

# AGENDA

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# INNER WEST COUNCIL

**LOCAL TRAFFIC COMMITTEE MEETING**

**MONDAY 2 SEPTEMBER 2019**

**10.00am**

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## 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

<b>1</b>	<b>Apologies</b>		
<b>2</b>	<b>Disclosures of Interest</b>		
<b>3</b>	<b>Confirmation of Minutes</b>		<b>Page</b>
	Minutes of 5 August 2019 Local Traffic Committee Meeting		<b>5</b>
<b>4</b>	<b>Matters Arising from Council’s Resolution of Minutes</b>		
<b>5</b>	<b>Part A – Items Where Council May Exercise Its Delegated Functions</b>		

### Traffic Matters

<b>ITEM</b>			<b>Page</b>
LTC0919 Item 1	Richardsons Crescent & Carrington Road, Marrickville - Request for Pedestrian Crossing Facility (Midjuburi Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)		<b>29</b>
LTC0919 Item 2	Boomerang Street and Crescent Street, Haberfield - Proposed Intersection Treatment (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)		<b>47</b>
LTC0919 Item 3	Minor Traffic Facilities (All Wards/All Electorates/All PACs)		<b>51</b>
LTC0919 Item 4	Newtown Local Area Traffic Management Strategy (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)		<b>58</b>
LTC0919 Item 5	Church Street, between Carillon Avenue and Rochester Street, Newtown - Temporary Full Road Closure - to dismantle a tower crane at 142 Carillon Avenue (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)		<b>68</b>
LTC0919 Item 6	Fisher Street, Petersham between Regent Street and Audley Street – Temporary Full Road Closure to dismantle tower crane at No. 22 (Damum - Stanmore Ward / Newtown Electorate / Inner West PAC)		<b>79</b>
LTC0919 Item 7	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 – notice of change of dates (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)		<b>82</b>
LTC0919 Item 8	Eltham Street, Lewisham – Temporary Full Road Closure to install new sewer main in the roadway on behalf of Sydney Water (Damum - Stanmore Ward / Newtown Electorate / Inner West PAC)		<b>89</b>
LTC0919 Item 9	Australia Street, Eliza Street, Lennox Street & Mary Street, Newtown – Temporary Full Road Closures for Newtown Festival on Sunday 10 November 2019 (Damum-Stanmore Ward / Newtown Electorate / Inner West PAC)		<b>111</b>

**Parking Matters**

<b>ITEM</b>		<b>Page</b>
LTC0919 Item 10	Ashfield Street (Lane), Ashfield - Proposed 'No Parking' restrictions (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West PAC)	<b>134</b>
LTC0919 Item 11	Petersham Road, Marrickville - Proposed Installation of Statutory 'No Stopping' & 'No Parking' signage between Graham Avenue and Stanley Street (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)	<b>139</b>
LTC0919 Item 12	Beattie Street and Palmer Street, Balmain - Proposed 'Motor Bike Only' and 'No Parking' Restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	<b>143</b>
LTC0919 Item 13	Upward Street, Leichhardt - Resident Parking Scheme (Gulgadya - Leichhardt Ward/Balmain Electorate/Leichhardt PAC)	<b>146</b>

**Late Items**

Nil at time of printing.

**6 Part B - Items for Information Only**

Nil at the time of printing.

**7 Part C - Items for General Advice**

<b>ITEM</b>		<b>Page</b>
LTC0919 Item 14	Carlisle Street, Leichhardt - Temporary Road Closure for Royal Hotel Inner West Beer festival	<b>151</b>
LTC0919 Item 15	Wharf Road, Lilyfield - Temporary Road Closure for Balmain Fun Run 2019	<b>156</b>
LTC0919 Item 16	Norton Street Italian Festa 2019 - Temporary Road Closures (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)	<b>169</b>
LTC0919 Item 17	63-65 Pymont Bridge Road, Annandale - Additional Information for Modification of Development Consent (Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)	<b>178</b>

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

**Minutes of Local Traffic Committee Meeting  
Held at Petersham Service Centre on 5 August 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 Paul Vlachos	NSW Police – Inner West Police Area Command
Ryan Horne	Roads and Maritime Services

**OFFICERS IN ATTENDANCE**

SC Tony Kenny	NSW Police – Inner West Police Area Command
Ram Sritharan	Roads and Maritime Services
Asith Nagodavithane	Transit Systems – Inner West Bus Services
Colin Jones	Inner West Bicycle Coalition
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward
Wal Petschler	IWC's Group Manager Roads, Traffic and Stormwater
John Stephens	IWC's Traffic and Transport Services Manager
Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
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
David Milliken	IWC's Strategy Manager
Albert Madrigal	IWC's Senior Strategic Planner
Christina Ip	IWC's Business Administration Officer

**VISITORS**

Jason Bruer	Item 1 – Resident
Alex Dilworth	Item 1 – Resident
Kelsie Dadd	Item 1 – Resident
Bailan Devereaux	Item 1 – Resident
Chris Rapp	Item 1 – Resident
Sandra Siebert	Item 7 – Resident
Ron Siebert	Item 7 – Resident
Ian Zhang	Item 7 – Resident
Helen Yang	Item 7 – Resident
Brett Andrews	Item 12 – Connect Inner West Community Transport
Christopher Vanneste	Item 16 – GoGet Car Share

**APOLOGIES:**

Nil.

**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

Minutes of the Local Traffic Committee Meeting held on Monday, 1 July 2019 were confirmed.

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

The Local Traffic Committee recommendations of its meeting held on 1 July 2019 were adopted at Council's meeting held on 23 July 2019.

**LTC0819 Item 1 Warren Road Traffic Study (Midjuburi - Marrickville Ward/Summer Hill Electorate/Inner West PAC)****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.

**Officer's 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.

## **DISCUSSION**

*Public speakers: Jason Bruer, Alex Dilworth and Kelsie Dadd attended at 10.01am*

Mr Bruer and Mr Dilworth supported the recommendation as they believed it is the only option that will address the traffic and safety problems in Warren Road.

Ms Dadd supported the recommendation for the same reasons and suggested a further traffic management study be undertaken for the larger area surrounding Warren Road.

*(Mr Bruer, Mr Dilworth and Ms Dadd left at 10.14am)*

*Public speakers: Bailan Devereaux and Chris Rapp attended at 10.14am*

Ms Devereaux did not support the recommendation indicating that the proposed changes will divert heavy vehicles from Warren Road into Renwick Street and increase traffic speeds and total traffic volume in Renwick Street.

Mr Rapp did not support the recommendation as it does not address pedestrian safety which will be impacted by an increase in traffic volumes in Renwick Street.

*(Ms Devereaux and Mr Rapp left at 10.24am)*

The RMS representative supported the proposal in principle; however, indicated that the Traffic Management Plan (TMP) submitted to the RMS is still under review and may require further discussion with Council. RMS needs to review and consider how the increase in traffic turning right from Warren Road onto Illawarra Road to use Renwick Street will impact the operation of the Illawarra Road signalised intersection.

Council Officers will consider 'No Entry, Bicycles Excepted' signage at Warren Road or converting the bidirectional bicycle lane on Warren Road to a contraflow lane as part of the proposal, as requested by the Inner West Bicycle Coalition representative.

The Committee members agreed in principle to the Officer's recommendation, subject to further discussions with RMS to resolve any outstanding traffic management issues.

## **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. A westbound one-way traffic movement in Warren Road between Carrington Road and Illawarra Road, be supported "in-principle".**
- 2. Council Officers continue to liaise with RMS and provide any further information requested to assist their review of the TMP.**

- 3. A further report be provided to the Traffic Committee once RMS review of TMP is completed.**

**For motion: Unanimous**

**LTC0819 Item 2 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)**

### **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.

### **Officer's 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.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE 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.

**For motion:** Unanimous

**LTC0819 Item 3 Burrows Avenue, Sydenham – Temporary Full Road Closures - Sydney Metro Sydenham Station and Junction (SSJ) Works (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)**

**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.

**Officer's 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.

**DISCUSSION**

The representative for the Member for Heffron asked for an update on the investigation into the possible installation of marked pedestrian crossings at Burrows Avenue and Hogan

Avenue. Council Officers advised that pedestrian vs. vehicle data provided by the applicant did not meet the RMS requirements for a marked pedestrian crossing. At present, the dates of construction for the proposed pedestrian refuge facilities are unknown; however, Council Officers will request further information and provide to the representative for the Member for Heffron.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE 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.**

**For motion: Unanimous**

**LTC0819 Item 4 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)**

### **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.

### **Officer's 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.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE 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.**

**For motion: Unanimous**

**LTC0819 Item 5 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)**

### **SUMMARY**

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.

### **Officer's 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.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE 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 and Rescue, 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

**LTC0819 Item 6 Big Bike Day 2019 Special Event (Gulgadya-Leichhardt & Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**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.

**Officer's 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.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE 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.

**For motion:** Unanimous

**LTC0819 Item 7 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)****SUMMARY**

Council is proposing a number of intersection improvements which will address issues of pedestrian safety and driver behaviour. 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.

**Officer's 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.

**DISCUSSION**

*Public speakers: Sandra Siebert and Ron Siebert attended at 10.38am*

Ms and Mr Siebert supported the recommendation as it will improve road and pedestrian safety in the area. However, Ms and Mr Siebert were concerned with the proposed loss of parking in Croydon Road and asked why the street did not have a Resident Parking Scheme. Council Officers advised that a precinct parking study is currently being undertaken for the area surrounding Croydon Shopping Centre including Croydon Road.

*(Ms and Mr Siebert left at 10.40am)*

*Public speakers: Ian Zhang and Helen Yang attended at 10.40am*

Mr Zhang and Ms Yang did not support the proposed new kerb and gutter at the southern side of Anthony Road as they are concerned it may reduce manoeuvrability space for vehicles reversing out of their driveway.

*(Mr Zhang and Ms Yang left at 10.48am)*

Council Officers will send the swept path analysis to the residents which indicated that the new kerb and gutter will not impact access to the residents' driveway on Anthony Road.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE 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.**

**For motion: Unanimous**

**LTC0819 Item 8 Hubert Street and Unnamed Lane, Leichhardt - Temporary Full Road Closure for Road Opening (Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)****SUMMARY**

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.

**Officer's 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.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE 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.

**For motion:** Unanimous

**LTC0819 Item 9 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)**

#### **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.

#### **Officer's 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.

#### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE 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.**

**For motion:** Unanimous

**LTC0819 Item 10 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)****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 behaviour along Croydon Road.

**Officer's 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.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE 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.**

For motion: Unanimous

**LTC0819 Item 11 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.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.

### **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.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.

**For motion: Unanimous**

**LTC0819 Item 12 Victoria Road, Marrickville - Proposed Change in Parking restriction to 'No Parking - Community Bus Excepted' (Midjuburri-Marrickville Ward/Newtown Electorate/Inner West PAC)****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.

**Officer's 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.

**DISCUSSION**

*Public speaker: Brett Andrews, Connect Inner West Community Transport, attended at 10.59am*

Mr Andrews supported the recommendation as Connect Inner West Community Transport currently park in Victoria Road to offload clients and the proposal will formalise this arrangement until construction at the Marrickville Metro Shopping Centre is complete.

*(Mr Andrews left at 11.01am)*

The Committee members agreed with the Officer's recommendation.

**COMMITTEE 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.**

**For motion: Unanimous**

**LTC0819 Item 13 Chester Street and Guihen Street, Annandale - Proposed 'No Stopping' zone (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)****SUMMARY**

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.

**Officer's 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.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE 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.

**For motion:** Unanimous

## **LTC0819 Item 14 Prospect Road, Summer Hill - Proposed Changes to Parking Restrictions outside Croatian Catholic Centre (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West PAC)**

### **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.

### **Officer's 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'.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE 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'.**

**For motion:** Unanimous

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**LTC0819 Item 15 Bay Street, Tempe - Proposed installation of statutory 'No Stopping' signage (Midjuburi-Marrickville Ward/Heffron Electorate/Inner West PAC)****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.

**Officer's Recommendation**

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

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

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

For motion: Unanimous

**LTC0819 Item 16 Inner West Car Share and Light Rail Integration Pilot Program****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.

**Officer's 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.

### **DISCUSSION**

*Public speaker: Christopher Vanneste, GoGet, attended at 10.43am*

Mr Vanneste supported the recommendation as it would integrate public transport with car sharing which would benefit GoGet members who rely on public transport.

*(Mr Vanneste left at 10.51am)*

Committee members discussed the desire to maintain existing 'Kiss and Ride' spaces near transport hubs and other forms of transport including Uber and taxi ranks.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE 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.**

**For motion:** Unanimous

#### **LTC0819 Item 17 Integrated Transport Plan - Presentation (All Wards / All Electorates / All PACs)**

A presentation of the draft IWC Integrated Transport Strategy was made at the conclusion of the Local Traffic Committee meeting.

#### **LTC0819 Item 18 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)**

### **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.

**Officer's 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.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE 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.**

**For motion: Unanimous**

**LTC0819 Item 19 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)**

**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.

**Officer's 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.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

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**COMMITTEE 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.**

**For motion: Unanimous**

**LTC0819 Item 20 Seven Bridges Walk - Special Event (Gulgadga - Leichhardt & Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**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.

**Officer's 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.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE 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.**

**For motion: Unanimous**

**LTC0819 Item 21 Traffic Management Plan for the 2019 New Year's Eve Event  
(Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)****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.

**Officer's 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.

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**DISCUSSION**

The representative for Transit Systems stated that Transport for NSW are responsible for placing notices on buses regarding alcohol free zones and requested that part 8 of the recommendation be amended to reflect this.

It was suggested that the end of the taxi/hire car access restriction be delayed to minimise conflict between vehicles and pedestrians. Council Officers advised that the proposed arrangements have been in place for previous years and no issues have been reported; however, they will raise this with the Police to determine whether delaying the end to the restriction is necessary.

The Committee members agreed with the Officer's recommendation with an amendment to part 8.

**COMMITTEE 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. **Transport for NSW 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.

**For motion:** Unanimous

### **General Business**

#### **LTC0819 Item 22 Bicycle hazard on Railway Terrace, Lewisham**

The Inner West Bicycle Coalition representative stated that a depressed stormwater drain grate on Railway Terrace near Old Canterbury Road is a potential hazard to cyclists. Being a State Road, the RMS representative noted the issue for maintenance works by RMS.

#### **LTC0819 Item 23 Congestion near Ashfield Station**

Council Officers tabled a response to resident concerns with congestion in Wood Street and at the intersection with Elizabeth Street, Ashfield. Council Officers did not observe any congestion when investigations were undertaken during peak morning, midday and afternoon times. It was noted that Sydney Water works were occurring at the time the concerns were raised which may have contributed to the congestion. No changes are recommended; however, Council Officers will continue to monitor the intersection.

Meeting closed at 11.12am.

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**Item No:** LTC0919 Item 1

**Subject:** RICHARDSONS CRESCENT & CARRINGTON ROAD, MARRICKVILLE -  
REQUEST FOR PEDESTRIAN CROSSING FACILITY

(MIDJUBURI MARRICKVILLE WARD/ SUMMER HILL ELECTORATE/ INNER  
WEST PAC)

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

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

### **SUMMARY**

A request has been received for the provision of a marked pedestrian zebra crossing on Richardsons Crescent (adjacent to Mackey Park) and Carrington Road (near Renwick Street), Marrickville to provide safe crossing opportunities for pedestrians, particularly school children. Pedestrian counts have been conducted and the results are presented within this report for Committee's consideration.

The volume of traffic and pedestrians counted at Richardsons Crescent, between Carrington Road and the roundabout have met the Roads and Maritime Service (RMS) warrants for a marked pedestrian zebra crossing. However RMS warrants for a marked pedestrian zebra crossing could not be met for Carrington Road, at its intersection with Renwick Street.

It is recommended that a marked pedestrian crossing be installed at the existing footpath widening on Richardsons Crescent which is located approximately 60 west of the roundabout including the provision of 'No Stopping' zones on approach to the proposed marked pedestrian crossing. Council Officers will undertake consultation in relation to extending the existing 'No Stopping' signage on approach to the existing pedestrian refuge facility on Carrington Road at Renwick Street to improve sight lines for pedestrians at this location.

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### **RECOMMENDATION**

#### **THAT:**

- 1. The proposal to implement a marked pedestrian zebra crossing at the footpath widening/ road narrowing in Richardsons Crescent, approximately 60 metres west of the roundabout be approved;**
- 2. Implementation of 18 metres of 'No Stopping' on the southern side of Richardsons Crescent, south of the footpath widening on the western side of Richardsons Crescent be approved;**
- 3. Extension of the existing 'No Stopping' on the northern side of Richardsons Crescent, immediately west of the existing footpath widening to a position immediately west of the adjacent driveway;**
- 4. The Principals (of Ferncourt Public School, Tempe High School and Tempe Public School) and the P&C be advised in terms of the outcome of this report; and**
- 5. Council incorporate these works into its priority program for Traffic Facilities Capital Works.**

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### **BACKGROUND**

A request has been received from the State Member for Summer Hill on behalf of local community members to investigate the provisions for two pedestrian zebra crossings; on

Richardsons Crescent, between the roundabout and Carrington Road, and on Carrington Road, at its intersection with Renwick Street.

**Item 1**

**FINANCIAL IMPLICATIONS**

It is estimated that the cost for implementing a marked pedestrian zebra crossing and supporting signage will be approximately \$5,000. The works can be funded through the signs and line marking budget.

**OTHER STAFF COMMENTS**

**1. Richardsons Crescent, Marrickville**

Richardson Crescent has two separate sections along the frontage of Mackey Park; Southern Leg and Western Leg. The scope of this report concerns the western leg (refer to Figure 1).



Figure 1 – Locality Plan

<b>Street Name</b>	<b>Richardsons Crescent</b>
<b>Section</b>	Between roundabout and Carrington Road
<b>Carriageway Width (m) kerb to kerb</b>	12.8
<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>	56.2
<b>Vehicles Per Day (vpd)</b>	13,606
<b>Reported Crash History (July 2013 – June 2018)</b>	7 Recorded Crashes 1x Emerging from driveway - RUM 47 2x Right through - RUM 21 1x Rear end - RUM 30 1x Right far - RUM 11 1x Off Left/ Left Bend - RUM87 1x Other same direction - RUM39
<b>Heavy Vehicle Volume (%)</b>	3.5
<b>Parking Arrangements</b>	Unrestricted parking along both sides of the road.

In relation to the crash history as provided in the table above, it should be noted that all these crashes either occurred at the roundabout or at the intersection of Richardsons Crescent and Carrington Road with no midblock crashes being recorded.

The proposed marked pedestrian zebra crossing is to be located on the western leg of Richardsons Crescent between Carrington Road and the roundabout (at the blistered section along Richardsons Crescent). There is a moderate downhill gradient from the roundabout towards Carrington Road. There are 2 central concrete travel lanes with bitumen kerbside lanes. The speed limit is posted as a 50km/h speed zone.

There are sections of 'No Stopping' restrictions which apply on both sides of Richardson Crescent (adjacent to Mackey Park) from the roundabout to the footpath widening, approximately 60 metres west of the roundabout. There are also sections of unrestricted parking (approximately 18 metres of unrestricted parking on either side of the road) provided within this area.

There are also 'No Parking' restrictions along Richardsons Crescent which are placed on the northern side of the road in the vicinity of Carrington Road. The majority of parking along Richardsons Crescent is unrestricted.



Figure 2 – Richardsons Crescent footpath widening crossing point

Footpath widening/ road narrowing in Richardson Crescent, between the roundabout and Carrington Road

At the Infrastructure, Planning and Environmental Services Committee meeting of 1 April 2014, Marrickville the following recommendation was adopted:

**“THAT:**

- 1. A footpath widening/ road narrowing proposal in Richardson Crescent be considered, between 50 and 75 metres west of the roundabout, to reduce the length of the crossing at the point where school students regularly cross and improve sight distance between pedestrians and motorists; and**
- 2. Community and stakeholder consultation be undertaken on the supported option with the results being referred to the Pedestrian, Cyclist and Traffic Calming Advisory Committee for consideration along with the proposal.”**

The matter of a pedestrian crossing on Richardson Crescent has previously been raised by the Tempe High School and Ferncourt Public School on a number of occasions. The Secretary of Marrickville Football Club has also previously requested consideration of a marked foot crossing adjacent to Mackey Park. However, at that time, the traffic and pedestrian volume counts did not meet the warrant for such a facility. Therefore, other possible pedestrian crossing facility options were considered. As footpath extensions were the only feasible option, they were recommended in the proposal.

Pedestrian traffic volume counts were undertaken on the 7<sup>th</sup> May 2019 (Tuesday) and 12<sup>th</sup> June 2019 (Wednesday) at times when pedestrian activity was highest. There are two main sources of pedestrian activity across Richardson Crescent:

- Students from Tempe High School attending sports at Mackey Park;
- Students from Tempe High School and Tempe Public School walking to and from Marrickville direction before and after school times.

Also, students from Ferncourt Primary School cross Richardson Crescent when walking between the school in Premier Street and the Col Jones Swimming School in Toyer Street.

Traffic and pedestrian counts were conducted at the subject section of Richardsons Crescent (at the footpath widening) during 3 significant time frames; in the morning (8.00am – 9.00am), midday (12.00pm – 1.00pm) and in the afternoon (2.45pm – 3.45pm). Refer to the attached copy of the results of these counts.

<b>TUESDAY 07/05/2019</b>			
<b>Time Frame</b>	<b>Total Pedestrians</b>	<b>Children</b>	<b>Vehicle Movements</b>
<b>8.00 - 9.00am</b>	65	68%	1182
<b>12.00 - 1.00pm</b>	121	89%	764
<b>2.45 3.45pm</b>	19	37%	1100

<b>WEDNESDAY 12/06/2019</b>			
<b>Time Frame</b>	<b>Total Pedestrians</b>	<b>Children</b>	<b>Vehicle Movements</b>
<b>8.00 - 9.00am</b>	59	73%	991
<b>12.00 - 1.00pm</b>	3	33%	774
<b>2.45 - 3.45pm</b>	58	81%	1058

Warrants for pedestrian crossings

As the location is predominantly used by school children and as the subject location is required by children and adults outside of school hours (after school hours and weekends), the warrant for Children’s Crossing is not suitable. The RMS’s Reduced Warrant for the installation of a crossing for school children is for P (Pedestrians) to be  $\geq 30$  and V (Vehicles) to be  $\geq 200$  in two separate one hour periods immediately before and after school hours on a typical school day.

The results of the counts indicate the warrants for the installation of a pedestrian crossing predominantly used by school children has been met.

<b>RMS Warrant</b>	<b>TUESDAY 07/05/2019</b>			<b>WEDNESDAY 12/06/2019</b>		
	<b>8.00-9.00am</b>	<b>12.00-1.00pm</b>	<b>2.45-3.45pm</b>	<b>8.00-9.00am</b>	<b>12.00-1.00pm</b>	<b>2.45-3.45pm</b>
<b>P</b> 30	65	121	19	59	3	58
<b>V</b> 200	1182	764	1100	991	774	1058

It is recommended that a marked foot crossing be installed in Richardsons Crescent, adjacent to Mackay Park, at the footpath widening.

The proposal includes the implementation of 'No Stopping' restrictions along the western side of Richardsons Crescent, east of the footpath widening; removing three (3) legal car parking spaces. The loss of these spaces is to ensure vehicles approaching from the roundabout have an unobstructed view of the pedestrian crossing, especially since Richardsons Crescent has negative gradient from the roundabout. It is also proposed to relocate the existing 'No Stopping' sign located immediately west of the footpath widening (north side of Richardson Crescent) to a position immediately west of the adjoining driveway as the length of kerb provided between the footpath widening and driveway is less than a car space.

## 2. Carrington Road, Marrickville

<b>Street Name</b>	<b>Carrington Road</b>
<b>Section</b>	Between Richardsons Crescent and Warren Road
<b>Carriageway Width (m) kerb to kerb</b>	12.8
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking on eastern sides. On-road protected cycleway on western side
<b>Classification</b>	Local
<b>Speed limit</b>	50
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	41.5
<b>Vehicles Per Day (vpd)</b>	14,563
<b>Reported Crash History (July 2013 – June 2018)</b>	22 Recorded Crashes (1x On road-out of control - RUM 74 6x Cross Traffic - RUM 10 1x Off road left - RUM 71 1x Left near - RUM 16 1x Pedestrian on carriageway - RUM 3 1x Off right/ right bend - RUM82 1x Pedestrian far side - RUM 2 1x Right far - RUM 11 3x Right near - RUM13 1x Head on - RUM 20 1x Pedestrian nearside - RUM 0 3x Rear end - RUM 30 1x 2 right turning - RUM 14)
<b>Heavy Vehicle Volume (%)</b>	5.4
<b>Parking Arrangements</b>	Unrestricted parking along western side of the road.

Concerns were expressed that there is no safe crossing point for pedestrians approaching from Tempe who need to negotiate Carrington Road to continue through Renwick Street. The installation of a pedestrian crossing on Carrington Road at Renwick Street intersection has been requested.

It is considered that a reasonable pedestrian desire line for students (confirmed by Council Officer during pedestrian counts) and others going to and from Tempe to Marrickville would travel along Carrington Road, crossing over Renwick Street. (Refer to Figure 3).



*Figure 3 – Journey from Tempe to Marrickville*

Currently, at the intersection of Carrington Road and Renwick Street, there are splitter islands, with gaps for pedestrians which facilitates safe crossing, on the north-west side (on Renwick Street) and north-east side (on Carrington Road). These splitter islands provide some protection for pedestrians. An on-road protected cycle way stretches along the western side of Carrington Road between Myrtle Street and Renwick Street (refer to Figure 4), which continues as a shared zone for pedestrians and cyclists beyond Renwick Street (refer to Figure 5).



*Figure 4 – Carrington Road Cycle Way*



*Figure 5 – Carrington Road Shared Zone*

Currently, there are no formal pedestrian facilities over Carrington Road, between Richardsons Crescent and Warren Road for pedestrians approaching from and walking to Tempe. However, with the implementation of the proposed Richardsons Crescent marked pedestrian zebra crossing, pedestrians will have access to a safer desire path, allowing pedestrians walking to and from Tempe to cross at the recommended crossing adjacent to Mackay Park, continue along the footpath on the western side of Richardsons Crescent (refer to Figure 1 and Figure 6). At the intersection of Richardsons Crescent and Carrington Road, pedestrians will have an opportunity to cross at a refuge on Carrington Road and continue to Renwick Street along the shared path; away from vehicles (refer to Figure 5 & 7).

**Item 1**



*Figure 6 – Richardsons Crescent, western side at footpath widening*



*Figure 7 – Carrington Road refuge at Richardsons Crescent intersection*

At present, Council Officers are unable to support a marked pedestrian zebra crossing over Carrington Road at Renwick Street due to the following main reasons:

- This location does not meet the warrant required for marked pedestrian crossing as specified by the RMS (Refer to Pedestrian and Vehicular Volume Counts);
- The road curvature at Richardson Crescent & Carrington Road restricts the placement of a possible pedestrian crossing to comply with minimum sight distances for motorists (refer to Figure 8);
- As observed on location that majority of traffic exiting Renwick Street, turning left onto Carrington Road, many drivers executing a left turn from the western leg of Renwick Street are frequently distracted by approaching vehicles from Richardsons Crescent and cyclists continuing across Carrington Road cycle-way failing to check whether the road is clear ahead of them before continuing. A pedestrian crossing at this conflict location may possibly pose a greater pedestrian safety risk than solution.

Pedestrian perception of safety can increase the potential for accidents. Many people, particularly children, regard pedestrian zebra crossings as safe zones, where they have right of way over vehicles. This perception creates a false sense of security in a pedestrian’s mind and leads to many pedestrians walking onto crossings without due care and watching that a motorists has actually seen them attempting the crossing. However, with the creation of a new desire line for pedestrians (via the proposed pedestrian zebra crossing on Richardsons Crescent, refer to Figure 2) may address this issue.



Figure 8 – Road curvature at the intersection of Carrington Road and Richardsons Crescent

Traffic and pedestrian counts were conducted at the subject section of Carrington Road (at the pedestrian refuge near Renwick Street) during 3 periods of the day; in the morning (8.00 – 9.00am), midday (12.00 – 1.00pm) and in the afternoon (2.45 – 3.45pm). (Refer to the attached copy of the results of these counts).

<b>TUESDAY 07/05/2019</b>			
<b>Time Frame</b>	<b>Total Pedestrians</b>	<b>Children</b>	<b>Vehicle Movements</b>
<b>8.00-9.00am</b>	54	43%	1040
<b>12.00-1.00pm</b>	45	16%	765
<b>2.45-3.45pm</b>	29	3%	1072

<b>WEDNESDAY 12/06/2019</b>			
<b>Time Frame</b>	<b>Total Pedestrians</b>	<b>Children</b>	<b>Vehicle Movements</b>
<b>8.00-9.00am</b>	64	55%	1126
<b>12.00-1.00pm</b>	41	0%	785
<b>2.45-3.45pm</b>	68	75%	1137



*Figure 9 – Renwick Street Refuge Island, at intersection of Carrington Road*



Figure 10 – Carrington Road Refuge Island, at intersection of Renwick Street

Warrants for pedestrian crossings

As the location does not have an obvious predominant use-group as indicated by the pedestrian traffic volume counts, the reduced warrant for a marked pedestrian zebra crossing cannot be used. The RMS’s Normal Warrant for the installation of a crossing for pedestrians is for P (Pedestrians) to be  $\geq 30$  and V (Vehicles) to be  $\geq 200$  and product PV  $\geq 60,000$  in three separate one hour periods in a typical day.

The results of the counts indicate the warrants for the installation of a pedestrian crossing predominantly used by school children has not been met.

RMS Warrant		TUESDAY 07/05/2019			WEDNESDAY 12/06/2019		
		8.00-9.00am	12.00-1.00pm	2.45-3.45pm	8.00-9.00am	12.00-1.00pm	2.45-3.45pm
<b>P</b>	30	65	121	19	59	3	58
<b>V</b>	200	1182	764	1100	991	774	1058
<b>PV</b>	60,000	56,160	34,425	31,088	72,064	32,185	77,316

Proposed Treatment

As a marked pedestrian zebra crossing is not warranted at this location, other options are currently being investigated including extending the current ‘No Stopping’ restriction on the eastern side of Carrington Road, north of the intersection with Renwick Street in order to increase the visibility for vehicles travelling southbound and for pedestrians crossing.

During an on-site community engagement with parents of Tempe High School students raised the issue of parked trucks and large along the eastern side of Carrington Road, adjacent to the intersection with Renwick Street obstructing views for pedestrians crossing and vehicles approaching southbound.

A separate report documenting the ‘No Stopping’ proposal along with the community engagement will be scheduled for discussion during the 8<sup>th</sup> October 2019 Local Traffic Committee Meeting.

**PUBLIC CONSULTATION**

A community engagement was conducted regarding the pedestrian crossing proposal on Richardsons Crescent between 1<sup>st</sup> August 2019 and 16<sup>th</sup> August 2019. Letters detailing the proposal including a concept plan were sent to:

- Local residents within the vicinity (see Figure 11); and
- Principal and P&C president of Tempe High School; and
- Principal and P&C president of Tempe Public School; and
- Principal and P&C president of Ferncourt Public School; and
- Parents who attended the on-site community engagement

The proposal was also advertised on A3 laminated signs at the proposed location of the pedestrian crossing to allow commuters traversing Richardsons Crescent and users of Mackey Park to provide feedback.



*Figure 11: Map of engagement residents within the vicinity*

Two (2) responses were received so far regarding this proposal to date and is summarised below:

**Item 1**

<b>Residents’/Parents’/ Commuters’ Comments</b>	<b>Officer’s Comments</b>
The parent expressed their strong support for the proposed pedestrian crossing at Richardsons Crescent. The parent states at present, there are no safe alternative crossings given the topography and land uses in the area. Parent has 4 children who attend Tempe High School and Ferncourt Public School and have observed the growing numbers of pedestrians and vehicles along Richardsons Crescent	Support is noted.
Commuter expresses their support for the proposed pedestrian crossing.	Support is noted

**CONCLUSION**

An analysis of the feasibility of a marked pedestrian zebra crossing treatment was carried out which has resulted in a proposal for a marked pedestrian zebra crossing on Richardsons Crescent, adjacent to Mackay Park at the existing footpath widening being incorporated within this report for consideration.

However, the request for a pedestrian crossing on Carrington Road, at Renwick Street is not currently supported due to issues raised within this report. Instead Council Officers will undertake community engagement on a proposal to extend the existing ‘No Stopping’ zone at this location.

It is recommended that the Committee note and support the recommendations of this report.

**ATTACHMENTS**

1. [↓](#) Pedestrian and Traffic Volume Counts - Richardsons Crescent and Carrington Road

**INNER WEST COUNCIL**

**PEDESTRIAN COUNT**

**TRAFFIC COUNT AT: RICHARDSONS CRESCENT, BETWEEN CARRINGTON RD & ROUNDABOUT MARRICKVILLE**

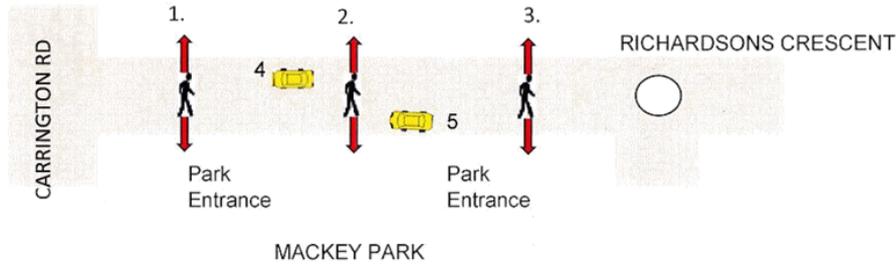
**DATE: 7/05/2019 DAY: TUESDAY**



**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
AM	Adult	Child	Adult	Child	Adult	Child			
8.00 - 8.15	3	0	2	0	2	3	132	159	301
8.15 - 8.30	1	1	0	0	1	13	151	159	326
8.30 - 8.45	2	0	1	0	1	22	169	143	338
8.45 - 9.00	5	0	0	0	3	5	122	147	282
P.H	11	1	3	0	7	43	574	608	
Total Peds	12		3		50				

*children say*  
P = 44  
V = 1,182



**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
PM	Adult	Child	Adult	Child	Adult	Child			
12.00 - 12.15	1	0	0	0	2	8	92	80	183
12.15 - 12.30	0	0	1	0	1	0	101	111	214
12.30 - 12.45	0	0	0	0	1	0	118	91	210
12.45 - 1.00	1	0	0	0	6	100	81	90	278
P.H	2	0	1	0	10	108	392	372	
Total Peds	2		1		118				

*children say*  
P = 108  
V = 764

**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
PM	Adult	Child	Adult	Child	Adult	Child			
2.45 - 3.00	2	0	0	0	1	0	132	127	262
3.00 - 3.15	0	0	0	0	1	1	140	119	261
3.15 - 3.30	0	0	0	2	2	2	144	136	286
3.30 - 3.45	2	0	2	0	2	2	185	117	310
P.H	4	0	2	2	6	5	601	499	
Total Peds	4		4		11				

**INNER WEST COUNCIL**

*for 1 hour  
P > 30  
V > 200*

**PEDESTRIAN COUNT**

**TRAFFIC COUNT AT: RICHARDSONS CRESCENT, BETWEEN CARRINGTON RD & ROUNDABOUT MARRICKVILLE**

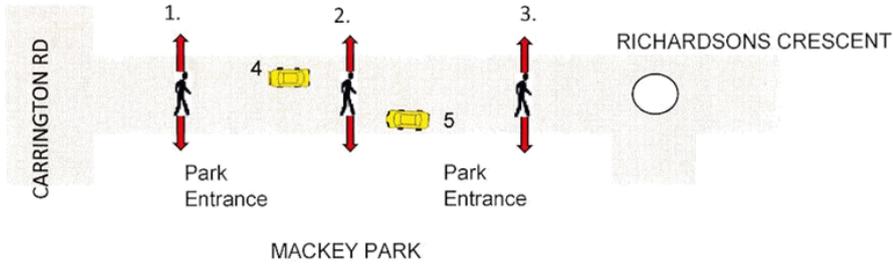
**DATE: 12/06/2019 DAY: WEDNESDAY**



**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
<b>AM</b>									
8.00 - 8.15	2	0	2	0	1	2	148	144	299
8.15 - 8.30	0	0	2	0	1	4	134	132	273
8.30 - 8.45	0	0	1	1	3	33	97	105	240
8.45 - 9.00	0	0	1	0	3	3	88	143	238
<b>P.H</b>	2	0	6	1	8	42	467	524	
<b>Total Peds</b>	2		7		50				

*children's xing  
P = 43  
V = 991*



**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
<b>PM</b>									
12.00 - 12.15	0	0	0	0	1	0	110	83	194
12.15 - 12.30	0	0	0	0	1	1	107	78	187
12.30 - 12.45	0	0	0	0	0	0	117	98	215
12.45 - 1.00	0	0	0	0	0	0	85	96	181
<b>P.H</b>	0	0	0	0	2	1	419	355	
<b>Total Peds</b>	0		0		3				

**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
<b>PM</b>									
2.45 - 3.00	0	0	2	0	0	0	127	103	232
3.00 - 3.15	2	0	1	0	3	2	141	114	263
3.15 - 3.30	0	0	0	0	0	44	157	127	328
3.30 - 3.45	1	0	1	0	1	1	186	103	293
<b>P.H</b>	3	0	4	0	4	47	611	447	
<b>Total Peds</b>	3		4		51				

*children's xing  
P = 47  
V = 1058*

**INNER WEST COUNCIL**

**PEDESTRIAN COUNT**

TRAFFIC COUNT AT: CARRINGTON ROAD STREET, AT JUNCTION WITH RENWICK STREET  
MARRICKVILLE

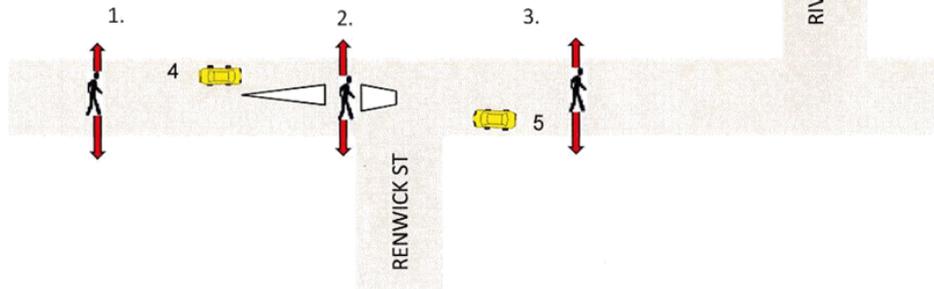
DATE: 7/05/2019 DAY: TUESDAY

**DIRECTION OF PEDESTRIAN TRAFFIC**

AM	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
8.00 - 8.15	1	0	6	0	3	0	133	171	314
8.15 - 8.30	2	0	2	11	1	0	135	148	299
8.30 - 8.45	1	0	2	11	3	0	145	117	279
8.45 - 9.00	0	0	9	1	1	0	89	102	202
P.H	4	0	19	23	8	0	502	538	
Total Peds	4		42		8				



*children xing  
P = 23  
V = 1040 yph*



**DIRECTION OF PEDESTRIAN TRAFFIC**

PM	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
12.00 - 12.15	3	0	4	1	1	0	95	94	198
12.15 - 12.30	4	0	6	5	1	0	93	81	190
12.30 - 12.45	0	0	7	0	4	0	97	100	208
12.45 - 1.00	1	0	7	1	0	0	115	90	214
P.H	8	0	24	0	6	0	400	365	
Total Peds	8		24		6				

**DIRECTION OF PEDESTRIAN TRAFFIC**

PM	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
2.45 - 3.00	1	0	3	0	1	0	124	129	258
3.00 - 3.15	1	0	6	0	2	0	148	102	259
3.15 - 3.30	2	0	4	0	0	0	185	98	289
3.30 - 3.45	2	0	5	1	1	0	176	110	295
P.H	6	0	2	1	4	0	633	439	
Total Peds	6		3		4				

*children xing  
P = 1  
V = 1072*

**INNER WEST COUNCIL**

**PEDESTRIAN COUNT**

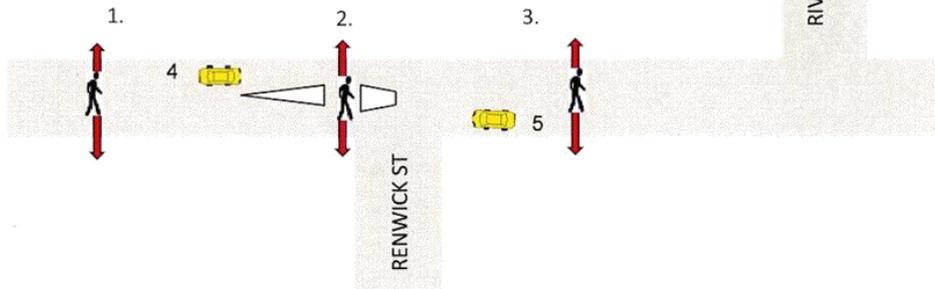
TRAFFIC COUNT AT: CARRINGTON ROAD STREET, AT JUNCTION WITH RENWICK STREET  
MARRICKVILLE

DATE: 12/06/2019 DAY: WEDNESDAY

**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
<b>AM</b>									
8.00 - 8.15	0	0	5	0	3	0	95	136	239
8.15 - 8.30	4	0	1	10	1	0	121	168	305
8.30 - 8.45	3	1	1	23	0	0	123	195	346
8.45 - 9.00	2	1	6	0	3	0	111	177	300
<b>P.H</b>	9	2	13	33	7	0	450	676	
<b>Total Peds</b>	11		46		7				

*childrens xing*  
*P = 35*  
*V = 1,126 vph*



**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
<b>PM</b>									
12.00 - 12.15	6	0	4	0	1	0	108	91	210
12.15 - 12.30	2	0	2	0	1	0	109	88	202
12.30 - 12.45	6	0	6	0	0	0	101	105	218
12.45 - 1.00	2	0	11	0	0	0	114	69	196
<b>P.H</b>	16	0	23	0	2	0	432	353	
<b>Total Peds</b>	16		23		2				

**DIRECTION OF PEDESTRIAN TRAFFIC**

	1		2		3		4	5	Total
	Adult	Child	Adult	Child	Adult	Child			
<b>PM</b>									
2.45 - 3.00	5	0	0	5	0	0	147	100	257
3.00 - 3.15	0	0	3	1	0	0	162	122	288
3.15 - 3.30	2	0	3	44	0	1	189	104	343
3.30 - 3.45	2	0	2	0	0	0	192	121	317
<b>P.H</b>	9	0	8	50	0	1	690	447	
<b>Total Peds</b>	9		58		1				

*childrens xing*  
*P = ~~35~~ 51*  
*V = 1,137*

**Item No:** LTC0919 Item 2  
**Subject:** **BOOMERANG STREET AND CRESCENT STREET, HABERFIELD -  
PROPOSED INTERSECTION TREATMENT (GULGADYA-LEICHHARDT  
WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)**

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

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

### **SUMMARY**

A review of the detailed design plan has been finalised for the proposed intersection treatment at Boomerang Street and Crescent Street, Haberfield.

The proposal includes installing kerb extension in Crescent Street at Boomerang Street intersection and speed cushions in Boomerang Street to improve safety and reduce vehicular speeds in the street.

Consultation was undertaken with the owners and occupiers of properties adjacent to the intersection regarding the proposal. A summary of the consultation results are presented in this report for consideration.

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### **RECOMMENDATION**

**THAT the detailed design plan for the kerb extension, speed cushions and associated signposting and line marking in Boomerang Street and Crescent Street, Haberfield (as per the attached plan No.10074\_A) be approved.**

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### **BACKGROUND**

As part of the 2019/20 Traffic Facilities (LATM) Capital Works Program, Council is proposing to construct a kerb extension in Crescent Street at Boomerang Street and install speed cushions in Boomerang Street, north and south of Crescent Street, Haberfield to improve safety and reduce vehicular speeds in the street.

At the June Traffic Committee meeting, a previous proposal for kerb blister islands, speed cushions, pedestrian refuge and associated signposting and linemarking in Crescent Street and Boomerang Street, Haberfield was deferred due to resident concerns regarding the loss of parking and placement of a pedestrian refuge in Crescent Street. Residents suggested relocating the pedestrian refuge into Boomerang Street as they had observed pedestrians crossing to and from Robson Park.

The Committee recommended that improvements to the intersection be deferred for further investigation of potential treatments in the Boomerang Street approach.

A review of the detailed design plan has been finalised for the proposed works together with community consultation and are presented in this report for consideration.

Site location & Road Network
**Item 2**

Street Name(s)	Crescent Street and Boomerang Street, Haberfield
Section	Intersection
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	50km/h
Carriageway width	Crescent Street - 12.6m Boomerang Street - 11.6m
Carriageway Type	Boomerang Street - Two way with kerb side parking on both sides of the street Crescent Street - Two way with kerb side parking on both sides of the street

**FINANCIAL IMPLICATIONS**

Funding of \$40,000 has been allocated to this project for construction in the 2019/20 capital works program.

**OTHER STAFF COMMENTS**

The updated detailed design plan shown in **Attachment 1** outlines the proposed works at the Crescent Street and Boomerang Street intersection and includes the following treatments:

- Reconstruction of kerb ramps;
- Construction of a kerb extension on the north-east corner of the Crescent Street and Boomerang Street intersection;
- Installation of two asphalt speed cushions on Boomerang Street, north and south of Crescent Street; and
- Installation of associated signage and line-marking.

There will be no loss of parking spaces associated with the construction works.

A traffic and pedestrian movement count was completed at the Boomerang Street and Crescent Street intersection, on the following periods:

- 30th July 2019 (Tuesday): 8:00am to 10:00am and 2:00pm to 4:00pm
- 3rd August 2019 (Saturday): 9:00am to 11:00am and 2:00pm to 4:00pm

The surveys identified a maximum of 5 pedestrian movements across Boomerang Street and a maximum traffic volume of 360 vehicles during the peak hour. These volumes are considered to be low and do not warrant a pedestrian refuge island or other pedestrian facility in Boomerang Street.

It should be noted that there is a bus route along Crescent Street and Boomerang Street (Route 406), and the proposal can accommodate the bus movements as confirmed by a separate swept path analysis.

**PUBLIC CONSULTATION**

A letter outlining this proposal was mailed out to the affected properties (36 properties) in Crescent Street and Boomerang Street, Haberfield, requesting residents' views regarding the proposal (as indicated on the following plan).



A total of two (2) responses were received, both in objection of the proposal.

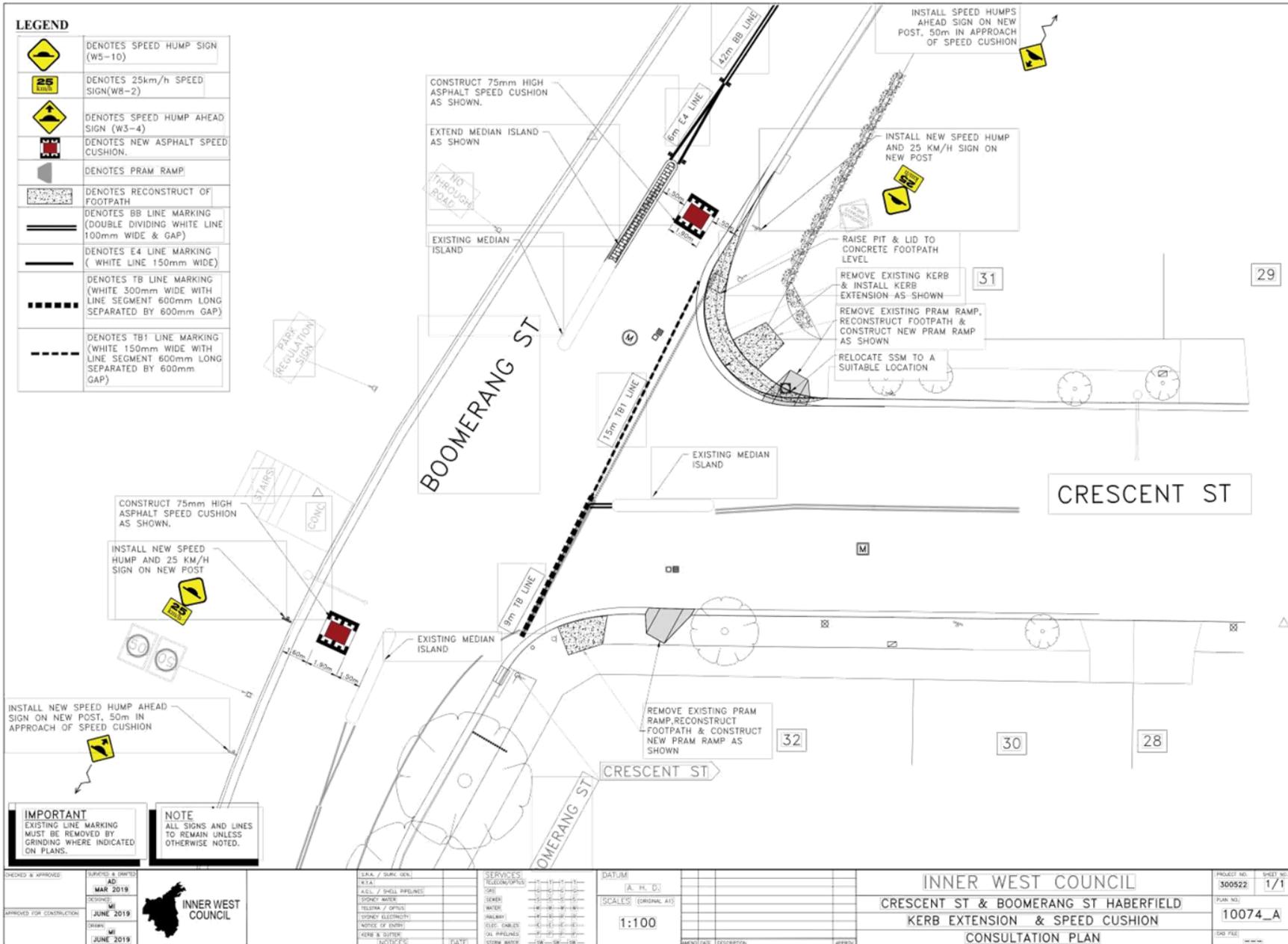
Residents' Comments	Officer Comments
<p>The speed hump proposed (as indicated on attached plan prepared by Council) at the intersection of Crescent Street for traffic heading towards Learmonth Street, could inhibit speed in that section of Boomerang Street, however the speed hump proposed on the opposite side does not appear to have a logical intention as Boomerang Street has no entry into the City West Link road.</p> <p>A more practical solution is installation of a pedestrian crossing in place of both proposed speed humps. A pedestrian crossing in that vicinity would provide a safe access for families and children to Robson Park steps in Boomerang Street immediately opposite Crescent Street.</p>	<p>The proposed north bound speed cushion on Boomerang Street will reduce the speed of vehicles turning into Crescent Street from Boomerang Street.</p> <p>Traffic and pedestrian count completed on 30<sup>th</sup> July and 3<sup>rd</sup> August 2019, identified that volumes were too low to warrant a pedestrian (zebra) crossing in Boomerang Street.</p>

**CONCLUSION**

The updated proposal for the kerb extension, speed cushions and associated signposting and linemarking in Boomerang Street and Crescent Street, Haberfield (as per the attached plan No.10074\_A) has been developed to address previous concerns raised at the Traffic Committee meeting.

**ATTACHMENTS**

1. [↓](#) Boomerang Street and Crescent Street, Haberfield - Updated Detailed Design Plan



**LEGEND**

	DENOTES SPEED HUMPS SIGN (W5-10)
	DENOTES 25km/h SPEED SIGN(W8-2)
	DENOTES SPEED HUMPS AHEAD SIGN (W3-4)
	DENOTES NEW ASPHALT SPEED CUSHION.
	DENOTES PRAM RAMP.
	DENOTES RECONSTRUCT OF FOOTPATH
	DENOTES BB LINE MARKING (DOUBLE DIVIDING WHITE LINE 100mm WIDE & GAP)
	DENOTES E4 LINE MARKING (WHITE LINE 150mm WIDE)
	DENOTES TB LINE MARKING (WHITE 300mm WIDE WITH LINE SEGMENT 600mm LONG SEPARATED BY 600mm GAP)
	DENOTES TBI LINE MARKING (WHITE 150mm WIDE WITH LINE SEGMENT 600mm LONG SEPARATED BY 600mm GAP)

**IMPORTANT**  
EXISTING LINE MARKING MUST BE REMOVED BY GRINDING WHERE INDICATED ON PLANS.

**NOTE**  
ALL SIGNS AND LINES TO REMAIN UNLESS OTHERWISE NOTED.

DESIGNED & CHECKED	AD MAR 2019
APPROVED FOR CONSTRUCTION	JUNE 2019
DATE	JUNE 2019



DATA / SURV. DATA	
REVISIONS	
DATE	

DATUM	[A. H. D.]
SCALE(S) (ORIGINAL A1)	1:100
AMEND. DATE	
DESCRIPTION	
APPROVED	

**INNER WEST COUNCIL**  
**CRESCENT ST & BOOMERANG ST HABERFIELD**  
**KERB EXTENSION & SPEED CUSHION**  
**CONSULTATION PLAN**

PROJECT NO.	300522
SHEET NO.	1/1
PLAN NO.	10074_A
DWG FILE	

**Item No:** LTC0919 Item 3  
**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 received 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.14 Loughlin Street, Rozelle;
2. A 5.5m 'Disabled Parking Zone' be installed in front of No.1 Ferdinand Street Birchgrove;
3. A 5.5m 'Disabled Parking Zone' be installed in front of No.50 Hercules Street, Dulwich Hill;
4. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed at the front of No.36 Fotheringham Street, Enmore, for 12 weeks;
5. A 9m 'Works Zone 7.00am – 3.30pm Mon-Fri and 8.00am -1.00pm Sat' and existing 'No Parking 3.30pm – 6.30pm, Mon – Fri' be installed at the front of No.351 Trafalgar Street, Petersham, for 12 weeks, subject to concurrence of the Roads & Maritime Services; and,
6. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed at the front of No.426 Illawarra Road, Marrickville, for 12 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 – No.14 Loughlin Street, Rozelle

The resident of No.14 Loughlin Street, Rozelle has requested the installation of 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does not have off street parking and does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking Zone' be installed in front of No.14 Loughlin Street, Rozelle.



No.14 Loughlin Street, Rozelle

**2. Installation of 'Disabled Parking' Restriction – No.1 Ferdinand Street, Birchgrove**

The resident of No.1 Ferdinand Street, Birchgrove has requested the installation of a 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does not have off street parking and does not require the use of wheelchair.

It is recommended that a 5.5m 'Disabled Parking Zone' be installed in front of No.1 Ferdinand Street, Birchgrove.



No.1 Ferdinand Street, Birchgrove

**3. Installation of ‘Disabled Parking’ Restriction – No.50 Hercules Street, Dulwich Hill**

The resident of No.50 Hercules Street, Dulwich Hill has requested the installation of a 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does not have off street parking and does not require the use of wheelchair.

It is recommended that a 5.5m 'Disabled Parking Zone' be installed in front of No.50 Hercules Street, Dulwich Hill.



No.50 Hercules Street, Dulwich Hill

**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:

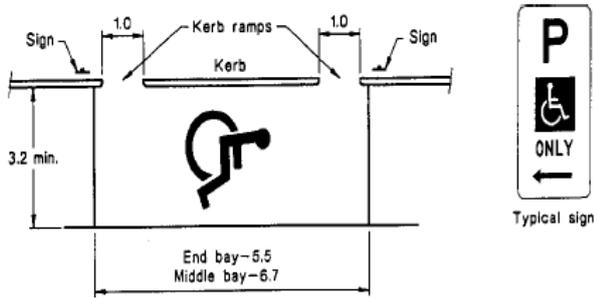
- “Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –*
- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
  - ii. Kerb ramps as shown in Figure 4.2(a) are also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

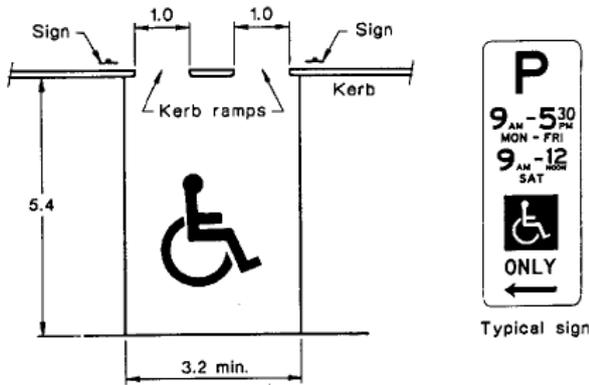
Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin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

23 AS 2890.5—1993



(a) On-street parallel parking space



(b) On-street angle parking space  
DIMENSIONS IN METRES

**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

**4. Installation of 'Works Zone' Restriction – Fotheringham Street, Enmore**

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.36 Fotheringham Street, Enmore, for development works at the property. The applicant has also provided consent from the neighbouring property owner as the proposed 'Works Zone' would extend beyond the applicant's property frontage.

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.36 Fotheringham Street, Enmore, for 12 weeks.



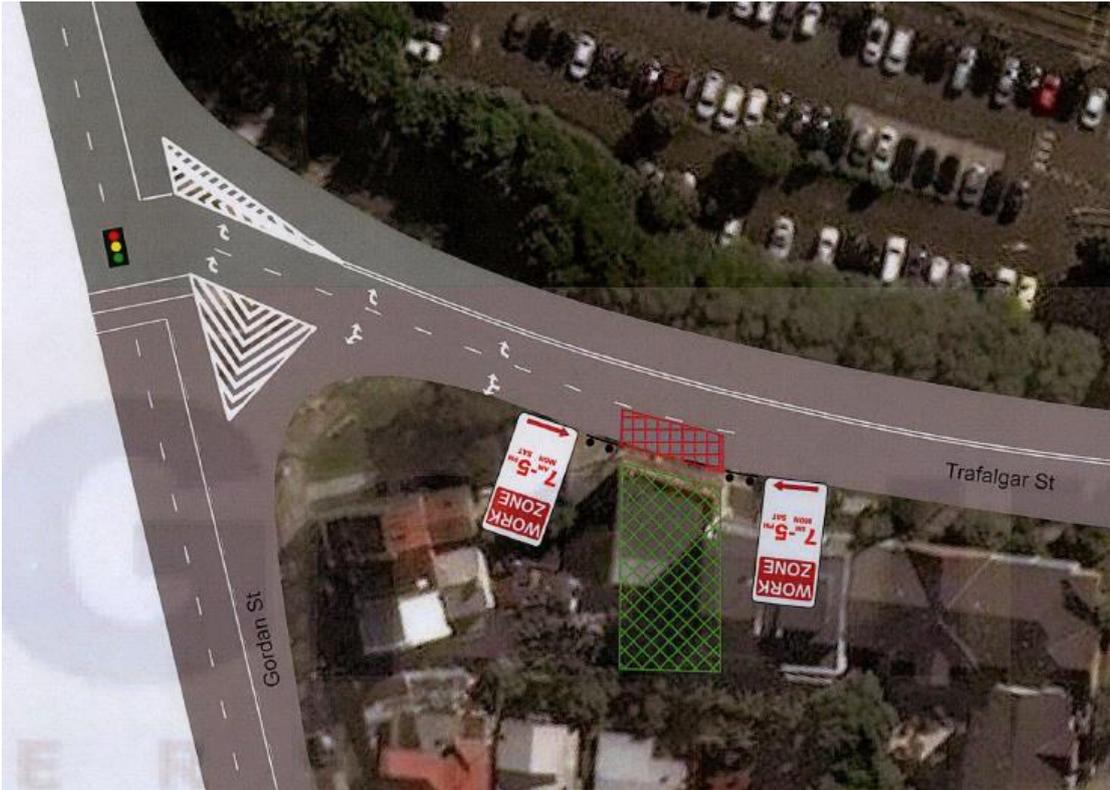
No. 36 Fotheringham Street, Enmore

#### **5. Installation of 'Works Zone' Restriction – Trafalgar Street, Petersham**

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.351 Trafalgar Street, Petersham, for development works at the property. There is an existing 'No Parking 3.30pm – 6.30pm, Mon to Fri' sign at the location and it is proposed to retain the parking restrictions and permit the 'Works Zone' from 7am to 3.30pm, subject to concurrence of the Roads & Maritime Services.

It is recommended that a 9m 'Works Zone 7.00am – 3.30pm Mon-Fri and 8.00am -1.00pm Sat' be installed with retention of existing 'No Parking 3.30pm – 6.30pm, Mon – Fri' restriction at the front of No.351 Trafalgar Street, Petersham, for 12 weeks, subject to concurrence of the Roads & Maritime Services.

**Item 3**



No.351 Trafalgar Street, Petersham  
'Works Zone' location only, operational timing subject to RMS concurrence



No.351 Trafalgar Street, Petersham  
**6. Installation of 'Works Zone' Restriction – Illawarra Road, Marrickville**

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.426 Illawarra Road, Marrickville, for development works at the property. The applicant has also provided consent from the neighbouring property owner as the proposed 'Works Zone' extends beyond the applicant's property frontage.

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.426 Illawarra Road, Marrickville, for 12 weeks.



No.426 Illawarra Road, Marrickville

**PUBLIC CONSULTATION**

Nil

**ATTACHMENTS**

Nil.

**Item No:** LTC0919 Item 4

**Subject:** NEWTOWN LOCAL AREA TRAFFIC MANAGEMENT STRATEGY (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

**Prepared By:** Sunny Jo - Traffic and Parking Planner

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

### SUMMARY

This is a recommendation to endorse the final Newtown 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 April 2019. There were 72 responses to the web survey and an additional six responses were received. The results indicate that there is general support for the proposed scheme, with suggested changes considered during the review of the draft treatments. Once this recommendation is endorsed by the Traffic Committee and Council, the projects will be incorporated into future design and construction programs.

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### RECOMMENDATION

#### THAT:

1. The final Newtown LATM report be endorsed for implementation, including the following Stage 1 LATM treatments as listed in ATTACHMENT 2:
  - a. 40km/h local traffic area reduced speed limit on all local roads within the study area, subject to RMS review and approval;
  - b. 10km/h raised Shared Zone in Bailey Street at Enmore Road with regulatory signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of one (1) speed cushion, subject to RMS review and approval;
  - c. Continuous footpath treatment in Goddard Street at King Street;
  - d. Continuous footpath treatment in Reiby Street at Enmore Road;
  - e. Continuous footpath treatment in Simmons Street at Enmore Road;
  - f. Continuous footpath treatment in Marian Street at Enmore Road;
  - g. Kerb extensions in Holt Street, reduced 'No Stopping' distance to 6m on south side at King Street;
  - h. Continuous footpath treatment in Camden Street at King Street;
  - i. Kerb blister island and at grade pavement linemarking, and 'Local Traffic Only', Truck prohibited signage in Metropolitan Road at Enmore Lane;
  - j. At grade pavement linemarking and 'Local Traffic Only' and Truck prohibited signage in Station Street and Reiby Lane;
  - k. Kerb blister islands with landscaping in Metropolitan Road at Cross Lane;
  - l. Kerb blister island and entry signage in Cross Lane at Edgeware Road;
  - m. Kerb ramps, steel grate and remove part of existing concrete island at existing mobility impaired space in Metropolitan Road at Enmore Lane;
  - n. Landscaped kerb blister islands, 'Give Way' signs and lines in Camden Street at College Street;
  - o. Landscaped kerb blister islands, 'Give Way' signs and lines in Camden Street at Station Street; and
  - p. Bicycle logo mixed traffic arrangement, bicycle warning signs on side street, in Simmons Street, Margaret Street, College Street, Holt Street, Station Street, and Metropolitan Road.
2. The final Newtown LATM report be endorsed for implementation including the

following Stage 2 LATM treatments as listed in ATTACHMENT 2:

- a. '10km/h Shared Zone' in Reiby Street from Enmore Road to Pemell Lane including and regulatory signage, marked parking bays, planter boxes and/or street furniture, textured road pavement, replacement of existing kerb with dish drain or mountable kerb, including speed cushions at two locations, subject to RMS review and approval;
- b. '10km/h Shared Zone' in Simmons Street from Enmore Road to Pemell Lane including and regulatory signage, marked parking bays, planter boxes and/or street furniture, textured road pavement, replacement of existing kerb with dish drain or mountable kerb, including speed cushions at two locations, subject to RMS review and approval;
- c. '10km/h Shared Zone' in Marian Street from Enmore Road to Enmore Lane including and regulatory signage, marked parking bays, planter boxes and/or street furniture, textured road pavement, replacement of existing kerb with dish drain or mountable kerb, including speed cushions at two locations, subject to RMS review and approval;
- d. '10km/h Shared Zone' in Pemell Lane from Simmons Street to Reiby Street, including regulatory signage, textured road pavement and two speed cushions, subject to RMS review and approval;
- e. '10km/h Shared Zone' in Reiby Lane from Reiby Street to rear of No.72 Enmore Road, including regulatory signage, textured road pavement and two speed cushions, subject to RMS review and approval; and
- f. Landscaped central islands with native trees in Pemell Street.

## BACKGROUND

The Inner West Community Strategic Plan (CSP) 'Our Inner West 2036' endorsed in June 2018 provides the following outcomes and strategies for the future of Inner West.

CSP Outcomes	Strategies
2.6 People are walking, cycling and moving around Inner West with ease	1. Deliver integrated networks and infrastructure for transport and active travel 2. Pursue innovation in planning and providing new transport options 3. Ensure transport infrastructure is safe, connected and well maintained

The Newtown Local Area Traffic Management (LATM) study and plan achieves these outcomes by reviewing existing traffic measures in place, including road safety, transport and traffic management.

The objective of the study is to investigate and review the performance of the existing LATM scheme and recommend proposed works. The Newtown LATM study was originally completed in 1986 and first reviewed in 2005.

As shown in **Attachment 1**, the study area is bounded by Enmore Road, King Street, Alice Street and Edgeware Road.

Due to the size of the LATM report, only summary and recommendations are attached. The full report including all maps and appendices can be accessed through Council's website:

<https://yoursay.innerwest.nsw.gov.au/newtown-improving-safety-and-traffic>

Public Exhibition was undertaken from 26 February to 3 May 2019 via Council's *Your Say Inner West* website providing access to the draft report, maps and concept plans of proposed treatments. Letters were posted to 1,709 residents and businesses in the study area inviting to view the report and plans online. Additionally, hard copies of the draft report and feedback forms were provided at Council's Petersham Customer Service Centre and Marrickville Library.

The *Your Say Inner West* survey form provided opportunities to respond by selecting 'support', 'support with changes' or 'not support' the draft report and its list of proposals. Respondents were also asked to comment on their reasons or concerns about a particular proposal. At the close of the exhibition period, 72 responses were received and summarised in the Appendix H of the final report. The results indicate that there is general support for the proposed traffic management, with some changes discussed and considered during the review following the public exhibition. There was good support for the proposed lower 40km/h speed limit and the 10km/h Shared Zones in the area.

### **OTHER STAFF COMMENTS**

The study identified a number of treatment locations to improve safety and support walking and cycling in the area. Based on feedback received during the exhibition period, the recommendations have been refined. Changes from the draft report comprise of the following:

- Reiby Street, Simmons Street and Marion Street treatments at Enmore Road - separated to two stages due to high cost of treatments. Stage 1 comprise of continuous footpath treatments, and Stage 2 generally consists of a 10km/h Shared Zone treatment with speed cushions, textured surface treatment, and removal of existing kerbs;
- Pemell Lane and section of Reiby Lane - included in the 10km/h Shared Zone (signage, speed cushions, textured surface) in Reiby Street and Simmons Street proposed in Stage 2 of the scheme;
- Metropolitan Road kerb blister islands at Cross Lane - concept design has been amended to include landscaping in place of motorbike parking;
- Metropolitan Road at Enmore Lane - addition of kerb ramps and grate to improve access to existing mobility impaired space;
- Pemell Road - treatment changed to include landscaped islands;
- Holt Street between King Street and Station Street - staged concept plan amended to include changes to kerb extensions to improve pedestrian safety when walking across Holt Street, inclusion of speed cushions in Stage 1 to discourage bypassing traffic and trucks breaking the load limit.
- Holt Street at Station Street and Rawson Street - added bicycle bypass lane through existing kerb blister to support existing cycling route.

The strategic cost estimate of the proposed scheme was separated into two stages and incorporated kerb and gutter works in 10km/h Shared Zone areas as required by the RMS for a category 1 shared zone. An executive summary, map containing treatment proposals and full list of treatments are attached.

### **FINANCIAL IMPLICATIONS**

Stage 1 of the Newtown LATM works are estimated to total \$300,100 and Stage 2 is estimated to cost \$400,400. These works will be listed in the Forward Works program for funding consideration.

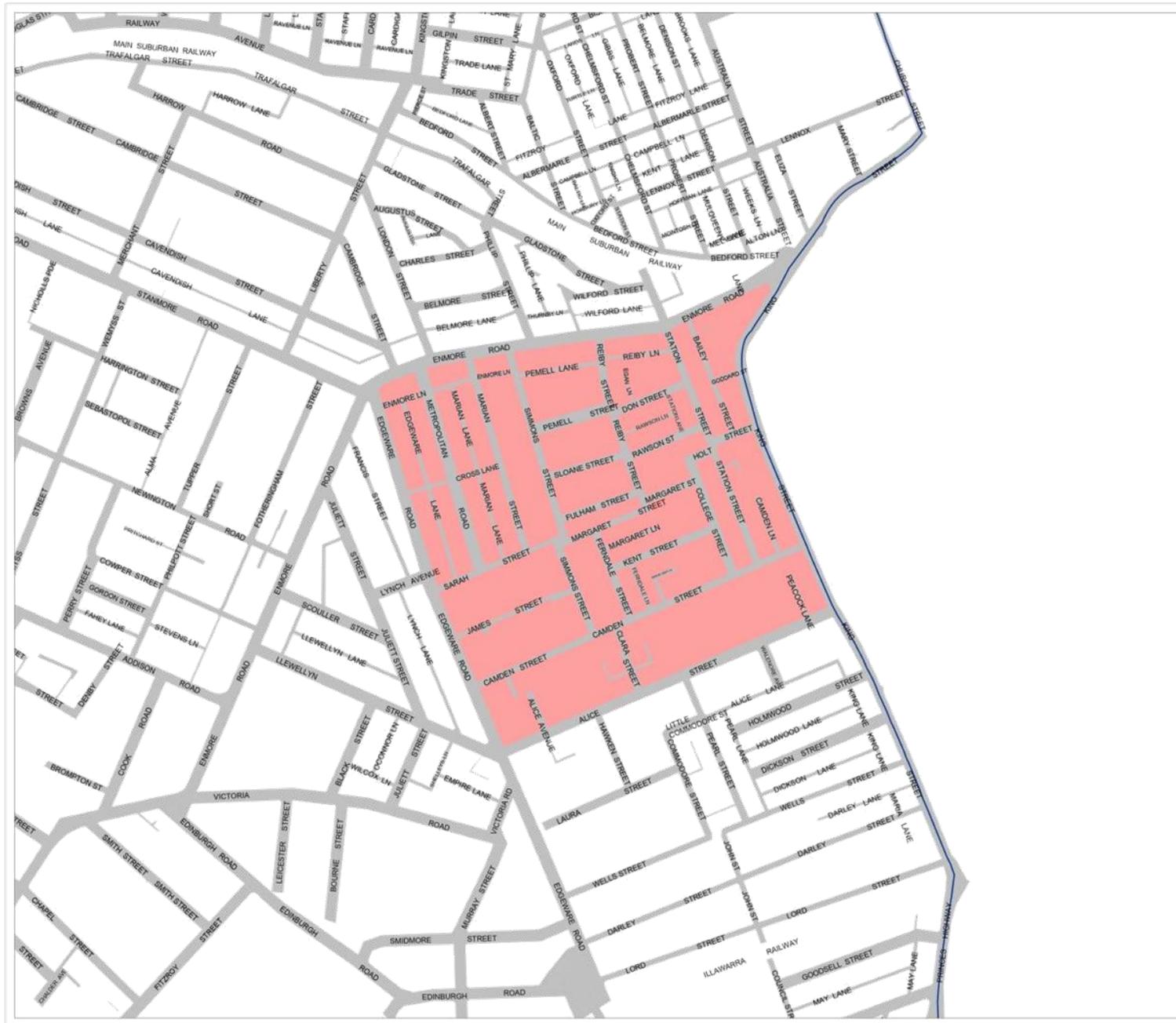
### **CONCLUSION**

The Newtown LATM Strategy will make transport and traffic improvements to the study area and will further support walking and cycling. **Attachment 3** shows a map summary of recommendations proposed in the study.

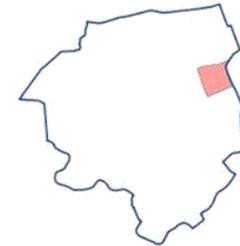
Following a review of the submissions received during the public exhibition of the draft plan, it is recommended that the proposed treatments for the Newtown LATM Strategy listed in the **Attachment 2** be endorsed for implementation.

#### **ATTACHMENTS**

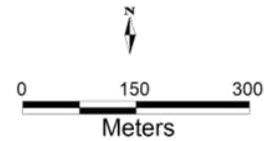
1. [↓](#) Newtown LATM Study Area
2. [↓](#) Newtown LATM Study Executive Summary
3. [↓](#) Newtown LATM Proposed Treatments Map



### INNER WEST COUNCIL



**Inner West Council LGA  
LATM Precincts  
Area 6: NEWTOWN**



Projection: Map Grid of Australia  
Datum: GDA 94

**PRODUCTION DATE**  
21/10/2018

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#### LEGEND

- Inner West LGA Bdy
- Road
- Newtown LAM AREA

© 2018, Map Tools and Services Engineers LAM AREA AS LAM AREA, PERTH, WA, 6150, 08157\_001\_001

## 1. Executive summary

The Newtown LATM study was undertaken by Inner West Council in order to review the traffic management strategy within the precinct. This report sets out an assessment of the traffic conditions within the Newtown study area include the following:

- Road Hierarchy
- Traffic survey data (including volumes, speed and heavy vehicles)
- Crash statistics
- Identification of pedestrian and cyclist improvements
- Initial community and stakeholder consultation
- Assessment of the effectiveness of the existing LATM measures
- Public Exhibition of the draft scheme
- A review of Council records including complaints and issues received since 2012
- Existing and proposed cycle routes under the Marrickville Bicycle Strategy
- Future land use
- Identification of further opportunities to reduce volumes and speed of traffic on local streets to address public amenity
- Development of concept LATM proposals

The recommendations provided in this document aim to align with the principles outlined in the draft Inner West Integrated Transport Strategy (ITS) with a focus on supporting walking and cycling, public and shared transport. The Inner West Community Strategic Plan 2018 also has a strategy for improving transport infrastructure and active travel that is safe, connected and well maintained.

Community opinions were collected by a survey designed to establish the what the major issues in the area were. Initial consultation was undertaken in June and July 2018 for the study area. The prominent issues highlighted from the community were:

- Too much traffic along regional and state roads,
- Concerns on heavy vehicles on the road network, and
- Rat running on local roads

Reported crash history data was analysed over a 5 year period ending in 2017 within the study area and most crashes (96.7%) occurred along the regional and state road network. These were comparable to other urban regional and state roads, with rear ends crashes (20%), pedestrian (17.4%) and right turn through (12.9%) crashes being the most prominent. There was a higher level of motorbike crashes (16.8% of reported accidents) compared to the NSW average (10.1%), and similar results for pedal cyclists (14.2%) compared to the NSW average (3.6%). The demographic data indicate that there is a higher level of bike use in Newtown and Enmore.

The draft treatments were put on public exhibition between 22 March and 3 May 2019, with letters sent to businesses and residents in the study area. There was general support for the proposed scheme, with 63 of 78 submissions indicating support.

To support the design principles outlined in the draft Public Domain Masterplan for the King Street & Enmore Road, a continuous footpath treatment as well as a 10km/h shared zone is proposed on a number of side streets along King Street and Enmore Road. These changes will improve safety for

pedestrians and will offer a continuous walking environment along the main shopping strip. After the public exhibition feedback, including Roads and Maritime Services (RMS) advice, a two stage scheme was developed.

One of the significant changes proposed in the local streets is the establishment of a 40km/h zone for the local street within the study area. The reduced speed limit should encourage active transport and provide consistency with the already established 40km/h zone in the neighbouring east Newtown and Erskineville areas.

Additional bicycle infrastructure enhancements are proposed along the routes identified in the Marrickville Bicycle Strategy and should encourage cycling in the area.

A list containing the recommended treatments to address the issues identified in the report is tabled below. Stage 1 of the LATM scheme is \$300,100 with stage 2 totalling \$400,400.

Newtown LATM Review 2019						
Strategic Cost Estimation						
Stage 1						
Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
1		All local streets in study area		40km/h local traffic area reduced speed limit, 40 repeater signs, 40 patch and end 40 area signage. (subject to Roads and Maritime Services review and approval)	1	\$9,800
1	B	Bailey Street	Enmore Road	10km/h raised shared zone with regulatory signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of one (1) speed cushion.	2	\$28,100
2	A	Goddard Street	King Street	Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).	3	\$24,500
3	A	Reiby Street	Enmore Road	Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).	4	\$31,700
4	A	Simmons Street	Enmore Road	Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).	5	\$16,000
5	A	Marian Street	Enmore Road	Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).	6	\$23,200
6	E	Holt Street	King Street to Station Street	Stage 1: kerb extensions at King Street, reduced No Stopping distance on south side, bollards, kerb ramps, repositioned traffic signage.	7	\$13,800

Inner West Council  
Newtown (area 6) LATM Report 2019

Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
8	A	Camden Street	King Street	Continuous footpath treatment (raised treatment on side street, installation of bollards, planter boxes, street furniture)	8	\$25,900
9	C	Metropolitan Road	Enmore Lane	Installation of kerb blister island Installation of at grade pavement or similar linemarking Installation of truck prohibited symbolic and local traffic signage	9	\$19,800
10	C	Station Street	Reiby Lane	Installation of at grade pavement or similar linemarking Installation of truck prohibited symbolic and local traffic signage	10	\$3,000
11	E	Metropolitan Road	Cross Lane	Installation of kerb blister islands with landscaping	11	\$42,700
12	E	Cross Lane	Edgeware Road	Installation of kerb blister island and entry signage	12	\$8,000
13		Metropolitan Road	Enmore Lane	Installation of kerb ramps, steel grate, remove part of existing concrete island at existing mobility impaired space	13	\$4,000
14	E	Camden Street	College Street	2x landscaped kerb blister islands, give way signs and lines	14	\$16,800
15	E	Camden Street	Station Street	2x landscaped kerb blister islands, give way signs and lines	15	\$16,800
16	Appendix N	Simmons Street	entire length	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	16	\$1,000
17	Appendix N	Margaret Street	Between Ferndale Street and College Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	17	\$2,400
18	Appendix N	College Street	Between Margaret Street and Holt Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	18	\$2,200
19	Appendix N	Holt Street	Between Station Street and King Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	19	\$1,400
20	Appendix N	Station Street	Between Holt Street and Enmore Road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	20	\$3,200
21	Appendix N	Station Street	At Holt Street	Bicycle bypass path through existing kerb island	21	\$4,000
22	Appendix N	Metropolitan Road	Between Enmore Road and southern end of road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	22	\$1,800
<b>Total Stage 1</b>						<b>\$300,100</b>

Inner West Council  
 Newtown (area 6) LATM Report 2019

Stage 2						
Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
3	B	Reiby Street	Enmore Road to Pemell Lane	Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations.	23	\$52,200
4	B	Simmons Street	Enmore Road to Pemell Lane	Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations.	24	\$51,200
5	B	Marian Street	Enmore Road Enmore Lane	Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations.	25	\$46,400
6	B	Holt Street	King Street	Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations.	26	\$131,800
23	B	Pemell Lane	Simmons Street to Reiby Street	10km/h shared zone with regulatory signage, textured road pavement and two (2) speed cushions.	27	\$60,100
24	B	Reiby Lane	From Reiby Street to rear of 72 Enmore Road	10km/h shared zone with regulatory signage, textured road pavement and two (2) speed cushions.	28	\$18,800
25	D	Pemell Street	Simmons Street to Reiby Street	Landscaped central islands with native trees.	29	\$39,900
<b>Total Stage 2</b>						<b>\$400,400</b>



**INNER WEST COUNCIL**

Newtown Local Area Traffic Management Study 2019

Proposed Treatments

August 2019

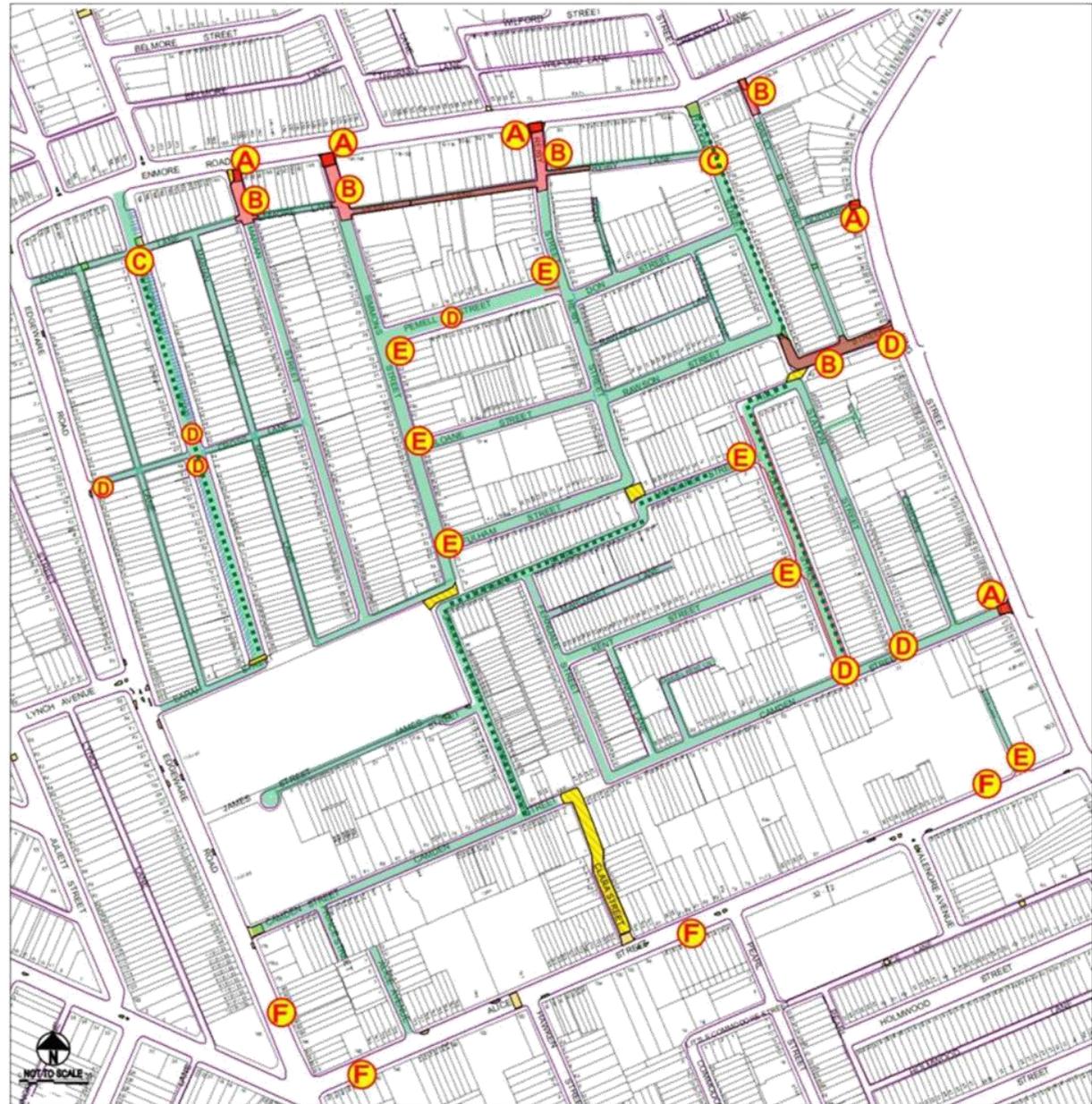
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**Legend:**

- A** Stage 1 Continuous footpath treatment
- B** Stage 2 10km/h Shared zone (speed cushions, textured surface, marked parking bays and signage)
- C** Local road entry treatment (surface treatment, signage and kerb blister)
- D** Kerb blister island/kerb extensions
- E** Give Way lines and signs
- F** Linemarking changes
- Proposed linemarking
- Existing Traffic Facility
- Streets nominated for 40km/h local traffic area
- Bicycle infrastructure



**Item No:** LTC0919 Item 5

**Subject:** CHURCH STREET, BETWEEN CARILLON AVENUE AND ROCHESTER STREET, NEWTOWN - TEMPORARY FULL ROAD CLOSURE - TO DISMANTLE A TOWER CRANE AT 142 CARILLON AVENUE (DAMUN-STANMORE WARD/NEWTOWN 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 PBS Building (NSW) Pty Ltd for the temporary full road closure of Church Street, between Carillon Avenue and Rochester Street, Newtown in order to dismantle a tower crane presently on site at 142 Carillon Avenue. The closure is to be undertaken on Saturday, 9 November 2019 for an eight hour period between the hours of 7.30am and 3.30pm, with a one day contingency on Saturday, 16 November 2019. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in the report.

### **RECOMMENDATION**

**THAT the proposed temporary full road closure of Church Street, between Carillon Avenue and Rochester Street, Newtown on Saturday, 9 November 2019 for an eight hour period between the hours of 7.30am and 3.30pm, with a one day contingency on Saturday, 16 November 2019 in order to dismantle a tower crane using a mobile crane be approved; subject to, but not limited to, the following conditions:**

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

### **BACKGROUND**

An application has been received from PBS Building (NSW) Pty Ltd for the temporary full road closure of Church Street, between Carillon Avenue and Rochester Street, Newtown, on Saturday, 9 November 2019 for an eight hour period between the hours of 7.30am and 3.30pm, with a one day contingency on Saturday, 16 November 2019, in order to dismantle a tower crane presently on site at 142 Carillon Avenue.

### **FINANCIAL IMPLICATIONS**

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

### **OTHER STAFF COMMENTS**

Church Street, between Carillon Avenue and Rochester Street is restricted one-way southbound, with the only entry permitted from westbound traffic on Carillon Avenue. Therefore, the detouring is only required for westbound traffic entering from Carillon Avenue. Traffic detour is proposed via:

1. Continue westbound on Carillon Avenue into Salisbury Road,

2. Turn left into Australia Street from Salisbury Road (southbound),
3. Turn left on Lennox Street from Australia Street (eastbound); and
4. Turn left on Church Street from Lennox Street (northbound).

Copies of the TCPs for the detours and for the temporary road closure are reproduced below.



**TRAFFIC CONTROL PLAN**

This traffic control plan is drawn to AS1742.3 and the R.T.A. workable manual for traffic control at work sites. It is to be implemented as such. This traffic plan is a GUIDE ONLY and can be altered on site but must be signed by an R.T.A. accredited person.

Approach speeds = up to 60km/h

- \* All personnel to wear Hi Vis Clothing
- \* Vehicles to park within the worksite
- \* R.T.A. certified traffic controllers to be employed

www.innovation.com

Signature: 

Certificate No: 0051727985

Date: 08/08/2019

**Date:** 08/08/2019 **Author:** GILBERTO GARCIA **Project:** PBS - NEWTOWN  
**Address:** 142 CARILLON AVE - NEWTOWN

**Comments:**  
DETOUR PLAN



**Red Card Holder**

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Cert No: \_\_\_\_\_

Amendments Required ? Y/N

\* All sign spacing & taper lengths are in accordance with Australia Standards AS 1742.03 & RMS TCWVS manual 4.0. Distances between signs may vary due to onsite constraints i.e. parked vehicles/vegetation etc. (plan not to scale)

\* Traffic Controller to conduct Stop/Slow procedures to assist with work vehicle movements as required.

\* Traffic Controller are to assist Pedestrian around work area as required.

\* Pedestrian signs to be installed as required.

Dm [Speed Limit]	Merge Taper Length	Lateral Taper Length	Buffer Length
45 or Less	15	15	30
46 to 55	30	30	30
56 to 65	60	60	30
66 to 75	115	70	30
76 to 85	130	80	40
86 to 95	145	90	40
96 to 105	160	100	50
Greater Than 105	180	110	50

Based on As 1742.3 - 2009



**TRAFFIC CONTROL PLAN**

This traffic control plan is drawn to AS1742.3 and the R.T.A. workable manual for traffic control at work sites. It is to be implemented as such. This traffic plan is a GUIDE ONLY and can be altered on site but must be signed by an R.T.A. accredited person.

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www.innovation.com

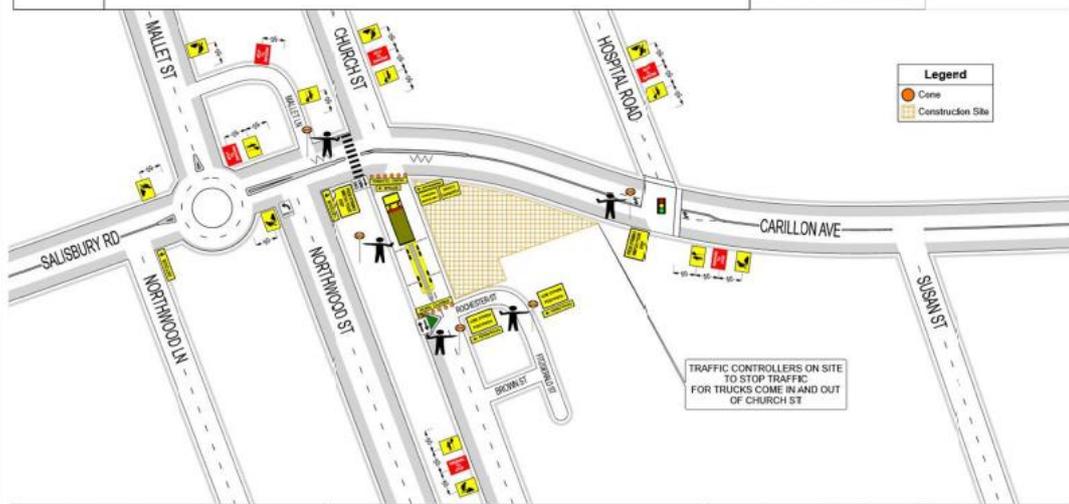
Signature: 

Certificate No: 0051727985

Date: 08/08/2019

**Date:** 08/08/2019 **Author:** GILBERTO GARCIA **Project:** PBS - NEWTOWN  
**Address:** 142 CARILLON AVE - NEWTOWN

**Comments:**  
STOP/SLOW - TRUCKS IN AND OUT - PEDESTRIAN CONTROL - TOWER CRANE DISASSEMBLY



**Red Card Holder**

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Cert No: \_\_\_\_\_

Amendments Required ? Y/N

\* All sign spacing & taper lengths are in accordance with Australia Standards AS 1742.03 & RMS TCWVS manual 4.0. Distances between signs may vary due to onsite constraints i.e. parked vehicles/vegetation etc. (plan not to scale)

\* Traffic Controller to conduct Stop/Slow procedures to assist with work vehicle movements as required.

\* Traffic Controller are to assist Pedestrian around work area as required.

\* Pedestrian signs to be installed as required.

Dm [Speed Limit]	Merge Taper Length	Lateral Taper Length	Buffer Length
45 or Less	15	15	30
46 to 55	30	30	30
56 to 65	60	60	30
66 to 75	115	70	30
76 to 85	130	80	40
86 to 95	145	90	40
96 to 105	160	100	50
Greater Than 105	180	110	50

Based on As 1742.3 - 2009

The Traffic Management Plan is attached at the end of this report.

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 to ensure the safety of motorists, cyclists and pedestrians.

69

**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 temporary full road closure has been advertised in the local paper in accordance with Roads Act 1993.

**CONCLUSION**

It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in the report.

## Traffic Management Plan

A Traffic Management Plan (TMP) must be prepared for any activity or event that results in a temporary road closure. Council submits all applications for road closures to the Roads and Maritime Services (RMS) for approval.

The RMS require all TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan (TMP)" Ver 2.0 dated December 2001. The relevant details required for the TMP is reproduced below.

<b>Activity/Event</b>	Disassembly of Tower Crane
<b>Location</b>	Church Street, Newtown (Cnr of Carillon Avenue & Rochester Street)
<b>Applicant</b>	PBS Building (NSW) Pty Ltd CU Contractors
<b>Event Date(s)</b>	Saturday 09.11.2019 (back up date Saturday 16/11/2019)
<b>Event Hours</b>	09.11.2019 7.30am to 3.30pm (8 hours continuous) Work Zone 7.30am to 3.30pm

### [Description or detailed plan of proposed measures](#)

PBS Building (NSW) Pty Ltd proposes to close Church Street, Newtown from the corner of Carillon Avenue to Rochester Street for the disassembly of an onsite tower crane.

## Traffic Management

Traffic Management will be provided for the disassembly of the crane as per below



Source: Nearmap

### 1. Road Closure of Church Street (Between Carillon Avenue and Rochester Street):

5x Traffic Controllers will close Church Street in between Carillon Avenue and Rochester Street to disassemble a Tower Crane on site at 142 Carillon Avenue, Newtown using a mobile 100 Ton crane which will be set up at Church Street, and also for semi-trailers to reverse into Church St from Carillon Avenue tight up to mobile crane, once loaded the semi-trailers will leave Church St the same way it entered. This will be done as follows:

1x Traffic Controller to stop vehicles on Carillon Avenue, Newtown on Eastbound

1x Traffic Controller to stop vehicles on Carillon Avenue, Newtown on Westbound

1x Traffic Controller to facilitate resident access and detour vehicles on the corner of Church St and Rochester St, Newtown

### 2. Footpath Closure on Church Street (Between Carillon Avenue and Rochester Street):

2x Traffic controllers will close the Eastern Footpath on Church Street between Carillon Avenue and Rochester Street as a safety precaution whilst lifting movements of the mobile crane for disassembly the onsite Tower Crane. Once the lift has been completed the footpath will be reopened periodically whilst works occur internally, when ready to lift the footpath will be closed temporarily.

1x Traffic Controller to assist pedestrians on the Eastern Footpath on the corner of Church St and Carillon Avenue, Newtown

1x Traffic Controller to assist pedestrians on the Eastern Footpath on the corner of Church St, Newtown

All measures will be in place for the duration of the event and are precautionary safety measures for the unlikely chance of an incident.

A Traffic Control Plan (TCP) has been developed to ameliorate conditions whilst the event is taking place. Short delays to motorists on the affected road are possible. The operation has been planned on Church Street to minimise disruption to Carillon Avenue.

### Measures to ameliorate the impact of re-assigned traffic

Traffic Controllers will carry 2-way radios to ensure communication can be maintained between the traffic controllers. Given detours available it is expected the disruption to local traffic will be minimal. Local resident access will be maintained for the duration of the works with minor delays expected during semi-trailer movements in and out of the work zone.

### Assessment of public transport services effected

Public Transport will not be impacted by this event as no busses use Church Street, Newtown. Traffic Controllers assisting truck drivers to manouver from the work zone to Carillon Avenue will also wait for buses to pass by before stopping traffic.

### Details of provision made for emergency vehicle, heavy vehicles, cyclist and pedestrian

All emergency services will have been notified of the day of activities prior to the event commencing to ensure prompt action in the case of an emergency. If an emergency vehicle requires access to the road, traffic controllers will instruct construction vehicles to move to the side of the road and assist emergency vehicles to access the required location. Traffic Controllers will check first with the emergency vehicle which section needs to be accessed to guide them to the correct access point as the road will be blocked by the semi-trailers.

### Public Consultation Process

To provide early notification to the public a letterbox drop will be done 1 week prior to the event and a newspaper ad will be placed in the local newspaper 1 week prior to the event.

Traffic Control Plan:

### TRAFFIC CONTROL PLAN

**Date:** 08/08/2019 **Author:** GILBERTO GARCIA Project: PBS - NEWTOWN  
**Address:** 142 CARILLON AVE - NEWTOWN

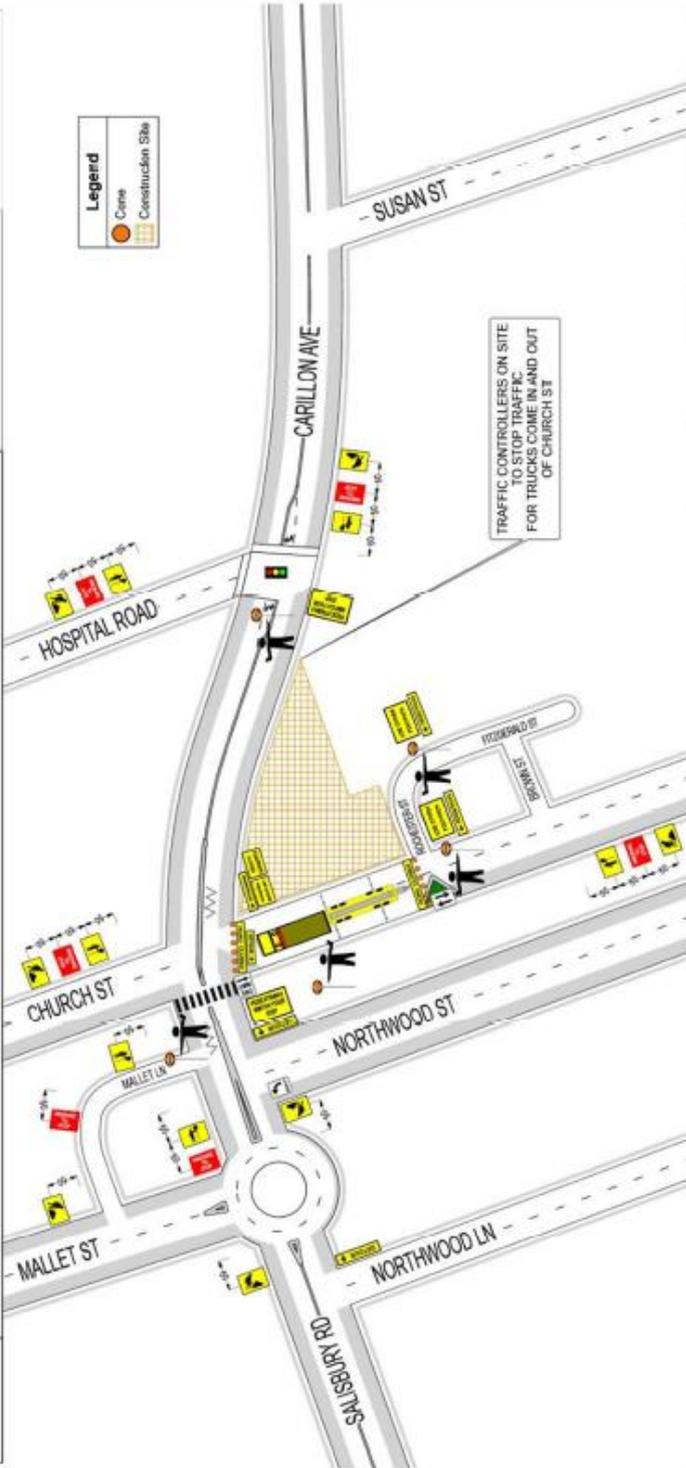
**Comments:**  
STOP/SLOW - TRUCKS IN AND OUT - PEDESTRIAN CONTROL - TOWER CRANE DISASSEMBLY



www.irwinba.com

**Signature:** \_\_\_\_\_  
**Certificate No.:** 0051727965  
**Date:** 08/08/2019

This traffic control plan is drawn to AS1742.3 and the R.T.A. workable manual for traffic control at work sites. It is to be used as such and not altered on site but must be signed by an R.T.A. accredited person.  
Approach speeds = up to 60km/h  
- All personnel to wear Hi Vis Clothing  
- Vehicles to park within the work area  
- R.T.A. certified traffic controllers to be employed



TRAFFIC CONTROLLERS ON SITE TO STOP TRAFFIC FOR TRUCKS COME IN AND OUT OF CHURCH ST

**Legend**

- Crane
- Construction Site

Dm	[Speed Limit]	Merge Taper Length	Lateral Taper Length	Buffer Length
45 or Less	15	15	15	30
55 to 65	30	30	30	30
65 to 85	60	60	60	30
65 to 75	115	115	75	30
75 to 85	130	130	90	40
85 to 95	145	145	90	40
95 to 105	160	160	100	50
Greater Than 105	180	180	110	60

Based on As 1742.3 - 2009

**Red Card Holder**

**Name:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Cert No.:** \_\_\_\_\_

**Amendments Required ?** Y/N

- All sign spacing & letter heights are in accordance with Australia Standards AS 1742.33 & 1742.34 unless stated otherwise. Dimensions shown apply only when due to on-site constraints i.e. parked vehicles/vegetation etc. [provided to achieve] movement as required.  
- Traffic Controller to conduct stop/slow procedures to assist with work vehicle movements as required.  
- Traffic Controller are to assist pedestrian around work area as required.  
- Pedestrian signs to be installed as required.

PEDESTRIANS
PEDESTRIANS
USE OTHER FOOTPATH

Traffic Control Plan (Detour):

**TRAFFIC CONTROL PLAN**

**Date:** 08/08/2019 **Author:** GILBERTO GARCIA Project: PBS - NEWTOWN  
**Address:** 142 CARILLON AVE - NEWTOWN

**Comments:**  
DETOUR PLAN

**TRAFFIC MANAGEMENT**

This traffic control plan is drawn to AS1742.3 and is to be implemented at all locations. This traffic control plan is a GUIDE ONLY and can be altered on site but must be signed by an R.T.A. accredited person.

Approach speeds = up to 60km/h

\* All personnel must wear Hi-Viz Clothing  
\* Vehicles to use within the work area  
\* R.T.A. certified traffic controllers to be employed

**Signature:** \_\_\_\_\_  
**Certificate No:** 0051727965  
**Date:** 08/08/2019

www.marion.com

**Red Card Holder**

**Name:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Cert No:** \_\_\_\_\_

**Amendments Required ?** Y/N

\* All sign spacing & taper lengths are in accordance with Australian Standards AS 1742.03 & RMB TC008 manual 4.0. Distances between signs may vary due to on-site constraints i.e. parked vehicles/vegetation etc. (plan not to scale)

\* Traffic Controller to conduct Stop/Slow procedures to assist with work vehicle movements as required.

\* Traffic Controller are to assist Pedestrian around work area as required.

\* Pedestrian signs to be installed as required.

**USE OTHER FOOTPATH**

**PEDESTRIANS** **PEDESTRIANS**

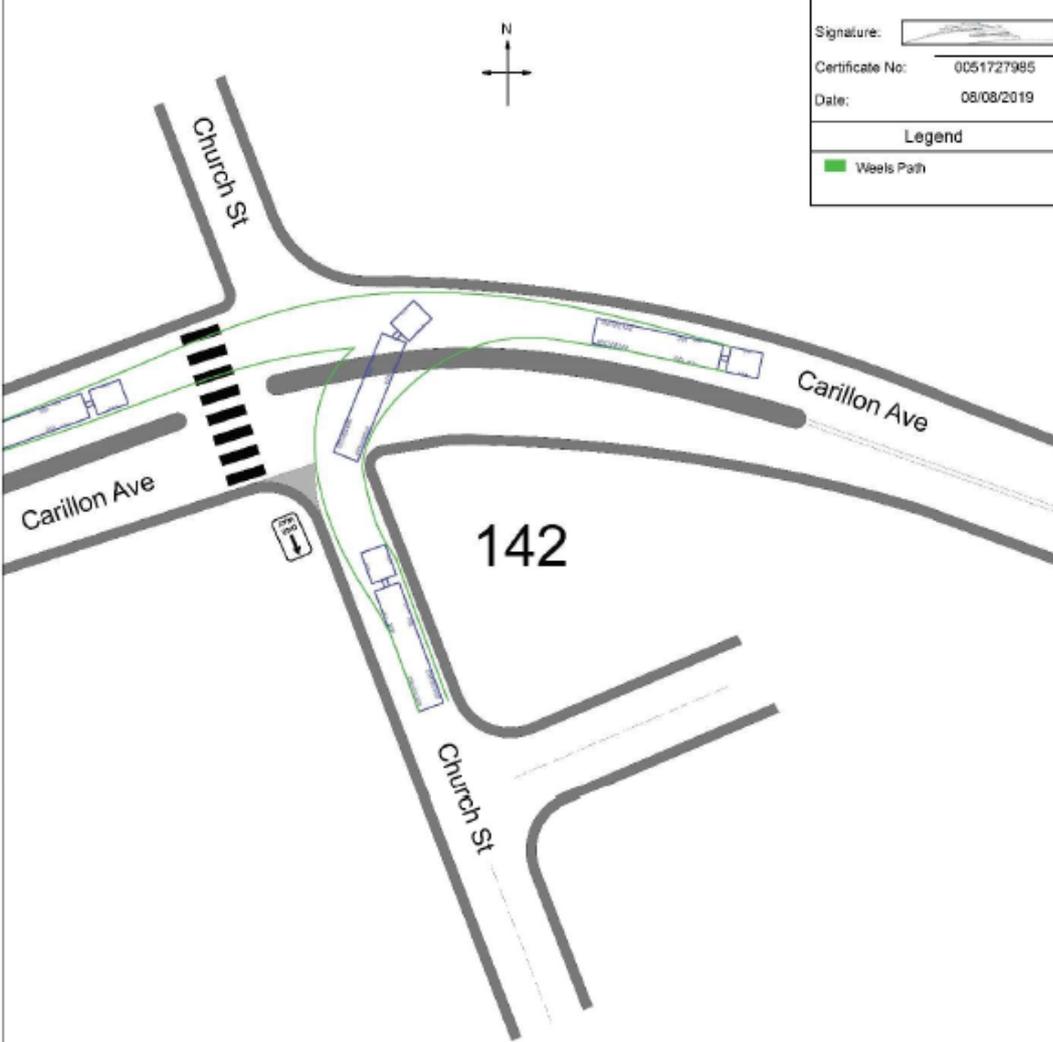
Speed Limit (km/h)	Merge Taper Length	Lateral Taper Length	Buffer Length
45 or Less	15	15	30
46 to 55	30	30	30
60 to 65	60	60	30
66 to 75	115	70	30
76 to 85	130	80	40
86 to 95	145	90	40
96 to 105	160	100	50
Greater Than 105	180	110	50

Drawn on As 1742.3 - 2/09

Swept Path Plan:

	<b>SWEPT PATH PLAN</b>		<p>This traffic control plan is drawn to AS1742.2 and the R.T.A worksite manual for traffic control at worksites. It is to be implemented as such. This traffic plan is a GUIDE ONLY and can be altered on site but must be signed by an R.T.A accredited person.</p> <p>Approach speeds = up to 60km</p> <p>* All persons to wear Hi Vis Clothing                  * Vehicles to park within the worksite                  * R.T.A certified traffic controllers to be employed</p>
	LOCATION CUSTOMER	142 CARILLON AVENUE, NEWTOWN	
	TCP No.	Turning 19m Semi Truck	
	DATE:	08/08/2019	



Signature: 

Certificate No: 0051727985

Date: 08/08/2019

**Legend**

■ Weels Path

### Letter to Residents:

There will be a changed traffic condition on Church St, Newtown on Saturday 09/11/2019 from 7:30 am to 3:30 pm (A mobile 100 Ton Crane and Semi-Trailers will remain on Church Street until the works are completed), for the disassembly of onsite Tower Crane. For the duration of the works, the road will be closed on Church Street from Carillon Avenue to Rochester Street. The backup date for these works will be 16/11/2019.

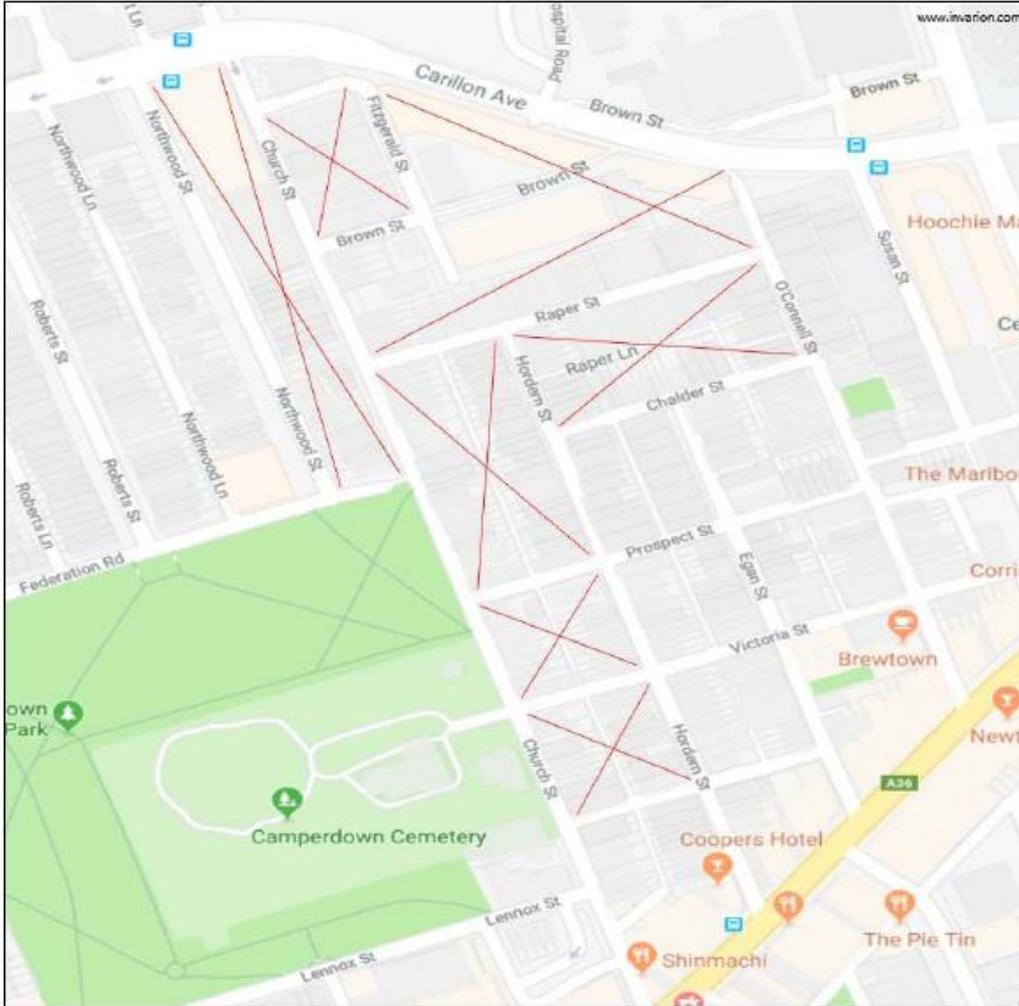
We apologise for any inconveniences caused throughout the works and have put considerable planning to minimise disruption to local residents/traffic by choosing to perform our works on Church Street, Newtown. To help minimise and/or eliminate such disturbances during operation, traffic controllers will be in attendance to help guide construction vehicles and pedestrians around the work area.

For any concerns on the days of the work or to find out further details please contact the site supervisor Will Germanos on 0402 573 557

Kind Regards

Will Germanos

Letterbox Drop Zones:



**ATTACHMENTS**

Nil.

**Item No:** LTC0919 Item 6

**Subject:** FISHER STREET, PETERSHAM BETWEEN REGENT STREET AND AUDLEY STREET – TEMPORARY FULL ROAD CLOSURE TO DISMANTLE TOWER CRANE AT NO. 22 (DAMUM - STANMORE WARD / NEWTOWN 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 Boycebuild Pty Ltd for the temporary full road closure of Fisher Street, Petersham between Regent Street and Audley Street, for a period of 8 hours on Wednesday 9 October 2019 (contingency dates - Thursday 10 October 2019 and Tuesday 15 October 2019) between the hours of 7:00am and 3pm, in order to stand a mobile crane to carry out crane lift works to dismantle a tower crane. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

---

### **RECOMMENDATION**

**THAT the proposed temporary full road closure of Fisher Street, Petersham between Regent Street and Audley Street, for a period of 8 hours on Wednesday 9 October 2019 (contingency dates - Thursday 10 October 2019 and Tuesday 15 October 2019) between the hours of 7:00am and 3:00pm, be APPROVED in order to stand a mobile crane to carry out crane lift works at No.22 Fisher Street, subject to, but not limited to, the following conditions:**

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

---

### **BACKGROUND**

An application has been received from Boycebuild Pty Ltd for the temporary full road closure of Fisher Street, Petersham between Regent Street and Audley Street, for a period of 8 hours on Wednesday 9 October 2019 (contingency dates - Thursday 10 October 2019 and Tuesday 15 October 2019) between the hours of 7:00am and 3:00pm, in order to stand a mobile crane to carry out crane lift works to dismantle a tower crane. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

### **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.

**OTHER STAFF COMMENTS**

Fisher Street is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. A mixture of time-restricted and all-day commuter parking is generally permitted along both sides of the road.

It is noted that 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 (refer to Traffic Control Plan for details).

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.

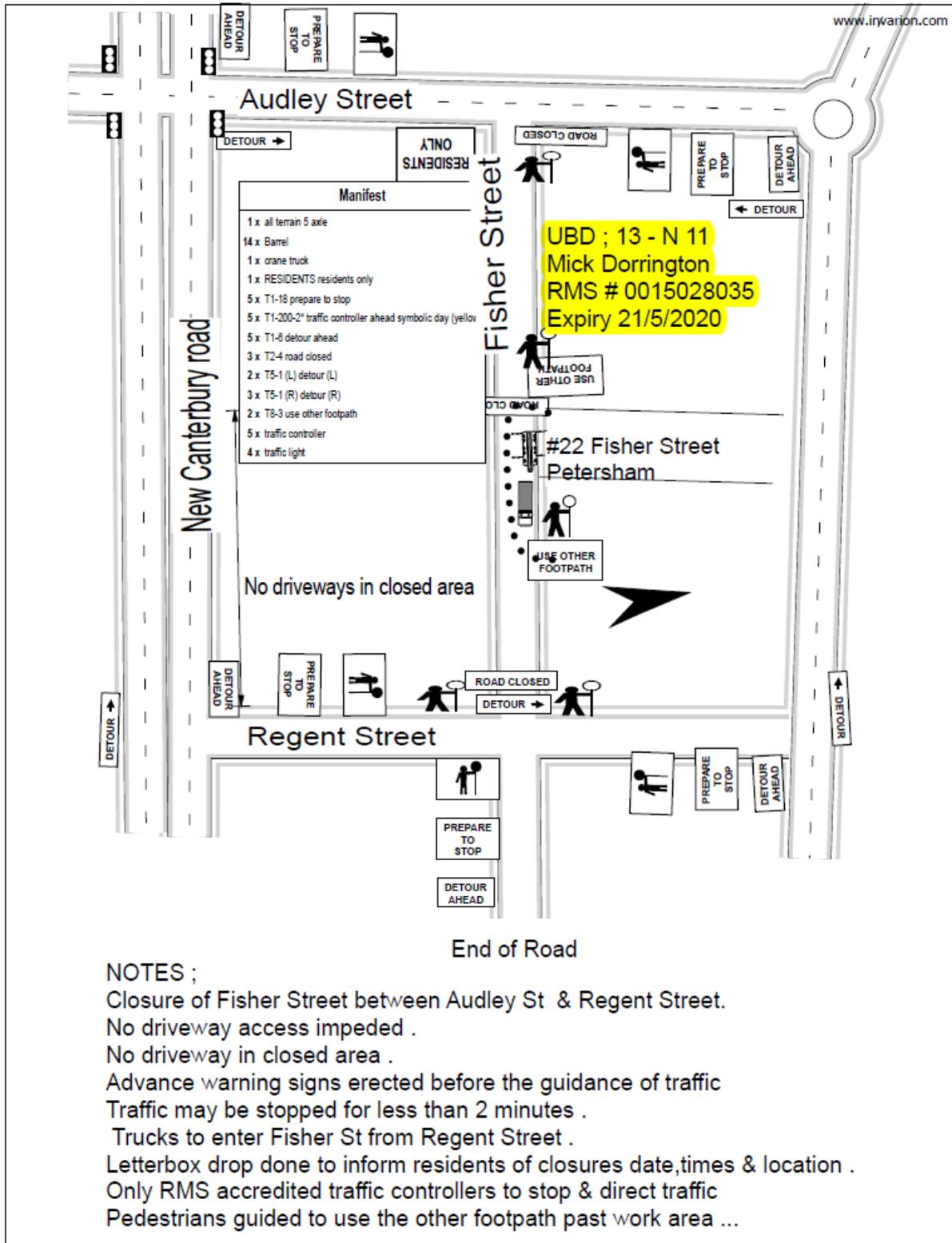
**CONCLUSION**

It is recommended that the proposed temporary road closures be approved, subject to the conditions outlined in this report.

In addition to the recommended conditions within this report other standard conditions include:

- Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
- Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
- Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
- The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
- The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
- Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
- The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;

- All work is to be carried out in accordance with Work Cover requirements; and
- The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.



**ATTACHMENTS**

Nil.

**Item No:** LTC0919 Item 7  
**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 – NOTICE OF CHANGE OF DATES (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

Notice of changes in dates for rail underpass works and pending road closures of Terrace Road / Ness Avenue just north of the roundabout at Ewart Street, Dulwich Hill in September 2019 have been received from Sydney Metro (SSJ). Due to new design work requirements additional closure dates have been proposed in addition to the approved full road closures between 1:00AM Saturday 28 September to 11:59PM Sunday 29 September 2019. The proposed additional dates requested are Monday 23 September to Friday 27 September 2019 between 7:00AM and 5:00PM each day (with the road reopening at night to allow traffic through). It is recommended that the proposed additional daytime 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 between the hours 7:00AM and 5:00PM (allowing road to be open at night) in addition to the approved full closures for a two day period being on Saturday 28 September until midnight 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:**

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

### BACKGROUND

A report went to the 5 August 2019 Local Traffic Committee detailing the application by 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 on Saturday 28 September until midnight Sunday 29 September 2019 in order to carry out early enabling works on the Rail bridge.

Council was notified, by Sydney Metro (SSJ), that due to new design work requirements additional closure dates are required in addition to the now approved full road closure. The proposed additional dates requested are Monday 23 September to Friday 27 September 2019

between 7:00AM and 5:00PM each day (with the road reopening at night to allow traffic through).

A copy of the report that went to the 5 August 2019 Local Traffic Committee is reproduced at the end of this report for reference. The Traffic Control Plan submitted by the applicant is shown in the report.

### **FINANCIAL IMPLICATIONS**

The applicant has previously paid for the temporary full road closure and an invoice has been issued for advertising the amendments.

### **OFFICER COMMENTS**

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. It is noted that the full road closure will divert traffic to either Garnet Street in the west or Wardell Road in the west. The extended closures will allow the underpass to be open at night.

### **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 change of dates for the road closures 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 the conditions outlined in this report.

### **ATTACHMENTS**

1. [↓](#) Report from LTC0819 - Item 2 - Terrace Road / Ness Avenue, Dulwich Hill – Temporary Full Road Closure

**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:

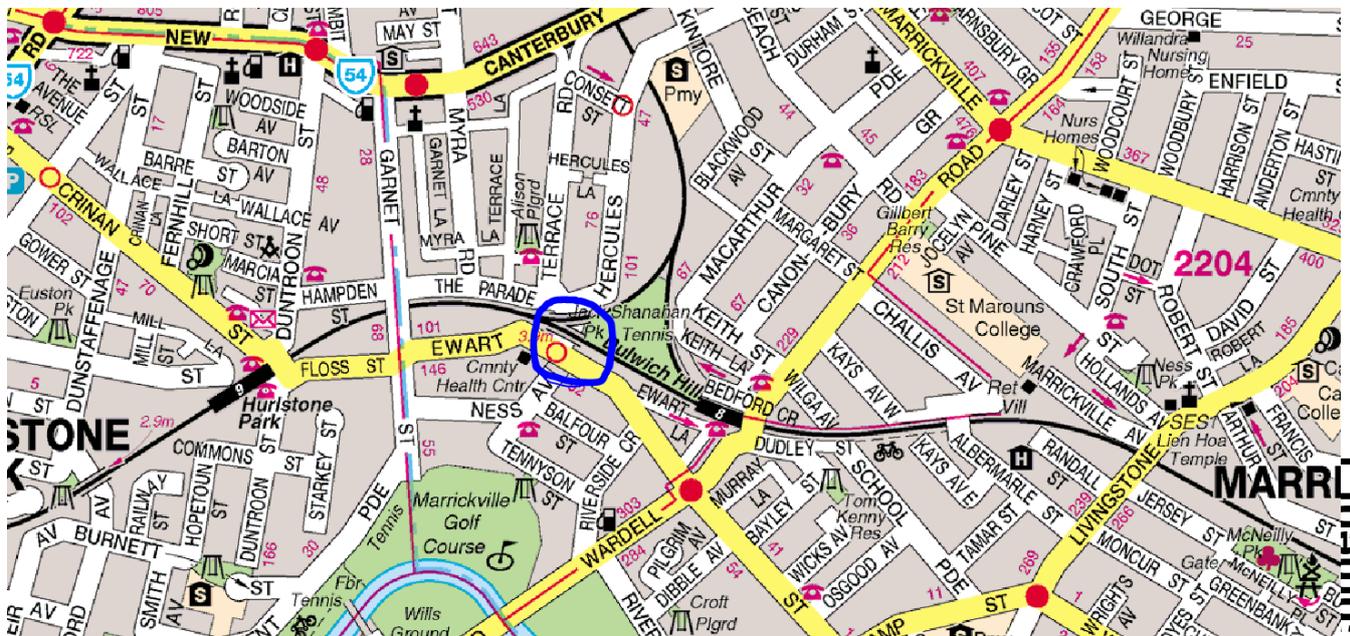
- Residents within a 200m radius of the work area will have a targeted door knock completed 7 days prior to work commencing.
- A notification will be distributed via letterbox drop and email no later than 7 days prior to work commencing.
- A door knock of local businesses with the potential to be impacted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

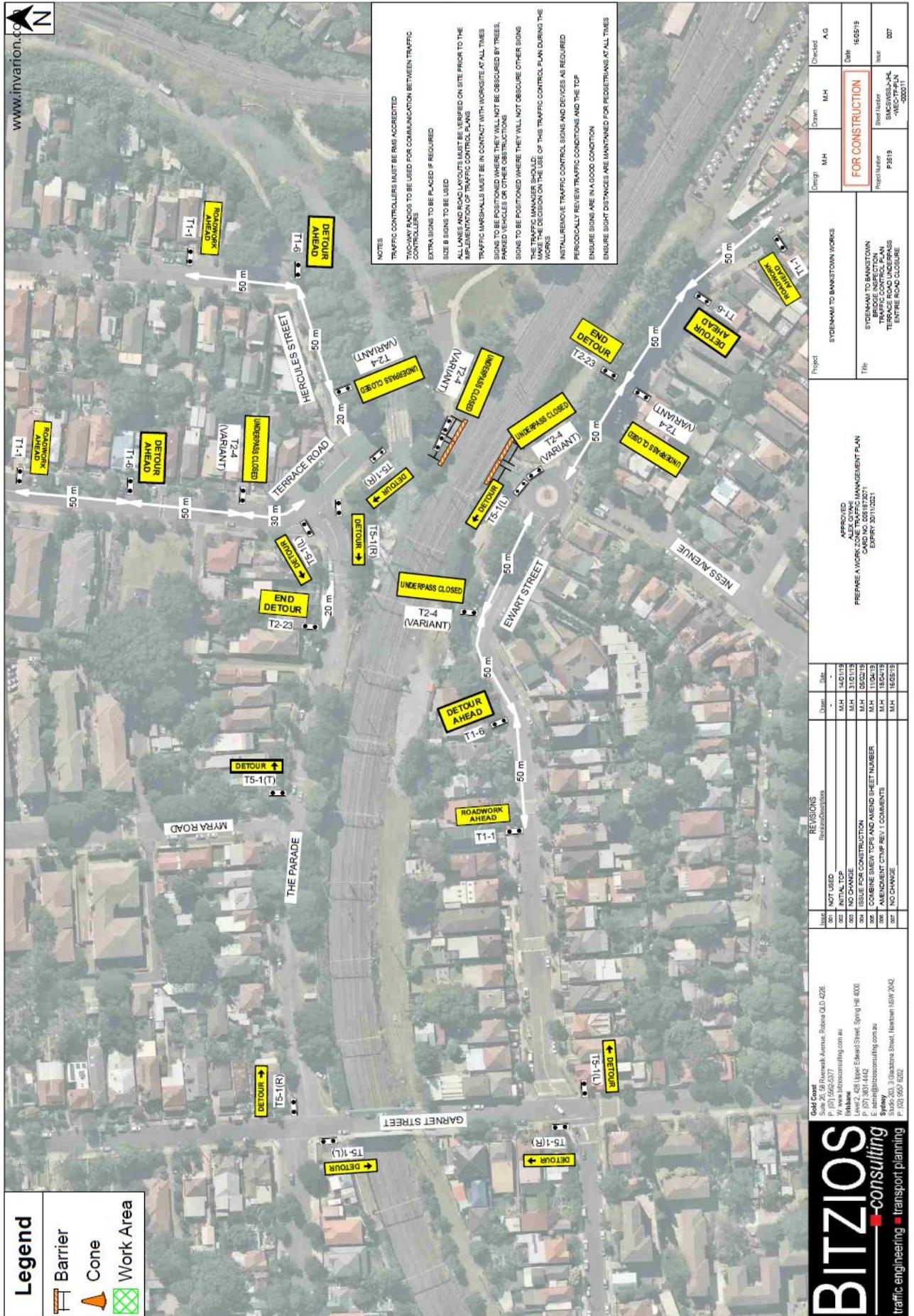




Terrace Road, between The Parade and Consett Street, carries around 1,388 vehicles per day. At the railway overbridge the width of the road is approximately 9 metres in width. It is noted that the full road closure will divert traffic to either Garnet Street to the west or Wardell Road to the east.

<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.



**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:** LTC0919 Item 8

**Subject:** ELTHAM STREET, LEWISHAM – TEMPORARY FULL ROAD CLOSURE TO INSTALL NEW SEWER MAIN IN THE ROADWAY ON BEHALF OF SYDNEY WATER (DAMUM - STANMORE WARD / NEWTOWN 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 Comdain Civil Construction (on behalf of Sydney Water) for the temporary full road closure of Eltham Street, Lewisham extending between Fred Street and Denison Street, for a period of 4 weeks starting on Monday 9 September 2019 (to Monday 7 October 2019) with a contingency period of 5 weeks starting on Monday 23 September 2019 (to Monday 28 October 2019) in order to install a new sewer main in the roadway, including construction of new maintenance holes in the roadway. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report and satisfactory arrangements are in place to accommodate school buses.

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### RECOMMENDATION

**THAT the proposed temporary full road closure of Eltham Street, Lewisham extending between Fred Street and Denison Street, for a period of 4 weeks starting on Monday 9 September 2019 (to Monday 7 October 2019) with contingency period of 5 weeks starting on Monday 23 September 2019 (to Monday 28 October 2019) be APPROVED in order to install a new sewer main in the roadway, including construction of new maintenance holes in the roadway subject to, but not limited to, the following conditions:**

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

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### BACKGROUND

It is noted that these are planned works and not emergency works by Sydney Water: *Wet Weather Discharges Inside Houses - Project No: 20034581 - Eltham Street, Dulwich Hill.*







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.

**OTHER STAFF COMMENTS**

Site location & road network

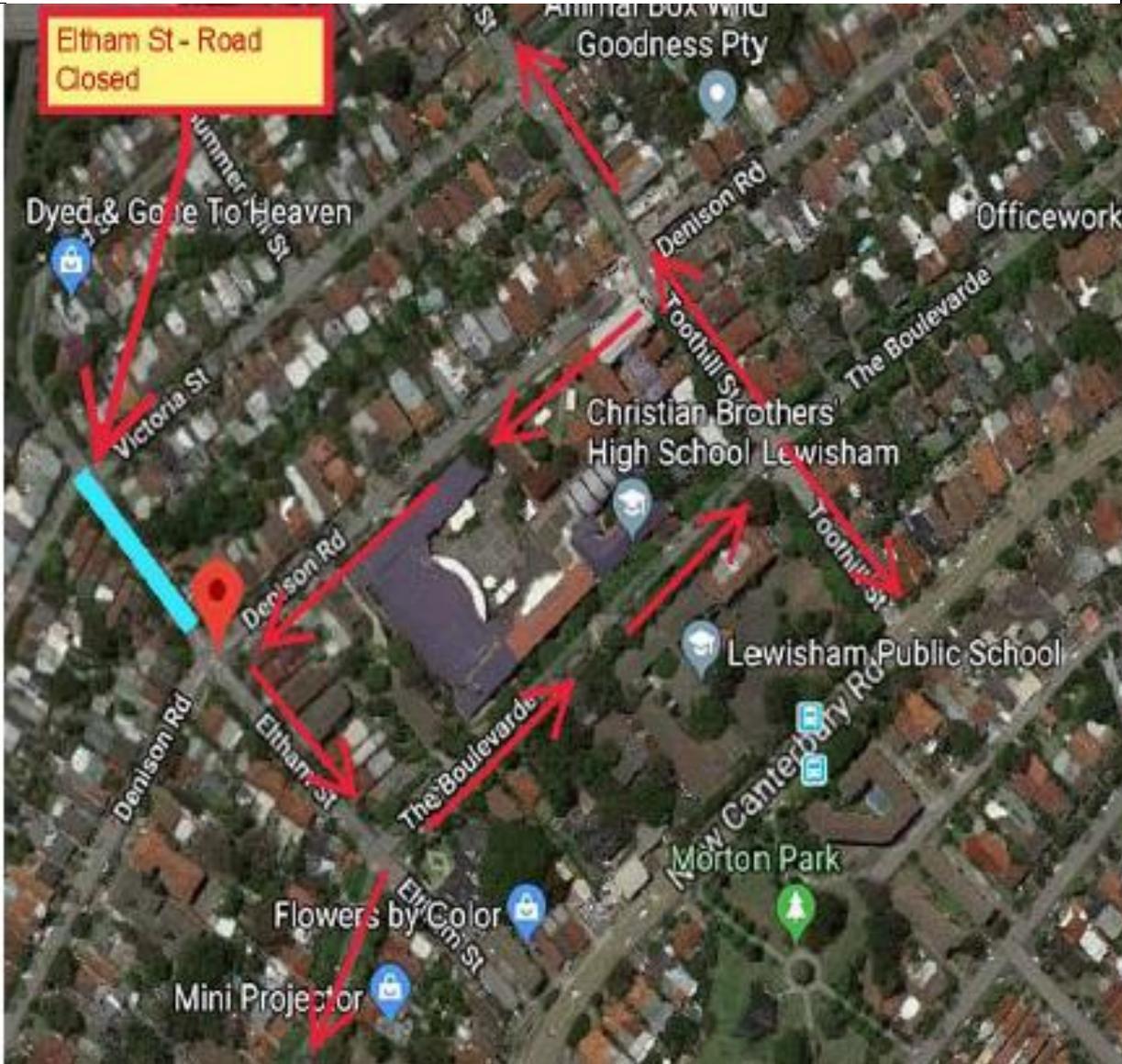


<b>Street Name</b>	Eltham Street
<b>Section</b>	at Denison Road
<b>Carriageway Width (m)</b>	10.2
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	39.6
<b>Vehicles Per Day (vpd)</b>	944
<b>Reported Crash History (July 2012 – June 2017)</b>	No crashes recorded.
<b>Heavy Vehicle Volume (%)</b>	2.6
<b>Parking Arrangements</b>	unrestricted parking along both sides of the road.

Eltham Street is used as a school bus route for busses attending Christian Brothers High School and this must be managed accordingly by the applicant to the satisfaction of Council, the school and bus company(s). The original TMP was revised to accommodate Council’s concerns regarding the school buses. The revised TMP notes:

**School Bus Routes**

Eltham and Victoria street are used daily by school buses going to and from Christian Brothers high school Lewisham. Aim would be to have a portion of works carried out during school holidays (Sept 28<sup>th</sup> – Oct 12<sup>th</sup>) to avoid disruption and outside of holidays buses are to use new routes as detailed on map in Appendix D. Approval for the below new route to be given in written by Transit Systems before works proceed.



It is noted that half of the works will be carried out during school holidays to minimise disruption to any school buses. However, when works will be undertaken into the school term for a period of two weeks, the diversion into The Boulevarde may pose problems as this street is used for parent drop off and pick up. An alternative detoured route will be discussed with the applicant and bus operators prior to the proposed road closure.

The Traffic Management Plan submitted by the applicant is reproduced at the end of this report. It states that all activities and project works, including the arrival and departure of vehicles delivering or removing materials from or to the site, shall be carried out between the hours of: 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturdays.

The TMP details 6 TCPs two each for 3 different sections of Eltham Street, Dulwich Hill.

It is noted that 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 will be positioned at the closure points when required to provide vehicular access to local residents/businesses and ensure the safety of motorists and pedestrians (refer to Traffic Management Plan and Traffic Control Plans for details).

### **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 road closures be approved, subject to the conditions outlined in this report and satisfactory arrangements are in place to accommodate school buses, preferably detoured onto New Canterbury Road opposed to The Boulevarde.

In addition to the recommended conditions within this report other standards conditions include:

- Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
- Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
- Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
- The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
- The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
- Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
- The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
- All work is to be carried out in accordance with Work Cover requirements; and
- The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

**ATTACHMENTS**

1. [↓](#) revised - TMP Eltham Street Dulwich Hill



# **Traffic Management Plan**

## Wet Weather Discharges Inside Houses

Project No: 20034581

Eltham Street, Dulwich Hill

About this release  
Document Number: BRAY-TMP-005 Version 1  
Title: Traffic Management Plan  
Author: Ciara O'Neill

BRAY-TMP-005 v.1  
Feb 2019  
Page 1 of 14



**Management Review**

<b>Planned Review Date</b>	<b>Scope</b>	<b>Review By</b>	<b>Review Record Ref no. Date</b>
26/12/2019		TC Manger & Director	

**Item 8**

**Attachment 1**



**Table of Contents**

Management Review		2
1. Overview		4
Scope of this Plan	4	
Objectives		4
2. Management of the TMP	4	
3. Implementation		5
4. Site Access & Traffic	5	
Access to site	5	
Construction Hours	5	
5. Traffic Control Plans	5	
6. Responsibilities		5
Traffic Controller Manager	5	
Traffic Controller Supervisor		6
7. Roads Authority		7
8. Traffic Control Personnel	7	
9. Plant and Equipment		7
10. Time Management	8	
11. Out-of-Working Hours Contacts	8	
12. Reviewing this Traffic Management Plan	8	
Appendix A - Traffic Controllers' Tickets	9	
Appendix B – Traffic Control Plans		
Appendix C – Vehicle Movement Plans		



## 1. Overview

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### Scope of this Plan

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the provision for access to properties located within the limits of the work site, construction, maintenance and removal of any necessary temporary roadways and detours, the provision of traffic controllers, the installation of temporary signs, road markings, lighting and safety barriers.

It also covers maintenance of the existing road corridor, including the existing road and road shoulder that may be used for the temporary diversion of traffic, over the duration of the job.

### Bray Civil's Objectives

Bray Civil's objectives with respect to the Traffic Management Plan ("TMP") are to:

- Ensure the safety of its employees, the general public, pedestrians, cyclists and traffic,
- Keep traffic delays to a minimum,
- Maintain satisfactory property access,
- Minimise disruption to businesses,
- For works near speed cameras, traffic lights & traffic counters etc:
  - Inform the RMS Representative and
  - Not damage the equipment,
  - Make suitable arrangements where required.
- When required, obtain approvals and licenses such as Road Occupancy Licences, and Traffic Signals,
- Minimise disturbance to the environment,
- Design detours
- Meet the requirements of RMS Traffic Control at Worksites Manual.

## 2. Management of the TMP

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Bray Civil has warranted that it will provide people, materials, resources and systems to properly perform the Services including related traffic management.

We require the people to be competent, experienced and qualified to carry out the Services.



### **3. Implementation**

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Traffic Management for sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

### **4. Site Access & Traffic**

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#### **Access to Site**

The main access to Eltham Street is from Fred Street, Victoria Street & Denison Road.

#### **Construction Hours**

All activities and project works, including the arrival and departure of vehicles delivering or removing materials from or to the site, shall be carried out between the hours of:

- 7:00am to 6:00pm Monday to Friday
- 8:00am to 1:00pm Saturdays

### **5. Traffic Control Plans**

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Bray Civil will implement approved Traffic Control measures for any Services which disrupt free traffic movement. These measures will include Traffic Control Plans ("TCP") and Vehicle Movement Plans as required and will encompass vehicle movement and pedestrian movement for both construction resources and the general public. These plans are attached to this management plan

### **6. Responsibilities**

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The principle responsibilities and authorities of Bray Civil staff with respect to traffic management are:

#### **Traffic Control Manager**

The TC Manager at Eltham Street is responsible for ensuring traffic management:

- Is properly planned, organised, directed and controlled,
- Is properly resourced with people, equipment, facilities and systems and
- Meets the requirements of the contract,
- Complies with all other legislation and
- Is achieving its objectives

**Further responsibilities include:**

- Implementing the Traffic Management Plan and the Traffic Control Plan on site,
- Maintaining the TCP,
- Ensuring the safe passage of traffic at all times
- Liaison with regulatory agencies regarding requirements for approvals, licences, permits and authorities
- Approving TCPs (where required) for individual projects
- Arranging and approving training
- Annually reviewing the continuing suitability, adequacy, and effectiveness, of all the plans and
- Ensuring that processes and control systems needed are established, implemented and maintained,
- Preparing and submitting Road Occupancy License applications and & *Directions to Restrict* applications 10 working days before the Services are due to begin

**Traffic Control Supervisor**

The TC Supervisor at Eltham Street has delegated authority from, and responsibility to, the Traffic Control Manager for:

- Ensuring that the requirements of all the plans are properly implemented,
- Determination of traffic control at the work sites.  
When selecting a standard TCP or designing a Non-Standard TCP, he / she will ensure the following are considered:
  - Traffic Controllers,
  - Diversions, side tracks and/or detours as required,
  - Temporary warning signs,
  - Signs and devices,
  - Adequate delineation for night/wet conditions,
  - Special lighting when required,
  - Access ways to be kept clear for emergency vehicles and over-dimensional vehicles,
  - Temporary speed zones as required (and approved),
  - Vehicle Movement Plans (including specified locations for on-site parking, and consideration of pedestrian movement for workers, the public including children and disabled persons, bicycles, buses and light rail where applicable).
- Set up diversions when required in consultation with Police when necessary,
- Possible impact on main arterial roads,
- Traffic impact for work near traffic lights,
- Temporary delineation, barriers and signs until permanent measures are completed. All temporary measures will be maintained in an effective condition while in use and removed when permanent devices are completed,
- Position cones and early warning signs when required,
- Sign sizes that are appropriate for the conditions,
- Portable traffic signs if required,



- Flashing traffic signs if required,
- Place signs with regard to: Sight distance, motorists approaching at high speed, queue lengths, visibility, shade and light glare,
- Ensuring only undamaged or non-defective signs are used and
- Ensuring consideration of the needs of:
  - Pedestrians (including those who are disabled),
  - Cyclists,
  - Business and property owners and
  - School crossings and bus routes.
- Ensuring the TCP is approved,
- Allocation of all resources required for the implementation of all the plans,
- Ensuring that control measures are maintained and that work-in-progress is inspected,
- Carrying out and recording weekly inspections and verifications to demonstrate compliance of the Services.
- Ensuring everyone on site is inducted and wears the appropriate approved clothing and
- Driving through the site to inspect the traffic control layout, recording any deficiencies and the action taken to rectify them.

## **7. Roads Authority**

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Eltham Street and Victoria Street are Council roads. Council should be contacted in the first instance to ensure they are satisfied that appropriate arrangements are in place during the construction phase of the project.

This will be carried out by the principle contractor – Comdain Infrastructure

## **8. Traffic Control Personnel**

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Bray Civil will ensure all traffic controllers used by Council have completed RMS accredited Traffic Controller training.

Traffic Controllers will carry their tickets with them.

Traffic Controllers will wear high-visibility outer garments

## **9. Plant and Equipment**

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All vehicles used in traffic control operations will be equipped with the appropriate vehicle mounted warning devices in accordance with the RMS Traffic Control at Work Sites Manual.

During daytime, plant and equipment working in a position adjacent to traffic and having a projection beyond the normal width of the item, for example, a grader blade, will have a fluorescent red flag attached to the outer end of the projection. During poor light conditions

BRAY-TMP-005 v.1  
Feb 2019  
Page 7 of 14



or at night, an additional traffic controller with an illuminated red wand will direct traffic around such plant and equipment.

During night time, where traffic is permitted to use the whole or portion of the existing road, all plant items and similar obstructions will be removed from the normal path of vehicles, to provide a lateral clearance of at least 6 m where practicable, with a minimum clearance of 1.2 m.

Plant and equipment, within 6 m of the normal path of vehicles, will be lit by not less than two yellow steady lamps suspended vertically from the point of the obstruction nearest to a traffic lane, and one yellow steady lamp at each end of the obstruction on the side furthest away from the traffic lane.

## **10. Time Management**

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Bray Civil aims to meet its time related obligations. Among them are:

- Notifying residents and businesses affected by disruption to property access or by night works in built-up areas. A letter will:
  - be "letter-box-dropped" at least three Business Days before the proposed date and
  - detail the dates and times of the proposed access restrictions and contact details.
- Performing work and Services only in the times permitted.

## **11. Out-of-Working Hours Contacts**

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Not permitted

## **12. Reviewing this Traffic Management Plan**

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Traffic Manager will review the Traffic Management Plan to ensure it is appropriate and is being implemented effectively. Changes may arise from a change of scope or from opportunities for improvement.

The Plan will then be updated to reflect any changes which have occurred.

The revised document and the input which led to the revisions will be reviewed by Bray Civil Director and approved by him/her.

The planned target dates (or frequencies) at which the TMP will be subject to formal review and the personnel who will participate in the review are identified in the table at *Management Review* at the beginning of this plan.


**Appendix A - Traffic Controllers' Tickets**

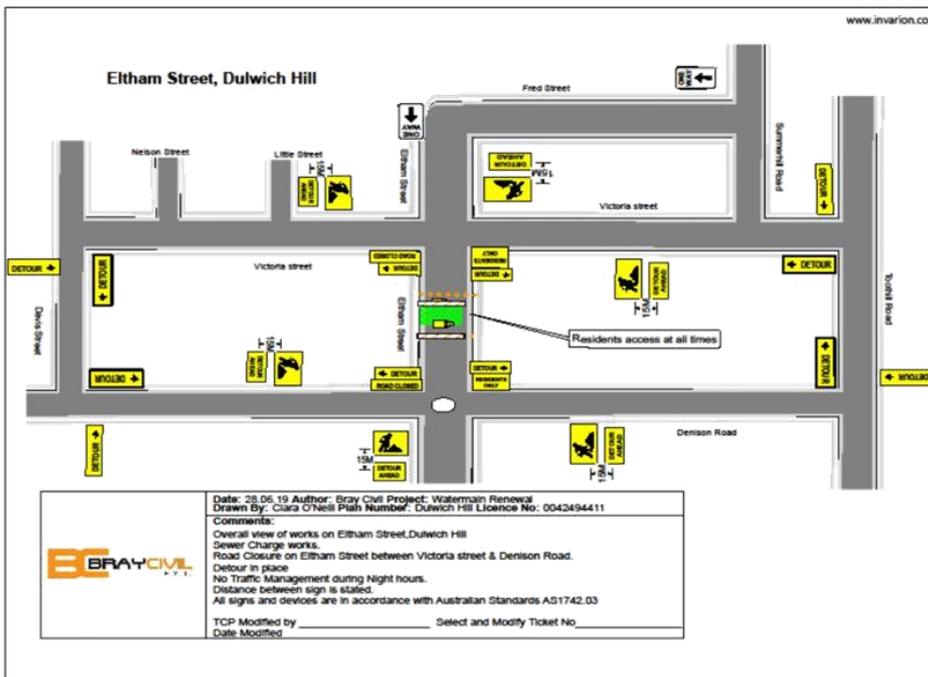
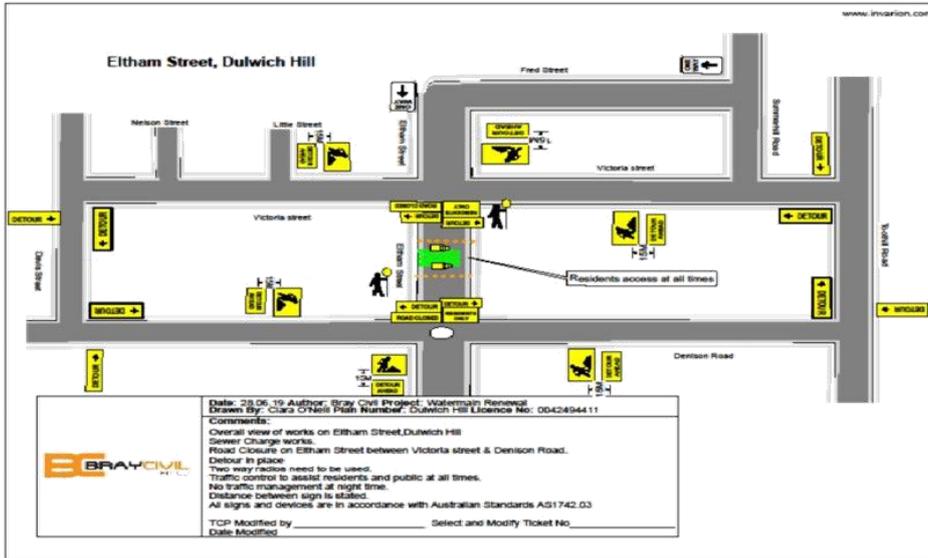
Surname	First Name	Position	Certificate Number	Expiry Date
O'Neill	Ciara	Manager	Prepare Work zone TMP Implement Traffic Control Plans Direct traffic	23/06/2020
Galligan	Aine	Supervisor	Prepare Work zone TMP Implement Traffic Control Plans Direct traffic	26/05/2020
Cassidy	Jenny	Supervisor	Implement Traffic Control Plans Direct traffic	10/10/2021
Condon	Jennifer	Supervisor	Implement Traffic Control Plans Direct traffic	20/06/2022
Bates	Ashling	Traffic Controller	Implement Traffic Control Plans Direct traffic	10/02/2022
Grmanova	Lenka	Traffic Controller	Implement Traffic Control Plans Direct Traffic	10/04/2022
McKeown	Johanna	Traffic Controller	Implement Traffic Control Plans Direct Traffic	10/04/2022

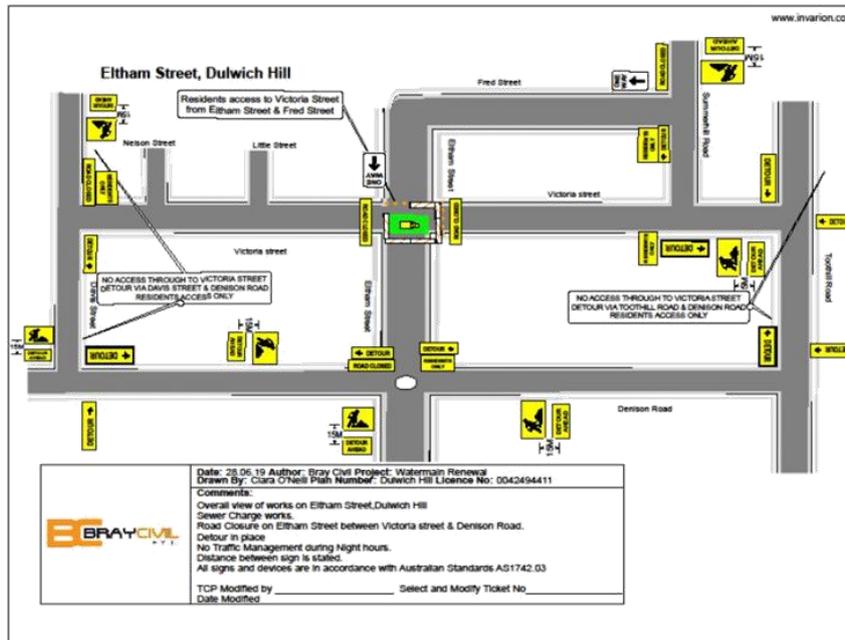
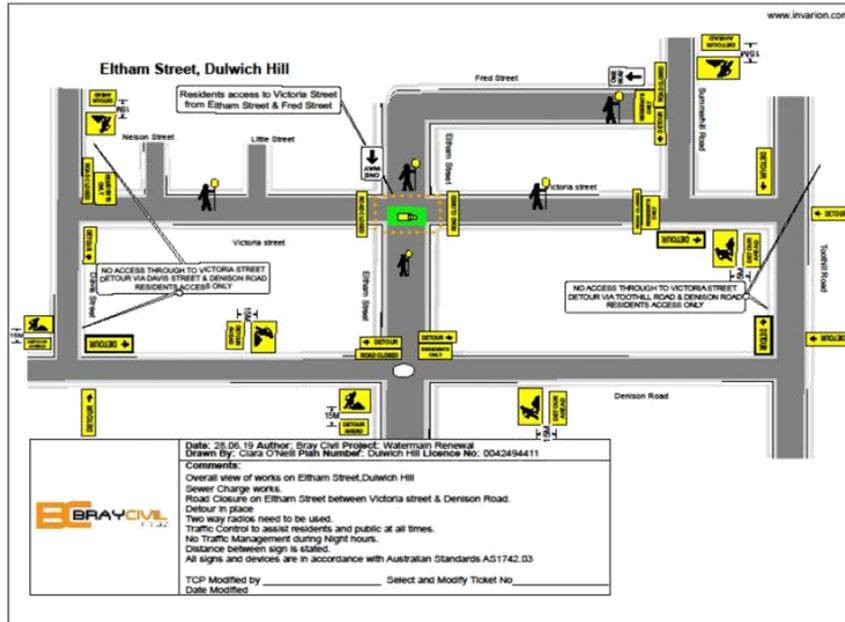


**Appendix B - Traffic Control Plans**

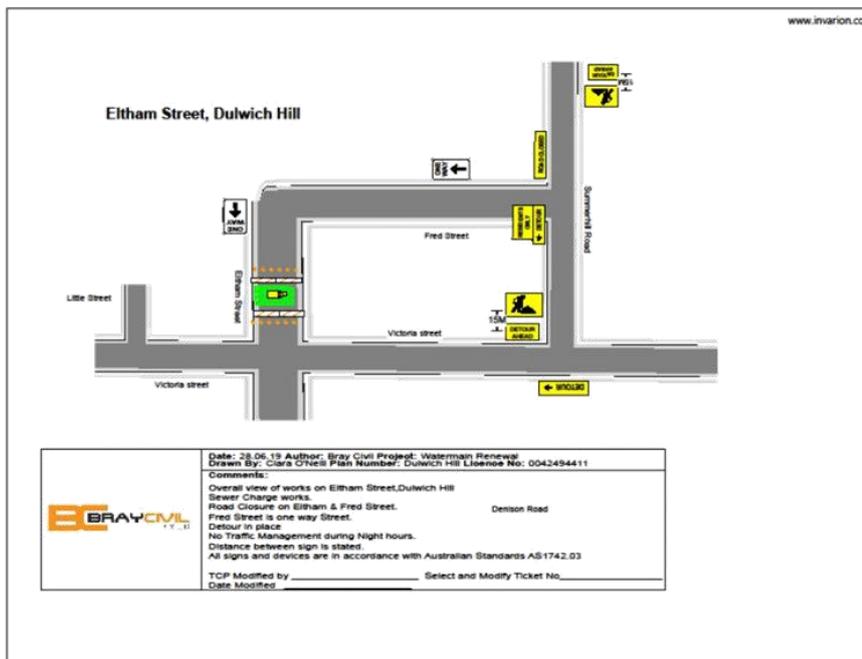
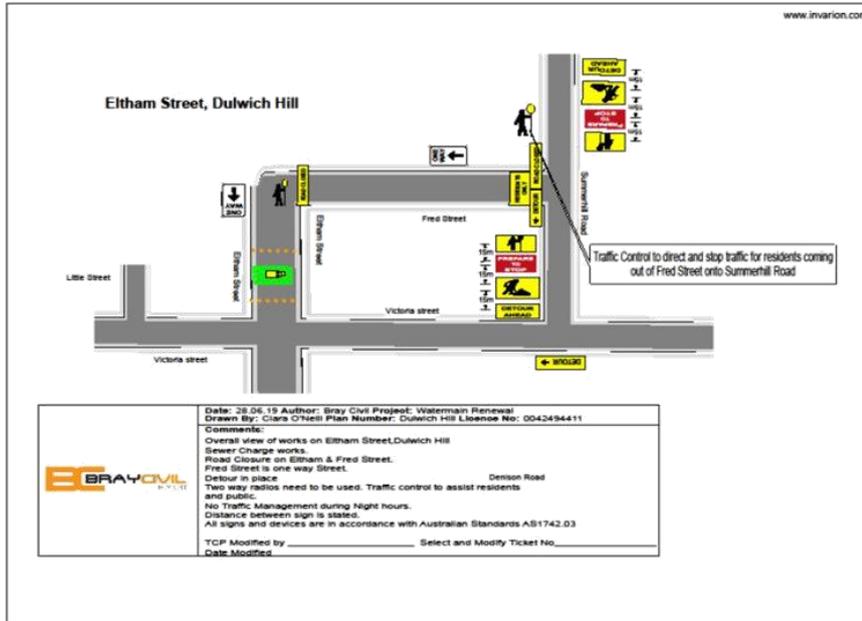
**Item 8**

**Attachment 1**



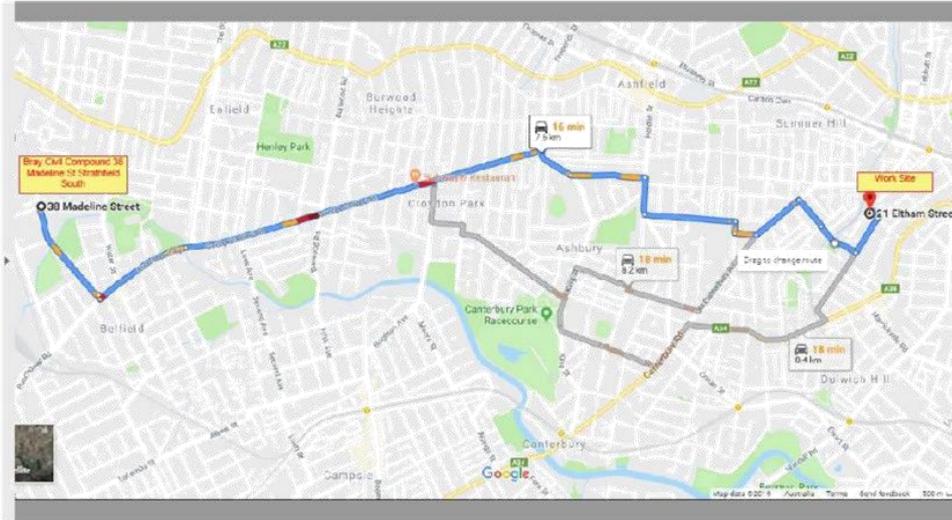


BRAY-TMP-005 v.1  
Feb 2019  
Page 11 of 14





**Appendix C - Vehicle Movement from Site to Bray Civil compound**



BRAY-TMP-005 v.1  
Feb 2019  
Page 13 of 14


**Appendix D – Traffic Control Checklist**

Job Details						
Client:	Comdain Interflow	Veolia Other: _____	Downer	Diona	Location:	Street: Suburb:
Daily Record						
Date:						
Traffic Control Supervisor:						
Shift:	Day Night	Day Night	Day Night	Day Night	Day Night	Day Night
Planning Checks						
Has the Traffic Control Plan (TCP) been selected/provided?	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No
Is the plan available for inspection?	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A
Do you need to modify the TCP?	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No
Select onsite weather conditions	Dry Wet Windy	Dry Wet Windy	Dry Wet Windy	Dry Wet Windy	Dry Wet Windy	Dry Wet Windy
PPE Checks						
Is the correct PPE worn for day/night?	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A
Signage Checks						
Aer signs setup per the TCP?	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No
Are signs installed correctly and not blocking driveways?	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No
For high volume of on street parking, are signs positioned a safe distance from parked cars?	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A
Are cones and sandbags on signs when needed for extra warning for parked cars and during windy conditions?	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A
Is the correct signage used for day/night conditions?	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No
Are Pedestrian signs in place?	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A	Yes No N/A
Signage Verification						
Signature:						
Time:						
Signature:						
Time:						
Signature:						
Time:						
Signature:						
Time:						
Signature:						
Time:						

**Item No:** LTC0919 Item 9

**Subject:** AUSTRALIA STREET, ELIZA STREET, LENNOX STREET & MARY STREET, NEWTOWN – TEMPORARY FULL ROAD CLOSURES FOR NEWTOWN FESTIVAL ON SUNDAY 10 NOVEMBER 2019 (DAMUM-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

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

### **SUMMARY**

A Section 68 application had been received from the Newtown Neighbourhood Centre in relation to continuing conditions in holding the annual 'Newtown Festival' for the next 5 years (2019, 2020 2021 2022, 2023). This year's event is planned for Sunday 10 November 2019 between 9.30am-6.00pm. The applicant has requested the temporary full road closures of Australia Street (between Lennox Street and King Street), Eliza Street (between King Street and Lennox Street), Lennox Street (between Australia Street and the exit of Lennox Street car park/16 Lennox Street) and Mary Street (between King Street and Lennox Street), Newtown between the hours of 5.00am to 8.30pm.

It is recommended that Council support the temporary road closures for the Category D Class 2 event proposed on Sunday 10 November 2019 subject to the applicant complying with the recommended and standard conditions pertaining to temporary full road closures.

Comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Section 68 Application.

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### **RECOMMENDATION**

#### **THAT:**

The proposed temporary full road closures of Australia Street (between Lennox Street and King Street), Eliza Street (between king Street and Lennox Street), Lennox Street (between Australia Street and the exit of Lennox Street car park/16 Lennox Street) and Mary Street (between King Street and Lennox Street), Newtown on Sunday 10 November 2019, between 5.00am to 8.30pm, for the holding of the 40<sup>th</sup> annual 'Newtown Festival' (Class 2 event under the RMS Special Events Guide), be APPROVED as per the submitted TMP and TCPs and subject to, but not limited to, the following conditions:

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

**BACKGROUND**

The 'Newtown Festival' is a free community event which has been held for the last 40 years and attracts thousands of attendees every year. In recent years, the Festival attracted around 90,000 people throughout the day with a maximum of 20,000 at any given time.

This annual event is held mainly in the grounds of the Camperdown Memorial Rest Park. In previous years, Lennox Street, Mary Street, Eliza Street and Federation Road, Newtown were temporarily closed to through traffic for the duration of the festival.

In 2015, a Development Application (DA 201500078) was submitted to Council by the Newtown Neighbourhood Centre to hold the annual 'Newtown Festival' for the next 4 years, on Sunday 8 November 2015, Sunday 13 November 2016, Sunday 12 November 2017 and Sunday 11 November 2018. The applicant requested the temporary road closure of Lennox Street, Mary Street, Eliza Street and Federation Road, Newtown.

A Local Traffic Committee report was prepared and submitted to the meeting on 9 April 2015. Council agreed to the temporary road closures on Sunday 8 November 2015, subject to conditions which were similar to those of previous years. An application was also received under Section 96 (2) of the Environmental Planning and Assessment Act to modify Determination No.201500078 dated 15 July 2015 to no longer use a portion of Federation Road. Thus, Federation Road will no longer be temporarily closed during the event, however; part of the application included the temporary road closure of Australia Street, between Lennox Street and Alton Lane, to provide additional pedestrian safety during the event. Newtown Police were advised of this proposal and supported the additional road closure. It should be noted that the emergency access from Australia Street to King Street will remain open at all times for the Newtown Police Station and Newtown Fire Station.

Recently a new Section 68 application has been submitted to Council (S68201900007) by Newtown Neighbourhood Centre relating to the continuation of conditions in holding the annual 'Newtown Festival' for the next 5 years (2019, 2020 2021 2022, 2023). This year's event is planned for Sunday 10 November 2019 between 9.30am-6.00pm. The applicant has requested the temporary full road closures of Australia Street (between Lennox Street and King Street), Eliza Street (between King Street and Lennox Street), Lennox Street (between Australia Street and the exit of Lennox Street car park/16 Lennox Street) and Mary Street (between King Street and Lennox Street), Newtown between the hours of 5.00am to 8.30pm.

It is noted temporary full road closures are now requested between the hours of 5.00am to 8.30pm whereas previous closures were between the hours of 5.00am to 8.00pm

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

**FINANCIAL IMPLICATIONS**

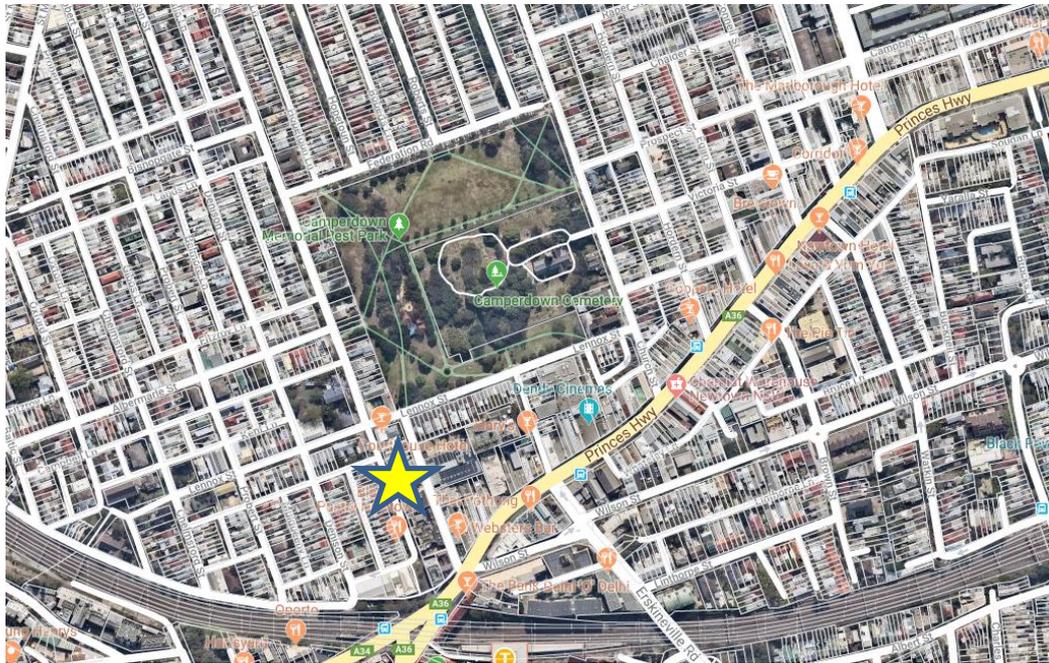
Appropriate fees as per Council's Fees and Charges are to apply to the application.

**OTHER STAFF COMMENTS**

This year's festival will be held on Sunday 10 November 2019 and the following streets will need to be temporarily closed between 5.00am and 8.30pm on the day of the event (Refer to the attached Traffic Management Plan at the end of this report):

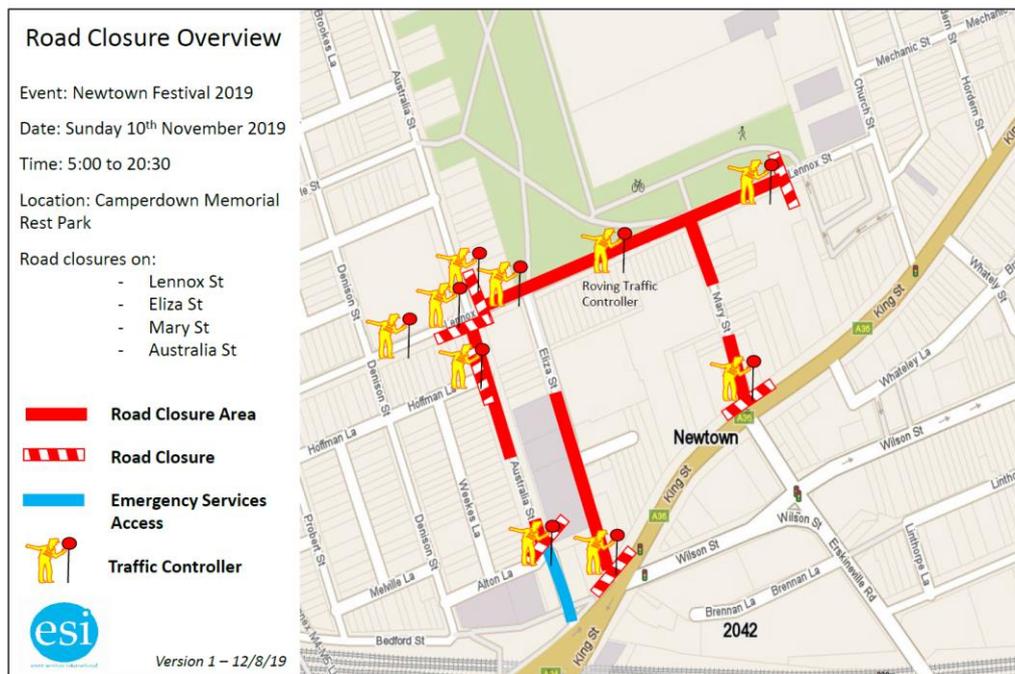
- Lennox Street - between Australia Street and the exit driveway of Lennox Street car park
- Eliza Street - between King Street and Lennox Street
- Mary Street - between King Street and Lennox Street
- Australia Street - between Lennox Street and Elton Lane - King Street

**Locality Map – Newtown**



Appropriate advance warning signs will be strategically installed at least two (2) weeks prior to the event. Barricades will be used to affect the closures and a 4-metre wide emergency vehicle access will need to be maintained through the area during the course of the festival. Security personnel trained in traffic management will manage traffic into and around the festival to ensure safety and reduce congestion.

**Locality Map – Overview of Temporary Road Closures – Newtown Festival 2019**



It is noted that the event location is situated near public transport facilities and has operated for numerous years in the past without significant traffic and parking issues, therefore the proposal is considered acceptable.

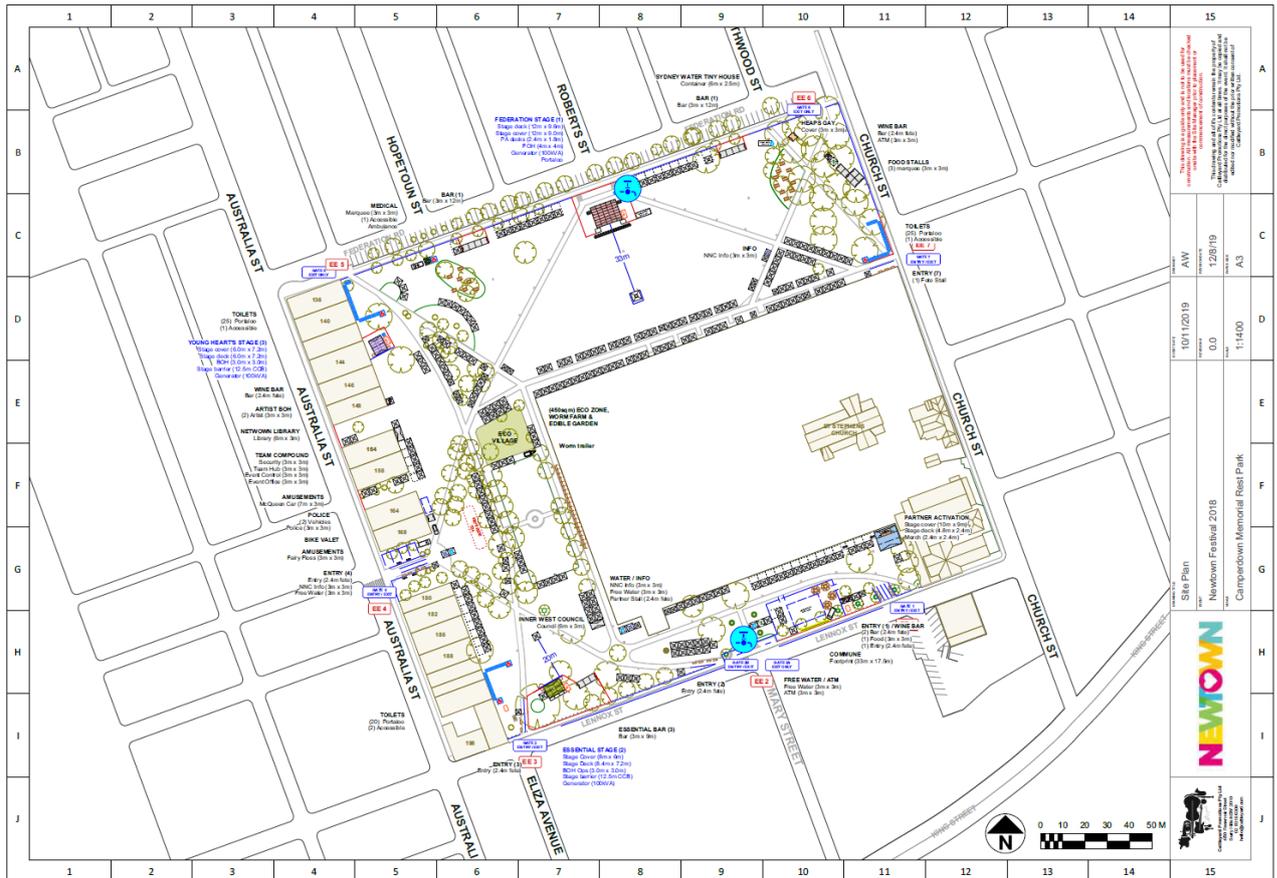
**Section 96 (2) application and Section 68 application**

In relation to the Section 96 (2) application, it is noted that the applicant requested the temporary closure of Australia Street, between Lennox Street and Alton Lane, to provide additional pedestrian safety during the event. Federation Road will no longer be temporarily closed during the event and there will be no activities undertaken within this section of the roadway. The event will be held entirely within Camperdown Memorial Park. It is noted that the Section 96 (2) submission states that 'emergency access will remain open'.

The Section 68 application (S68201900007) now seeks continuation of conditions in holding the annual 'Newtown Festival' for the next 5 years (2019, 2020 2021 2022, 2023). It is noted temporary full road closures are now requested between the hours of 5.00am to 8.30pm whereas previous closures were between the hours of 5.00am to 8.00pm

Parking provision is not mentioned in any of the submitted documents. Closing the four local streets effectively takes away a significant number of on-street parking spaces so any increase demand for parking compounds the inherent lack of parking in the area during event activities. As Federation Road is to be kept open for this year's Festival, the on-street parking will be available to the public, including the Lennox Street car park.

**Site Plan – Newtown Festival 2019**



**Item 9**

**PUBLIC CONSULTATION**

The proposed temporary full road closures for the event will be advertised in the local paper allowing for a period of 28 days for public submissions. The advertising period commenced on 20 August 2019 and will conclude 16 September 2019. The applicant will notify according to the recommendations in this report.

**CONCLUSION**

Comments of the Local Traffic Committee will be referred to Council’s Development Assessment Section for consideration in determining the Section 68 Application.

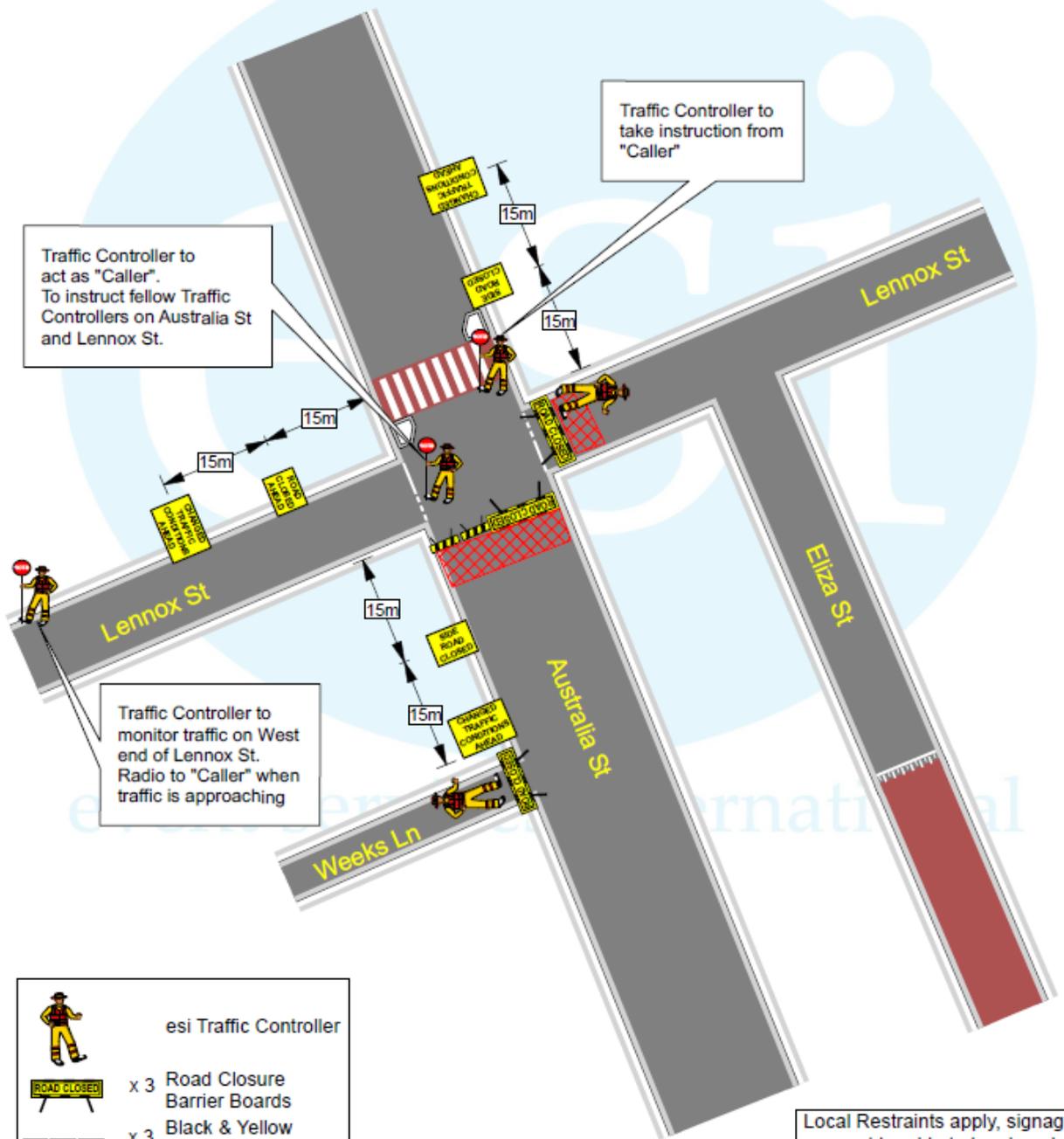
It is recommended that Council support the temporary road closures for the Category D Class 2 event proposed on Sunday 10 November 2019 subject to the applicant complying with the recommended and standard conditions pertaining to temporary full road closures.

In addition to the recommendations of this report other conditions pertaining to this S68 application may include:

- a) The Festival Director, Newtown Neighbourhood Centre be advised in terms of this report and that all costs for the event and implementation of the road closures are to be borne by the applicant;
- b) The applicant be advised that an annual application needs to be submitted to Council for the temporary road closures associated with the festival;
- c) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections;
- d) "No Stopping - Special Event" signs be affixed over all existing timed parking restriction signs within the sections of streets to be closed on the afternoon of the day prior to the event;

- e) 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.

Standard generic road closure conditions also apply.



Local Restraints apply, signage may not be able to be placed exactly in accordance with TCP. Signs will be placed as close as possible to spacings indicated

esi Traffic Controller

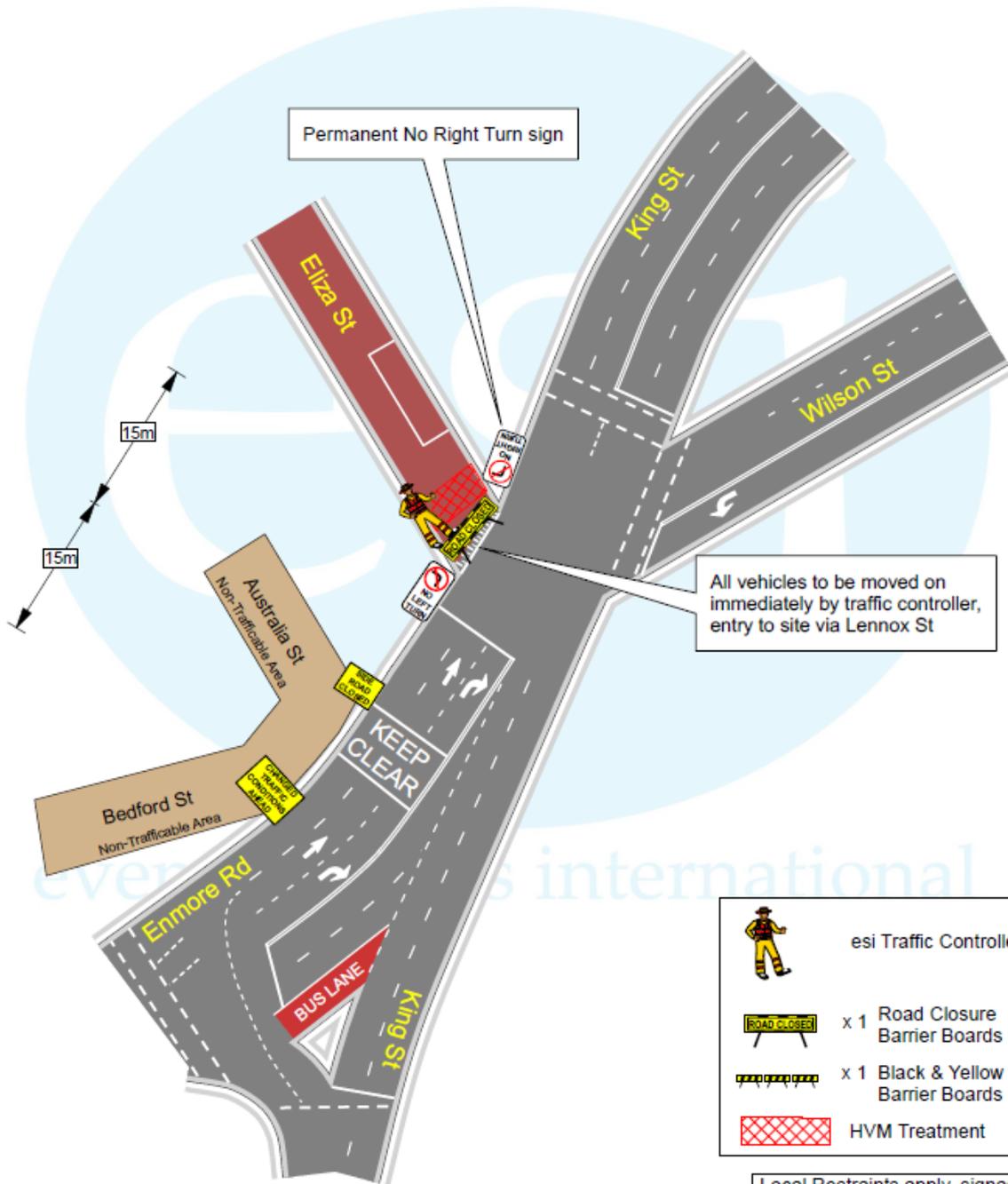
x 3 Road Closure Barrier Boards

x 3 Black & Yellow Barrier Boards

HVM Treatment

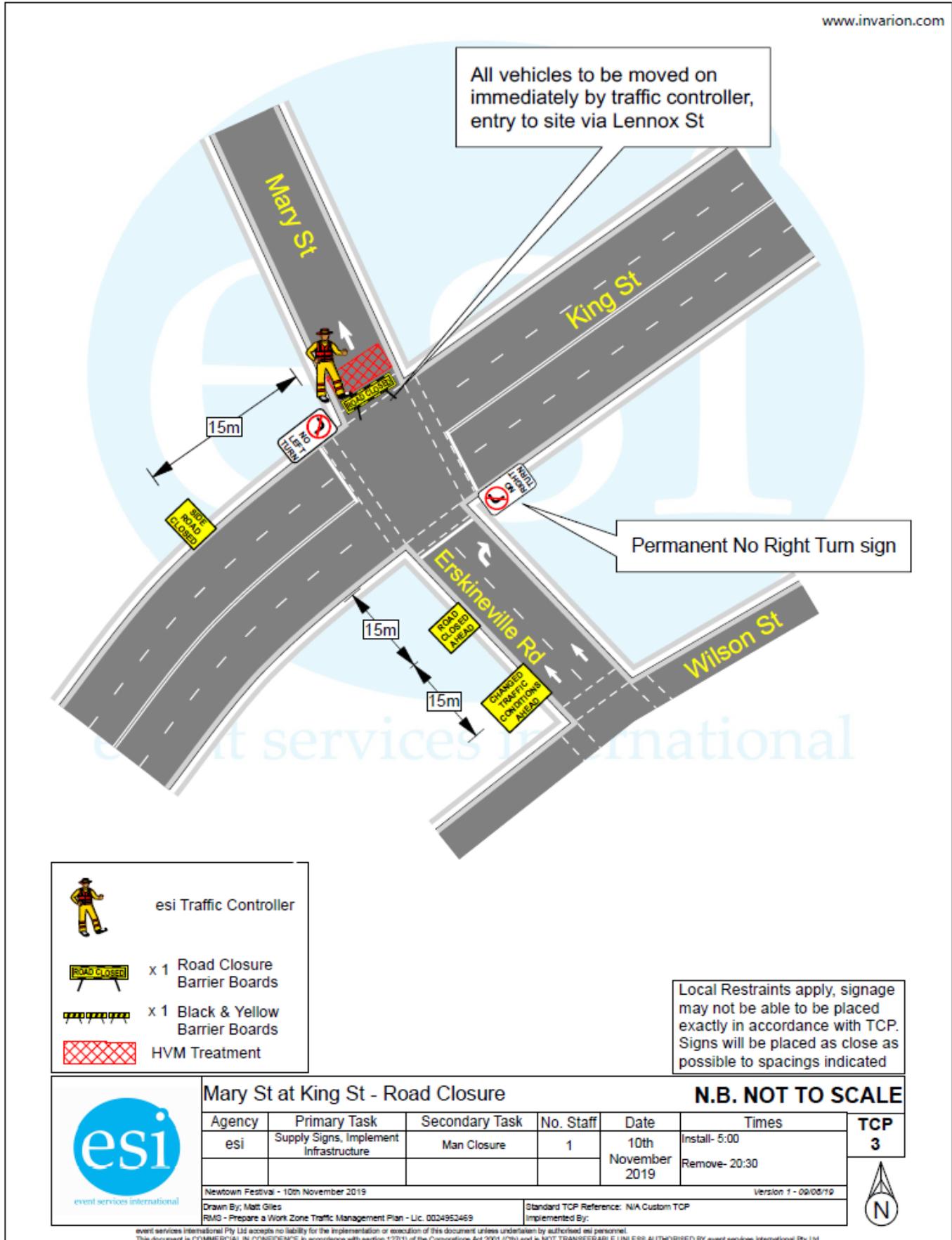
esi		Lennox St at Australia St - Road Closure				N.B. NOT TO SCALE		TCP 1
Agency	Primary Task	Secondary Task	No. Staff	Date	Times			
esi	Supply Signs, Implement Infrastructure	Man Closure	5	10th November 2019	Install- 5:00 Remove- 20:30			
Newtown Festival - 10th November 2019				Version 1 - 09/08/19				
Drawn By: Matt Giles RMS - Prepare a Work Zone Traffic Management Plan - Lic. 0024952469			Standard TCP Reference: NIA Custom TCP Implemented By:					

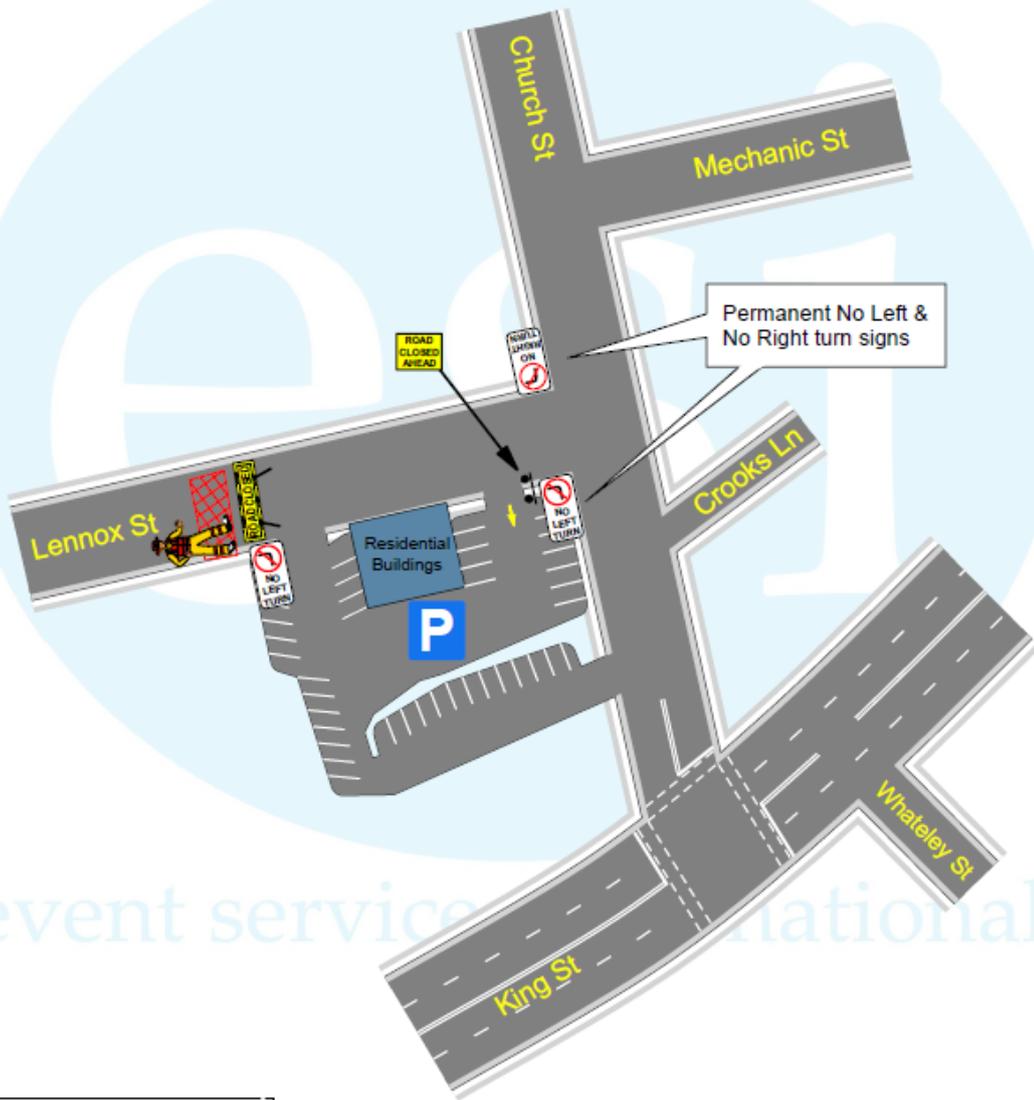
esi event services international Pty Ltd accepts no liability for the implementation or execution of this document unless undertaken by authorized esi personnel. This document is COMMERCIAL IN CONFIDENCE in accordance with section 127(1) of the Corporations Act 2001 (Cth) and is NOT TRANSFERABLE UNLESS AUTHORISED BY esi event services international Pty Ltd.



esi		Eliza St at King St - Road Closure				<b>N.B. NOT TO SCALE</b>	
Agency	Primary Task	Secondary Task	No. Staff	Date	Times	TCP	
esi	Supply Signs, Implement Infrastructure	Man Closure	1	10th November 2019	Install- 5:00 Remove- 20:30	<b>2</b>	
Newtown Festival - 10th November 2019		Version 1 - 09/05/19				N	
Drawn By: Matt Giles RMS - Prepare a Work Zone Traffic Management Plan - Lic. 0024952469		Standard TCP Reference: NIA Custom TCP Implemented By:					

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	esi Traffic Controller
	x 1 Road Closure Barrier Boards
	x 1 Black & Yellow Barrier Boards
	HVM Treatment

Local Restraints apply, signage may not be able to be placed exactly in accordance with TCP. Signs will be placed as close as possible to spacings indicated

	<b>Lennox St West of Church St - Road Closure</b>					<b>N.B. NOT TO SCALE</b>		<b>TCP 4</b> 
	Agency	Primary Task	Secondary Task	No. Staff	Date	Times		
	esi	Supply Signs, Implement Infrastructure	Man Closure	1	10th November 2019	Install- 5:00 Remove- 20:30		
Newtown Festival - 10th November 2019 <span style="float: right;">Version 1 - 09/05/19</span>								
Drawn By: Matt Giles RMS - Prepare a Work Zone Traffic Management Plan - Lic. 0024952469				Standard TCP Reference: NIA Custom TCP Implemented By:				

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www.invarion.com

Refer to TCP 1

Weeks Ln

Australia St

Alton Ln

esi Traffic Controller

x 1 Road Closure Barrier Boards

x 2 Black & Yellow Barrier Boards

HVM Treatment

Local Restraints apply, signage may not be able to be placed exactly in accordance with TCP. Signs will be placed as close as possible to spacings indicated

	<b>Australia St at Alton Ln - Road Closure</b>					<b>N.B. NOT TO SCALE</b>	
	Agency	Primary Task	Secondary Task	No. Staff	Date	Times	<b>TCP 5</b>
esi	Supply Signs, Implement Infrastructure	Man Closure	1	10th November 2019	Install- 5:00 Remove- 20:30		
Newtown Festival - 10th November 2019		Version 1 - 09/08/19					
Drawn By: Matt Giles			Standard TCP Reference: NIA Custom TCP				
RMS - Prepare a Work Zone Traffic Management Plan - LIC: 0024952489			Implemented By:				

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**ATTACHMENTS**

1. [Download](#) 05 TMP Newtown Festival 2019\_V1



# NEWTOWN Festival 2019

## TRAFFIC MANAGEMENT PLAN

Sunday 10th November 2019

Version 1: 12<sup>th</sup> Aug 2019

Document Prepared By:

Matt Giles – event services international Pty Ltd

RMS – Prepare a Work Zone Traffic Management Plan

Lic. 0024952469

## Contents

1. SPECIAL EVENT TRAFFIC MANAGEMENT PLAN .....	3
1.1 Event Summary .....	3
1.2 Description of Event .....	3
1.3 Objectives of the Traffic Management Plan .....	4
1.4 Authority of the TMP .....	4
1.5 Approvals .....	4
1.6 Key Agency Notification and Coordination .....	4
1.7 TMP Distribution List .....	5
1.8 Event Planning Contacts .....	5
2. SUMMARY OF EVENT DAY ACTIVITIES & OPERATIONS .....	6
2.1 Event Communications .....	6
2.2 Event Day Contact List .....	6
2.3 Key Agency Roles & Responsibilities .....	6
2.4 Event Run Sheets and Site Production Schedules .....	6
2.5 Radios .....	6
3. RISK ASSESSMENT & MANAGEMENT PLANS .....	7
3.1 Risk Management – Event .....	7
3.2 Risk Management – Traffic .....	7
3.3 Workplace Health & Safety .....	7
3.4 Public Liability Insurance .....	7
3.5 Notification Process to Affected Residents and Businesses .....	7
4. TRAFFIC CONTROL PLAN .....	8
4.1 Summary of Change Conditions .....	8
4.2 Special Event Clearways .....	8
4.3 Summary of Restricted Access Points .....	9
4.4 Overview of Precinct .....	10
4.5 Event Parking .....	10
4.6 Towing & Car Removal .....	10
4.7 Contingency Planning .....	10
5. EMERGENCY SERVICES ACCESS .....	10
6. WET WEATHER PLAN .....	11
7. LIST OF ATTACHMENTS .....	11
8. APPROVAL .....	12
9. AUTHORITY TO *REGULATE TRAFFIC .....	12
 Traffic Management Plan, Newtown Festival 2019 .....	 2

### 1. SPECIAL EVENT TRAFFIC MANAGEMENT PLAN

The Newtown Festival held in Camperdown Memorial Rest Park requires the temporary changes to normal road conditions for the delivery of the activities at designated event site. The following Traffic and Transport Management Plan, known as the TMP, outlines the intended management of Traffic and Transport for all aspects of the Newtown Festival.

#### 1.1 Event Summary

<b>Event Name</b>	Newtown Festival 2019
<b>Event Organisers</b>	Cattleyard Promotions on behalf of Newtown Neighbourhood Centre
<b>Event Category</b>	<b>Category D Major Cultural/Sporting Events</b> —one-off or recurring events that generally attract more than 20 000 people and/or have an impact on the traffic and transport network as per the <b>NSW Major and Special Events categories</b> <b>Class 2 Event</b> – Transport for NSW RMS
<b>Event Location</b>	<b>Camperdown Memorial Rest Park</b>
<b>Event Date</b>	<b>Sunday 10th November 2019</b>
<b>Event Capacity</b>	50,000 pax across the event day
<b>Traffic Start</b>	5:00 Sunday 10th November 2019
<b>Events Start</b>	9:30 Sunday 10th November 2019
<b>Event Finish</b>	17:30 Sunday 10th November 2019
<b>Traffic Dismantle</b>	20:30 Sunday 10th November 2019

#### 1.2 Description of Event

Newtown Festival is produced by Newtown Neighbourhood Centre (NCC) as one of its key annual fundraisers. The Festival generates much needed funds and community awareness to enable NCC to provide frontline services for those doing it most tough in the Inner West.

Now in its 41st year, Newtown Festival 2019 continues to celebrate Newtown’s unique, vibrant and accepting community, supporting individuals who need support and creating a sense of harmony in the area.

Newtown Neighbourhood Centre (NCC) is striving for Newtown Festival to be the biggest and best festival for social change in Australia.

### 1.3 Objectives of the Traffic Management Plan

- Provide an overview of the Newtown Festival, primary event site, associated activities, event timing and key event contacts
- Provide a detailed description and operational plan of the traffic management elements involved with delivering the identified Newtown Festival event activities
- Provide a structure within which the organisers and the respective agencies can use to develop their own plans for Newtown Festival
- Serve as the key document that is agreed to by all parties, and receives final approvals from relevant authorities
- Serve as the reference document for “on the ground” use by road crews, Police, RMS /TMC personnel and event personnel

### 1.4 Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic and transport management arrangements under which an event is to proceed.

Changes to the final version of the TMP require approval by the Police, RMS / TMC and where necessary local traffic authorities. All functional or single agency supporting plans are to be developed and recognise the primacy of the TMP, and nothing contained in those plans should contravene any aspect of the TMP.

Signatories to this TMP should normally be the event organisers and agencies.

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.

### 1.5 Approvals

Approvals will be sought by the event organiser from the following organisations:

- **NSW Police**  
Central Metropolitan Region – Newtown LAC will be consulted
- **Local Government Councils**  
Inner West Council – Plans will be submitted to Inner West Council traffic committee for approvals.

### 1.6 Key Agency Notification and Coordination

The following key agencies are to be notified and consulted as required, to ensure coordination of public, private and corporate sector services, directly and indirectly involved are adequately maintained.

- **NSW Health**  
Ambulance Service of NSW
- **NSW Fire Brigade**

### 1.7 TMP Distribution List

The Traffic Management Plan will be distributed in part or full as required to:

Agency	Contact
NSW Police - Newtown LAC	Inspector Mick Dykes
Inner West Council	Leanne Treasure

Other Agencies, Authorities and interested parties as required.

### 1.8 Event Planning Contacts

#### Event Organisers

**Kathryn Holloway, General Manager**

Phone: 0412 771 042

Email: [kathryn@cattleyard.com](mailto:kathryn@cattleyard.com)

**Matt Giles, Traffic Coordinator, event services international Pty Ltd**

Phone: 9653 3428      Mobile: 0408 202 118

Email: [mgiles@eventservicesinternational.com.au](mailto:mgiles@eventservicesinternational.com.au)

#### Government Agencies

**Inspector Mick Dykes, NSW Police - Newtown LAC**

Phone: 9550 8199

2. SUMMARY OF EVENT DAY ACTIVITIES & OPERATIONS

2.1 Event Communications



2.2 Event Day Contact List

The event day contact list will be incorporated into event manuals which will be available to Agencies on request.

2.3 Key Agency Roles & Responsibilities

Agency	Responsibility
Event Organiser – Site Manager Cattleyard Promotions on behalf of Newtown Neighbourhood Centre	Develop and coordinate the TMP with respect to the activities that are to be held and in accordance with the guidelines set down by the Police and local traffic authorities
NSW Police	Endorse TMP and advise of issues relating to these closures for the event
Inner West Council Traffic	Add value to and approve traffic / parking arrangements for Newtown Festival event
event services international Pty Ltd	Develop TCP's, assist with coordination of TMP, and oversee implementation of TCP's on the event day

2.4 Event Run Sheets and Site Production Schedules

Specific Event Run Sheets and Production Schedules are still to be developed in relation to the event

2.5 Radios

Event staff and supervisors will be contactable by 2-way radio. Re-charged batteries will be available as required during the day.

### 3. RISK ASSESSMENT & MANAGEMENT PLANS

#### 3.1 Risk Management – Event

A comprehensive set of risk management plans are being developed to cover the program of events.

#### 3.2 Risk Management – Traffic

A risk assessment and management plan is incorporated into the TMP approval process whereby this plan will be discussed with the key agencies to identify any issues with the TMP.

All TCP's are created, and implemented in accordance with Australian Standard AS 1742.3 and the RTA "Traffic Control at Worksites" manual.

All staff for this event will have copies of the event Traffic Control Plans (TCP's) with them at all times.

All Staff used in traffic control will have appropriate training and qualifications, as per RTA guidelines, holding a minimum Blue Traffic Control Card, also present will be Yellow and Orange card holders, to implement and modify plans if required.

#### 3.3 Workplace Health & Safety

All agencies and their personnel rostered to work on this event must work in accordance with the Workplace Health & Safety guidelines that are relevant to the working environment and the tasks they are asked to perform.

Personnel involved with the management of traffic and transport must be appropriately trained and attired and will include:

- NSW Police personnel
- event services international Pty Ltd

#### 3.4 Public Liability Insurance

Newtown Festival has in place public liability insurance to the value of AU\$20,000,000, to cover the risks of its activities associated with the Newtown Festival.

#### 3.5 Notification Process to Affected Residents and Businesses

The following channels will be used to give notification of altered traffic conditions:

- **Newtown Festival website** <http://www.newtownfestival.org/>
- Letter to Residents and Businesses within the road closure area (attached)
  - This letter contains instructions on how to access the affected area during closures
- Public Notice in the paper (attached)
- Flyer for Cars (attached)

#### 4. TRAFFIC CONTROL PLAN

Temporary road closures and managed vehicle operations will be in effect on Lennox St, Mary St, Eliza St and Australia St.

##### 4.1 Summary of Change Conditions

10th November 2019 - Changed Traffic Conditions

05:00 – 20:30

Lennox St, Newtown	Between Australia St and 16 Lennox St	Road Closure
Eliza St, Newtown	Between King St and Lennox St	Road Closure
Mary St, Newtown	Between King St and Lennox St	Road Closure
Australia St, Newtown	Between Lennox St and King St	Road Closure

##### Re-opening roads

Traffic controllers will communicate when it's safe for roads to reopen.

Roads around Lennox St will be progressively re-instated to normal conditions by esi after clearing of patrons and event infrastructure. Roads to all be reopened by 20:30 as per TCPS and event overviews.

See section 4.4 for greater detail.

##### 4.2 Special Event Clearways

No special event clearways are proposed for area, any vehicles parked inside the closure at time of implementation will be managed out by traffic control staff if and when it is safe to do so.

##### Special Event Clearway Signage

No special event clearway signage is required

#### 4.3 Summary of Restricted Access Points

Restricted Access points will be managed by esi Traffic controllers and not open to through traffic.

0500 – 2030 Sunday 10th November 2019

- **Restricted access to Eliza St from King St**
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Emergency Services Vehicles
- **Restricted access to Mary St from King St**
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Emergency Services Vehicles
- **Restricted access to Australia St from Lennox St, Weeks Lane to Alton Ln**
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Emergency Services Vehicles

#### Bump In

0500 – 0800 Sunday 10th November 2019

- **Restricted access to Lennox St from Australia St / Church St**
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Authorised event vehicles
    - Emergency Services Vehicles

#### Event

0930 – 1730 Sunday 10th November 2019

- **Restricted access to Lennox St from Australia St / Church St**
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Emergency Services Vehicles

#### Bump Out

1730 – 2030 Sunday 10th November 2019

- **Restricted access to Lennox St from Australia St / Church St**
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Authorised event vehicles
    - Emergency Services Vehicles

#### 4.4 Overview of Precinct

##### Traffic

Sunday 10th November 2019

**Stage 1:** Event traffic bump-in and construction will commence at 05:00 with the installation of event traffic control infrastructure, and commencement of traffic management as per TCPs.

Suppliers will be allowed to bring vehicles in to event area between 05:00 – 08:00.

**Stage 2:** Event will commence at 09:30, at this time no vehicles will be given access to the road closures in place.

**Stage 3:** Bump out will commence at 17:30 upon the completed of the event with the pack-down and removal of all event infrastructure. Bump out concludes at 20:30 with the removal of all traffic control infrastructure and personnel.

##### Event Patrons

Walking is the only available means of accessing / egressing the event site. Entry is free (\$5 expected contribution).

##### Vehicle Access Permits

Vehicles requiring access to event site will receive event vehicle access passes (VAP), to ensure only accredited vehicles enter the restricted access areas. A copy of the VAP is attached.

#### 4.5 Event Parking

There is limited on street parking in the surrounding area of Camperdown Memorial Rest Park. The event demographic is predominantly local area community members. Extensive visitor parking is not expected to be required.

The car park on the corner of Lennox St and Church St will still be in operation.

Patrons will be advised via information on the event website, the best way to attend Newtown Festival is by public transport.

Patrons will be directed to visit <http://www.transportnsw.info/> or consult apps for public transport information for Sydney's bus, ferry and train networks.

#### 4.6 Towing & Car Removal

It is not envisaged that towing of vehicles will required, any vehicles parked with in the road closure area will be walked out once driver returns if safe to do so.

#### 4.7 Contingency Planning

Proposed Traffic changes as contingency measures will be discussed and finalised closer to the event. These decisions will be at the discretion of the Police and RMS / TMC officers and event services international (traffic control company) on site, or via telephone with field officers as and when required.

### 5. EMERGENCY SERVICES ACCESS

**EMERGENCY SERVICES VEHICLES** – will have a 4m access corridor through the event site during the event.

**6. WET WEATHER PLAN**

All traffic management plans will continue irrespective of weather.

**7. LIST OF ATTACHMENTS**

ATTACHMENT TITLE	DESCRIPTION
TCP 1	Lennox St at Australia St – Road Closure
TCP 2	Eliza St at King St – Road Closure
TCP 3	Mary St at King St – Road Closure
TCP 4	Lennox St West of Church St – Road Closure
TCP 5	Australia St at Alton Ln – Road Closure
	Newtown Festival Road Closure Overview Map
	Resident notification letter
	Public Notice copy for the Paper
	Flyer for cars

8. APPROVAL

TMP Approved by.....Event Organiser.....Date

9. 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:.....Council .....Date

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:.....RMS .....Date

*\*"Regulate Traffic" means restrict or prohibit the passage along a road of persons or vehicles or animals (Road 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*

**Item No:** LTC0919 Item 10  
**Subject:** Ashfield Street (Lane), Ashfield - Proposed 'No Parking' restrictions (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, Council is proposing to implement a section of 'No Parking' in the narrow section of Ashfield Street (Lane) to allow for thoroughfare and for access to off street parking.

### RECOMMENDATION

**THAT a section of 'No Parking' 10 metres in length in Ashfield Street (Lane) at the rear of No.20 Alt Street be approved.**

### BACKGROUND

<b>Street Name and Suburb</b>	Ashfield Street (Lane), Ashfield
<b>Section</b>	In the cul de sac section
<b>Carriageway Width (m)</b>	5.1 metres approx. (in subject section)
<b>Carriageway Type</b>	Laneway (2 way undivided)
<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 2014 - June 2018)</b>	Not available
<b>Heavy Vehicle Volume (%)</b>	Not available
<b>Parking Arrangements</b>	Unrestricted parking.

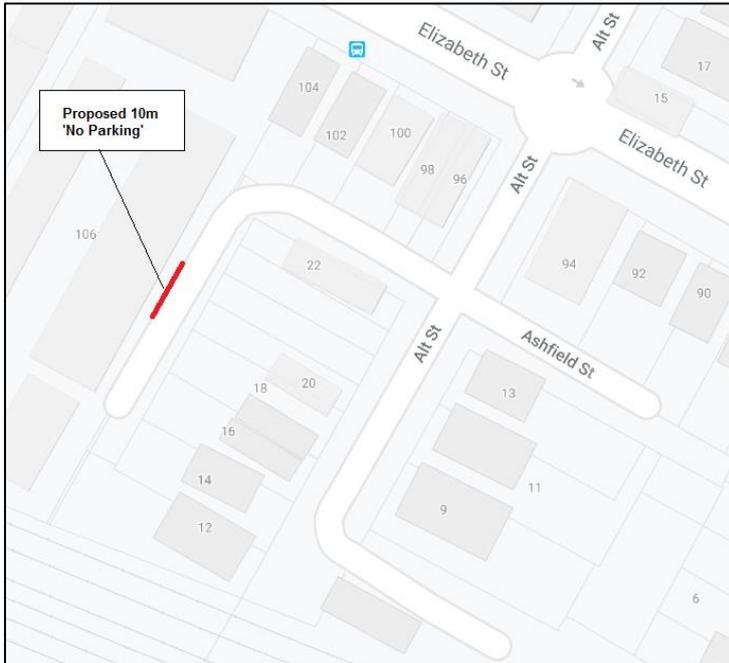
According to Council's *Laneway Guidelines* (December 2015) Laneways can be used for a variety of purposes which are listed below:

- Access for garbage collection trucks and deliveries where required
- Access to existing off-street parking within properties
- Access for emergency vehicles, pedestrians and cyclists
- Accessible parking for people with disabilities where appropriate
- Parking where space is available and access is maintained.

The subject section of Ashfield Street (Lane) is approximately 5 metres wide. The *Laneway Guidelines* state that, "For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres are too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway."

In this case, Council has received concerns that thoroughfare and access to off-street parking is being restricted because of parking in the laneway.

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



**Figure 1: proposal for 10m 'No Parking' in Ashfield Street (Lane) Ashfield**

The conditions in the laneway are illustrated in the photos below Figure 2 - Figure 6. The photos illustrate the difficulty experienced accessing off street parking by residents.



**Figure 2: Parking conditions in Ashfield Street (Lane)**

**Item 10**



Figure 3: Parking conditions in Ashfield Street (Lane)



Figure 4: Parking conditions in Ashfield Street (Lane)



Figure 5: Parking conditions in Ashfield Street (Lane)



Figure 6: Parking conditions in Ashfield Street (Lane)

**FINANCIAL IMPLICATIONS**

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

**PUBLIC CONSULTATION**

Letters were sent to affected properties as illustrated by the area highlighted pink in **Figure 7** below. No responses were received to the consultation letter.

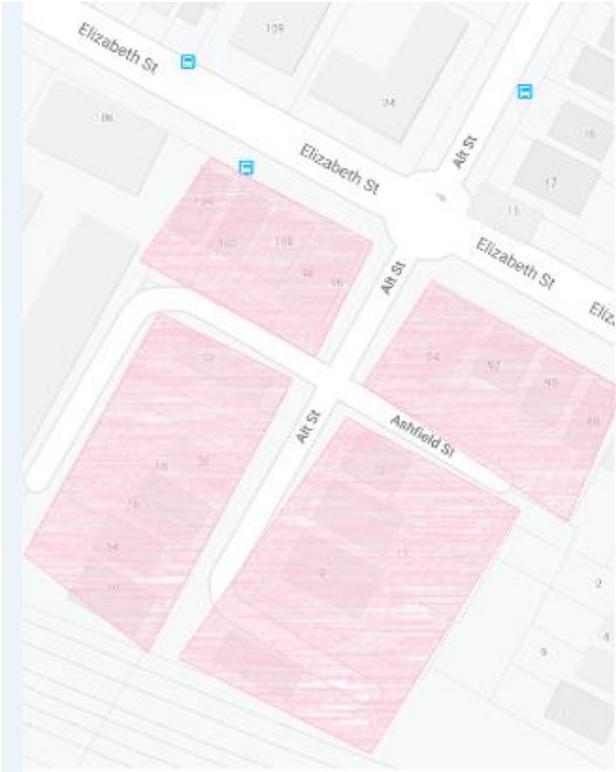


Figure 7: Mailing distribution area for proposal

**CONCLUSION**

Given the narrowness of the laneway, the difficulty reported by residents accessing off street parking, and the lack of objection; the proposal is supported.

**ATTACHMENTS**

Nil.

**Item No:** LTC0919 Item 11

**Subject:** PETERSHAM ROAD, MARRICKVILLE - PROPOSED INSTALLATION OF STATUTORY 'NO STOPPING' & 'NO PARKING' SIGNAGE BETWEEN GRAHAM AVENUE AND STANLEY STREET (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

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

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

### SUMMARY

Following correspondence from the community regarding vehicles parking on the western side of Petersham Road, between Graham Avenue and Stanley Street, obstructing the thoroughfare, Council is proposing to introduce new signposted parking restrictions.

### RECOMMENDATION

#### THAT:

1. A 10m 'No Stopping' restriction be installed in Petersham Road (Western side), south from its intersection with Graham Avenue;
2. A 10m 'No Stopping' restriction be installed in Petersham Road (Western side), north from its intersection with Stanley Street; and
3. A 'No Parking' restriction be installed in Petersham Road (Western side) between the above proposed 10m 'No Stopping' zones, adjacent to No.20 Graham Avenue, Marrickville.

### BACKGROUND

<b>Street Name and Suburb</b>	Petersham Road, Marrickville
<b>Section</b>	Between Graham Avenue and Stanley Street
<b>Carriageway Width (m)</b>	7.3m
<b>Carriageway Type</b>	Two-way lane
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	50.8 (2013)
<b>Vehicles Per Day (vpd)</b>	2818 (2013)
<b>Reported Crash History (July 2013 - June 2017)</b>	3 x RUM10 1 x RUM16
<b>Heavy Vehicle Volume (%)</b>	1.9
<b>Parking Arrangements</b>	Unrestricted parking. Vehicles generally park on the eastern side between Graham Avenue and Stanley Street

### 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 subject section of Petersham Road. The site was inspected on several occasions and on all occasions, vehicles were observed parking on both sides of Petersham Road. An analysis of time-elapse aerial photography illustrates that motorists have self-governed by only parking on the eastern side. Only since the beginning of 2019 did the issues of vehicles parking on both sides of the road arise (see Figure 1).



*Figure 1: Time-elapse aerial study of Petersham Road, Marrickville*

The proposal is illustrated in **Figure 2** below.



*Figure 2: Petersham Road, Marrickville Proposal*

**PUBLIC CONSULTATION**

On 23 July 2019, 16 properties were delivered letters regarding the proposal. At the time of writing, no submissions were received. A consultation map is attached below.



*Figure 2: Consultation map*

**CONCLUSION**

The implementation of statutory 10 metre 'No Stopping' and 'No Parking' restrictions in Petersham Road, Marrickville, between Graham Avenue and Stanley Street will address the concerns raised and will improve traffic thoroughfare along Petersham Road. Therefore, support for this proposal is recommended.

**ATTACHMENTS**

Nil.

**Item No:** LTC0919 Item 12  
**Subject:** **BEATTIE STREET AND PALMER STREET, BALMAIN - PROPOSED 'MOTOR BIKE ONLY' AND 'NO PARKING' RESTRICTIONS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

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

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

### SUMMARY

Council has received concerns regarding inadequate motorbike parking in the Balmain shopping area in the vicinity of the intersection of Beattie Street and Palmer Street, Balmain.

This report provides the result of the motorbike parking investigation.

### RECOMMENDATION

#### THAT:

1. **2.9m of 'Motor Bike Only' parking be installed on the eastern side of Palmer Street, north of Watson Lane, Balmain, replacing the existing ticket parking restrictions;**
2. **4.8m of 'Motor Bike Only' parking be installed on the northern side of Beattie Street, east of the driveway to No. 292-294 Darling Street, replacing the existing unrestricted parking space; and**
3. **A 4.6m 'No Parking' zone be installed on the northern side of Beattie Street, west of Palmer Street, Balmain (across the driveway of No. 292-294 Darling Street).**

### BACKGROUND

Concerns have been raised regarding inadequate motor bike parking in the Balmain shopping area in the vicinity of the intersection of Beattie Street and Palmer Street.

The properties that surround this intersection are mainly small businesses.

It should be noted that parking on both sides of Beattie Street and Palmer Street, Balmain is currently restricted as 2P/4P ticket parking, with a small 4.8m section of unrestricted parking on the side boundary of Nos.292-294 Darling Street.

Street Name(s)	Beattie Street and Palmer Street, Balmain
Section	Intersection
Traffic Volume	Not available
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	Not available
Speed Limit	40km/h
Carriageway width	Beattie Street – 9.3m Palmer Street – 9.4m
Carriageway Type	Beattie Street - Two way with kerb side parking on both sides of the street Palmer Street - Two way with kerb side parking on both sides of the street

**FINANCIAL IMPLICATIONS**

Nil.

**OTHER STAFF COMMENTS**

Two (2) locations were identified where motorbike parking could be provided without the loss of a standard car space:

1. The eastern side of Palmer Street, north of Watson Lane – this parking area is 8.3m in total, which is insufficient to accommodate two standard vehicles. Therefore, it is proposed to convert 2.9m of redundant kerb space into ‘Motor Bike Only’ parking.
2. The northern side of Beattie Street, west of Palmer Street – the existing 4.8m unrestricted parking space is insufficient to accommodate a standard vehicle. Therefore, it is proposed to convert the redundant kerb space into ‘Motor Bike Only’ parking. It is also proposed to formalise the adjacent 4.6m ‘No Parking’ zone across the driveway of No.292 Darling Street.



**PUBLIC CONSULTATION**

A letter outlining this proposal was mailed out to the affected properties (35 properties) in Beattie Street, Palmer Street and Darling Street, Balmain, requesting residents’ and businesses’ views regarding the proposal (as indicated on the following plan). No responses were received.



**ATTACHMENTS**

Nil.

**Item No:** LTC0919 Item 13

**Subject:** **UPWARD STREET, LEICHHARDT - RESIDENT PARKING SCHEME  
(GULGADYA - LEICHHARDT WARD/BALMAIN  
ELECTORATE/LEICHHARDT PAC)**

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

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

### SUMMARY

Council has received correspondence from a number of residents of Upward Street, Leichhardt requesting Resident Parking Scheme (RPS) restrictions in their street to deter long term parking by commuters.

This report provides the result of the resident parking scheme investigation in Upward Street, Leichhardt.

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### RECOMMENDATION

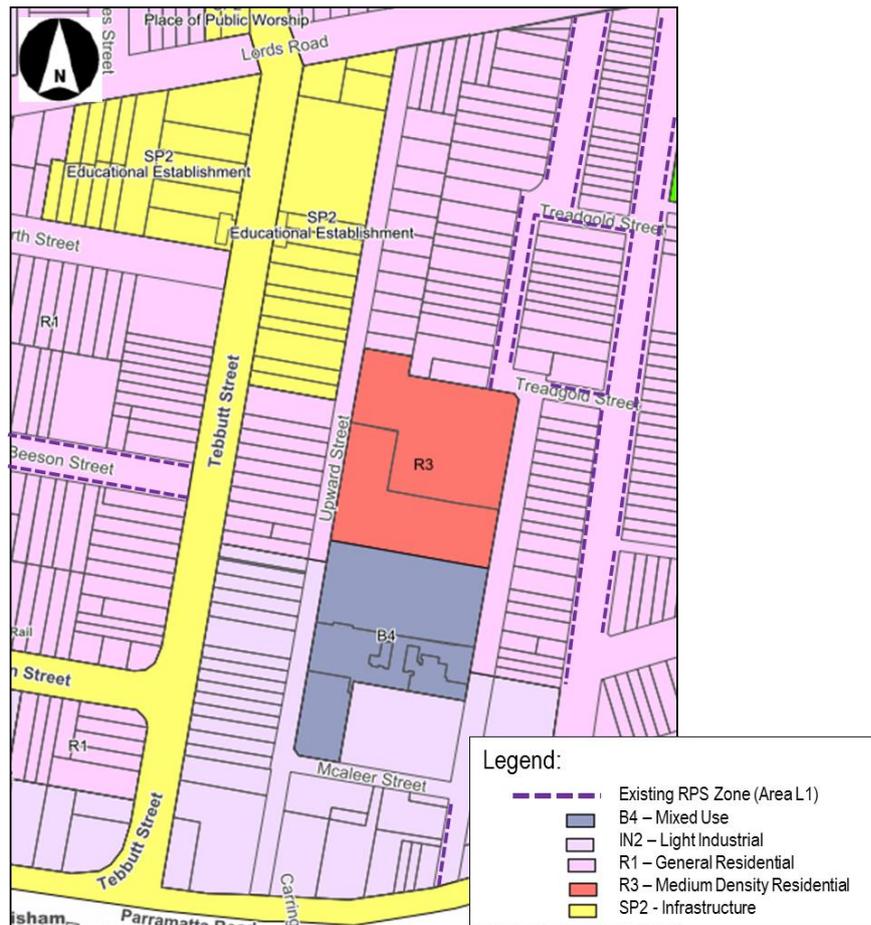
**THAT a '2P 8am-10pm (7 days), Permit Holders Excepted; Area L1' parking restriction be installed on the western side of Upward Street between Lords Road and No.59 Upward Street, Leichhardt.**

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### BACKGROUND

A number of residents from Upward Street, Leichhardt have requested the implementation of a resident parking scheme in part of their street between No.59 and Lords Road to deter long term commuter parking, business parking and reduce parking stress caused by recently constructed multi-unit dwellings in George Street.

Street Name	Upward Street
Road Classification	Local Road
Section	Between Parramatta Road and Lords Road
Traffic Volume	407.5
Recorded Crash History (5-year)	Nil
Recorded 85% Speed	31km/h
Carriageway Width	Approximately 6.7m
Parking Restriction	Two-way street with kerb side parking permitted on the western side and sign posted 'No Parking' on the eastern side.



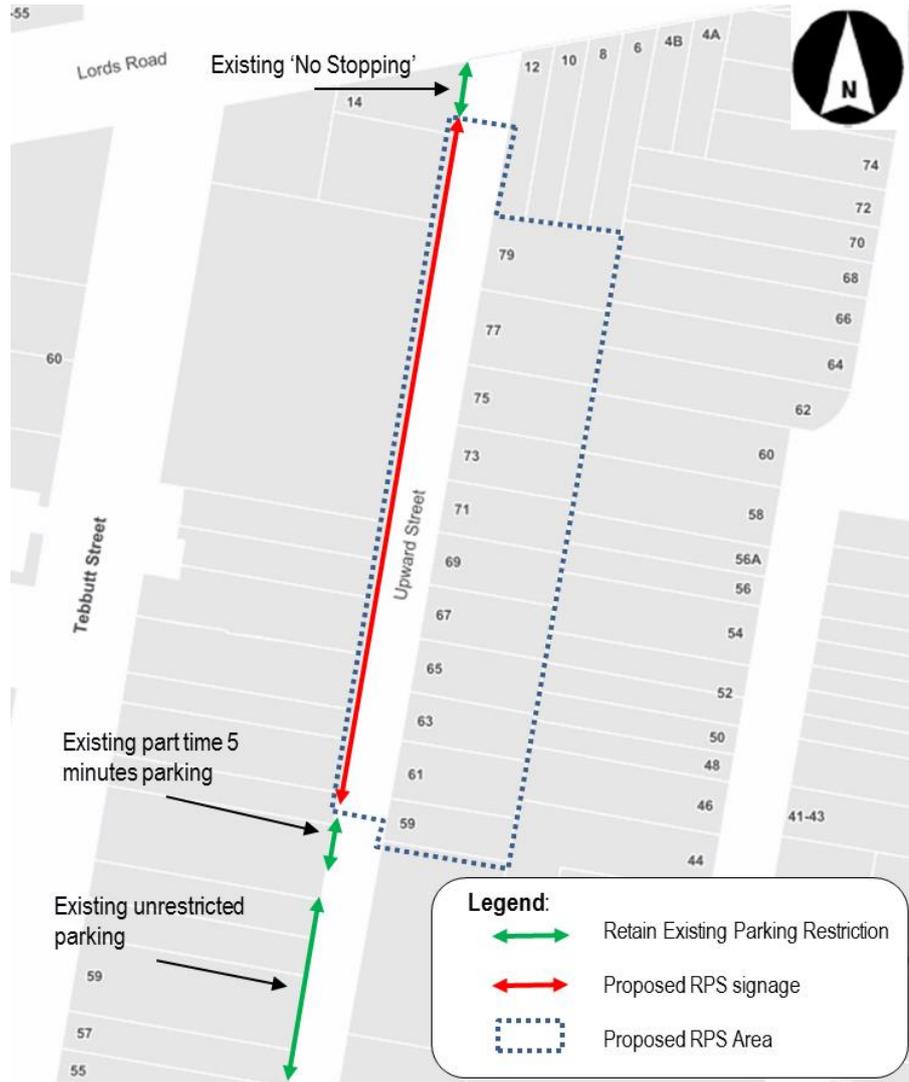
**FINANCIAL IMPLICATIONS**

Nil.

**OTHER STAFF COMMENTS**

Parking occupancy surveys were undertaken in Upward Street, Leichhardt and they indicated high parking occupancy levels (above 85%) in the street. Therefore, it warranted further investigation for a resident parking scheme.

There are 11 registered properties in Upward Street between No.59 and Lords Road which would be eligible to participate in a RPS proposal. It is proposed to install a '2P 8am-10pm (7 days), Permit Holders Excepted, Area L1' parking restriction on the western side of Upward Street between Lords Road and No.59 Upward Street (figure enclosed).



**PUBLIC CONSULTATION**

An initial proposal for '2P 8am-6pm (7 days)' restrictions on the western side of Upward Street between Lords Road and No.59 Upward Street was originally mailed out to the directly affected properties (11 properties) in Upward Street and properties adjacent to Upward Street (Tebbutt Street, George Street and Lords Road) as shown in the figure below.



Initial feedback showed support for RPS restrictions; however, there were additional comments requesting an extension to the RPS operational hours. Hence a modified proposal was developed for ‘2P 8am-10pm (7 days)’ restrictions. Consultation results for the modified proposal are shown below.

Consultation survey results are summarised as follows:

Upward Street, Leichhardt

Number of properties	-	11
Number of properties responded	-	6
Number of properties supported	-	6
 Overall Response Rate	-	 55%
<b>Overall Support Rate</b>	-	<b>55%</b>

According to Council’s Resident Parking Policy, a minimum of 50% support based on all properties in the subject section of the street is required to consider the proposal favourably. Based on the above results and the comments provided as part of the consultation process, 50% of the residents of Upward Street, Leichhardt support a resident parking scheme in their street.

Three objections from properties outside the RPS area were also received. The table below summarises these comments raised by both the residents who support and those who did not support the proposal, and the corresponding officer’s comments.

Comments from residents objecting to the proposal

Residents’ Comments	Officer Comments
<b>Residents not supporting</b>	
Parking in Upward Street was available when I moved to this address. I have a small car, and was somewhat relieved that there was parking in this street. I am not entitled to a parking permit. I have a seriously ill adult daughter, who lives in Camperdown, and it is	The proposal has been developed in accordance with Council’s RPS Policy to deter long term commuter parking, business parking and reduce parking stress caused by recently constructed multi-unit dwellings in George Street.

<p>handy to be able to park nearby, so that I can reach her at short notice.</p>	<p>Dual occupancies, multi-unit dwellings and the strata subdivision of residential flat buildings approved after January 2001 are not allowed to participate in a RPS as off-street parking should be provided in accordance with Council's parking DCP.</p> <p>Any existing unrestricted parking will be maintained adjacent to the multi-unit developments.</p>
<p>The extended times and inclusion of weekends seems excessive. This will cause further problems on other nearby streets for those looking for parking after work. Visitors on weekends will also be disadvantaged, not only for residents but also for local businesses. Furthermore, when I purchased my apartment, 1 bedroom with no parking, Upward Street availability was a part of our purchase decision. Changing this so drastically will reduce the selling price in the future especially as it sees we are unable to get a permit.</p>	
<p><b>Residents supporting</b></p>	
<p>As the scheme has indicated the number of parking permits eligible per household with no off-street parking. Will be eligible for two parking permits. However some of the residents in the proposed RPS area do not have cars and will not be requiring a parking permit. Therefore, would it be possible to acquire a third permit due to our daughter working nights and finishing her shift at 3am in the morning and having to find parking.</p>	<p>The Council Resident Parking Policy and parking permit eligibility criteria has been developed with careful consideration of various factors. Council also applies the RMS Permit Parking Guidelines. This allows for the permits to be fairly distributed to the residents, while considering the limited supply of on-street car parking spaces available.</p>
<p>I believe it is reasonable to provide visitor parking permits to eligible residents.</p>	<p>Resident Parking permits are issued to eligible households based on the type of RPS proposed and off-street parking space available on-site. The maximum number of permits issued to a household is two (when there are no off-street parking spaces and the residence has 2 or more vehicles).</p> <p>Visitor permits will not be issued as part of this scheme as there is a limited number of parking spaces that are proposed to be restricted (only one side of the street) with 2P parking restrictions. The provision of additional (visitor) permits would result in an oversupply of permits compared to the restricted RPS kerbside supply.</p>

**ATTACHMENTS**

Nil.

**Item No:** LTC0919 Item 14

**Subject:** **CARLISLE STREET, LEICHHARDT - TEMPORARY ROAD CLOSURE FOR ROYAL HOTEL INNER WEST BEER FESTIVAL**

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

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

### **SUMMARY**

Council has received an application from the licensee of the Royal Hotel in Leichhardt for approval of a temporary full road closure in Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Saturday, 16 and Sunday, 17 November 2019 between the hours of 12pm-8pm and 12pm-6pm respectively.

The road closure has been requested to facilitate the Royal Hotel Inner West Beer festival.

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### **RECOMMENDATION**

**THAT the temporary road closure of Carlisle Street, Leichhardt between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Saturday, 16 and Sunday, 17 November 2019 between the hours of 12pm-8pm and 12pm-6pm respectively be supported, subject to the following conditions:**

- a. That an unencumbered passaged minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
- b. The occupation of the road carriageway must not occur until the road has been physically closed;
- c. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders.

---

### **BACKGROUND**

A request for approval to conduct the annual Royal Hotel Inner West Beer festival on Saturday, 16 and Sunday 17 November 2019 between the hours of 12pm-8pm and 12pm-6pm respectively has been received from the organiser of the event, the Licensee of The Royal Hotel.

This event involves the temporary closure of Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street.

In accordance with the RMS "Guide to Traffic and Transport Management for Special Events V3.4 August, 2006", and based on information supplied by the organiser, the event is classified as a Special Event Class 2.

A Traffic Control Plan and Traffic Management Plan are attached in **Attachment 1**.

### **Detour Routes**

All traffic is expected to detour via Cromwell Street and Marlborough Street as shown on the attached TCPs.

Site location & Road network

Street Name(s)	Carlisle Street, Leichhardt
Section	Between Norton Street and Unnamed Laneway
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	50km/h
Carriageway width	Approx. 12.4m
Carriageway Type	Two way street with one travel lane in each direction and kerb side parking lanes.
Road Classification (State, Regional, Local)	Local

**FINANCIAL IMPLICATIONS**

Nil, the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.

**OTHER STAFF COMMENTS**

Nil.

**PUBLIC CONSULTATION**

All affected businesses, residents and other occupants will be notified of the road closure, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council's Traffic Section one week prior to distribution.

The proposed temporary full-road closure is currently being advertised in the local newspaper for a period of 28 days from 13 August 2019 to 10 September 2019. No comments have yet been received.

**ATTACHMENTS**

1. [↓](#) Beer Festival 2019 - TMP
2. [↓](#) Beer Festival 2019 - TCP

**TRAFFIC MANAGEMENT PLAN  
CARLISLE STREET (NORTON STREET-UNNAMED LANEWAY), LEICHHARDT**

**A) Description or detailed plan of proposed measures.**

As part of the Royal Hotel Inner West Beer festival, the licensee of the Royal Hotel in Leichhardt has requested a temporary closure of Carlisle Street at Norton Street.

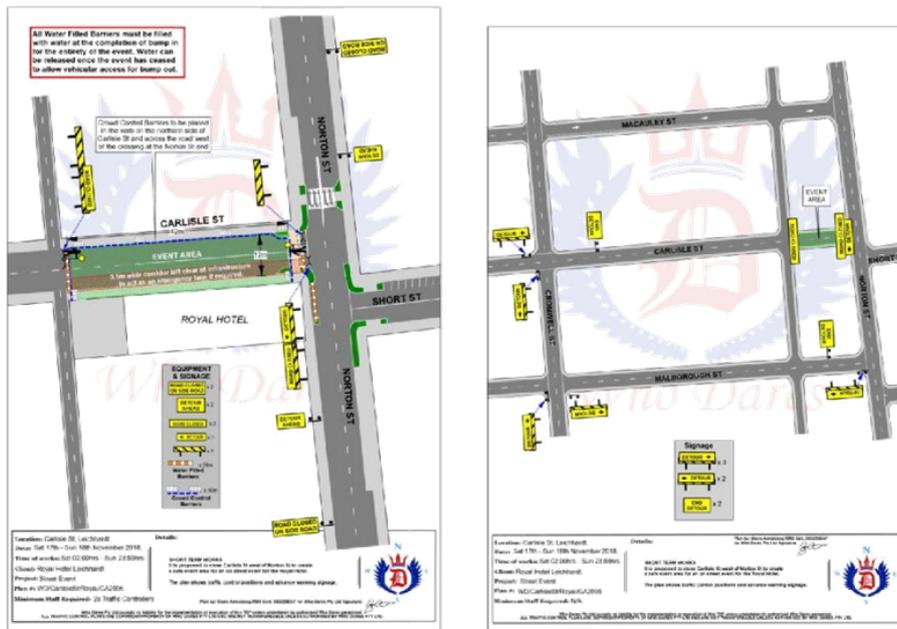
The details of the event are as follows:

**Date & time:** Saturday 16th and Sunday 17th November 2019 between the hours of 12pm-8pm and 12pm-6pm respectively

**Closure section:** Carlisle Street between Norton Street and the unnamed Laneway

The Licensee (event organiser) is proposing a temporary full road closure of 45 metres in Carlisle Street, west of Norton Street, for hotel patrons' use.

The traffic control plans are shown below.



**B) Identification and assessment of impact of proposed measures.**

The proposed road closure section within Carlisle Street is towards the eastern end of the road between Norton Street and the Unnamed Laneway. The land uses in the subject section of Carlisle Street/Norton Street consist of a mix of retail/commercial and residential properties.

Access to a small number of off-street parking spaces will be lost during this period.

Traffic diversion routes are as follows:

- Traffic on Norton Street (southbound): via Allen Street-Cromwell Street-Carlisle Street
- Traffic on Norton Street (northbound): via Marlborough Street-Cromwell Street-Carlisle Street
- Traffic on Carlisle Street (eastbound): via Cromwell Street-Marlborough Street-Norton Street

**C) Measure to ameliorate the impact of re-assigned traffic**

Through traffic is required to use alternate routes via Cromwell Street, Marlborough Street and Allen Street. As this event takes place on the weekend afternoon/early evening, the impact on reassigned traffic is minimal and can be catered for in the local road network.

**D) Assessment of public transport services affected.**

There are no bus routes along Carlisle Street. Bus services along Norton Street are not affected. STA will be advised of the road closure details.

**E) Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.**

During the road closure time, heavy vehicles and cyclists will be detoured around the closure via Macauley Street, Allen Street and Cromwell Street. As this event takes place on the weekend, heavy vehicle volumes are expected to be minimal. Emergency vehicle access will be provided by provision of a 4m emergency vehicle path that will be maintained by the applicant. Pedestrian Access will be maintained through the closed section of Carlisle Street.

**F) Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures.**

There are no impacts to existing and future developments.

**G) Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

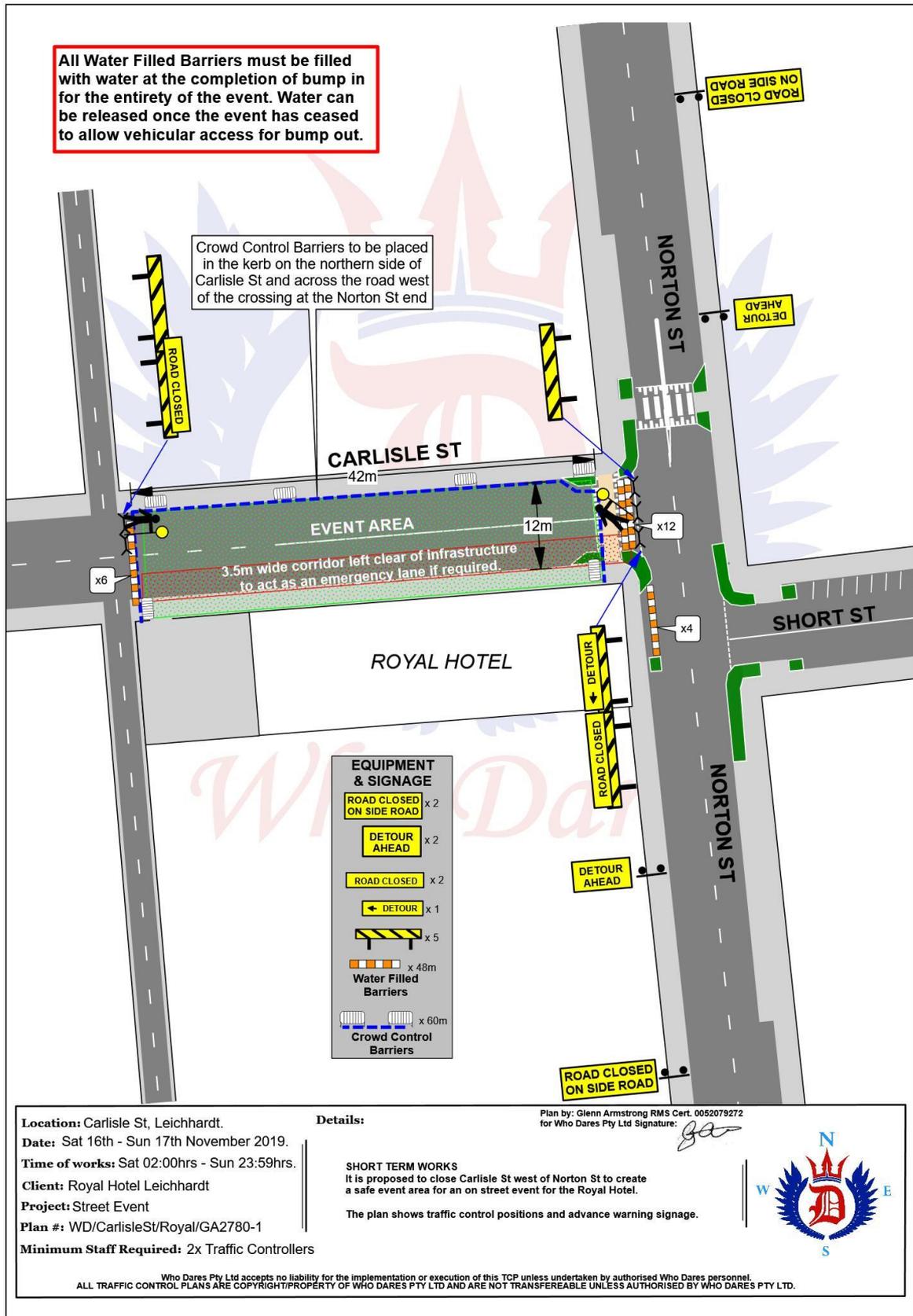
There are no impacts on adjoining Council areas

**H) Public consultation process.**

All affected properties will be advised in writing of the proposed temporary road closure two weeks or more in advance by the organiser.

Temporary advisory signs will be erected 1 week in advance within the road closure area to inform the public of the road closure event and relocate their vehicles during those times.

The temporary road closure will also be advertised in the Inner West Courier for a period of 28 days.



**Item No:** LTC0919 Item 15  
**Subject:** WHARF ROAD, LILYFIELD - TEMPORARY ROAD CLOSURE FOR BALMAIN FUN RUN 2019  
**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services  
**Authorised By:** John Stephens - Traffic and Transport Services Manager

### SUMMARY

Council has received an application for approval of a temporary road closure in Wharf Road, Lilyfield north of Balmain Road on Sunday, 10 November 2019 between 6:30am and 10:30am.

The road closure has been requested to facilitate the Balmain Fun Run through Callan Park.

### RECOMMENDATION

**THAT the temporary road closure of Wharf Road, Lilyfield north of Balmain Road on Sunday, 10 November 2019 between 6.30am – 10.30am be supported, subject to the following conditions:**

- a. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Wharf Road, Lilyfield.
- b. The occupation of the road carriageway must not occur until the road has been physically closed; and
- c. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders.

### BACKGROUND

A request for approval to conduct a temporary road closure for the Balmain Fun Run on Sunday, 10 November 2019 between 6:30am and 10:30am has been received from the organiser of the event, Balmain Public School P&C and Mildren Events.

#### Site Location & Road Network

Street Name(s)	Wharf Road, Lilyfield
Section	Between Garden Way and Balmain Road
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	50km/h
Carriageway width	Approx. 6.6m
Carriageway Type	Two way street with 'No Parking' on either side of the Road
Road Classification (State, Regional, Local)	Local

### FINANCIAL IMPLICATIONS

The supported Traffic Control Plan (TCP) will be implemented at the applicant's expense.

**OTHER STAFF COMMENTS**

This annual event involves the temporary closure of Wharf Road, north of Balmain Road. It should be noted that only the first 170m of Wharf Road, north of Balmain Road is public road. After this point Wharf Road forms part of Callan Park (under the jurisdiction of the Office of Environment and Heritage).

Balmain Fun Run attracted approximately 1,550 entrants in 2018. The runners start off at King George Oval and runs through Waterfront Drive, through North Crescent, through areas within the Sydney College of Arts, South Crescent, Garden Way, Cottage Way, Supply Road, Military Drive, Wharf Road, Broughton Circuit, past Callan Park through Waterfront Drive and back to King George Oval.

In accordance with the RMS “Guide to Traffic and Transport Management for Special Events”, and based on information supplied by the organiser, the event is classified as a Special Event Class 3.

A Traffic Control Plan and Traffic Management Plan are attached.

**PUBLIC CONSULTATION**

All affected businesses, residents and other occupants will be notified of the road closure. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council’s Traffic Section two weeks prior to distribution.

The proposed temporary full road closure has been advertised in the local newspaper for a period of 28 days from 13 August 2019 to 10 September 2019. No comments have been received to date.

**ATTACHMENTS**

1. [↓](#) Balmain Fun Run 2019 - TMP
2. [↓](#) Balmain Fun Run 2019 - TCP

## *Belle Property Balmain Fun Run 2019 Traffic Management Plan*

### **TMP OVERVIEW**

**Event Name:** Belle Property Balmain Fun Run

**Event Date:** Sunday 10 November 2019

**Time:** 6am to 2pm

**Location:** Sydney Inner West, Callan Park, King George Oval, Rozelle, NSW

**Event Boundaries:** Inner West Council & Office of Environment & Heritage

**Event Organiser:** Balmain Public School P&C and Mildren Events

**TMP Version:** Version 1

**Revision Date:** - 31/7/2019

### **Authority of the TMP**

This Traffic Management Plan (TMP) is being submitted to Inner West Council and Office of Environment & Heritage. When approved by the relevant authorities becomes the prime document detailing the traffic arrangements under which the 2019 Belle Property Balmain Fun Run will proceed.

In case of emergencies, or for the management of incidents, the NSW Police Force 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.

## 1 EVENT DETAILS

### 1.1 Event summary

Event Name: Belle Property Balmain Fun Run  
 Event Format: 10km (2 laps of 5km ; 5km ; Kids 2km)  
 Event Location: Sydney Inner West, Callan park, King George Oval, Rozelle, NSW  
 Event Date: Sunday 10 November 2019  
 Event Start Time: 0800 (0800 10km start ; 0810 5km start ; 0930 2km start)  
 Event Finish Time: 1300  
 Event Setup Start: Saturday November 9  
 Event Packdown: Sunday November 10

### 1.2 Contact names

Event Director: Ben Mildren  
 Mobile: 0401 589 630  
 E-mail: [ben@mildrenevents.com.au](mailto:ben@mildrenevents.com.au)

Balmain Public School P&C committee\* (made up of the following members) has commissioned the services of a professional event management company – Mildren Events, to assist with logistics elements of the event in 2019.

Name	Email	Contact Number
Ben Mildren	<a href="mailto:ben@mildrenevents.com.au">ben@mildrenevents.com.au</a>	0401 589 630
Kylie Mildren	<a href="mailto:kylie@mildrenevents.com.au">kylie@mildrenevents.com.au</a>	0407 893 221
Jason Ockerby*	<a href="mailto:jockerby@gmail.com">jockerby@gmail.com</a>	0418 111 469
Brenton Anderson*	<a href="mailto:brenton.anderson@dentons.com">brenton.anderson@dentons.com</a>	0423 986 512
Emma Weir*	<a href="mailto:emweir79@gmail.com">emweir79@gmail.com</a>	0422 921 277
Margaret Tyson*	<a href="mailto:Mags.tyson@gmail.com">Mags.tyson@gmail.com</a>	0405 072 450

Note: The 2019 Belle Property Balmain Fun Run insurance is taken out by the Balmain Public School.

### 1.3 Brief description of the event

2019 will be the 11th anniversary of the *Balmain Fun Run* community run which is the pre-eminent running event of the inner-west, with approximately 1,550 entrants in 2018. Belle Property is once again the principal supporter of Balmain Fun Run in 2019.

The race attracts runners from all over Sydney, with age ranges from 5 to 80 years, and abilities from Olympians, weekend warriors and students from various public schools in and around Sydney.

The emphasis is on participation rather than athletic performance. The start area is on King George Oval. The course runs from King George Oval, through Waterfront Drive,

through North Cres, through areas within the Sydney College of Arts, South Cres, Garden Way, Cottage way, Supply Road, Military Drive, Wharf Road, Broughton Circuit, past Callan Park through Waterfront Drive and back to King Georges Oval

The event is one of the last major annual fun run events on Sydney's sporting calendar.

## **2 RISK MANAGEMENT – TRAFFIC**

### **2.1 Public Liability Insurance**

Public liability insurance arranged. Certificate of currency will be forwarded as soon as possible.

### **2.2 Police**

The Leichhardt Local Area Command will be notified of the event once it receives council approval.

### **2.3 Fire Brigades and Ambulance**

NSW Ambulance is being notified of this event. The medical support is staffed by St John's Ambulance.

Fire brigades notified.

## **3 TRAFFIC MANAGEMENT**

### **3.1 The route or location**

#### **The starting areas:**

King George Oval

The runners leave the start position and proceed along or turn into:

Waterfront Drive  
North Cres  
Kirkbride Way  
South Cres  
Garden way  
Cottage way  
Supply road  
Military Drive  
Wharf Road  
Broughton Circuit,  
Past Callan Park through Waterfront Drive

Finish back at King Georges Oval (Each lap is 5km 2 laps for the 10km event)

**3.2 Parking**

At all times Public Transport is promoted as the best method of transport, due to the limited parking in the Rozelle and Lilyfield areas. Majority of the event participants are local residents. In pre-event communication to registered entrants, they will be encouraged to walk to the start venue.

It is expected that most motor vehicles will park at the end of Manning Street in Rozelle.

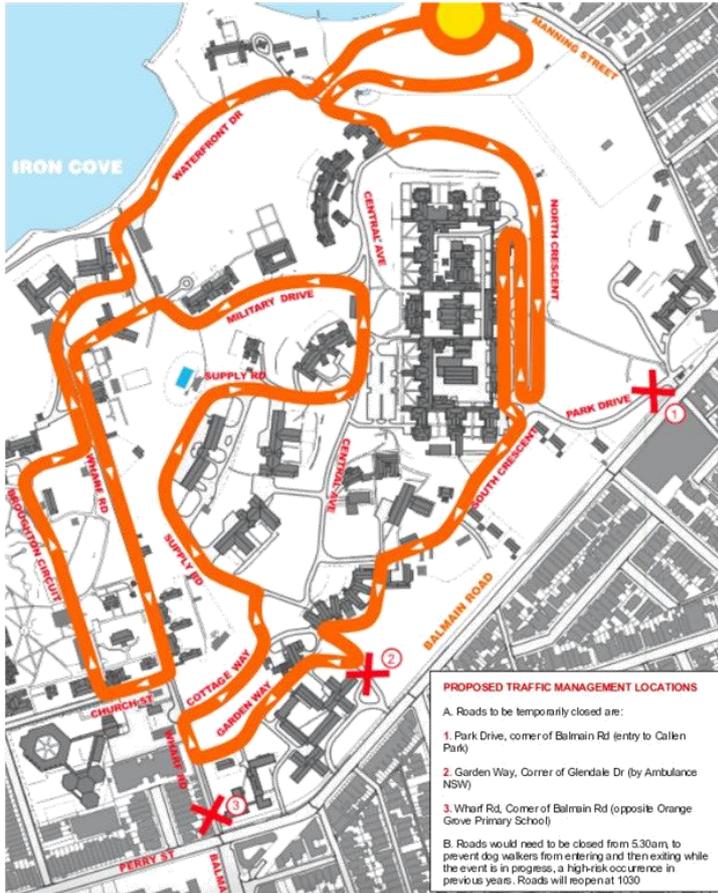
**3.3 Trusts, authorities or Government enterprises**

This event uses facilities managed by the Inner West Council and Office of Environment and Heritage. Approval has been received by the Inner West Council for the event, as well as use of King George Oval. An application has been lodged with Office of Environmental and Heritage for use of Callan Park.

**3.4 Proposed Road Closures**

The proposed closures are: Wharf Road at Balmain Road (residents excepted) and hard closures of Wharf Road at Garden Way (south side) and Wharf Road and Church Street. This area will be staffed by STAGED EVENTS traffic controllers (\*See Note 3. in the figure below)

Other closures are: Park Drive, off Balmain Road (\*See Note 1. in the figure below) and Garden Way, Corner of Glendale Drive (by Ambulance NSW) (\*See Note 2. in the figure below). Both of these fall under Office of Environment and Heritage.



The remaining course route is being staffed with event course marshals across the 5km distance within the race venue. Their positions are attached in figure 1.

Participant cut off points are implemented at one location along the course to ensure traffic flow is operating normally.

1. Wharf Road / Military Dr - 9:30am

The start / finish area will be set up from 2pm on Saturday 9th November. Professional security will secure the site overnight for assets protection in preparation for the race the next day. The first race commences at 8am. The last runner/walker completes the course at approximately 10.00am.

After the prize giving, the start / finish area is dismantled by 1pm.

### **3.5 Signage**

Event signage highlighting that runners will be on the road will be installed on 1 November 2019 by event staff. They will be located in the following areas:

- Junction of Balmain Road / Park Drive
- Junction of Balmain Road / Wharf Road
- Junction of Balmain Road / Glendale Drive

### **3.6 VMS**

A total of two VMS systems will be installed for this year's event.

1. Perry Street before Fredbert Street (East Bound) in on-street parking space.

FUN RUN  
10 NOV  
WHARF ROAD CLOSED  
LOCAL RESIDENTS ONLY  
  
(1st to 10th Nov 19 0800 - 0430)

FUN RUN TODAY  
WHARF ROAD CLOSED  
LOCAL RESIDENTS ONLY  
(10th Nov 19 0430 - 1030)

- 2. Balmain Road after The Boulevard (west Bound) in on-street parking space.

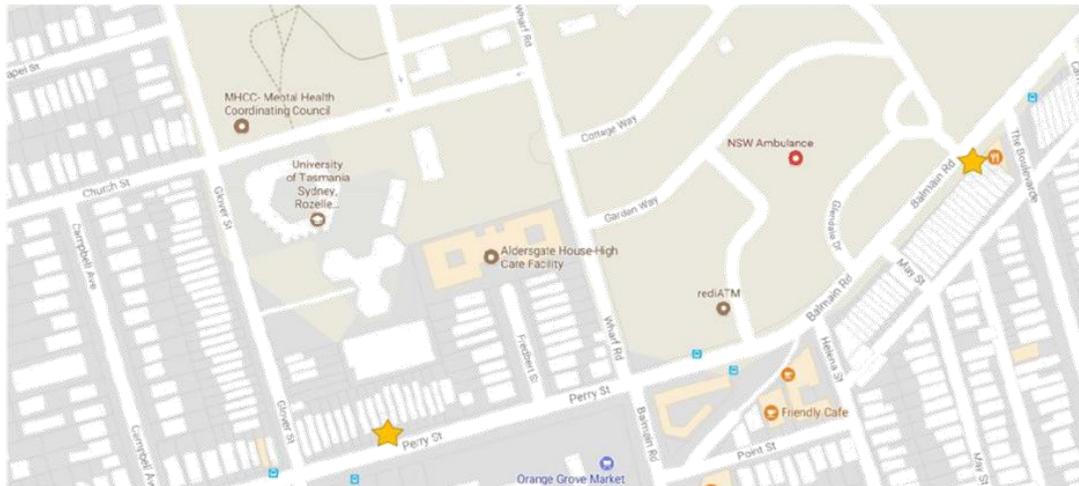
FUN RUN  
10 NOV  
WHARF ROAD CLOSED  
LOCAL RESIDENTS ONLY

(1st to 10th Nov 18 0800 - 0430)

FUN RUN TODAY  
WHARF ROAD CLOSED  
LOCAL RESIDENTS ONLY

(10th Nov 0430 - 1030)

See map below



**4. Emergency Vehicle, Local Residents, Disability & Cyclist Access**

There will be no restrictions on emergency vehicle access to the site on Sunday morning. A truck from the Balmain fire station will be on-site at the event venue. Its presence is part of the community engagement program. It will be situated on the edge of the event venue and will respond to emergency calls accordingly from that site.

The Road closures in place will not impact local residents. Any event participants who

drive will be encouraged to park in dedicated public parking spaces rather than in surrounding streets. However, it is likely that some participants will park in nearby local streets between 7am – 9.30am.

#### **5. Event Notification**

The Balmain Fun Run is an annual event. It is publicised via a range of public media in the lead up to the event including local banners, local media and social media. Final approval for the event and for the use of Callan Park is being finalised by Inner West Council and OEH respectively. Local residents will be notified prior to the event via a letterbox drop, consistent with the anticipated requirements of Council approval & OEH.

The following specifies the letter box drops area

- Residents on King George Oval area
- Residents on the perimeter of Callan Park informing them of the event and road closures; and
- All NGO and education groups in Callan Park (Writer's Centre, NSW Ambulance, University of Tasmania, WHOS, Sydney College of Arts, Nurse's Quarters near Manning Street.

#### **7. Event Marshals**

There are approximately 25-30 course marshals on the day covering the start / finish area and the course. Their role is to ensure the safety of the event participants and also the general public. There are a number of other volunteers who will assist in the monitoring of the start / finish area to ensure the public and event participants are kept safe.

The course marshals will all be wearing high-visibility vests while out on course.

#### **8. Public Liability Insurance**

Balmain Public School has obtained public liability insurance to the amount of \$20million. A copy of the insurance is attached. As part of obtaining the public liability insurance a risk management plan has been prepared.

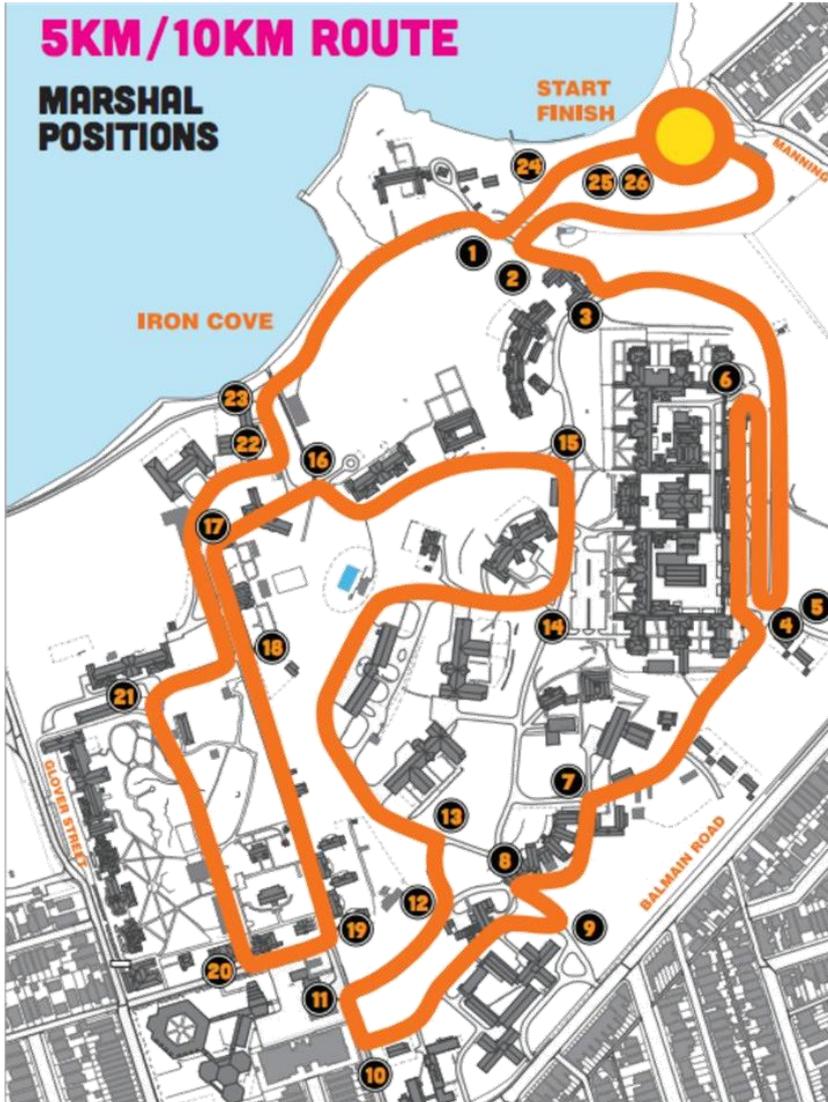


Figure 1 - Balmain Fun Run 2019 Course Marshals position (10km & 5km race)

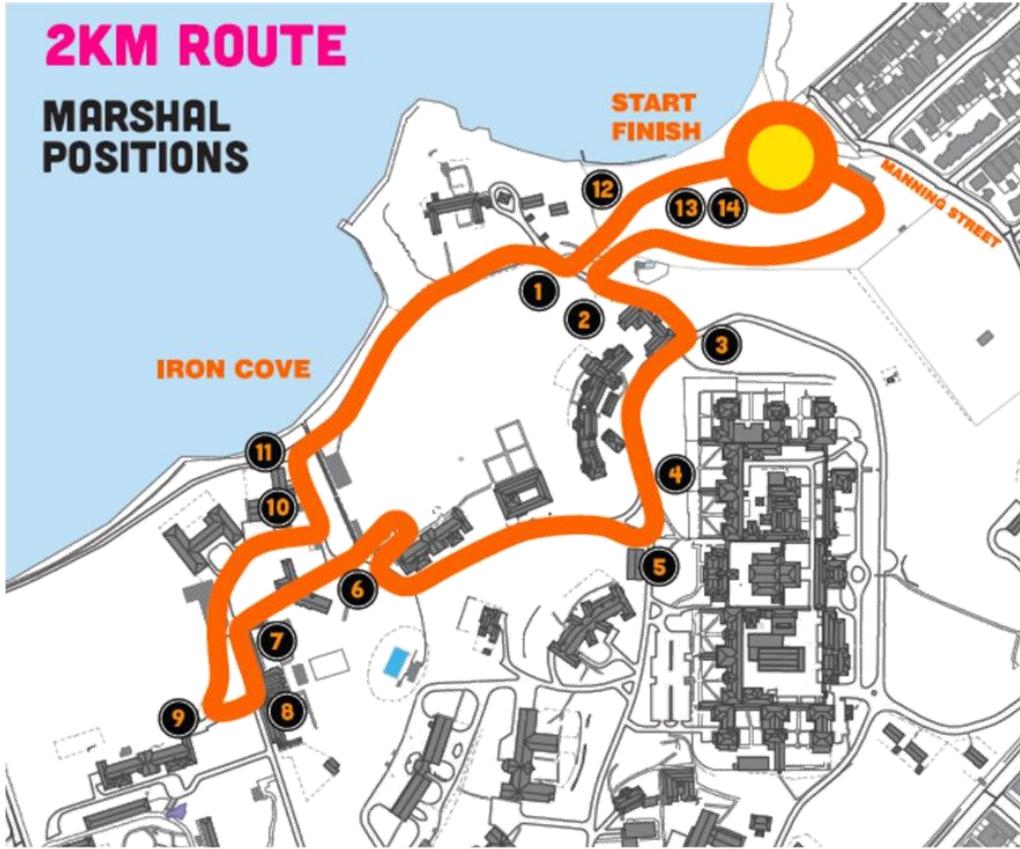
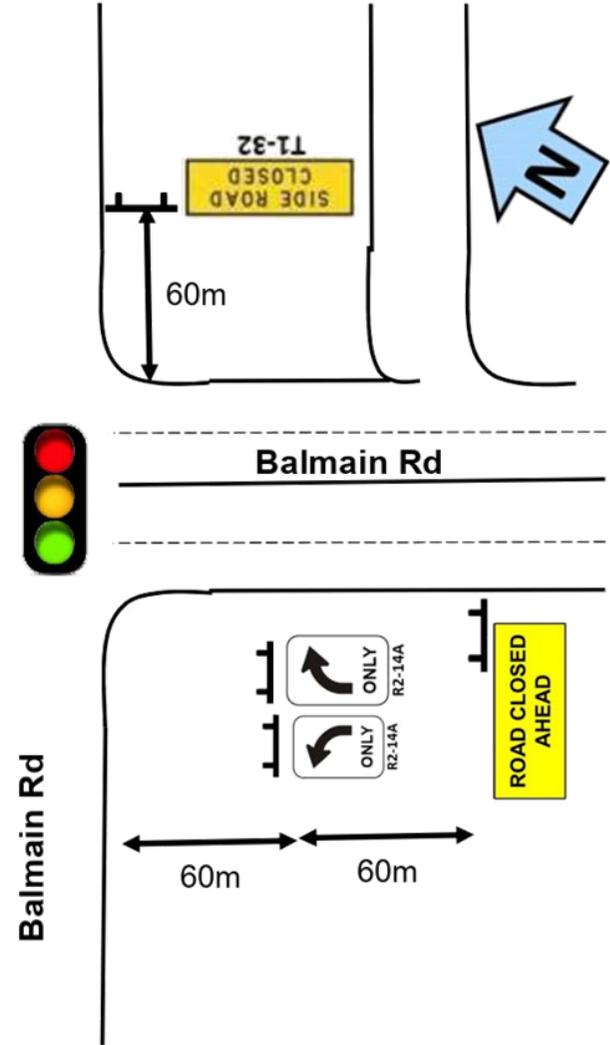
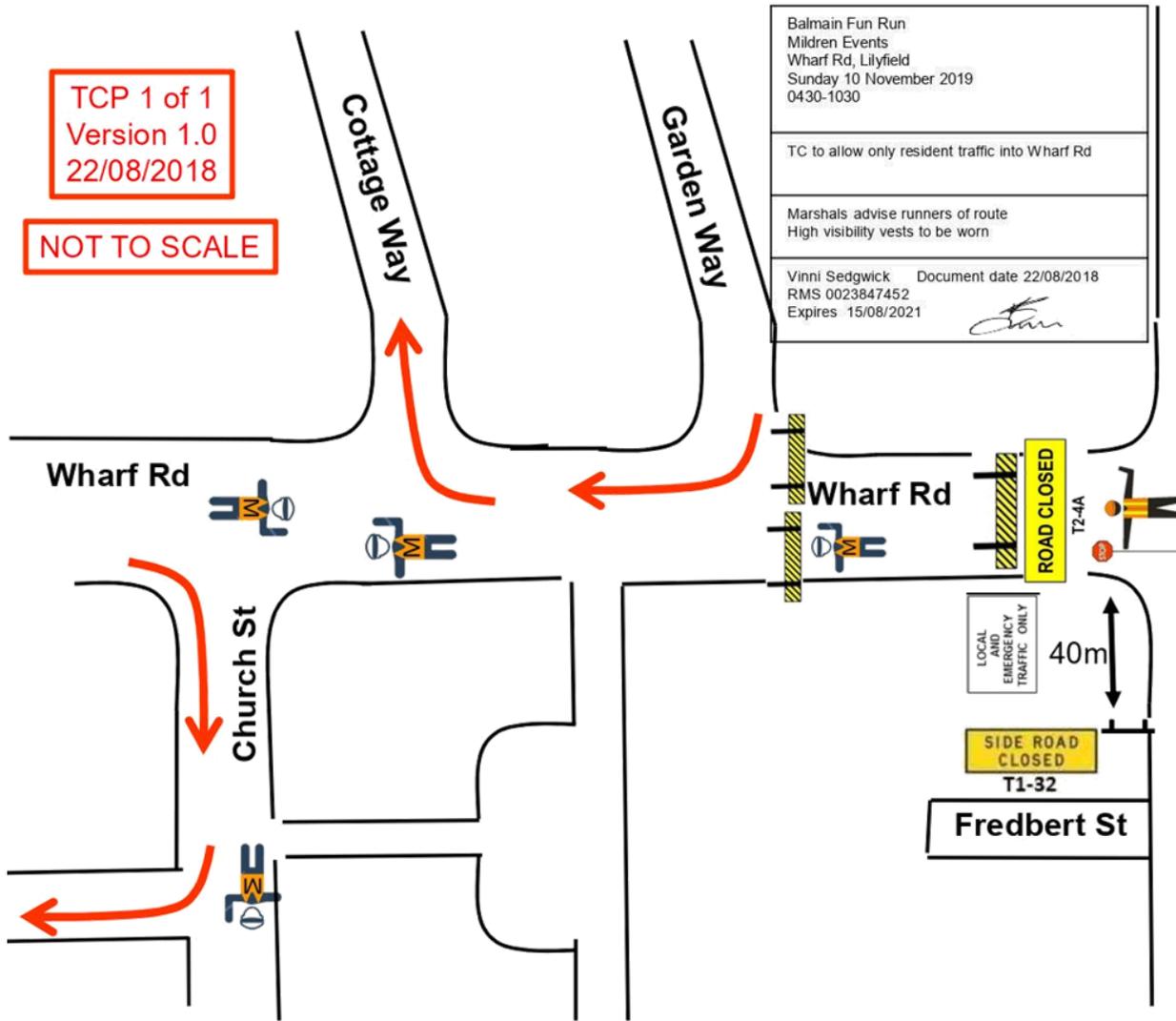


Figure 2 - Balmain Fun Run 2019 Course Marshals position (2km race)

Item 15

Attachment 2



**Item No:** LTC0919 Item 16

**Subject:** NORTON STREET ITALIAN FESTA 2019 - TEMPORARY ROAD CLOSURES (GULGADYA-LEICHHARDT 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 proposed event, the Norton Street Italian Festa, is a street festival held annually celebrating the traditional Italian culture that is considered an essential part of the Leichhardt community.

To facilitate the event, it is proposed to close the following roads in the area between 3.00am and 8.00pm on Sunday, 27 October 2019:

- Norton Street from Marion Street to William Street;
- Marlborough Street from Norton Street to Cromwell Street;
- Short Street from Norton Street to Balmain Road;
- Carlisle Street from Norton Street to Cromwell Street;
- Allen Street from Cromwell Street to Derbyshire Road;
- Arthur Street from Allen Street to Short Street.

---

### RECOMMENDATION

#### THAT:

1. The road closure application for the 'Norton Street Italian Festa 2019' on Sunday, 27 October 2019 be supported subject to the following conditions:
  - a) The road closures be restricted to occur between 3:00am and 8:00pm on Sunday, 27 October 2019 at the following locations:
    - i. Norton Street from Marion Street to William Street;
    - ii. Marlborough Street from Norton Street to Cromwell Street;
    - iii. Short Street from Norton Street to Balmain Road;
    - iv. Carlisle Street from Norton Street to Cromwell Street;
    - v. Allen Street from Cromwell Street to Derbyshire Road; and
    - vi. Arthur Street from Allen Street to Short Street.
  - b) Approval from RMS for the TMP and TCP and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
  - c) Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two way roads when Norton Street is closed to provide access for residents etc;
  - d) Parking for the event be reserved in:
    - Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles;
    - William Street on the southern side between Norton Street and Derbyshire Road (Pioneers Memorial Park side). The angle parking in this area will be temporarily amended to allow parallel parking for Police horse floats etc;
  - e) A three (3) metre unencumbered passage be available for emergency vehicles through the closed section of Norton Street at all times;
  - f) Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event.
  - g) The applicant be requested to provide free bicycle valet parking at a central

location (i.e. Short Street or Allen Street) including adequate 'way finding' signage to the public and include the availability of this service in promoting the event;

- h) Additional signs indicating 'Bicycles Expected' and 'cyclists dismount' be included with the road closure signs provided at the road closure points;
  - i) The occupation of the road carriageway must not occur until the road has been formally closed;
  - j) That the set up and break down times occur at 3:30am and 7:00pm respectively and include additional waste staff at the break down to expedite the road openings;
  - k) The entrance to the access way into Pioneers Memorial Park in Allen Street opposite Arthur Street be temporarily closed by barricades for security purposes during the event;
  - l) All advertising of the event must encourage the use of Public Transport;
  - m) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW, NSW Ambulance Services and the Leichhardt Bus Depot be notified in writing, by the applicant, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders.
2. The following measures be provided to accommodate buses:
- i. Install temporary 'Bus Zones' to accommodate two buses on both sides of William Street between Norton Street and James Street;
  - ii. Place barricades within 10m at the south-eastern corner of the Flood Street/William Street intersection to assist buses; and
  - iii. No trucks (Festa) to be parked in the Marion Street 'Bus Zone' at the Norton Street intersection, outside the Town Hall.

## BACKGROUND

A request for approval to conduct the Norton Street Italian Festa 2019 on Sunday, 27 October 2019 between 10:00am and 5:00pm has been received from the organiser of the event, Impact Exhibitions.

This annual event involves the temporary closure of Norton Street between Marion Street and William Street, including associated side streets.

In accordance with the RMS "Guide to Traffic and Transport Management for Special Events V3.4 August 2006", and based on information supplied by the organiser, the event is classified as a Special Event Class 2.

The organiser has submitted the Traffic Management Plan (TMP) and Traffic Control Plan (TCP) to RMS for approval (**Attachment 1 and 2**).

### Site Location & Road Network

Street Name(s)	Norton Street, Leichhardt
Section	Between Marion Street and William Street
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	40km/h
Carriageway width	Approx. 12.4m
Carriageway Type	Two way street with one travel lane in each direction and kerb side parking lanes.
Road Classification (State, Regional, Local)	Local

## Road Closures

To facilitate the event, it is proposed to close the following roads between 3:00am and 8:00pm on Sunday, 27 October 2019:

- Norton Street from Marion Street to William Street;
- Marlborough Street from Norton Street to Cromwell Street;
- Short Street from Norton Street to Balmain Road;
- Carlisle Street from Norton Street to Cromwell Street;
- Allen Street from Cromwell Street to Derbyshire Road;
- Arthur Street from Allen Street to Short Street.

## Other Arrangements

Macaulay Street from Norton Street to Cromwell Street and Wetherill Street from Norton Street to Balmain Road are to function as temporary two way roads to provide access for residents.

## Public Transport

For the duration of the road closures, bus services will be diverted down Flood Street and Balmain Road, similar to previous years. As previously requested by the STA/Transit Systems representative, barricades will need to be placed around the south-eastern corner of the Flood Street/William Street intersection to prevent vehicles parking in the 10m 'No Stopping' zones. This arrangement will facilitate the buses diverted via Flood Street.

In accordance with Council's policy on bicycle users, the applicant has been advised to provide free bicycle valet parking to the public at the venue and include the availability of this service in promoting this event.

## FINANCIAL IMPLICATIONS

Nil.

## OTHER STAFF COMMENTS

Nil.

## PUBLIC CONSULTATION

As in previous years, all affected businesses, residents and other occupants will be notified of the road closures, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council's Traffic Section one week prior to distribution.

The proposed temporary full road closures are currently advertised in the newspaper for a period of 28 days. The advertising period commenced on 13 August 2019 and will conclude on 10 September 2019. No comments have been received to date.

## ATTACHMENTS

1. [↓](#) Norton Street Italian Festa 2019 - TMP
2. [↓](#) Norton Street Italian Festa 2019 - TCP

TMP NSIF 2019

**Item 16**

**TRAFFIC MANAGEMENT PLAN – Norton Street Italian Festa**  
**Sunday October 27<sup>th</sup> 2019**

**A. Description or detailed plan of proposed measures.**

The proposed event, The Norton Street Italian Festa, is a street festival held annually celebrating the traditional Italian culture that is considered an essential part of the Leichhardt community.

To facilitate the event, it is proposed to close the following roads between 3:00am and 8:00pm on Sunday October 27<sup>th</sup> 2019

- Norton Street from Marion Street to William Street;
- Marlborough Street from Norton Street to Cromwell Street;
- Short Street from Norton Street to Balmain Road;
- Carlisle Street from Norton Street to Cromwell Street;
- Allen Street from Cromwell Street to Derbyshire Road;
- Arthur Street from Allan Street to Short Street;

***Other Arrangements***

Macaulay Street from Norton Street to Cromwell Street and Wetherill Street from Norton Street to Balmain Road are to function as two way roads to provide access for residents.

**Barricades**

Water filled barrier boards will be supplied by Inner West Council, with additional barricades hired for the Festa and left at the above locations on Saturday afternoon October 26<sup>th</sup> 2019 to be erected 3:00am on Sunday Morning at all road closure points prior to the commencement of the Festa.

Water filled barriers will be placed at the Norton St / Marion St road closure and Norton St / William St road closure, barrier boards with trestle legs will be placed at other locations.

Closures will be overseen by event marshals for the duration of the Festa and access to streets off Norton Street for residential parking scheme and RMS mobility scheme permit holders will be provided.

**Signage**

Signage is to be organised by Inner West Council in conjunction with the RMS Transport Management Centre for placement at road closure locations to advise motorists of closures.

1 | Page

**Attachment 1**

TMP NSIF 2019

Road closures will be the responsibility of the Event Organisers.

Barrier and parking marshals to be located at major road closures and will assist in the erection and removal of barriers before and after the event.

These personnel are being provided by ACES Security. Personnel will work in two shifts to cover the complete duration of the event plus bump-in period for stall holders.

A Traffic Control Plan indicating the management of the proposed road closures is attached.

## **B. Identification and assessment of impact of proposed measures**

### **Impact of Proposed Measures**

As the Festa is to be held on a Sunday, commercial and work related traffic should be minimal. Public transport will be promoted as the recommended form of transport to the Festa.

Inner West Council is requested to not to issue any permits or approve building works in the vicinity of Norton Street or any other road closure on the day of the Festa.

### **Street Cleaning and Waste Removal**

Inner West Council is requested to arrange street cleaning and waste removal prior to the re-opening of the roadways.

Marshals will remain at all road closures until street cleaning is completed and instructed by the Event Organiser to remove the barriers.

## **C. Measure to ameliorate the impact of re-assigned traffic**

### **Parking**

Public parking is available at the Forum, Norton Plaza and Marketplace and other public areas, street parking is available on side streets and preferential residential parking will be made available via special pass on the 'road closed' section of the side streets.

The Organiser will approach local schools to allow additional public parking.

TMP NSIF 2019

**D. Special Event Clearways**

The Event Organiser has requested the provision of a “Special Event Clearway” restriction from 3:00am to 8:00pm on Sunday October 27<sup>th</sup> 2019 in the closed section of Norton Street, between Marion Street and William Street.

The organiser requests the RMS to provide:

- Signage stating “Special Event Clearway”
- Two RMS towing vehicles to assist with necessary vehicle removal from 4.30 am – 9.30 am Sunday October 27<sup>th</sup>.

**E. Assessment of public transport services affected****Public Transport**

Sydney Buses (Leichhardt Depot) are requested to re-route bus services affected by road closures on the day of the Festa.

Discussions are underway with Metro Light Rail and the STA regarding bus schedules on the day of the Festa.

Festa will advise potential patrons to “Bus it to the Festa” on advertising and in the editorial.

Bus routes and times for Festa day will be advertised in the Festa supplement being published by The Courier, La Fiamma and Ciao newspapers. Also, the official Festa web site [www.nortonstreetfesta.com.au](http://www.nortonstreetfesta.com.au) will carry this information.

The following measures will be provided to accommodate re-routed buses:

Install temporary ‘Bus Zones’ to accommodate 2 buses on both sides of William Street between Norton Street and James Street and place barricades within 10m at the south-eastern corner of the Flood Street/William Street intersection.

**F. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians**

Access to the area for emergency services will be provided via Marlborough Street, Short Street, Carlisle Street and Macauley Street as Norton Street will be closed with water filled barriers at Marion Street and William Street.

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3 | Page

TMP NSIF 2019

In consultation with the police, the event organiser will arrange for the reservation of parking for the event in:

- Short Street on both sides between Norton Street and the unnamed lane for emergency service vehicles
- William Street on the southern side between Norton Street and Derbyshire Road (Pioneers Memorial Park side). The angle parking in this area will be temporarily amended to allow parallel parking for police horse floats etc.

The businesses will be requested not to schedule deliveries on the day of the Festa.

A three (3) metre unencumbered passage will be available for emergency vehicles at all times through the closed section of Norton Street.

In the event of an emergency, access from Balmain Road will be available.

Free bicycle valet parking will be provided at a central location (e.g. Marlborough Street or Short Street) and provide adequate 'way finding' signage to the public event and include the availability of this service in promoting the event. Additional signs indicating 'Bicycles Excepted' will be included with the road closure signs provided at the road closure points.

#### **G. Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures**

- Emergency vehicles will have access to all areas controlled by Traffic Controllers and Security staff
- Fire Station entry on Marion Street will not be obstructed on the day
- If required, Emergency vehicles will have access to Norton Street from all major road closure points with the removal of non-water filled barriers
- 2 x First Aid Centre staffed by EMS Event Medical Services' medical staff will be situated corner of Norton and Short Streets and Allen and Norton Streets
- Access for valid parking permit holders will be available at all closures
- Parking will be available in some streets for residents and holders of authorised RMS's disability parking permits, where emergency access will not be hindered
- Heavy vehicles and cyclists will be diverted at road closures in line with other traffic

#### **Advertised Traffic Management Arrangements**

Information regarding the Festa, road closures, parking and traffic restrictions will be advertised in the Courier Newspaper and a media release will also be distributed throughout other print and electronic media.

TMP NSIF 2019

In addition there will be a letterbox drop to those residents affected by the road closures and clearways advising them of parking facility arrangements. This will be distributed on the last week of September 2019.

**H. Assessment of effect of proposed measures on traffic movements in adjoining Council areas**

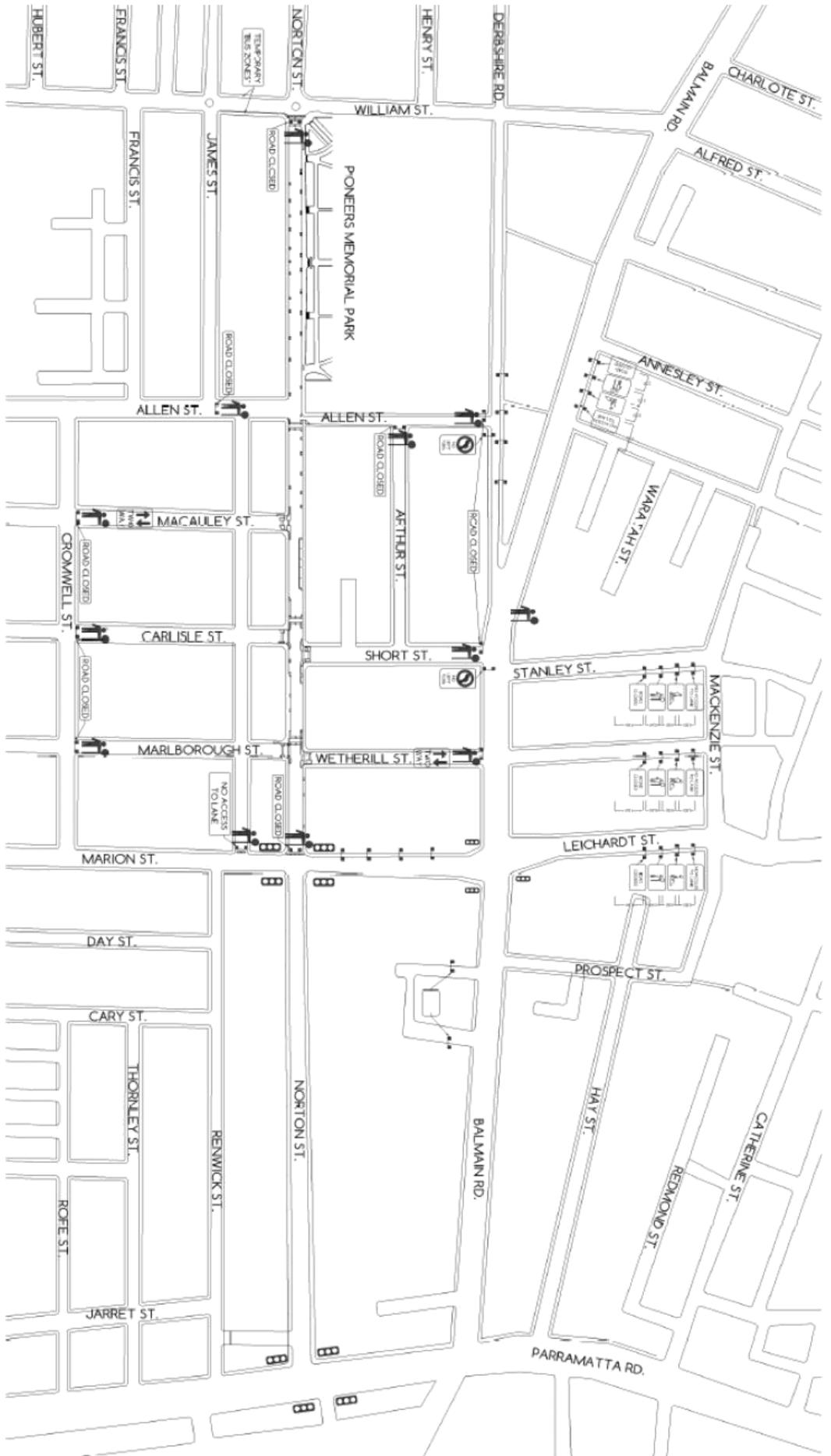
It is considered that there will not be any appreciable impact on other Council areas.

**I. Public consultation process****Advertised Traffic Management Arrangements**

Information regarding the Festa, road closures, parking and traffic restrictions will be advertised in the Courier Newspaper and a media release will also be distributed throughout other print and electronic media.

In addition there will be a letterbox drop to those residents affected by the road closures and clearways advising them of parking facility arrangements. This will be distributed on the last week of September 2019.

Precinct Committees will be consulted on the road closure and other logistical plans for a Festa.



TRAFFIC LIGHTS  
 WATER FILLED BARRIER  
 TRAFFIC SIGNS  
 1 TO 20/30  
 NOTE: Barricades to be placed within 10 m of south-eastern corner of Flood St. / William St. to assist buses.

**NORTON STREET ITALIAN FESTA, LEICHHARDT, SYDNEY**  
Traffic Plan

Plans prepared for Patrick O'Reilly  
 IMPACT EXHIBITIONS + EVENTS  
 Plans by www.moribol.com.au  
 May, 2014

**Item No:** LTC0919 Item 17

**Subject:** 63-65 PYRMONT BRIDGE ROAD, ANNANDALE - ADDITIONAL INFORMATION FOR MODIFICATION OF DEVELOPMENT CONSENT (GULGADYA-LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

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

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

### **SUMMARY**

Additional information has been submitted as part of the Modification of Development Consent Application (DA/2017/637) to provide vehicular access to the development at No.63-65 Pyrmont Bridge Road, Annandale via Mallett Street. The development application is for an alteration to the existing building for use as a fitness centre (relocation of the Camperdown Fitness Facility at No. 166-172 Parramatta Road) which was presented to the Local Traffic Committee in November 2018.

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

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### **RECOMMENDATION**

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

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### **BACKGROUND**

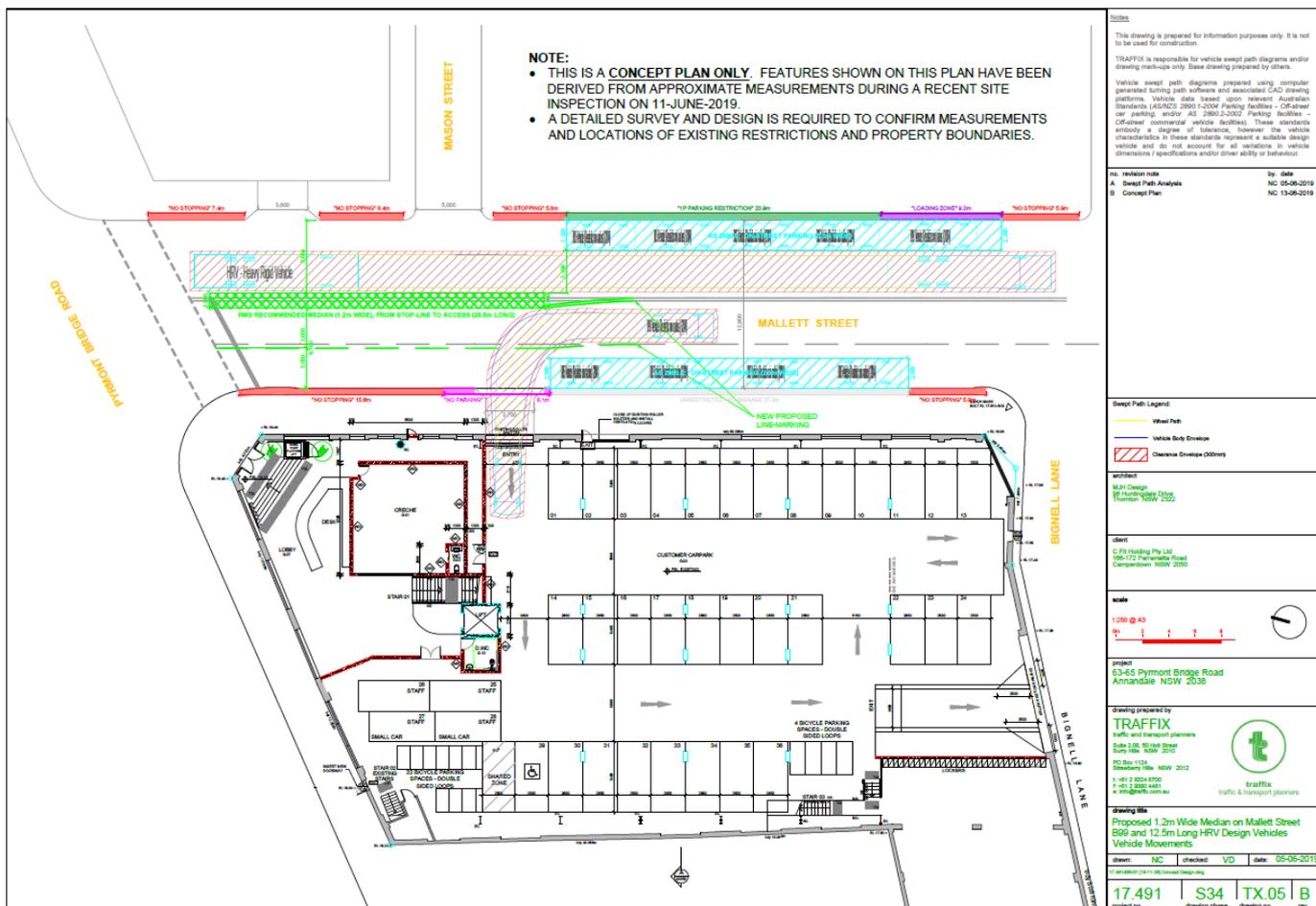
The Local Traffic Committee at its meeting held in November 2018 considered a report regarding the modification of development consent application (DA/2017/637) to provide vehicular access to the development at No.63-65 Pyrmont Bridge Road, Annandale via Mallett Street, Council subsequently did not support the modification for the following reasons:

- Mallet Street is a Regional Road that consists of high heavy vehicles utilisation. The addition of central median will result in narrowing the existing northbound lanes and may increase the safety risk in the area e.g. side swipe of parked vehicles and dooring, and heavy vehicle manoeuvring.
- The narrowing of carriageway and extension of existing "No Stopping" zone may result in loss of on-street parking on Mallet Street.
- Existing turning movements from Mason Street and to/from No.4 Mallet Street's driveway will be restricted with the installation of a central median (Mason Street is also under City of Sydney's jurisdiction). This would impact vehicle movements on the road network of an adjacent Council would require feedback from the Council and a traffic management plan to RMS to support the change in road network
- The access via Mallett Street may also result in northbound queuing that subsequently may reduce the intersection performance at Mallett Street and Pyrmont Bridge Road signalised intersection.
- The Left-in only movements may result in additional vehicle circulation through the local road network as opposed to access via Bignell Lane.
- The development can provide a viable alternative access arrangement on Bignell Lane which will result in minimal impact on the existing road network and neighbouring Council (as approved on 20 July 2018).
- The proposed access arrangement does not provide any positive benefit compared to the approved design.

In a further discussion, Council has advised that ingress via Mallet Street and egress via Bignell Lane may be considered subject to the applicant demonstrating the following:

- Completed design for the construction of central median in Mallet Street.
- RMS approval.
- No loss of on-street parking in Mallet Street.
- Written consent from City of Sydney that there is no objection to restricting turning movements from Mason Street to Mallet Street due to the proposed median; and
- Written consent from the owner of No.4 Mallet Street that there is no objection to restricting turning movements from the property to Mallet Street due to the proposed median.

Subsequently, the applicant has recently submitted a concept design of the proposed central median in Mallet Street on 14 August 2019 as shown below.



**FINANCIAL IMPLICATIONS**

Nil.

**OTHER STAFF COMMENTS**

The submitted proposed central median concept design plan for the modification application for the proposal at No. 63-65 Pyrmont Bridge Road, Annandale has been reviewed and the following concerns are raised:

- It is noted that measurements provided in the concept plans are approximate measurements where a detailed survey plan has not been provided.
- Heavy vehicle swept path was shown for Mallet Street southbound but did not demonstrate the heavy vehicle manoeuvring for Mallet Street northbound. As Mallet Street is a Regional Road that consists of high heavy vehicles utilisation. The addition of central median may result in narrowing the existing northbound lanes and may increase the safety risk in the area e.g. side swipe of parked vehicles and dooring, and heavy vehicle manoeuvring.
- The proposed central median ends in front of the car park driveway, this may lead to drivers attempting a u-turn at the end of the median to access the car park entrance. The proposed central median would need to be extended to discourage a u-turn at this point.
- The restricted left-in only movement may result in additional vehicle circulation through the local road network or increase u-turn manoeuvre at Bignell Lane intersection as opposed to unrestricted access via Bignell Lane.
- A written consent from the owner of No.4 Mallet Street and City of Sydney should be sought as turning movement from the property and Mason Street will be restricted with the proposal.
- The development can provide a viable alternative access arrangement on Bignell Lane which will result in minimal impact on the existing road network and neighbouring Council (as approved on 20 July 2018) which is consistent with Leichhardt DCP Part C (Place) Section C1.11 (C10) which states “**vehicular access onto a State or Regional Road is prohibited when access can be provided from an alternative roadway**”.

#### **PUBLIC CONSULTATION**

Nil.

#### **CONCLUSION**

It is proposed that the traffic and parking related comments provided in this report be forwarded to Council’s Development Assessment section.

#### **ATTACHMENTS**

1. [↓](#) Proposed Central Median Concept Design

**TRAFFIX**  
TRAFFIC & TRANSPORT PLANNERSSuite 2.08, 50 Holt St  
Surry Hills, NSW 2010  
PO Box 1124  
Strawberry Hills NSW 2012t: +61 2 8324 8700  
f: +61 2 9830 4481  
w: www.trafix.com.au**director:** Graham Pindar  
acn: 065132961  
abn: 66065132961

Reference: 17.491r04v04

14 August 2019

C Fit Holding Pty Ltd  
166-172 Parramatta Road  
Camperdown NSW 2050

Attention: Mr Michael Wood

**Site:** 63-65 Pyrmont Bridge Road, Annandale  
**DA:** DA/2017/637  
**Subject:** Proposed Median on Mallett Street

Dear Michael,

This letter has been prepared in support of a proposed 1.2m wide central median on Mallett Street to physically restrict vehicles to a left-in movement from Mallett Street to the subject development at 63-65 Pyrmont Bridge Road, Annandale. Reference should be made to Roads and Maritime Services (RMS) letter (Ref: SYD17/01828/02, dated 27-09-2018) and is provided in **Attachment 1** for reference.

The relevant background and details regarding the concept central median are provided in the following sections.

**📍 Relevant Background**

The development application (DA/2017/637) involves the alteration of an existing building for use as a fitness centre. Vehicular access is proposed via an entry-only access via Mallett Street and an exit-only access onto Bignell Lane, noting that this access arrangement will utilise existing driveway crossings.

TRAFFIX has been engaged to prepare a concept plan for a 1.2m wide central median between the full frontage of the Mallett Street entry-only access and the stop-line at the Pyrmont Bridge Road intersection.

A Site Plan has been presented in **Figure 1** for reference.



Figure 1: Site Plan



• **Site Inspection**

A site inspection was conducted on 11 June 2019, noting all existing traffic signage, line marking, driveways and parking restrictions along the Mallett Street frontage of the subject site. It is noted that all measurements are approximations utilised for this concept plan. The noteworthy observations from this site inspection are as follows:

- Mallett Street (northbound, 6.8m wide)
  - Provides two (2) lanes of northbound traffic, separated with broken line-marking. This is effectively limited to a single lane of traffic due to unrestricted kerbside parking along the frontage of the site;
  - 'No Stopping' restrictions within the vicinity of the Bignell Lane and the Pymont Bridge Road intersections; and
  - 'No Parking' restriction across the existing vehicular access via Mallett Street.
  
- Mallett Street (southbound, 6.1m wide)
  - Provides a single lane of southbound traffic, with '1P' time restricted kerbside parking permitted between Mason Street and Isabella Street;
  - 'Loading Zone' restriction, near the Isabella Street intersection;
  - 'No Stopping' restrictions within the vicinity of the Pymont Bridge Road, Mason Street and Isabella Street intersections; and
  - Accommodates a single driveway crossing for the property on No. 4 Mallett Street, situated between Pymont Bridge Road and Mason Street.

• **Concept Plan**

TRAFFIX has prepared a Concept Plan for the RMS recommended 1.2m wide central median as provided in **Attachment 2**, with the following aspects noteworthy:

- 1.2m wide median is proposed to have a length of 25.5m and situated between the stop-line at the Pymont Bridge Road intersection and across the entire frontage of the Mallett Street access;
- New line-marking is proposed for the northbound traffic lanes, comprising:
  - Double solid centre lines to blend into the proposed median; and
  - Single broken line to be adjusted to traverse parallel to the above double unbroken centre lines and proposed median.
- The total width of Mallett Street was observed to be approximately 12.9m (within the subject area). Accordingly, the central median is proposed to provide a northbound width of 6.1m (3.05m per lane, which is superior to the Austroads minimum lane width of 3.0m), and a southbound width of 5.6m.

It is emphasised that this is a Concept Plan only, with the features presented derived from approximate measurements during the aforementioned site inspection. Accordingly, a detailed survey and design is required to confirm measurements and locations of existing restrictions and property boundaries.



● **TRAFFIX Support for Central Median (optimal outcome)**

TRAFFIX has reviewed the concept plan and finds it supportable and optimal, given the following reasons:

- The proposed median would physically prevent right-turn entry movements to the subject development, thereby ensuring no southbound queuing along Mallett Street as a result of the development. In turn, this would only allow vehicles travelling northbound to turn left-in onto the entry-only access of the subject development from Mallett Street;
- The left-turn movement into the subject development is considered to be a priority movement and as such, would provide entering drivers direct access to the development. This priority movement would minimise potential northbound queuing along Mallett Street;
- The proposed median would also restrict existing turning movements from Mason Street and the driveway crossing for the property on 4 Mallett Street. This is considered acceptable and appropriate given the following:

- Mason Street and the abovementioned driveway crossing are located approximately 30 metres and 15 metres, respectively to Pymont Bridge Road. This reduced distance in conjunction with the existing buildings and inherent geometry of the road, offer inadequate sight distances for egressing drivers attempting a right-turn. Furthermore, Austroads 2017 Guide to Road Design Part 4A: Unsignalised and Signalised Intersections states the following advice:

*"Raised island medians are preferred where there is a need to control movements to or from the property accesses in the vicinity of an intersection".*

Accordingly, given the proximity of Mason Street and the driveway crossing for 4 Mallett Street, the installation of a central median would increase the safety for egressing vehicles by restricting them to left-turn movements; and

- As the median would physically restrict right-turn movements, the median would eliminate potential northbound queuing onto Mason Street and the property on 4 Mallett Street.

- The existing on-street parking spaces are maintained along both sides of Mallett Street, subject to detailed surveys and measurements. The concept plan identifies on-street parking spaces with a width of 2.3m, in accordance with AS 2890.5 (1993).

Accordingly, a swept path analysis of a 12.5m long heavy rigid vehicle (HRV) and a B99 design vehicle has been undertaken that demonstrates satisfactory operation, with no loss of on-street parking spaces.

Notwithstanding that the central median along Mallett Street is an optimal outcome, however, it is considered that in the event that the median cannot be provided for any reason, this would not be undermined the proposed one-way scheme. Specifically, the one-way arrangement results in a net improvement compared to the existing condition.



**Conclusion**

It is recommended that the installation of a proposed central median is considered an optimal outcome and is supportable on traffic engineering grounds.

We trust the above is of assistance and please contact the undersigned should you have any queries regarding the above.

Yours faithfully,

**Traffix**

Vince Doan  
**Executive Engineer**

Encl: *Attachment 1 – RMS Letter*  
*Attachment 2 – Concept Plan*

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**ATTACHMENT 1**

RMS Letter



27 September 2018

RMS Ref: SYD17/01828/02 (A24190722)  
Council Ref: M/2018/148

The General Manager  
Inner West Council  
PO Box 14  
Petersham NSW 2049

**MODIFICATION OF CONSENT FOR EXISTING WAREHOUSE  
63-65 PYRMONT BRIDGE ROAD, ANNANDALE**

Dear Sir/Madam,

Reference is made to Council's letter dated 7 September 2018 with regard to the abovementioned development proposal, which was referred to Roads and Maritime Services in accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime has reviewed the submitted application and does not support right turn movements into the subject property from Mallett Street, as the access is in close proximity to the traffic control lights. There is potential for queuing back to the traffic control lights which would impact on traffic flow and the operation of the lights.

Therefore, Roads and Maritime provides the following comments for Council's consideration in the determination of the application:

1. Roads and Maritime does not support the installation of an isolated median on Mallett Street across the frontage of the driveway as it has the potential to be hazardous for motorists.
2. Roads and Maritime supports the installation of a central median, 1.2m wide, from the stop line at the Traffic Control Signal (TCS) (plan attached) across the full frontage of the site access on Mallett Street to physically restrict all movements to left-in left-out only.
3. The existing "No Stopping" restrictions on Mallett Street may need to be extended on the departure side (southbound) and on approach to the TCS intersection (northbound), advice will be provided following receipt of a detailed design plan showing the median.
4. The TCS plan will need to be updated to reflect the above requirements and sent to Roads and Maritime for review and approval. The Traffic Control Signal (TCS) plan shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

**Roads and Maritime Services**

27-31 Argyle Street, Parramatta NSW 2150 |  
PO Box 973 Parramatta NSW 2150 |

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 13 22 13

Any inquiries can be directed by email to [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au)

Yours sincerely

Angela Fre  
**Senior Land Use Planner**  
**South East Precinct**

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**ATTACHMENT 2**

Concept Plan

