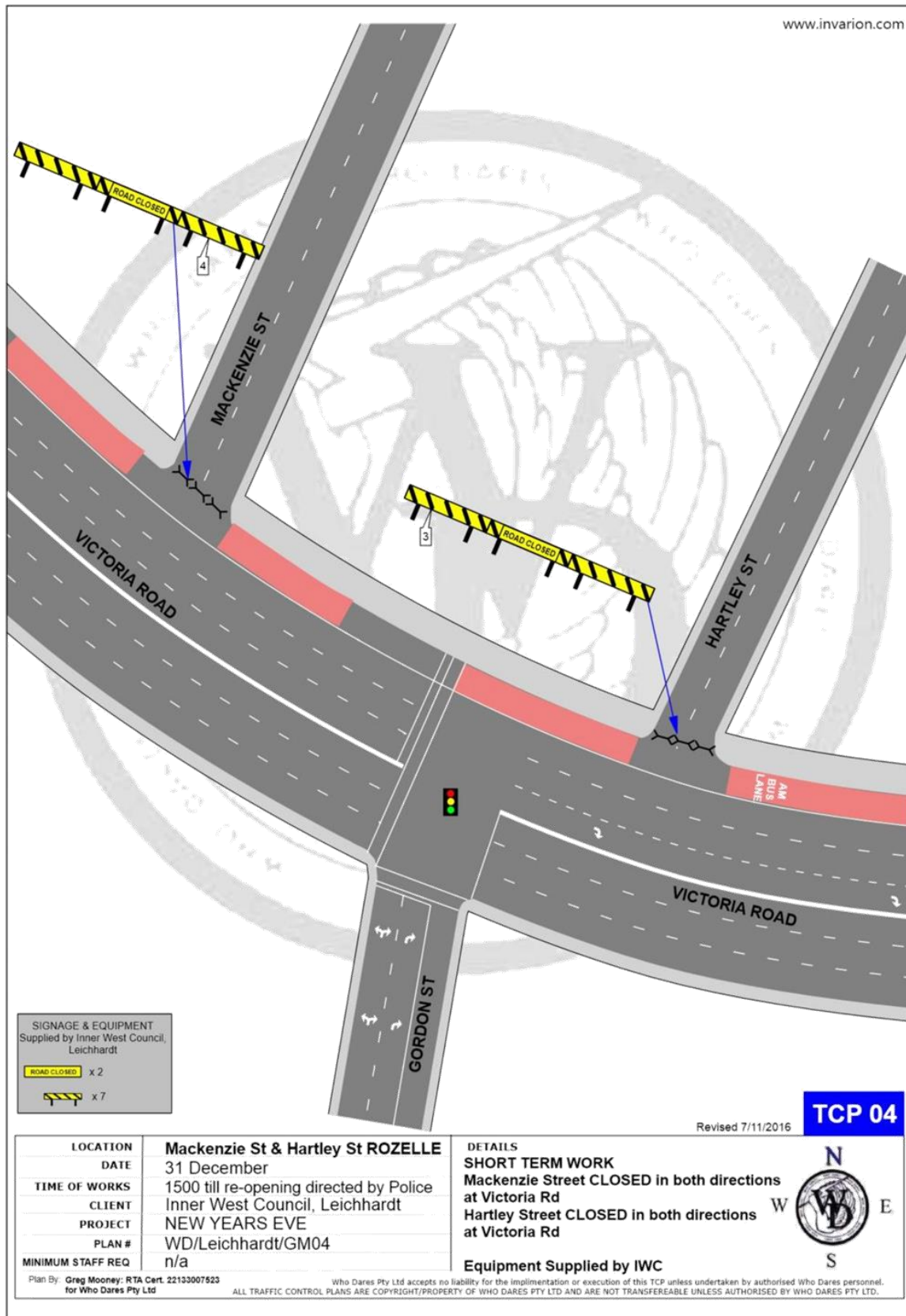
**SHORT TERM WORK**  
**Brent Street CLOSED in both directions**  
**at Evans Street**

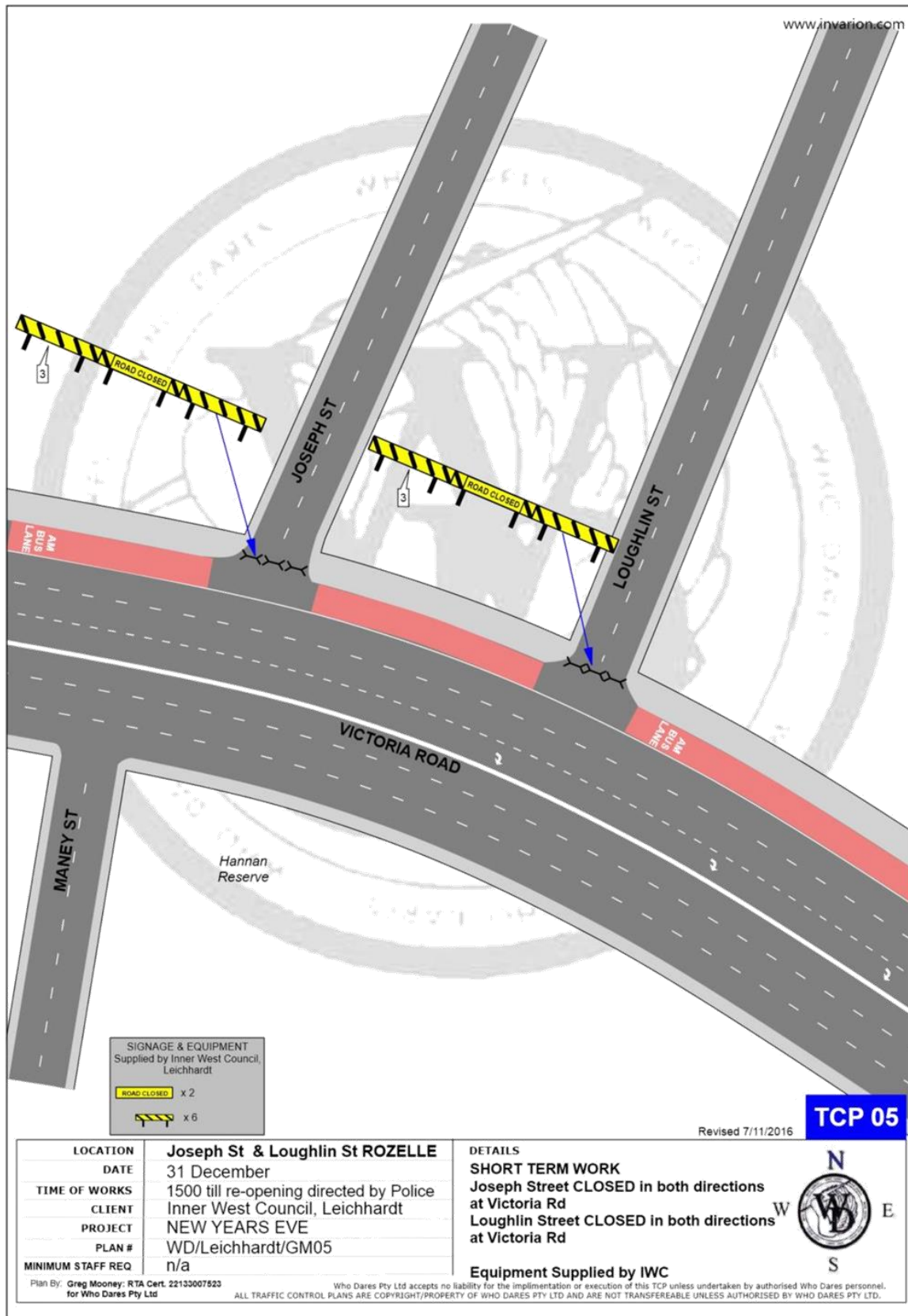
**Equipment Supplied by IWC**

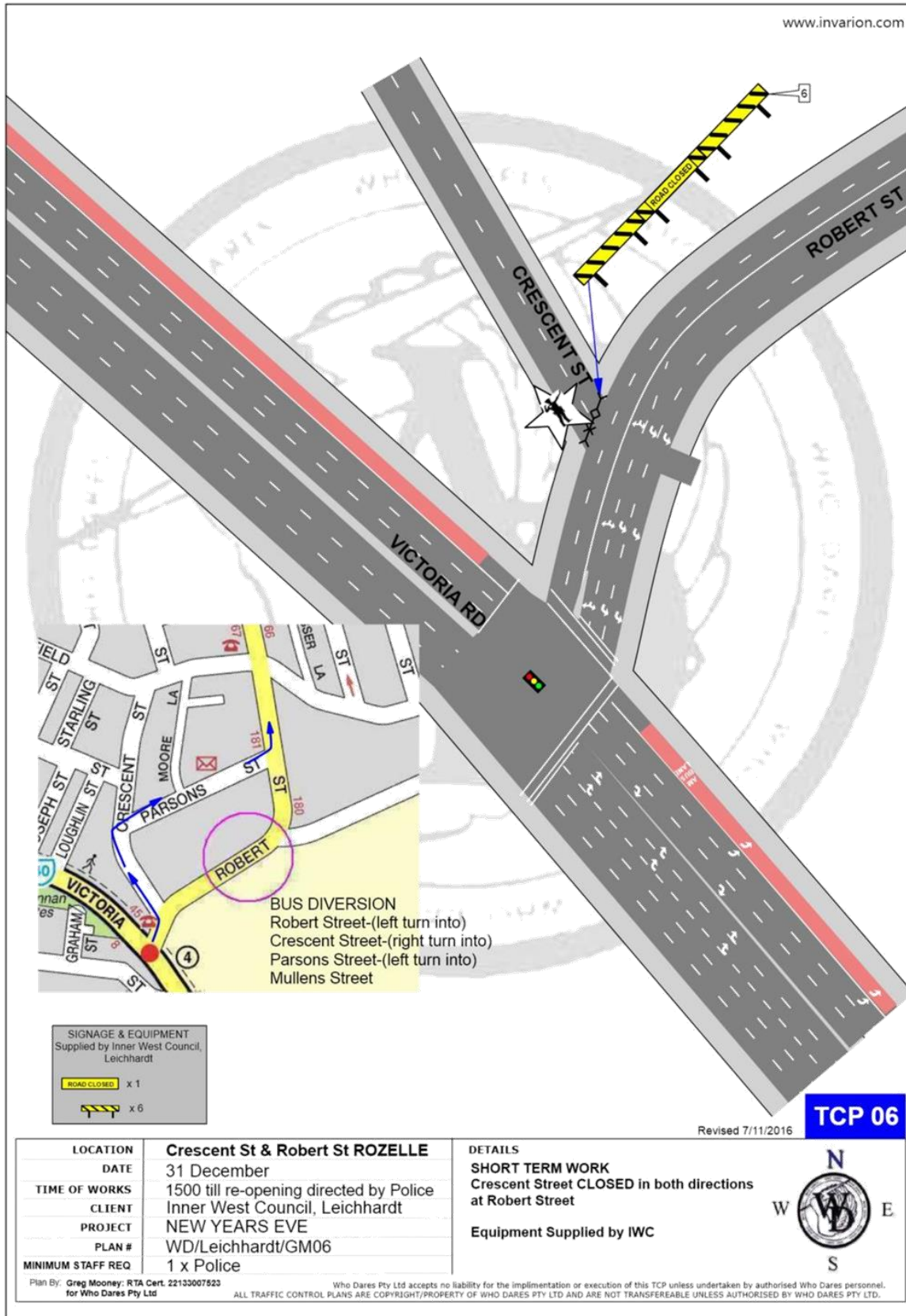


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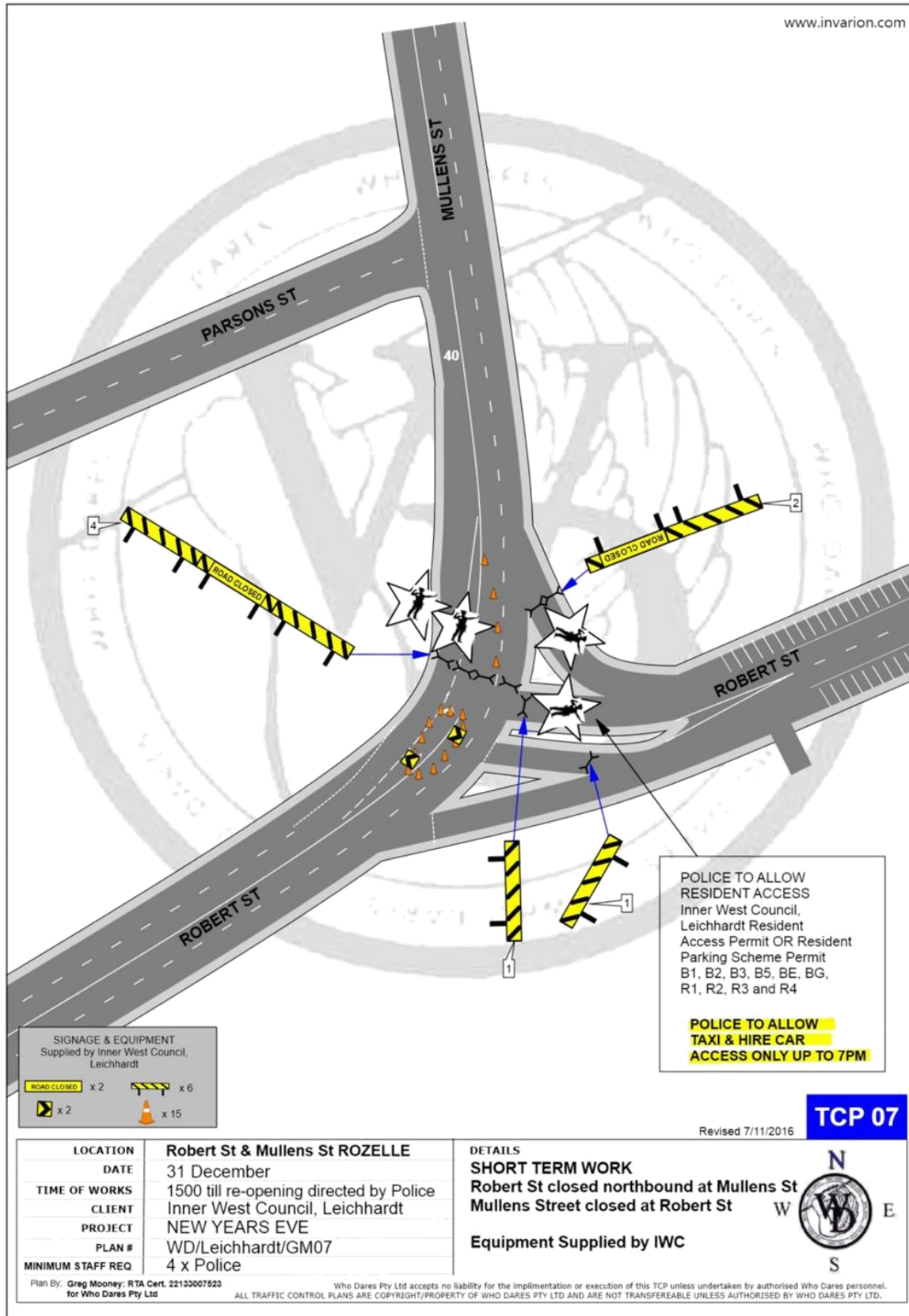




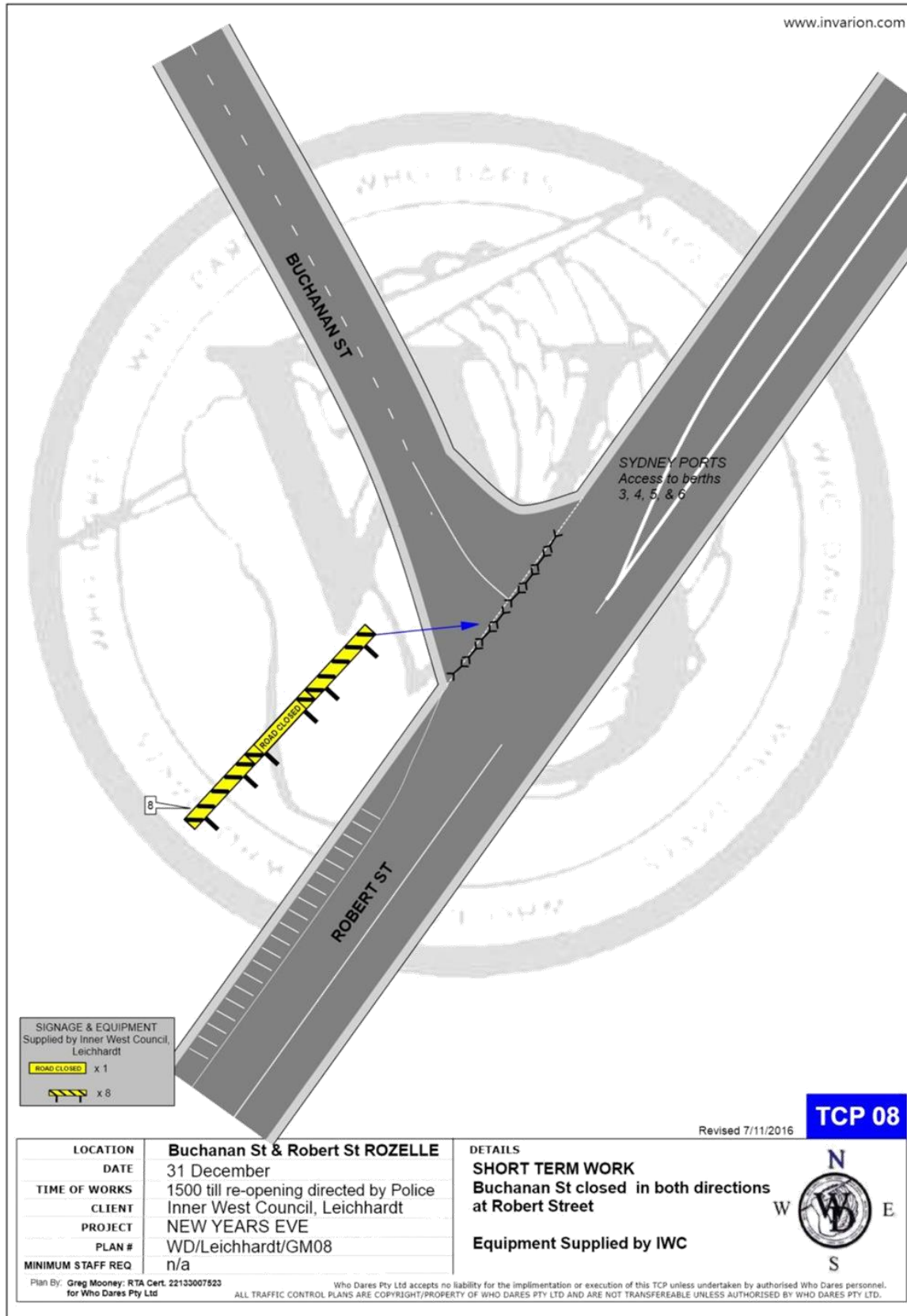


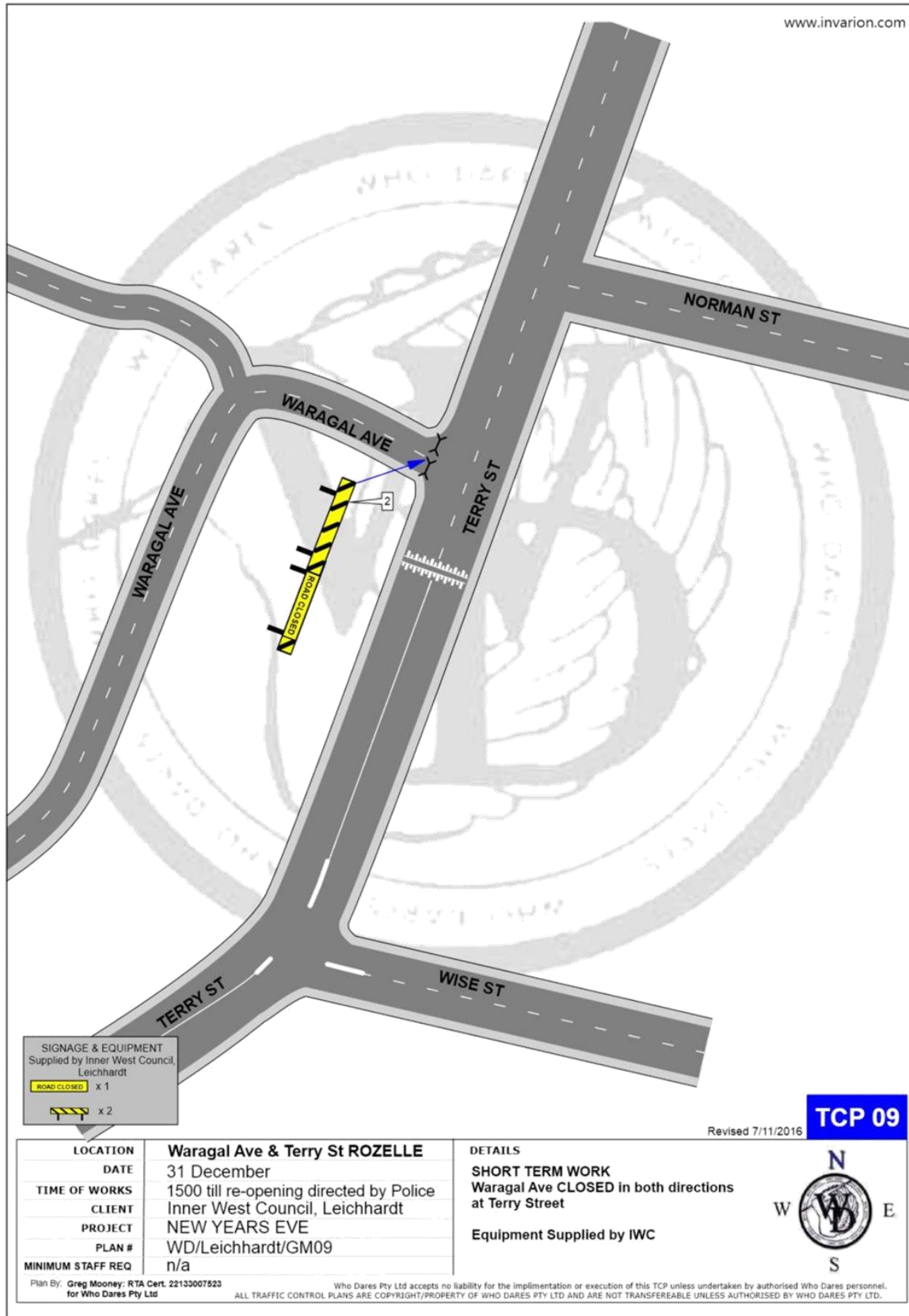






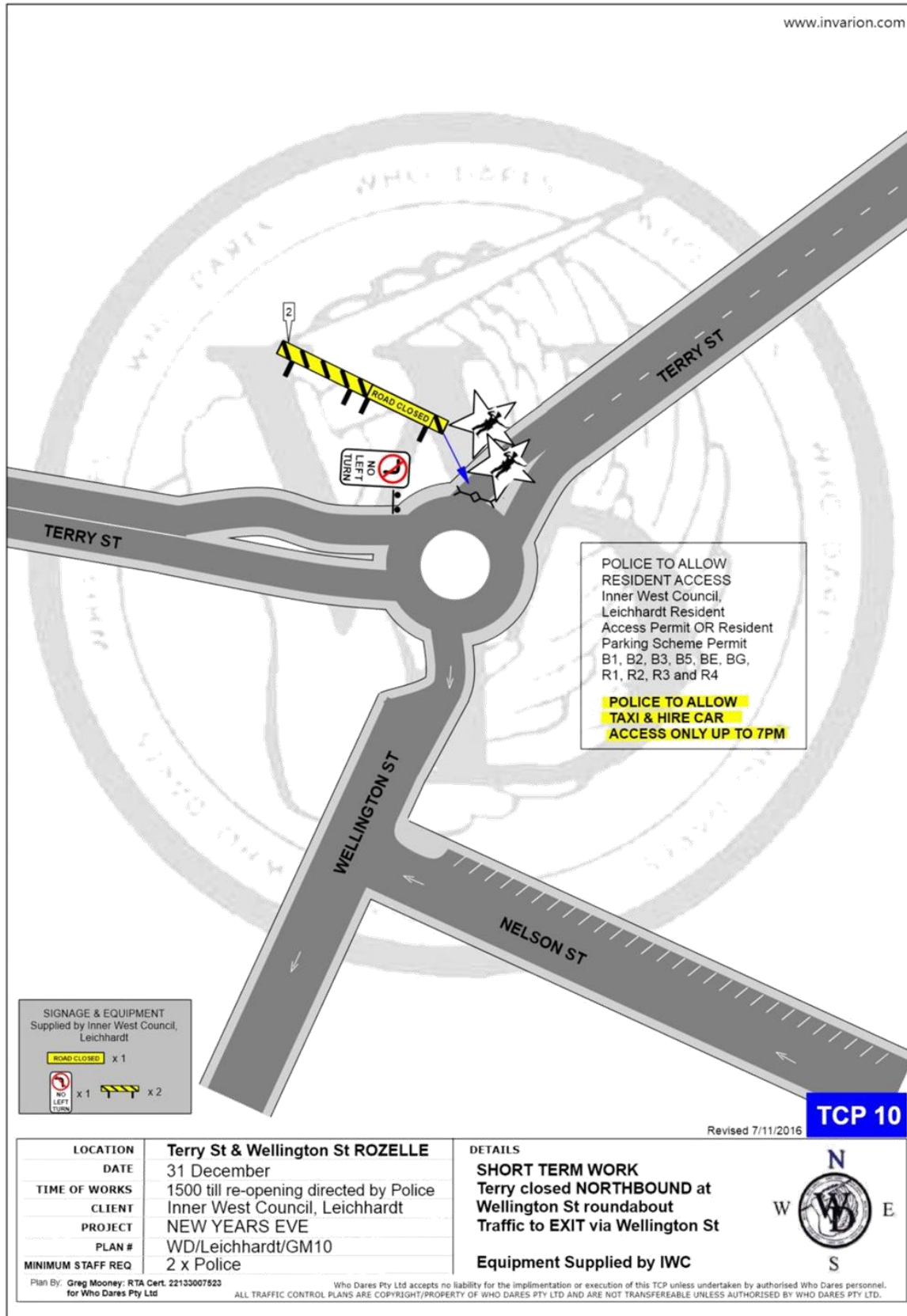


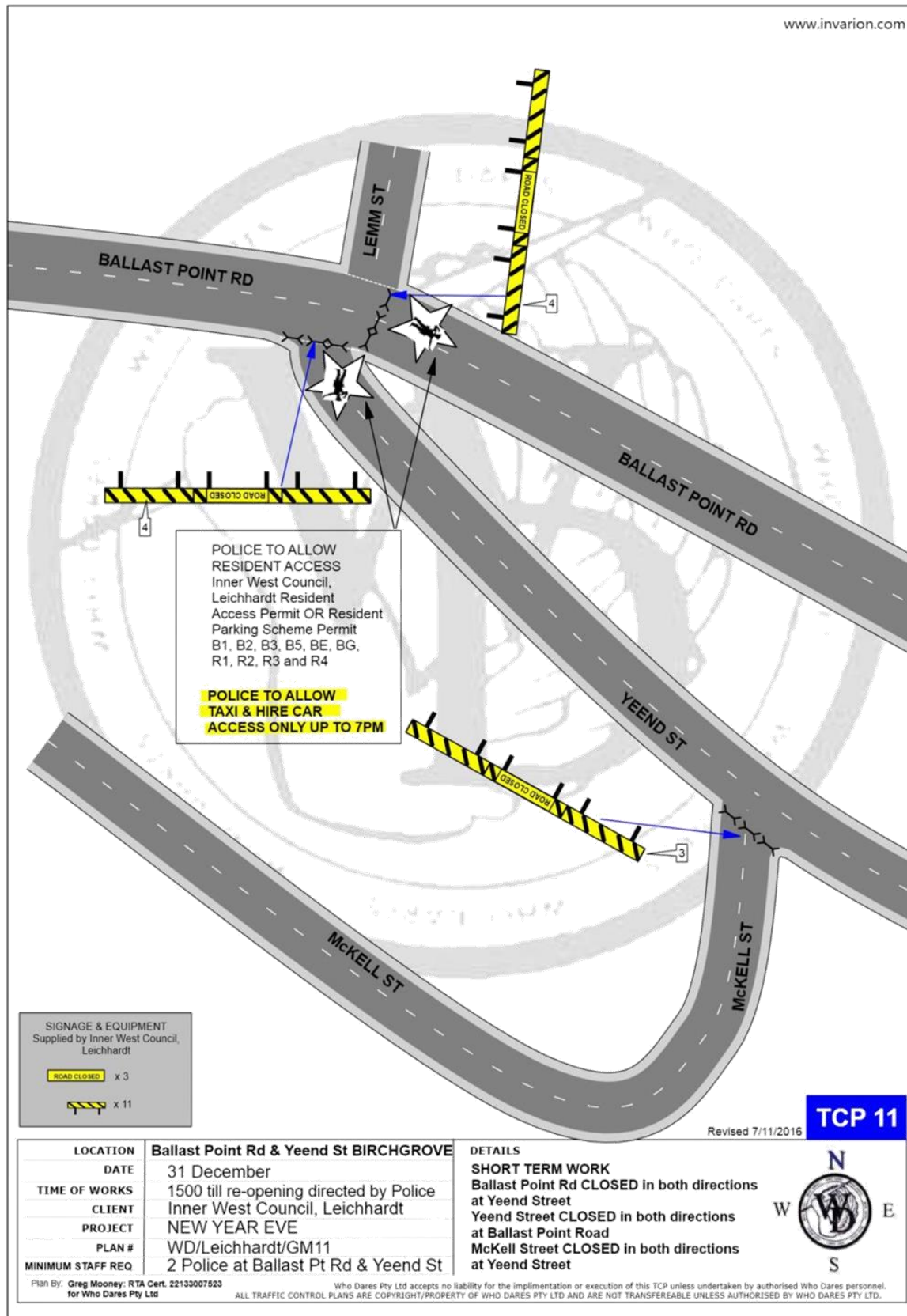




Item 21

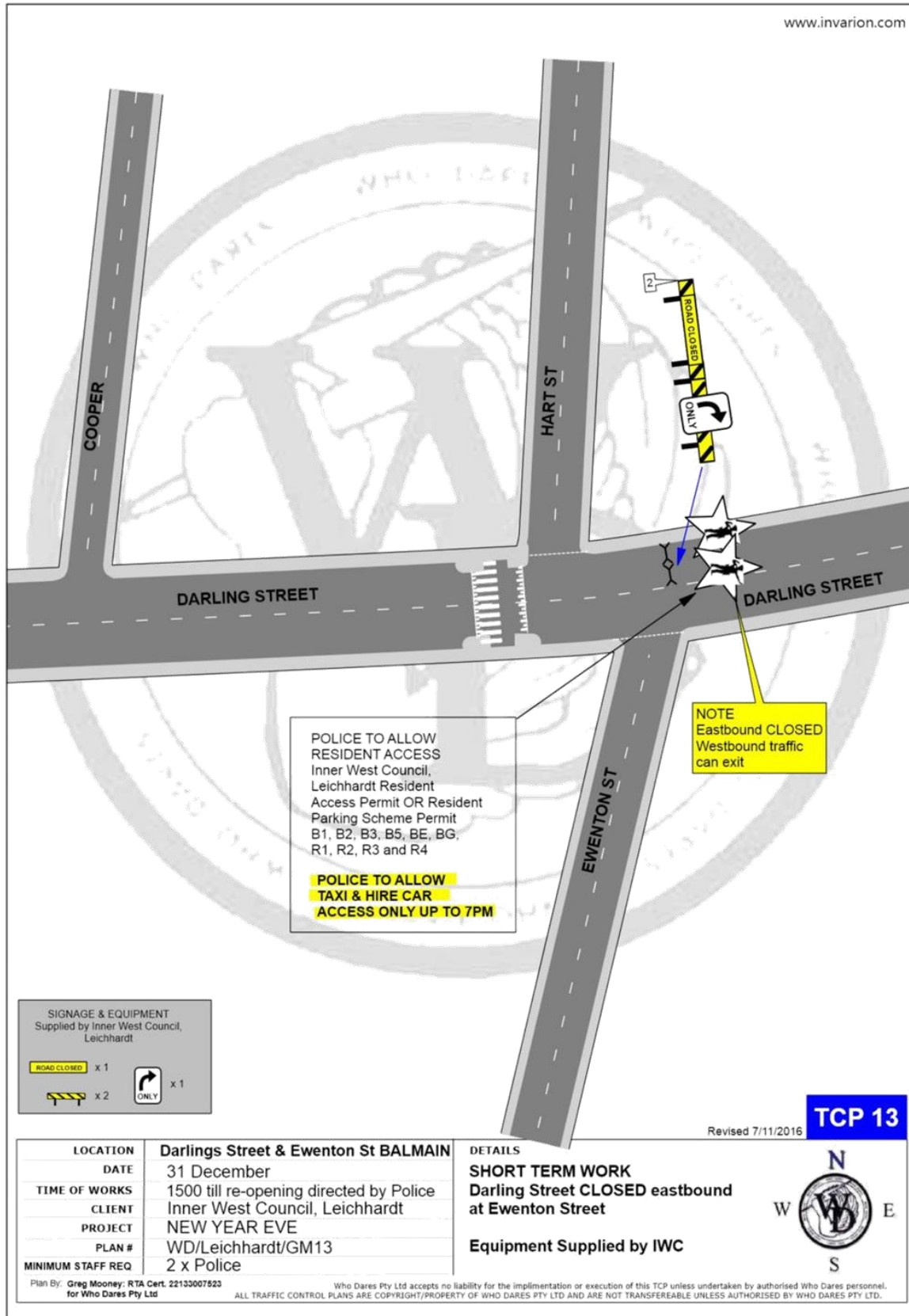
Attachment 1

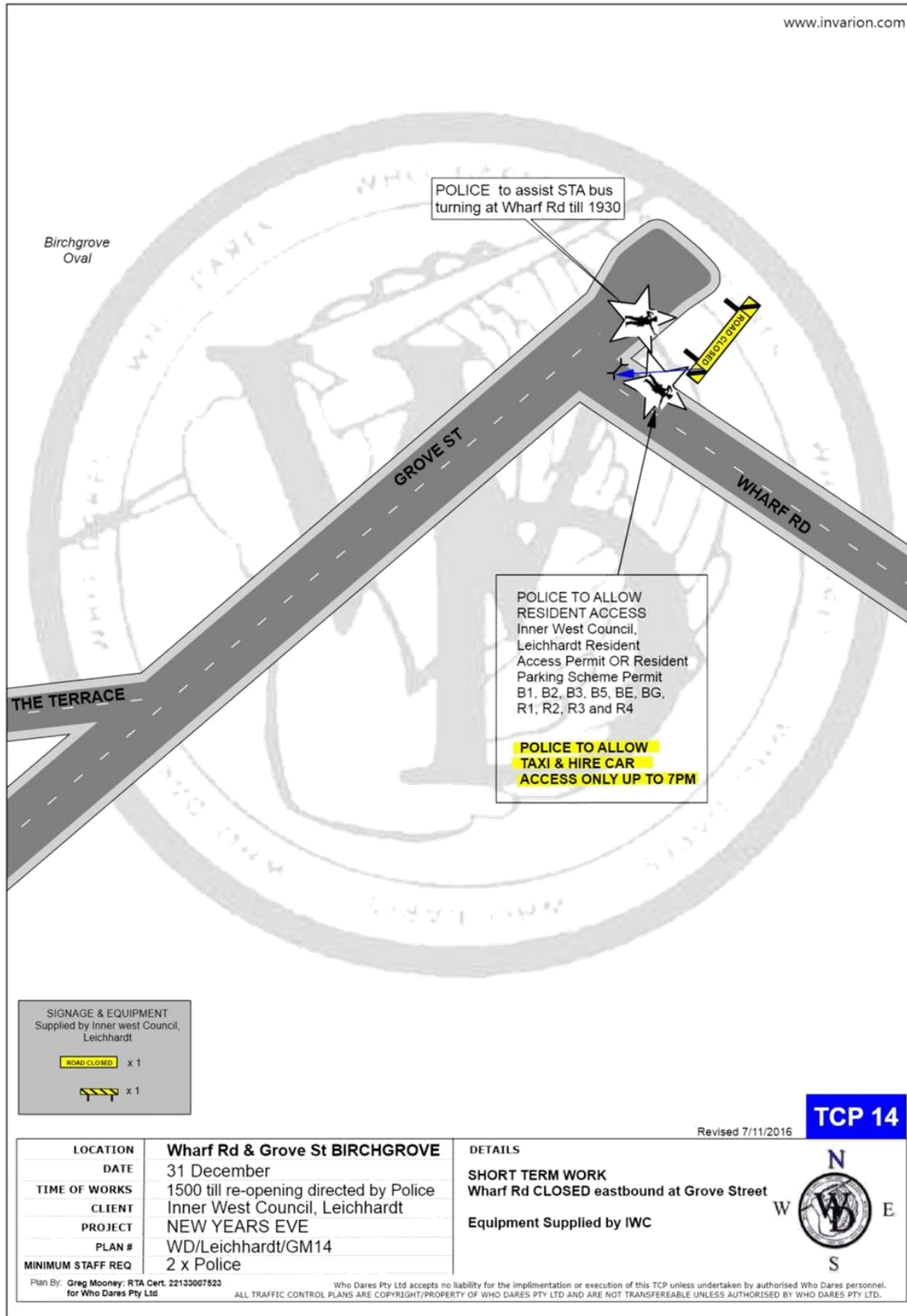


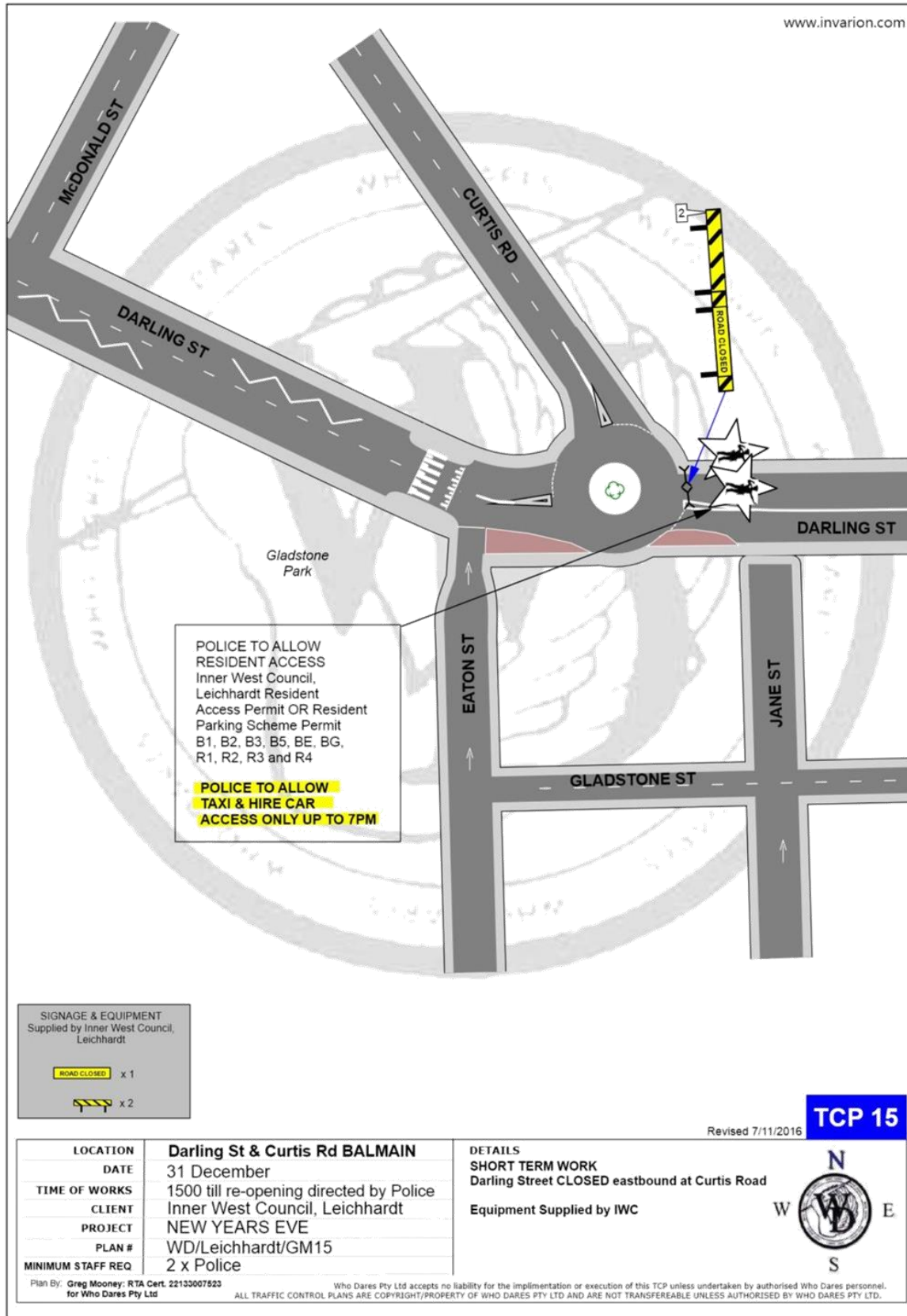




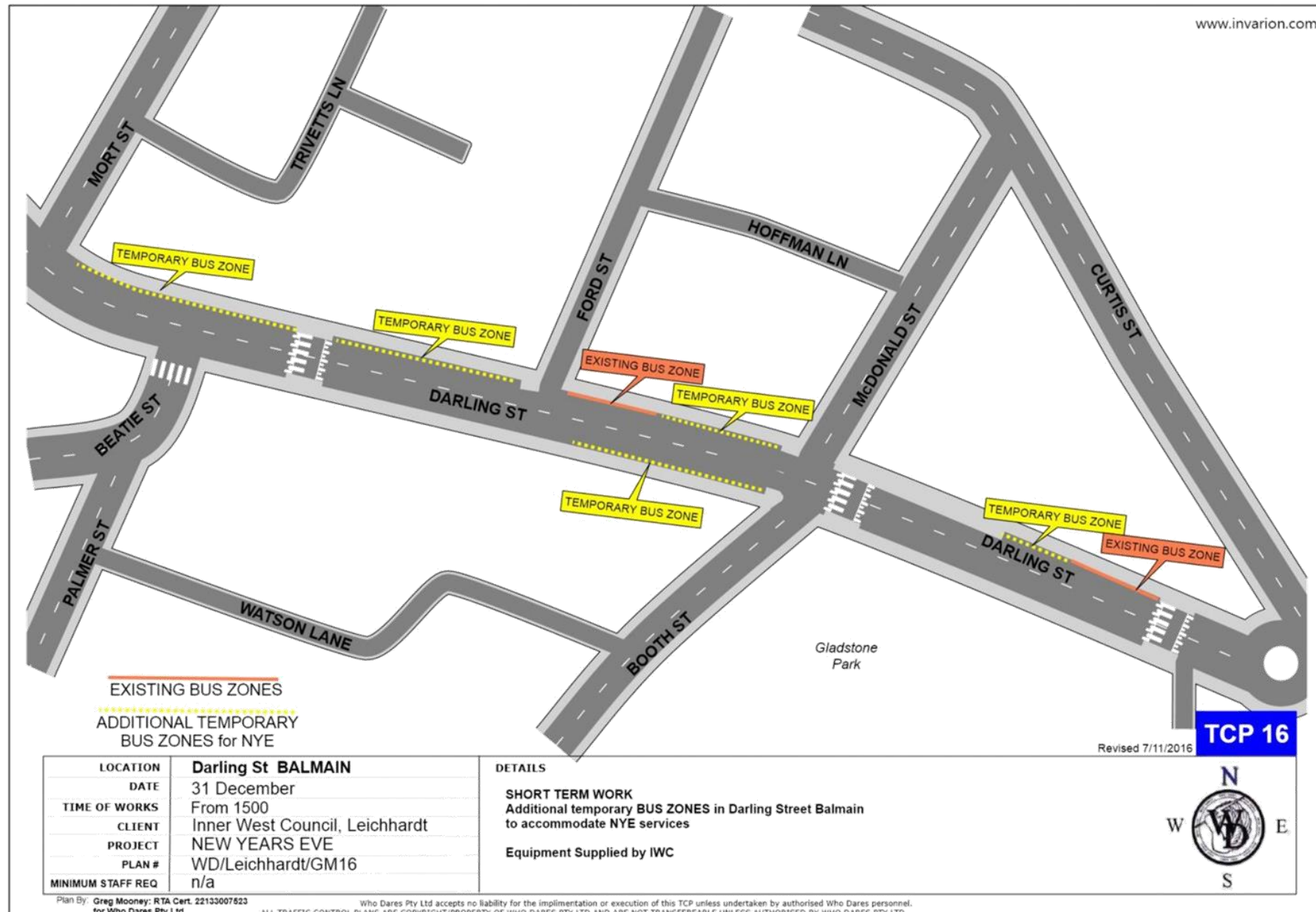




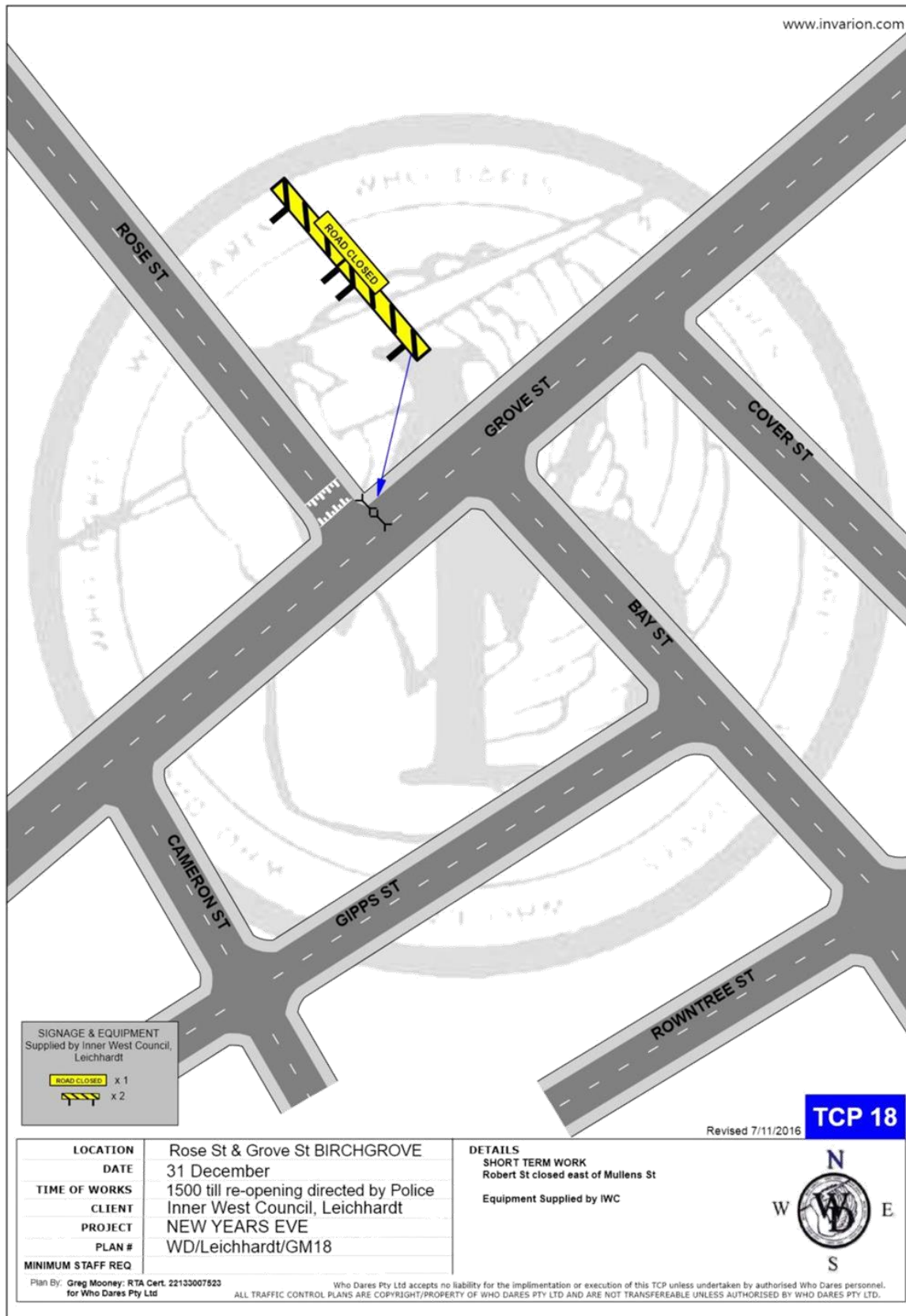




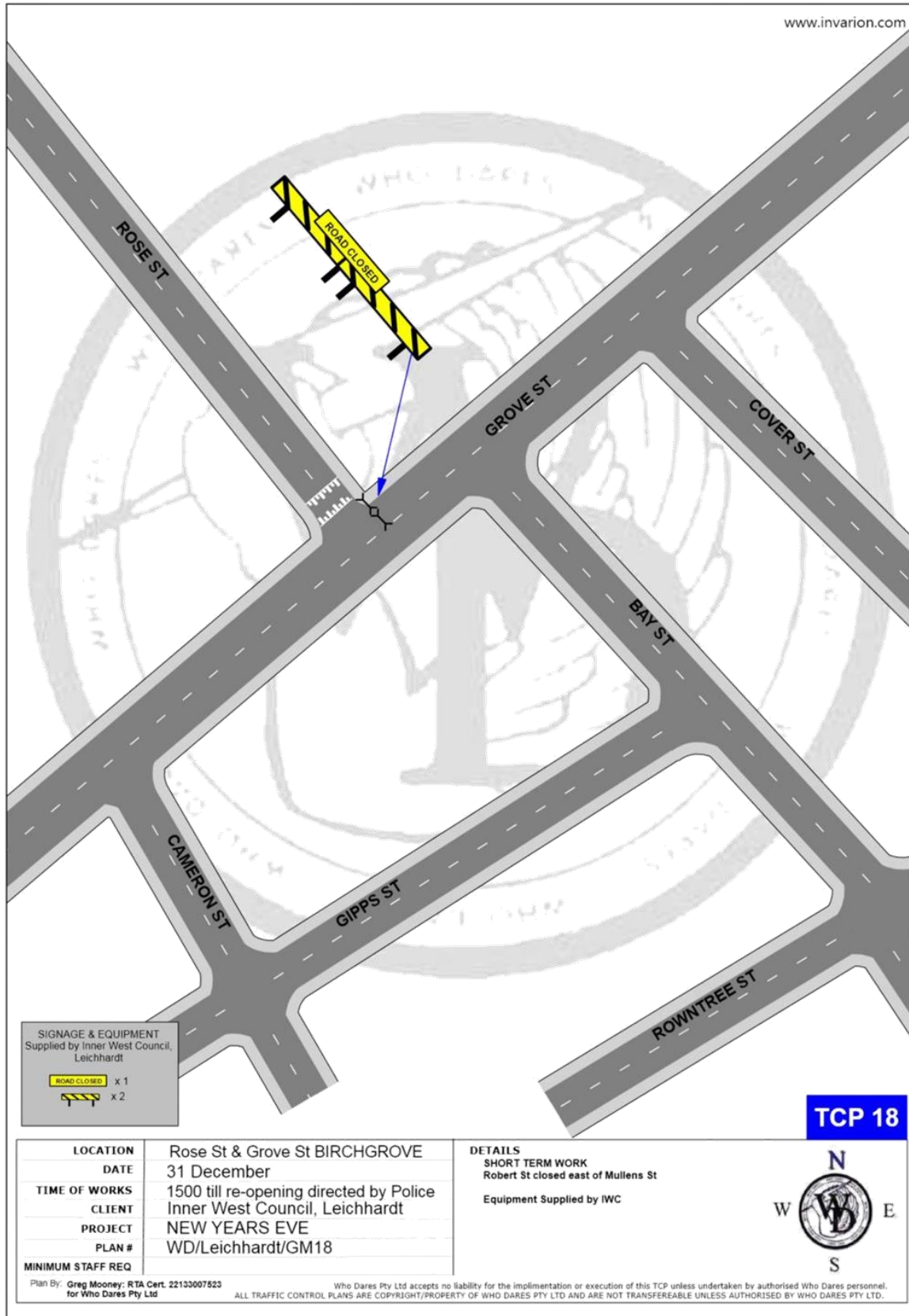












Item 21

Attachment 1