

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 2 DECEMBER 2019

10.00am

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

AGENDA

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2 Disclosures of Interest

3 Confirmation of Minutes

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Nil at time of printing.

8 General Business**9 Close of Meeting**

**Minutes of Local Traffic Committee Meeting
Held at Petersham Service Centre on 4 November 2019**

Meeting commenced at 10.03am

Item 1

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
Zack Solomon	Representative for Jo Haylen MP, Member for Summer Hill
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Nazli Tzannes	Roads and Maritime Services

OFFICERS IN ATTENDANCE

Rabih Bekdache	Transit Systems – Inner West Bus Services
Colin Jones	Inner West Bicycle Coalition
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward
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)
Stephen Joannidis	IWC's Urban Amenity Improvement Delivery Manager
Pierre Ayoub	IWC's Acting Design Services Coordinator
Christina Ip	IWC's Business Administration Officer

VISITORS

Michael Lee	Item 12 - Consultant
François Larue	Item 14 - Transport for NSW
Rania Zahab	Item 14 - Transport for NSW
Rob Tarabay	Item 14 - Transport for NSW

APOLOGIES:

Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
LSC Marina Nestoriaros	NSW Police – Leichhardt Police Area Command
Sgt John Micallef	NSW Police – Burwood & Campsie Police Area Command
SC Sam Tohme	NSW Police – Burwood & Campsie Police Area Command
Cathy Edwards-Davis	IWC Director Infrastructure

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

Minutes of the Local Traffic Committee Meeting held on Tuesday, 8 October 2019 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 8 October 2019 were adopted at Council's meeting held on 22 October 2019.

LTC1119 Item 1 Minor Traffic Facilities (All Wards/All Electorates/All PACS)**SUMMARY**

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

Officer's Recommendation

THAT:

1. The 6m 'Disabled Parking' zone in front of No.33 Annesley Street, Leichhardt, be removed as the zone is no longer required;
2. The 6m 'Disabled Parking' zone in front of No.15 Cook Street, Rozelle, be removed as the zone is no longer required;
3. The 6m 'Disabled Parking' zone in front of No.228 Trafalgar Street, Annandale, be removed as the zone is no longer required;
4. The 6m 'Disabled Parking' zone in front of No.117 Lilyfield Road, Lilyfield, be removed as the zone is no longer required;
5. The 6m 'Disabled Parking' zone in front of No.85 Trafalgar Street, Annandale, be removed as the zone is no longer required;
6. The 6m 'Disabled Parking' zone in front of No.41 Springside Street, Rozelle, be removed as the zone is no longer required;
7. The 6m 'Disabled Parking' zone in front of No.32 Pigott Street, Dulwich Hill, be removed as the zone is no longer required;
8. A 6m 'Disabled Parking' zone be installed in front of No.280 Sydenham Road, Marrickville, subject to RMS approval;
9. A 10m 'No Stopping' restriction be installed on the northern side of Silver Street, east of Florence Street followed by a 6m 'Disabled Parking Zone' in front of No.63 Silver Street, St Peters; and
10. A 10m 'No Stopping' restriction be installed on the southern side of Lord Street, west of Hawthorne Parade followed by a 6m 'Disabled Parking Zone' on the side boundary of No.78 Hawthorne Parade, Haberfield.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. The 6m 'Disabled Parking' zone in front of No.33 Annesley Street, Leichhardt, be removed as the zone is no longer required;
2. The 6m 'Disabled Parking' zone in front of No.15 Cook Street, Rozelle, be removed as the zone is no longer required;
3. The 6m 'Disabled Parking' zone in front of No.228 Trafalgar Street, Annandale, be removed as the zone is no longer required;
4. The 6m 'Disabled Parking' zone in front of No.117 Lilyfield Road, Lilyfield, be removed as the zone is no longer required;
5. The 6m 'Disabled Parking' zone in front of No.85 Trafalgar Street, Annandale, be removed as the zone is no longer required;
6. The 6m 'Disabled Parking' zone in front of No.41 Springside Street, Rozelle, be removed as the zone is no longer required;
7. The 6m 'Disabled Parking' zone in front of No.32 Pigott Street, Dulwich Hill, be removed as the zone is no longer required;
8. A 6m 'Disabled Parking' zone be installed in front of No.280 Sydenham Road, Marrickville, subject to RMS approval;
9. A 10m 'No Stopping' restriction be installed on the northern side of Silver Street, east of Florence Street followed by a 6m 'Disabled Parking Zone' in front of No.63 Silver Street, St Peters; and
10. A 10m 'No Stopping' restriction be installed on the southern side of Lord Street, west of Hawthorne Parade followed by a 6m 'Disabled Parking Zone' on the side boundary of No.78 Hawthorne Parade, Haberfield.

For motion: Unanimous

LTC1119 Item 2 Terrace Road / Ness Avenue, Dulwich Hill – Temporary full road closures of rail underpass just north of the roundabout at Ewart Street (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

An application has been received from Sydney Metro (SSJ) for the temporary full road closures of the rail underpass on Terrace Road / Ness Avenue just north of the roundabout at Ewart Street, Dulwich Hill for a 24 hour period on Sunday 22 December 2019 (contingency day Monday 23 December 2019) and for two 48 hour periods on Saturday 4 January to Sunday 5 January 2020 (contingency day Monday 6 January 2020) and Saturday 7 March to Sunday 8 March 2020 (contingency day Monday 9 March 2020) in order to carry out further 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 24 hour period on Sunday, 22 December 2019 (contingency day Monday, 23 December 2020) and for two 48 hour periods on Saturday, 4 January to Sunday, 5 January 2020 (contingency day Monday, 6 January 2020) and Saturday, 7 March to Sunday, 8 March 2020 (contingency day Monday, 9 March 2020) be approved, in order to carry out early enabling works on the rail bridge subject to, but not limited to, the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- b) 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
- c) 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 24 hour period on Sunday, 22 December 2019 (contingency day Monday, 23 December 2020) and for two 48 hour periods on Saturday, 4 January to Sunday, 5 January 2020 (contingency day Monday, 6 January 2020) and Saturday, 7 March to Sunday, 8 March 2020 (contingency day Monday, 9 March 2020) be approved, in order to carry out early enabling works on the rail bridge subject to, but not limited to, the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- b) 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**
- c) The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

LTC1119 Item 3 Queen Street at Hanks Street & Queen Street at Griffiths Street, Ashfield - Proposed Improved Traffic Calming at the intersections including Speed cushions (Design Plans 10082_A & 10102) (Djarrawunang - Ashfield Ward / Summer Hill Electorate / Burwood PAC)

SUMMARY

Design plans have been prepared for proposed traffic calming and speed cushions along Queen Street at Hanks Street and Griffiths Street, Ashfield. The proposed works received funding from the RMS Blackspot Program and the works will improve pedestrian and motorists' safety and addresses residents' concerns about speeding, driver behaviour and pedestrian safety at these locations. Consultation was undertaken with nearby owners and occupiers of properties in Queen Street, Hanks Street and Griffiths Street regarding the proposals. A revised plan was prepared for the roundabout at Queen Street/Hank Street after considering feedback from residents. It is recommended that the proposed detailed design plans be approved.

Officer's Recommendation

THAT the detailed design plans for the proposed intersection improvements along with associated signage and line marking at Queen Street and Hanks Street, Ashfield (Design Plan No.10082_A) and Queen Street at Griffiths Street, Ashfield (Design Plan No.10102) be APPROVED.

DISCUSSION

The Inner West Bicycle Coalition representative requested for bike symbols to be installed on Queen Street at the intersection of Griffith Street as Queen Street is a major cycle route. Council Officers stated the bike symbols will be incorporated in the detailed design.

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 Queen Street and Hanks Street, Ashfield (Design Plan No.10082_A) and Queen Street at Griffiths Street, Ashfield (Design Plan No.10102), including bike logos in Queen Street be APPROVED.

For motion: Unanimous

**LTC1119 Item 4 St Davids Road/Kingston Street and Ramsay Street, Haberfield -
Proposed Speed Cushions (Gulgadya-Leichhardt Ward/Summer Hill
Electorate/Burwood PAC)**

SUMMARY

A detailed design plan has been finalised for the proposed intersection treatment at St Davids Road/Kingston Street and Ramsay Street, Haberfield. As part of the Traffic Capital Works Program, Council has prepared a design plan indicating speed cushions and a kerb blister for the roundabout at Ramsay Street and St Davids Road/Kingston Street, Haberfield. The intention of the proposal is to slow traffic and improve road safety for pedestrians and motorists at the intersection.

Officer's Recommendation

THAT the detailed design plan (Design Plan No.10107) for the installation of speed cushions, a kerb blister, and associated signs and line markings for the roundabout at Ramsay Street and St Davids Road/Kingston Street, Haberfield be approved.

DISCUSSION

Whilst acknowledging that the proposed treatment will be funded by the Black Spot program, the RMS representative asked that the 85th percentile speed data be included in reports of this type as it will demonstrate the need for the treatment.

The Transit Systems representative raised concerns with how the proposed footpath widening and kerb blisters will affect bus diversion routes. The representative stated that swept path analysis needs to be undertaken to check that buses have sufficient space to turn into Kingston Street from Ramsay Street and return trip left turn from Kingston Street into Ramsay Street.

Due to the concerns raised by the Transit Systems representative, the Committee agreed to defer the Item for further investigation.

COMMITTEE RECOMMENDATION

THAT the matter be deferred pending further investigation by Council Officers in liaison with Transit Systems to ensure that the proposed treatment does not impact bus diversion routes.

For motion: Unanimous

LTC1119 Item 5 Short Street, Birchgrove - Christmas Street Party (Road Occupancy) (Baludarri-Balmain/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received an application for approval of an annual Christmas street party in Short Street between Curtis Road and Spring Street, Birchgrove to be held on Saturday, 14 December 2019 between 6:30pm and 11:30pm.

Officer's Recommendation

THAT the temporary road closure of Short Street, Birchgrove between Curtis Road and Spring Street, to conduct an annual Christmas Street Party on Saturday, 14 December 2019, from 6:30pm - 11:30pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a. That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through Short Street, Birchgrove between Curtis Road and Spring Street;
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the temporary road closure of Short Street, Birchgrove between Curtis Road and Spring Street, to conduct an annual Christmas Street Party on Saturday, 14 December 2019, from 6:30pm - 11:30pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a. That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through Short Street, Birchgrove between Curtis Road and Spring Street;
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

For motion: Unanimous

LTC1119 Item 6 Marrickville Lane at Silver Street, Marrickville - Proposed
threshold upgrading of Alex Trevallion Plaza including a new raised
Marrickville design with associated signage and line marking (Midjuburi-
Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council is planning improvements to Alex Trevallion Plaza. The proposed works were informed by community feedback received during the engagement of the Marrickville Town Centre public domain master plan. As part of the upgrade Council is proposing to provide a raised threshold in Marrickville Lane at Silver Street to improve pedestrian safety. There will be no parking loss. It is recommended that the proposed upgrading of Alex Trevallion Plaza and associated signposting and line-marking in Marrickville Lane at Silver Street, Marrickville (as per the attached Plan No.10104) be approved.

Officer's Recommendation

THAT the detailed design plan for the proposed upgrading of Alex Trevallion Plaza and associated signposting and linemarking in Marrickville Lane at Silver Street, Marrickville (as per Design Plan No.10104) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the proposed upgrading of Alex Trevallion Plaza and associated signposting and linemarking in Marrickville Lane at Silver Street, Marrickville (as per Design Plan No.10104) be APPROVED.

For motion: Unanimous

**LTC1119 Item 7 Chelmsford Street, Newtown - Installation Of 8 Metre Length
'Loading Zone' With Day and Time Restrictions on The Eastern Side
of the Street just South of McIntosh Lane (Damum - Stanmore Ward /
Newtown Electorate / Inner West PAC)****SUMMARY**

A request has been received for a 'Loading Zone' in Chelmsford Street, Newtown to facilitate with loading and unloading at Nos.43-45 Bedford Street, Newtown. It is recommended that an 8 metre length (currently within statutory 'No Stopping' zone) be designated with 'Loading Zone 8.00am – 5.00pm Monday – Friday' restrictions (unrestricted outside nominated days and times) on the eastern side of Chelmsford Street commencing 6 metres south from its intersection with McIntosh Lane be approved, in order to provide loading / unloading facilities for Nos.43-45 Bedford Street, Newtown and local businesses.

Officer's Recommendation

THAT:

1. The installation of an 8 metre 'Loading Zone 8.00am – 5.00pm Monday – Friday' restriction (unrestricted outside nominated days and times) on the eastern side of Chelmsford Street commencing 6 metres south from its intersection with McIntosh Lane, Newtown be approved, in order to provide loading / unloading facilities for Nos.43-45 Bedford Street, Newtown and local businesses; and
2. 'No Stopping' restrictions be placed at either end of the 'Loading Zone'.

DISCUSSION

The RMS representative raised concerns with locating the loading zone in Chelmsford Street which is a narrow road with on-street parking. The representative stated that the proposed road length in Chelmsford Street should be a signposted statutory 'No Stopping' zone and that a large truck parked in the proposed Loading Zone would limit sightlines and reduce vehicular turning space.

The Committee noted that traffic volumes in Chelmsford Street are very low, and that the proposed Loading Zone will provide space for trucks and other vehicles to unload for short periods of time which would improve safety by preventing double parking.

Council Officers tabled a late submission from a resident who did not support the proposal.

The Officer's recommendation was supported by the majority of the Committee. RMS representative did not support the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of an 8 metre 'Loading Zone 8.00am – 5.00pm Monday – Friday' restriction (unrestricted outside nominated days and times) on the eastern side of Chelmsford Street commencing 6 metres south from its intersection with McIntosh Lane, Newtown be approved, in order to provide loading / unloading facilities for Nos.43-45 Bedford Street, Newtown and local businesses; and
2. 'No Stopping' restrictions be placed at either end of the 'Loading Zone'.

For motion: Majority

Against motion: Roads and Maritime Services

**LTC1119 Item 8 John Street, Newtown between Lord Street and the Railway Line –
Temporary Full Road Closure for Street Party on Sunday 8 December
2019 (Damum-Stanmore Ward / Newtown Electorate / Inner West PAC)**

SUMMARY

An application has been received from a resident for the temporary full road closure of John Street, Newtown between Lord Street and the railway line for a period of two hours on Sunday, 8 December 2019 in order to hold a street party. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of John Street, Newtown between Lord Street and the railway line on Sunday, 8 December 2019 between 3:00pm and 5:00pm be APPROVED, in order to hold a street party, subject to the conditions of approval as set out in the Street Party Application Form and the following conditions:

- a) 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- b) The applicant is to set out the road closure as per the attached typical Traffic Control Plan (TCP);
- c) A 4-metre wide emergency vehicle access be maintained through the closed road areas during the course of the event; 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 John Street, Newtown between Lord Street and the railway line on Sunday, 8 December 2019 between 3:00pm and 5:00pm be APPROVED, in order to hold a street party, subject to the conditions of approval as set out in the Street Party Application Form and the following conditions:

- a) 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- b) The applicant is to set out the road closure as per the attached typical

Traffic Control Plan (TCP);

- c) A 4-metre wide emergency vehicle access be maintained through the closed road areas during the course of the event; and**
- d) The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

**LTC1119 Item 9 Unnamed Laneway between May Street and The Boulevarde, Lilyfield
- Christmas Street Party (Road Occupancy) (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

SUMMARY

Council has received an application for approval of an annual Christmas street party in the Unnamed Laneway between May Street and The Boulevarde, Lilyfield to be held on Saturday, 21 December 2019 between 4:00pm and 10:00pm.

Officer's Recommendation

THAT the temporary road closure of the Unnamed Laneway, Lilyfield between May Street and The Boulevarde (section at the rear of Nos.355-367 Balmain Road), to conduct an annual Christmas Street Party on Saturday, 21 December 2019, from 4:00pm - 10:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum of 3.0m wide be available for emergency vehicles through the Unnamed Laneway, Lilyfield between May Street and The Boulevarde;**
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the temporary road closure of the Unnamed Laneway, Lilyfield between May Street and The Boulevarde (section at the rear of Nos.355-367 Balmain Road), to conduct an annual Christmas Street Party on Saturday, 21 December 2019, from 4:00pm - 10:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum of 3.0m wide be available for emergency vehicles through the Unnamed Laneway, Lilyfield between May Street and The Boulevarde;**

- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

For motion: Unanimous

LTC1119 Item 10 Burrows Avenue, Sydenham – Temporary Full Road Closures 2020 - 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 from Monday 10 February to Monday 17 February 2020 (contingency days 18 to 20 February 2020); Friday 21 February to Monday 24 February 2020 (contingency days 25 February to 2 March 2020); Monday 16 March to Monday 23 March 2020 (contingency days 24 to 31 March 2020); and Monday 6 April to Monday 13 April 2020 (contingency days 14 to 27 April 2020) in order to carry out upgrading works at Sydenham Station. The avenue 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 from Monday 10 February to Monday 17 February 2020 (contingency days 18 to 20 February 2020); Friday 21 February to Monday 24 February 2020 (contingency days 25 February to 2 March 2020); Monday 16 March to Monday 23 March 2020 (contingency days 24 to 31 March 2020); and Monday 6 April to Monday 13 April 2020 (contingency days 14 to 27 April 2020) be approved, in order to carry out upgrading works at Sydenham Station subject to the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- b) 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
- c) 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 Burrows Avenue, between Hogan

Avenue and Gleeson Avenue, Sydenham from Monday 10 February to Monday 17 February 2020 (contingency days 18 to 20 February 2020); Friday 21 February to Monday 24 February 2020 (contingency days 25 February to 2 March 2020); Monday 16 March to Monday 23 March 2020 (contingency days 24 to 31 March 2020); and Monday 6 April to Monday 13 April 2020 (contingency days 14 to 27 April 2020) be approved, in order to carry out upgrading works at Sydenham Station subject to the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- b) 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
- c) The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC1119 Item 11 Saywell Street, Marrickville – Proposed Temporary Full Road Closure for Heaps Gay Street Festival on Saturday 18 January 2020 and Community Beer Fest on Sunday 19 January 2020 (Midjuburi – Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Saywell Street, Marrickville to hold street party style events for the community, known as 'Heaps Gay Street Festival', on Saturday, 18 January between the hours of 1.00pm to 11.00pm and a Community Beer Fest event on Sunday, 19 January 2020 between the hours of 1.00pm to 10.00pm. The erection of the stage, stalls and associated works will include the temporary full-road closures of Saywell Street, Marrickville between Cadogan Street and Shirlow Street from 7:00pm Friday, 17 January to 7:00am Monday, 20 January 2020.

Officer's Recommendation

THAT the proposed temporary full road closure of Saywell Street between Cadogan Street and Shirlow Street, Marrickville from 7.00pm Friday 17 January to 7:00am Monday 20 January 2020, be APPROVED, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- c) The occupation of the road carriageway must not occur until the road has been physically closed; and

- d) The applicant be advised in terms of this report and that all costs for the event and implementation of the road closure are to be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Saywell Street between Cadogan Street and Shirlow Street, Marrickville from 7.00pm Friday 17 January to 7:00am Monday 20 January 2020, be APPROVED, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

- a) **A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;**
- b) **All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;**
- c) **The occupation of the road carriageway must not occur until the road has been physically closed; and**
- d) **The applicant be advised in terms of this report and that all costs for the event and implementation of the road closure are to be borne by the applicant.**

For motion: Unanimous

LTC1119 Item 12 Smidmore Street, Marrickville – Temporary relocation of Bus Zones during Marrickville Metro Expansion Works – (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Concept plans have been submitted to Council by TTPP for the temporary relocation of Bus Zones in Smidmore Street, Marrickville during Marrickville Metro Expansion works. The relocation will be temporary from 3 January 2020 for a 9 month period until the new permanent Bus Zone is built in Edinburgh Road, Marrickville. It is recommended that the proposed changes be approved in order to accommodate the temporary relocated 'Bus Zones' and that all works and costs associated with the relocated 'Bus Zones' and reinstatement of Council's original parking restrictions is to be borne by the Applicant.

Officer's Recommendation

THAT the plan for the temporary relocation of 'Bus Zones' including associated signs and line markings (i.e. attached concept plan, no. 16065 dated 26 July 2019, prepared by TTPP) be approved subject to the following conditions:

- a) The date of commencement of the temporary relocated 'Bus Zones' is from 3 January, 2020 for a nine month period;
- b) All works and cost of the supply, installation and removal of the signage associated with the 'Bus Zone' relocations is to be borne by the applicant;
- c) Council's existing signage to be reinstated in Smidmore Street, Marrickville at the end of the relocation by the applicant at their cost and to Council's Traffic Engineers satisfaction; and
- d) Notification of surrounding properties be undertaken at least 4 weeks prior to installation of the temporary 'Bus Zone'.

DISCUSSION

Public speaker: Michael Lee, TTPP, attended at 10.13am.

Clr da Cruz raised concerns with pedestrian access to the relocated bus stop. Mr Lee advised that pedestrians will be able to use the existing pedestrian crossing on the northern end of Murray Street, as well as the pedestrian refuge island on the eastern approach of Smidmore Street to access the bus stop from the shopping centre.

The Committee was advised that TTPP is planning to notify affected properties of the proposal via letterbox distribution on 9-10 November and will provide any feedback received to Council as a priority. TTPP will also provide a copy of the notification letter to Council Officers prior to the letterbox distribution.

(Mr Lee left at 10.16am)

In addition to the Officer's recommendation, the Committee members agreed with the proposal on the condition that no significant objections are received from affected business/residents.

COMMITTEE RECOMMENDATION

THAT the plan for the temporary relocation of 'Bus Zones' including associated signs and line markings (i.e. attached concept plan, no. 16065 dated 26 July 2019, prepared by TTPP) be approved subject to the following conditions:

- a) The date of commencement of the temporary relocated 'Bus Zones' is from 3 January, 2020 for a nine month period;
- b) All works and cost of the supply, installation and removal of the signage associated with the 'Bus Zone' relocations is to be borne by the applicant;
- c) Council's existing signage to be reinstated in Smidmore Street, Marrickville at the end of the relocation by the applicant at their cost and to Council's Traffic Engineers satisfaction; and
- d) Notification of surrounding properties be undertaken at least 4 weeks prior to installation of the temporary 'Bus Zone' and no significant objections are received from affected businesses/residents .

For motion: Unanimous

LTC1119 Item 13 Allen Street and Elswick Street, Leichhardt - Proposed Speed Cushions And Kerb Blister (Gulgadya - Leichhardt Ward / Balmain Electorate / Leichhardt PAC)**SUMMARY**

As part of the Traffic Capital Works Program, Council has prepared a design plan (Attachment 1) to install speed cushions and a kerb blister on approach to the roundabout at Allen Street and Elswick Street, Leichhardt. The intention of the proposal is to slow traffic and improve road safety for pedestrians and motorists at the intersection.

Officer's Recommendation

That the detailed design plan of speed cushions, a kerb blister and associated signs and line markings on approach to the roundabout at Allen Street and Elswick Street, Leichhardt (as per attached plan No.10106) be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan of speed cushions, a kerb blister and associated signs and line markings on approach to the roundabout at Allen Street and Elswick Street, Leichhardt (as per attached plan No.10106) be approved.

For motion: Unanimous

LTC1119 Item 14 Illawarra Road, Marrickville; Dudley Street, Dulwich Hill and (Lower) Railway Parade, Sydenham - Bus Replacements during major Rail Shutdown, Temporary Parking Changes during T3 Line Upgrade for Sydney Metro (Midjumburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)**SUMMARY**

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works at Sydenham Station will involve major rail shutdowns at the station over this coming Christmas – New Year period. This year buses will replace train services along the T3 line (closed between Campsie and Central Stations from 22 December 2019 to 5 January 2020) and along the T4 line (closed between Hurstville and Central Stations between 24 and 28 December 2019). To accommodate the increased bus movements and necessary holding areas some short term parking changes are required at a number of locations. Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Illawarra Road, Marrickville; Dudley Street, Dulwich Hill; and Railway Parade (lower section), Sydenham. It is recommended that no objections be raised, and Council approves the temporary short term parking changes at the identified locations during the rail shutdowns.

Officer's Recommendation

THAT this report be received and noted and the following temporary short term parking changes from Sunday 22 December, 2019 to Sunday 5 January 2020 be approved and implemented by TfNSW:

- a) The conversion of 15m (2 parking spaces) '1P 8:30am-6pm' and 10m (1 parking space) 'No Parking 8:30am-5pm Mon- Fri' on the western side of Illawarra Road, Marrickville to a 'Bus Zone 6am-10am', located south of the existing statutory 'Bus Zone' near the intersection with Warburton Street (reverting back to existing restrictions after 10am) be APPROVED, in order to provide a short term second bus bay with adequate draw-in length;
- b) The conversion of 12.5m (2 parking spaces) '1P 8:30am-6pm Mon – Fri and 8.30am-12.30pm Sat' on the southern side of Dudley Street, Dulwich Hill to a 'Bus Zone', located between Wardell Road and School Parade be APPROVED, in order to provide a short term second bus bay with adequate draw-in length;
- c) The conversion of 110m (39 parking spaces) '4P 8:30am – 6pm Mon – Fri' on the southern side of (Lower) Railway Parade, Sydenham to a 'Bus Zone' be APPROVED, in order to provide a short term bus layover area;
- d) All existing regulatory parking signage to be reinstated to the satisfaction of Council's Traffic Engineer at the end of the shutdown period; and
- e) The applicant and Council Parking Services team be advised in terms of this report.

DISCUSSION

Public speakers: Francois Larue, Rania Zahab and Rob Tarabay, Transport for NSW, attended at 10.17am.

The Transit Systems representative supported the recommendation on the condition that the proposed parking changes not interfere with normal bus services. The Transport for NSW representatives advised that one of the reasons the bus zones are being extended is to accommodate for extra capacity from normal bus services. In addition, bus marshals will be on site to support all bus services and maintain vehicle movements.

Committee members were also advised that marquees will be provided at bus stops where there are no existing bus shelters.

(Mr Larue, Ms Zahab and Mr Tarabay left at 10.20pm)

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted and the following temporary short term parking changes from Sunday 22 December, 2019 to Sunday 5 January 2020 be approved and implemented by TfNSW:

- a) The conversion of 15m (2 parking spaces) '1P 8:30am-6pm' and 10m (1 parking space) 'No Parking 8:30am-5pm Mon- Fri' on the western side of Illawarra Road, Marrickville to a 'Bus Zone 6am-10am', located south of the existing statutory 'Bus Zone' near the intersection with Warburton Street (reverting back to existing restrictions after 10am) be APPROVED, in order to provide a short term second bus bay with adequate draw-in length;
- b) The conversion of 12.5m (2 parking spaces) '1P 8:30am-6pm Mon – Fri and 8.30am-12.30pm Sat' on the southern side of Dudley Street, Dulwich Hill to a 'Bus Zone',

located between Wardell Road and School Parade be **APPROVED**, in order to provide a short term second bus bay with adequate draw-in length;

c) The conversion of 110m (39 parking spaces) '4P 8:30am – 6pm Mon – Fri' on the southern side of (Lower) Railway Parade, Sydenham to a 'Bus Zone' be **APPROVED**, in order to provide a short term bus layover area;

d) All existing regulatory parking signage to be reinstated to the satisfaction of Council's Traffic Engineer at the end of the shutdown period; and

e) The applicant and Council Parking Services team be advised in terms of this report.

For motion: Unanimous

LTC1119 Item 15 Temporary Road Closure to Carryout Road Restoration on White Street, Lilyfield, Whites Creek Lane and Arguimbau Street, Annandale (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)

SUMMARY

An application has been received from Gledhill Constructions for the temporary full road closure for the following streets; White Street, Lilyfield between Moore Street and Ilka Street (frontage of house No.5-7 White Street), a portion of Whites Creek Lane and Arguimbau Street, Annandale (rear of house No.5-7 White Street) to carryout road/footpath restoration works from Thursday, 23 January 2020 to Friday, 14 February 2020 (with a contingency period of 2 weeks thereafter).

Officer's Recommendation

THAT the temporary road closure of White Street, Lilyfield between Moore Street and Ilka Street, in front of 5-7 White Street, Lilyfield and portion of Whites Creek Lane and Arguimbau Street, Annandale at the rear of 5-7 White Street, Lilyfield to carryout road/footpath restoration works from Thursday, 23 January to Friday, 14 February 2020 (with a contingency period of 2 weeks thereafter), be approved, subject to the conditions as set out as per the Road Closure Application Form as well as the following additional conditions:

a) Applicant must obtain and hold a Road Opening Permit to undertake (any) work in the road closure section;

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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

DISCUSSION

The Inner West Bicycle Coalition representative stated that Whites Creek Lane is often used by cyclists to travel from Blackwattle Bay to Great Western Highway and requested that the applicant be made aware of cyclists during the temporary road closure.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

Item 1

THAT the temporary road closure of White Street, Lilyfield between Moore Street and Ilka Street, in front of 5-7 White Street, Lilyfield and portion of Whites Creek Lane and Arguimbau Street, Annandale at the rear of 5-7 White Street, Lilyfield to carryout road/footpath restoration works from Thursday, 23 January to Friday, 14 February 2020 (with a contingency period of 2 weeks thereafter), be approved, subject to the conditions as set out as per the Road Closure Application Form as well as the following additional conditions:

- a) Applicant must obtain and hold a Road Opening Permit to undertake (any) work in the road closure section;**
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders; and that**
- d) Applicant be made aware that cyclists use this route.**

For motion: Unanimous

LTC1119 Item 16 James Street, Leichhardt - Christmas Street Party (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received an application for approval of an annual Christmas street party in James Street between William Street and Allen Street, Leichhardt to be held on Sunday, 15 December 2019 between 1:00pm and 8:00pm.

Officer's Recommendation

THAT the temporary road closure of James Street, Leichhardt between William Street and Allen Street, to conduct an annual Christmas Street Party on Sunday, 15 December 2019, from 1:00pm - 8:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through James Street, Leichhardt between William Street and Allen Street;**
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the temporary road closure of James Street, Leichhardt between William Street and Allen Street, to conduct an annual Christmas Street Party on Sunday, 15 December 2019, from 1:00pm - 8:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through James Street, Leichhardt between William Street and Allen Street;**
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.**

For motion: Unanimous

ADDENDUM

Council has received a request by the applicant of the James Street, Leichhardt Christmas Party to change the date of the party from Sunday, 15 December 2019 to Saturday, 14 December 2019.

Based on the applicant's request, Council is proposing to update the recommendation to the following:

THAT the temporary road closure of James Street, Leichhardt between William Street and Allen Street, to conduct an annual Christmas Street Party on Saturday, 14 December 2019, from 1:00pm - 8:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through James Street, Leichhardt between William Street and Allen Street;**
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.**

The Committee members were notified of the proposed update to the recommendation. The State Member representative, Police and RMS representative have supported the updated

recommendation.

Item 1

LTC1119 Item 17 Boomerang Street and Crescent Street, Haberfield - Proposed Intersection Treatment (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

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, median island, pedestrian refuge island, kerb blister island and speed cushions in Boomerang Street to improve safety and reduce vehicular speeds in the street.

Consultation on two options 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.

Officer's Recommendation

THAT:

1. Option B for the detailed design plan for the kerb extension, median island, pedestrian refuge island, kerb blister island, speed cushions and associated signposting and line marking in Boomerang Street and Crescent Street, Haberfield (as per the attached plan No.10074_B) be approved; and
2. The existing 'Bus Zone' on the eastern side of Boomerang Street, south of Crescent Street be modified to 'Bus Zone Mon-Fri'

DISCUSSION

Council Officers tabled two late submissions; one supported and one was against the proposal. The resident who did not support the proposal did not specify reasons for their objection.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Option B for the detailed design plan for the kerb extension, median island, pedestrian refuge island, kerb blister island, speed cushions and associated signposting and line marking in Boomerang Street and Crescent Street, Haberfield (as per the attached plan No.10074_B) be approved; and
2. The existing 'Bus Zone' on the eastern side of Boomerang Street, south of Crescent Street be modified to 'Bus Zone Mon-Fri'

For motion: Unanimous

LTC1119 Item 18 Anthony Street, Croydon – Temporary Road Closure for Christmas Street Party (Gulgadya-Leichhardt Ward/ Strathfield Electorate/ Burwood PAC)**SUMMARY**

Council seeks the support of the Committee for a temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street party on Saturday, 21 December 2019.

Officer's Recommendation

THAT the temporary full road closure of Anthony Street, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on Saturday, 21 December 2019 from 3.00pm – 9.00pm, be approved, subject to the conditions as detailed on the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Anthony Street, Croydon;
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the temporary full road closure of Anthony Street, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on Saturday, 21 December 2019 from 3.00pm – 9.00pm, be approved, subject to the conditions as detailed on the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Anthony Street, Croydon;**
- 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.**

For motion: Unanimous

LTC1119 Item 19 Ewart Street, Dulwich Hill - Proposed Painted Chevron Island (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West

PAC)**SUMMARY**

Council is proposing to install a painted chevron island on the northern side of Ewart Street, Dulwich Hill, immediately west of the entrance to Ewart Lane, to delineate the boundary between the pedestrian footpath and roadway.

Officer's Recommendation

THAT the proposed painted chevron island on the northern side of Ewart Street, Dulwich Hill, immediately west of the entrance to Ewart Lane, in order to delineate the boundary between pedestrian footpath and roadway, be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed painted chevron island on the northern side of Ewart Street, Dulwich Hill, immediately west of the entrance to Ewart Lane, in order to delineate the boundary between pedestrian footpath and roadway, be APPROVED.

For motion: Unanimous

**LTC1119 Item 20 D3 Iron Cove to Anzac Bridge – Regional Cycleway Design
(Gulgadya-Leichhardt & Baludarri-Balmain Wards/ Balmain
Electorate/ Leichhardt PAC)**

SUMMARY

Council is proposing to upgrade cycle facilities in parts of Haberfield, Leichhardt, Lilyfield and Rozelle and along Lilyfield Road. Previous investigations and community engagements resulted in the concept option put forward by Council being largely rejected by the community.

As a result, Council has re-engaged with the community to seek feedback on a number of alternatives so that Council can progress with an option that the community support. In this instance, Council put forward two (2) options for consideration along Lilyfield Road, as follows:

A. Provision of an on road cycle facility, comprising cycle lanes on sections with an uphill gradient and a mixed traffic profile where cyclists share the traffic lane with vehicles on downhill sections; and

B. Provision of a bi-directional separated cycleway, comprising a number of one way sections of Lilyfield Road. This was the option previously consulted.

In addition, due to feedback about the steepness of Lilyfield Road at the western end, four supplementary routes were developed in collaboration with the local Bicycle User Groups and these were included in the engagement process to determine the community's preference for an alternative route with more gentle gradients. The supplementary routes were as follows:

1. Hawthorne Canal to Balmain Road;
2. Waratah Street to Balmain Road;
3. Charles Street to Henry Street; and

4. Maliyawul Street to Balmain Road.

Community feedback for Lilyfield Road was consistent with the previous engagement process, with Option A favoured and the implementation of one way sections unanimously objected to. Community feedback for the supplementary routes was mixed, with no option favoured in a majority and a significantly reduced number of respondents commenting when compared to Lilyfield Road. Whilst Route 4 was favoured in a small majority as part of the engagement process, Route 2 is favoured by the local Bicycle Users Groups and it is on this basis that both options are suggested for progression to the concept design stage and for further consultation following that.

Officer's Recommendation

THAT the Committee supports the progression of the project as follows:

1. Lilyfield Road – develop a concept design for Option A and re-engage with the community following development; and
2. Supplementary Routes – develop concept designs for Routes 2 and 4 and re-engage with the community following development.

DISCUSSION

Council Officers advised the Committee of an error in the report, stating that the preferred supplementary route is actually Route 1, not Route 2. The Committee members agreed to amend the recommendation accordingly.

Committee members were advised that WestConnex has started sharing plans with Council in relation to the planned connections from the Rozelle Rail Yards. The plans include a number of cycleways for commuters and recreational cycling in the new proposed park.

COMMITTEE RECOMMENDATION

THAT the Committee supports the progression of the project as follows:

1. Lilyfield Road – develop a concept design for Option A and re-engage with the community following development; and
2. Supplementary Routes – develop concept designs for Routes 1 and 4 and re-engage with the community following development.

For motion: Unanimous

**LTC1119 Item 21 Proposed Permit Parking Restrictions - Railway Terrace, Lewisham
(Damun-Stanmore Ward/Summer Hill Electorate/Inner West PAC)****SUMMARY**

Following representations, Council is proposing to implement permit parking restrictions in the section of Railway Terrace, Petersham between Hunter Street and West Street to provide additional parking opportunities for residents. Given that Railway Terrace is a classified State Road, the proposal is subject to RMS approval.

Officer's Recommendation

THAT implementation of '2P 8:30am - 6:00pm Monday to Friday Permit Holders Excepted Area M7' restrictions in Railway Terrace, Lewisham (southern side) between West Street and Hunter Street be supported in principle and forwarded to RMS for consideration and approval.

DISCUSSION

The Committee members noted the report and agreed to move this Item to General Business as it relates to a State Road.

COMMITTEE RECOMMENDATION

THAT the matter be moved to General Business.

LTC1119 Item 22 McKell Street, Birchgrove - Proposed 'No Parking' and 'No Stopping' Restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from residents of McKell Street, Birchgrove regarding vehicle accessibility issues and sightline issues at the horizontal curve in McKell Street when vehicles park on both sides of the street.

Officer's Recommendation

THAT:

1. A 32.3m 'No Parking' restriction be installed along the northern side of McKell Street, Birchgrove, between No.29 and No.33 McKell Street; and
2. A 15.7m 'No Stopping' restriction be installed along the southern side of McKell Street, Birchgrove east of No.2 McKell Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 32.3m 'No Parking' restriction be installed along the northern side of McKell Street, Birchgrove, between No.29 and No.33 McKell Street; and
2. A 15.7m 'No Stopping' restriction be installed along the southern side of McKell Street, Birchgrove east of No.2 McKell Street.

For motion: Unanimous

**LTC1119 Item 23 Trafalgar Lane, Annandale - Proposed 'No Parking' Restriction
(Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

SUMMARY

Council has received concerns from residents of Nelson Street, Annandale regarding vehicles parking on the western side of Trafalgar Lane, Annandale and subsequently obstructing rear driveway access for properties No.154 – No.168 Nelson Street.

Officer's Recommendation

THAT the existing 'No Parking' restriction on the western side of Trafalgar Lane, Annandale, north of Booth Lane be extended by 46m to include the rear of boundaries of Nos.143-149 Trafalgar Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 'No Parking' restriction on the western side of Trafalgar Lane, Annandale, north of Booth Lane be extended by 46m to include the rear of boundaries of Nos.143-149 Trafalgar Street.

For motion: Unanimous

**LTC1119 Item 24 Trafalgar Street, Annandale - Motorbike Parking (Gulgadya -
Leichhardt Ward / Balmain Electorate / Leichhardt PAC)**

SUMMARY

Council has received concerns regarding blocked vehicular access and obstructed sightlines to the driveway of No.33-37 Trafalgar Street, Annandale. In order to prevent vehicles impeding driveway access and sightlines whilst making use of the short kerb space, it is proposed to convert the existing 2.2m unrestricted parking space into a 2.2m 'Motor Bike Only' parking between No.33-37 Trafalgar Street, Annandale and the garden bed to the south.

Officer's Recommendation

THAT the existing 2.2m unrestricted kerb space between the driveway of No.33-37 Trafalgar Street, Annandale and the garden bed to the south be signposted as a 2.2m 'Motor Bike Only' parking space.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 2.2m unrestricted kerb space between the driveway of No.33-37 Trafalgar Street, Annandale and the garden bed to the south be signposted as a 2.2m 'Motor Bike Only' parking space.

For motion: Unanimous

**LTC1119 Item 25 Outstanding Actions from July 2018 to date
(All Wards/All Electorates/ All PACs)**

SUMMARY

A review of Traffic Committee recommendations adopted by Council has been undertaken to provide a report on any outstanding actions for the Committee's consideration. The period of review was from July 2018 to date.

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted.

For motion: Unanimous

**LTC1119 Item 26 Kingstone Lane, Camperdown - Between Marmion Street and Salisbury Road - Temporary Full Road Closure for Street Party
(Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)**

SUMMARY

An application has been received from a resident for the temporary full road closure of Kingston Lane, Camperdown between Marmion Street and Salisbury Road for a period of five hours on Saturday, 14 December 2019 in order to hold a street party. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of Kingston Lane, Camperdown between Marmion Street and Salisbury Road on Saturday 14 December 2019 between 4.00pm and 9.00pm be APPROVED, in order to hold a street party, subject to the conditions of approval as set out in the Street Party Application Form and the following conditions:

- a) 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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- b) The applicant is to set out the road closure as per the attached typical Traffic Control

Plan (TCP);

- c) A 4-metre wide emergency vehicle access be maintained through the closed road areas during the course of the event; 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 Kingston Lane, Camperdown between Marmion Street and Salisbury Road on Saturday 14 December 2019 between 4.00pm and 9.00pm be APPROVED, in order to hold a street party, subject to the conditions of approval as set out in the Street Party Application Form and the following conditions:

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 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;

- 1. The applicant is to set out the road closure as per the attached typical Traffic Control Plan (TCP);**
- 2. A 4-metre wide emergency vehicle access be maintained through the closed road areas during the course of the event; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

General Business

LTC1119 Item 27 Proposed Permit Parking Restrictions - Railway Terrace, Lewisham

The Committee noted the report on the proposed '2P 8:30am - 6:00pm Monday to Friday Permit Holders Excepted Area M7 parking restrictions' in the section of Railway Terrace, Petersham between Hunter Street and West Street to provide additional parking opportunities for residents. Given that Railway Terrace is a classified State Road, the Committee recommended that the proposal be forwarded to RMS for investigation.

LTC1119 Item 28 Road closure and electricity shut down in Lord Street, Newtown

Residents of Lord Street raised concerns with the Member for Newtown regarding the shutdown of electricity and closure of the road on 19 October 2019 from 4am-6pm. The residents who made representations stated that they did not receive advanced notice of the works. Sydney Trains had advised the Member for Newtown that residents were notified in advance of the works. Council Officers are aware of the issue and are still undertaking investigations to determine who temporarily closed the road as there was no Council record of these works or approval given.

Item 1**LTC1119 Item 29 Stormwater drain gate on Railway Terrace, Lewisham**

The Inner West Bicycle Coalition representative asked for an update to the request to undertake maintenance works on the depressed stormwater drain gate on Railway Terrace near Old Canterbury Road raised at the Committee meeting on 5 August 2019. The RMS representative asked for the request be forwarded to her for investigation as the previous RMS representative has moved to a different position.

LTC1119 Item 30 Sydney Metro trucks on regional roads in Newtown

The representative for the Member for Newtown raised concerns with Sydney Metro trucks constantly using Enmore Road, King Street and Edgeware Road. Council Officers will request Sydney Metro provide information on the approved route and adherence in accordance with the Environmental Impact Statement.

Meeting closed at 10.50am.

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Item No: LTC1219 Item 1

Subject: MINOR TRAFFIC FACILITIES (ALL WARDS/ ALL ELECTORATES/ALL PACS)

Prepared By: Davide Torresan - Coordinator - Road Access Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning 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. The 6m 'Disabled Parking' zone in front of No.95 Frederick Street, St Peters, be removed;
2. The 6m 'Disabled Parking' zone in front of No. 220 Darling Street, Balmain, be removed;
3. The 6m 'Disabled Parking' zone in front of No. 15 Goodsir Street, Rozelle, be removed;
4. A 'Disabled Parking' zone be installed in Consett Street adjacent to No. 1-9 Terrace Road, Dulwich Hill, in the seventh angled parking bay from Terrace Road;
5. A 5.5m 'Disabled Parking' zone be installed in front of No. 6/1 Merchant Street, Stanmore;
6. A 5.5m 'Disabled Parking' zone be installed in front of No. 66 Gipps Street, Birchgrove;
7. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 9 Allen Street, Leichardt, for 12 weeks;
8. A 33m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 30-32 Murray Street, Marrickville, for 12 weeks;
9.
 - a) A 31m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 168 Norton Street, Leichhardt, for 12 weeks, temporarily replacing the existing bus stop; and
 - b) That the Applicant ensure that proper notification is given to residents regarding the temporary closure of the bus stop, with the consent of Transit Systems;
10. A 10m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 48 Susan Street, Annandale, for 12 weeks; and
11. A 15m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 69 Renwick Street, Leichhardt, 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.

The Disabled Parking Zones recommended for approval are installed under the following conditions:

1. The operation of the Disabled Parking Zone is valid for two (2) years from the date of installation.
2. The Disabled Parking Zone will be scheduled for review within two (2) years of the date of installation, then every twelve (12) months thereafter. The purpose of the reviews is to confirm that circumstances have not changed and as a result, the applicant may be requested to furnish a medical certificate and current Mobility Parking Scheme Permit to demonstrate the need for the continuation of the Mobility Parking Zone.
3. The Disabled Parking Zone is not exclusively reserved for the use of the applicant. It may also be used by any holder of a valid Mobility Parking Scheme Permit.
4. There is an obligation on the applicant to advise Council if circumstance change.

The following applications have also been received for 'Work Zones'. The applications have been reviewed according to Council's conditions of approval on the Work Zones application forms. It is also recommended that the following 'Works Zones' be approved.

FINANCIAL IMPLICATIONS

Nil

OTHER STAFF COMMENTS

1. Removal of 'Disabled Parking' restriction – Frederick Street, St Peters

A resident has advised that the 'Disabled Parking' zone in front of No. 95 Frederick Street, St Peters, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No. 95 Frederick Street, St Peters, be removed.

2. Removal of 'Disabled Parking' restriction – Darling Street, Balmain

A resident has advised that the 'Disabled Parking' zone in front of No. 220 Darling Street, Balmain, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No. 220 Darling Street, Balmain, be removed.

3. Removal of 'Disabled Parking' restriction – Goodsir Street, Rozelle

A resident has advised that the 'Disabled Parking' zone in front of No. 15 Goodsir Street, Rozelle, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No. 15 Goodsir Street, Rozelle, be removed.

4. Installation of 'Disabled Parking' restriction - Consett Street, Dulwich Hill

The resident of No. 1-9 Terrace Road, Dulwich Hill, has requested the installation of 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does have an off-street parking facility. All residents' parking facilities are located within the basement of the apartment complex. The only way for the applicant to access his carparking space is via set of stairs a considerable distance from the property. This situation is further exacerbated due to the applicant's age and health issues. There is no other suitable arrangement can be made by the Body Corporate as the carpark is situated within the basement. The applicant does not require the use of wheelchair.

It is recommended that a 'Disabled Parking' zone be installed in Consett Street adjacent to No. 1-9 Terrace Road, Dulwich Hill, in the 7th parking bay from Terrace Road.



No.1-9 Terrace Road, Dulwich Hill

5. Installation of 'Disabled Parking' restriction – Merchant Street, Stanmore

The resident of No. 6/1 Merchant Street, Stanmore, has requested the installation of 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed there is no off-street parking allocated to the applicant. Currently there are only four car spaces allocated to four units, the remaining units including the unit belonging to the applicant have no allocated car space. The applicant has provided to Council a strata plan and email from Body Corporate confirming the existing car park spaces arrangement. The applicant does not require the use of wheelchair.

It is recommended that a 5.5m 'Disabled Parking' zone be installed in front of No. 6/1 Merchant Street, Stanmore.



No.6/1 Merchant Street, Stanmore

6. Installation of 'Disabled Parking' Restriction – Gipps Street, Birchgrove

The resident of No. 66 Gipps Street, Birchgrove, 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 an off street parking facility. The applicant does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No. 66 Gipps Street, Birchgrove.



No.66 Gipps Street, Birchgrove

Technical Standards

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

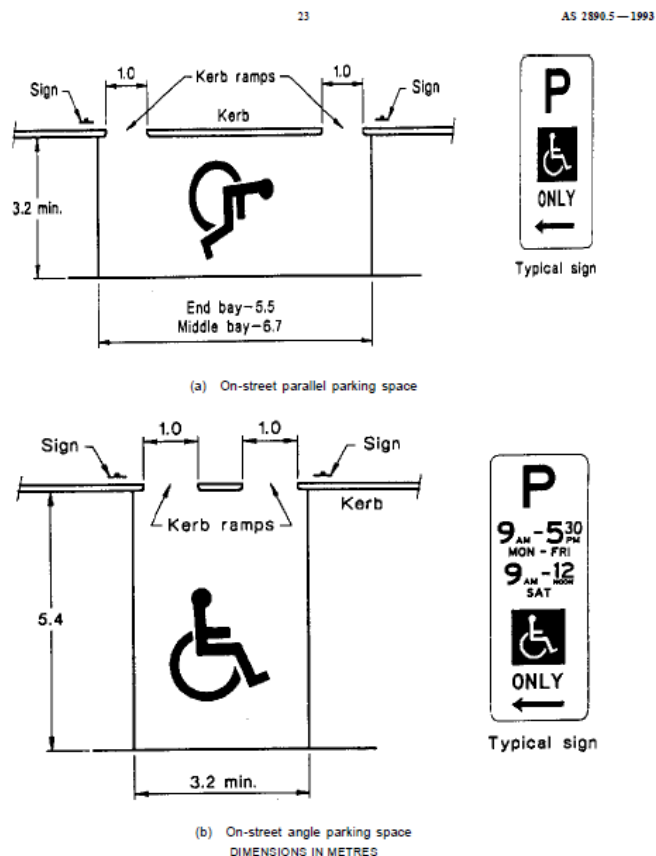
"Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –

- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
- ii. Kerb ramps as shown in Figure 4.2(a) are also provided".*

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

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

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



NOTES:

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

DIMENSIONS IN METRES

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

7. Installation of 'Works Zone' Restriction – Allen Street, Leichardt

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. 9 Allen Street, Leichardt for development works at the property.

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



No.9 Allen Street, Leichardt

8. Installation of 'Works Zone' Restriction – Murray Street, Marrickville

The applicant has requested the installation of a temporary 33m '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. 30-32 Murray Street, Marrickville, for development works at the property.

It is recommended that a 33m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 30-32 Murray Street, Marrickville, for 12 weeks.



Nos.30-32 Murray Street, Marrickville

9. Installation of 'Works Zone' Restriction – Norton Street, Leichhardt

The applicant has requested the installation of a temporary 31m '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. 168 Norton Street, Leichhardt, for development works at the property. Transit Systems have provided their concurrence for the temporary closure of the bus stop to accommodate the bus stop.

It is recommended that a 31m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 168 Norton Street, Leichhardt, for 12 weeks, temporarily replacing the existing bus stop. It is also recommended that the applicant liaise with Transit Systems to notify affected residents of the temporary closure of the bus stop.



No. 168 Norton Street, Leichhardt

10. Installation of 'Works Zone' Restriction – No. 48 Susan Street, Annandale

The applicant has requested the installation of a temporary 10m '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. 48 Susan Street, Annandale, for development works at the property.

It is recommended that a 10m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 48 Susan Street, Annandale, for 12 weeks.



No.48 Susan Street, Annandale

11. Installation of 'Works Zone' Restriction – No. 69 Renwick Street, Leichhardt

The applicant has requested the installation of a temporary 15m 'Works Zone 7.00am – 6.00pm Mon-Sat and 8.00am - 1.00pm Sat' (unless noted otherwise on the Development Consent) for 12 weeks at the front of No. 69 Renwick Street, Leichhardt, for development works at the property.

It is recommended that a 15m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed at the front of No. 69 Renwick Street, Leichhardt, for 12 weeks.



No.69 Renwick Street, Leichhardt

ATTACHMENTS

Nil.

Item No: LTC1219 Item 2

Subject: **TEAKLE STREET AT DRYNAN STREET, SUMMER HILL - PROPOSED UPGRADE OF AT-GRADE PEDESTRIAN CROSSING TO A RAISED CROSSING (DJARRAWUNANG-ASHFIELD WARD/ SUMMER HILL ELECTORATE/ BURWOOD PAC)**

Prepared By: Scipio Tam - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Design plans have been prepared for raising the at-grade pedestrian (zebra) crossing in Teakle Street, Summer Hill.

Consultation was undertaken with nearby owners and occupiers in Teakle Street and Drynan Street regarding the proposal. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the detailed design plans for the proposed upgrade of the at-grade pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing on Teakle Street, near Drynan Street (Design Plan No. 10081) be approved.

BACKGROUND

Re-surfacing and streetscape works had been proposed for Drynan Street and Teakle Street as part of Council's 2019/20 Local Road Capital Works Program. Prior to undertaking works, it was noted that the existing Teakle Street at-grade pedestrian (zebra) crossing experiences high pedestrian volumes due to use by the students and parents/guardians of the nearby St Patrick's Catholic Primary School. Therefore, it is proposed that the existing pedestrian (zebra) crossing be upgraded to a raised pedestrian (zebra) crossing in conjunction with the re-surfacing and streetscape works to allow for efficient project delivery, minimum disruption to residents and motorists and to increase crossing safety for pedestrians.

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

Street Name	Teakle Street
Section	Intersection with Drynan Street
Carriageway Width (m) kerb to kerb	12.2
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.
Classification	Local
Speed limit	50
85th Percentile Speed (km/h)	Not available
Vehicles Per Day (vpd)	Not available
Reported Crash History (July 2013 – June 2018)	No recorded crashes
Heavy Vehicle Volume (%)	Not available
Parking Arrangements	Unrestricted along both sides of the road.

FINANCIAL IMPLICATIONS

The project has been funded in the Council's 2019/2020 financial year budget of \$46,000 (ex. GST) for Local Roads Capital Works.

OTHER STAFF COMMENTS

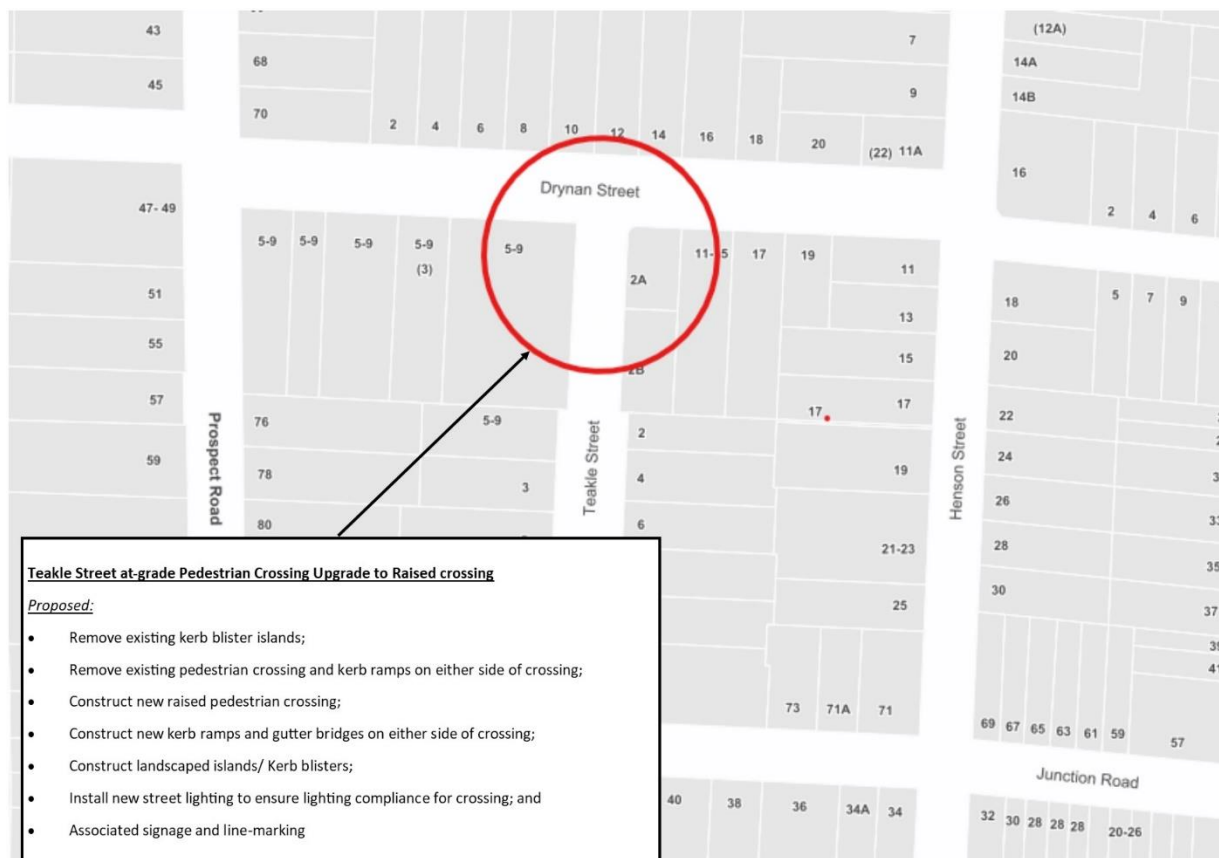


Figure 1 – locality map

Detailed design plan for the proposed pedestrian zebra crossing upgrade and associated signage and line marking at Teakle Street near Drynan Street (Design Plan Traffic 10081 – **Attachment 1**) is submitted for consideration.

The overall design plan for the entire Capital Works project for Drynan Street and Teakle Street has been attached (Design Plan Overall 10081 – **Attachment 2**) has been included for context and reference. The proposal will improve pedestrian and road safety at this location.

The proposed scope of works for the at-grade pedestrian (zebra) crossing upgrade include the following:

- Removing existing kerb blister islands;
- Removing existing pedestrian crossing and kerb ramps on either side of crossing;
- Constructing new raised pedestrian (zebra) crossing;
- Constructing new kerb ramps and gutter bridges on either side of crossing;
- Constructing landscaped islands/ Kerb blisters;
- Installing new street lighting to ensure compliance for crossing; and
- Associated signage and line-marking.

The proposal will result in no loss of legal parking spaces in Drynan Street and Teakle Street.

Along with raising the at-grade pedestrian (zebra) crossing, the Capital Works proposed in Drynan Street include:

- Re-setting sandstone kerb and concrete gutter to new levels as required;
- Resurfacing the entire length of Drynan Street;
- Repairing damaged sections of footpath in concrete;
- Repairing any damaged section of grass verge to adjust to new levels as required;
- Reconstructing driveways on both sides to adjust to new levels as required subject to detailed design;
- Providing at-grade timber edges and mulch for all in-road street trees;
- Adjusting drainage as required as result of the road works;
- Reconstructing kerb ramps at Prospect Road and Henson Street;
- Repainting existing line markings; and
- Replacing any faded signage.

PUBLIC CONSULTATION

Consultation was conducted between 1 November and 20 November 2019. A letter as well as copies of the design plans were sent to the residents in Teakle Street and Drynan Street, Summer Hill as indicated in the consultation map below. One response was received in support of the proposal.

Resident's Comment	Officer's Comment
Resident is overall in support of project. Resident does not see the landscaping and kerb and gutter works as necessary to completed immediately (not as high priority). Resident is also concerned with replacing the current sandstone kerb with concrete kerb.	Support is noted. Please note kerb and gutter works are required to reset levels to accommodate asphalt re-sheeting and landscaping works are completed in conjunction to ensure efficient project delivery and minimize disruption to the residents and road users. The existing sandstone kerb will be reused as part of the project.



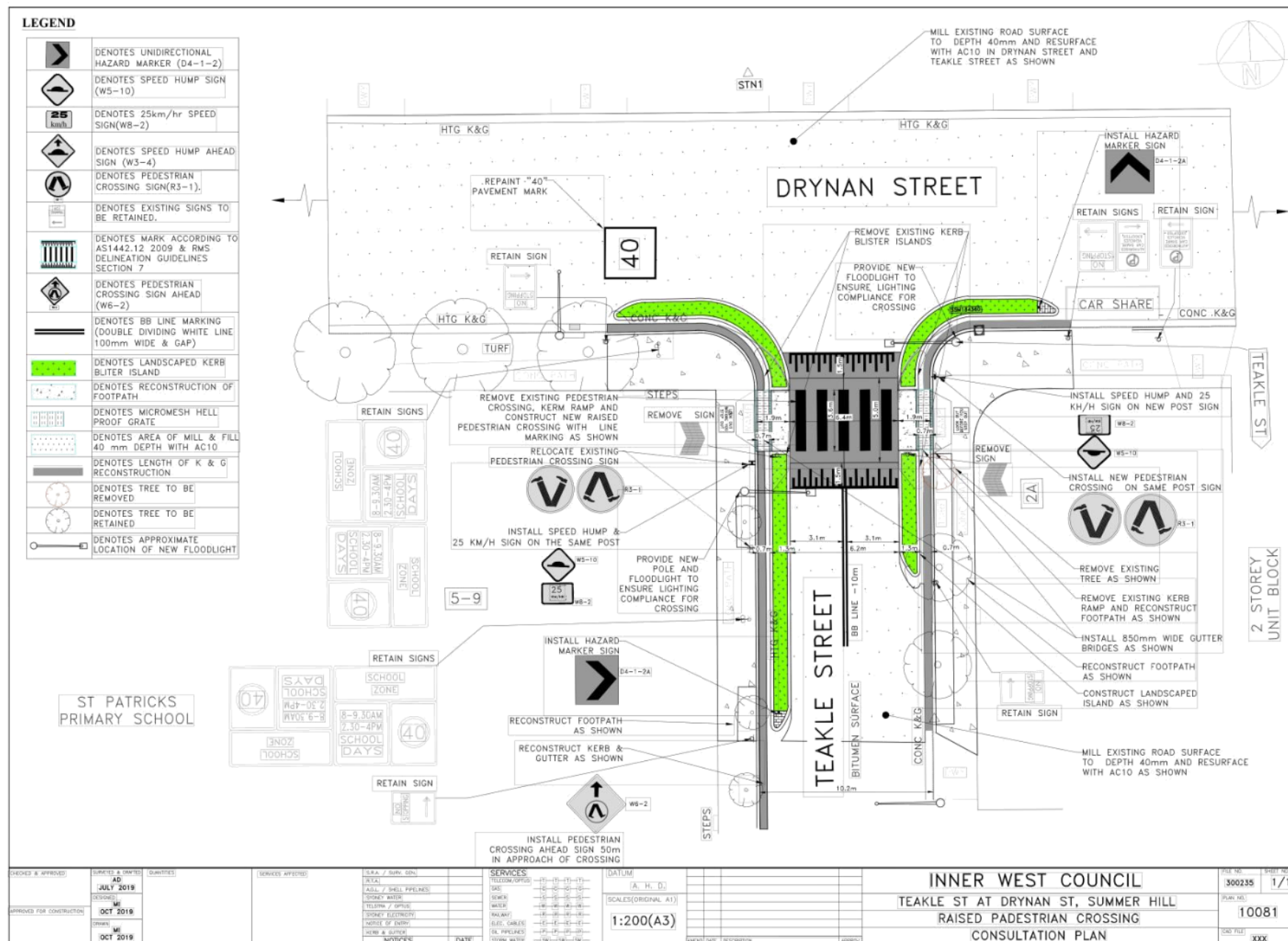
Figure 2 – map of consulted properties

CONCLUSION

It is recommended that the detailed design plan of the proposed raised pedestrian (zebra) crossing on Teakle Street, near Drynan Street and all associated signage and line marking be approved to improve pedestrian and road safety at this location.

ATTACHMENTS

1. [Design Plan Traffic 10081](#)
2. [Design Plan Overall 10081](#)



[illegible]

Item No: LTC1219 Item 3

Subject: **ST DAVIDS ROAD/KINGSTON STREET AND RAMSAY STREET, HABERFIELD - PROPOSED SPEED CUSHIONS (GULGADYA-LEICHHARDT WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)**

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A detailed design plan has been finalised for the proposed intersection treatment at St Davids Road/Kingston Street and Ramsay Street, Haberfield.

As part of the Traffic Capital Works Program, Council has prepared a design plan indicating speed cushions and a kerb blister for the roundabout at Ramsay Street and St Davids Road/Kingston Street, Haberfield. The intention of the proposal is to slow traffic and improve road safety for pedestrians and motorists at the intersection.

Consultation was undertaken with owners and occupiers of properties in Ramsay Street, St Davids Road and Kingston Street regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the detailed design plan (Design Plan No.10107) for the installation of speed cushions, a kerb blister, and associated signs and line markings for the roundabout at Ramsay Street and St Davids Road/Kingston Street, Haberfield be approved.

BACKGROUND

Residents have raised concerns regarding speeding at the roundabout and a review of 5 years (2014 to June 2018) of reported RMS crash data revealed that there have been four (4) collisions at this location. Council has subsequently received funding through the 2019/20 Australian Government's Black Spot Program for traffic improvement works.

At the October 2019 Traffic Committee meeting, a proposal for the installation of speed cushions, a kerb blister, and associated signs and line markings for the roundabout at Ramsay Street and St Davids Road/Kingston Street was deferred due to concerns raised by RMS and Transit Systems representatives.

Whilst acknowledging that the proposed treatment will be funded by the Black Spot program, the RMS representative asked that the 85th percentile speed data be included in reports of this type as it will demonstrate the need for the treatment.

The Transit Systems representative raised concerns with how the proposed footpath widening and kerb blisters will affect bus diversion routes. The representative stated that swept path analysis needs to be undertaken to check that buses have enough space to turn right into Kingston Street from Ramsay Street and return trip left turn from Kingston Street into Ramsay Street.

The Committee recommended that the matter be deferred pending further investigation.

Site location & Road Network

Street Name(s)	Ramsay Street, St Davids Road and Kingston Street, Haberfield
Section	Intersection
Traffic Volume	Not available
Recorded Accident History (5 year)	4
Recorded 85% speed	Not available
Speed Limit	50km/h
Carriageway width	Ramsay Street – 12.8m St Davids Road – 12.8m Kingston Street - 12.3m
Carriageway Type	Ramsay Street – Two way with kerb side parking on both sides of the street St Davids Road - Two way with kerb side parking on both sides of the street Kingston Street - Two way with kerb side parking on both sides of the street

Item 3

FINANCIAL IMPLICATIONS

Council has received funding of \$35,300 through the 2019/20 Australian Government's Black Spot Program to construct the proposed works this financial year, subject to final funding allocation.

OTHER STAFF COMMENTS

In response to RMS concerns, the accident history has been analysed. The four (4) recorded accidents (5 year) at this location were as follows:

- Rear end collision (vehicle on vehicle)
- Cross traffic collision (vehicle on vehicle)
- Other adjacent collision (vehicle on vehicle)
- Far side (vehicle on pedestrian collision)

Although 85th percentile speeds aren't available, it is unlikely that approach speed to the roundabout would be above 50km/h noting the horizontal deflection provided by the roundabout. It is therefore expected that the proposed speed cushions would provide additional safety improvements at this location noting further deflection is not possible.

In response to Transit Systems concerns that buses previously turned right from Ramsay Street into Kingston Street and left from Kingston Street into Ramsay Street for the Haberfield Festa (as a diversion route due to closure of Ramsay Street). Swept path analysis was undertaken and it was noted that buses are unable to complete these manoeuvres in the existing layout. Therefore, State Transit Authority (STA) previously used traffic controllers at this roundabout to allow buses to complete this turn during the Festa.

It is understood that the Haberfield Festa has not operated for the last few years. Should another event occur in the future, similar arrangements would be put in place.

Transit Systems has been notified of this advice and has no further objection to the works.

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

- Installation of four asphalt speed cushions on all approaches to the roundabout;

- Construction of a landscaped kerb blister on Ramsay Street (on the eastern approach to the intersection);
- Installation of associated signs and line-marking.

This proposal will not result in the loss of any on-street parking spaces.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to the affected properties (41 properties) in Ramsay Street, St Davids Road and Kingston Street, Haberfield, requesting residents' views regarding the proposal (as indicated on the following plan).

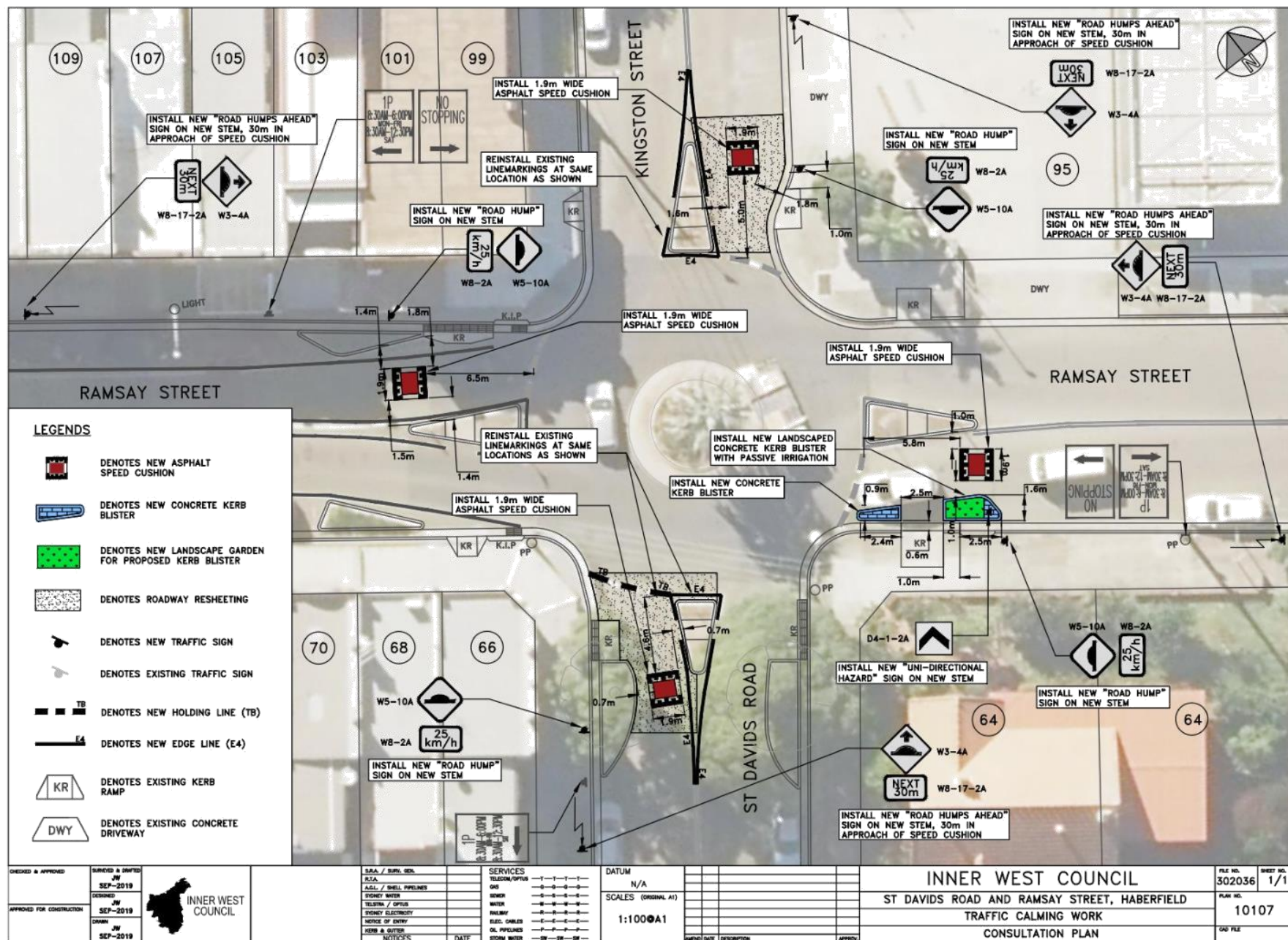


CONCLUSION

It is recommended that the detailed design plan (Design Plan No.10107) for the speed cushions, a kerb blister, and associated signs and line markings at the roundabout be approved.

ATTACHMENTS

1. [Detailed Design Traffic Calming Measures - St Davids Road, Kingston Street and Ramsay Street, Haberfield](#)



Item No: LTC1219 Item 4

Subject: **FOX LANE, ASHFIELD - PROPOSED 10KM/H SHARED ZONE
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL
ELECTORATE/BURWOOD PAC)**

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

As part of the Ashfield Town Centre Renewal – Public Domain Strategy, Council plans to improve Fox Lane, Ashfield by proposing to introduce a 10km/h 'Shared Zone' in the lane from Liverpool Road to The Esplanade.

RECOMMENDATION

THAT:

- a) the treatments associated with the proposed '10km/h Shared Zone' in Fox Lane between Liverpool Road and The Esplanade (as shown under the signs and line marking plans 2458-FL-SL-001&002-Revision D) be approved; and
- b) the proposal be submitted to RMS for approval of the 10km/h 'Shared Zone' and regulatory signage.

BACKGROUND

Council is planning improvements to Fox Lane, Ashfield, and the proposed works were informed by feedback received during an extensive community engagement carried out in 2014 to develop the Ashfield Town Centre Renewal - Public Domain Strategy.

As part of the upgrade, Council is proposing to introduce a '10km/h Shared Zone' in Fox Lane from Liverpool Road to The Esplanade. There will be no parking loss associated with the upgrade; however, existing time restricted 'No Parking' zones will be replaced with time restricted 'Loading Zones' and parking bays will be marked.

The proposed implementation of the '10km/h Shared Zone' in Fox Lane is subject to approval by the Roads and Maritime Services (RMS).

Street Name(s)	Fox Lane, Ashfield.
Section	Between Liverpool Road and The Esplanade.
Traffic Volume (vehicles per day)-vpd	550
Recorded Accident History (5 year)	Nil
Recorded 85% speed	25 km/h
Speed Limit	50km/h
Carriageway width	Approx. 5.1-5.4m (6.5m at indented parking bay areas)
Carriageway Type	One-way northbound with parking to the west side near Liverpool Road and indented areas
Road Classification (State, Regional, Local)	Local
Heavy vehicle percentage	3%



Figure 1. Fox Lane at intersection of The Esplanade and Brown Street.



Figure 2. Fox Lane looking down to the Esplanade and Brown Street.



Figure 3. Fox Lane at mid-block area.



Figure 3. Fox Lane looking towards Liverpool Road.

Figures 1-4 - Existing conditions along Fox Lane between Liverpool Road and Brown Street

FINANCIAL IMPLICATIONS

The cost of the work will be provided from the Ashfield Town Centre Renewal program.

OTHER STAFF COMMENTS

The proposed improvements will create a more pleasant and safer environment for pedestrians. The proposed upgrades are shown in **Attachment 1** and include:

- Replace the existing asphalt pavement with pavers and raising the road level to highlight pedestrian priority;
- Install landscaped islands with passive irrigation to slow vehicle movements and provide greening in the area.
- Install bollards to enhance safety around the potential dining areas
- Provide relevant signage and linemarking
- Install new Multi-function poles and improve lighting in the area
- Install public art suspended over the lane (a feature overhead wire catenary where different artwork could be placed at different times)
- Provisions for temporary bin pick up zone to improve waste collection arrangements in the lane.
- Provide 'Loading Zone' facility within the shared zone.

It should be noted that the former Ashfield Council at its meeting held in April 2016 further resolved under the Ashfield Town Centre Renewal - Public Domain Strategy, as initially adopted by Council in December 2014:

"That the two-way access at the intersection of Brown Street and Fox's Lane/the Esplanade be modified to allow entry access to the development of 11-13 Hercules Street from Brown Street. Fox's Lane will remain one-way north from Liverpool Road to the Esplanade"

A checklist satisfying RMS criteria for a shared zone will be tabled at the meeting.

PUBLIC CONSULTATION

The Fox Lane, Ashfield draft detailed plan was placed on public exhibition from 28 October to 17 November 2019. Following public exhibition, issues raised in submissions were considered, and where feasible have informed modifications to the proposal.

Comments provided in submissions from community members and other stakeholders, are outlined in this report, along with a Council officer response.

During the public exhibition period:

- Approximately 140 letters were sent to residents, businesses and property owners along the lane
- Public exhibition of the draft detailed plan was advertised to the wider community on Council's website and via Council's social media
- 11 community submissions were received by Council



All submissions by community members received during the public exhibition period indicated support for the draft detailed plan. One comment was received late; however, this has been included in the community feedback. The comments most frequently raised in submissions by community members were in relation to:

- Greening in the area
- Provision of public artwork
- Lighting improvement
- Improvement in the garbage arrangements in the lane
- Drainage
- Parking
- Improvement to the amenities in the lane
- Pedestrian Use.

Comments raised in public exhibition submissions, and a Council officer response, have been tabled in the following pages to accompany the detailed design plan.

COMMUNITY FEEDBACK RECEIVED DURING PUBLIC EXHIBITION		
Topic	Community comments	Council officer response
Greening in the area	There is a lot of concrete/ hard surfaces in this area. Please consider planting squares within the proposed brick/ concrete pavers (with a metal tree protection guard). Plants should be native and design supportive of large trees. Many of the non-native plants recently planted in the new gardens on Brown St have died. Could the design please incorporate in-path/ road large tree plantings similar to those on The Esplanade?	Council is proposing to provide areas of greening wherever feasible. The available area is limited by the narrowness of the lane, required access for garbage service and emergency vehicles and the conditions within the lane – large shaded areas with no sun access. Also, a large portion of the area is not Council land, therefore maintenance of the plants/trees installed within private property would be vested with the land owner.
	Think it's a good idea but could we please "green-up" the design? This will help with the aesthetics of the area.	
	Incorporating more green greenery	

Item 4

	would be awesome	<p>There is also a limitation due to the underground basement of the private residential building, where no permeable area is to be provided above.</p> <p>It is considered that provision of trees is not feasible within the available landscaped area.</p>
	The amount of planting is minimal and also a missed opportunity.	
Provision of public artwork	Is there potential to have an artist involved in the early stages of this design? The large amount of concrete paving is a missed opportunity to create a really impressive and embedded public artwork	<p>Council will be engaging an experienced artist to design artwork in the lane.</p> <p>Overhead catenary wires will be facilitating the available space for the artwork, with an opportunity to rotate it at different times and different occasions.</p> <p>Significant murals have already been placed on a wall in Fox lane and a nearby street at a location visible from Fox Lane.</p> <p>The upgrade proposal also includes installation of multifunctional poles, where artwork or creative lighting could be installed in the future.</p>
	I also would like the street art touched up and graffiti removed.	
	Would love to see artworks presented on the wires, it will add more character to the area.	
	I like the overhead catenary concept and hope the art will be rotated throughout the year, e.g. to feature local artists or to celebrate cultural events.	
	Looks good but would like more creative lighting please.	
	I love the idea of public art installations	
	Ashfield needs some more vibrant areas that are pleasant to walk through and that enhance community engagement and create a safe environment.	
Lighting improvement	More lighting will be needed to improve safety and perceptions of safety for pedestrians late at night, and to ensure more passive surveillance of the lane to mitigate graffiti/damage.	<p>Council is proposing an upgrade of the lighting in Fox Lane to meet current standards.</p> <p>The upgrade will also include installation of multifunctional poles with energy efficient lights.</p>
	Looks good but would like more creative lighting please	
Improvement in the garbage arrangements in the lane	Please consider installation of street bins as rubbish in the area is a problem	<p>Council will be improving the waste arrangement in the lane by providing a dedicated temporary area for waste bins collections. It is expected that this will significantly improve waste conditions in the lane.</p> <p>Once the upgrade is completed the area will be monitored and installation of waste bins will be considered should it be required.</p>
	Bins (with lids to prevent rubbish being blown out) may help with rubbish	
	What Ashfield town centre has become in the last 30 years is a disgrace. Its dirty, unpleasant and an unattractive place to be in. The upgrade to Fox Lane is something that is definitely needed	
Drainage	Ensure suitable drainage to prevent excessive run-off during heavy rain	<p>Stormwater systems are being amended ensuring the system capacities are not reduced by the new proposal.</p>

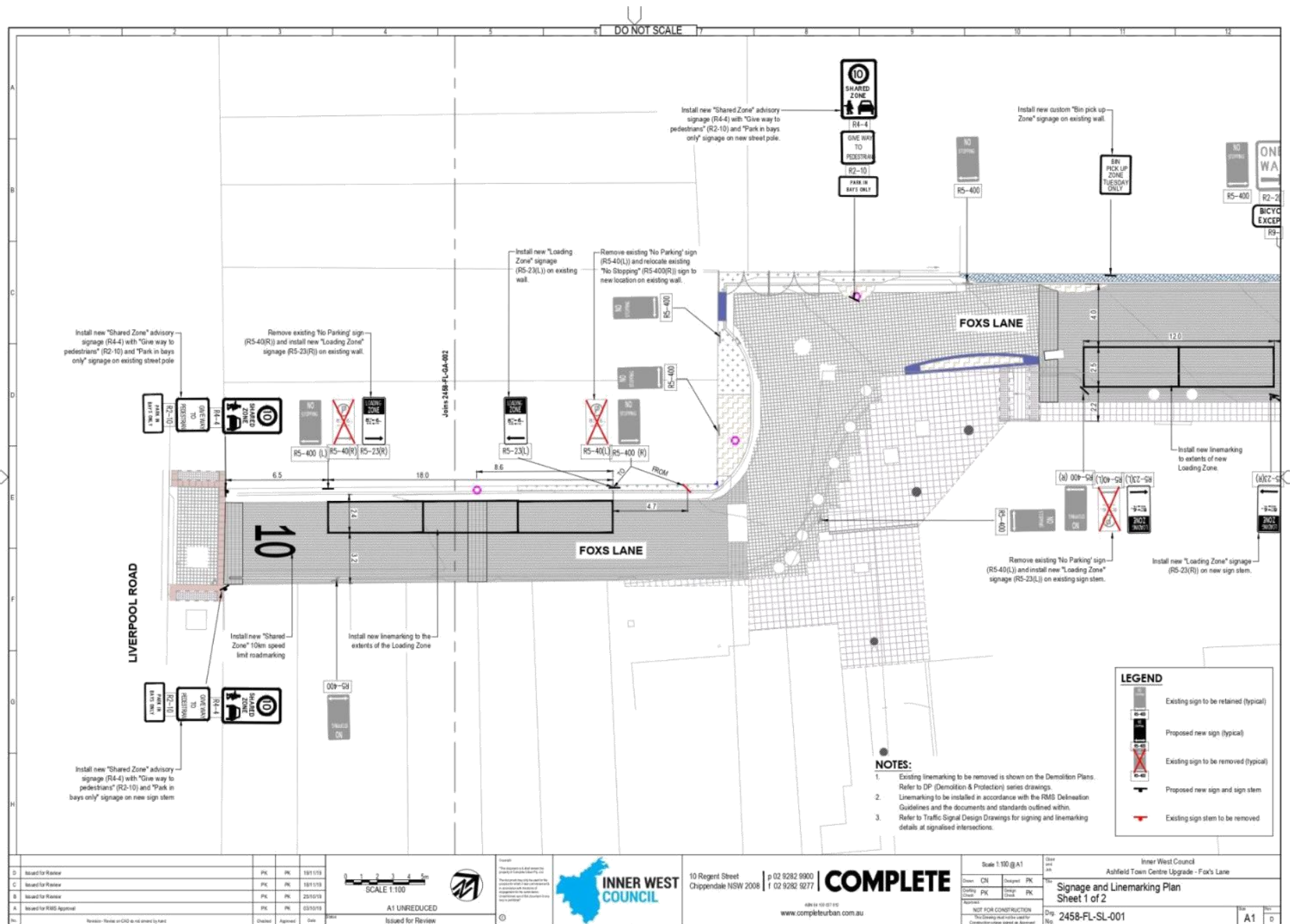
Parking	The time limit for the loading zones should be no longer than 15 minutes to ensure vehicle turnover and to keep the space as open as possible.	The road rule for Loading Zones states that vehicles may stop for up to 30 minutes if they are being loaded or unloaded. A station wagon or a three-wheeled goods vehicle may stop for up to 15 minutes.
Improvement to the amenities in the lane	Needs a public toilet somewhere close	A Public toilet is being built near the Ashfield train station.
Pedestrian use	Not used enough to warrant spending on upgrades when other areas are needing funds	The proposed improvements will create a more pleasant and safer environment for pedestrians. It would enhance pedestrian activity within the lane and link pedestrian destination to/from Liverpool Road, Brown Street and Hercules Street.

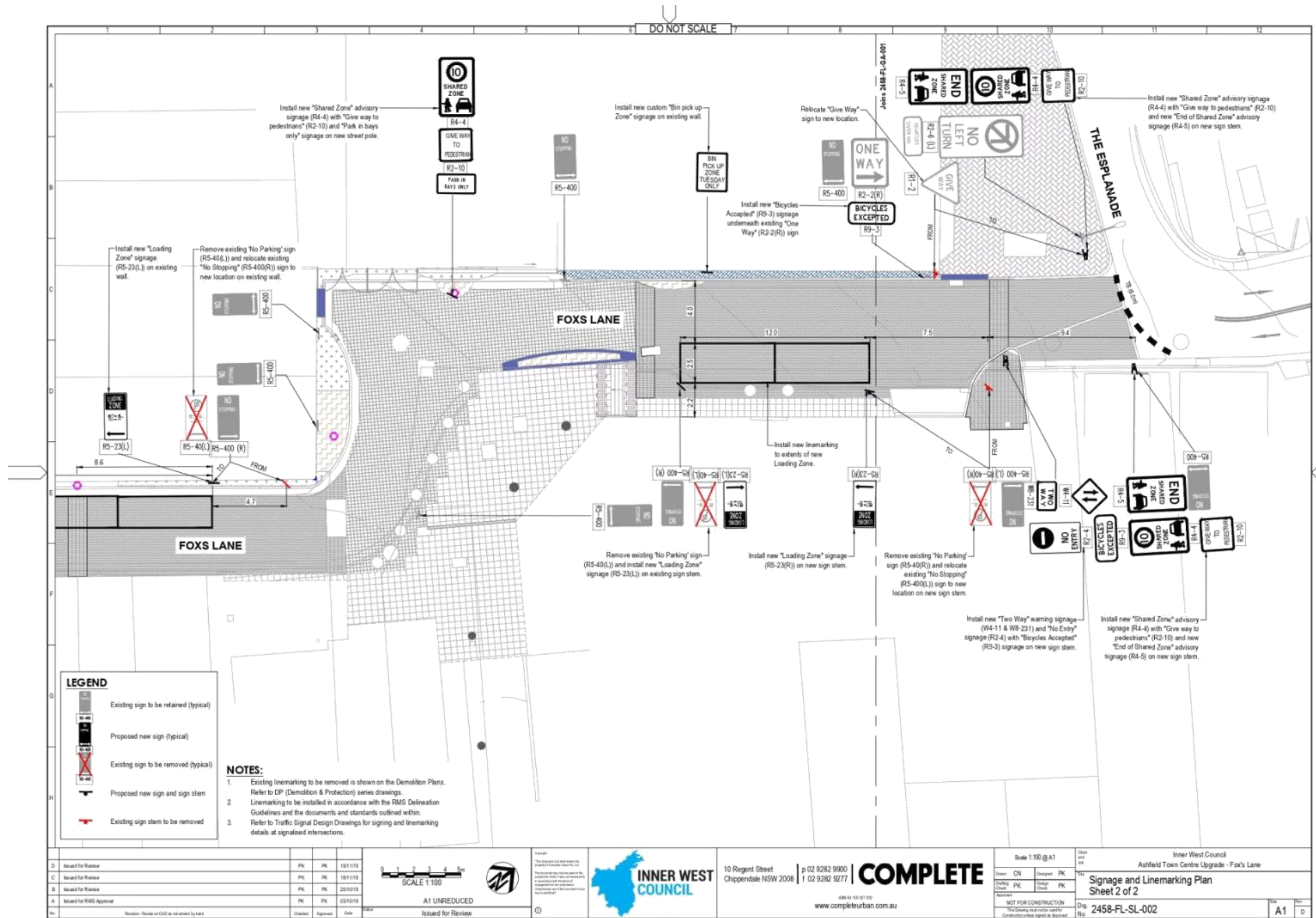
CONCLUSION

It is recommended that the proposed treatments associated with the '10km/h Shared Zone' be approved and that the proposed '10km/h Shared Zone' in Fox Lane be supported in-principle and submitted to the RMS for their approval.

ATTACHMENTS

1. [Fox Lane - Shared Zone design plan](#)





Item No: LTC1219 Item 5

Subject: **WESTCONNEX M5 – ST PETERS INTERCHANGE ACTIVE TRANSPORT WORKS – PART 1 (MARRICKVILLE-MIDJUBURI WARD / HEFFRON ELECTORATE / INNER WEST PAC)**

Prepared By: Stephen Joannidis - Urban Amenity Improvement - Delivery Manager

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The St Peters Interchange project results from a request by the RMS and WestConnex for Council to deliver two (2) active transport projects around the M5 WestConnex Interchange at St Peters. The provision of such walking and cycling facilities within 1km of the St Peters Interchange is a condition of consent for the WestConnex M5 project.

The options presented as part of this project are:

- Burrows Avenue – two (2) options as follows:
 - Option A – One-way westbound separated cycleway on the southern side of Burrows Avenue with an on road mixed traffic facility for cyclists eastbound, on the northern side;
 - Option B – Two way separated cycleway on the southern side of Burrows Avenue.
- George Street, Henry Street, Grove Street, Bakers Lane and Mary Street – proposal as follows:
 - Widened shared path along Mary Street and upgrades to the existing on road cycle route along the other streets.

Following development of the concept designs and a community engagement process, Council is seeking the approval of the Local Traffic Committee to progress with the detailed design and implementation of the measures outlined herein.

RECOMMENDATION

THAT:

1. the Committee approve the progression of the project to the detailed design and implementation stage as outlined herein, being Option A for Burrows Avenue, (one-way westbound separated cycleway on the southern side and mixed traffic facility eastbound on the northern side) and the options as proposed for the remainder of the route; and
2. The detailed design be brought back to the Committee for its consideration and support.

BACKGROUND

The St Peters Interchange project results from a request by the RMS and WestConnex for Council to deliver two (2) active transport projects around the M5 WestConnex Interchange at St Peters. The provision of such walking and cycling facilities within 1km of the St Peters Interchange is a condition of consent for the WestConnex M5 project.

The locations included as part of this project are:

- Shared paths and improved pedestrian crossings in Mary Street and the Princes Highway opposite the St Peters Interchange; and
- A separated cycleway on Burrows Avenue near Sydenham Station, as well as traffic calming on Henry Street, Sydenham and improved crossings at Unwin's Bridge Road linking with the existing L8 and L13 bike routes from the Marrickville Bicycle Strategy.

The initial aims of the project were to identify pedestrian and cycle facilities that were to be provided by WestConnex as part of the State Significant Infrastructure for M5 interchange works. The review identified, but was not be limited to:

- current and future land use and associated pedestrian and cycle demand and needs;
- pedestrian and cycle impacts associated with the project;
- regional and local pedestrian and cycling strategies;
- pedestrian and cycle safety, accessibility and connectivity, including to the public realm;
- intersection and signal phasing opportunities to reduce waiting and crossing times for pedestrians and cyclists;
- provision of upgraded cycle and pedestrian facilities within 1,000 metres of the boundary of the St Peters Interchange, apart from the areas addressed in the development consent; and
- concept designs for pedestrian and cycleway infrastructure and implementation timeframes.

The concept designs that were prepared are consistent with the approved Pedestrian and Cycleway Network Review and included:

- pedestrian and cycle engineering and safety standards;
- a safety audit of existing and proposed pedestrian and cycle facilities to address the above standards;
- details of selected routes and connections to existing local and regional routes;
- timing and staging of all works;
- infrastructure details, including lighting, safety, security, and standards compliance;
- signage and wayfinding measures; and
- details of associated landscaping works.

Council engaged a design consultant in June 2019 to develop the concept designs and to progress the projects through the detailed design stages.

FINANCIAL IMPLICATIONS

The project is fully funded by the RMS and WestConnex and aims to increase safety for bike riders, pedestrians and motorists.

OFFICER COMMENTS

The proposed design considers a single option for the majority of the route and two (2) options for the section of Burrows Avenue adjacent to Sydenham Station.

The designs presented are as follows:

- Burrows Avenue – two (2) options:
 - Option A – One way westbound separated cycleway on the southern side of Burrows Avenue with an on road mixed traffic facility for cyclists eastbound;
 - Option B – Two way separated cycleway on the southern side of Burrows Avenue.
- George Street, Henry Street, Grove Street, Bakers Lane and Mary Street – proposal as follows:
 - Widened shared path along Mary Street and upgrades to the existing on road cycle route along the other streets.

The two options developed for Burrows Avenue were done so in response to previous feedback related to the existing five (5) car parking spaces on the southern side of the road

west of George Street. Under the proposed options, the parking is retained under Option A and lost under Option B.

It is noted that both Burrows Avenue options reduce the number of traffic lanes on approach to the signalised intersection with Gleeson Avenue, and as such will require traffic modelling and RMS approval which will be undertaken as part of the detailed design process.

It is also noted that Transport for New South Wales (TfNSW) is currently upgrading Sydenham Station to cater for the Sydney Metro. This includes a new entrance and forecourt on Burrows Avenue immediately east of George Street. Council and the designers have been in consultation with TfNSW and their designers to ensure coordination between the two projects.

Away from Burrows Avenue, the majority of the cycle route is on road mixed traffic and along quieter residential road and lanes. Parking is largely unaffected by the proposals on these sections, although one (1) car parking space is proposed for removal in George Street adjacent to Sydenham Green to improve access to the park and in Mary Street, opposite Bakers Lane.

At the signalised intersection of George Street and Unwins Bridge Road, it is proposed to construct gaps in the Unwins Bridge Road median to facilitate straight through cycle movements along George Street.

Path widening is proposed along Mary Street and the Princes Highway to accommodate a shared path, and the signalised crossing of the Prince Highway to Canal Road is proposed to be upgraded to allow for shared use with cycle lanterns added.

PUBLIC CONSULTATION

The proposed design was presented to the community as part of a community engagement process between Monday 21 October 2019 and Sunday 17 November 2019.

The engagement process requested comments on the two (2) options developed for Burrows Avenue adjacent to Sydenham Station, and comment on the proposed option between the Princes Highway and George Street.

Twenty two (22) responses were received for this project. The majority (15) of the respondents were residents along the route.

Of the 22 respondents, 9 supported the provision of cycle facilities generally, 8 did not, 3 were unsure and 2 were neutral.

In relation to the options for Burrows Avenue, 6 respondents preferred Option A to 4 respondents preferring Option B. Three (3) respondents specifically disliked Option A, whilst 9 respondents specifically disliked Option B, most citing the loss of car parking as the critical issue. Other respondents were either neutral or did not specifically comment on the options as presented.

It is therefore concluded that Option A is favoured by the community for Burrows Avenue.

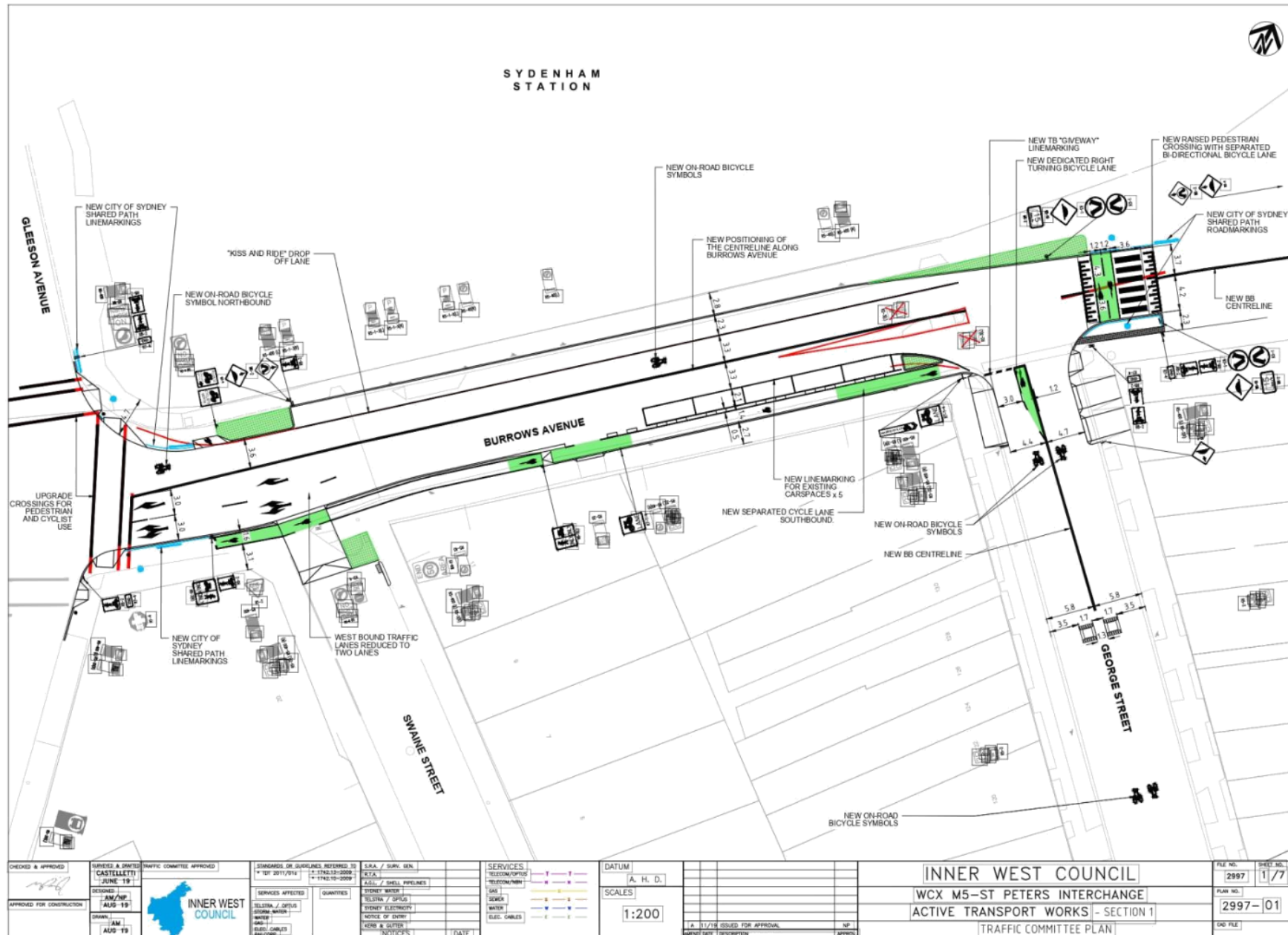
There were other comments along the remainder of the route, with no specific issue being raised by more than one or two of respondents. It is therefore considered that the remainder of the route is generally supported by the community.

CONCLUSION

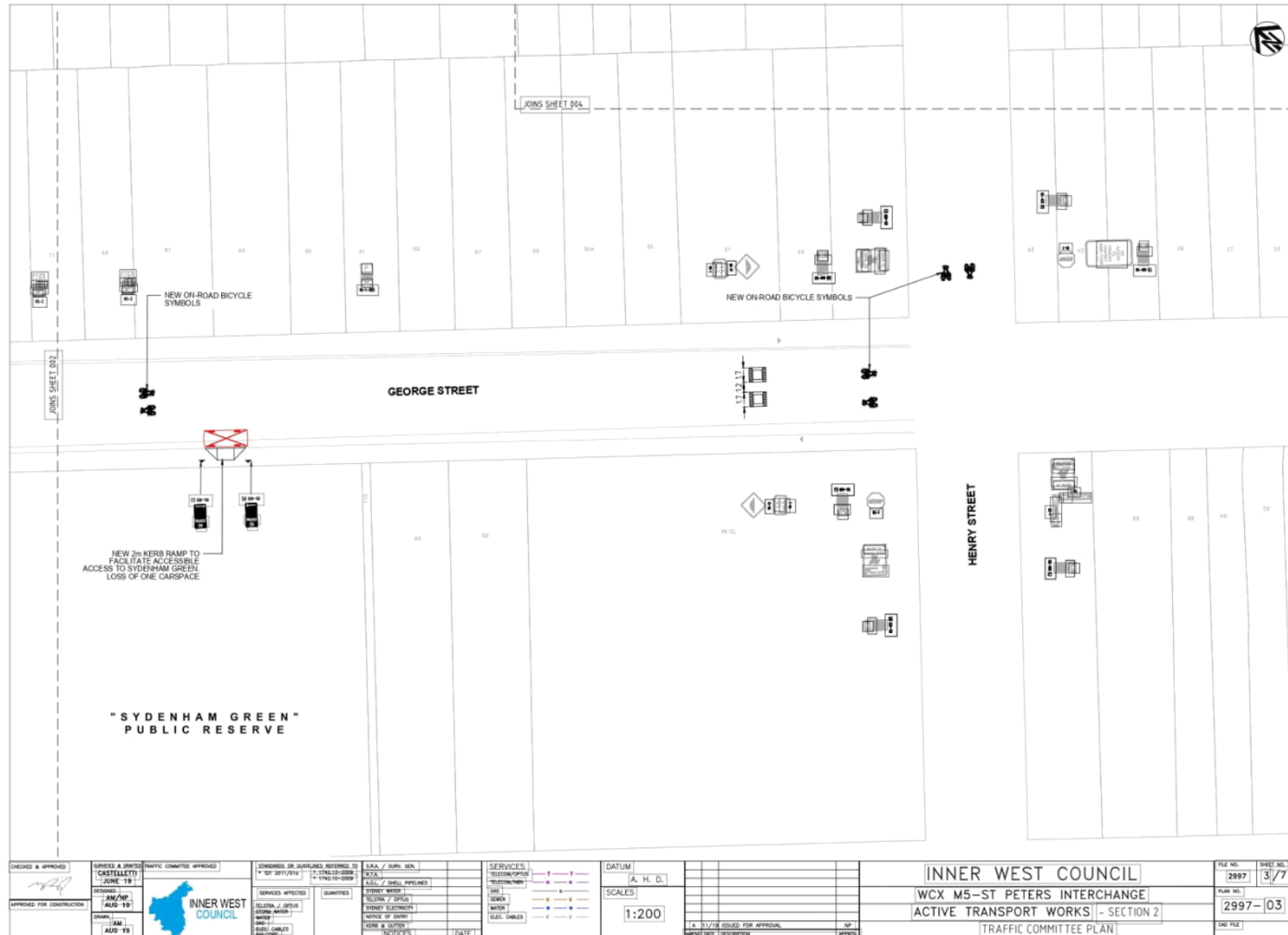
It is recommended that committee support the progression of the project to the detailed design and implementation stage as outlined herein, being Option A for Burrows Avenue and the options as proposed for the remainder of the route.

ATTACHMENTS

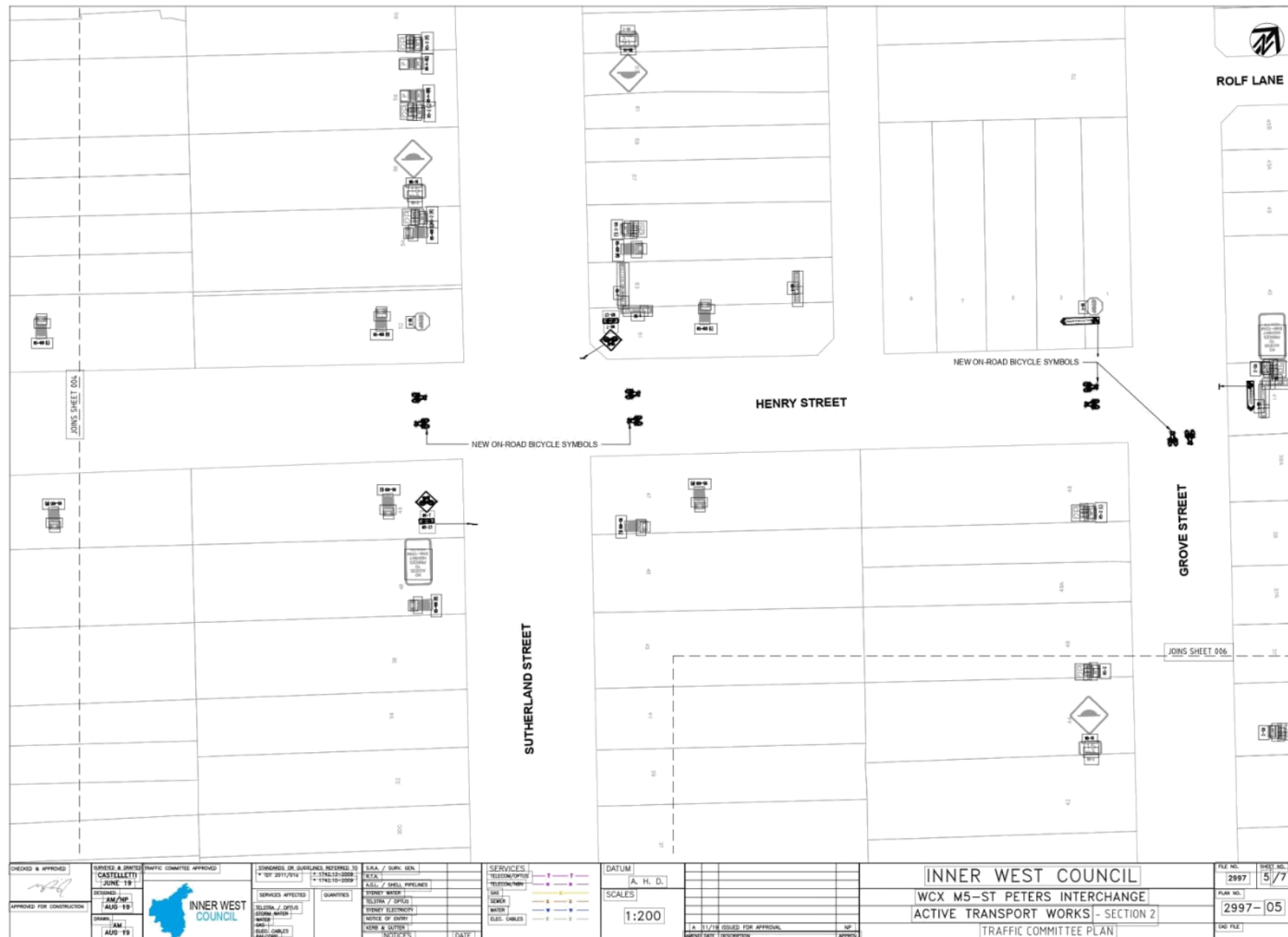
1. [↓](#) 2997 - TC Plan

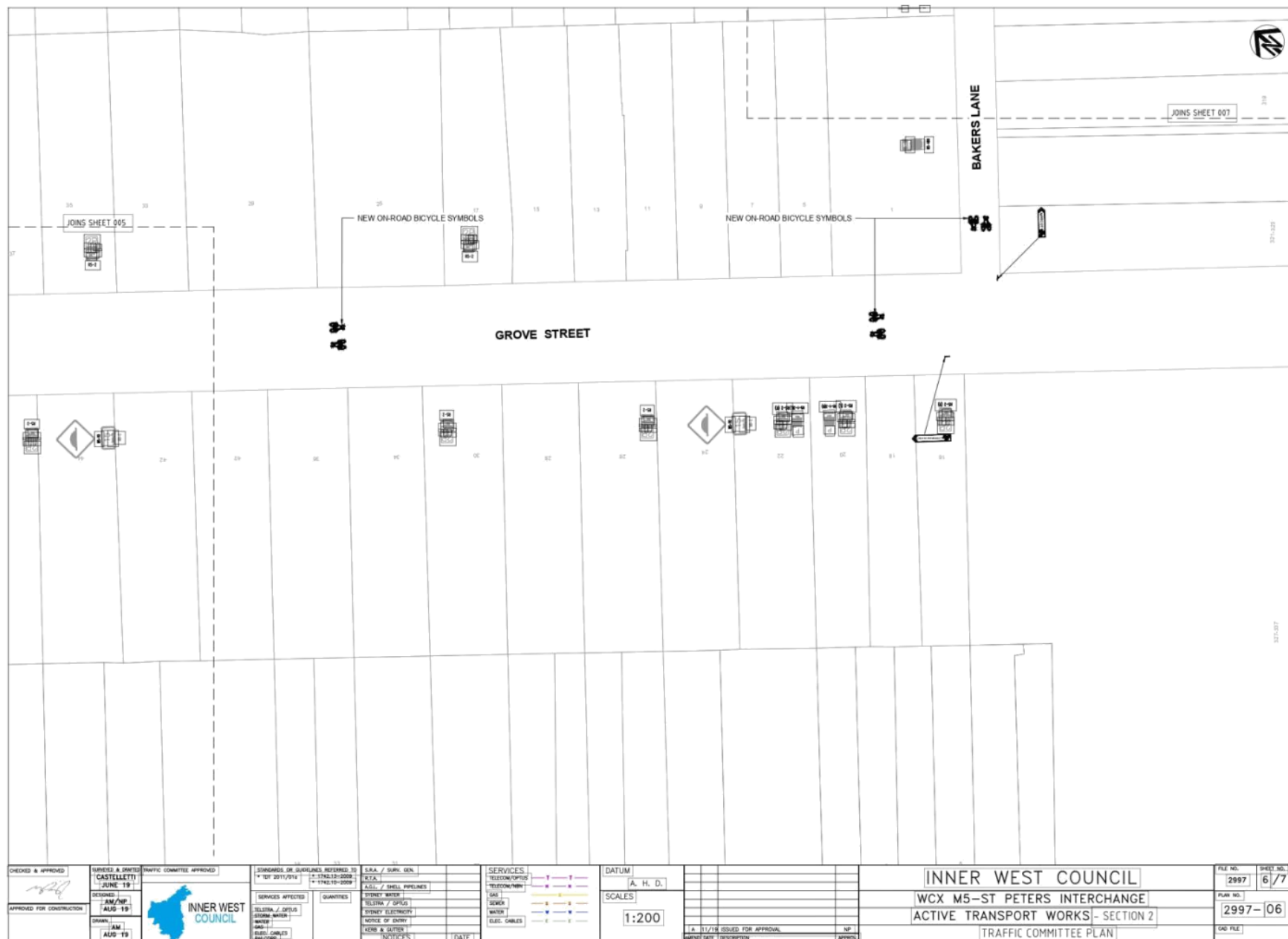


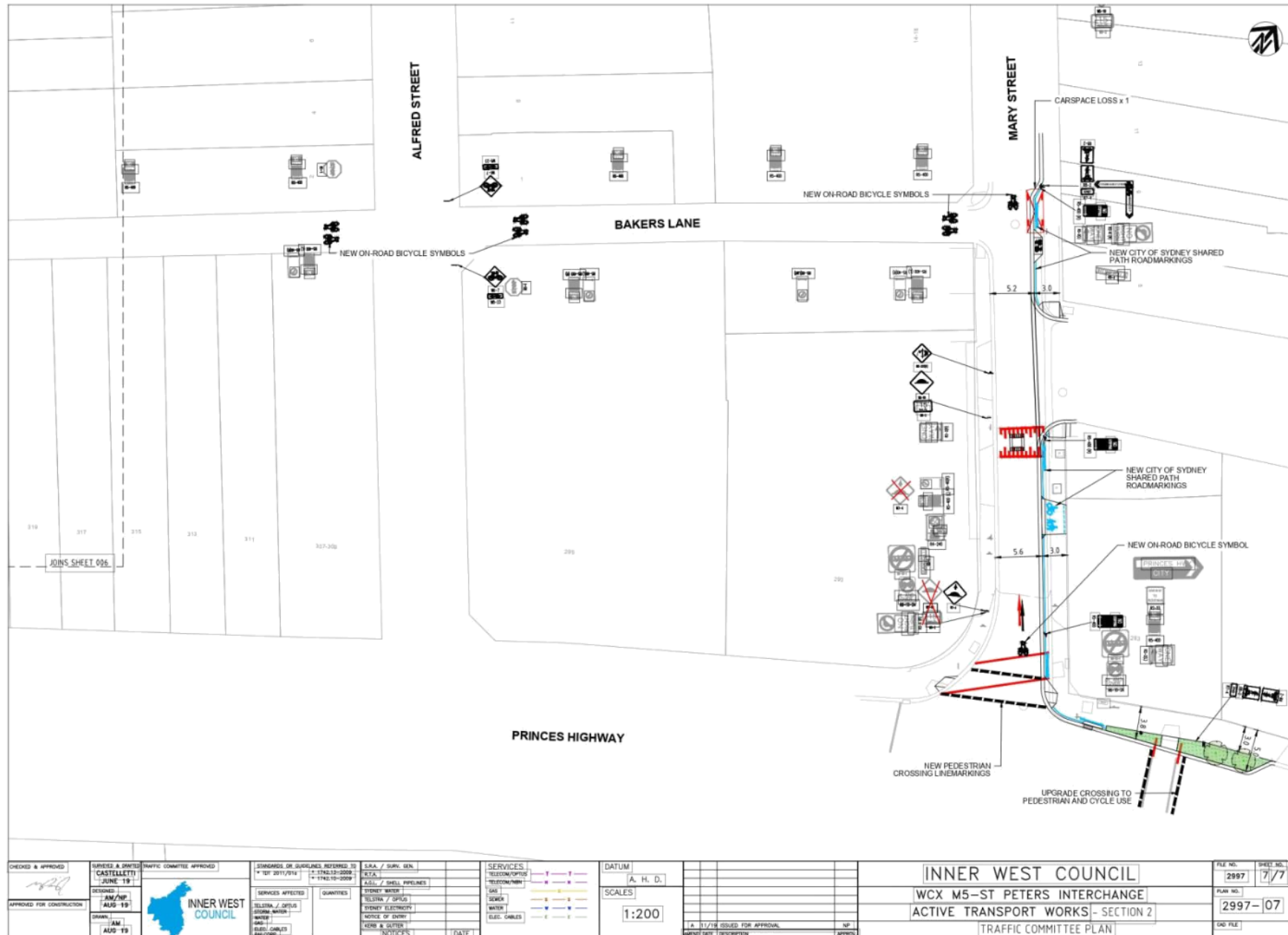












Item No: LTC1219 Item 6

Subject: FRAZER STREET AT GOULD STREET, DULWICH HILL AND TERRACE ROAD AT NEW CANTERBURY ROAD, DULWICH HILL – PROPOSED 'NO STOPPING, AUSTRALIA POST VEHICLES EXCEPTED' ZONES (DJARRAWUNANG-ASHFIELD/ DAMUN-STANMORE WARD / SUMMER HILL ELECTORATE/ INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received a request from Australia Post for the installation of 'No Stopping - Australia Post Vehicles Excepted' zones at two unique locations; Frazer Street at Gould Street, Dulwich Hill and Terrace Road at New Canterbury Road, Dulwich Hill. The zones will provide a space for Australia Post vehicles to collect the mail from their Street Posting Boxes.

RECOMMENDATION

THAT:

1. The last 5m of the existing 15m length of 'No Stopping' restrictions on the northern side of of Frazer Street east of Gould Street, Dulwich Hill be sign posted as 'No Stopping; Australia Post Vehicles Excepted'; and
 2. The last 5m of the existing 19m length of 'No Stopping' restrictions on the western side of Terrace Road south of New Canterbury Road, Dulwich Hill be sign posted as 'No Stopping; Australia Post Vehicles Excepted'.
-

BACKGROUND

Australia Post has requested the provision of 'No Stopping; Australia Post Vehicles Excepted' zones at two unique locations in Dulwich Hill to facilitate the safe and legal clearing of their Street Posting Boxes.

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

In order to provide Australia Post with appropriate parking areas to clear their Street Posting Boxes, it is proposed to signpost 5m 'No Stopping; Australia Post Vehicles Excepted' zones at the following locations:

- The last 5m of the existing 15m 'No Stopping' restriction on the northern side of Frazer Street, east of Gould Street, Dulwich Hill
- The last 5m of the existing 19m 'No Stopping' restriction on the western side of Terrace Road south of New Canterbury Road, Dulwich Hill

No on-street parking spaces will be lost as the proposed 'No Stopping Australia Post Vehicles Excepted' zones can be accommodated wholly within existing 'No Stopping' zones. Both locations are unique in that existing 'No Stopping' restrictions exceed the statutory 10m 'No Stopping' distance. Site inspections revealed that at both locations' Australia Post vehicles can momentarily park and not interfere with traffic flows. Refer to the following diagrams.

Item 6



PUBLIC CONSULTATION

RMS were consulted and provided the following comments:

"It is recommended to relocate the current 'No Stopping' signs at both locations to the statutory 10 metres from an unsignalised intersection - which would then allow for a 'No Stopping Australia Post Vehicles Expected' sign to be erected where the existing 'No Stopping' signs would have been located. This would allow for Australia post vehicles to stop and also provide the statutory 10 metres 'No Stopping' from an unsignalised intersection.

Consultation with the public was not undertaken as there is no associated loss in parking.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1219 Item 7

Subject: WILLIAMS PARADE, DULWICH HILL – PROPOSED CHANGES TO EXISTING PARKING RESTRICTIONS TO ALLOW SHORT TERM PARKING OPPORTUNITIES ON THE WEEKENDS FOR PARK USERS (DJARRAWUNANG - ASHFIELD WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is proposing to introduce new time restricted parking restrictions in Williams Parade, Dulwich Hill to allow improved short term parking opportunities during the weekends for park users. These restrictions include a mixture of 5min parking and 2hour parking restrictions near Arlington Oval.

RECOMMENDATION

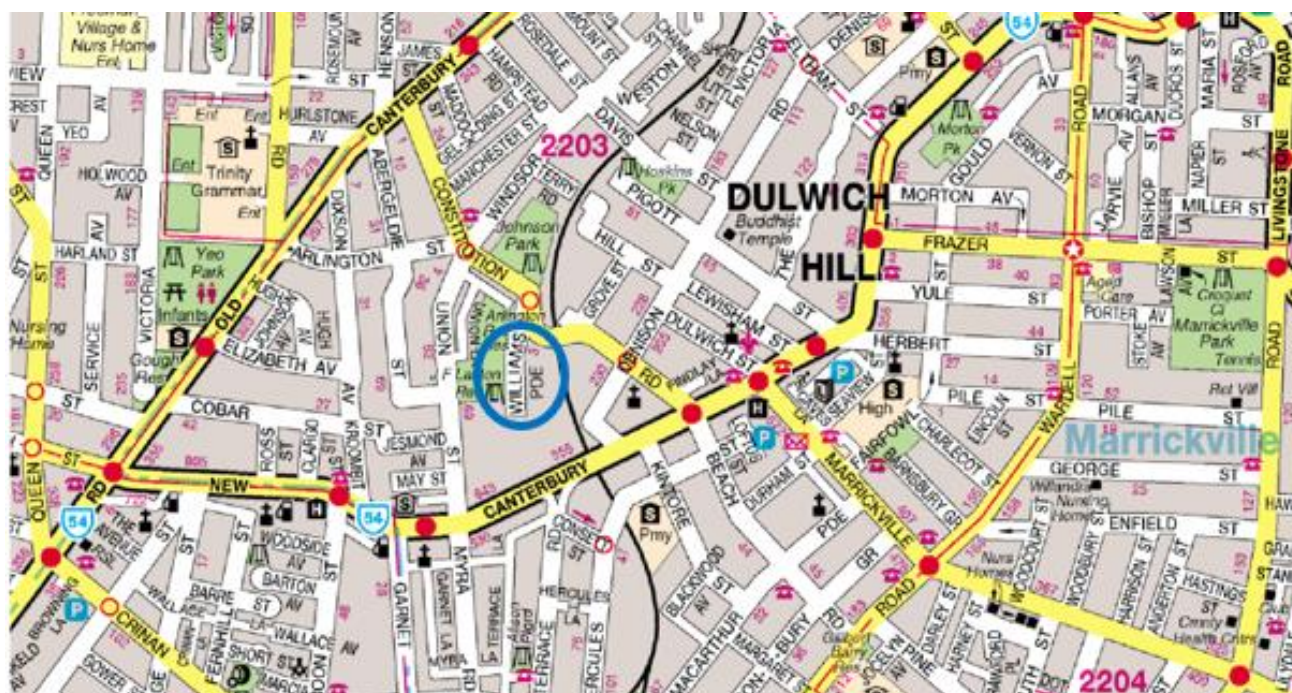
THAT:

1. The installation of 23 metres of 'P5min 6pm – 9pm Mon – Fri 8am – 4pm Sat & Sun' / '4P All other times' restrictions on the western side of Williams Parade commencing from the 'No Stopping' restrictions south of Arlington Oval's driveway be approved, in order to provide short term drop off / pick up opportunities during the weekends for park users;
 2. The installation of 20m of '2P 8am-2pm Sat & Sun' restrictions on the eastern side of Williams Parade south of its intersection with Constitution Road (first 8 parking spaces) be approved, in order to provide short term parking opportunities during the weekends for park users; and
 3. The installation of a painted chevron marking south of Arlington Oval's driveway be approved in order to reinforce existing 'No Stopping' restrictions.
-

BACKGROUND

Council Officers have been advised that Arlington Oval park users have difficulty in accessing parking at the recreational venue, especially on weekends, thus, Council is proposing to introduce new timed parking restrictions in Williams Parade, Dulwich Hill to allow short term parking opportunities during the weekends for park users.

Site location & road network



Item 7

Street Name	Williams Parade
Section	Between Constitution Road and to an end
Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	40.7
Vehicles Per Day (vpd)	1,456
Reported Crash History (July 2013 – June 2018)	No crashes recorded.
Heavy Vehicle Volume (%)	2.5
Parking Arrangements	'4P' parking restriction on the western side and unrestricted 90 degree angle rear-to-kerb parking on the eastern side of the road.

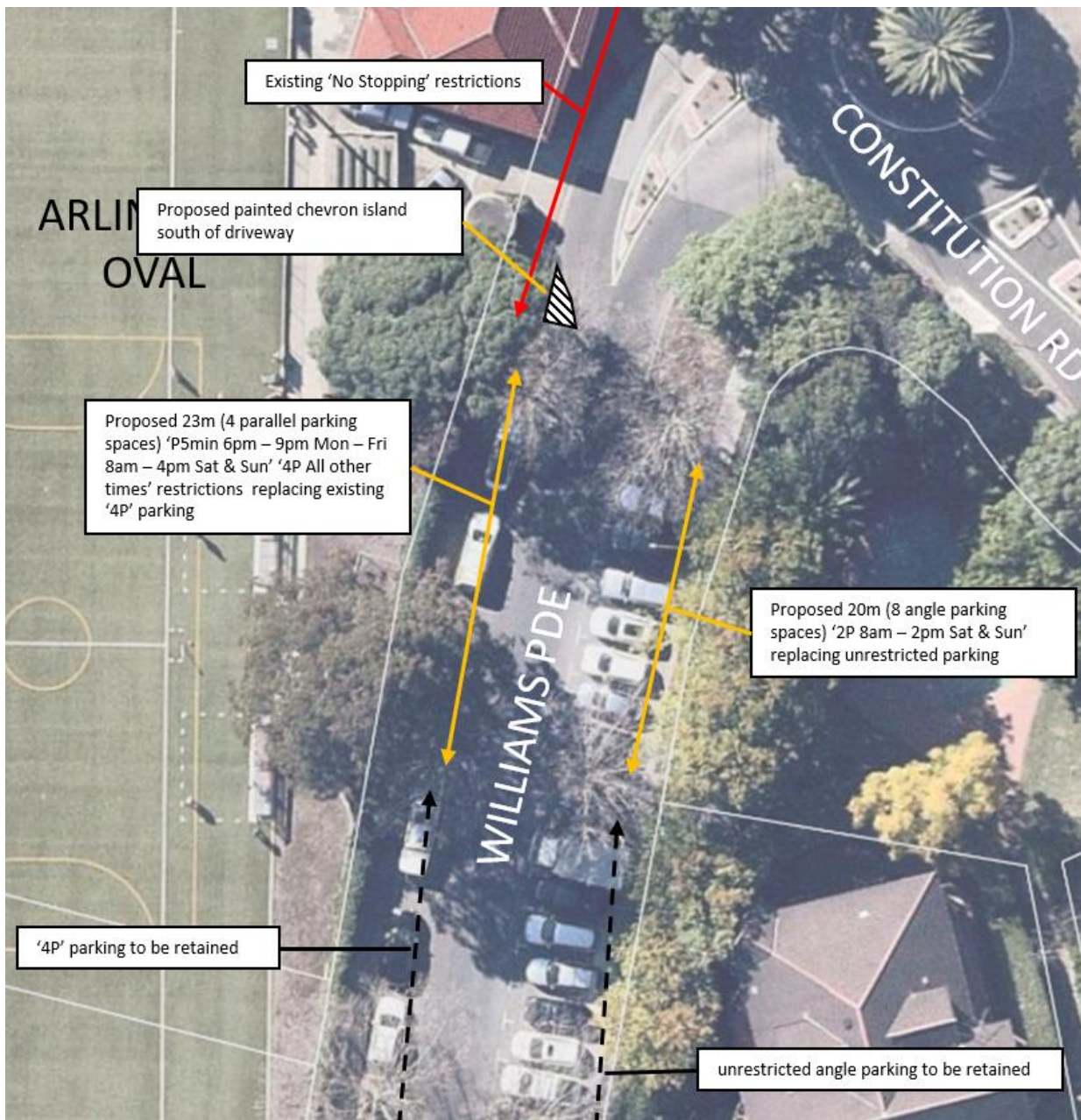
FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signage associated with the recommendations can be met from Council's operating budget for signs and line marking.

OFFICER COMMENTS

It is proposed to provide 23 metres of 'P5min 6pm – 9pm Mon – Fri 8am – 4pm Sat & Sun' / '4P All other times' restrictions on the western side of Williams Parade commencing from the 'No Stopping' restrictions south of Arlington Oval's driveway and to convert the first 8 angle parking spaces on the eastern side of Williams Parade south of its intersection with Constitution Road from unrestricted to '2P 8am – 2pm Sat & Sun'.

In addition, it is proposed to provide a painted chevron island on the western side of Williams Parade, within the existing 'No Stopping' zone south of the Arlington Oval driveway to deter illegal parking (Refer to following plan).



Location of proposed parking restriction changes in Williams Parade, Dulwich Hill

PUBLIC CONSULTATION

A notification letter outlining the proposal was hand delivered to 367 properties fronting Williams Parade, Dulwich Hill.

The closing date for submissions ended on 22 November 2019.



A total of two (2) responses were received from residents. That response generally agreed with the proposal.

Residents' Comments	Officer's Response
<p>Overall, the proposed changes are very rational, and would certainly be an improvement on the current situation in terms of both access to parking and safety.</p> <p>The following suggestions/recommendations for the Council's consideration to optimise this plan:</p>	<p>Received and noted.</p> <p>Parking restrictions, when imposed, aim to balance the needs between all users – residential, business, commuter, recreational and other.</p>

Item 7

<ul style="list-style-type: none"> • addition of Chevron marking to highlight the 'no parking' zones/spaces outside the entrances to Laxton Park and Arlington Oval (illegal and dangerous parking is observed here on a regular basis, impeding pedestrian, pram and cycle access) • conversion of a greater number of unrestricted parking spaces to 2P or 4P (to enable greater access to short term parking for visitors to Williams Parade, including contractors/ trades persons) • conversion of 1x parking space on both sides of the driveway at 1-3 Williams Parade to no parking zones (with appropriate Chevron marking) to enable the safe placement of bins for council collection (this is a very real problem currently) • Additional considerations - use of kerbside line markings or installation of bollards along Williams Parade (specially, the stretch opposite Arlington Oval) to prevent vehicle overhang onto pedestrian pathways. Vehicles (including trucks, utility vehicles, with tow-bars) regularly block the footpath, creating a danger to pedestrians, cyclists, and people using mobility scooters, wheelchairs, prams (people are regularly forced onto the main roadway because the footpath is blocked) 	<p>Driveway lines have been installed at the park walk way to highlight the location and in line with NSW Road Rules - A driver must not stop on a road in a position that obstructs access by vehicles or pedestrians to or from a footpath ramp or a similar way of access to a footpath, or a bicycle path or passageway.</p> <p>Parking restrictions in Williams Parade in the future may be reviewed again should sufficient demand warrant such a review.</p> <p>Council does not generally impose parking restrictions over driveways and/or for the placement of bins. Formally it is believed the cul-de-sac was installed with 'No Parking' to accommodate turning vehicles and all garbage bins from the complex on garbage collection days.</p> <p>Vehicles overhanging onto the footpath will be investigated as a separate matter.</p>
<p>Resident was in general agreement with proposal and suggested the installation of 'concrete buffers' on the eastern side to prevent vehicles reverse parking right up against the kerb.</p>	<p>Vehicles overhanging onto the footpath will be investigated as a separate matter.</p>

ATTACHMENTS

Nil.

Item No: LTC1219 Item 8

Subject: **CARRINGTON ROAD, MARRICKVILLE - PROPOSED EXTENSION OF 'NO STOPPING' ZONE ADJACENT TO PEDESTRIAN REFUGE**

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

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A proposal has been developed for the extension of the 'No Stopping' zone on eastern side of Carrington Road, north of Renwick Street, Marrickville to provide a safer crossing environment for pedestrians, particularly school children. The extension of the 'No Stopping' zone adjacent to the pedestrian refuge, north of Renwick Street will address the concerns in relation to lack of visibility for pedestrians crossing Carrington Road from east to west and motorists heading southbound. It has been reported that when vehicles are parked up to the current 'No Stopping' sign, pedestrians are unable to observe on-coming vehicles without stepping into the trafficable lanes.

RECOMMENDATION

THAT the extension of the existing 'No Stopping' restrictions on eastern side of Carrington Road, north of Renwick Street by 10 metres be approved.

BACKGROUND

Concerns have been raised regarding restricted sightlines for both pedestrians when crossing Carrington Road at this pedestrian refuge and vehicles travelling southbound along Carrington Road on approach to the pedestrian refuge. During Council Officer's investigation, it was found the subject pedestrian refuge crossing point was highly utilised by school children walking from Tempe to Marrickville.

Street Name	Carrington Road
Section	At the Renwick Street Intersection
Carriageway Width (m) kerb to kerb	12.8
Carriageway Type	Two-way road with one travel lane in each direction. No parking is permitted in subject section of Carrington Road.
Classification	Local
Speed limit	50
85th Percentile Speed (km/h)	41.5 (2019)
Vehicles Per Day (vpd)	14,563 (2019)
Reported Crash History (July 2013 – June 2018)	No Recorded crashes
Heavy Vehicle Volume (%)	5.8 (2019)
Parking Arrangements	Parking is prohibited in subject section of Carrington Road.

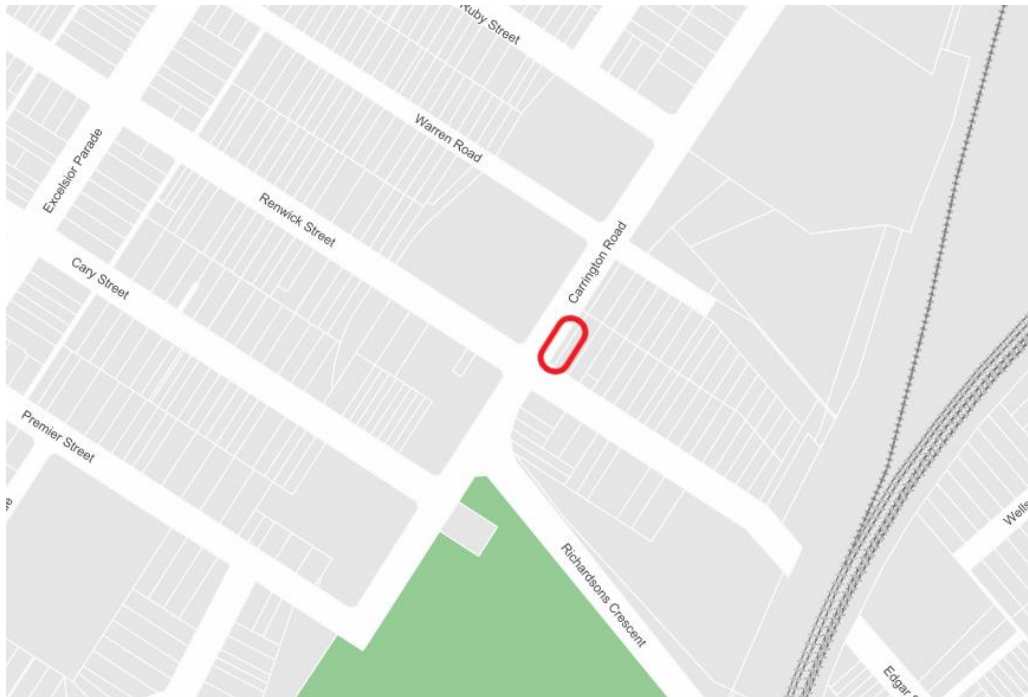


Figure 1 – locality map

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The existing 'No Stopping' zone is 10 metres from the pedestrian crossing point of the pedestrian refuge in Carrington Road, north of Renwick Street.

It has been observed during several site inspections undertaken, that vehicles legally parked north of the existing 'No Stopping' restriction poses sightline issues for both pedestrians crossing Renwick Street and for motorists travelling southbound along Carrington Road on approach to the pedestrian refuge, especially when the first vehicle parked is a large heavy vehicle. This is a common occurrence as the nearby area contains a mixture of commercial and residential occupiers.

It is therefore proposed that the existing 'No Stopping' restrictions be extended an additional 10 metres north to a total of 20 metres from the pedestrian crossing point as per standards. Pedestrians will then be able to clearly observe approaching southbound vehicles whilst remaining in the safety of the footpath. Additionally, approaching vehicles can observe pedestrian behavior further away and adjust their driving behavior accordingly.



Figure 2 – Extension of 'No Stopping' Proposal

PUBLIC CONSULTATION

Community engagement was conducted between 6 November and 22 November 2019. A letter of the proposal was sent to residential and business owners/occupiers within the area as indicated in the consultation map below. No responses were received.



Figure 3 – Map of Consulted Properties

ATTACHMENTS

Nil.

Item No: LTC1219 Item 9

Subject: WRAGGE STREET, LILYFIELD (BETWEEN FRANCIS STREET AND UNNAMED LANEWAY) - PROPOSED 'NO PARKING' RESTRICTION (BALUDARRI - BALMAIN WARD / BALMAIN ELECTORATE / LEICHHARDT PAC)

Prepared By: Brinthaban Baskaran - Graduate Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A request for the installation of 'No Parking' restrictions in Wragge Street between Francis Street and the Unnamed Laneway, Lilyfield has been raised to address concerns from residents and Council's Waste Collection officers regarding regular instances of parked vehicles restricting access for residents and waste collection vehicles.

The proposal includes the installation of statutory 'No Stopping' zone at its intersections with Francis Street and the Unnamed Laneway.

RECOMMENDATION

THAT:

1. The 10m statutory 'No Stopping' zones and a 14m 'No Parking' zone be installed on the northern side of Wragge Street, Lilyfield between Francis Street and the Unnamed Laneway; and
2. A 42m 'No Parking' zone be installed on the southern side of Wragge Street, Lilyfield between Francis Street and the Unnamed Laneway.

BACKGROUND

Council has received concerns from residents of Francis Street, Lilyfield and Council's Waste Collection officers regarding regular instances of parked vehicles restricting access for residents and waste collection vehicles.

The width of Wragge Street between Francis Street and the Unnamed Laneway is approximately 4.5m. Hence, the width is insufficient to provide a parking lane and a 3m travel lane.

Site Location & Road Network

Street Name(s)	Wragge Street, Lilyfield
Section	Between Francis Street and Unnamed Laneway
Traffic Volume	Not Available
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	Not Available
Speed Limit	50km/h
Carriageway width	Approx. 4.5m
Carriageway Type	Two-way street
Road Classification (State, Regional, Local)	Local

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate this issue, it is proposed to signpost a 14m 'No Parking' zone on the northern side of Wragge Street and 42m 'No Parking' zone on southern side of Wragge Street between Francis Street and the Unnamed Laneway, Lilyfield. Also, it is proposed to signpost the statutory 10m 'No Stopping' zone on the northern side of Wragge Street. The proposal is shown on the following plan.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected 20 properties in Francis Street and James Street as indicated on the attached map below requesting residents' views regarding the proposal. One property responded to the survey in support of the proposal.



ATTACHMENTS

Nil.

Item No: LTC1219 Item 10**Subject:** LOCAL TRAFFIC COMMITTEE SCHEDULE FOR 2020**Prepared By:** David Yu - Engineer - Traffic and Parking Services**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager**SUMMARY**

The proposed schedule of the Local Traffic Committee meetings has been prepared for the 2020 calendar year. It is recommended that the proposed meeting schedule be received and noted.

RECOMMENDATION

THAT the proposed schedule of meetings of the Local Traffic Committee for the 2020 calendar year be received and noted.

BACKGROUND

To assist Committee members with forward planning, the schedule of meetings of the Local Traffic Committee for 2020 is detailed below.

OTHER STAFF COMMENTS

All meetings will be held on the 1st Monday of each month, excluding January, and Monday, 5 October which is Labour Day, commencing at 10.00am. The proposed meeting dates for 2020 are as follows:

Date	Time
Monday, 3 February 2020	10.00am
Monday, 2 March 2020	10.00am
Monday, 6 April 2020	10.00am
Monday, 4 May 2020	10.00am
Monday, 1 June 2020	10.00am
Monday, 6 July 2020	10.00am
Monday, 3 August 2020	10.00am
Monday, 7 September 2020	10.00am
Tuesday, 6 October 2020	10.00am
Monday, 2 November 2020	10.00am
Monday, 7 December 2020	10.00am

ATTACHMENTS

Nil.

Item No: LTC1219 Item 11

Subject: **URBAN AMENITY IMPROVEMENT PROGRAM – LEICHHARDT AND CAMPERDOWN PRECINCTS (LEICHHARDT-GULGADYA & STANMORE-DAMUN WARDS / BALMAIN & NEWTOWN ELECTORATES / LEICHHARDT & INNER WEST PACS)**

Prepared By: Stephen Joannidis - Urban Amenity Improvement - Delivery Manager

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Urban Amenity Improvement Program (UAIP) aims to reverse the urban decay and lack of design cohesion along Parramatta Road and is a NSW State Government initiative.

Within the Inner West Council LGA, the program comprises 10 separate locations as follows:

1. Rofe Street, Leichhardt – Parramatta Road to Jarrett Street
2. Renwick Street, Leichhardt – Parramatta Road to Jarrett Street
3. Norton Street, Leichhardt – Parramatta Road to Zebra Crossing at 24 Norton Street
4. Crystal Street, Petersham – Parramatta Road to Elswick Street
5. Balmain Road, Leichhardt – Parramatta Road to end of Italian Forum
6. Catherine Street, Leichhardt – Parramatta Road to Albion Street
7. Dot Lane, Leichhardt – Balmain Road to Hay Street
8. Petersham Street, Petersham – Parramatta Road to Queen Street
9. Johnstons Creek and Wigram Road, Annandale
10. Pyrmont Bridge Road, Annandale – Parramatta Road to Booth Street

Following development and approval of the UAIP, Council is now progressing with the detailed design and aims to inform and seek approval of the Local Traffic Committee for the measures proposed under the program.

RECOMMENDATION

THAT:

1. the design proposals be approved in-principle as discussed in this report and as indicated on the attached plans (Attachment 1) at the following locations:
 - a. Rofe Street, Leichhardt – public domain upgrades and conversion to a one way road;
 - b. Renwick Street, Leichhardt – public domain upgrades and provision of a 10km/hr shared zone;
 - c. Norton Street, Leichhardt – public domain upgrades;
 - d. Crystal Street, Petersham – public domain upgrades;
 - e. Balmain Road, Leichhardt – public domain upgrades and cycleway connection;
 - f. Catherine Street, Leichhardt – public domain upgrades and cycleway connection;
 - g. Dot Lane, Leichhardt – new cycleway connection;
 - h. Petersham Street, Petersham – new pocket park;
 - i. Johnstons Creek and Wigram Road, Annandale – new pedestrian and cycleway connection;
 - j. Pyrmont Bridge Road, Annandale – public domain upgrades and cycleway connection; and
 2. Detailed reports on the individual street treatments be brought back to the Traffic Committee including final design plans and Traffic Management Plans (TMPs) etc as required.
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BACKGROUND

The UAIP is a NSW State Government, \$198 million initiative under the Parramatta Road Corridor Urban Transformation Program. The Parramatta Road corridor and the UAIP extend from Granville to Camperdown, and include projects in Granville, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichhardt and Camperdown. The vision for the Corridor, developed by Urban Growth NSW, is for a high-quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The aim of the UAIP is to reverse the urban decay and lack of design cohesion along Parramatta Road. The NSW State Government believes the UAIP will deliver tangible public benefits contributing to the delivery of liveable communities and neighbourhoods. The public domain upgrades along the corridor are envisaged to help to rectify the market failure and stimulate new development.

Overall, the proposed UAIP improvements can be categorised into three categories of projects:

- Streetscape upgrades including tree planting, multi-purpose lighting, new pavements and north-south pedestrian and cycle crossings;
- Creation of new or improved open spaces, urban plazas and town squares; and
- New walking and cycling links to key transport nodes and open spaces which connect to strategic regional and local networks.

COMMUNITY CONSULTATION

The draft UAIP was released for Council and community consultation between September and December 2015. Feedback received during this time was considered and the UAIP was further refined and updated. In some cases, new works were identified and included in the UAIP and others were removed. Conceptual designs and costings were prepared for the projects. These were reassessed against the UAIP Selection Criteria and a final scope of works prepared. The final works in the UAIP have been discussed and agreed with each of the Councils along the corridor.

A traffic report was prepared as part of the UAIP, titled 'Traffic Assessment - Urban Amenity Improvement Program: Leichhardt and Camperdown – Traffic Studies' prepared by Traffix Traffic and Transport Planners dated 12 April 2019. The report determines that the parking loss is justifiable in consideration of the significant amenity, safety and streetscape improvements that will result, and that the traffic modelling undertaken supports the proposed measures.

Council adopted the UAIP masterplan after further consultation in October 2019.

Council engaged a design consultant in August 2019 to develop the designs and to progress the projects through the detailed design stages.

FINANCIAL IMPLICATIONS

The project is fully funded by the NSW Government and aims to increase safety for bike riders, pedestrians and motorists.

OFFICER COMMENTS:

The proposed measures at each of the locations are outlined below and are indicated on the attached plans:

1. Rofe Street, Leichhardt

The proposals include the following:

- Conversion of Rofe Street from two way to one way in a northbound direction between Parramatta Road and Jarrett Street;
- Change of priority for stop control at the intersection of Rofe Street and Jarrett Street to give priority to Jarrett Street to improve cycleway continuity;
- Kerb extensions to improve pedestrian safety, increase amenity and calm traffic; and
- Landscaping and public domain upgrades.

The proposals result in the loss of two (2) car parking spaces.

The Traffix Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

Vehicle swept paths have been undertaken to ensure that the proposed kerb extensions cater for all required traffic movements and vehicle types.

2. Renwick Street, Leichhardt

The proposals include the following:

- Conversion of Renwick Street between Parramatta Road and Jarrett Street to a 10km/hr shared zone;
- Kerb extensions to improve pedestrian safety, increase amenity and calm traffic; and
- Landscaping and public domain upgrades.

The proposals result in the loss of seven (7) car parking spaces.

With no operational or layout changes to the road other than the shared zone provision, the Traffix Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

Vehicle swept paths have been undertaken to ensure that the proposed kerb extensions cater for all required traffic movements and vehicle types.

3. Norton Street, Leichhardt

The proposals include the following:

- Minor kerb extension to improve pedestrian safety and increase amenity;
- A continuous footpath treatment across Renwick Lane;
- Improvements to existing raised pedestrian crossing; and
- Landscaping and public domain upgrades.

The proposals result in no parking loss.

With no operational or layout changes to the road, the Traffix Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

Vehicle swept paths have been undertaken to ensure that the proposed kerb extension cater for all required traffic movements and vehicle types.

4. Crystal Street, Petersham

The proposals include the following:

- Shared path and signalised cycle crossing connecting Margaret Street and Elswick Street; and
- Landscaping and public domain upgrades.

The proposals result in no parking loss.

With no operational or layout changes to the road other than the shared zone provision, the Traffix Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

5. Balmain Road, Leichhardt

The proposals include the following:

- Shared pathway between Parramatta Road and Dot Lane to improve cycle connections;
- A continuous footpath treatment across Dot Lane;
- Reduction in the bus parking provisions adjacent to the Italian Forum as to cater for only a single bus;
- Kerb extensions to improve pedestrian safety, increase amenity, calm traffic and to facilitate a safe cycleway crossing of Balmain Road at Dot Lane; and
- Landscaping and public domain upgrades.

The proposals result in the loss of three (3) car parking spaces.

With no operational or layout changes to the road other than kerb extensions and a continuous footpath treatment, the Traffix Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

Vehicle swept paths have been undertaken to ensure that the proposed kerb extensions cater for all required traffic movements and vehicle types.

6. Catherine Street, Leichhardt

The proposals include the following:

- Central median between Redmond Street and Albion Street to provide protection for cyclists utilising the cycle link between these streets;
- Conversion of a short section of existing angle parking to parallel parking;
- Kerb extensions to improve pedestrian safety, increase amenity and calm traffic; and
- Landscaping and public domain upgrades.

The proposals result in the loss of seven (7) car parking spaces.

With no operational or layout changes to the road other than kerb extensions, the Traffix Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

Vehicle swept paths have been undertaken to ensure that the proposed kerb extensions cater for all required traffic movements and vehicle types.

7. Dot Lane, Leichhardt

The proposals include the following:

- Conversion of a section of the existing public car park to a shared pathway facilitating access along Dot Lane between Hay Street and Balmain Road; and
- Reconfiguration and formalisation of the existing car parking facility to minimise parking loss.

8. Petersham Street, Petersham

The proposals include the following:

- Conversion of Petersham Street between Parramatta Road and Queen Street to a pocket park, removing vehicle access to this section of the road.
- Kerb extensions on Queen Street to improve pedestrian safety, increase amenity and calm traffic; and
- Landscaping and public domain upgrades.

The proposals result in the loss of three (3) car parking spaces.

The Traffic Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

Vehicle swept paths have been undertaken to ensure that the proposed kerb extensions cater for all required traffic movements and vehicle types.

9. Johnstons Creek and Wigram Road, Annandale

The proposals include the following:

- Provision of a shared pathway beside Johnston's Creek between Chester Street and Booth Street;
- Raising of the roundabout intersection of Booth Street and Wigram Road;
- Provision of a widened footpath and shared pathway along Wigram Road to link from Booth Street to the existing cycle facility from Bicentennial Park, Glebe; and
- Landscaping and public domain upgrades.

The proposals result in no parking loss.

The Traffic Traffic Assessment Report indicates no intersection performance impacts are expected as a result of the proposed measures.

Vehicle swept paths have been undertaken to ensure that the proposed kerb extensions and roundabout works cater for all required traffic movements and vehicle types.

10. Pymont Bridge Road, Annandale

Two proposals are under consideration – one which includes a uni-directional cycleway on both sides of the road and another which has a bi-directional cycleway on the western side only. A final decision can be made once City of Sydney advances its plans for cycling on Bridge Road to the north. Both proposals also include:

- Conversion of Pymont Bridge Road from two lanes in each direction during peak periods (controlled via clearway provisions) to a single lane in each direction;
- Landscaping and public domain upgrades.

The proposals both result in the loss of fourteen (14) car parking spaces.

The Traffic Traffic Assessment Report indicates measures required to the intersections to ensure that the impacts of the proposed measures are minimised.

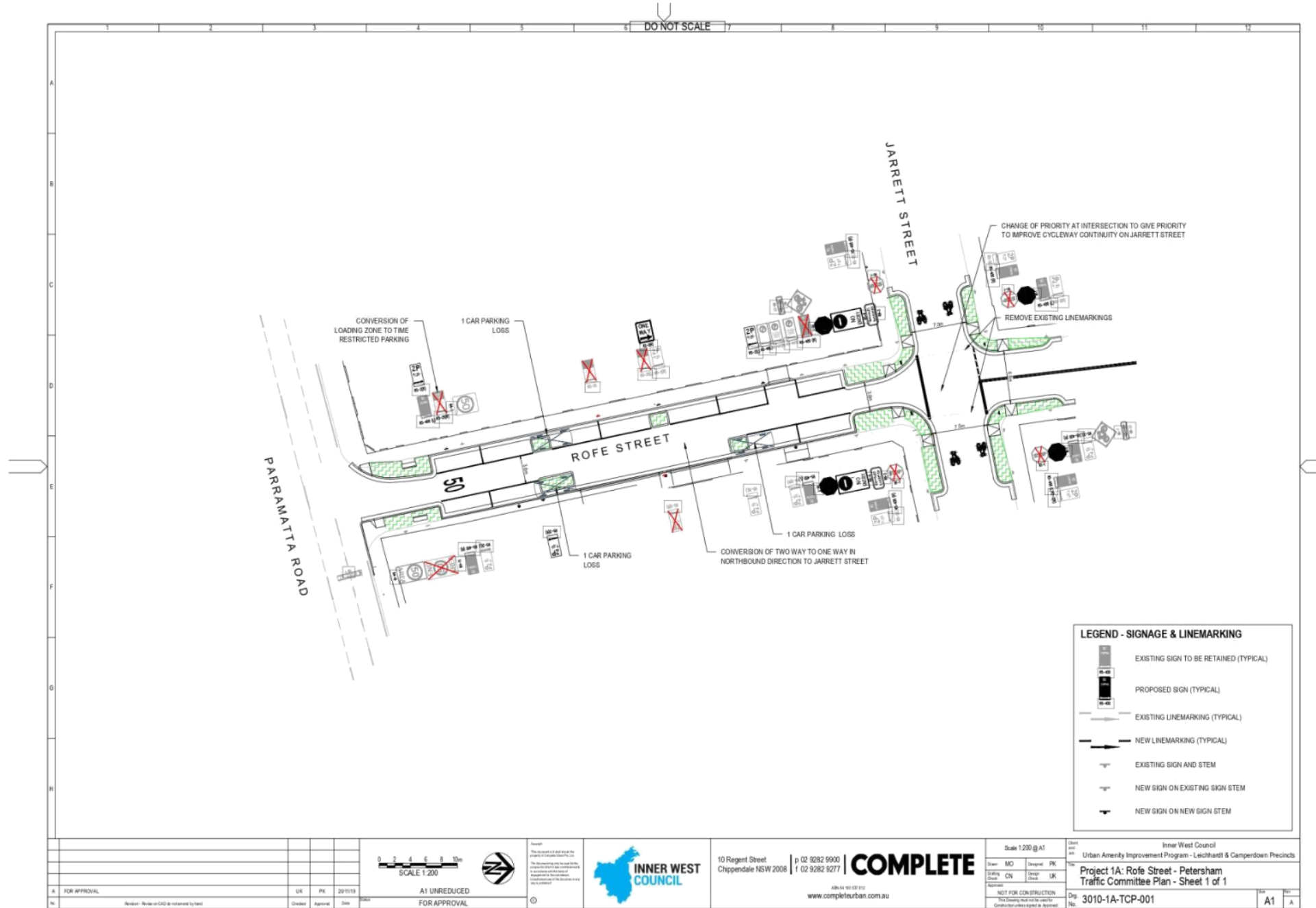
Changes to Pymont Bridge Road are part of the UAIP scope, but these proposals for the road are included for information only and are not part of the request to the committee at this time.

CONCLUSION

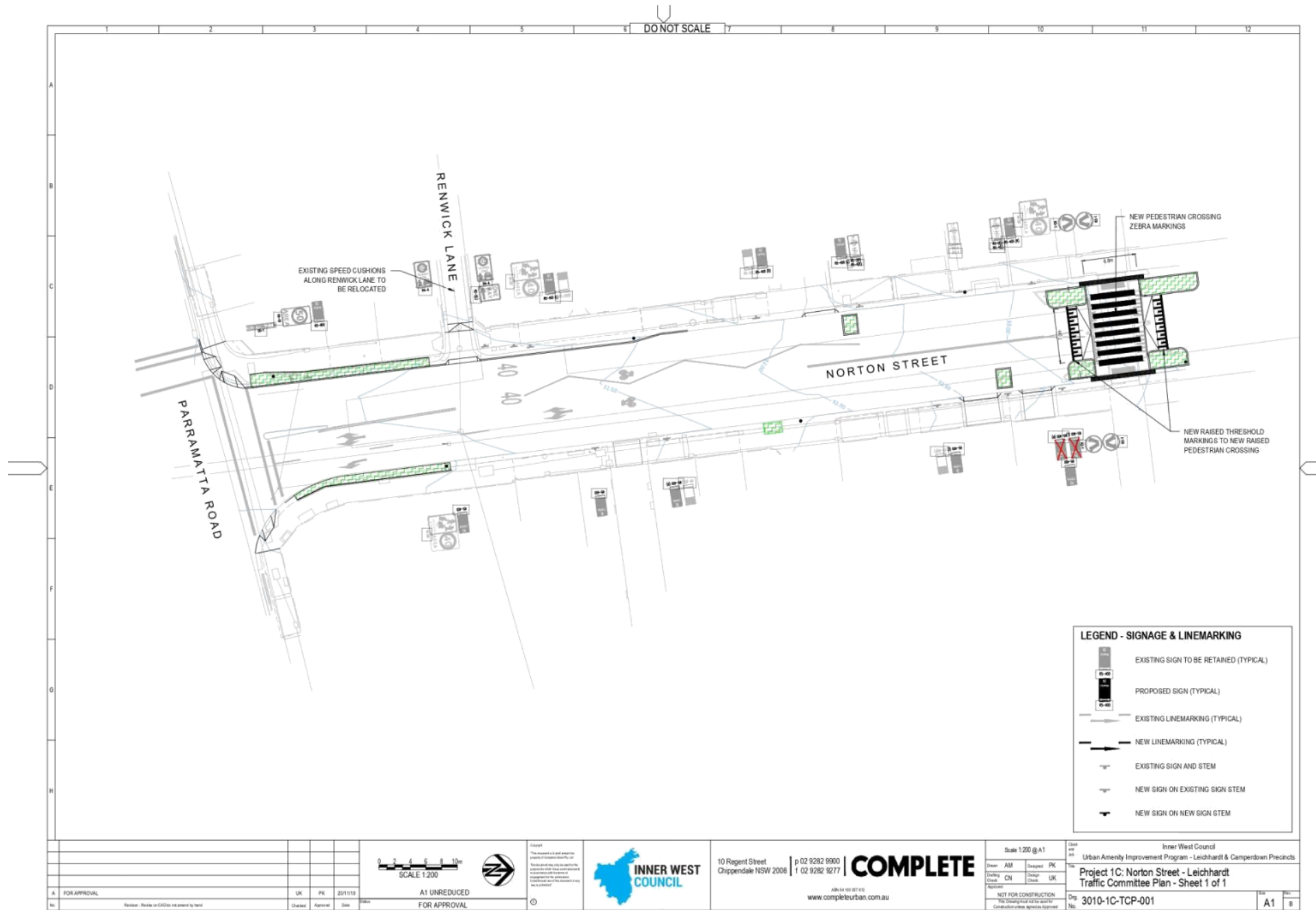
It is recommended that committee approve the design proposals in-principle as discussed in this report and as indicated on the attached plans.

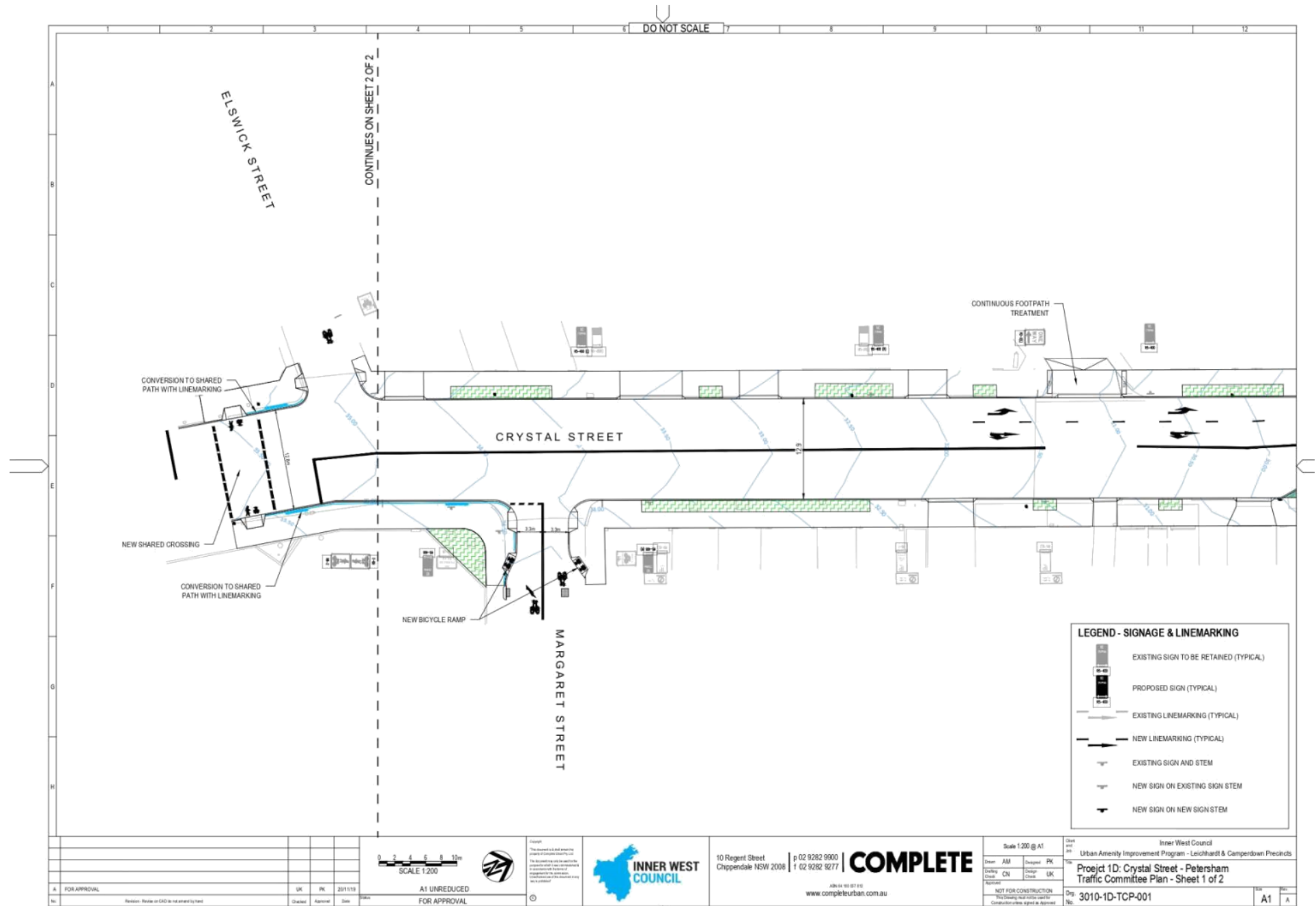
ATTACHMENTS

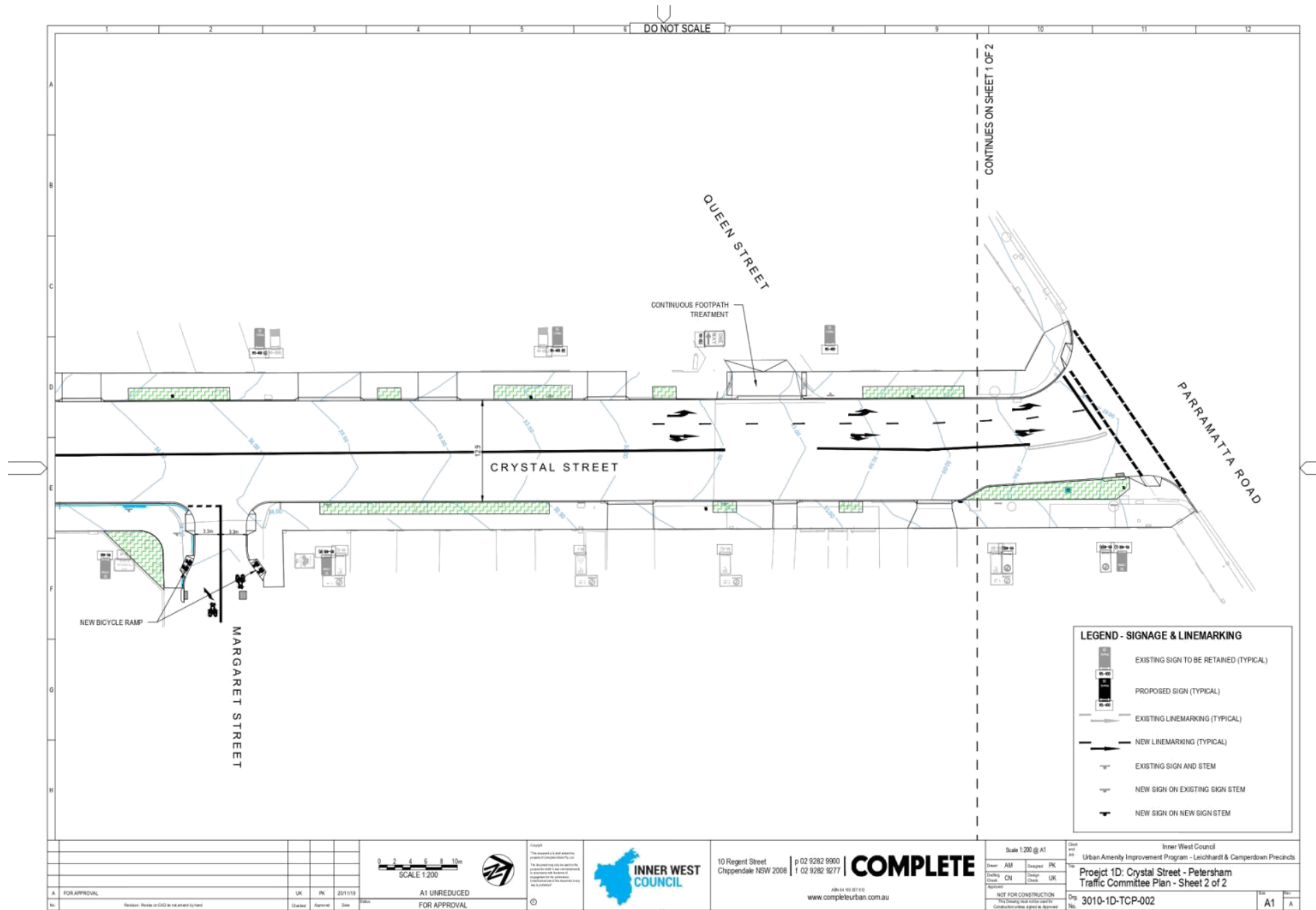
1. [191120_3010 Traffic Committee Plans](#)

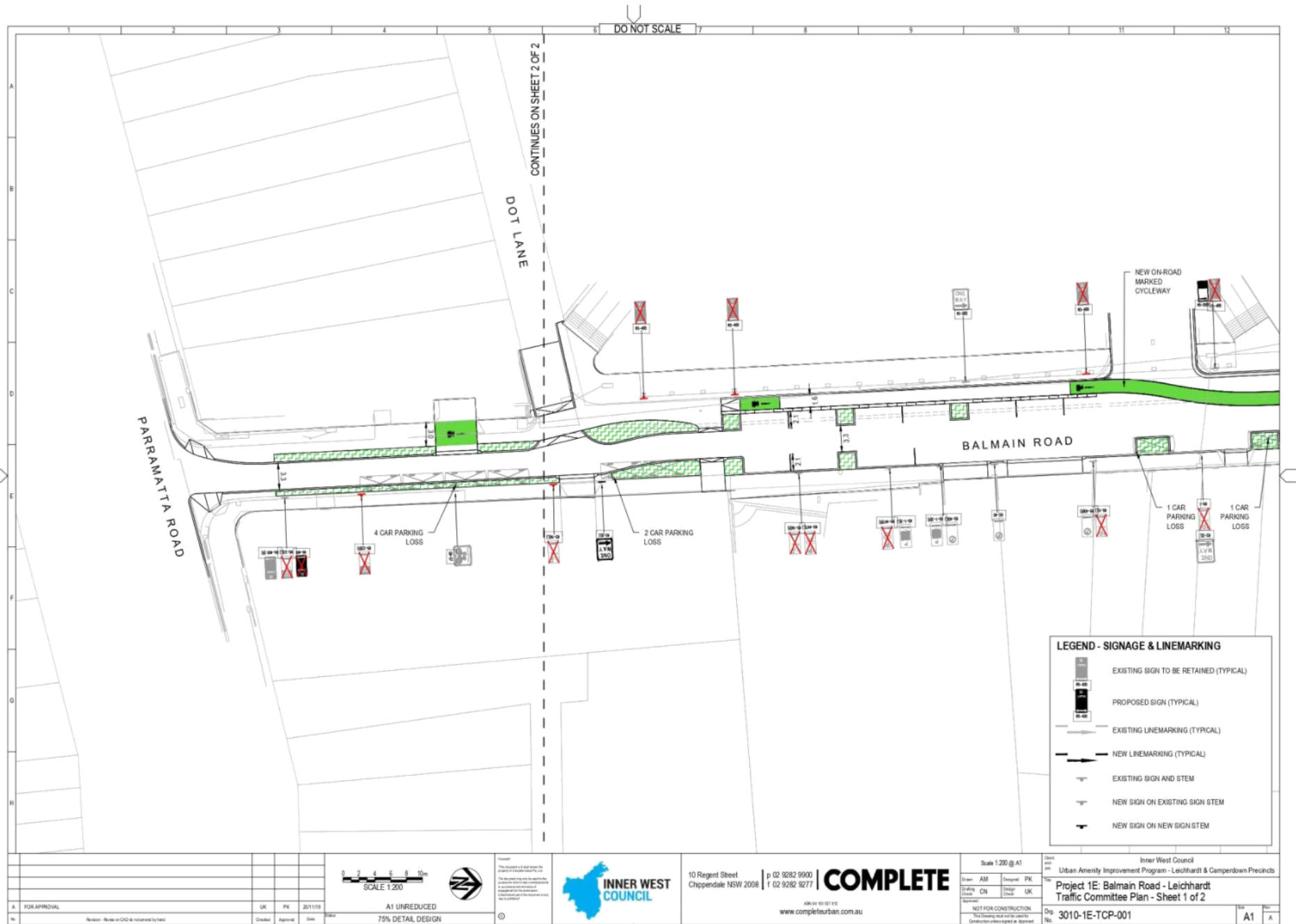




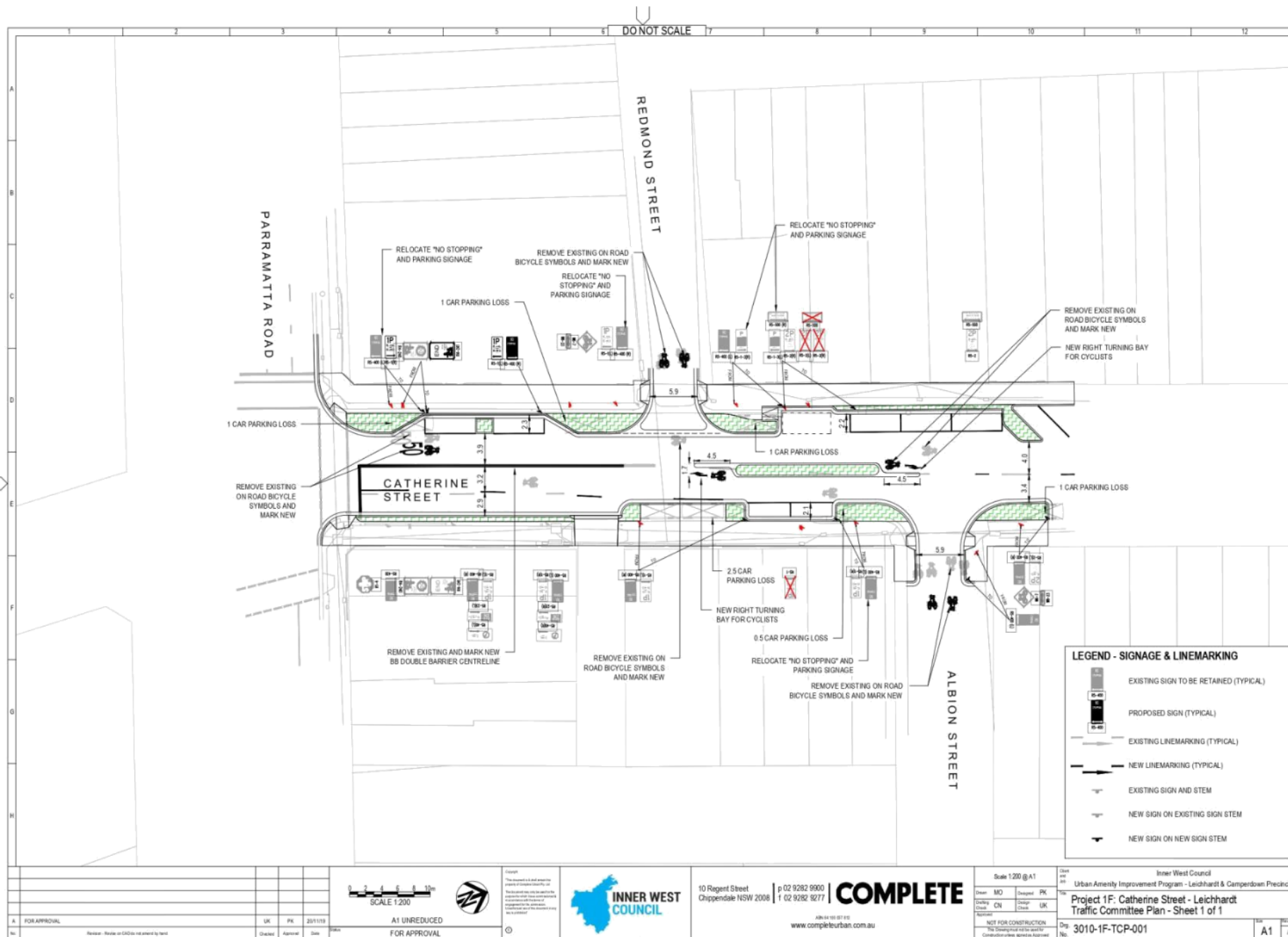


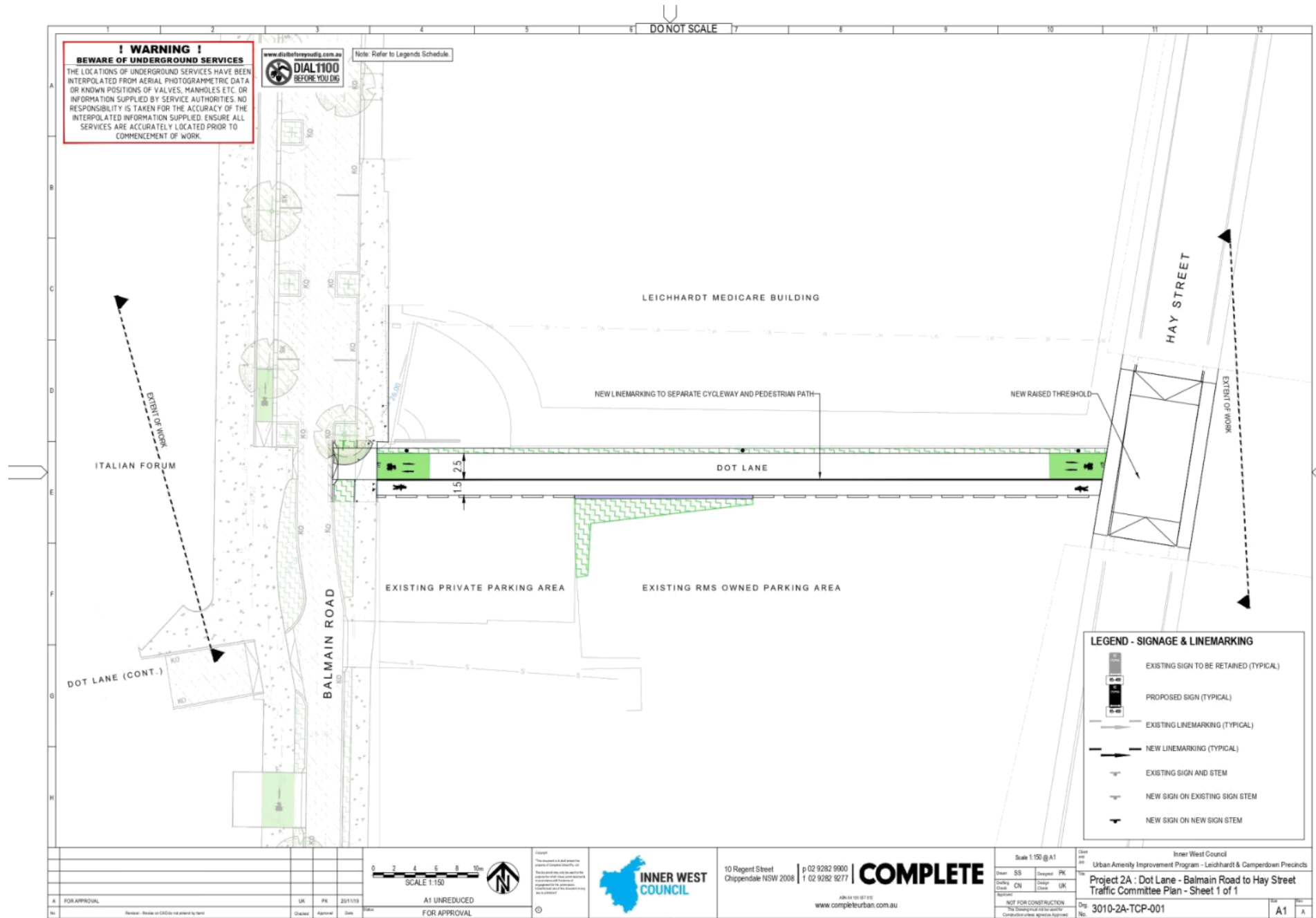


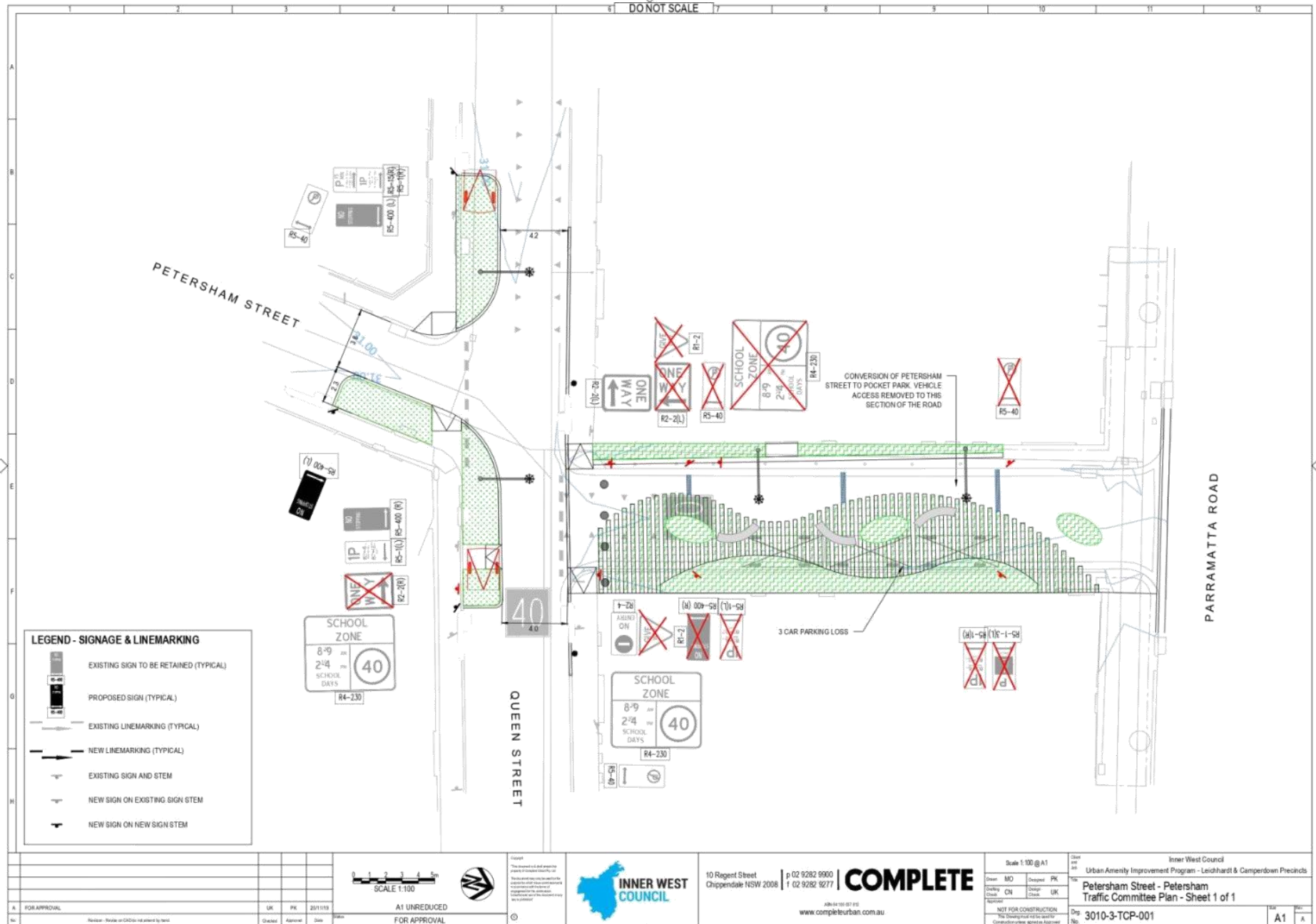


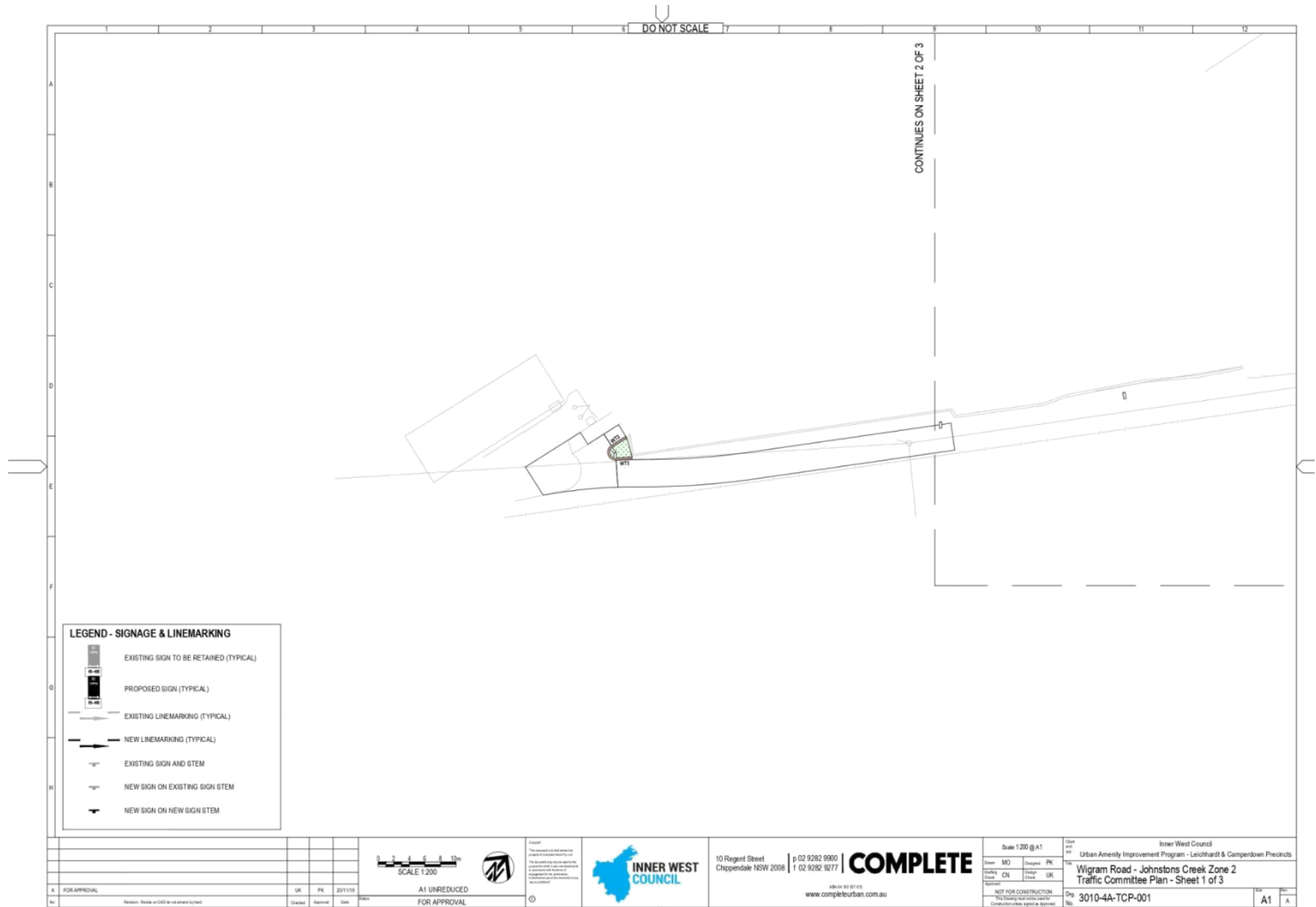


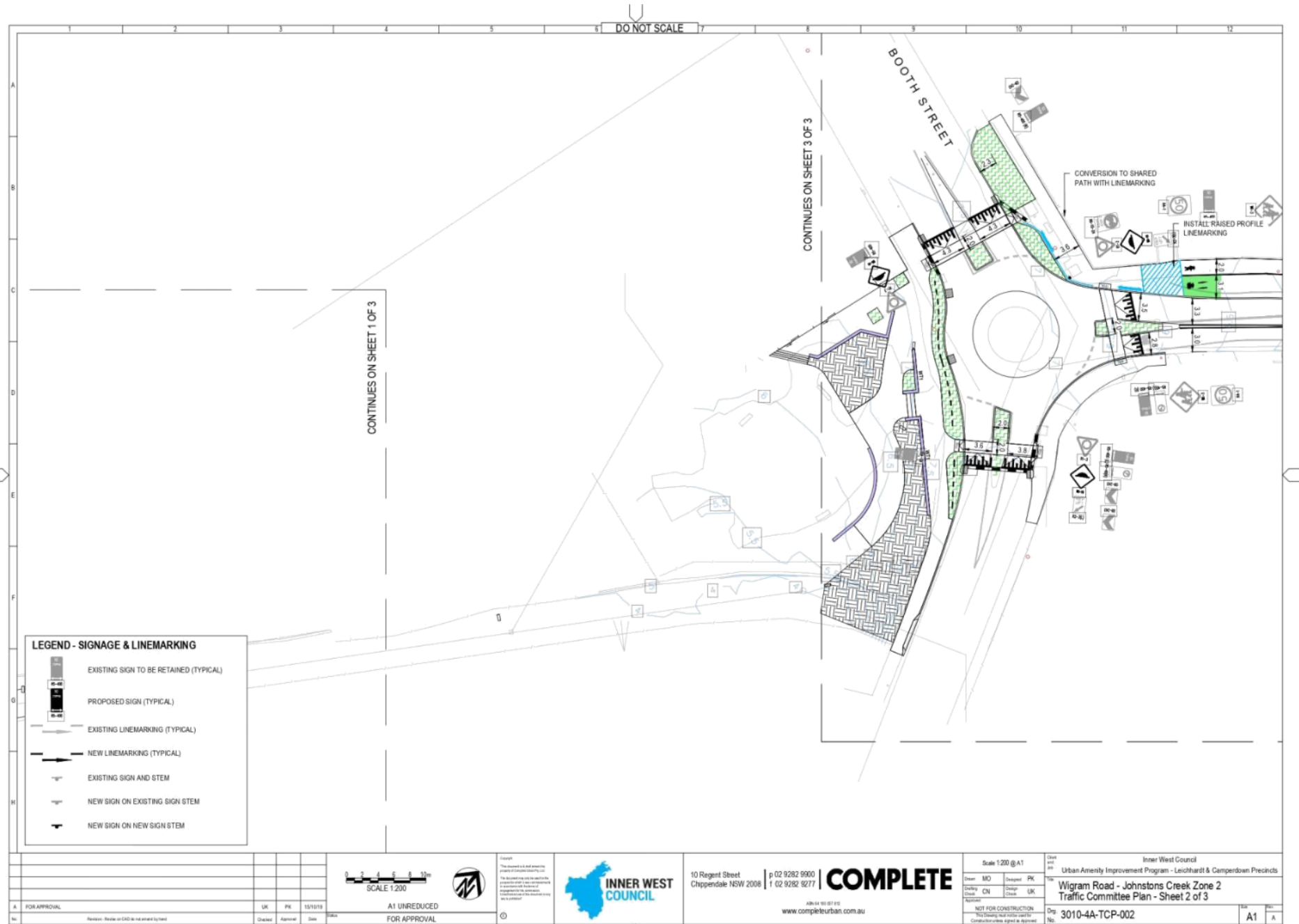














Item No: LTC1219 Item 12

Subject: RAILWAY AVENUE, STANMORE; DARLEY ROAD, LEICHHARDT;
LILYFIELD ROAD, LILYFIELD – STATUS REPORT - ‘NO PARKING 7AM –
7PM – MOTOR VEHICLES UNDER 4.5T GVM EXCEPTED (ALL WARDS /
ALL ELECTORATES / ALL LACS)

Prepared By: Brinthaban Baskaran - Graduate Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Traffic Committee at its meeting held in July 2018 recommended the installation of ‘No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted’ restrictions in certain problematic locations. This report reviews the impact of these restrictions.

RECOMMENDATION

THAT:

1. The existing ‘No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted’ restrictions be retained in Railway Avenue, Stanmore;
 2. A request be sent to RMS to remove a section of the ‘No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted’ restrictions in Darley Road between William Street and the unnamed laneway (between Falls Street and Elswick Street North); and
 3. The existing ‘No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted’ restrictions be further reviewed in Lilyfield Road, Lilyfield following completion of the WestConnex construction works.
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BACKGROUND

The Traffic Committee at its meeting held in July 2018 recommended the installation of ‘No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted’ restrictions in certain problematic locations. This recommendation was subsequently adopted by Council.

The restrictions were installed on the:

- Southern side of Railway Avenue, Stanmore (Local Road) between Liberty Street and approx. 50m west of Surrey Street;
- Northern/western side of Darley Road, Leichhardt (State Road) between Charles Street and Athol Street;
- Southern side of Lilyfield Road, Lilyfield (Local Road) between Denison Street and the Unnamed Laneway running parallel between Justin Street and Lamb Street.

Also, Council resolved to investigate any over flow trailer parking into surrounding streets after the ‘No Parking’ signage was installed, and the matter be reported back to the Committee.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to review the impact of these schemes, surveys have been conducted in Railway Avenue, Stanmore; Darley Road, Leichhardt; Lilyfield Road, Lilyfield and surrounding streets to review the impact of the restrictions.

Railway Avenue, Stanmore (Local Road)

	Prior to the installation of the restriction	After the installation of the restriction (2019)			
	2018	June	July	August	October
Southern side of Railway Ave	21	7	7	6	1
Northern side of Railway Ave	1	2	2	2	2
Side Streets	1	10	9	9	13

- Council reviewed surrounding streets: Surry Street, Warwick Street, Durham Street, Lincoln Street, Stafford Street, Cardigan Street, Rosevear Street, Kingston Road and Salisbury Road for any overflow of trailer parking due to the implementation of 'No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted' restriction.
- 21 trailers were parked on the southern side of Railway Avenue prior to the installation of proposed restriction and 1 trailer was parked on the southern side of Railway Avenue after the installation of the restriction.
- 1 trailer was parked on the northern side of Railway Avenue prior to the installation of proposed restriction and 2 trailers were parked on the northern side of Railway Avenue after the installation of the restriction.
- Hence, there was a major reduction of trailer parking in the subject street of 19 trailers.
- 1 trailer was parked in a surrounding street prior to the installation of the proposed restriction and 13 trailers were parked in surrounding streets after the installation of the restriction.
- Trailer parking in surrounding streets was well distributed and did not affect the resident parking in the area.
- There have been no complaints about the distribution of trailer parking into the surrounding streets.
- Therefore, it is recommended that the subject 'No Parking' restrictions should be retained in Railway Avenue, Stanmore and no further action be taken in the side streets at the present time.


Darley Road, Leichhardt (classified State Road)

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	Prior to the installation of the restriction	After the installation of the restriction (2019)			
	2018	June	July	August	October
Northern side of Darley Rd	20	12	13	9	6
Southern side of Darley Rd	0	9	8	9	11
Side Streets	11	13	11	17	18

- Council reviewed surrounding streets: Hubert Street, Charles Street, Elswick Street North, Falls Street, Flat Street, William Street, Athol Street and Flood Street for any overflow of trailer parking due to the implementation of 'No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted' restriction.
- 20 trailers were parked on the northern side of Darley Road prior to the installation of the proposed restriction and 6 trailers were parked on the northern side of Darley Road after the installation of the restriction.
- No trailers were parked on the southern side of Darley Road prior to the installation of proposed restriction and 11 trailers were parked on the southern side of Darley Road after the installation of the restriction.
- Hence, there was a minimal reduction of trailer parking in the subject street of 3 trailers.
- 11 trailers were parked in surrounding streets prior to the installation of the proposed restriction and 18 trailers were parked in the surrounding streets after the installation of the restriction.
- Trailer parking in the surrounding streets was concentrated in William Street and Flood Street with 6 trailers parked in each street respectively.
- Council has received a few complaints about the trailer parking overflowing into William Street and Flood Street.
- Resident parking is a premium in this area with the need to move trailers from in front of residential properties.

Based on the above investigation, it is considered there would be merit in removing a section of the 'No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted' restrictions on the northern side of Darley Road between William Street and Unnamed Laneway parallel to Elswick Street North and Falls Street. Hence, approx. 250m of the 'No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted' restriction would be retained to allow motorists to park near the Light Rail Stations and nearby park with children's playground.

It should be noted that Darley Road is a State Road under the jurisdiction of the RMS and any request for changes to parking restrictions will have to be submitted to the RMS for consideration.



Lilyfield Road, Lilyfield (Local Road)

	Prior to the installation of the restriction	After the installation of the restriction (2019)			
	2018	June	July	August	October
Southern side of Lilyfield Rd	27	5	2	3	0
Northern side of Lilyfield Rd	3	18	20	19	10
Side Streets	6	8	8	6	11

- Council reviewed surrounding streets: Grove Street, Halloran Street, Justin Street, Lamb Street, Ryan Street, Cecily Street, Foucart Street, Denison Street, Hutcheson Street, O'Neill Street, Joseph Street, Easton Street, Mary Street, Alice Street, Albert Street and Cashman Street for any overflow of trailer parking due to the implementation of 'No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted' restriction.
- 27 trailers were parked on the southern side of Lilyfield Road prior to the installation of the proposed restriction and no trailers were parked on the southern side of Lilyfield Road after the installation of the restriction.
- 3 trailers were parked on the northern side of Lilyfield Road prior to the installation of the proposed restriction and 10 trailers were parked on the northern side of Lilyfield Road after the installation of the restriction.
- The reduction of trailer parking in Lilyfield Road in October was due to the current WestConnex project, as it has temporarily removed parking spaces in a considerable section of Lilyfield Road.
- 6 trailers were parked in surrounding streets prior to the installation of the proposed restriction and 11 trailers were parked in surrounding streets after the installation of the restriction.
- It is intended to resurvey the area once construction works associated with WestConnex are completed and parking is reinstated.



PUBLIC CONSULTATION

Nil.

CONCLUSION

Following review of the 'No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted', it was noted that the restrictions placed in Railway Avenue, Stanmore were generally successful and so are proposed to be retained. Restrictions in Darley Road, Leichhardt caused the intrusion of boat and trailer parking into the residential side streets and a request for the partial removal of the restrictions will be forwarded to RMS for consideration. The parking restrictions in Lilyfield Road, Lilyfield will be further reviewed at a later date noting the current impact of construction works associated with WestConnex.

ATTACHMENTS

Nil.