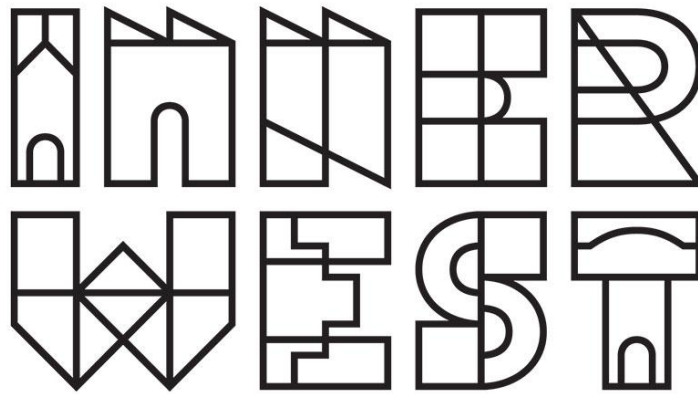


SUPPLEMENTARY AGENDA 1

Distributed on 30 April 2020



LOCAL TRAFFIC COMMITTEE MEETING

MAY 2020

The May 2020 meeting of the Inner West Local Traffic Committee will be held electronically with the Agenda emailed to Members for review. All comments are requested to be returned to Council by 5.00pm Tuesday 5 May 2020.

MEETING AGENDA – PRECIS SUPPLEMENTARY ITEMS

The following report appear as late item as information required for the preparation of the report was not available at the time of distribution of the Business Paper.

1 Traffic Matters

ITEM	Page
LTC0520 Item 5 Edinburgh Road, Marrickville – Marrickville Metro Expansion Works - Traffic Changes (Midjuburi – Marrickville Ward / Newtown and Summer Hill Electorates / Inner West PAC)	3

Item No: LTC0520 Item 5

Subject: Edinburgh Road, Marrickville – Marrickville Metro Expansion Works - Traffic Changes (Midjuburi – Marrickville Ward / Newtown and Summer Hill Electorates / Inner West PAC)

Prepared By: George Tsaprounis - Coordinator – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

MLA Transport Planning (MLATP) has submitted plans as part of the Marrickville Metro Expansion works for Edinburgh Road-Sydney Steel Road roundabout; Edinburgh Road and Railway Terrace roundabout re-design; Parking restriction changes on Edinburgh Road and Murray Street; permanent bus stops on Edinburgh Road; and Edinburgh Road right turn access into new (Stage 1B) building.

RECOMMENDATION

THAT the proposed changes to traffic and parking conditions in Edinburgh Road and Murray Street, Marrickville as per plans submitted by MLATP (CV-1BPD-02-061 and CV-1BPD-02-062) be approved including; Edinburgh Road-Sydney Steel Road roundabout design; Edinburgh Road-Railway terrace roundabout re-design; implementation of 'No Stopping' restrictions on eastern side of Murray Street (between Edinburgh Road and Smidmore Street); 'No Stopping' restriction north side of Edinburgh Road between the proposed new bus zone and Smidmore Street ; 'No Stopping' restrictions on the south side of Edinburgh Road between Smidmore Street and Sydney Steel Street; and linemarking and other supporting regulatory signage subject to the following condition:

- a) The proposed 60.2m 'Bus Zone' (plan CV-1BPD-02-062) on north side of Edinburgh Road (between Sydney Steel Street and Murray Street) be reduced to 56m;
- b) The 'No Stopping' restriction for the departure side of proposed refuge/splitter island on Edinburgh Road (located east of Sydney Steel Street) be increased from 6.4m to 10.4m to comply with pedestrian refuge standards; and
- c) The existing bus stop, shelter and supporting infrastructure on the southern side of Edinburgh Road (immediately east of Sydney Steel Road) be relocated at the applicants cost and to Council satisfaction.

BACKGROUND & OTHER STAFF COMMENTS

The proposed expansion of Marrickville Metro Shopping Centre was first granted planning approval in March 2012. Following this, there were several subsequent approved modifications including modifications to stipulates parking restrictions be changed to the kerbside parking lanes on Smidmore Street, Edinburgh Road and Murray Street.

MLA Transport Planning is seeking Local Traffic Committee (LTC) approval for the following road work items:

- Edinburgh Road-Sydney Steel Road roundabout design
- Edinburgh Road-Railway terrace roundabout re-design

- Parking restriction changes on Edinburgh Road and Murray Street
- Edinburgh Road right turn access into new (Stage 1B) building; and
- permanent bus stops on Edinburgh Road

A separate report has been provided to the Traffic Committee regarding proposed traffic and parking changes to Smidmore Street.

Attachments 1 and 2 outline the proposed changes to Edinburgh Road and Murray Street.

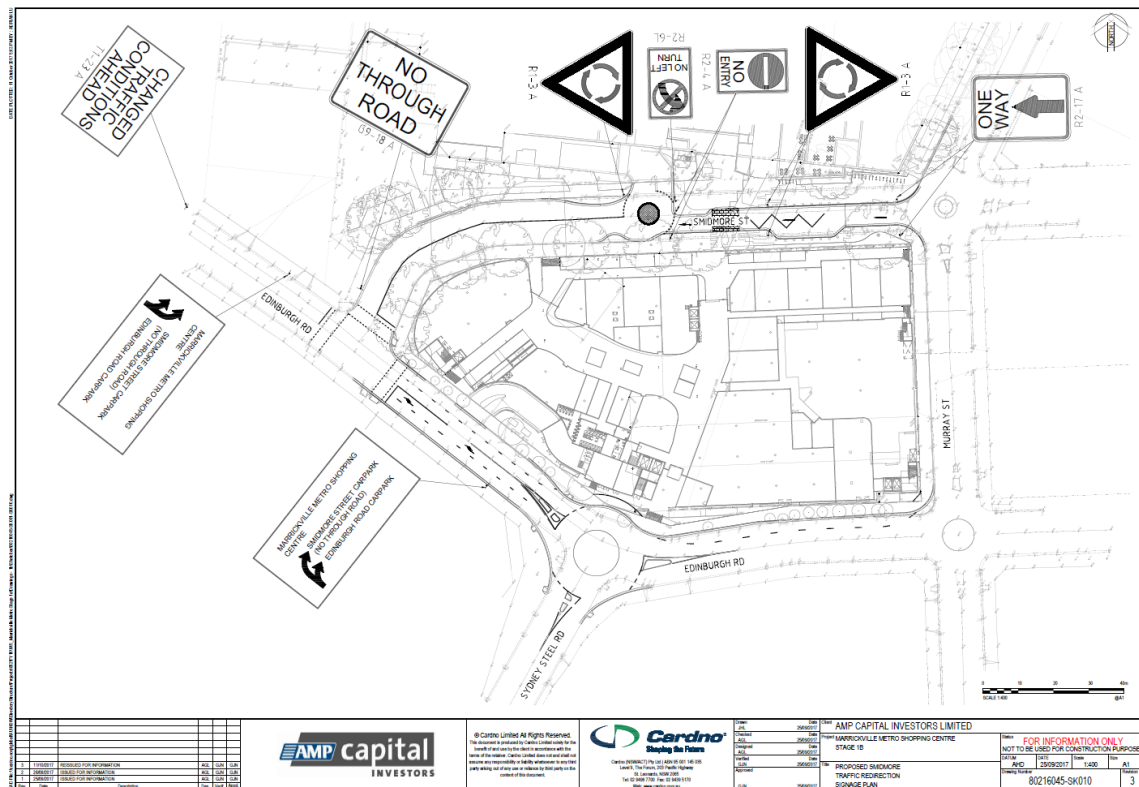
Key features of the changes include:

- Additional signage on Edinburgh Road to notify drivers of the changed traffic conditions and site access details (see following plan)
- Construction of a roundabout at the intersection of Edinburgh Road and Sydney Steel Street to allow a 12.5m rigid bus and emergency vehicles to undertake a U turn.
- Provision of a bus terminus on the northern side of Edinburgh Road between Sydney Steel Street and Murray Street (to accommodate up to 3 buses). The length of the bus zone will be approximately 56m in length and will commence at least 10m east of the proposed refuge/splitter island located on the eastern leg of the proposed roundabout. Although not shown on the provided plan, this will form a condition of approval. The pedestrian refuge requirements are met.
- Provision of a dedicated right turn lane for westbound traffic on Edinburgh Road to access the new carpark via Edinburgh Road. The same right turn bay also extends to Smidmore Street. A road safety audit reviewing the right turn bay from Edinburgh Road into the site access (south of Smidmore Street) has been provided in **Attachment 4**.
- roundabout modification at the intersection of Edinburgh Road-Railway Terrace in order to better accommodate movement of larger vehicles such as buses and so that the refuge within the existing splitter island located on the western leg of the proposed roundabout is provided to current standards.
- Extension of 'No Stopping' restrictions on the eastern side of Murray Street (between Edinburgh Street and Smidmore Street) to cater for larger trucks delivering goods to the service dock located in this section of Murray Street.

Issues with the presented design include:

- The existing Bus Stop and shelter on the eastern side of Edinburgh Road (immediately east of Sydney Steel Road) will need to be relocated from its current location so that it does not conflict with the proposed 'No Stopping' restriction for the pedestrian refuge. This will result in the relocation of the existing bus stop and shelter by approximately 12-15m and will result in the loss of two unrestricted on-street car parking spaces being lost.

Swept paths have been provided that demonstrate that turning movements through the proposed roundabouts are satisfactory.



FINANCIAL IMPLICATIONS

All works and costs of implementation works will be borne by the applicant.

PUBLIC CONSULTATION

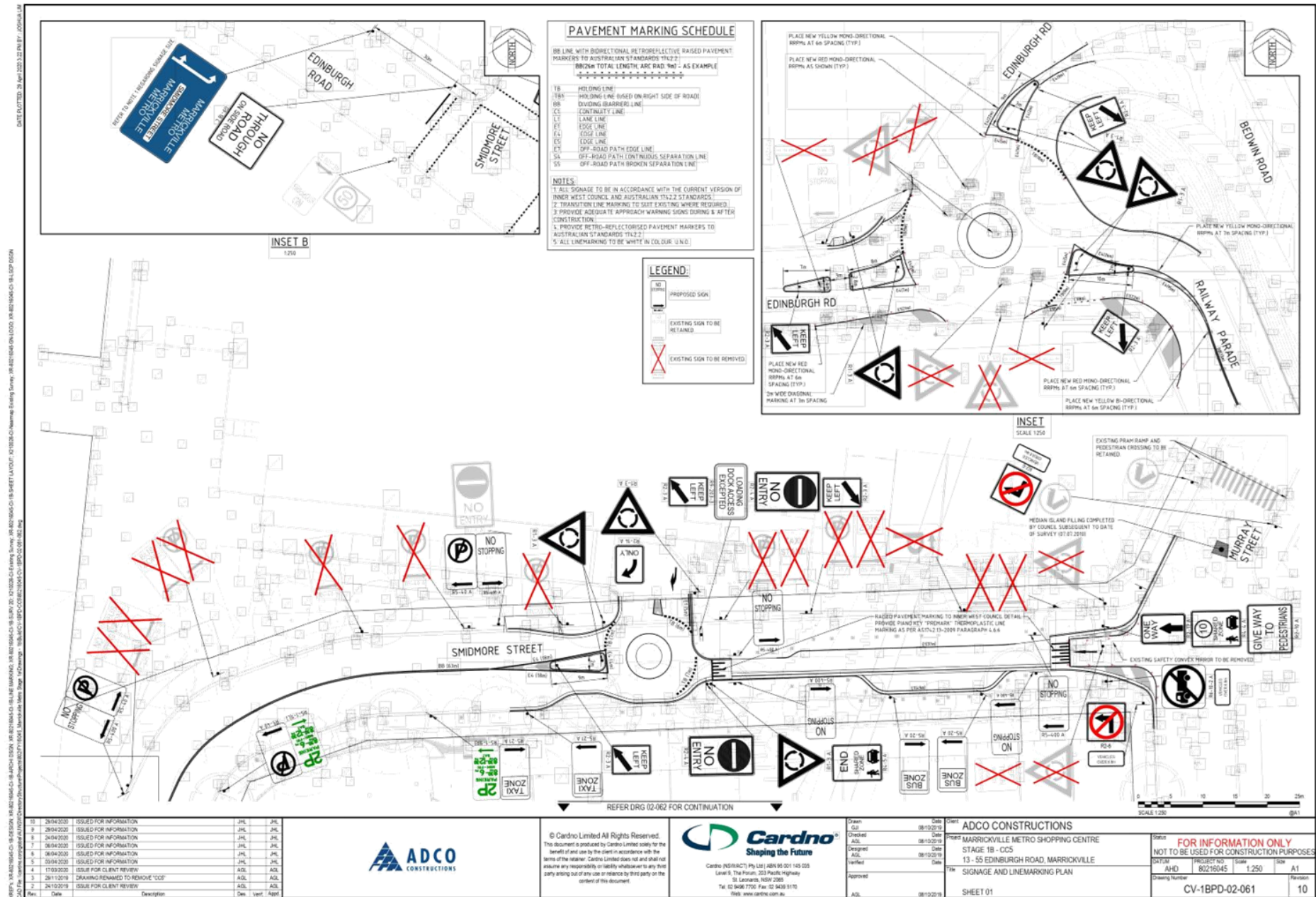
The proposal was part of the development assessment which was previously advertised. Further notification with the immediate and wider community will be undertaken prior to final TfNSW approval.

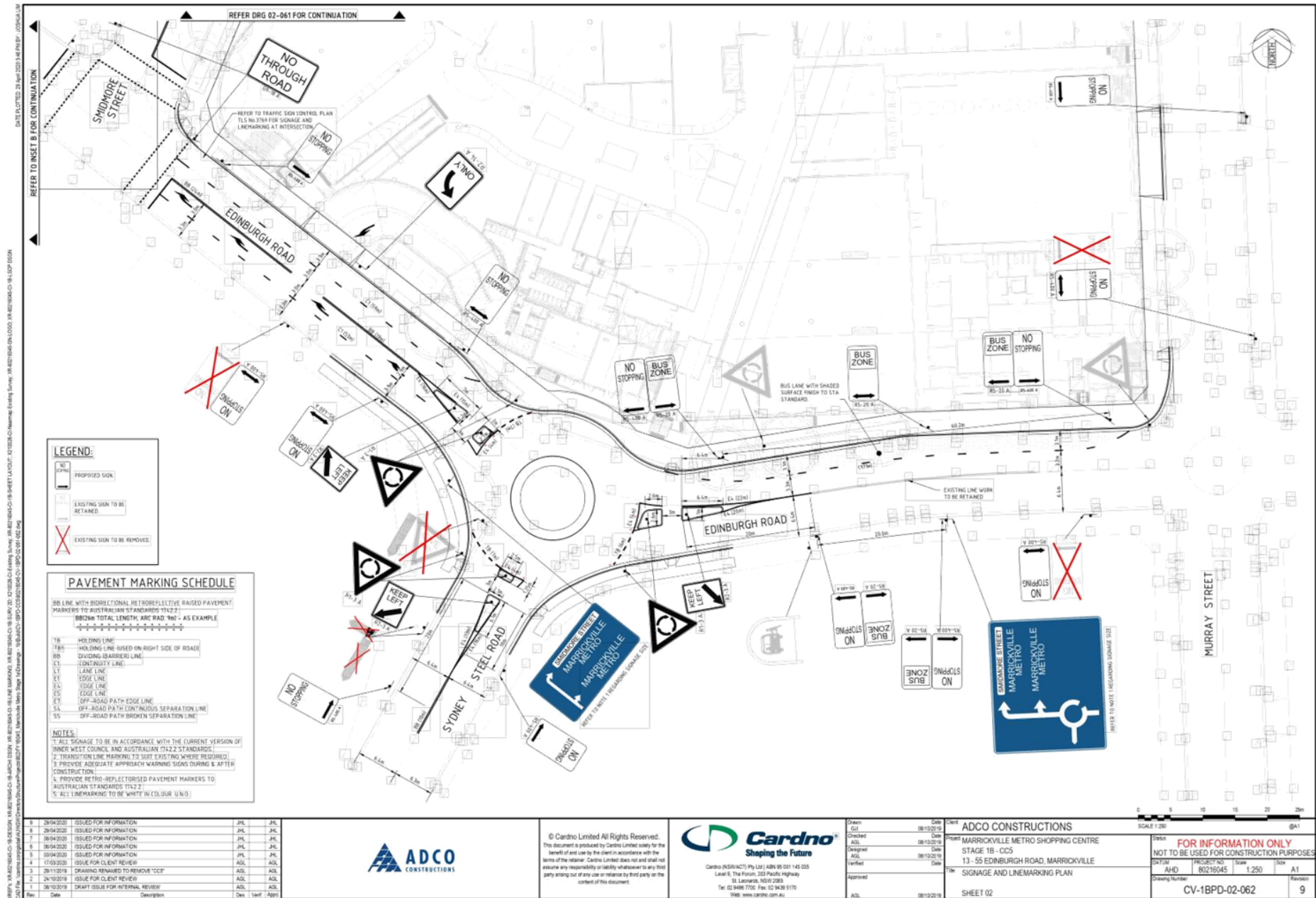
CONCLUSION

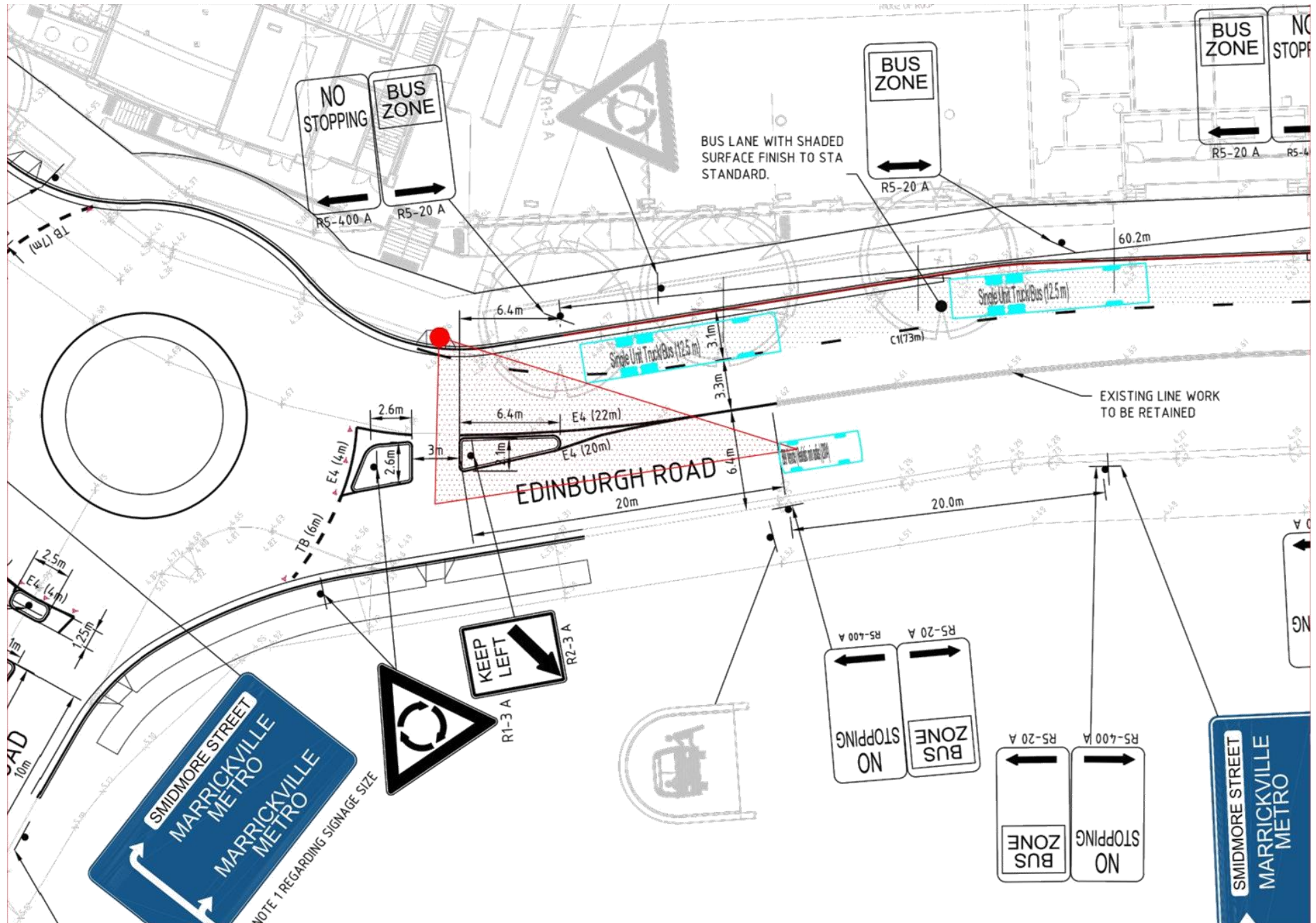
It is recommended that the proposed treatments in Edinburgh Road and Murray Street be supported.

ATTACHMENTS

1. [↓](#) Signage and Linemarking Plan (1/2)
2. [↓](#) Signage and Linemarking Plan (2/2)
3. [↓](#) Edinburgh Road Refuge Island No Stopping Distance
4. [↓](#) Marrickville Metro – Edinburgh Road Right Turn - Road Safety Audit - Detail Design Stage







Marrickville Metro – Edinburgh Road Right Turn

Road Safety Audit

Detail Design Stage

29th March 2019

JN19010_Report01 Rev02 - Cardno Edinburgh

On Behalf of

Cardno NSW/ACT



604, 11 Chandos St
St Leonards
NSW, 2065

0405 345 124
admin@amwc-rsa.com
www.amwc-rsa.com
ABN 13 619 698 985

NSW RSA Register Details

Final Signoff Date	29/04/2019
Title of Audit	Marrickville Metro – Edinburgh Road Right Turn
Location of Audit	Marrickville
Project Description	The aim of this project is to upgrade the Marrickville Metro Shopping Centre. As part of the upgrade there will be a new access provided from Edinburgh Road.
Purpose of Audit	The aim of this Road Safety Audit (RSA) is to assess the detail design plans of the Right Turn Bay in the context of the existing conditions, and the interface between existing and proposed works.
State of Audit	NSW
Stage of Audit	Detail Design Stage
Client Company	Cardno NSW/ACT
Client Contact	Adrian Lu
Client Phone	(02) 9024 7046
Client Email	adrian.lu@cardno.com.au
Audit Team Lead	Aaron Walton
Audit Team Member	Asith Nagodavithane
Audit Team Member	Peter Van Blerk

Table of Contents

NSW RSA Register Details	ii
1 Project Description	1
2 Study Area	1
3 Background Information	1
4 Audit Stage	2
5 Exclusions	2
6 Audit Team	2
7 Audit Program	2
8 Audit Risk Assessment Technique	3
9 Audit Findings	4
10 Formal Statement	6

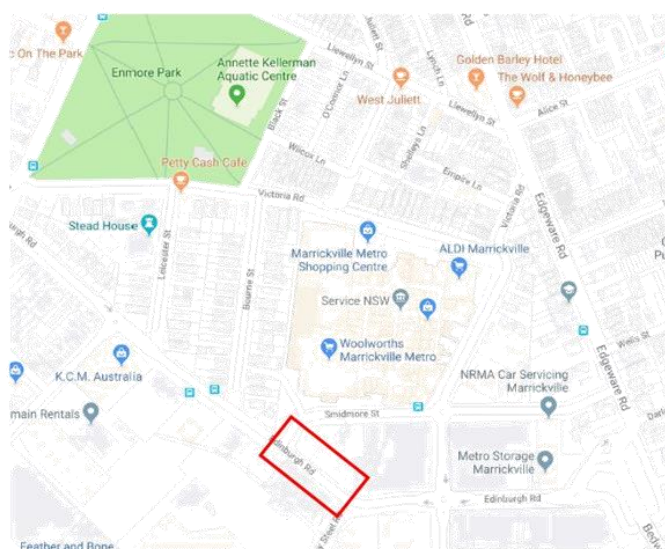
1 Project Description

The aim of this project is to upgrade the Marrickville Metro Shopping Centre from 22,000m² to 33,000m². As part of the upgrade there will be a new vehicle access provided from Edinburgh Road, between Sydney Steel Road and Smidmore Street. The access will consist of a right in-left in-left out arrangement, with a right turn bay provided on Edinburgh Road.

The aim of this Road Safety Audit (RSA) is to assess the detail design plans of the Right Turn Bay in the context of the existing conditions, and the interface between existing and proposed works.

2 Study Area

The general audit location is shown below.



Source –Google Maps

3 Background Information

The following background information was referenced during the audit:

- > Email screenshot (provided 01/03/2019)
- > TCS 3769 – Traffic signals at Edinburgh Road and Smidmore Street (Rev A – 30/11/2017)
- > CV-18PD-02-062 – Signage and Linemarking Plan (Rev 1 – 29/03/2019)
- > 16065101-160829 Edinburgh Rd Right Turn – Traffic Report (29/08/2016)

4 Audit Stage

A Detail Design Stage Audit was carried out during a desktop assessment of detail design plans and subsequent site visit of proposed works during day and night time conditions on the 13th March 2019. At the time of the site visit weather was raining and traffic was moderate to heavy.

The audit was generally undertaken in accordance with 'TNSW Guidelines for Road Safety Audit Practices (2011)' and 'Austroads: Guide to Road Safety Part 6: Road Safety Audit (2009)'.

5 Exclusions

This audit covers the safety, functionality and arrangement of the right turn bay only. Any additional works adjoining the right turn bay has not been assessed. Any data provided adjoining the right turn bay has not been assessed.

No Lighting or Drainage Plans were provided to the audit team.

6 Audit Team

The audit team and client details are shown below.

Table 6-1 Audit Team & Client Details

Role	Name	
Client (Sponsor)	Cardno NSW/ACT	
Client Contact	Adrian Lu	Civil Engineer
Client Email	adrian.lu@cardno.com.au	
Lead Auditor	Aaron Walton	Level 3 Auditor - RSA-02-0501
Lead Auditor Email	admin@amwc-rsa.com	
Team member	Asith Nagodavithane	Level 2 Auditor - RSA-02-1034
Team member	Peter Van Blerk	Level 0 Auditor

7 Audit Program

The audit program details are shown below.

Table 7-1 Audit Program

Activity	Date	Attendees
Opening Meeting	01/03/2019	Aaron Walton, Adrian Lu
Site Inspection	13/03/2019	Aaron Walton, Asith Nagodavithane
Draft Report	15/03/2019	RSA Report (DRAFT for comment)
Completion Meeting	29/04/2019	Aaron Walton, Adrian Lu
Final Report	29/04/2019	RSA Report (Final for issue)

8 Audit Risk Assessment Technique

For each of the safety issues identified, the level of risk with each has been determined. The Tables Below are extracted from Austroads: Guide to Road Safety Part 6: Road Safety Audit (2009) and have been used in the assessment of risk for this audit.

Table 8-1 Incident Frequency

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year
Occasional	Once every five or ten years
Improbable	Less often than once every ten years

Table 8-2 Incident Severity

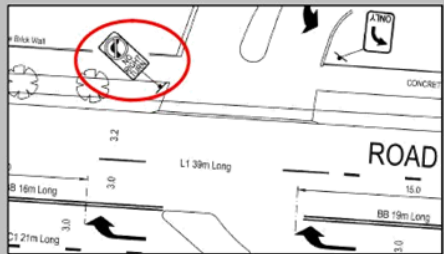
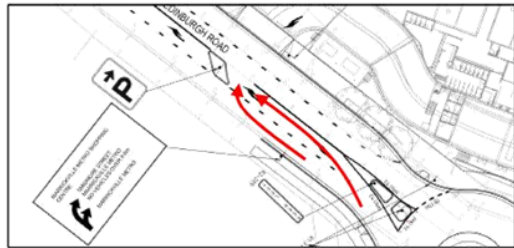
Severity	Description	Examples
Catastrophic	Likely multiple deaths	<ul style="list-style-type: none"> > High-speed, multi-vehicle crash on freeway. > Car runs into crowded bus stop. > Bus and petrol tanker collide. > Collapse of bridge or tunnel.
Serious	Likely death or serious injury	<ul style="list-style-type: none"> > High or medium-speed vehicle/vehicle collision. > High or medium-speed collision with a fixed roadside object. > Pedestrian or cyclist struck by a car
Minor	Likely minor injury	<ul style="list-style-type: none"> > Some low-speed vehicle collisions. > Cyclist falls from bicycle at low speed. > Left-turn rear-end crash in a slip lane.
Limited	Likely trivial injury or property damage only	<ul style="list-style-type: none"> > Some low-speed vehicle collisions. > Pedestrian walks into object (no head injury). > Car reverses into post.

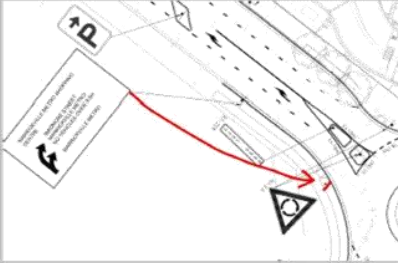

Table 8-3 Resulting Level of Risk Matrix

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

9 Audit Findings

Table 9-1 Audit Findings

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
1. Right Turn Sign TCS Plan	<p>There is a 'No Right Turn' sign facing the right turn bay.</p> <p>There is a risk that a motorist may hesitate during a right turn or attempt a U-turn resulting in a collision with a westbound vehicle on Edinburgh Road.</p> 	Probable	Minor	High	Right turn signage is unnecessary given the presence of the 'only left turn'. Right turn signage proposed to be removed to avoid confusion.
2. Parking Sign Signage Plan	<p>There is a 'Parking Right' sign provided at the end of the right turn bay.</p> <p>There is a risk that a motorist may not sight the sign with enough time to enter the bay safely. Motorists may undertake late braking resulting in rear end collisions, or rapid lane changes resulting in side impact collisions.</p> 	Probable	Minor	High	Median island to be removed. Abrupt movements avoided by removing physical median island hazard. If the motorist makes a delayed reaction, they will miss the Edinburgh street carpark entrance and continue smoothly and safely. They can then safely turn right into Smidmore Street for additional parking.

<p>3. Directional Signs Signage Plan</p>	<p>It is unclear to the audit team of the width of the proposed directional signage.</p> <p>There is a risk that the sign may overhang the travel lane or the pedestrian path resulting in impacts with the sign.</p> <p>It appears to the audit team that there would be approximately 7 seconds required to read the directional signage in approximately 1 second of sight time.</p> <p>There is a risk that vehicles may brake suddenly to read the sign and make a decision resulting in rear end collisions, or undertake rapid lane changes to avoid missing a turn after reading and reacting to the sign resulting in and side impact collisions.</p> <p>It is unclear to the audit team if the lettering height is to Australian Standards.</p> <p>The position of the sign occurs past the start of the right turn bay.</p> <p>There is a risk that a motorist may not sight the sign with sufficient time to enter the lane safely. Motorists may undertake late braking resulting in rear end collisions or rapid lane changes resulting in side impact collisions.</p> <p>This risk is increased given the parking sign is located at the end of the right turn bay, and there is no signage provided in advance or at the beginning of the bay.</p>	<p>Probable</p>	<p>Minor</p>	<p>High</p>	<p>Location of proposed advertising signage to be located to prevent potential overhanging collisions on the travel lane/ footpath. Advertising signage to also be located closer to the beginning of the right turn bay (see updated location below)</p>  <p>Signage Content to be simplified to reduce processing and decision making time (see below).</p>  <p>Proposed width/general size of signage to be designed to AS174.2 standards</p>
---	--	-----------------	--------------	-------------	---

10 Formal Statement

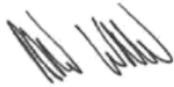
We, the undersigned, declare that we have reviewed the site and data listed in this report and identified the safety and operational deficiencies above.

It should be noted that while every effort has been made to identify potential safety hazards, no guarantee could be made that every deficiency has been identified.

A project sponsor is under no obligation to accept the findings outlined in this audit report. This report simply provides the opportunity to review potential safety issues highlighted by the auditors.

This audit will be recorded on the NSW Register of Road Safety Auditors and the project sponsor should expect email notification from the register to confirm the audit has been carried out.

We recommend that points of concern be investigated and necessary corrective actions undertaken.



Aaron Walton
Level 3 Road Safety Auditor
Team Leader



Asith Nagodavithane
Level 2 Road Safety Auditor
Team Member