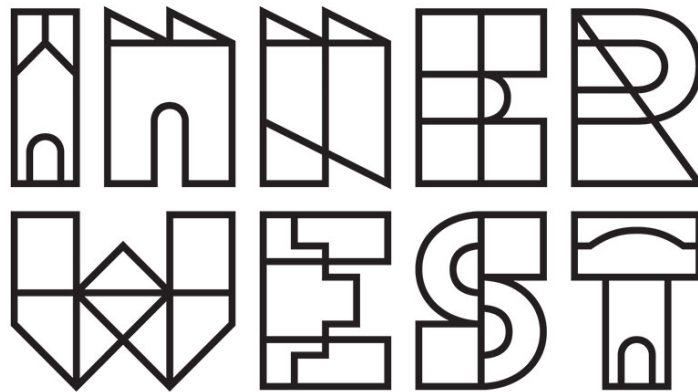


# AGENDA

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## LOCAL TRAFFIC COMMITTEE MEETING

**APRIL 2020**

**The April 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 Monday 6 April 2020.**

## 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.

## AGENDA

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<b>2</b>	<b>Disclosures of Interest</b>	
<b>3</b>	<b>Confirmation of Minutes</b>	<b>Page</b>
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<b>4</b>	<b>Matters Arising from Council's Resolution of Minutes</b>	
<b>5</b>	<b>Part A – Items Where Council May Exercise Its Delegated Functions</b>	

### Traffic Matters

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### **Late Items**

Nil at time of printing.

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

Nil at the time of printing.

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

Nil at the time of printing.

### **8 General Business**

### **9 Close of Meeting**



**Minutes of Local Traffic Committee Meeting  
Held at Petersham Service Centre on 2 March 2020**

**Meeting commenced at 10.02am**

**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
Sgt John Micallef	NSW Police – Burwood Police Area Command
SC Stephen Flanagan	NSW Police – Leichhardt Police Area Command
Tanmila Samin Islam	Transport for NSW

**OFFICERS IN ATTENDANCE**

Asith Nagodavithane	Transit Systems – Inner West Bus Services
Adrian Pritchard	Transit Systems – Inner West Bus Services
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward
Cathy Edwards-Davis	IWC's Director Infrastructure
Manod Wickramasinghe	IWC's Traffic and Transport Services Manager
George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Miia Hynninen	IWC's Business Administration Officer

**VISITORS**

Alexander Dilworth	LTC0220 Item 19 – Resident
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**APOLOGIES:**

Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
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**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

*Public speaker: Alexander Dilworth attended at 10.03am*

Mr Dilworth, on behalf of the Warren Road Action Group, spoke on LTC0220 Item 19 regarding the proposed Warren Road, Marrickville upgrade. Mr Dilworth stated that since residents met with Council on a number of occasions about the upgrade, the proposal has not progressed any further. The Action Group had been advised that Transport for NSW was reviewing the proposal but no further information has been relayed to residents since then. Mr Dilworth stated that, in the meantime, numerous accidents and near misses in Warren Road have been occurring on a weekly basis. Mr Dilworth requested that the residents be shown some support to move forward with making Warren Road safer.

*(Mr Dilworth left at 10.08am)*

The Transport for NSW representative stated that they have no objections to the 'One Way' concept on Warren Road in principle and welcome Council to organise to make changes at the signalised intersection accordingly. The implementation is dependent on the cost of upgrading the traffic signals and sourcing funding for the upgrade. Council are waiting on a cost estimate for the signal upgrade from contractors which is expected to be received shortly. Council Officers and Transport for NSW can then discuss next steps. Cllr Macri suggested that residents can write to local State Members to help source funding.

The Minutes of the Local Traffic Committee Meeting held on Monday, 3 February 2020 were confirmed.

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

The Local Traffic Committee recommendations of its meeting held on 2 December 2019 and 3 February 2020 were adopted at Council's meeting held on 25 February 2020 with the following amendments:

- a) December 2019 - LTC1219 Item 8 Carrington Road Marrickville, THAT a further report be provided to Council to examine the provision of a pedestrian crossing on Carrington Road near Renwick Street Marrickville to improve pedestrian safety, particularly the safety of students attending Tempe High School;
- b) February 2020 - LTC0220 Item 9 Clissold Street, Ashfield - Investigation of Proposed Works from the Ashfield Traffic Management Strategy (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC) - THAT Council write to Transport for NSW and Transit Systems and request that to ensure safe traffic management they support the introduction of opposing directional one-way streets in Clissold Street and Seaview Street, Ashfield, with the associated changes to the 406 and 413 bus routes; and
- c) That traffic officers meet with Stockland Cardinal Freeman Village with the view to have delivery and large vehicles enter from either Victoria Street or Queen Street Ashfield.

### **LTC0320 Item 1 Minor Traffic Facilities (All Wards/All Electorates/All LAC's)**

#### **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 following 'Disabled Parking' zones be removed as they are no longer required;
  - a. 6m 'Disabled Parking' zone in front of No. 3 O'Hara Street, Marrickville;
- 2. A 6.0m 'Disabled Parking' zone be installed in front of No. 63 Pigott Street, Dulwich Hill;
- 3. A 6.0m 'Disabled Parking' zone be installed in front of No. 2 Starling Street, Rozelle;

4. A 6.0m 'Disabled Parking' zone be installed in front of No. 21 Pashley Street, Balmain;
5. A 30m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the north-western side of Dibble Avenue, on the side boundary of No. 56 Ewart Street, Marrickville, for 12 weeks;
6. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed in front of No 132. Evans Street, Rozelle, adjacent to the existing 'No Stopping' restriction, for development at No. 144 Evans Street, for 12 weeks, subject to resident consultation; and
7. A 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the western side of Norton Street, in front of No. 46 Norton Street, Leichhardt, for 12 weeks, subject to resident notification.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

#### **THAT:**

1. The following 'Disabled Parking' zones be removed as they are no longer required;
  - a. 6m 'Disabled Parking' zone in front of No. 3 O'Hara Street, Marrickville;
2. A 6.0m 'Disabled Parking' zone be installed in front of No. 63 Pigott Street, Dulwich Hill;
3. A 6.0m 'Disabled Parking' zone be installed in front of No. 2 Starling Street, Rozelle;
4. A 6.0m 'Disabled Parking' zone be installed in front of No. 21 Pashley Street, Balmain;
5. A 30m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the north-western side of Dibble Avenue, on the side boundary of No. 56 Ewart Street, Marrickville, for 12 weeks;
6. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed in front of No 132. Evans Street, Rozelle, adjacent to the existing 'No Stopping' restriction, for development at No. 144 Evans Street, for 12 weeks, subject to resident consultation; and
7. A 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the western side of Norton Street, in front of No. 46 Norton Street, Leichhardt, for 12 weeks, subject to resident notification.

**For motion:** Unanimous

**LTC0320 Item 2 Premier Street, Marrickville – Request for ‘Mobility’ parking provision adjacent to Ferncourt Public School (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

**SUMMARY**

A request has been received from the Principal of Ferncourt Public School for the provision of a dedicated Mobility Parking space outside Ferncourt Public School, 74 Premier Street, Marrickville and within the existing drop-off zone in order to improve accessibility for students attending the school. The 'Mobility Parking' restrictions will be applicable from '8.00-9.30 am and 2.30-4.00 pm School Days' only.

**Officer's Recommendation**

THAT a 6m 'Mobility Parking; 8.00 - 9.30 am and 2.30 – 4.00 pm School Days, Buses Excepted ' space be installed on the southern side of Premier Street, Marrickville west of the western access gate adjacent to the Ferncourt Public School and within the existing drop-off zone.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT a 6m 'Mobility Parking; 8.00 - 9.30 am and 2.30 – 4.00 pm School Days, Buses Excepted ' space be installed on the southern side of Premier Street, Marrickville west of the western access gate adjacent to the Ferncourt Public School and within the existing drop-off zone.**

**For motion:** Unanimous

**LTC0320 Item 3 Liberty Street and Bedford Street, Stanmore – Temporary full road closure to complete rail overbridge refurbishment works – 20 and 21 June 2020 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)**

**SUMMARY**

An application has been received from Sydney Trains (Transport for NSW - TfNSW) for the temporary full road closure of Liberty Road (between Railway Avenue and Trafalgar Street) and Bedford Street (between Liberty Street and Pierce Street), Stanmore from 4am Saturday, 20 June to 4pm Sunday, 21 June 2020 in order to finish refurbishment works on the Liberty Street Stanmore rail over bridge. The streets 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 Liberty Road (between Railway Avenue and Trafalgar Street) and Bedford Street (between Liberty Street and Pierce Street), Stanmore from 4am Saturday, 20 June to 4pm Sunday, 21 June 2020 be approved, in order to finish refurbishment works on the Liberty Street Stanmore rail over bridge subject, but not

limited to, the following conditions:

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

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the proposed temporary full road closure of Liberty Road (between Railway Avenue and Trafalgar Street) and Bedford Street (between Liberty Street and Pierce Street), Stanmore from 4am Saturday, 20 June to 4pm Sunday, 21 June 2020 be approved, in order to finish refurbishment works on the Liberty Street Stanmore rail over bridge subject, but not limited to, the following conditions:**

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

**For motion:** Unanimous

**LTC0320 Item 4    Haberfield Library Upgrade - Temporary Bus Relocation and Work Zone (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)**

### **SUMMARY**

Council Major Projects and Facilities has received an approval for a Development Application (DA) to upgrade the Haberfield Centre and Library. As part of the construction works, it is proposed that a temporary 'Work Zone' be established in front of the library at No. 78 Dalhousie Street. The existing bus stop will be re-located approximately 20m south for approximately 37 weeks.

### **Officer's Recommendation**

THAT:

1. A 20m 'Work Zone 7:00am -6:00pm Mon-Fri and 8:00am-1:00pm Sat be installed at the front of No.78 Dalhousie Street, Haberfield, for 37 weeks, temporarily replacing the existing bus stop; and
2. The existing bus stop in front of No. 78 Dalhousie Street, Haberfield be re-located 20m south, closer to the traffic lights at Ramsay Street.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT:

1. **A 20m 'Work Zone 7:00am -6:00pm Mon-Fri and 8:00am-1:00pm Sat be installed at the front of No.78 Dalhousie Street, Haberfield, for 37 weeks, temporarily replacing the existing bus stop; and**
2. **The existing bus stop in front of No. 78 Dalhousie Street, Haberfield be re-located 20m south, closer to the traffic lights at Ramsay Street.**

**For motion: Unanimous**

**LTC0320 Item 5    Ravenue Lane, Stanmore - Proposed 'No Parking 5am-10am Monday' to improve vehicular access for Waste Collection Vehicles (Damun - Stanmore Ward/ Summer Hill Electorate/ Burwood PAC)**

### **SUMMARY**

A proposal for the installation of 'No Parking 5am-10am Monday' restrictions in Ravenue Lane, between Lincoln Street and Stafford Street, Stanmore has been requested to address concerns from residents and Council's Waste Collection Officers regarding regular instances of parked vehicles restricting access for waste collection vehicles. The proposal is limited to waste collection days only and will improve access for waste collection vehicles as well as reduce the chance of property damage. The proposal includes statutory 'No Stopping' zones at its intersections with Lincoln Street and Stafford Street.

### **Officer's Recommendation**

THAT:

1. 'No Parking 5am – 10am Monday' restrictions be installed along the northern side of Ravenue Lane, along the side boundary of Properties No. 75 Lincoln Street and No. 78 Stafford Street, Stanmore;
2. 'No Parking 5am – 10am Monday' restrictions be installed along the southern side of Ravenue Lane, along the rear of Properties No. 28 – 42 Railway Avenue, Stanmore;
3. 10m statutory 'No Stopping' restrictions be signposted on the northern and southern

sides of Ravenue Lane west of Stafford Street, Stanmore; and

4. 10m statutory 'No Stopping' restrictions be signposted on the northern and southern sides of Ravenue Lane east of Lincoln Street, Stanmore.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. 'No Parking 5am – 10am Monday' restrictions be installed along the northern side of Ravenue Lane, along the side boundary of Properties No. 75 Lincoln Street and No. 78 Stafford Street, Stanmore;
2. 'No Parking 5am – 10am Monday' restrictions be installed along the southern side of Ravenue Lane, along the rear of Properties No. 28 – 42 Railway Avenue, Stanmore;
3. 10m statutory 'No Stopping' restrictions be signposted on the northern and southern sides of Ravenue Lane west of Stafford Street, Stanmore; and
4. 10m statutory 'No Stopping' restrictions be signposted on the northern and southern sides of Ravenue Lane east of Lincoln Street, Stanmore.

**For motion:** Unanimous

**LTC0320 Item 6 Myra Lane, Dulwich Hill - Proposed 'No Stopping' Restrictions (Djarrawunang- Ashfield Ward/ Summer Hill Electorate/ Inner West PAC)**

### **SUMMARY**

Following representations from the community regarding vehicles parking on the northern side of Myra Lane, between Garnet Lane and Myra Road, impeding off-street parking access, Council is proposing to introduce new 'No Stopping' restrictions along the northern side of the lane.

### **Officer's Recommendation**

THAT 16m 'No Stopping' restrictions be installed in Myra Lane (Northern side), west of the Myra Road, Dulwich Hill.

### **DISCUSSION**

Council Officers tabled a late submission from a resident who supported the recommendation.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT 16m 'No Stopping' restrictions be installed in Myra Lane (Northern side), west of the Myra Road, Dulwich Hill.**



**For motion:** Unanimous

**LTC0320 Item 7    Pigott Street at The Boulevard, Dulwich Hill - Proposed Statutory 10-metre 'No Stopping' restrictions (Djarrawunang - Ashfield Ward/ Summer Hill Electorate/ Inner West PAC)**

**SUMMARY**

Council is proposing to implement statutory 10-metre 'No Stopping' restrictions in Pigott Street at The Boulevard, Dulwich Hill following a request to deter illegal parking on the northern side of Pigott Street. Vehicles parked on Pigott Street, within 10 metres of the intersection with The Boulevard, at times hinder the sight line for vehicles entering the intersection.

**Officer's Recommendation**

THAT:

1. Implementation of 10m statutory 'No Stopping' in Pigott Street (northern side), east of its intersection with The Boulevard, Dulwich Hill; and
2. Implementation of 10m statutory 'No Stopping' in Pigott Street (northern side), west of its intersection with The Boulevard, Dulwich Hill, be approved.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. Implementation of 10m statutory 'No Stopping' in Pigott Street (northern side), east of its intersection with The Boulevard, Dulwich Hill; and
2. Implementation of 10m statutory 'No Stopping' in Pigott Street (northern side), west of its intersection with The Boulevard, Dulwich Hill, be approved.

**For motion:** Unanimous

**LTC0320 Item 8    Charlotte Street, Ashfield- Request to convert 1P period parking to 1/2P period parking outside premises No's 18-20 Charlotte Street, Ashfield (Djarrawunang-Ashfield Ward/ Summer Hill Electorate/ Burwood PAC)**

**SUMMARY**

A request has been received by the newsagent proprietor premises No. 18 Charlotte Street, Ashfield to have a short section of 1-hour period parking zone outside the newsagent and convenience store Nos. 18-20 Charlotte Street, converted to ½ hour period parking. This will allow a higher turnover for customer parking in the area particularly for the customers attending the above corner shops in Charlotte Street.



### **Officer's Recommendation**

THAT the existing 8m length of '1P 8.30am-6.00pm Mon-Sun' outside premises Nos. 18-20 Charlotte Street, Ashfield, be converted to '1/2 P 8.30am-6.00pm Mon-Sun'.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT the existing 8m length of '1P 8.30am-6.00pm Mon-Sun' outside premises Nos. 18-20 Charlotte Street, Ashfield, be converted to '1/2 P 8.30am-6.00pm Mon-Sun'.

For motion: Unanimous

## **LTC0320 Item 9    Railway Street, Petersham - Proposed installation of Loading Zone (Damun -Stanmore Ward/ Newtown Electorate/ Inner West PAC)**

### **SUMMARY**

A request has been received for provision of a 'Loading Zone' in Railway Street, Petersham to facilitate with loading and unloading at Property No. 30 Terminus Street, Petersham.

### **Officer's Recommendation**

THAT:

1. Implementation of a sixteen (16) metre 'Loading Zone 8.00am – 3.00pm Wednesday' on western side of Railway Street, between Carrington Lane and Terminus Street; and
2. Implementation 10m statutory 'No Stopping' on the western side of Railway Street at Terminus Street, Petersham; be approved.

### **DISCUSSION**

Council Officers tabled a late submission from a resident who objected to the proposal as they believed that the Resident Parking Scheme in Railway Street should be extended to both sides of the street. Council's Officers comments to the submission was that Resident Parking Schemes have been introduced on one side of the road for many areas to date. This allows for a balanced approach to the provision of on-street parking which caters for all users.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT:

1. Implementation of a sixteen (16) metre 'Loading Zone 8.00am – 3.00pm Wednesday' on western side of Railway Street, between Carrington Lane and Terminus Street; and

- 2. Implementation 10m statutory 'No Stopping' on the western side of Railway Street at Terminus Street, Petersham; be approved.**

**For motion:** Unanimous

**LTC0320 Item 10 Morris Street, Summer Hill- Request to remove 1/2 P period parking restrictions outside Nos. 24-28 Morris Street, Summer Hill (Djarrawunang - Ashfield Ward/Summer Hill Electorate/Burwood PAC)**

### **SUMMARY**

Council has received a resident request to remove an existing ½ hour period parking zone (2 car space length) outside premise No's. 24-26 Morris Street, Summer Hill as it is not required by current land uses.

### **Officer's Recommendation**

THAT the existing ½ hour period parking zone of 2 spaces on the eastern side of Morris Street, Summer Hill, outside premise No's 24-26 Morris Street, be removed.

### **DISCUSSION**

Council Officers tabled a late submission from a resident objecting to the proposal on the basis that she has mobility problems and the proposal would remove her ability to park in front of her house. It was noted that the resident has a mobility parking permit which would allow her to park unrestricted in the existing 2 hour parking that is currently provided on Morris and Lorne Street, in addition to the unrestricted parking that is proposed outside of No's 24-26 Morris Street. Residents can also apply for a mobility parking space should they meet the criteria.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the existing ½ hour period parking zone of 2 spaces on the eastern side of Morris Street, Summer Hill, outside premise No's 24-26 Morris Street, be removed.**

**For motion:** Unanimous

**LTC0320 Item 11 Renwick Street, Marrickville - Proposed extension of short-term parking restrictions (Midjuburi - Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)**

### **SUMMARY**

Concerns were raised by a business owner in the southern section of Renwick Street, Marrickville that there was insufficient short stay parking in the locality that allows motorists to park and visit businesses in the area. Allocating two presently unrestricted on-street parking spaces on the northern side of Renwick Street, immediately west of the current 'P30 7.30am – 3pm Monday – Friday', near the intersection of Carrington Road, as additional short term restricted parking would allow visitors to the area greater opportunity to park for a short period of time.

## Officer's Recommendation

**THAT the extension of current 'P30 min 7.30am – 3.00pm Monday - Friday' parking restrictions by twelve (12) metres westward along the northern side of Renwick Street, Marrickville (between Carrington Road and Excelsior Parade) be approved.**

## DISCUSSION

Council Officers tabled two late submissions from residents who objected to the proposal as they believed that removing unrestricted parking would adversely affect residents in Renwick Street and neighbouring streets. An additional two late submissions were also received in support of the proposal with a business owner requesting that the restrictions be increased from P30 to 1P.

As a compromise, Council Officers proposed a revised plan to replace the existing 12m 'P30 7.30am – 3.00pm Monday-Friday' parking restrictions along the northern side of Renwick Street with an 18m '1P 7.30am – 3.00pm Monday to Friday' restriction. Council Officers have consulted with the business owner who requested for more short-stay parking on this revised proposal.



The Committee members agreed with the Officer's revised recommendation.

## COMMITTEE RECOMMENDATION

**THAT the current twelve (12) metre 'P30 min 7.30am – 3.00pm Monday - Friday' parking restrictions and subsequent six (6) metres of unrestricted parking along the northern side of Renwick Street, Marrickville (east of Carrington Road) be replaced with an eighteen (18) metre '1P 7.30am – 3.00pm Monday - Friday' parking restriction.**

**For motion: Unanimous**

**LTC0320 Item 12 Hartley Street, Rozelle - Proposed 'No Stopping' restriction at intersection with Victoria Road (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Concerns have been raised regarding illegal parking, restricting the ability of vehicles to turn around at the southern end of Hartley Street, Rozelle.

**Officer's Recommendation**

That a 25m 'No Stopping' zone be installed on the eastern side of Hartley Street, north of Victoria Road, Rozelle.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**That a 25m 'No Stopping' zone be installed on the eastern side of Hartley Street, north of Victoria Road, Rozelle.**

**For motion:** Unanimous

**LTC0320 Item 13 Park Lane, Ashfield - Proposed 'No Parking' restrictions (Djarrawunang - Ashfield Ward/ Summer Hill Electorate/ Burwood PAC)**

**SUMMARY**

Representations have been received from a local resident for the provision of full time 'No Parking' restrictions in Park Lane, Ashfield to improve access to off-street parking as vehicular access is often blocked by parked vehicles in the laneway. Access issues for Waste Collection vehicles has also been observed on-site by Council Officers undertaking the investigation. Residents have been notified of the proposal.

**Officer's Recommendation**

THAT the implementation of full-time 'No Parking' restrictions along the northern side of Park Lane, Ashfield between Alma Street and west of the Park Lane road closure, be approved.

**DISCUSSION**

Council Officers tabled a late submission from a resident in support of the proposal.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the implementation of full-time 'No Parking' restrictions along the northern side of Park Lane, Ashfield between Alma Street and west of the Park Lane road closure, be approved.**

**For motion:** Unanimous

**LTC0320 Item 14 Carlisle Street between Norton Street and Unnamed Laneway, Leichhardt - Road Occupancy - ANZAC Day Event (Gulgadya - Leichhardt Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council has received an application from the licensee of The Royal Hotel in Leichhardt for approval of a temporary full road closure in Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Saturday, 25 April 2020 between the hours of 6am and 12 midnight. The road closure has been requested to facilitate The Royal Hotel ANZAC Day Event.

**Officer's Recommendation**

THAT the temporary road closure of Carlisle Street, Leichhardt between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Saturday, 25 April 2020 between the hours of 6am and 12 midnight be supported, subject to the following conditions:

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

**DISCUSSION**

Council was requested to forward the TMP and TCP to Transport for NSW for concurrence. Transport for NSW also requested the TMP and TCP for the cluster events that were presented to the Committee on 3 February 2020.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the temporary road closure of Carlisle Street, Leichhardt between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Saturday, 25 April 2020 between the hours of 6am and 12 midnight be supported, subject to the following conditions:**

- a. That an unencumbered passaged minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
- b. The occupation of the road carriageway must not occur until the road has been physically closed;
- c. All affected residents and businesses, including the NSW Police Local Area

**Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders.**

**For motion: Unanimous**

### **General Business**

#### **LTC0320 Item 15 Booth Street, Annandale – Request for timed parking**

Clr Macri received a request from a business owner for timed parking on Booth Street, Annandale. The apartment blocks on the City of Sydney side of Booth Street, between Johnstons Creek and Pyrmont Bridge Road, do not have resident parking and as a result, residents are parking in front of the businesses opposite the apartments. This takes away parking from patrons of the businesses. Council Officers will investigate this request.

#### **LTC0320 Item 16 Hawthorne Parade, Haberfield – Request for traffic calming measures**

Clr Macri has received a request for traffic calming measures on Hawthorne Parade, Haberfield. The representative for Burwood PAC requested that any traffic counts undertaken by Council in Hawthorne Parade be provided to them.

Clr da Cruz requested that Hawthorne Parade be investigated for a 30km/hr speed zone as cyclists ride on the road and it is a high pedestrian area. It was noted that the community do not always like speed humps as a traffic calming measure.

Clr da Cruz also stated that residents have requested for a pedestrian crossing and refuges on Lord Street.

#### **LTC0320 Item 17 Roundabout intersection of Edward Street and Smith Street, Summer Hill – Request for speed hump**

Clr Macri received a request for a speed hump to be installed on the Edward Street approach to the roundabout at the intersection of Smith Street and Edward Street. The resident stated sightlines of Edward Street from Smith Street is poor and given that the intersection is part of a cycle route, it is necessary to slow vehicles down. There is currently a speed hump on the Smith Street entrance of the roundabout.

#### **LTC0320 Item 18 Pedestrian crossings and signal phasing**

Clr da Cruz raised an ongoing issue with pedestrian crossing signal phasing at several intersections: Darling Street at Victoria Road; Parramatta Road at Johnston Street; and Mallet Street at Parramatta Road. Clr da Cruz stated that the green pedestrian signal is not on for long enough and that when the flashing red pedestrian signal activates, the red left turn holding arrow is deactivated at the same time allowing vehicles to turn when pedestrians are only halfway across the road. Sometimes pedestrians are left waiting in the middle of the road for turning motorists to pass when they do not give way to the pedestrians. Clr da Cruz asked how driver behaviour could be improved at crossings.

The Transport for NSW representative advised that this signal phasing is an Australia-wide standard and road rules state that motorists are to give way to pedestrians at crossings. The

representative advised that Transport for NSW have adjusted signals at some sites to give pedestrians more time to cross before signals allow motorists to turn. Transport for NSW will investigate the feasibility of adjusting signal phasing at the intersections raised by Clr da Cruz.

Clr da Cruz also stated that she has received complaints from residents that motorists are not stopping and giving way at the pedestrian crossing on Darling Street at Wise Street, Rozelle.

#### **LTC0320 Item 19 Pedestrian incident on Iron Cove Bridge, Rozelle**

Clr da Cruz stated that a pedestrian was reportedly taken to hospital after an incident on the Iron Cove Bridge shared path. Clr da Cruz asked if there was a strategy to address pedestrian safety on the shared path and commented that scooters often speed along the footpath.

#### **LTC0320 Item 20 Closure of shared path on Lilyfield Road at Anzac Bridge, Rozelle**

The representative for the Member for Balmain raised concerns with the suggested route from Victoria Road to the city after WestConnex closes the pedestrian/cyclist bridge over Victoria Road at Lilyfield Road at Anzac Bridge on 8 March 2020. The representative stated that the holding areas at two signalised intersections on the suggested detour route are not wide enough to accommodate the number of pedestrians and cyclists that will be diverted to the route. The representative further stated that the suggested route takes pedestrians up to Sommersville Road through a steep and narrow pathway and will be mixing with cyclists. The representative commented that the plan to close the Lilyfield Road pedestrian/cyclist bridge should have been presented to the Committee and requested Transport for NSW to respond regarding the safety of pedestrians on the suggested route. The Transport for NSW representative will raise these concerns with WestConnex.

#### **LTC0320 Item 21 Boat trailers in Balmain Road, Leichhardt**

The Leichhardt PAC representative recently met with a resident on Balmain Road regarding boat trailers parked long-term in the street. The representative asked what Council's policy is on trailer parking. Council Officers advised that Council had not opted into utilising the impounding legislation due to the high staff resources required and ineffective results. Instead, Council has been installing signage prohibiting the parking of trailers. However, Council has found that signposting a street, such as Balmain Road, often moves the trailers into neighbouring residential streets which is more problematic than parking them on a State Road.

#### **LTC0320 Item 22 Parking exemptions for Transit Systems**

The Transit Systems representatives stated that Council Rangers have been issuing fines to Transit Systems marked cars when parked in a bus zone during the changeover of bus drivers. Currently only buses are permitted to park in bus zones. The representatives requested for an exemption for Transit System marked cars. Council Officers will investigate the possibility of an exemption.

Meeting closed at 10.44am.



**Item No:** LTC0420 Item 1

**Subject:** MINOR TRAFFIC FACILITIES

**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 following disabled parking zones be removed as they are no longer required:
  - a) 6m 'Disabled Parking' zone in front of No. 47 Alfred Street, Rozelle;
  - b) 6m 'Disabled Parking' zone in front of No. 24 and 26 Cannon Street, Stanmore;
  - c) 6m 'Disabled Parking' zone in front of No. 15 Tamar Street Marrickville;
  - d) 6m 'Disabled Parking' zone in front of No. 5 Isabella Street, Balmain; and
  - e) 6m 'Disabled Parking' zone in front of No. 29 Phillip street Newtown.
2. The following 'Disabled Parking' zones be approved and installed:
  - a) 6m 'Disabled Parking' zone be installed in front of No. 18 Carrington Street, Summer Hill;
  - b) 6.0m 'Disabled Parking' zone and 'No Stopping (right)' zone at a statutory distance from Bruce Street be installed in front of No. 143 Albany Road, Stanmore; and
  - c) 6.0m 'Disabled Parking' zone be installed in front of No. 38 Albert Street, Leichhardt.
3. The following 'Works Zone' zones be approved and installed:
  - a) 30m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the southern side of Gladstone Street, in front of No. 2-2A Gladstone Street, Newtown, for 12 weeks;
  - b) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the eastern side of Elswick Street, in front of No. 73 Elswick Street, Leichhardt, for 12 weeks;
  - c) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the northern side of Piper Street, on the side boundary of No. 2 Lonsdale Street, Lilyfield, for 12 weeks;
  - d) 10m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the south-eastern side of Wardell Road, in front of No. 166 Wardell



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**Road, Marrickville, for 12 weeks;**

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- e) 12.5m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the north-western side of High Street, in front of No. 39 High Street, Marrickville, for 12 weeks; and
  - f) 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the northern side of Meeks Road, in front of No. 141 Meeks Road, Marrickville, for 12 weeks.
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**BACKGROUND**

See other staff comments below for background and recommendations for 'Disabled Parking' and 'Work Zone' recommendations.

**FINANCIAL IMPLICATIONS**

Nil.

**OTHER STAFF COMMENTS**

**1. Removal of 'Disabled Parking' restrictions – Various**

Residents have advised that the following 'Disabled Parking' zones are no longer required. Council staff have contacted the original applicants and they have confirmed that the 'Disabled Parking' zones are no longer required.

It is recommended that the following 'Disabled Parking' zones be removed:

- a) 6m 'Disabled Parking' zone in front of No. 47 Alfred Street, Rozelle,
- b) 6m 'Disabled Parking' zone in front of No. 24 and 26 Cannon Street, Stanmore,
- c) 6m 'Disabled Parking' zone in front of No. 15 Tamar Street Marrickville,
- d) 6m 'Disabled Parking' zone in front of No. 5 Isabella Street, Balmain,
- e) 6m 'Disabled Parking' zone in front of No. 29 Phillip street Newtown,

**2. Installation of 'Disabled Parking' Restriction – Various**

Residents have requested the installation of 'Disabled Parking' zones for the following properties.

It is recommended that the following 'Disabled Parking' zones 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. 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 Disabled 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.

It should be noted that due to the limited width of streets around the LGA, it is often difficult to comply with the requirements for the parking space dimensions as per AS2890.5-1993 "On-Street Parking". The installation of ramps may result in the loss of some adjacent on-street parking spaces. As such, ramps are only proposed where required for wheelchair access and at the applicants cost.

It is recommended that the following 'Disabled Parking' zones be approved and installed:

- a) 6m 'Disabled Parking' zone be installed in front of No. 18 Carrington Street, Summer Hill;
- b) 6.0m 'Disabled Parking' zone and "No Stopping (right)" zone at a statutory distance from Bruce Street be installed in front of No. 143 Albany Road, Stanmore; and
- c) 6.0m 'Disabled Parking' zone be installed in front of No. 38 Albert Street, Leichhardt,

### 3. Installation of 'Works Zone' Restriction – Various

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 for the period indicated, with the provision to be extended upon request by the applicant and payment of additional 'Works Zone' lease fees.

It is recommended that the following 'Works Zones' be approved and installed:

- a) 30m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the southern side of Gladstone Street, in front of No. 2-2A Gladstone Street, Newtown, for 12 weeks;
- b) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the eastern side of Elswick Street, in front of No. 73 Elswick Street, Leichhardt, for 12 weeks;
- c) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the northern side of Piper Street, on the side boundary of No. 2 Lonsdale Street, Lilyfield, for 12 weeks;
- d) 10m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the south-eastern side of Wardell Road, in front of No. 166 Wardell Road, Marrickville, for 12 weeks;
- e) 12.5m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the north-western side of High Street, in front of No. 39 High Street, Marrickville, for 12 weeks; and
- f) 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the northern side of Meeks Road, in front of No. 141 Meeks Road, Marrickville, for 12 weeks;

### PUBLIC CONSULTATION

Nil

### ATTACHMENTS

Nil.

**Item No:** LTC0420 Item 2

**Subject:** DOBROYD PARADE TO HAWTHORNE PARADE BICYCLE CONTRAFLOW

**Prepared By:** Ryan Hawken - Project Manager Greenway Delivery

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

Detailed design plans have been prepared for a contra-flow bicycle facility between Dobroyd Parade and Hawthorne Parade, Haberfield. Consultation with affected residents and owners was undertaken on the draft detailed design plans in February and March 2020. It is recommended that the detail design plans are approved for construction.

### RECOMMENDATION

#### THAT:

1. The proposed diversion plan for pedestrian and cyclists for future works along the Bay Run be noted; and
2. The plan (Attachment 1) for a contra-flow cycle facility in the one-way link road between Dobroyd Parade and Hawthorne Parade, Haberfield be approved for construction and be implemented in advance of the Bay Run works.

### BACKGROUND

In August 2018 Council adopted the Cooks to Cove Greenway Master Plan. Based on the adopted Master Plan concept designs were developed and endorsed by Council in May 2019. Council is now developing detailed design plans to facilitate construction.

As part of the works it is proposed to upgrade the Bay Run east of UTS rowers to Lilyfield Road, including the Lilyfield Road bridge. To facilitate upgrade and widening of the shared path through this section the seawall will be required to be widened into Iron Cove.

Whilst pedestrian and cyclist access will be maintained as much as possible, for periods of the construction it will be necessary to divert all pedestrians and cyclists. This would include, at a minimum; during construction of parts of the seawall, construction of a widened ramp up to Lilyfield Road Bridge and construction of a ramped connection to the Greenway.

There is no room for pedestrians and cyclists to travel adjacent to the proposed works area due to the proximity of the City West Link. As such a diversion route is required.

#### **Proposed pedestrian and cyclist diversion plan.**

Refer **Attachment 1** for an overview of the proposed diversion routes.

During the works it is proposed that cyclists and pedestrians would be diverted from the Bay Run at Timbrell Drive across the City West Link and up Mortley Avenue.

Access to the UTS rowers would be retained from the café and along the existing path west of the club and from the carpark.

From Timbrell Drive, pedestrians would be diverted through Robson Park, along part existing and part new path, and then along an existing path through the park lands adjacent to the City West Link. From here pedestrians would travel along Dobroyd Parade, Hawthorne Parade, and Canal Road to re-join the Bay Run at Maliyawul Street. The total length of the diversion would be 1.6km. This compares to the regular route of 1.0km.

The path through Robson park is only 2.1m wide and would not be suitable for the high numbers of cyclists using the Bay Run. Instead cyclists would be diverted on-road up Mortley Avenue, down Boomerang Street and along Crescent Street. From here cyclists would travel along Dobroyd Parade, Hawthorne Parade, and Canal Road to re-join the Bay Run at Maliyawul Street.

The low traffic numbers are generally suitable for an on-road route although it is noted that less confident riders may ride through Robson Park and along the shared path following the same route as pedestrians.

Based on historic traffic counts, traffic numbers along the proposed diversion route are as follows:

- Mortley Avenue: 5500 to 6000 AADT
- Boomerang Street (north of Mortley Avenue): 1200 to 2000 AADT
- Crescent Street: 500 to 600 AADT
- Tillock Street: 500 to 600 AADT
- Hawthorne Parade to Dobroyd Parade one-way link: 255 AADT

All roads except Mortley Avenue have low traffic volumes suitable for an on-road cycle route. Mortley Avenue forms part of an existing cycle route, but existing conditions are suboptimal due to the mixed traffic and high traffic volumes combined with a significant incline.

Further investigation and designs to facilitate the diversion route will be undertaken as part of the Bay Run upgrade detailed design. This is likely to entail investigation of:

- Improvements to the intersection of City West Link, Timbrell Drive and Mortley Ave
- Marked up-hill shoulder lane and mixed traffic down-hill lane on Mortley Ave
- Extension of Robson Park path network and conversion of the path through Robson Park to a shared path
- Crossing point at Boomerang Street
- Conversion of the path link from Boomerang Street to Dobroyd Parade to a shared path
- Conversion of the Dobroyd Parade to Hawthorne Parade one-way link to a contraflow

The conversion of the Dobroyd Parade to Hawthorne Parade one-way link to a contraflow bicycle facility is discussed in detail below.

### **Contraflow link between Dobroyd Parade into Hawthorne Parade**

A small stretch of the diversion cycle route between Hawthorne Parade and Dobroyd Parade is one-way. The one-way link currently prohibits vehicles travelling east bound from Dobroyd Parade into Hawthorne Parade.

To enable the Bay Run diversion route to be viable for cyclists, the one-way link would need to be modified to allow cyclists to travel in both directions through this stretch.

In accordance with RMS Technical Direction td14-02 a contra-flow bicycle facility may take the form of a marked lane or as a movement designated by signs only. Both facilities require combinations of regulatory and supplementary signage. Pavement markings that raise awareness of bi-directional bicycle movements are also recommended.

The one-way road width is 4.2m wide at its narrowest point and widens at either end to over 6.0m.

A 1.4m wide marked contra-flow bike lane could be implemented along the length of the one-way section on the northern side; however, given the short distance (55m), very low traffic

volumes (255 AADT), adequate sight distance (30m) and low speeds (35km/h 85%ile speed) it is considered movement designated by signs and pavement markings only is appropriate.

The proposed signage and pavement marking changes are shown in the detailed design plan in **Attachment 2**. This includes signage changes at either end of the contra flow facility as well as a bicycle pavement markings.

Associated with this is modification to existing parking signage and line marking in Hawthorne Parade just south of the proposed contra flow facility to enable cyclists to transition from on-road to the Greenway path safely, whilst also facilitating turn movements for vehicles. The proposed changes would result in the loss of three car parking spaces.

Modifications to the one-way link between Dobroyd and Haberfield Parade and parking in Hawthorne Parade are proposed to be implemented as part of the Richard Murden Reserve park upgrade. These works are anticipated to be undertaken in mid-2020.

It is intended that the changes are retained on a permanent basis to facilitate shut down of the Bay Run should it be required in future and provide a better connected bicycle network.

## FINANCIAL IMPLICATIONS

Nil

## PUBLIC CONSULTATION

A notification letter and plan of the proposed works was delivered to residents of properties within 100m of the one-way link on Dobroyd and Hawthorne Parades on 17 Feb 2020. A total of 16 letters were distributed. Inner West Bike Coalition was also contacted for comment.

One response was received from Inner West Bike Coalition in support of the proposed works.

## ATTACHMENTS

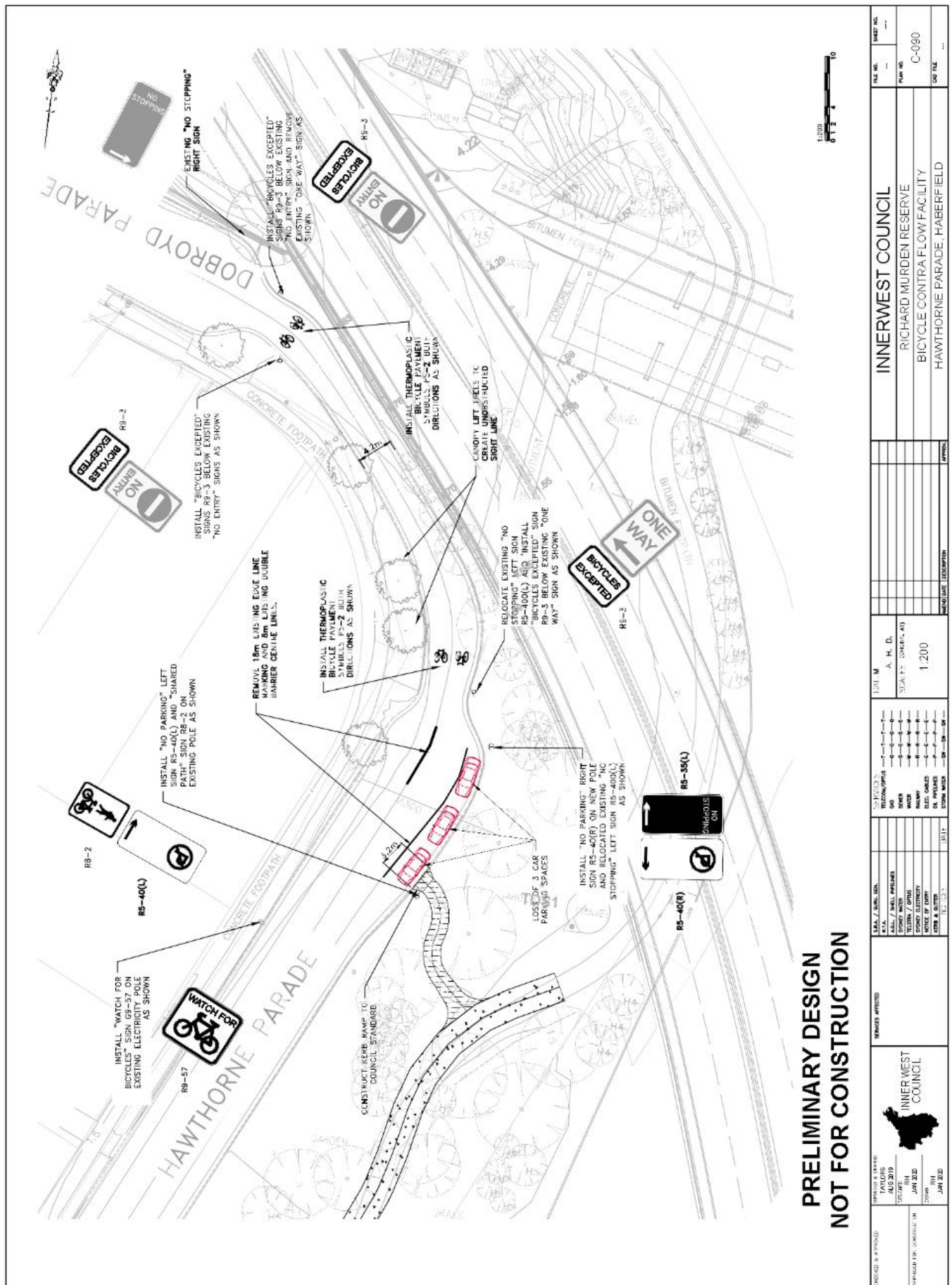
1. [Bay Run Pedestrian and Cyclist Diversion Overview](#)
2. [Contraflow detailed design plan](#)





PEDESTRIAN AND BICYCLE DETOURS





**Item No:** LTC0420 Item 3

**Subject:** GREENWAY ON-ROAD CYCLE ROUTE

**Prepared By:** Ryan Hawken - Project Manager Greenway Delivery

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Detailed design plans have been prepared for Greenway On-Road works. The detailed design plans are based on the Greenway Concept Designs endorsed by Council in May 2019. Consultation was undertaken across the corridor during the Concept Design phase. Specific consultation to affected residents and owners was undertaken on the draft detailed design plans. It is recommended that the detail design plans are approved for construction.

## RECOMMENDATION

**THAT the detailed design plans (Attachment 1) for the Greenway on-road works be approved for construction**

## BACKGROUND

Inner West Council is currently delivering the GreenWay from Iron Cove south through Dulwich Hill to the Cooks River cycleway.

This includes sections of walking and cycling routes along local roads including;

- along Weston Street from Old Canterbury Road to the Waratah Mills light rail stop;
- across Hercules Street near Consett Avenue;
- from the southern end of Hercules Street via Terrace Road, Ness Avenue and Garnet Street to the Cooks River.

In 2019, the community provided feedback on concept designs and the final concept designs were endorsed by Council in May 2019. Based on the concept designs Council has now developed detailed design plans for the sections of the GreenWay along local roads.

The detailed design plans are included as **Attachment 1**.

## FINANCIAL IMPLICATIONS

Nil. All works are funded from the Greenway Capital Budget. Pending Council approval, it is anticipated that construction of the on-road works will commence in late 2020.

## PUBLIC CONSULTATION

A notification letter was sent to owners and occupiers of properties directly impacted by the proposed works on 17 Feb 2020. A total of 770 letters were distributed. Inner West Bike Coalition was also contacted for comment. The closing date for submissions was 8 March 2018.

Two phone calls and ten written submissions were received. Three of the responses were of a general nature enquiring into the Greenway and/or the proposed Sydenham to Bankstown active travel corridor. The issues raised in the remaining submissions are outlined below.



Residents comments	Officers comments
<b>Weston Street</b>	
One (1) resident raised concerns that the raised threshold at the southern entrance to Weston Street was awkward and suggested this should be moved to the intersection of Windsor Road and Weston Street.	<p>The intent of the raised threshold was to slow traffic on approach to the bicycle boulevard and make the movement to and from the light rail corridor to the on-road section of Weston Street safer.</p> <p>Due to the local environment and short block length speeds in this area are low. In addition, to aid priority of the bike boulevard, it is proposed to alter the give way orientation, which will in turn reduce vehicles speeds as vehicles travelling away from Windsor Road will no longer have priority. The proposed kerb buildout will also reduce the width and allow the give way sign to be positioned closer to the path of travel.</p> <p>Given the awkward nature of the intersection and driveways the design has been amended to exclude the raised threshold at this location. Driver behaviour can be assessed post implementation and a raised treatment constructed later if the need warranted it.</p>
Three (3) residents opposed the proposed works in Weston Street due to the proposed loss of parking.	<p>A net loss of six car parking spaces is proposed in Weston Street.</p> <p>The proposed treatment along Weston Street as well other local roads results in the least parking loss possible whilst meeting the multiple objects set out in the Greenway Master Plan. This was considered in detail at the Master Plan and Concept stages.</p> <p>As per the Concept and Master plan, in order to make the Greenway accessible to all, rest stops are proposed at frequent intervals and the mid-point of Weston Street outside a non-residential lot is considered the most suitable location on Weston street. This also improves safety at the bend and increases greening and habitat.</p>
<b>Terrace Road and Ewart Street</b>	
One (1) resident raised concerns about the calming of traffic travelling southbound on Terrace Road underneath the railway bridges and suggested a safety barrier is needed.	<p>An Elsholz kerb is proposed around the bend in Terrace Street, south of Hercules Street. Elsholz kerbs are specifically designed to deflect cars at low speeds (&lt;60km/h) and thus reduce the risk of cars mounting the kerb. Combined with the proposed traffic islands, road narrowing and advisory 35km/h speed signs this is considered a suitable treatment at this location.</p> <p>It is noted that there is a primary gas main in this location which precludes the use of a guardrail which requires support posts.</p>
One (1) resident raised concerns that the shared path on Terrace Road under the disused goods line bridge was not wide enough or well lit.	<p>A wider path here would be desirable. The design has been amended to provide a 3.8m wide path, which is as wide as possible whilst still accommodating traffic movements around the bend.</p> <p>Path lighting will be provided to meet the relevant standard, including a new luminaire below the bridge.</p>

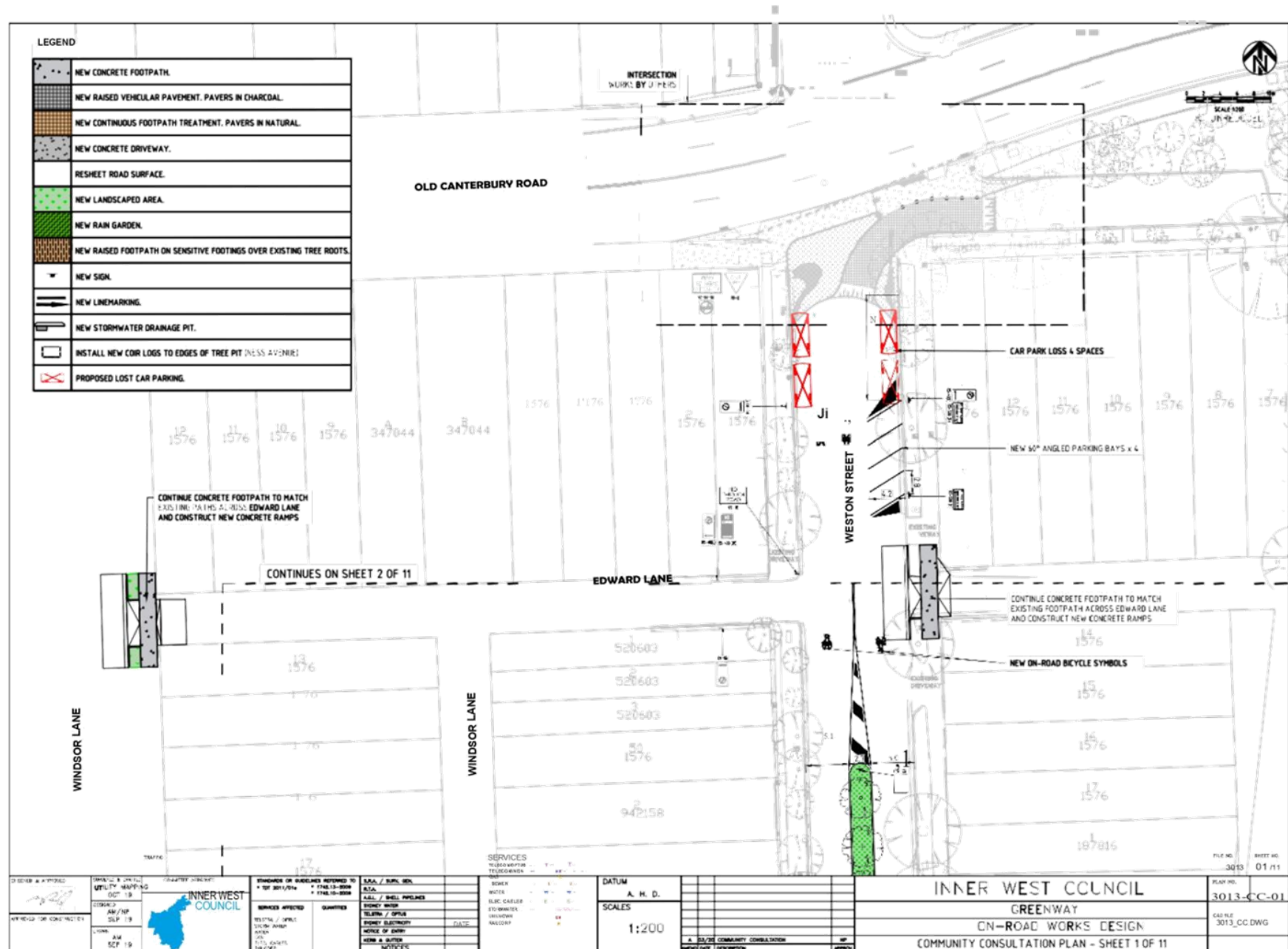
Residents comments	Officers comments
<b>Ness Ave, Tennyson Street and Garnet Ave</b>	
One (1) resident opposed the proposed works in Ness Avenue due to the proposed loss of parking.	<p>A net loss of six car parking spaces is proposed in the vicinity of Ness Avenue.</p> <p>The proposed treatment along Ness Ave as well other local roads results in the least parking loss possible whilst meeting the multiple objects set out in the Greenway Master Plan. This was considered in detail at the Master Plan and Concept stages.</p>
One (1) resident raised concerns of traffic speeds along Tennyson Street and specifically outside the pocket park in the area, Betty Spears Playground.	The general intent of the proposed changes in the precinct is to slow traffic and reduce traffic volumes. The left turn ban from Wardell into Riverside is intended to reduce the number of vehicles running through the precinct. The left turn ban will work in tandem with the changed priority at intersections which means cars using this route will have to yield more frequently, generally slowing traffic speeds.
One (1) resident raised safety concerns about routing the Greenway down Garnet Ave and along Tennent Parade.	<p>A detailed route options analysis was undertaken at the Master Plan stage and endorsed by Council. The detailed design, and concept design prior to this, is based on the endorsed route.</p> <p>The Greenway is proposed to be on-road in Garnet Street and off road along Tennent Parade. It is noted that this is the existing Greenway on-road route which has been in place for five years.</p>
One (1) resident questioned whether south bound traffic on Wardell Road will still be able to turn right into Riverside Crescent and what is to stop north bound traffic illegally turning left at Riverside Crescent.	<p>Traffic will be able to turn right into Tennyson Street from Wardell Road. It is envisaged this will be used by local residents only.</p> <p>The geometry of the traffic island will discourage illegal left turns. Compliance at this location can be monitored after installation and if a significant proportion of illegal movements are observed, consideration given to future half road closure. This would also eliminate the right turn in for south bound traffic.</p>

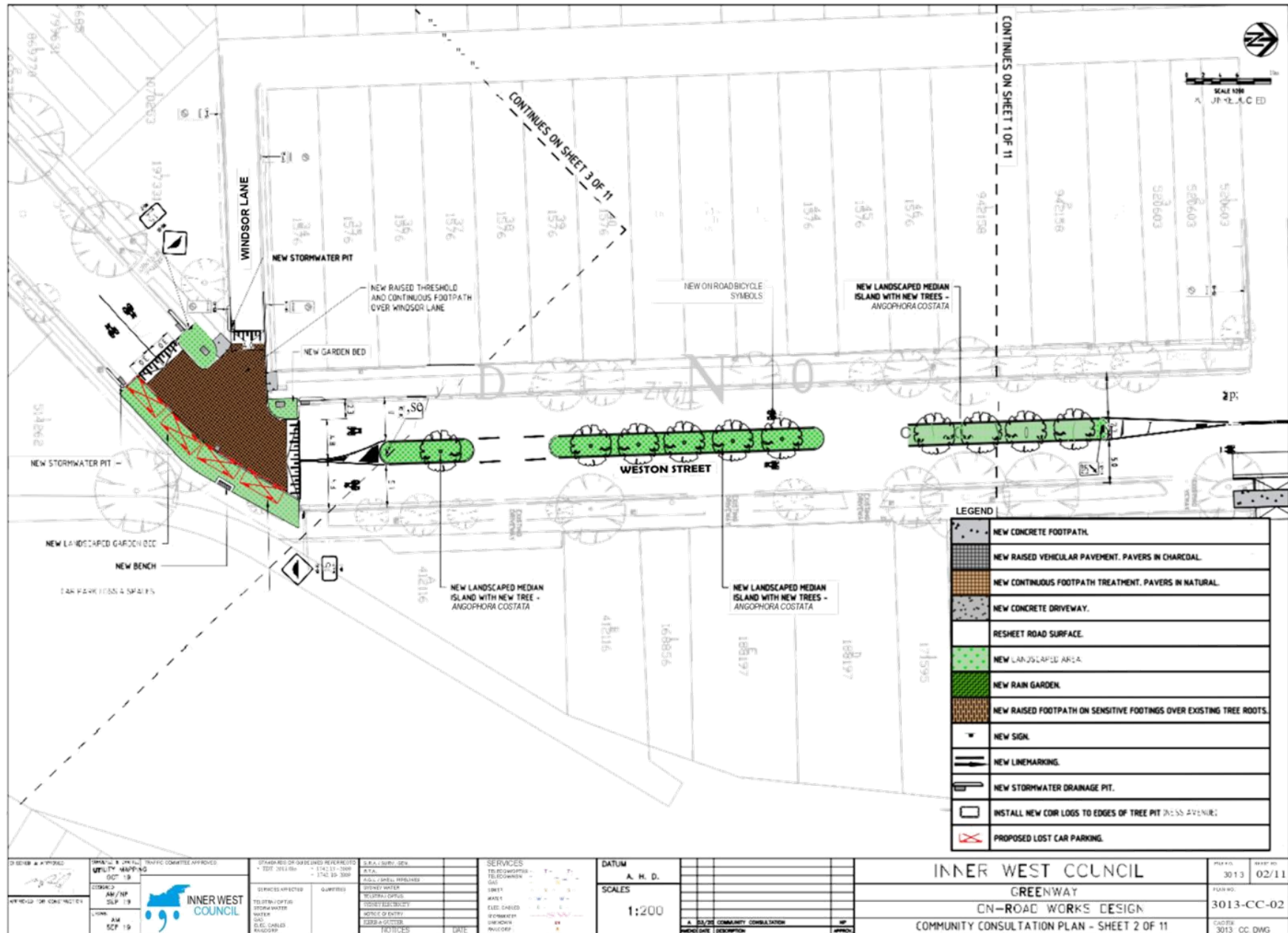
## CONCLUSION

With consideration of the above analysis and the outcomes of the community consultation, it is recommended that the detailed design plan be approved for construction with amendments to exclude the raised threshold at southern end of Weston Street and increase shared path width in Terrace Road as noted.

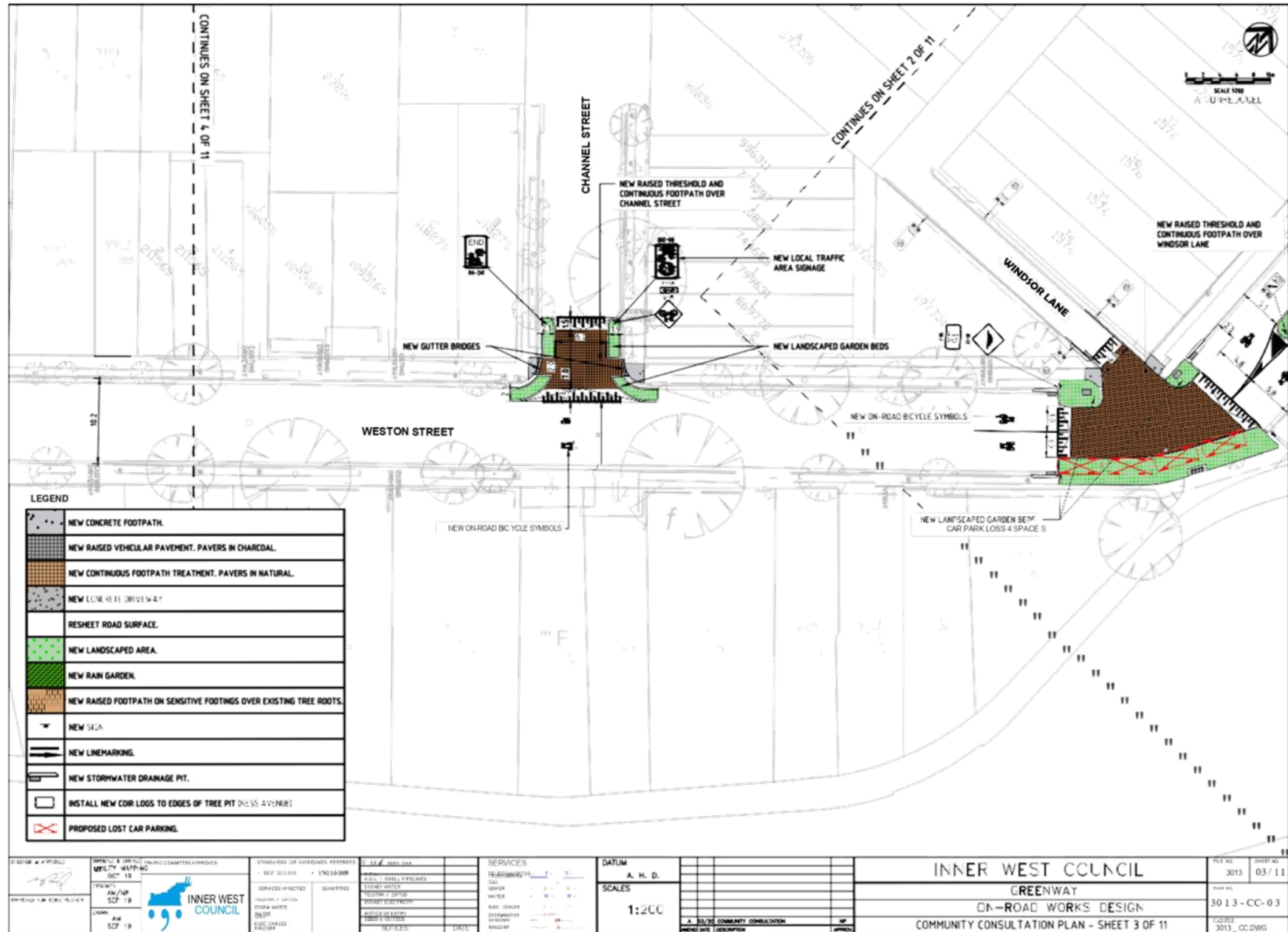
## ATTACHMENTS

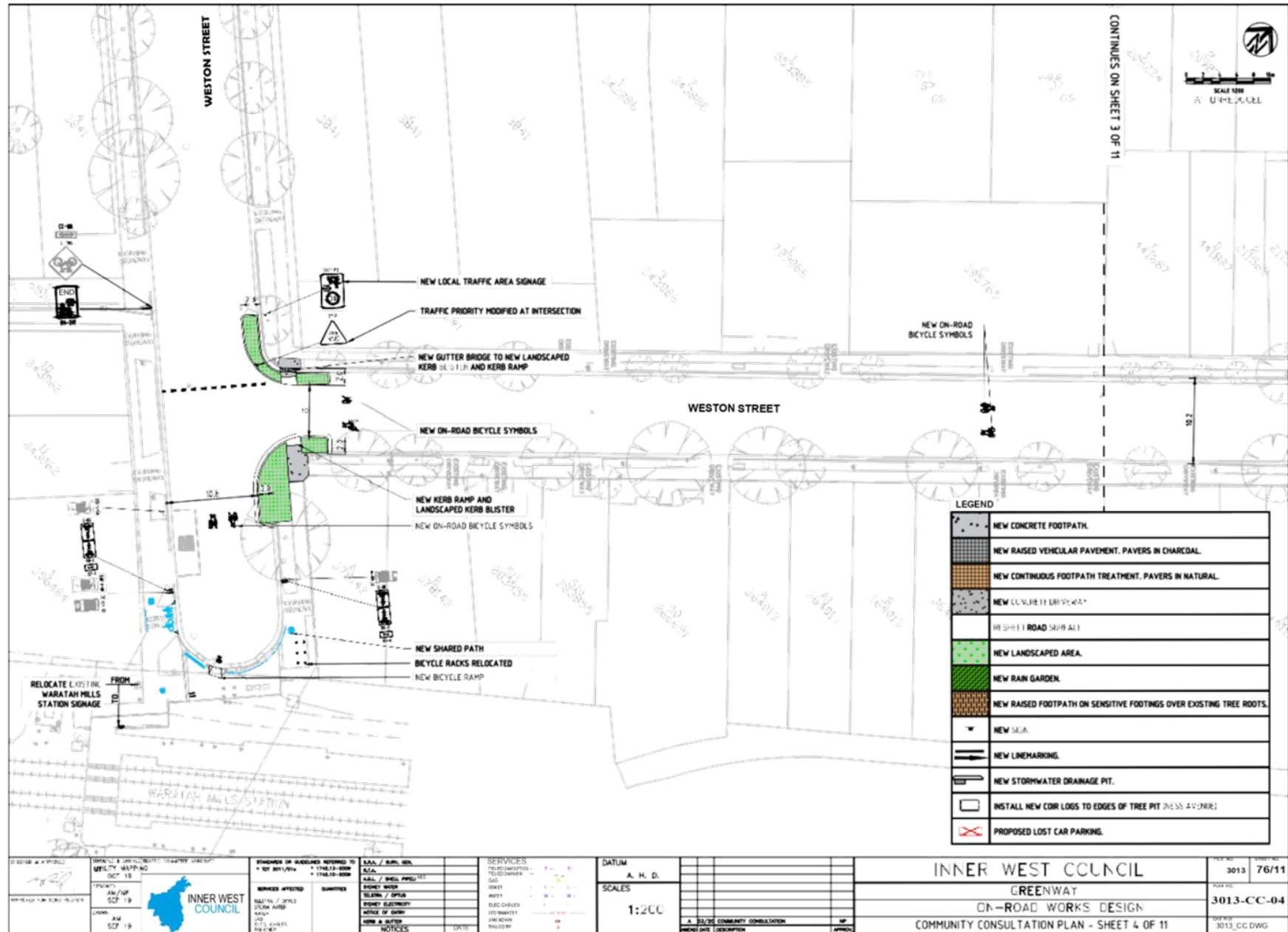
1. [Greenway on-road detailed design plans](#)

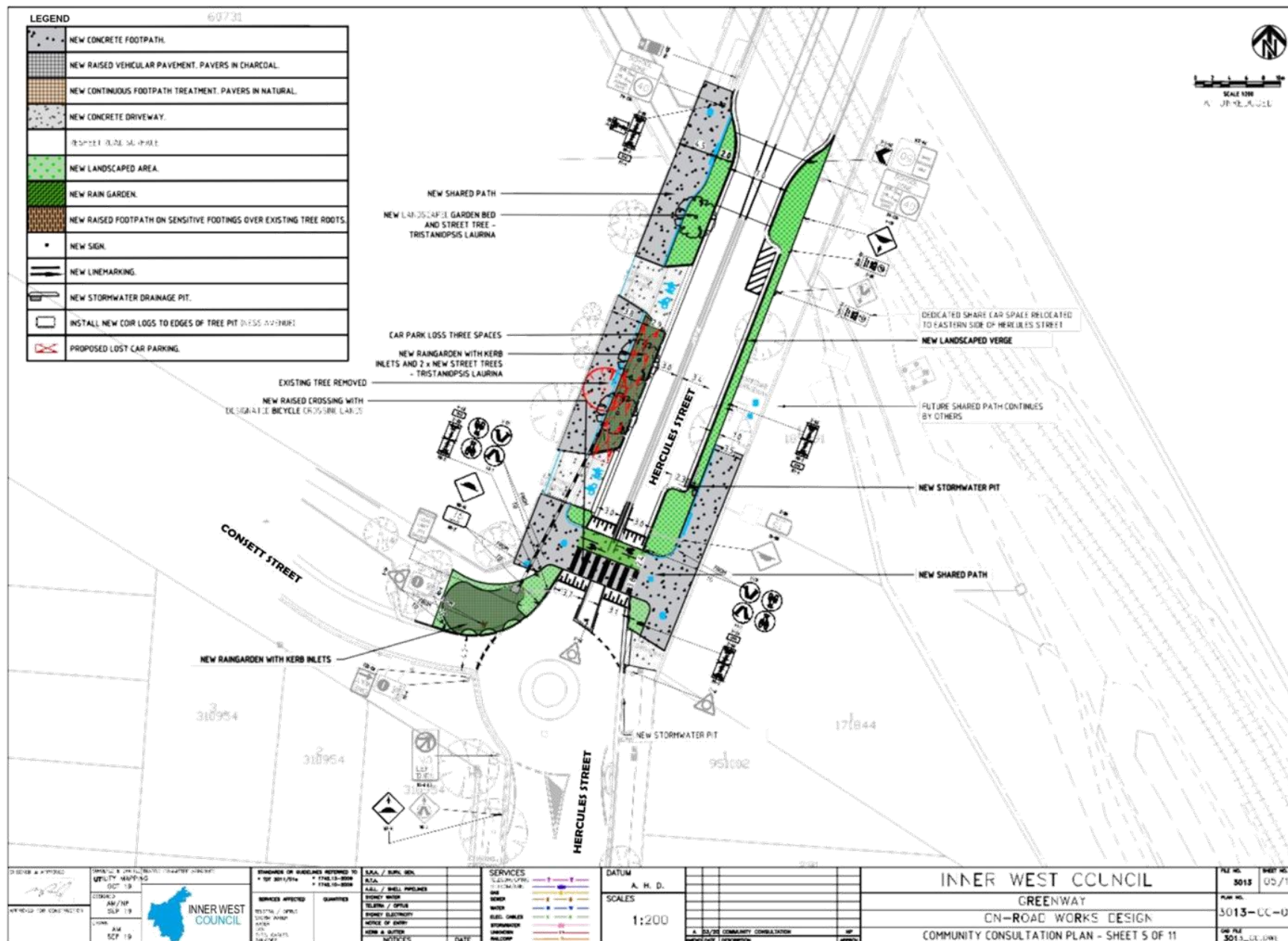




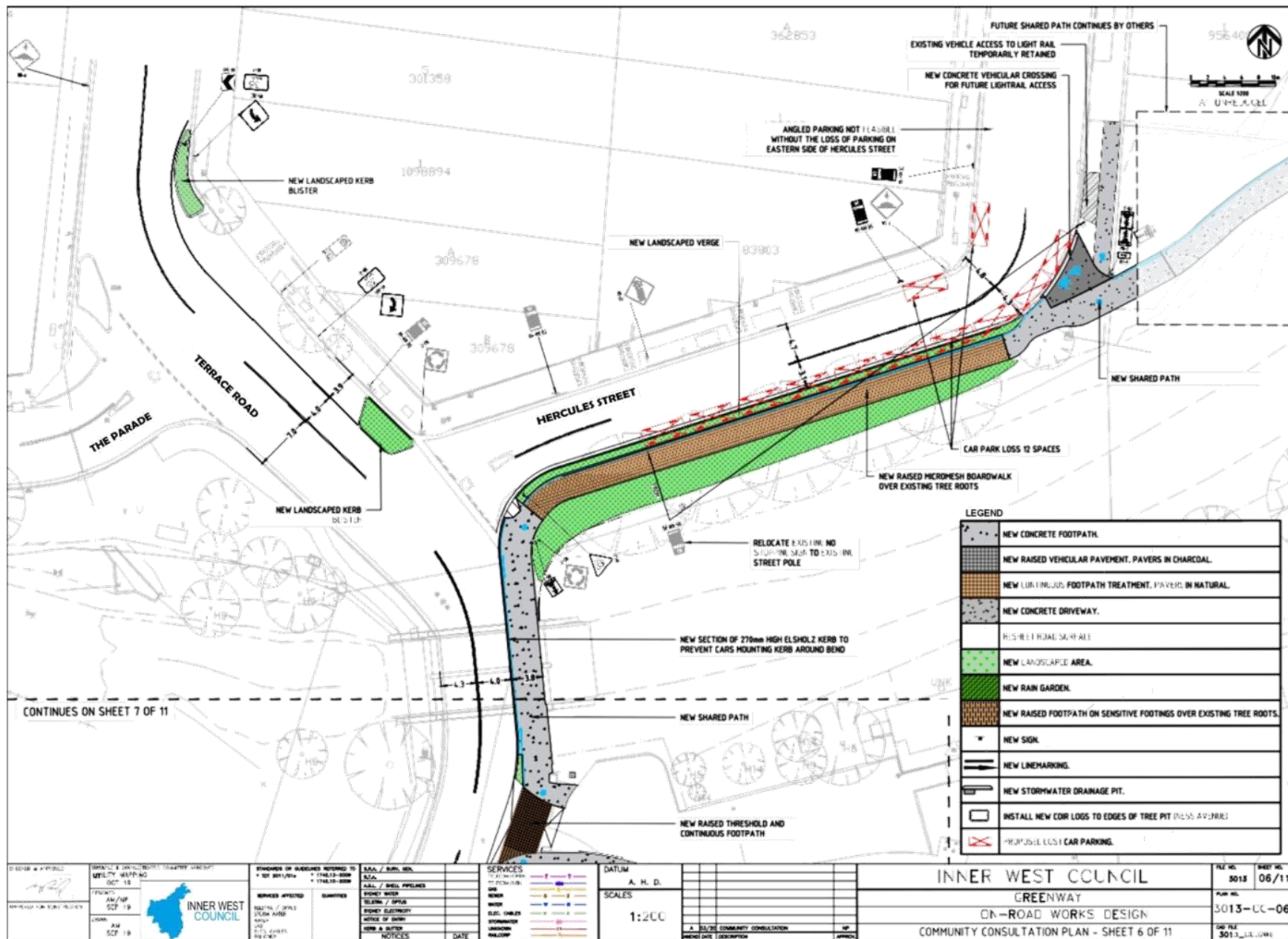




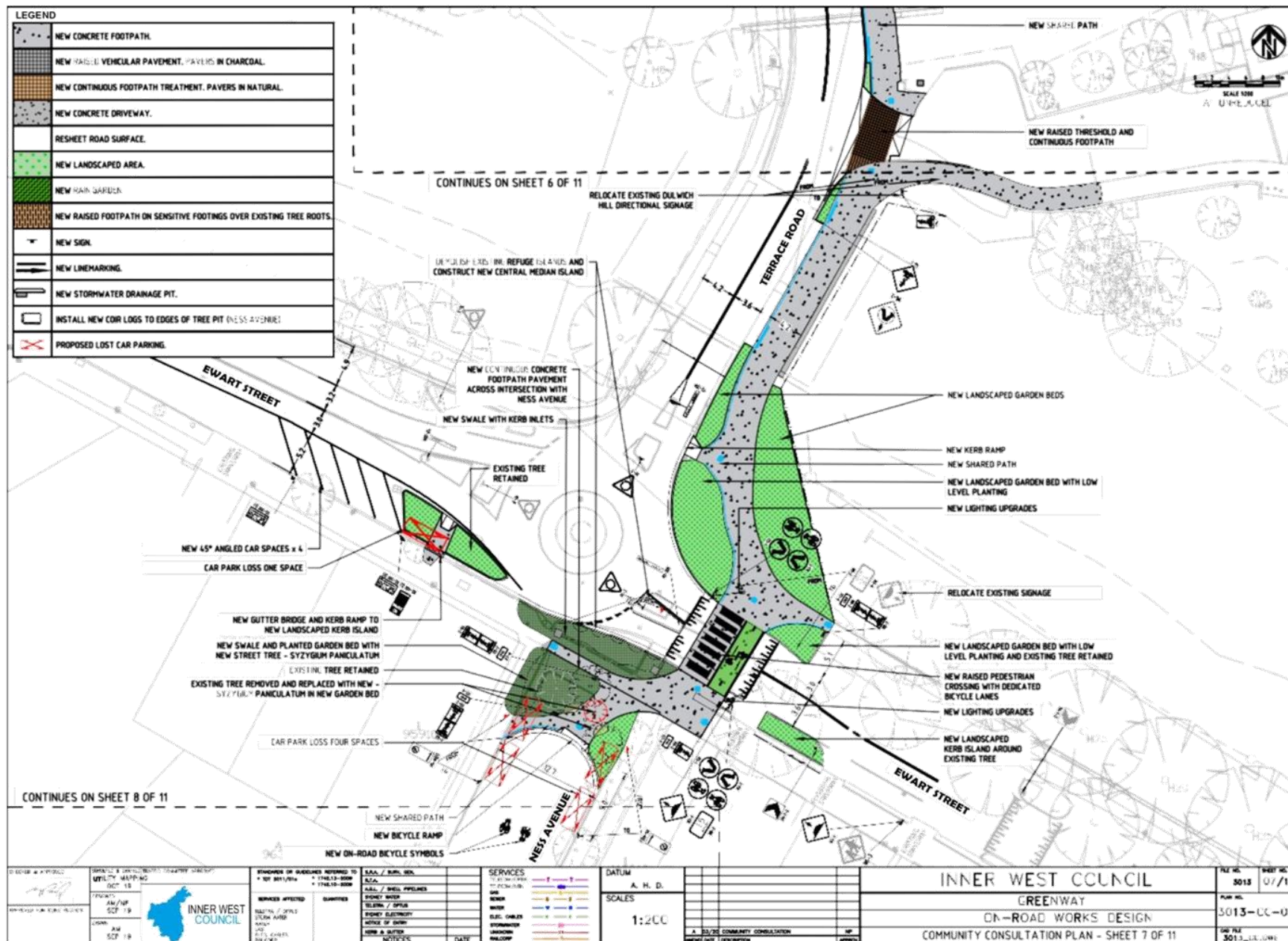


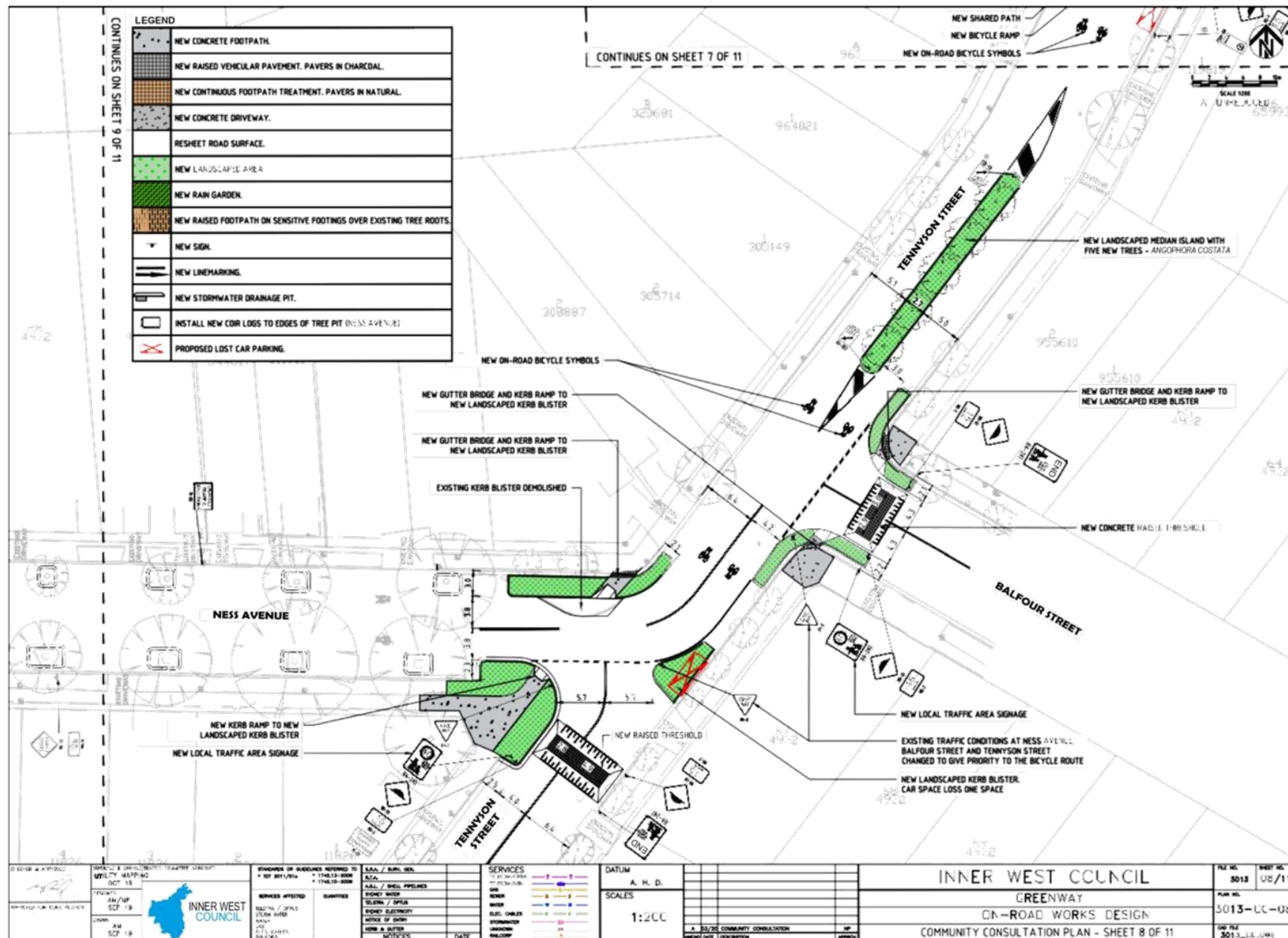


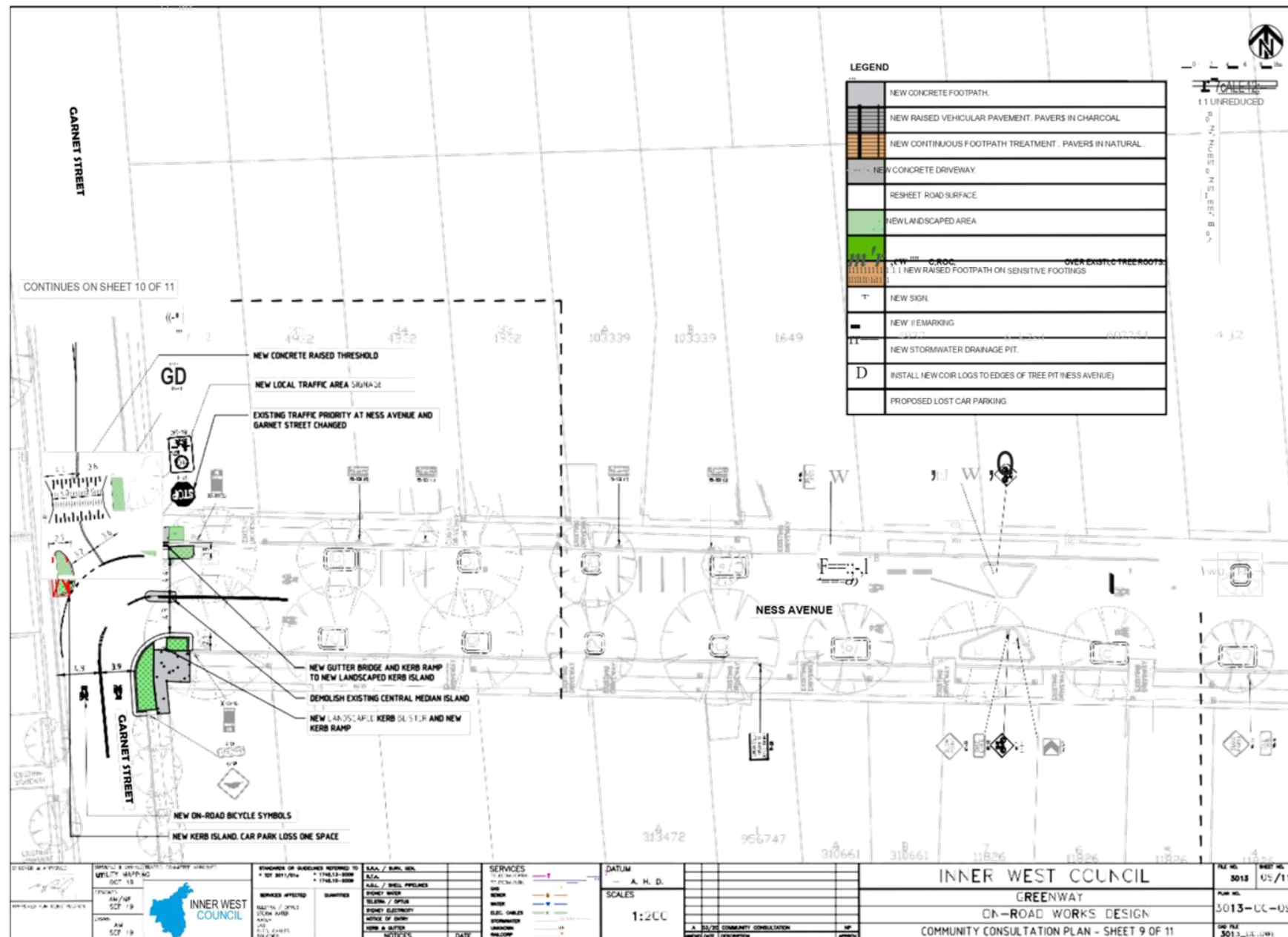




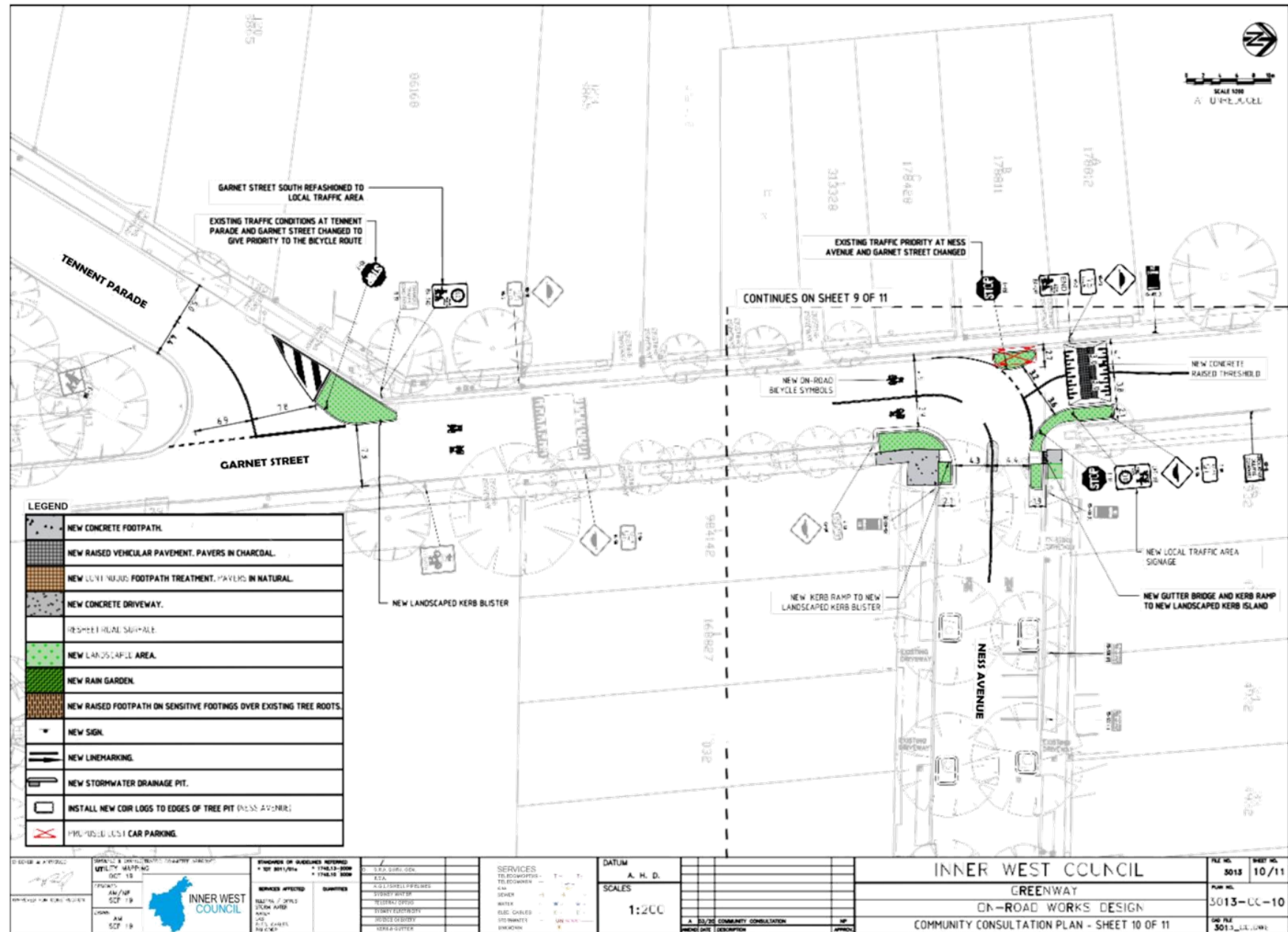


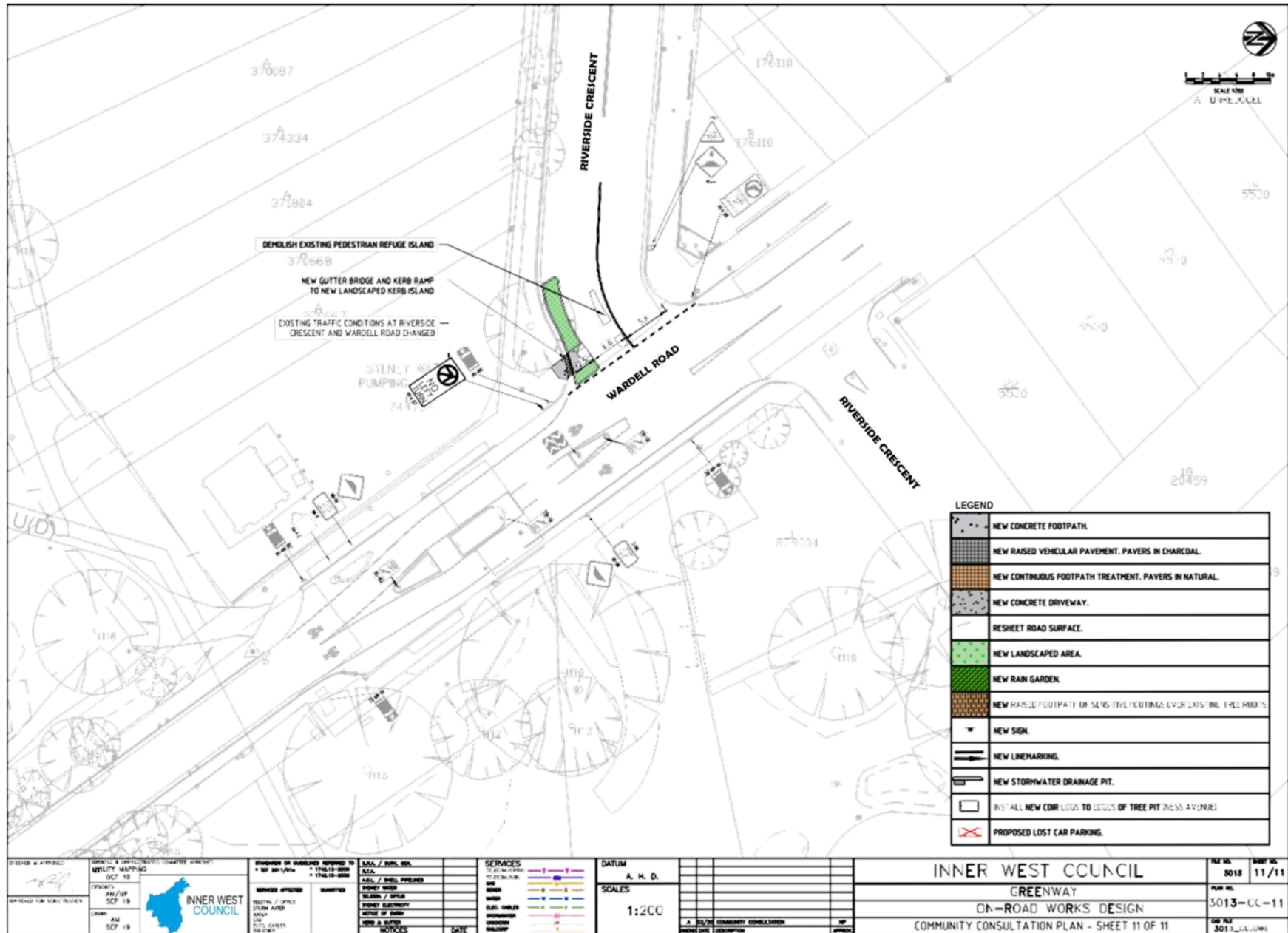












**Item No:** LTC0420 Item 4

**Subject:** PROBERT STREET, NEWTOWN – PROPOSAL FOR CAR SHARE PARKING SPACE (DAMUM – STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

A request has been received from a GoGet Car Share representative for the installation of an on-street dedicated 'Car Share' parking space in the vicinity of the intersection of Probert Street and Bishopgate Street, Newtown for an existing floating car share vehicle in the area.

### RECOMMENDATION

**THAT a 6 metre 'No Parking Authorised Car Share Vehicles Excepted' restriction be installed on the western side of Probert Street, adjacent to property No. 34 Bishopgate Street, Newtown**

### BACKGROUND

Inner West Council supports 'Car Share' schemes, as part of a holistic approach to encourage more sustainable travel habits for residents and businesses. Car share schemes reduce the need for members to own a private vehicle and may ease the parking stress on-street. In support of this scheme, Council allocates dedicated parking spaces for authorised 'Car Share' vehicles for the resident and business use.

### FINANCIAL IMPLICATIONS

The costs of the supply and installation of the regulatory signposting is to be borne by the applicant in addition to annual fees.

### OFFICER COMMENTS

It is proposed to provide a dedicated parking space, on the western side of Probert Street, Newtown, adjacent to property No. 34 Bishopgate Street, Newtown, replacing the existing unrestricted parking as shown in the following map.

The number of car share members living within 250 metres of the proposed location is 223 and that vehicles nearby are in high demand.





## PUBLIC CONSULTATION

A consultation letter outlining the proposal was mailed out to 25 surrounding properties and a total of seven (7) responses were received. Four were in support of the proposal and three objected to the proposal. The comments are summarised below:

- A dedicated car share space will make it more efficient and attractive to use instead of buying another car
- 'No Stopping' restrictions should be installed at corners to make enforcement easier
- Currently parking in Probert and surrounding streets is at a premium due to RPA staff, university and city commuters parking – this will exacerbate the situation
- Residents in this area have only one allocated permit per household. We therefore need to use the unrestricted car parking spaces such as the one proposed to be converted to a car share space
- Council should not be assisting private business

## CONCLUSION

It is recommended that the installation of the proposed on-street dedicated car share parking space be approved in order to provide improved parking opportunities for local residents who participate in the car share scheme. Car share parking is an efficient use of parking space because a single car share vehicle can replace many private vehicles that would otherwise compete for local parking. Council supports car sharing as a part of its drive to: reduce greenhouse gas emissions; reduce on-street parking demand; and encourage active lifestyles by reducing dependency on private cars

## ATTACHMENTS

Nil.



**Item No:** LTC0420 Item 5

**Subject:** VICTORIA ROAD, MARRICKVILLE – TEMPORARY RELOCATION OF TAXI ZONE DURING MARRICKVILLE METRO EXPANSION WORKS – (MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

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

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

A request has been received from MLA Transport Planning for the temporary relocation of the existing Taxi Zone in Smidmore Street to Victoria Road, Marrickville outside the northern entrance to Marrickville Metro during Marrickville Metro Expansion works. The relocation will be temporary from early 2020 for a period of approximately 9 months, until the new permanent Taxi Zone is relocated on the south side of Smidmore Street within the new one-way system proposed for Smidmore Street, Marrickville.

## RECOMMENDATION

**THAT the temporary relocation of the 'Taxi Zone' and associated signage from the northern side of Smidmore Street (outside Marrickville Metro) to the southern side of Victoria Road, Marrickville, replacing 25m of the existing '2P 8.30am–6pm Mon-Fri; 8.30am-12.30pm Sat' parking restrictions be approved.**

## OTHER STAFF COMMENTS

In relation to the proposed temporary relocation of the existing taxi zone in Smidmore Street to Victoria Road for up to a 9 month period before it gets relocated back to a location in Smidmore Street the applicant notes that the approval for the Marrickville Metro Expansion works requires the upgrade of the eastern section of Smidmore Street (between Murray Street and the current car park entry). While upgrade works are taking place on Smidmore Street, the existing taxi zone on Smidmore Street is to be relocated to an alternative location.

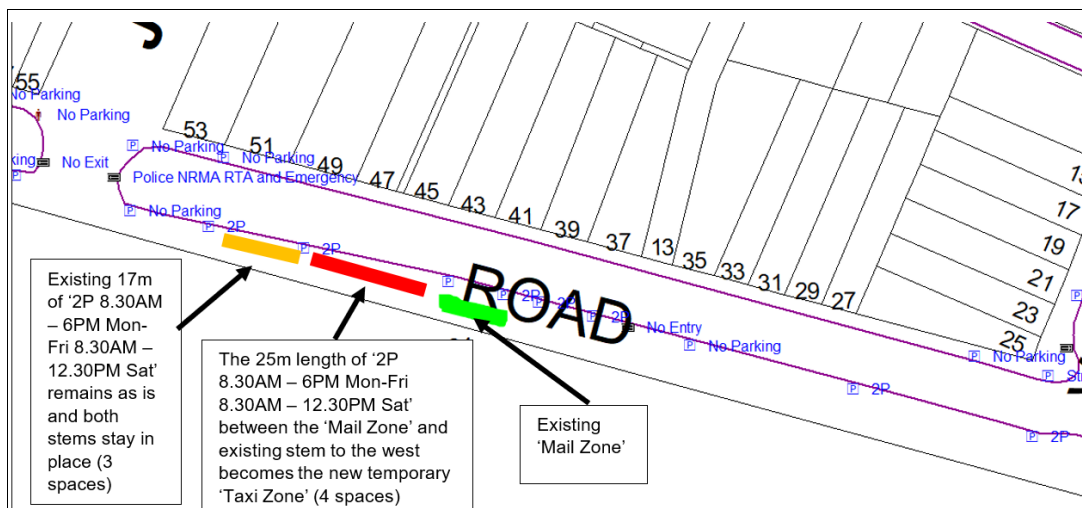
A shared zone on Smidmore Street has also been conditioned in the approval together with making Smidmore Street (between car park access and Murray Street) one way westbound. At the conclusion of works in Smidmore Street the taxi zone will be permanently relocated to the southern side of Smidmore Street in front of the new centre when construction is completed which is expected to be late 2020. The permanent taxi zone on Smidmore Street would be approximately 17metres accompanying up to three taxis.

The temporary proposed relocated taxi zone will entail the temporarily loss of 4 on-street parking spaces in Victoria Road adjacent the north entrance to Marrickville Metro.

The site location is Victoria Road between Edgeware Road and Murray Street, Marrickville as shown in the applicant's diagram reproduced below.



The following diagrams show the proposed temporary changes to parking on the southern side of Victoria Street, Marrickville outside Marrickville Metro.



## FINANCIAL IMPLICATIONS

All works and costs of implementation works associated with the recommended temporary Taxi Zone relocation will be borne by the applicant as will the reinstatement of any of Council approved signage at the end of the temporary relocation period.

## PUBLIC CONSULTATION

MLA Transport Planning has consulted with the Taxi Council of NSW and stated that the Taxi Council have endorsed the proposed temporary relocation.

They have also consulted with surrounding residents / businesses within a 400 metre radius (750 letters) about the proposal and no comments were received.

## ATTACHMENTS

Nil.

**Item No:** LTC0420 Item 6

**Subject:** RICHARDSONS CRESCENT, MARRICKVILLE - PROPOSED PEDESTRIAN (ZEBRA) CROSSING - DESIGN PLAN 10116 (MIDJUBURI - MARRICKVILLE WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)

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

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has approved the provision of a pedestrian (zebra) crossing on Richardsons Crescent, Marrickville (adjacent to Mackey Park) to provide a safer crossing environment for pedestrians, particularly school children. A detailed design plan has been finalised for the proposed pedestrian crossing on Richardsons Crescent, at the existing kerb blisters.

## RECOMMENDATION

**THAT the detailed design plan for the proposed pedestrian (zebra) crossing, associated line marking and signage on Richardsons Crescent, Marrickville (western leg), at the existing kerb blisters (as per attached Design Plan 10116) be APPROVED.**

## BACKGROUND

See further information below.

## OTHER STAFF COMMENTS

A request was received for the provisions of a pedestrian (zebra) crossing on Richardsons Crescent, Marrickville to provide safe crossing opportunities for pedestrians, particularly school children.

A report on this matter was presented at the September 2019 Local Traffic Committee meeting proposing a pedestrian (zebra) crossing along Richardsons Crescent, Marrickville; this proposal was supported by the Traffic Committee and subsequently approved by Council.

The proposed pedestrian (zebra) crossing is to be located on the western leg of Richardsons Crescent between Carrington Road and the Richardson Crescent roundabout (at the existing blistered section along Richardsons Crescent).

The detailed design plan for these approved works is provided in **Attachment 1** and includes implementation of 'No Stopping' restrictions along the western side of Richardsons Crescent, east of the footpath widening; removing three (3) legal car parking spaces. The loss of these spaces is to ensure vehicles approaching from the roundabout have an unobstructed view of the pedestrian crossing, especially since Richardsons Crescent has negative gradient from the roundabout. It also includes the approved relocation the existing 'No Stopping' sign located immediately west of the footpath widening (north side of Richardsons Crescent) to a position immediately west of the adjoining driveway as the length of kerb provided between the footpath widening and driveway is less than a car space.

## FINANCIAL IMPLICATIONS

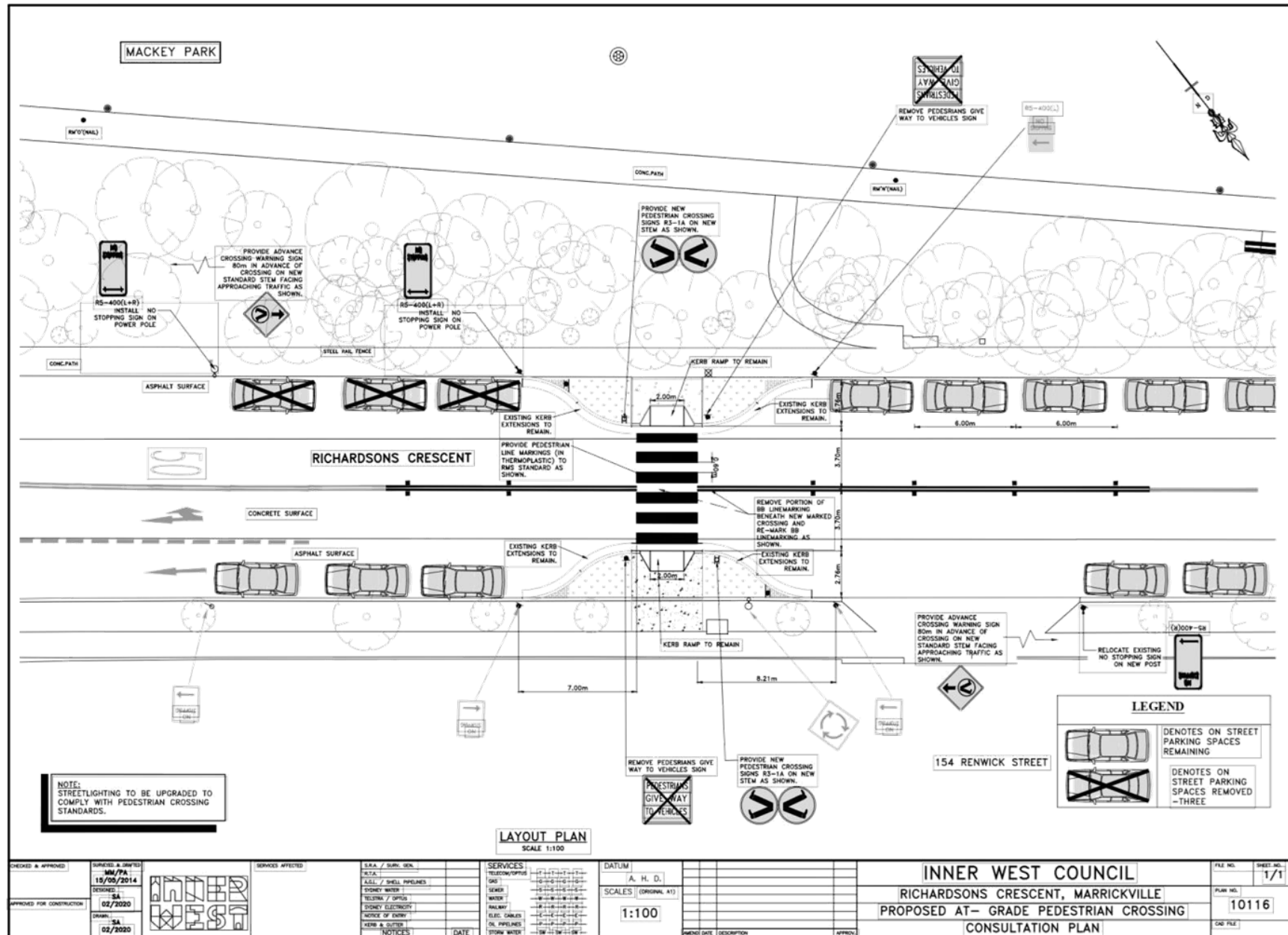
Funding is available to be allocated for the works under the Traffic Facilities Program 2020/21

## PUBLIC CONSULTATION

Community engagement was conducted previously and reported to the September 2019 traffic Committee meeting, two responses were received in support of the proposal.

#### ATTACHMENTS

1. [10116 - Design Plan - Richardsons Crescent at Kerb Blisters](#)





**Item No:** LTC0420 Item 7

**Subject:** ELIZABETH STREET, ASHFIELD-PROPOSED UPGRADE OF EXISTING PEDESTRIAN CROSSING-DA CONDITION UNDER RE-DEVELOPMENT OF THE ASHFIELD AQUATIC CENTRE (160-178 ELIZABETH STREET, ASHFIELD) (GULGADYA-LEICHHARDT 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

Under condition of Development Consent, the existing crossing outside the current re-development of Ashfield Aquatic Centre, premises 160-178 Elizabeth Street, is proposed to be upgraded to improve pedestrian safety in the area for patrons attending the pool and the community in general.

## RECOMMENDATION

**THAT** the detailed design plan for the proposed upgrade of the existing at-grade pedestrian (zebra) crossing in Elizabeth Street, Ashfield outside the Ashfield Aquatic Centre 160-178 Elizabeth Street, to a raised pedestrian (zebra) crossing (as per plan 387086-MMD-00-CC-DR-C-8015 Rev (D)), be approved.

## BACKGROUND

The Ashfield Aquatic Centre facility was closed in early 2018 to enable investigations and preparatory work for redevelopment of the facility. The new facility will provide for new Olympic, water polo and children leisure pools with landscape community green space. Café, change areas, gym, staff and retail space are also provided. In addition to the above works, the car parking facilities either side of the re-developed centre will provide for a total of approximately 194 parking spaces.

The nearly re-developed Ashfield Aquatic Centre is currently being constructed and is anticipated to be completed around mid- 2020.



Figure 1. Artist drawing of the newly re-developed Ashfield Aquatic Centre.

This report entails the proposal to upgrade the existing at-grade pedestrian (zebra) crossing in Elizabeth Street, as part of external works associated with the pool facility under condition of Development Consent.

## Site location and Road Network.

Street Name(s)	Elizabeth Street
Section	Between Etonville Parade and Frederick Street.
Traffic Volume (Average Annual Daily Traffic)-ADDT	9600
Recorded Accident History (5 year)	Nil in vicinity of the crossing
Recorded 85% speed	48 km/h
Speed Limit	50km/h
Carriageway width	Approx. 10m
Carriageway Type	2-way, one lane of traffic in each direction, with two (informal) lines of traffic at the western side approach to the signalised intersection of Elizabeth Street and Frederick Street. 'No Stopping' or 'No Parking' restrictions exist on both sides of the above section of Elizabeth Street.
Road Classification (State, Regional, Local)	Local-collector
Heavy vehicle percentage	3%

## **FINANCIAL IMPLICATIONS**

The cost for the re-construction of the crossing is from the Council's Capital works program in redevelopment of the Aquatic Centre funded from the special rates variation adopted by Ashfield Council in 2015.

## **OTHER STAFF COMMENTS**

The Elizabeth Street pedestrian crossing is being upgraded so the Elizabeth Street meets accessibility and safety measures.

The upgrade includes:

- Raised crossing platform
- Safety barricades
- Small islands with landscaping fronting the crossing
- New traffic signs

## **See Attachments 1 and 2 for the locality and detailed design plan of the crossing.**

The following comments are made in support of the proposed design improvements to the crossing.

- The kerb islands are connected to the footway with gutter bridging for improved pram ramp cross-over.
- The crossing in this particular situation, is raised 75mm and lane widths through the crossing made at 3.2m wide to assist and provide less severity upon school buses and bicyclists in moving and mounting over the crossing.
- Traffic is controlled in one lane movement each way through the crossing, and the kerb islands provide safety to pedestrians to step out in view of the traffic.
- The raising and provision of kerb (landscaped) islands to the crossing can provide improved identification and presence of the crossing in view of traffic.



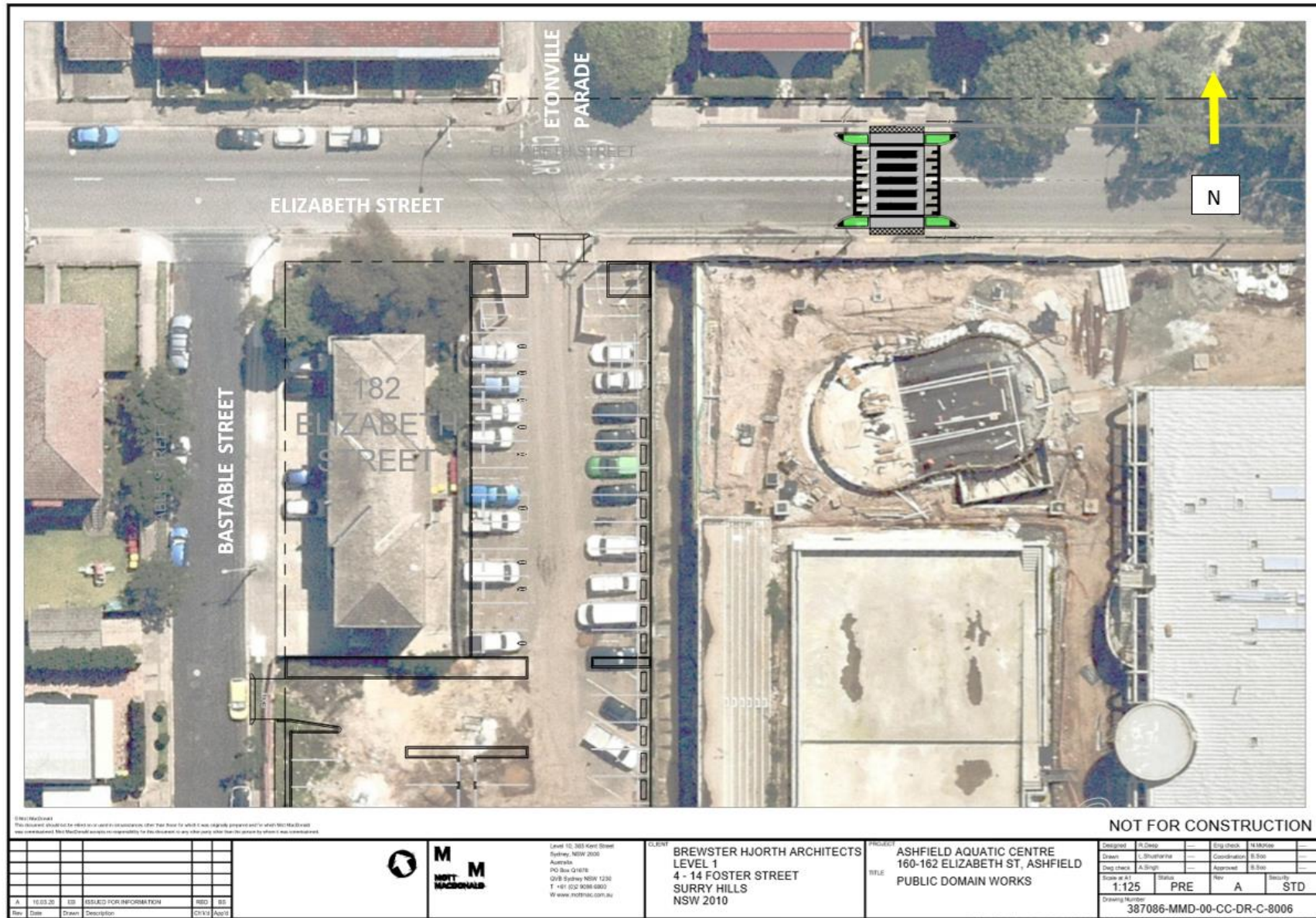
- The pedestrian fencing (at existing long length) will be retained to the southern side of crossing, and short length of pedestrian fencing shall be provided either side of the crossing to the northern side to control and direct pedestrians in using the crossing.
- The raising and narrowing of the passage- way through the crossing (with kerb islands) will also assist to control speeding in the area.
- The crossing (at its existing location) is approximately 85m west of the signalised intersection of Elizabeth Street and Frederick Street, well away from any conflict or interference with the intersection.
- No Parking is affected with the changes to the crossing.

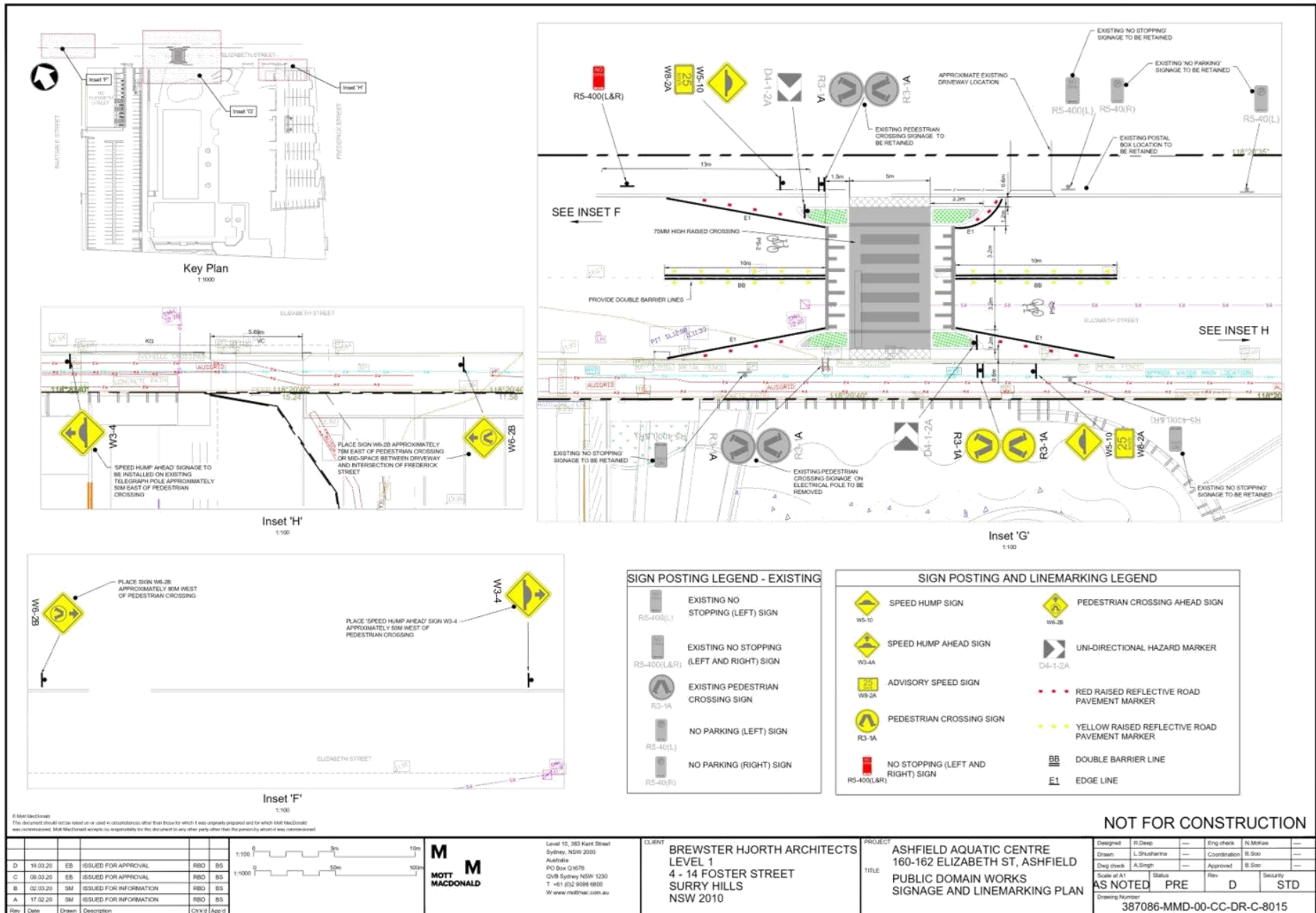
### **PUBLIC CONSULTATION**

A letter outlining this proposal has been distributed to residents in the nearby area. Directly affected residents adjacent to the crossing will be personally notified on the matter.

### **ATTACHMENTS**

1. [↓](#) Proposed upgrade of existing pedestrian crossing - locality plan
2. [↓](#) Proposed upgrade of crossing - detail dimension plan with signs and markings







**Item No:** LTC0420 Item 8

**Subject:** JAMES STREET, SUMMER HILL - TEMPORARY FULL ROAD CLOSURE  
FOR SUBSTATION ELECTRICAL CONDUIT CONNECTION  
(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

An application has been received for the temporary full road closure of James Street, Summer Hill, between Henson Street and Old Canterbury Road from 15 May to 28 June 2020, between 7.00am-5.00pm Mon-Sat, to carry out major (high voltage) HV underground electrical conduit connection to a new Zone Substation being constructed on the corner of James Street and Old Canterbury Road.

## RECOMMENDATION

**THAT the proposed temporary full road closure of James Street (between Henson Street and Old Canterbury Road), Summer Hill, for major electrical conduit works be approved from 15 May to 28 June 2020, between 7.00am-5.00pm Mon-Sat (with an additional 2 week contingency period thereafter); subject to, but not limited to, the following conditions:**

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including the NSW Police Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

## OTHER STAFF COMMENTS

Ultegra, Utilities & Infrastructure Specialists are contracted out by Ausgrid to install underground electrical conduiting to the surrounding area from a new electrical Zone Substation on the north-western corner of James Street and Old Canterbury Road, Summer Hill.

Deep excavation is required to connect HV conduits from the new Substation across James Street under full road closure. The work is expected to take a total of 1-2 weeks, weather permitting. A trench will be plated over the road opening before and after work to allow reinstatement of traffic in James Street.

Conduit works will continue and extend across/along Old Canterbury Road and the surrounding street network under partial road closure.

James Street is a local street of low traffic, approximately 7.5-8m wide with two-way traffic and parking on both sides of the street. Traffic can detour via Old Canterbury Road, Henson Street and Herbert Street. Vehicle access for the residents would be via Henson Street - **See**



**Attachments 1 and 2 for the Traffic Management Plan and Traffic Control Plan respectively.**

#### **FINANCIAL IMPLICATIONS**

The applicant contracted on-half of Ausgrid (being a public utility Authority) is exempt of paying road occupational fees under the Council fees and Charges. However, the applicant has been charged the application fee to advertise the closure in accordance with the Road Act 1993.

#### **PUBLIC CONSULTATION**

The applicant has notified all affected residents regarding the general electrical conduit works needing to be undertaken through the area and will continue to update the residents on the progress of the works under partial and/or full road closure.

#### **ATTACHMENTS**

1. [↓](#) Traffic Managememnt Plan - full road closure of James Street
2. [↓](#) Traffic Control Plan - Full road closure of James Street



# TRAFFIC MANAGEMENT PLAN

For

**James Street, Summer Hill**

Australian Utilities Management

Authorised By: Michelle Morgan

Date: 12/03/2020

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## 1 INTRODUCTION

<b>Australian Utilities Management</b>	AUM Job Number - AUM10699
Project Location	James Street, Summer Hill
Working Hours	Dayshift Monday – Saturday 7am – 6pm
Description of Works	Excavating and Installation of Electrical Conduits

The TMP outlines the Traffic Management Plan for James Street, Summer Hill on behalf of Ultegra to ensure the future installation of 33kV electrical conduits. The TMP has been prepared to provide the Client with a plan as to how the Traffic Management will be managed for the duration of the works.

This project involves the excavation and installation of electrical conduits in the roadway to allow the future installation of 33kv electrical conduits. Works undertaken will generally be within the public road and footpath both beside the road and sections within the road.

The excavation and installation works are essential as they supply the new Ausgrid Substation on James Street which is currently under construction.

The environment works area map will be used in conjunction with the TCP to help identify key risk areas and to promote ongoing communication to construction personnel during construction.

## 2 DOCUMENT CONTROL

### 2.1 TMP Revision Control

Table 2.1-1

Traffic Management Plan Revision Record					
Revision	Amendment	Date	Revision Description	Prep. By:	Authorized By:
01	A	17/03	Add staggered intersection instead of roundabout & remove detour signage at Henson	MM	AG



## 2.2 Distribution List

Table 2.2-2

Register of Controlled Traffic Management Plan Issued			
Location	Person issued to & Position	Date	Copy No#

## 2.3 TMP Document Control and Revision

Upon creation of the TMP, it shall be reviewed by the Ultegra project team. If satisfactory, it will be issued to Council and RMS and will also be registered on the AUM database.

Once the TMP is accepted, project preparations will take place immediately. The document is then issued with the Current Revision and Amendment Number to site.

Each time the TMP is amended it will be recorded on the revision table with an amendment letter starting from A and working to Z to track the amendments made. Amendments include specific site details and contacts and are undertaken by the Project Manager, Project Engineer or site personnel.

The TMP is to be controlled by an authorised person and in the event they must leave site, the TMP is to be transferred to a nominated secondary authorised person by means of a signed toolbox of responsibilities of TMP control.

### 3 LOCATION OF WORKS

James Street work location.



### 4 PROPOSED TIMING AND DURATION

Onsite works are scheduled to start end of March/early April. The traffic management plans will remain in place for the duration of the works. The traffic management plan for the works is to implement a full closure of James Street, allowing residential access only from Henson Street.

#### 4.1 Hours of Work

Work hours throughout the project will be 7am-5pm Monday to Friday and 7am-1pm on Saturdays based on the approved times granted with ROL application. Some nightshifts may be required which will depend on the approval ROLs. Should any out of hours work be required, AUM will seek RMS and Council approval and residential notifications will be undertaken immediately.

### 5 IMPACT ASSESSMENT

It is anticipated that Ultegra will introduce up to 10 truck movements per shift for MR vehicles or larger and 10 light vehicle movements.

Any excavators or other earthmoving equipment to be used on roadways will be rubber tracked.

#### 5.1 Road Speed Limit

Road rules are always to be obeyed.

Should traffic control plans require reduced speed limits, all vehicles must adhere to reduced limits. All efforts are to be made to restore reduced speed limits at the end of each shift, should they be required.

### 6 ACCESS TO SITE

Access to work site will be from public roadways. Heavy vehicles are not to take back streets or short cuts to and from site, between sites or around sites.

#### 6.1 Entering or Leaving Designated Work Area

Vehicles entering or leaving designated work areas are to do so in a forward motion wherever possible. Reversing should be eliminated unless no alternative possible. Reversing vehicles must always be supervised by a spotter. Vehicles entering or leaving designated work area to contact traffic controllers prior.

#### 6.2 Parking

##### 6.2.1 Construction Vehicles

Construction vehicles are to park off the road in a safe manner within the traffic-controlled boundaries of the work site. Construction vehicles that are parked are to be off the side of the work easement out of the way of the moving plant and personnel.

Construction vehicles are never to be parked in or block any private driveways or on personal lawns. Access to public streets must always be maintained.

##### 6.2.2 Private Vehicles

Employees driving private vehicles must park them in the designated parking area near the compound or obey normal road rules and parking in public car spaces. Private vehicles are not allowed in the work zones.

### 7 TRAFFIC CONTROL

Each work stage has different requirements, these will be identified individually, and management plans put into place, the site TCP will include the detail of this implementation and how the controls put in place will minimize disruption whilst maintain a safe work area for construction crews. These Traffic Control plans are based on Australian Standards 1742.3 and RMS 'Traffic Control at work sites' guidelines.

Each stage of works has a TCP that will address the following:

**Traffic Flow** – All traffic will be managed by TCP which will comply with AS 1742.3 and the RTA Traffic control at works sites Manual (TCWSM). Please refer to appendices for traffic control plans developed.

**Plant Movement** – All plant Movement including entry, egress and movement within the work area in accordance with RMS TCWSM Section 7 – Providing the works Traffic.

**Pedestrian Movement** – All pedestrian movement including entry, egress and movement around the work area will be in accordance with RMS TCWSM section 9.3 – Pedestrians. All work areas will be secured with barriers and fencing to ensure that no unauthorized entry for pedestrians is possible. Traffic control will ensure pedestrians are managed accordingly.

**Cyclist Movement** – All cyclist movement including around or adjacent to the work area will be in accordance with RMS TCWSM 9.4 – Cyclist.

**Stakeholder Authority** – Each work site will require the authority of Sydney Council and the RMS.

Traffic Control plans will only be implemented during onsite work hours. No traffic control devices will impede traffic out of hours.

## 7.1 Signage

All signage is designed to provide motorists and pedestrians with the clearest notification of the potential hazards created by the new work site. This will also include speed reduction signage around worksites where required. All signage will be in accordance RMS TCWSM.

Additional static signs to inform motorist and pedestrians will be put on the approach to all short-term works.

## 7.2 Pedestrians

All pedestrian movement including entry, egress and movement around the work area will be in accordance with RMS TCWSM section 9.3 – Pedestrian and Australian Standard 1742.3. All work areas will be secured with barriers and temporary fencing outside of the normal project work hours. This is to ensure that no unauthorized entry for pedestrians is possible.

## 7.4 Unplanned Events

AUM will manage all incidents which result in a change to traffic conditions in compliance with the incident Site Management Plan.

Should the approved traffic control plans not be adequate due to unforeseen circumstances, a new traffic control plan will be developed and implemented in order to make the site safe for traffic, pedestrians and of workers onsite. These plans will be developed in accordance with TCWSM.

## 7.5 Public Transport

No public transport will be affected with the implementation of any of the traffic control plans.



## 7.6 Emergency Services

The proposed works will result in minimal impact to emergency vehicles. Emergency services will be provided with advance notice of any change via the project team. This TMP does not affect any existing emergency crossover facilities.

## 7.7 Community Consultation

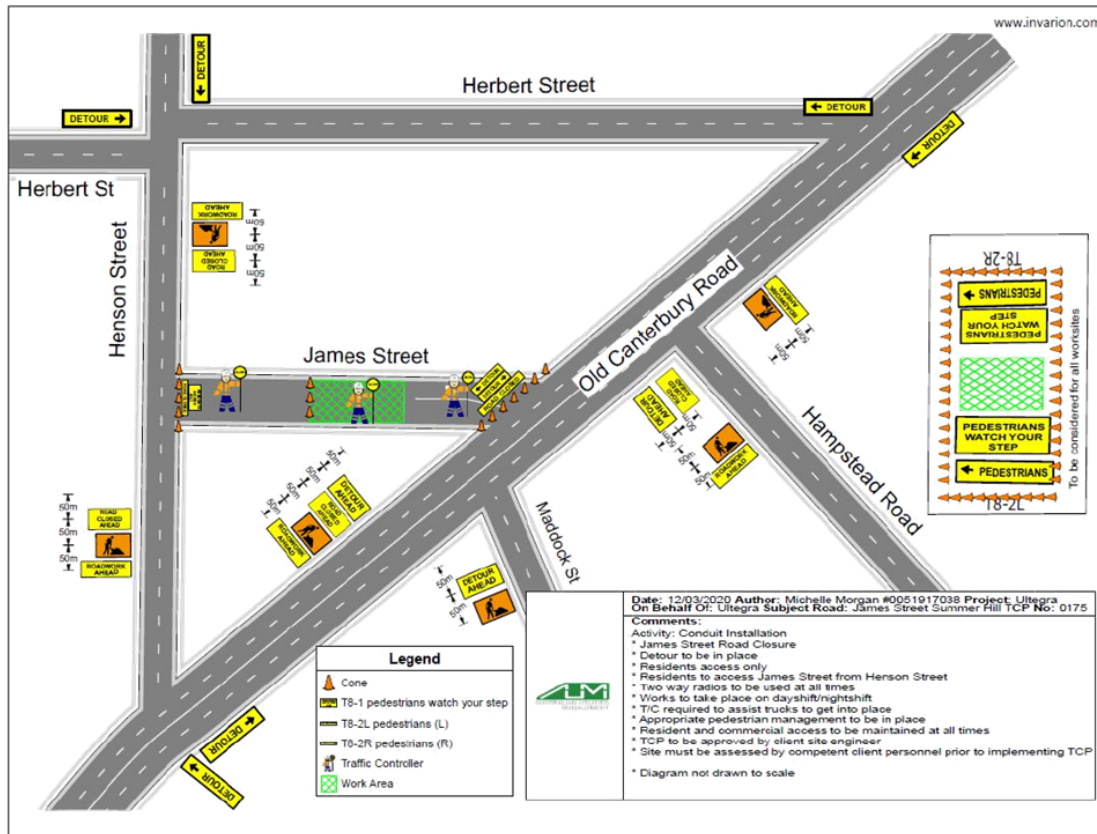
Community consultation for these works has been conducted and will continue to be conducted throughout the duration of the works. This will include but not limited to:

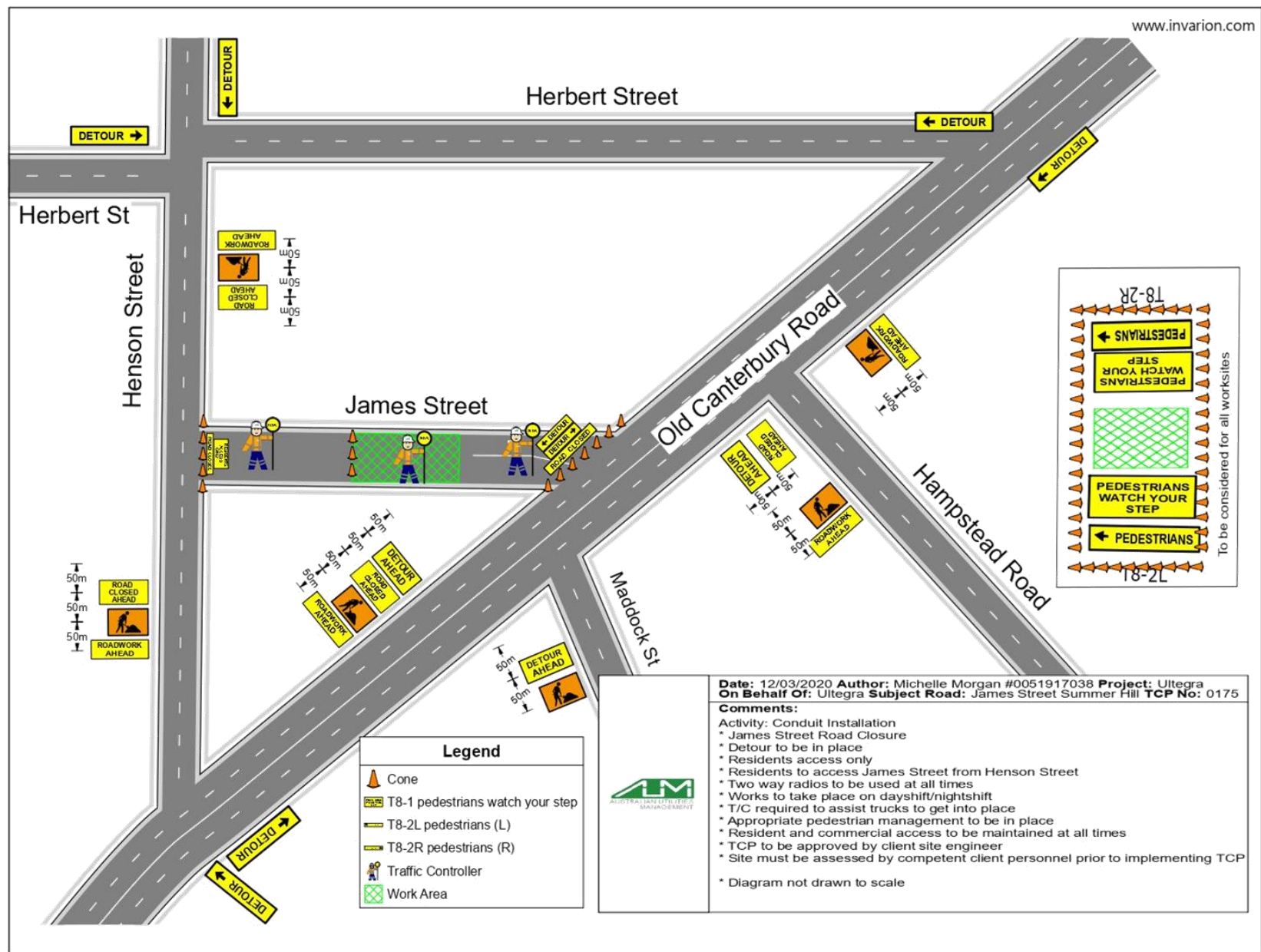
- Media Releases by Council
- Letter Box Drop

## 8 PROJECT CONTACTS

<i>Name:</i>	<i>Organisation:</i>	<i>Position:</i>	<i>Contact:</i>
Marius Venter	Ultegra	Senior Project Manager	Ph: 0409 736 031 E: <a href="mailto:mventer@ultegra.com.au">mventer@ultegra.com.au</a>

## APPENDIX 1 - TRAFFIC CONTROL PLANS





**Item No:** LTC0420 Item 9

**Subject:** TERRY STREET, ROZELLE - PROPOSED EXTENTION OF ON-STREET BYCYCLE PATH - (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

Council has finalised a design plan for the proposed extension of an on-street bicycle path on Terry Street, between Victoria Road and Margaret Street, Rozelle to improve road safety for road users.

### RECOMMENDATION

**THAT the detailed design plan (Design Plan No.10123) for the proposed extension of the on-street cycle path on Terry Street, between Victoria Road and Margaret Street, Rozelle be approved.**

### OTHER STAFF COMMENTS

Council officers were requested at Council's Bicycle Working Group to investigate an extension of the existing on-street cycle path on the northern side of Terry Street, between Victoria Road and Margaret Street in order to extend the full length of the street block.

The existing cycle path line marking is between Victoria Road and terminates opposite No.126 Terry Street and requires cyclists to merge into a mixed traffic treatment. It is proposed that the existing cycle path be extended further eastwards along Terry Street up to the intersection with Margaret Street. Cyclists will then be required to merge prior to entering the roundabout at this intersection.

The detailed design plan shown in **Attachment 1** outlines the proposed works on Terry Street, between Victoria Road and Margaret Street, Rozelle.

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

### FINANCIAL IMPLICATIONS

The cost of the installation of cycle path line marking will be funded from Council's 2019/20 Operational Budget for signs and line marking.

### PUBLIC CONSULTATION

Nil as there is no impact on parking

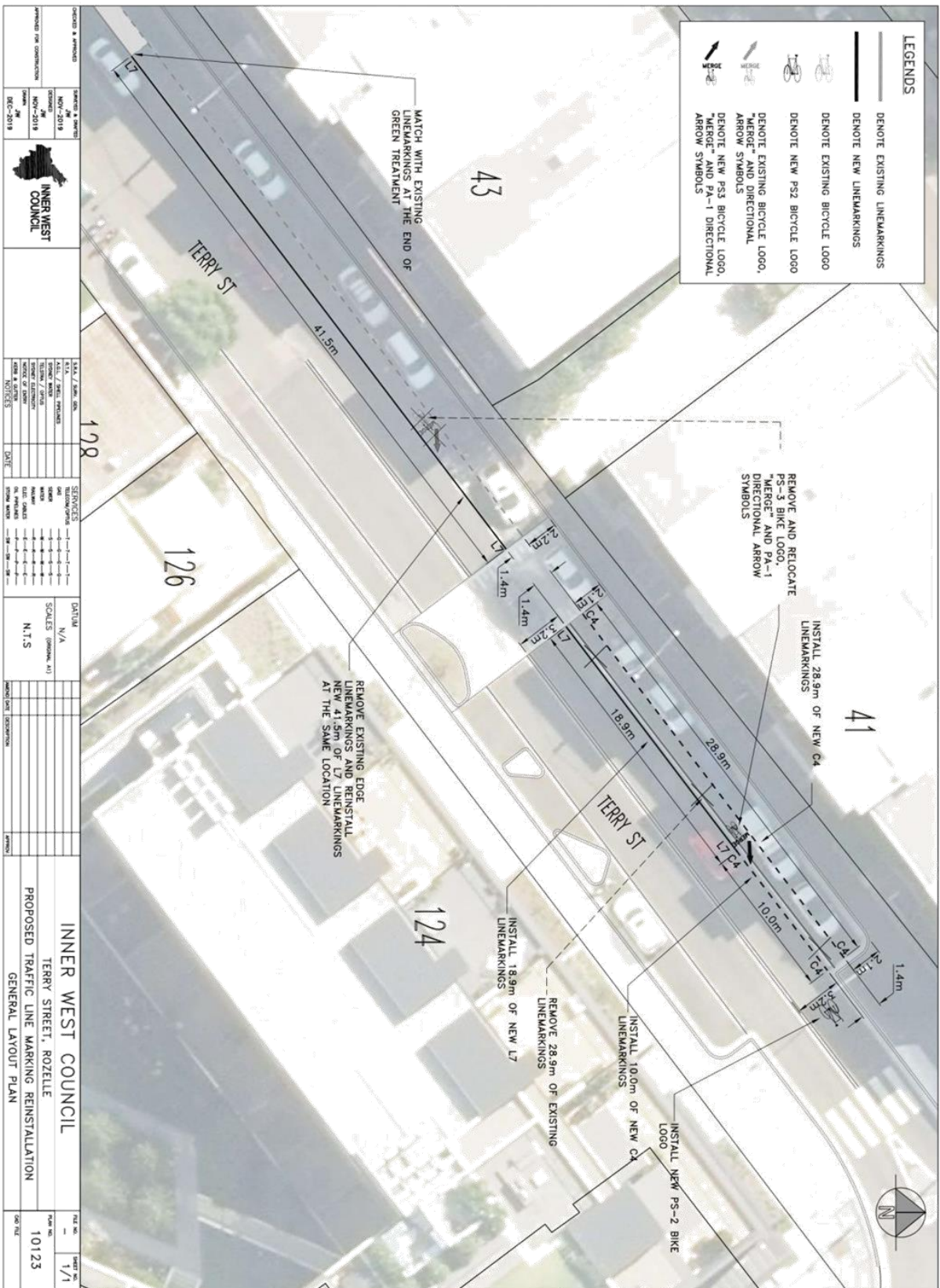
### ATTACHMENTS

1. [Down Arrow](#) Detailed Design Plan - Terry Street, Rozelle



## Item 9

# Attachment 1



**Item No:** LTC0420 Item 10

**Subject:** INTERSECTION OF CECIL STREET AND CHANDOS STREET, ASHFIELD-  
'NO STOPPING' RESTRICTIONS TO CORNERS (DIARRAWUNANG-  
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

Council has investigated resident complaints regarding vehicles continuously parking too close to the corners of the intersection of Chandos Street and Cecil Street, Ashfield.

## RECOMMENDATION

### THAT:

1. 10 metres of 'No Stopping' restriction be placed on the northern side of Cecil Street, east of Chandos Street, Ashfield;
2. 8.5 metres of 'No Stopping' restriction be placed on the southern side of Cecil Street, east of Chandos Street, Ashfield (up to the existing street tree);
3. 8.0 metres of 'No Stopping' restriction be placed on the eastern side of Chandos Street, north of Cecil Street (up to the existing street tree), followed by 'No Stopping Australia Post Vehicles Excepted' between 8.0m and 17.8m north of Cecil Street; and
4. 10.0 metres of 'No Stopping' restriction be placed on the eastern side of Chandos Street, south of Cecil Street.

## BACKGROUND

See further information below.

## OTHER STAFF COMMENTS

Vehicles have been identified as parking too close to intersection of Chandos Street and Cecil Street, Ashfield resulting in obstruction to the vision and movement of traffic and pedestrians around the intersection.

It is proposed to signpost the statutory 10 metre 'No Stopping' zones to make motorists aware of the legal distance that vehicles cannot park at the corners of an intersection. Certain corners are proposed with 'No Stopping' restrictions of 8-8.5m; however, parking within 10m at these locations is not possible due to the presence of mature street trees in the road carriageway.

An existing Australia Post Box facility exists on the eastern side of Chandos Street, north of Cecil Street. The facility is currently signposted with the restriction of 'No Stopping Australia Post Vehicles Excepted' up to 17.8m north of Cecil Street. It is proposed to signpost 8.0m of full time 'No Stopping' from the intersection up to the front of the street tree, and from 8.0m to 17.8m as 'No Stopping Australia Post Vehicles Excepted'.

The proposal is shown on the following plan in addition to the consultation area.



Note: ——— Proposed "No Stopping"

..... "No Stopping Australia Post  
Vehicles Excepted"

## FINANCIAL IMPLICATIONS

The cost of sign posting will be funded from Council's Operational Budget for signs and line marking.

## PUBLIC CONSULTATION

A consultation letter outlining the proposal was mailed out to 15 surrounding residence and unit block complexes. Two (2) responses were received in support of the proposal.

## ATTACHMENTS

Nil.

**Item No:** LTC0420 Item 11

**Subject:** HERCULES STREET, ASHFIELD-TIMED EXTENSION OF DISABLED PARKING 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

Council has received requests to have the existing (2 space) disabled parking zone on the eastern side of Hercules Street, south of Brown Street, Ashfield extended in time to operate from 10.00am-8.00pm Mon-Sun” instead of “10.00am-6.00pm Mon-Sun”.

### RECOMMENDATION

**THAT** the existing ‘Disabled Parking 10.00am-6.00pm Mon-Sun’ zone (2 spaces) on the eastern side of Hercules Street, Ashfield, south of Brown Street, be modified to ‘Disabled Parking 10.00am-8.00pm Mon-Sun’.

### BACKGROUND

See further information below.

### OTHER STAFF COMMENTS

The extended time will allow motorists holding Mobility Parking Scheme permits the ease and need to park and attend the pharmacy and other shops in the area, servicing the needs of customers having disability, after the time of 6.00pm.

The subject area is an indented parking zone area shared with loading zone restrictions operating between 6.00am-10.00am Mon -Fri and there after disabled parking 10am-6.00pm Mon-Sun.

The Pharmacy and shops are within Hercules Street. Persons having disability can cross the road at the signalised intersection of Hercules Street and Brown Street.





## FINANCIAL IMPLICATIONS

The cost of sign posting will be funded from Council's Operational Budget for signs and line marking.

## PUBLIC CONSULTATION

A consultation letter outlining the proposal was mailed out to (28) residence and commercial/shop properties in Hercules Street. No responses have been received.

## ATTACHMENTS

Nil.

**Item No:** LTC0420 Item 12

**Subject:** DARLING STREET, BALMAIN - PROPOSED 'NO STOPPING' RESTRICTION AT INTERSECTION WITH ANN STREET (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** Brinthaban Baskaran - Graduate Traffic Engineer

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

Concerns have been raised regarding illegal parking within the statutory 10m 'No Stopping' zone, restricting the visibility of vehicles turning onto Darling Street from Ann Street, Balmain.

### RECOMMENDATION

That the statutory 10m 'No Stopping' zone be signposted on the southern side of Darling Street, east of Ann Street.

### BACKGROUND

See further information below.

### OTHER STAFF COMMENTS

Council has received concern regarding vehicles obstructing sight lines by parking within the statutory 10m 'No Stopping' zone at the intersection of Darling Street at Ann Street, Balmain.

In order to alleviate this issue, it is proposed to formalise by signposting the statutory 10m 'No Stopping' zone on the southern side of Darling Street, immediately east of Ann Street as shown on the attached plan.

### FINANCIAL IMPLICATIONS

Nil.

### PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (11) in Darling Street and Ann Street, Balmain. No responses were received.

### ATTACHMENTS

1. [No Stopping zone - Darling Street at Ann Street, Balmain](#)



**Item No:** LTC0420 Item 13

**Subject:** BALMAIN ROAD, LILYFIELD (BETWEEN PERRY STREET AND LILYFIELD ROAD) - PROPOSED BUS ZONES (BALUDARRI - BALMAIN WARD / BALMAIN ELECTORATE / LEICHHARDT PAC)

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

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Transit Systems, in consultation with Transport for NSW, has advised Council that three new bus zones are proposed to be installed on Balmain Road, Lilyfield (between Perry Street and Lilyfield Road) to provide improved service coverage and improvements to the reliability of bus services.

## RECOMMENDATION

**THAT** the following restrictions be installed:

1. 18m 'Bus Zone' on the western side of Balmain Road, Lilyfield (north of Lilyfield Road – adjacent to the driveway of 115 Lilyfield Road);
2. 24m 'Bus Zone' on the western side of Balmain Road, Lilyfield (south of Perry Street – opposite Point Street); and
3. 18m 'Bus Zone' on the eastern side of Balmain Road, Lilyfield (south of Edward Street) followed by a 6m 'Disabled Parking space immediately to the south

## BACKGROUND

Transit Systems, in consultation with Transport for NSW, has informed Council that three new bus zones are to be installed on Balmain Road, Lilyfield (between Perry Street and Lilyfield Road) to accommodate improved service coverage and improvements to the reliability of bus services.

The proposed locations are as follows:

- 18m 'Bus Zone' on the western side of Balmain Road, Lilyfield (north of Lilyfield Road – adjacent to the driveway of 115 Lilyfield Road) replacing the '1P during sporting fixtures at Leichhardt Oval, Authorised Resident Vehicles Excepted, Area LY' restrictions;
- 24m 'Bus Zone' on the western side of Balmain Road, Lilyfield (south of Perry Street – opposite Point Street) replacing the unrestricted parking; and
- 18m 'Bus Zone' on the eastern side of Balmain Road, Lilyfield (south of Edward Street) replacing the 'Disabled Parking' zone and '1P during sporting fixtures at Leichhardt Oval, Authorised Resident Vehicles Excepted, Area LY' restrictions.
- Note, the impacted 'Disabled Parking' zone will be relocated to be immediately adjacent to the proposed bus zone.
- The location of the bus zones were selected to reduce the impact to residents and to reduce the number of parking spaces required to be converted to a full time bus zone. Bus zone locations are shown in **Attachment 1**.



## FINANCIAL IMPLICATIONS

Nil

## PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties in Balmain Road, Lilyfield, requesting residents' views regarding the proposal.

2 responses were received in objection to the proposal. The main concerns are outlined below.

- Loss of parking spaces for nearby residents, particularly those with Mobility Parking Scheme permits who would struggle to walk long distances.
- Buses are too close to existing driveways and adjacent streets and will reduce sightlines for cars
- The two proposed northbound bus stops are too close.

The Transit Systems officer has provided the following comments in response:

- The proposal will reduce the dependency on private vehicles and the locations have been chosen to reduce the number of parking spaces lost.
- The existing 'Disabled Parking' space will be retained and relocated 18m south.
- Buses will only be dropping off/picking up passengers and so sight lines for the driveway/intersections is expected to improve for the majority of the day
- The proposed two northbound buses are required to provide a catchment for both the Orange Grove area and Lilyfield Road.

## ATTACHMENTS

1. [↓](#) Balmain Road, Lilyfield (Proposed Bus Zones) - Location Plan

## Location Map



**18m 'Bus Zone' on the western side of Balmain Road, Lilyfield (north of Lilyfield Road – adjacent to the driveway of 115 Lilyfield Road)**



24m 'Bus Zone' on the western side of Balmain Road, Lilyfield (south of Perry Street – opposite Point Road)



18m 'Bus Zone' on the eastern side of Balmain Road, Lilyfield (south of Edward Street).

