

## **Minutes of Local Traffic Committee Meeting**

**Held electronically in March 2021**

### **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
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
SC Tony Kenny	NSW Police - Inner West Police Area Command
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Tanmila Samin Islam	Transport for NSW (TfNSW)

### **NON VOTING MEMBERS IN ATTENDANCE**

Colin Jones	Inner West Bicycle Coalition (IWBC)
Adrian Prichard	Transit Systems – Inner West Bus Services
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward (Alternative Chair)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Christina Ip	IWC's Business Administration Officer

### **VISITORS**

Nil.

### **APOLOGIES:**

Nil.

### **DISCLOSURES OF INTERESTS:**

Nil.

### **CONFIRMATION OF MINUTES**

The minutes of the Local Traffic Committee Meeting held in February 2021 were confirmed.

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

The Local Traffic Committee recommendations of its meeting held in February 2021 were adopted at Council's meeting held on 9 March 2021 with the following amendments:

- LTC0221 Item 7 Minor Traffic Facilities - That the Disabled Parking zone and mobility parking space be reinstated in front of 11 Bruce Street on the eastern side of Bruce Street Stanmore; and

- LTC 0221 Item 14 'No Left Turn' into Victoria Road from Moodie Street, Rozelle - That Council determines to temporarily continue the "No Left Turn" restriction into Victoria Road from Moodie Street with a Local Area Traffic Management (LATM) Study to be undertaken within 6 months so that a permanent change, pending the outcome of the LATM, can be considered.

### **EMAIL CONFIRMATION OF OFFICER'S RECOMMENDATION**

The representative for NSW Police – Inner West supported the Officer's recommendations for the items in their PAC.

The representative for NSW Police – Leichhardt supported the Officer's recommendations for the items in their PAC.

The representative for Transit Systems supported all the Officer's recommendations.

### **LTC0321 Item 1 Bedwin Road Bridge St Peters - Sydney Metro – Signs and Line Markings Plan for temporary works (Midjumburi - Marrickville and Damun – Stanmore Ward / Summer Hill and Newtown Electorate / Inner West PAC)**

### **SUMMARY**

Sydney Metro have submitted to Council detailed line marking and signage plans for temporary road works on Bedwin Road Bridge for a period of approximately 16 weeks beginning mid-March 2021. The works will be staged in two phases to accommodate separately works on either side of the bridge allowing contraflow traffic arrangements to be in place. The proposed works involve the installation of new regulatory signage. Sydney Metro will install the signage and line marking and reinstate original signage and line markings after works are completed. It is recommended that the submitted plans be supported as shown in the submitted 'Sydney Metro City & Southwest Sydney Station Bedwin Road Bridge Works Contraflow Traffic Management Plan'.

### **Officer's Recommendation**

THAT the temporary contraflow arrangement proposed to accommodate Sydney Metro works on Bedwin Road Bridge, St Peters and associated temporary line marking and signage (as per shown in the submitted 'Sydney Metro City & Southwest Sydney Station Bedwin Road Bridge Works Contraflow Traffic Management Plan') be approved subject to, but not limited to, the following conditions:

1. All works and cost of the supply, installation and removal of the line marking and signage associated with the Bedwin Road Bridge works is to be borne by the applicant: and
2. Council's existing line marking and signage be reinstated in Bedwin Road, St Peters at the end of the works to the satisfaction of Council's Co-ordinator of Traffic and Parking Services, Traffic South.

### **DISCUSSION**

The representative for the IWBC requested a marked bike lane through the works zone and an area for cyclists to wait, separate from the traffic lane. The representative commented that without special provisions in place, cyclists are usually pushed to the side when they join the traffic lane.

Council Officers provided advice from the Sydney Metro Interface Manager stating there is limited space on Bedwin Road to provide the requested cyclist provisions, with the lane

widths being at the minimum allowed for works to continue. Sydenham Metro would be able to ensure that there is sufficient space on the eastbound approach as the road travel lanes are single lanes on approach. However, there is no such area on the westbound approach. Sydenham Metro will review the proposal and advise if any provisions can be made.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the temporary contraflow arrangement proposed to accommodate Sydney Metro works on Bedwin Road Bridge, St Peters and associated temporary line marking and signage (as per shown in the submitted 'Sydney Metro City & Southwest Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan') be approved subject to, but not limited to, the following conditions:**

- 1. All works and cost of the supply, installation and removal of the line marking and signage associated with the Bedwin Road Bridge works is to be borne by the applicant: and**
- 2. Council's existing line marking and signage be reinstated in Bedwin Road, St Peters at the end of the works to the satisfaction of Council's Co-ordinator of Traffic and Parking Services, Traffic South.**

**For motion: Unanimous**

**LTC0321 Item 2 Smidmore Street and Murray Street, Marrickville – short term temporary changes to Smidmore Street signage, kerbside parking restrictions, bus routes and new temporary bus stop near Edinburgh Road as part of Marrickville Metro Expansion Works (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)**

### **SUMMARY**

Council has been notified by MLA Transport Planning, on behalf of Adco Constructions, about proposed short term temporary changes to Smidmore Street signage, kerbside parking restrictions, bus routes and a new temporary bus stop near Edinburgh Road, Marrickville as part of the Marrickville Metro Expansion works. It is recommended that the proposed changes be approved and that all works and costs associated with the signage changes and temporary relocated 'Bus Zone' and reinstatement of Council's original parking restrictions is to be borne by the Applicant.

### **Officer's Recommendation**

**THAT the proposed short-term temporary changes to traffic and parking conditions in Smidmore Street and Murray Street, Marrickville as per plans submitted by MLA Transport Planning (TMP 20008r05C-210301, CV-1BPD-02-061) be approved subject to the following conditions:**

- a) All works and cost of the supply, installation and removal of the signage associated with the temporary changes and bus relocations is to be borne by the applicant;**
- b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction;**
- c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'; and**

- d) Subject to written concurrence from TfNSW, Sydney Metro TSE Group and Transit Systems / Sydney Buses is provided to Council.

### **DISCUSSION**

It was noted that the TMP provided in the agenda was the incorrect attachment. The correct TMP is in Attachment 1.

The TfNSW representative indicated that a Shared Zone in Smidmore Street cannot operate during the Bus Detour times. Therefore, the following condition was proposed to be added to the recommendation:

- e) All Shared Zone signage and associated pavement markings in Smidmore Street be temporarily removed for the duration of the bus detour. All signs must be reinstated as soon as the bus detour is no longer required.

The applicant has indicated that they support this modification. The Committee members also supported the modification to the recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the proposed short-term temporary changes to traffic and parking conditions in Smidmore Street and Murray Street, Marrickville as per plans submitted by MLA Transport Planning (TMP 20008r05C-210301, CV-1BPD-02-061) be approved subject to the following conditions:**

- a) All works and cost of the supply, installation and removal of the signage associated with the temporary changes and bus relocations is to be borne by the applicant;**
- b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction;**
- c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'; and**
- d) Subject to written concurrence from TfNSW, Sydney Metro TSE Group and Transit Systems / Sydney Buses is provided to Council.**
- e) All Shared Zone signage and associated pavement markings in Smidmore Street be temporarily removed for the duration of the bus detour. All signs must be reinstated as soon as the bus detour is no longer required.**

**For motion: Unanimous**

**LTC0321 Item 3 Detailed works (Traffic & Parking) in Trafalgar Street, Petersham - RSL Petersham Development - DA201800173 & Implementation of the Regional Bicycle Route 7 (RR7)  
(Stanmore Ward-Damun/Newton Electorate/Inner West PAC)**

### **SUMMARY**

At the Local Traffic Committee meeting held on 15 February 2021, a report was presented

detailing proposed on-road tree planter boxes, traffic/parking control measures and kerb extension in Regent Street, as part of Step 1 of the Public Domain Works for the RSL Petersham development under approved DA 201800173. Council approval is now sought on the plans detailing the remaining traffic, parking and footway works required to be carried out under condition of Development Consent for Trafalgar Street and its intersection to Regent Street (Refer to Attachment 2 Plan C46.8 version C). In addition, it should be noted that Council's Regional Bicycle Route RR7 facility is to be constructed along the section of Trafalgar Street, between Gordon Street and Crystal Street. NSW Government funding has been made available to carry out this work, with the commencement of this work scheduled around mid-2021.

### **Officer's Recommendation**

1. The report be received and noted;
2. The detailed proposed traffic and parking works in Trafalgar Street and its intersection with Regent Street, Petersham, on attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, be APPROVED, subject to the following;
  - a) Double barrier BB lines be extended in Trafalgar Street right through across the RSL carpark access and Forzzard Lane;
  - b) An additional 'No Right Turn' sign be placed on the eastern footway side of the RSL carpark facing east bound traffic in Trafalgar Street;
  - c) The 'No Right Turn' as shown on the northern kerb side island in Trafalgar Street opposite the RSL carpark and Forzzard Lane, have a supplementary sign underneath reading 'INTO RSL CAR PARK & FOZZARD LANE';
  - d) The 'No Stopping (arrow right)' sign on the southern side of Trafalgar Street, to the west of Fozzard Lane be changed to read 'No Stopping (arrow left)' and the 'No Parking' restrictions be reinstated over the driveways between Fozzard Lane and no. 313-315 Trafalgar Street;
  - e) No trees be planted along the footway within the Bus Zone due to the likelihood of interference to the operation of the Bus Stop;
  - f) The builder prepare/provide for the bus pad/footings and other infrastructure works for the relocation of the bus stop and Council approved shelter as shown on the plan to the satisfaction of Council;
  - g) The builder is to install all signs and line marking as per attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, including all modifications (a) to (f) as listed above to the satisfaction of Council;
3. The revised drawing C46.8 with modifications be submitted to TFNSW for its review and approval.
4. The temporary relocation of the Bus Stop on the southern side of Trafalgar Street, to a position further east of Regent Street between No. 273 and No. 265 Trafalgar Street be approved, subject to specific dates being provided to Council's Traffic & Transport Planning Manager and affected residents being notified at least two weeks prior to the changes.
5. The Traffic Management Plan prepared by Barker Ryan Steward in Attachment 11 for the installation of 'No Right Turn 3.00pm-7.00pm Mon-Fri.,' from New Canterbury Road into Regent Street, be submitted to TFNSW for consideration and approval, and that the builder work with the TFNSW to install the required signs.

### **DISCUSSION**

The builder, Deicorp, has provided written comments in response to the Traffic Committee

report. These are attached with additional Officer comments ([Attachment 2](#)).

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. The report be received and noted;
2. The detailed proposed traffic and parking works in Trafalgar Street and its intersection with Regent Street, Petersham, on attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, be APPROVED, subject to the following;
  - a) Double barrier BB lines be extended in Trafalgar Street right through across the RSL carpark access and Forzzard Lane;
  - b) An additional 'No Right Turn' sign be placed on the eastern footway side of the RSL carpark facing east bound traffic in Trafalgar Street;
  - c) The 'No Right Turn' as shown on the northern kerb side island in Trafalgar Street opposite the RSL carpark and Forzzard Lane, have a supplementary sign underneath reading 'INTO RSL CAR PARK & FOZZARD LANE';
  - d) The 'No Stopping (arrow right)' sign on the southern side of Trafalgar Street, to the west of Fozzard Lane be changed to read 'No Stopping (arrow left)' and the 'No Parking' restrictions be reinstated over the driveways between Fozzard Lane and no. 313-315 Trafalgar Street;
  - e) No trees be planted along the footway within the Bus Zone due to the likelihood of interference to the operation of the Bus Stop;
  - f) The builder prepare/provide for the bus pad/footings and other infrastructure works for the relocation of the bus stop and Council approved shelter as shown on the plan to the satisfaction of Council;
  - g) The builder is to install all signs and line marking as per attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, including all modifications (a) to (f) as listed above to the satisfaction of Council;
3. The revised drawing C46.8 with modifications be submitted to TFNSW for its review and approval.
4. The temporary relocation of the Bus Stop on the southern side of Trafalgar Street, to a position further east of Regent Street between No. 273 and No. 265 Trafalgar Street be approved, subject to specific dates being provided to Council's Traffic & Transport Planning Manager and affected residents being notified at least two weeks prior to the changes.
5. The Traffic Management Plan prepared by Barker Ryan Steward in Attachment 11 for the installation of 'No Right Turn 3.00pm-7.00pm Mon-Fri.,' from New Canterbury Road into Regent Street, be submitted to TFNSW for consideration and approval, and that the builder work with the TFNSW to install the required signs.

**For motion:** Unanimous

**LTC0321 Item 4 Guihen Street and Booth Street, Annandale - Proposed short term parking (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council has received concerns from local businesses on Booth Street (between Alexandria Drive and Pyrmont Bridge Road), Annandale regarding a lack of short-term parking in the area for customers and visitors.

**Officer's Recommendation**

THAT:

1. The existing parking spaces (94.5m) on the northern side of Guihen Street, between Booth Street and Chester Street be converted from unrestricted parking to '4P 8:00am-6:00pm Mon-Fri'
2. The existing parking spaces (62.2m) on the western side of Booth Street, between Guihen Street and Wigram Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'.
3. The parking spaces (31.8m) on the western side of Booth Street, between Guihen Street and Pyrmont Bridge Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'
4. A 13m 'No Parking' restriction be installed on the western side of Booth Street, south of Guihen Street across the northern most driveway of 1A Booth Street.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. The existing parking spaces (94.5m) on the northern side of Guihen Street, between Booth Street and Chester Street be converted from unrestricted parking to '4P 8:00am-6:00pm Mon-Fri'
2. The existing parking spaces (62.2m) on the western side of Booth Street, between Guihen Street and Wigram Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'.
3. The parking spaces (31.8m) on the western side of Booth Street, between Guihen Street and Pyrmont Bridge Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'
4. A 13m 'No Parking' restriction be installed on the western side of Booth Street, south of Guihen Street across the northern most driveway of 1A Booth Street.

**For motion: Unanimous**

**LTC0321 Item 5 Boomerang Street, Haberfield - Proposed Removal of Existing Bus Zone (Gulgadya-Leichhardt Ward/ Summer Hill Electorate/ Burwood PAC)**

**SUMMARY**

Council has received a request to remove a redundant existing 'Bus Zone' on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) to reinstate unrestricted parking at this location.

**Officer's Recommendation**

THAT the existing 20m 'Bus Zone' zone on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) be removed and the unrestricted on-street parking be reinstated.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the existing 20m 'Bus Zone' zone on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) be removed and the unrestricted on-street parking be reinstated.**

**For motion: Unanimous**

**LTC0321 Item 6 332 Norton Street, Leichhardt - Proposed Loading Zone (Gulgadga - Leichhardt/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council has received a request to change one space of the existing '1/2P 8am-6pm Mon-Sat' parking restriction to a 'Loading Zone 6am-4pm Mon-Sat' in front of No. 332 Norton Street, Leichhardt to facilitate deliveries for local businesses.

**Officer's Recommendation**

THAT a six (6) metre 'Loading Zone 6:00am – 4:00pm Mon - Sat' be installed on the western side of Norton Street in front of No.332 Norton Street, Leichhardt.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT a six (6) metre 'Loading Zone 6:00am – 4:00pm Mon - Sat' be installed on the western side of Norton Street in front of No.332 Norton Street, Leichhardt.**

**For motion: Unanimous**

**LTC0321 Item 7 Unwins Bridge Road, Way Street, Toyer Street & Collins Street, St Peters - Formalising Parking Restrictions around Tempe High School (Midjumburi - Marrickville Ward/ Heffron Electorate/ Inner West PAC)**

**SUMMARY**

Council has received representations from Tempe High School requesting the review of parking restrictions along the four streets encompassing the school. These are Unwins Bridge Road, Way Street, Toyer Street and Collins Street. As school buses rely upon the surrounding streets to service the school, concerns were raised when cars are parked along certain sections of the bus route, leading to traffic obstruction and possibly damage to parked vehicles. An investigation has revealed that there are either no signposted parking restrictions or that the current parking signage does not effectively deter vehicles parking in inappropriate locations, thus restricting thoroughfare and turning ability for buses travelling along the boundary of Tempe High School.

**Officer's Recommendation**

THAT the following restrictions be approved:

1. A 30 metre 'No Parking' zone, extending from the current 'No Parking' zone along the western side of Way Street, south of its intersection with Toyer Street;
2. A statutory 10 metre 'No Stopping' on western side of Way Street, south of its intersection with Toyer Street;
3. A 50 metre 'No Parking' zone, along the southern side of Toyer Street, west of its intersection with Way Street;
4. A statutory 10 metre 'No Stopping' on the southern side of Toyer Street, east of its intersection with Collins Street;
5. A 14 metre 'No Stopping' zone on the northern side of Toyer Street, east of its intersection with Collins Street;
6. A 8 metre 'No Stopping' zone on eastern side of Collins Street, south of its intersection with Toyer Street;
7. A 10 metre 'No Parking 8am – 9.30am 2pm – 3.30pm' on eastern side of Collins Street, immediately northwest of existing Bus Zone, north of its intersection with Unwins Bridge Road;
8. A 69 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Collins Street and the signalised mid-block pedestrian crossing, replacing existing 50 metre 'No Parking 7am – 9am Mon – Fri' & 19 metre 'No Parking' restrictions; and
9. A 25 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Foreman Street and the signalised mid-block pedestrian crossing, replacing existing 'No Parking'

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT the following restrictions be approved:

1. A 30 metre 'No Parking' zone, extending from the current 'No Parking' zone along the western side of Way Street, south of its intersection with Toyer Street;

2. A statutory 10 metre 'No Stopping' on western side of Way Street, south of its intersection with Toyer Street;
3. A 50 metre 'No Parking' zone, along the southern side of Toyer Street, west of its intersection with Way Street;
4. A statutory 10 metre 'No Stopping' on the southern side of Toyer Street, east of its intersection with Collins Street;
5. A 14 metre 'No Stopping' zone on the northern side of Toyer Street, east of its intersection with Collins Street;
6. A 8 metre 'No Stopping' zone on eastern side of Collins Street, south of its intersection with Toyer Street;
7. A 10 metre 'No Parking 8am – 9.30am 2pm – 3.30pm' on eastern side of Collins Street, immediately northwest of existing Bus Zone, north of its intersection with Unwins Bridge Road;
8. A 69 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Collins Street and the signalised mid-block pedestrian crossing, replacing existing 50 metre 'No Parking 7am – 9am Mon – Fri' & 19 metre 'No Parking' restrictions; and
9. A 25 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Foreman Street and the signalised mid-block pedestrian crossing, replacing existing 'No Parking'

**For motion:** Unanimous

**LTC0321 Item 8 Lilyfield Precinct Parking Study (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)**

**SUMMARY**

This is a recommendation to endorse the final Lilyfield Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Lilyfield Precinct Parking Study through YourSay Inner West. The draft strategy proposed several changes, including a Saturday Resident Parking Scheme (RPS) in streets surrounding the Orange Grove Public School during market days, angle parking in Hubert Street and Charles Street, and a need to establish Special Event Parking replacing the existing restrictions in the street surrounding Leichhardt Oval. The general feedback themes include the issue of enforcement in Lilyfield, dissatisfaction with boat trailers, and parking pressure concerns from WestConnex Rozelle Interchange site. Area specific feedback include suggestions for angle parking for the whole length of Rayner Street to increase parking supply.

Due to the COVID-19 restrictions, Council was unable to undertake a parking survey during a large capacity event at Leichhardt Oval. This data was to be used as a basis to review the existing parking control and develop a Special Event Parking scheme. As venue restrictions ease over time, it is expected that a parking survey during a full capacity event will assist in the development of a special event Traffic Management Plan (TMP) and Special Event Parking Scheme for the current area LY permit scheme.

The response totalled 35.8% in support, 29.9% non-support, and 34.3% with an unsure/neutral preference. After the Public Exhibition feedback was assessed, a review on the proposed scheme was undertaken with the final recommendations as outlined in Attachment 2. As the changes included both short-term and long-term matters, this would require Council to implement the changes with community engagement over a 5-10 year life

cycle of the study. It is recommended that further consideration of street specific Resident Parking Scheme (RPS) other than those proposed in the report not be supported for a period of 24 months until March 2023.

In addition, the parking impact on streets near the WestConnex Rozelle Interchange site has been a source of concern for residents in Lilyfield and Rozelle. Council has worked together on the consultation on including additional streets in the RPS in October 2020. Due to the low overall support from the community, this was not implemented. However, Council is continuing discussions with Transport for NSW to explore parking options to alleviate parking pressures until the completion of the WestConnex Rozelle Interchange in 2023.

### **Officer's Recommendation**

THAT:

1. The final Lilyfield Precinct Parking Study (Attachment 3) be noted;
2. In view of the feedback received from the Public Exhibition, the Parking Strategy for the Lilyfield Precinct as shown in Attachment 2 be adopted;
3. An additional parking review be undertaken to establish a Special Events Traffic Management Plan (TMP) and Special Event Parking Scheme, updating the existing area LY Resident Parking Scheme;
4. Further consideration of street specific resident parking scheme for the Lilyfield precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023;
5. Post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required; and
6. Council to work with event organisers to prepare and implement a standardised Traffic Management Plan and Special Event Parking Scheme for large events at Leichhardt Oval; and

### **DISCUSSION**

The representative for the Member for Balmain stated that the sight line of certain streets intersecting Lilyfield Road are inadequate due to the acute angle of the corners and noted that the Leichhardt Bike Plan shows that 2 of the 5 bike accidents in Lilyfield Road occurred opposite intersections with angled streets. The representative requested that the statutory 10m 'No Stopping' zones on each of the eastern corners of Charles Street, Charles Lane, Hubert Street and Francis Street be extended to at least 15m to improve safety for motorists turning into Lilyfield Road and improve sight lines to motorists and cyclists travelling west along Lilyfield Road.

Council Officers advised that parking precinct studies do not typically consider 'No Stopping' zone extensions. Requests for extensions to 'No Stopping' zones can be made and considered on a case-by-case basis, however, loss of legal parking is generally not supported by the community. A preliminary review of these intersections also show no accident history (in the current 5-year TfNSW accident history). Council Officers will review the representative's request separately.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The final Lilyfield Precinct Parking Study (Attachment 3) be noted;**
- 2. In view of the feedback received from the Public Exhibition, the Parking Strategy for the Lilyfield Precinct as shown in Attachment 2 be adopted;**
- 3. An additional parking review be undertaken to establish a Special Events Traffic Management Plan (TMP) and Special Event Parking Scheme, updating the existing area LY Resident Parking Scheme;**
- 4. Further consideration of street specific resident parking scheme for the Lilyfield precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023;**
- 5. Post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required; and**
- 6. Council to work with event organisers to prepare and implement a standardised Traffic Management Plan and Special Event Parking Scheme for large events at Leichhardt Oval.**

**For motion:** Unanimous

### **LTC0321 Item 9 Balmain East Precinct Parking Study (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

#### **SUMMARY**

This is a recommendation to endorse the final Balmain East Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Balmain East Precinct Parking Study through YourSay Inner West. The draft report proposed several changes, including an expansion of the Resident Parking Scheme (RPS) as shown in Attachment 2. The response results indicate that the community had mixed opinions on the proposed changes, with a low support for the draft strategy proposed by Council.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the proposed parking strategy. As the changes included both short term and long term strategies, this would require Council to implement the changes over a 5-10 year life cycle of the study. It is recommended that further consideration of street specific RPS other than those proposed in the report not be supported for a period of 24 months until March 2023.

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

**THAT:**

- 1. The final Balmain East Precinct Parking Study (Attachment 3) be noted;**

2. In view of the feedback received from the Public Exhibition, the revised changes to parking strategy as shown in Attachment 2 be adopted, with items 1-3 to be implemented prior to July 2021 and items 4-12 to be implemented with further community engagement;
3. Further consideration of street specific resident parking scheme for the Balmain East precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023; and
4. That post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required.

### **DISCUSSION**

It was noted that within the report and recommendations table, reference to “2P 8am – 10am permit holders excepted Area BE” should be “2P 8am – 10pm permit holders excepted Area BE”.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. **The final Balmain East Precinct Parking Study (Attachment 3) be noted;**
2. **In view of the feedback received from the Public Exhibition, the revised changes to parking strategy as shown in Attachment 2 be adopted, with items 1-3 to be implemented prior to July 2021 and items 4-12 to be implemented with further community engagement;**
3. **Further consideration of street specific resident parking scheme for the Balmain East precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023; and**
4. **That post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required.**

**For motion:** Unanimous

**LTC0321 Item 10 15-17 Marion Street, Leichhardt - Temporary Relocation of Existing Bus Zone (Gulgadga - Leichhardt/ Balmain Electorate/ Leichhardt PAC)**

### **SUMMARY**

Council has received a request for the temporary relocation of the existing ‘Bus Zone’ on the northern side of Marion Street in front of Nos. 15-17 Marion Street Leichhardt to provide a safe area for patrons to access bus services during ongoing construction works at Nos. 15-17 Marion Street.

### **Officer's Recommendation**

THAT:

- a) the existing 'Bus Zone' on the northern side of Marion Street, Leichhardt in front of 15-17 Marion Street be temporarily relocated 26m to the east replacing the existing '2P ticket 10am-6pm Mon-Fri 8am-6pm Sat, 4P 6pm-10pm Mon-Sat, 8am-10pm Sun; No Stopping 7am-10am Mon-Fri' ticket parking restrictions (25m total) for 54 weeks.
- b) That parking meter LMP-10216 be temporarily decommissioned during this period
- c) '4P ticket 8am-10pm' parking restrictions be provided in place of the existing 'Bus Zone' until such time that re-establishment of the 'Bus Zone' is required or until a temporary 'Works Zone' is established.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT:

- a) the existing 'Bus Zone' on the northern side of Marion Street, Leichhardt in front of 15-17 Marion Street be temporarily relocated 26m to the east replacing the existing '2P ticket 10am-6pm Mon-Fri 8am-6pm Sat, 4P 6pm-10pm Mon-Sat, 8am-10pm Sun; No Stopping 7am-10am Mon-Fri' ticket parking restrictions (25m total) for 54 weeks.
- b) That parking meter LMP-10216 be temporarily decommissioned during this period
- c) '4P ticket 8am-10pm' parking restrictions be provided in place of the existing 'Bus Zone' until such time that re-establishment of the 'Bus Zone' is required or until a temporary 'Works Zone' is established.

**For motion:** Unanimous

**LTC0321 Item 11 168 Norton Street (between Carlisle Street and Maccauley Street),  
Leichhardt - Road Occupancy (Gulgadga - Leichhardt/ Balmain  
Electorate/ Leichhardt PAC)**

### **SUMMARY**

Council has received an application from Growth Built Pty Ltd for approval of a temporary full road closure of Norton Street (in front of 168 Norton Street), between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks) for dismantling of a tower crane at 168 Norton Street, Leichhardt.

### **Officer's Recommendation**

THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:

1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;

3. All affected residents and businesses, including, Transit Systems, STA, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:**

- 1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;**
- 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 3. All affected residents and businesses, including, Transit Systems, STA, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion: Unanimous**

**LTC0321 Item 12 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 Sunday, 25 April 2021 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 Sunday, 25 April 2021**

between the hours of 6am and 12 midnight be supported, subject to the following conditions:

1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
2. All affected residents and businesses, including the NSW Police Local Area Command, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. That an unencumbered passaged minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
4. The occupation of the road carriageway must not occur until the road has been physically closed;

### **DISCUSSION**

The TfNSW representative advised that if this is a Class 2 event, TfNSW will need to provide concurrence and requested that the TMP, PL insurance and risk assessment be submitted to TfNSW.

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 Sunday, 25 April 2021 between the hours of 6am and 12 midnight be supported, subject to the following conditions:**

1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
2. All affected residents and businesses, including the NSW Police Local Area Command, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. That an unencumbered passaged minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
4. The occupation of the road carriageway must not occur until the road has been physically closed.

**For motion:** Unanimous

## **General Business**

### **LTC0321 Item 13 ‘No Left Turn’ to Wardell Road from Riverside Crescent, Dulwich Hill**

Representations were made to Cllr Macri regarding the new ‘No Left Turn’ from Riverside Crescent into Wardell Road. Concerns were raised that the ‘No Left Turn’ is having unintended impact on traffic on Wardell Road and surrounding roads, causing confusion as there are no warning signs of changed traffic conditions and congestion during peak time. Requests were made to review the signage and traffic signal phasing at the intersection. Council Officers will investigate.

### **LTC0321 Item 14 Request for ‘No Parking’ on Durham Lane, Stanmore**

A request was received by the Member for Newtown for ‘No Parking’ on Durham Lane near the property entrance of Unit B02, 109 Salisbury Road, Stanmore. The resident of the property stated that access to the property is difficult due to the narrow footpath and if a vehicle is parked directly outside the property on Durham Lane, access to the property is further impeded, especially for less mobile residents. Council Officers will investigate.

### **LTC0321 Item 15 Trucks on Liberty Street and Kingston Road, Enmore and Newtown**

A resident of Kingston Road contacted the Member for Newtown’s Office indicating that she and many neighbours are concerned about the number and type of large vehicles using Liberty Street and Kingston Road including cement trucks, Newington school buses (large tourist buses), semitrailers (including one with containers on it) and WestConnex ‘truck and dogs’. The resident has also contacted Newtown Police about this issue.

The representative for the Member for Newtown indicated that they have raised the issue of construction trucks on many key roads in the Inner West including King Street, Edgeware Road and Enmore Road in the past, while realising that these roads come under the control of TfNSW. However, given the high pedestrian and cycle usage as well as the size of these streets, the representative suggested that Council look at whether some of these roads need to be assessed for reclassification with TfNSW.

### **LTC0321 Item 16 Improving pedestrian safety on Canal Road, Lilyfield**

The representative for the Member for Balmain commented that an increasing number of vehicles use Canal Road, particularly during cricket and football practice. Due to the increased traffic, the representative requested that a marked pedestrian crossing and speed hump be investigated for Canal Road to enable pedestrians to cross the road to reach the path to the Leichhardt North Station and the overbridge on the City-West Link. Council Officers will investigate.

This concluded the business of the meeting.

## ATTACHMENTS

### Attachment 1



## Railway Pde at Edinburgh Rd, Marrickville Proposed Partial Road Closure

### Traffic Management Plan



# Railway Pde at Edinburgh Rd, Marrickville Proposed Partial Road Closure

## Traffic Management Plan

Report Version: Final

Report Date: 1 March 2021

Report Reference: 20008r05C-210301

Client: Adco Constructions Pty Ltd

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### Appendices

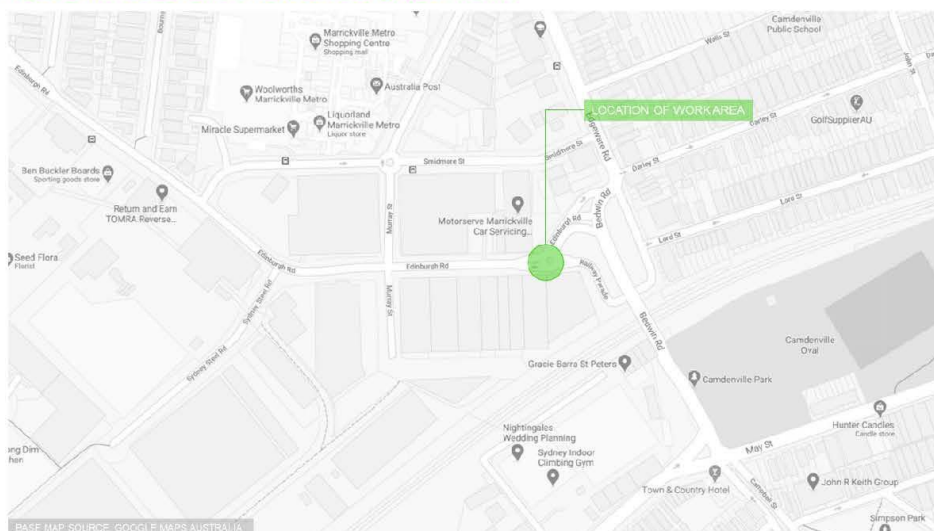
Appendix A	Traffic Control Plan
Appendix B	Proposed Diversion for Bus Services
Appendix C	Concurrences from TfNSW/STA/Transit Systems
Appendix D	Bus Swept Path Diagram



## 1 Introduction

This traffic management plan (TMP) has been prepared by MLA Transport Planning (MLA) in relation to a proposed temporary partial road closure of Railway Parade at Edinburgh Road, Marrickville. Figure 1.1 shows the location of proposed road closure.

**Figure 1.1: Location of Proposed Upgrade Works**



The proposed partial road closure is proposed by Adco to undertake intersection upgrade works at the Railway Parade intersection with Edinburgh Road as part of the expansion of the Marrickville Metro Shopping Centre. The upgrade works has been approved by the Minister of Planning in March 2012 (MP09\_0191) which was followed by several S75W application approvals. The upgrade works has also received approval from Inner West Council in May 2020.

The works will be undertaken during the hours from 6:00am to 5:00pm.

The proposed partial road closure is proposed to take place in three stages over a period of approximately two and a half months commencing 1 April 2021 to 9 June 2021 and.

During the proposed partial road closure period, the staging are as follows:

- Stage 1 – eastbound access from Edinburgh Road (western approach) through the intersection will be closed with westbound access along Edinburgh Road from



Edinburgh Road (northern approach) and Railway Parade (eastern approach) maintained

- Stage 2 – eastbound access from Edinburgh Road (western approach) and westbound access from Railway Parade (eastern approach) through the intersection will be closed with westbound access from Edinburgh Road (northern approach) maintained, and
- Stage 3 – eastbound access from Edinburgh Road (western approach) and westbound access from Railway Parade (eastern approach) through the intersection will be closed with westbound access from Edinburgh Road (northern approach) and Railway Parade (eastern approach) maintained.

Access to affected properties will be maintained. Vehicles accessing affected properties will be escorted through the use of qualified traffic controllers and signage.

In addition, during the period of the proposed partial road closure westbound access for buses (Routes 308 and 305) from Railway Parade (eastern approach) to Edinburgh Road (west approach) will be maintained. Buses (Route 355) travelling in the eastbound direction will be re-routed.



## 2 Detailed Plan of Proposed Measures

Is a detailed plan of the proposed measures necessary?

Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Traffic management measures are proposed to manage traffic in the vicinity of the site. The traffic management measures are contained in the traffic control plans (TCP) prepared by Complete Traffic Safety Solutions which is provided in Appendix A.



### 3 Identification and Assessment of Impact of Proposed Measures

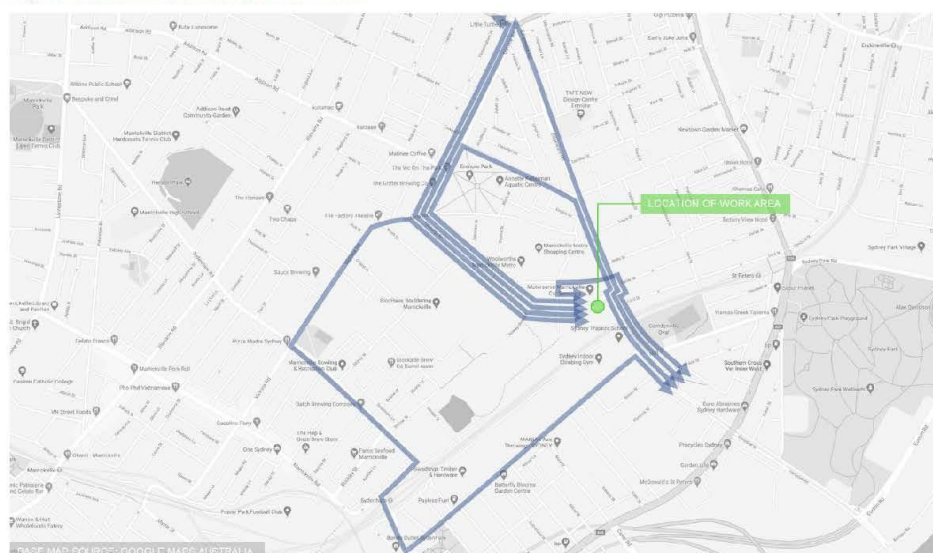
Is a detailed assessment necessary?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

The partial closure of the Railway Parade intersection with Edinburgh Road will require traffic to be diverted to alternative routes. These include:

- Smidmore Street/Murray Street/Edinburgh Road
- Edgeware Road/Llewellyn Street/Enmore Road/Edinburgh Road
- Edgeware Road/Enmore Road/Edinburgh Road
- Bedwin Road/Unwins Bridge Road/Gleeson Avenue/Railway Parade/Sydenham Road/Victoria Road/Edinburgh Road, and
- Stanmore Road/Enmore Road/Edinburgh Road.

The alternative routes are shown in Figure 3.1.

**Figure 3.1: Diverted Traffic Routes**





### 4 Measures to Ameliorate the Impact of Re-Assigned Traffic

Is an assessment required?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

There are numerous available alternative routes. Following the temporary partial closure of the Railway Parade intersection with Edinburgh Road, the traffic travelling through the intersection could be diverted across a number of alternative routes within the local road network. As such, the traffic re-directed to the various alternative routes, would be spread out across the road network and is not expected to create any adverse traffic impacts. Therefore, ameliorate measures would not be required.



### 5 Assessment of Affected Public Transport Services

Is an assessment required?	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

The proposed temporary partial closure of the Railway Parade intersection with Edinburgh Road would affect the operation of bus services along Edinburgh Road in particular Route 355. Access for the other two bus services, namely Routes 308 and 352 will be maintained throughout the closure period.

In this regard, MLA has consulted TfNSW, STA and Transit Systems in relation to re-directing Bus Route 355 around the work area. An option has been developed to re-direct the relevant bus service with a new temporary bus stop on Smidmore Street. The proposed diversion route for Bus Route 355 is shown in Appendix B. MLA is currently seeking feedback from the bus operators.

TfNSW, STA and Transit Systems have provided their concurrence for the proposed works. The concurrences are provided in Appendix C.

In addition, swept path analysis for a 12.5m bus turning left from Murray Street into Smidmore Street. The swept path diagram provided in Appendix D demonstrates that a 12.5m bus can satisfactorily undertake the required left turn manoeuvre.

Adco will continue to work and liaise with the bus operators to ensure disruption to bus services is kept to a minimal.



### 6 Details of Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians

Are these details required?	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Emergency vehicles access will be maintained. Emergency vehicles will be let through where required.

All general traffic including service vehicles will be diverted around the work area using the previous identified alternative routes.

It is noted that the Railway Parade intersection with Edinburgh Road proposed to be closed at present does not have any facilities for cyclists.

Pedestrian access will be diverted to alternative routes where required.



## 7 Assessment of Effect on Existing and Future Developments with Transport Implications in the Vicinity of the Proposed Measures

Is an assessment required?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

In relation to existing developments, access will be maintained for affected properties.

In relation to future developments, the proposed partial road closure is a temporary road closure for a period of approximately two and a half months. It is not expected that it would have any implications to future developments in the vicinity of the proposed road closure.



### 8 Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas

Is an assessment required?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

There will be no impacts on traffic movements in adjoining Council areas. The proposed works is located entirely within the administrative area of Inner West Council.



## 9 Public Consultation Process

Is a public consultation process required?

Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

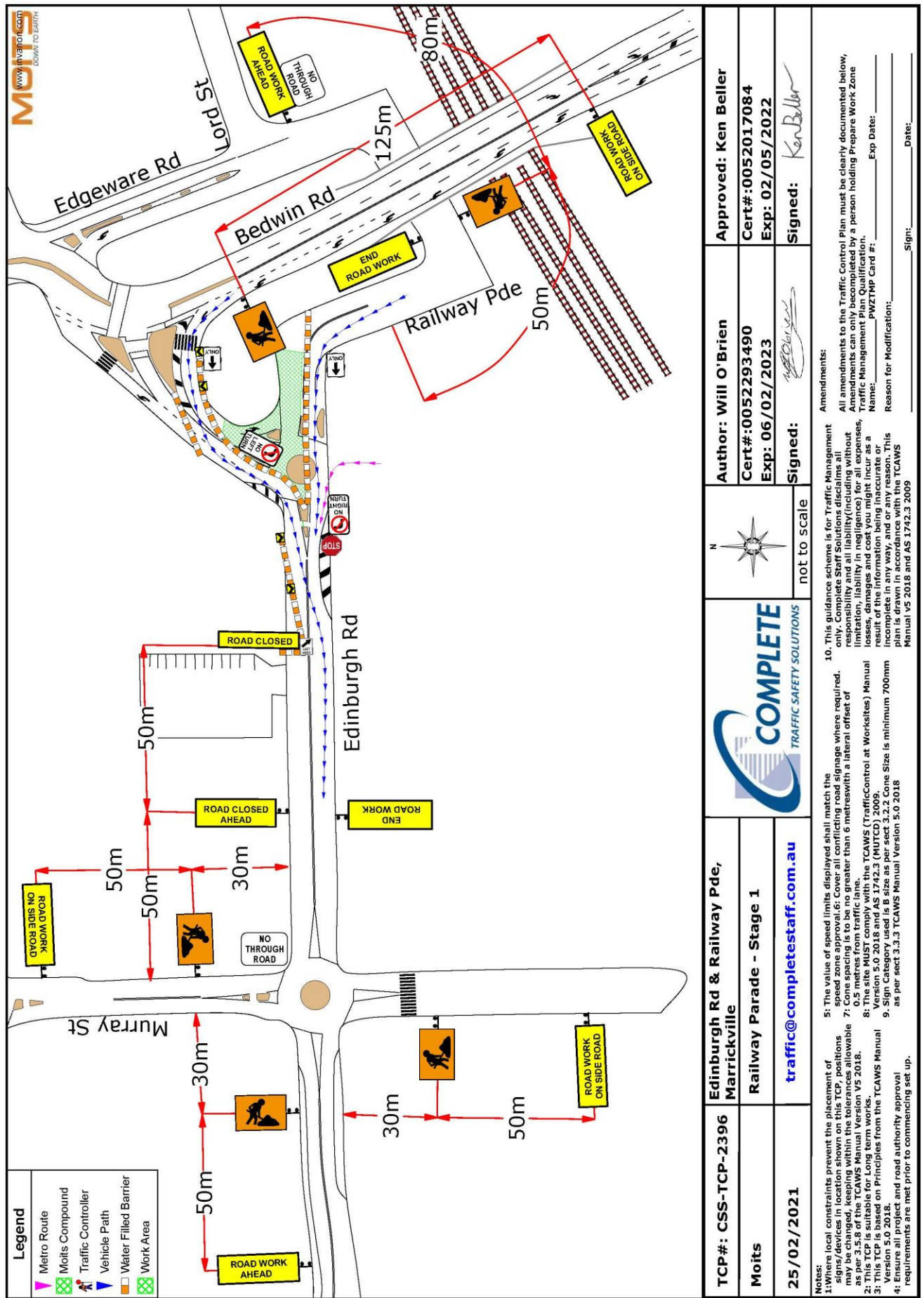
Adco will continue to work and liaise with the bus operators to ensure disruption to bus services is kept to a minimal. The consulting process will continue post approval by Inner West Council Local Traffic Committee.

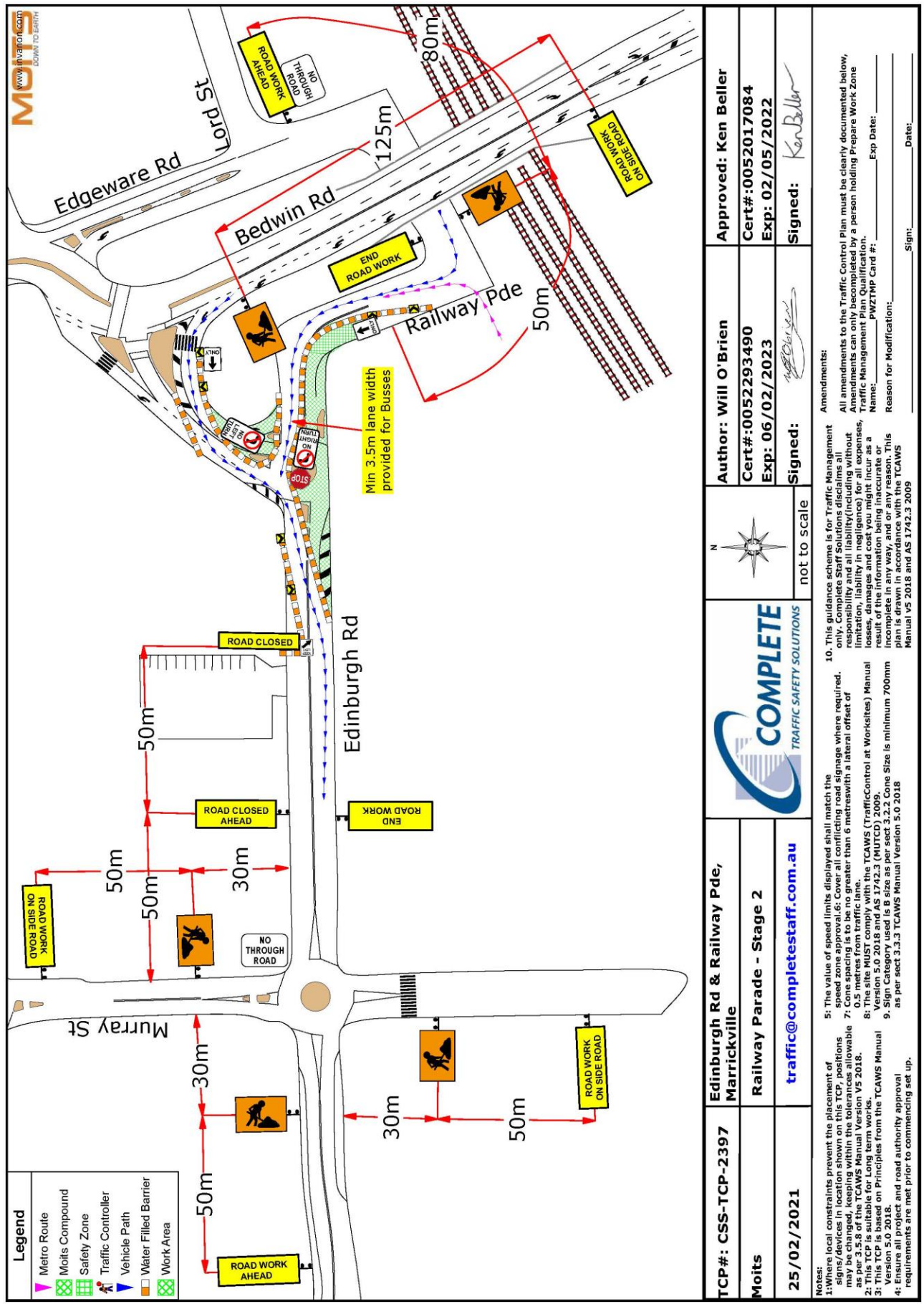
In relation to local residents and businesses, a notification letter has been issued to the local residents and businesses located within 400m of the work area on 1 March 2021. The notification letter requested that the local residents and businesses to provide any feedback they may have within three weeks.

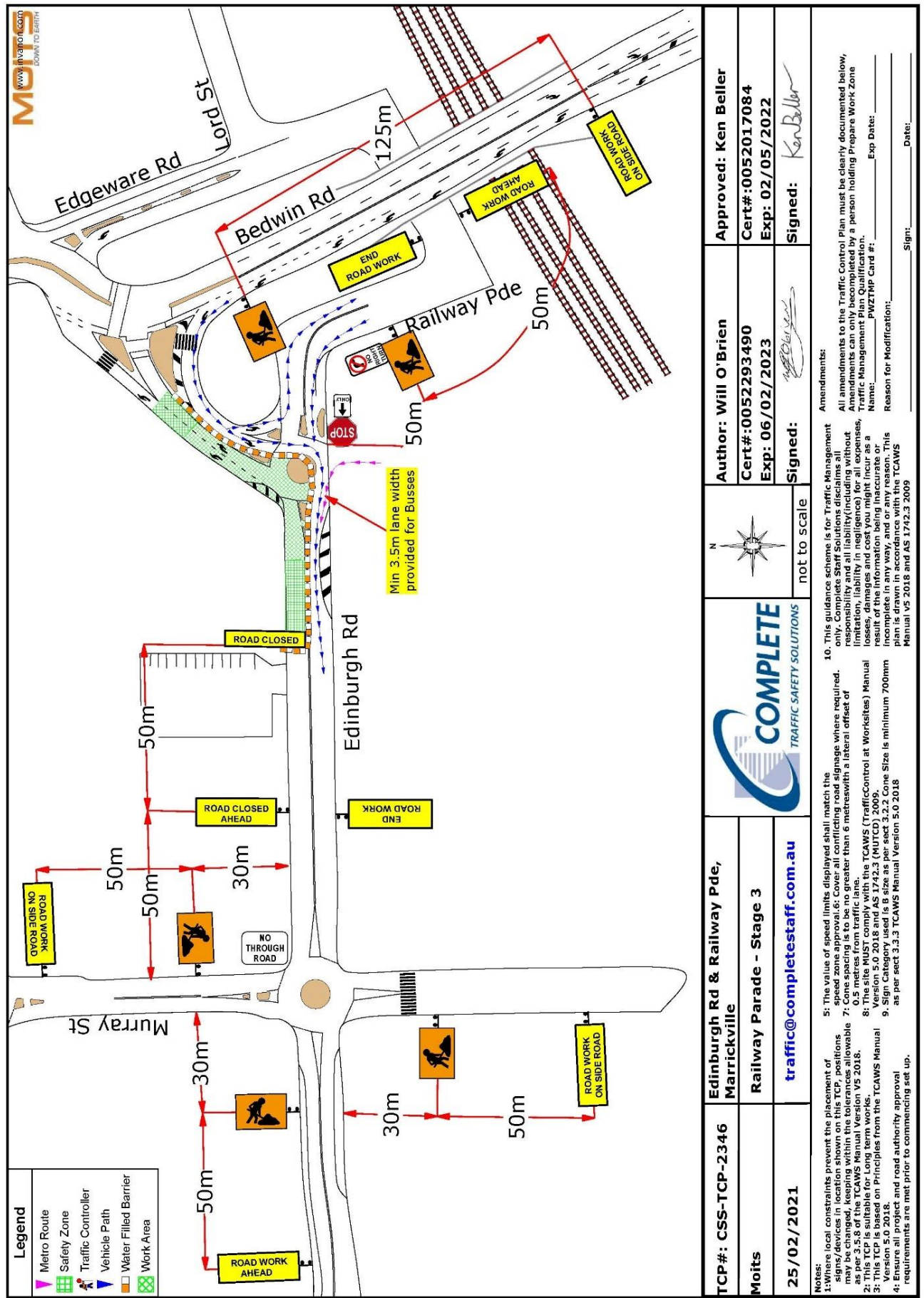


## Appendix A

### Traffic Control Plan



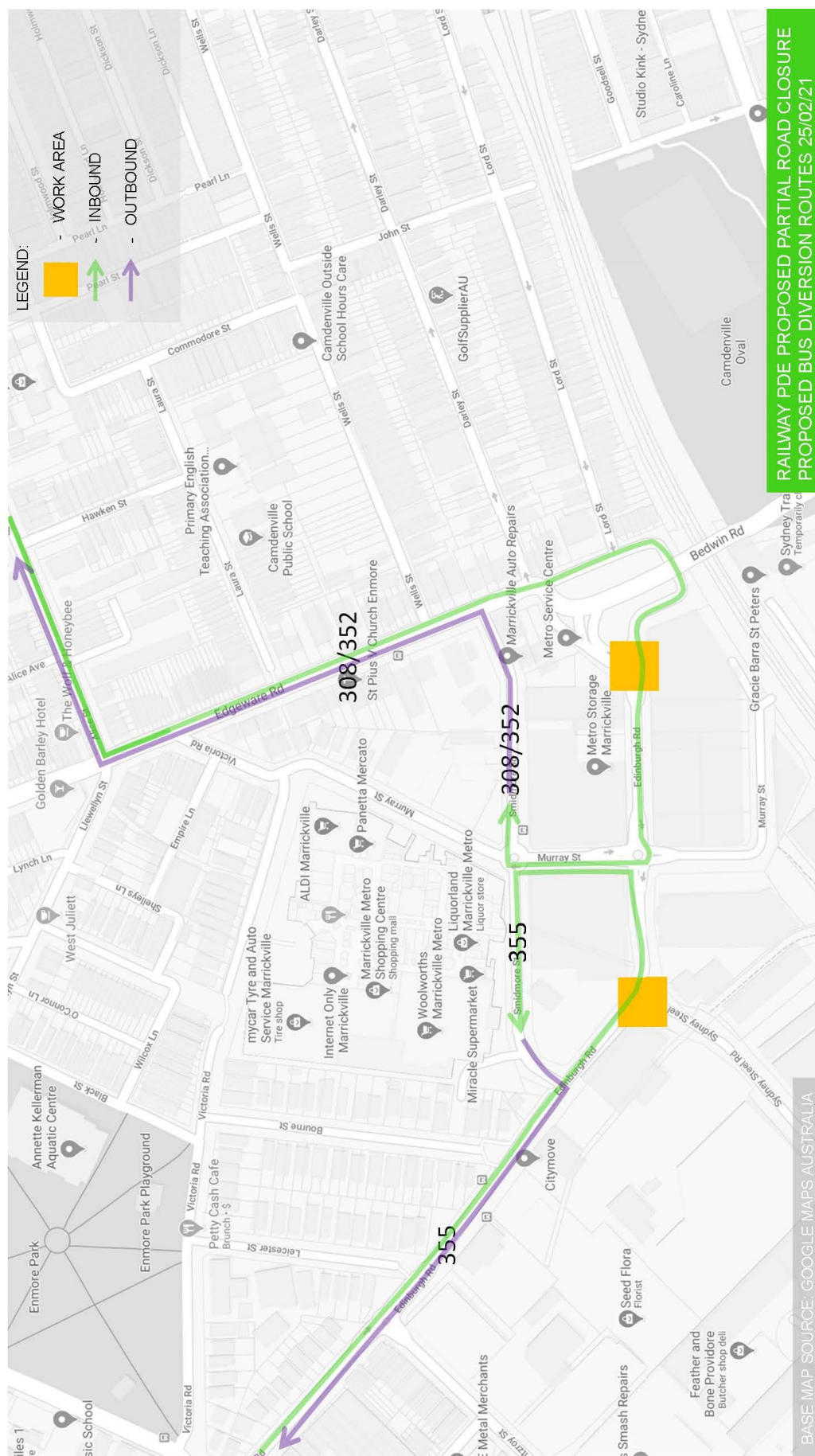






## Appendix B

### Proposed Diversion for Bus Services





## Appendix C

### Concurrences from TfNSW/STA/Transit Systems

**From:** [Adrian Prichard](#)  
**To:** [Michael Lee](#); [Elizabeth Harrison](#)  
**Cc:** [Bushara Gidies](#)  
**Subject:** Re: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion  
**Date:** Friday, 26 February 2021 12:59:13 PM  
**Attachments:** [image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[Outlook-xde1oqgp.png](#)

Hi Michael

Transit Systems raise no objection to the attached TCPs

Regards

**Adrian Prichard**

**Network Planner**

T: (02) 8778 5889 M: 0490 121 539

E: [APrichard@transitsystems.com.au](mailto:APrichard@transitsystems.com.au)

A: Lot 2 Airfield Drive, LEN WATERS ESTATE NSW 2171



[www.transitsystems.com.au](http://www.transitsystems.com.au)



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**From:** Michael Lee <[michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)>

**Sent:** Friday, February 26, 2021 12:52 PM

**To:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>

**Cc:** Adrian Prichard <[APrichard@transitsystems.com.au](mailto:APrichard@transitsystems.com.au)>; Bushara Gidies <[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>

**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thanks Liz.

Bushara/Adrian – are you able to review the TCPs and if everything is in satisfactory would you please provide your respective concurrence? Many thanks.

Regards,

**Michael Lee**

Director



m: 0403 107 146 t: 02 8287 1217

a: Level 13 | 465 Victoria Ave  
Chatswood | NSW | 2067

e: [michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)

w: [www.mlatp.com.au](http://www.mlatp.com.au)

**From:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>

**Sent:** Friday, 26 February 2021 12:48 PM

**To:** Michael Lee <[michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)>

**Cc:** Adrian Prichard <[aprichard@transitsystems.com.au](mailto:aprichard@transitsystems.com.au)>; Bushara Gidies  
<[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>

**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thank you Michael,

Transport Integration raises no objection to the attached TCPs.

Kind regards – Liz

Elizabeth Harrison

Transport Planning Project Manager | Transport Integration

Customer Journey Planning | Greater Sydney

Transport for NSW

M: 0488 432 805

E: [elizabeth.harrison@transport.nsw.gov.au](mailto:elizabeth.harrison@transport.nsw.gov.au)



**Transport  
for NSW**

I acknowledge the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work.

**From:** Michael Lee [<mailto:michael.lee@mlatp.com.au>]

**Sent:** Friday, 26 February 2021 11:52 AM

**To:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>

**Cc:** Adrian Prichard <[aprichard@transitsystems.com.au](mailto:aprichard@transitsystems.com.au)>; Bushara Gidies  
<[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>

**From:** [Bushara Gidies](#)  
**To:** [Michael Lee](#); [Elizabeth Harrison](#)  
**Cc:** [Adrian Prichard](#)  
**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion  
**Date:** Friday, 26 February 2021 11:00:50 PM  
**Attachments:** [image008.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)

Hi Michael,

STA raise no objection to attached TCP.

**Regards**

**Bushara Gidies**

Traffic & Services Manager  
 Eastern Region | State Transit  
 MOB : 0403 073 658  
 Port Botany Depot  
[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)  
[www.transport.nsw.gov.au/state-transit](http://www.transport.nsw.gov.au/state-transit)



**Transport**  
 State Transit

**From:** Michael Lee [mailto:michael.lee@mlatp.com.au]  
**Sent:** Friday, 26 February 2021 12:53 PM  
**To:** Elizabeth Harrison  
**Cc:** Adrian Prichard; Bushara Gidies  
**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thanks Liz.

Bushara/Adrian – are you able to review the TCPs and if everything is in satisfactory would you please provide your respective concurrence? Many thanks.

Regards,

**Michael Lee**

Director



m: 0403 107 146 f: 02 8287 1217  
 d: Level 13 | 465 Victoria Ave  
 Chatswood | NSW | 2067  
 e: [michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)  
 w: [www.mlatp.com.au](http://www.mlatp.com.au)

**From:** Elizabeth Harrison <Elizabeth.Harrison@transport.nsw.gov.au>  
**Sent:** Friday, 26 February 2021 12:48 PM  
**To:** Michael Lee <michael.lee@mlatp.com.au>  
**Cc:** Adrian Prichard <aprichard@transitsystems.com.au>; Bushara Gidies

<Bushara\_Gidies@sta.nsw.gov.au>

**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thank you Michael,

Transport Integration raises no objection to the attached TCPs.

Kind regards – Liz

Elizabeth Harrison  
Transport Planning Project Manager | Transport Integration  
Customer Journey Planning | Greater Sydney  
Transport for NSW

M: 0488 432 805

E: [elizabeth.harrison@transport.nsw.gov.au](mailto:elizabeth.harrison@transport.nsw.gov.au)



Transport  
for NSW

I acknowledge the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work.

**From:** Michael Lee [\[mailto:michael.lee@mlatp.com.au\]](mailto:michael.lee@mlatp.com.au)

**Sent:** Friday, 26 February 2021 11:52 AM

**To:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>

**Cc:** Adrian Prichard <[aprichard@transitsystems.com.au](mailto:aprichard@transitsystems.com.au)>; Bushara Gidies <[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>

**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Hi Liz,

Please find amended TCPs with 3.5m bus lanes. Let me know if you have any further issues. Many thanks.

Regards,

**Michael Lee**

Director

m: 0403 107 146 t: 02 8287 1217

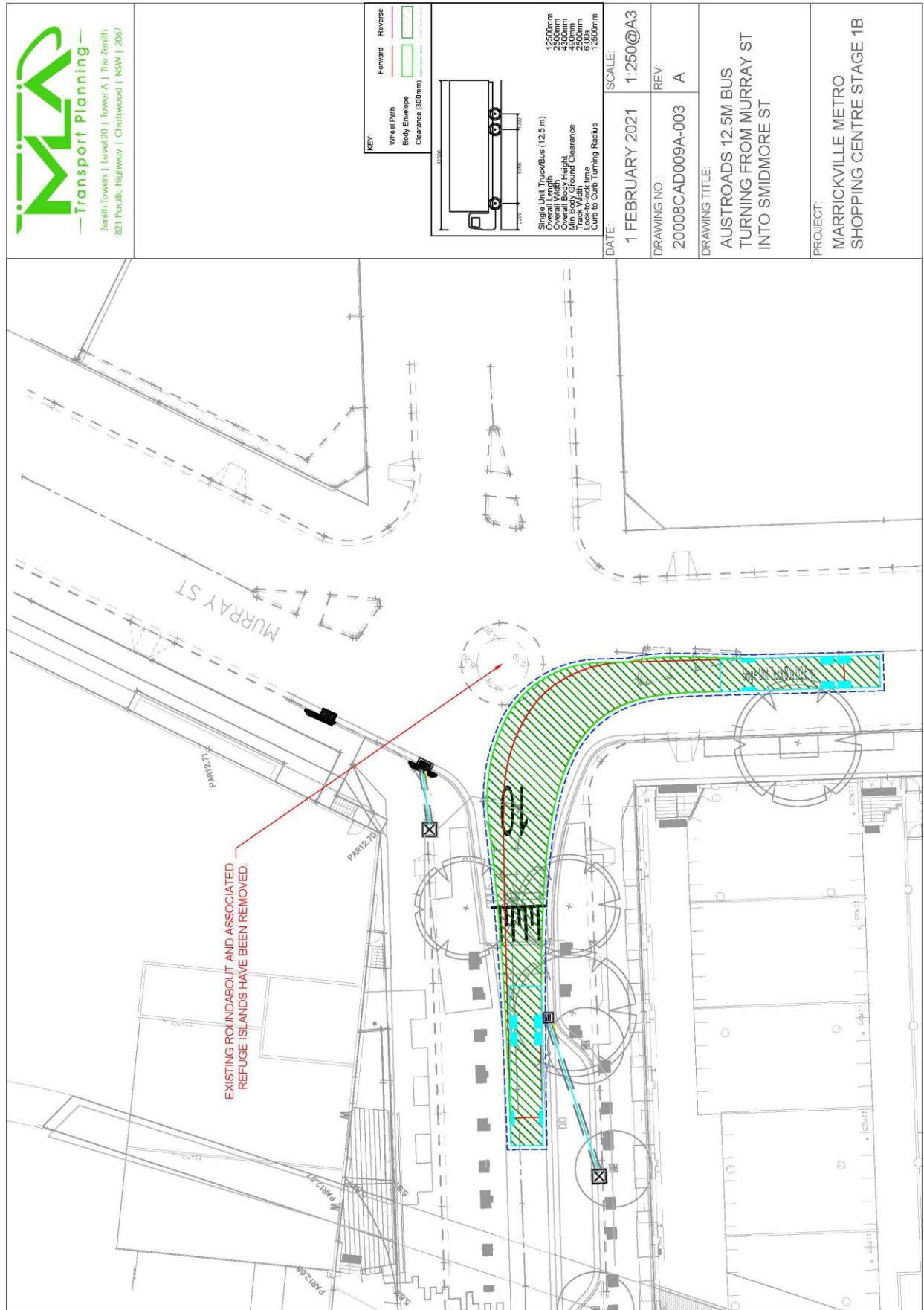
a: Level 13 | 465 Victoria Ave  
Chatswood | NSW | 2067

e: [michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)



## Appendix D

### Bus Swept Path Diagram



A large graphic on the left side of the page, consisting of several overlapping, curved, green shapes that create a sense of depth and movement, resembling a stylized landscape or a series of steps.

### MLA Transport Planning

Level 13 | 465 Victoria Avenue  
Chatswood | NSW | 2067  
PO Box 628 | Chatswood | NSW | 2057  
[www.mlatp.com.au](http://www.mlatp.com.au)

## Attachment 2

### ADDITIONAL OFFICER COMMENTS:

Council issued a general notification letter dated 16 February 2021 to affected residents/businesses in vicinity of the development advising of works required to be undertaken in Trafalgar Street, Regent Street, Fisher Street, and New Canterbury Road.

A further notification letter was issued dated 17 February 2021 of an error, and to correctly advise that the Bus Stop on the northern side of Trafalgar Street, be relocated from west to east of Regent Street.

The community was given the opportunity to comment, with comments needing to be received by the 5 March 2021. No responses have been received from the community. The builder by email dated 10 March 2021 has responded to the notification letter and the report to Council as follows:

*'Deicorp once again wish to make our position very clear that any works related to Council Bicycle path which also incorporates the relocation and installation of 2x bus shelters is in no way related to Deicorps Development Approval.*

*This matter has discussed with Council on many occasions and seeing that Council have acquired Government funding for the cycle way and related works the responsibility of these works rest with Council not the Developer/Builder.*

*In relation to this matter and to then place this responsibility of these works back to on the builder as noted in Item 2(f) is incorrect and we request that this item be changed to reflect Councils responsibility by changing the first two words to 'The Council'.*

**Deicorp's letter in response to notification letter, followed with the general notification letter is attached.**

The intent of the notification letter was to advise the community of all council and developmental works required to be carried out in the area, related or unrelated.

Under Condition 2(f) within the recommendations to the traffic committee, the builder is still to comply satisfactorily under development consent 252(b), and under footway restoration, would be required to co-ordinate with Council on the preparation of bus relocation works only on the southern side of Trafalgar Street. The arrangements for work and cost is an internal matter to be discussed with Council and the Builder.



Deicorp Pty Ltd | ABN: 55 138 180 337  
Level 3, 161 Redfern St, Redfern NSW 2016  
P: (02) 8665-4100 | F: (02) 8665-4111  
deicorp.com.au

5<sup>th</sup> March 2021

Inner West Council  
260 Liverpool Road  
Ashfield NSW 2131

Dear Sir/Madam,

**RE: NOTIFICATION OF WORKS (TRAFFIC, PARKING & FOOTWAY) TRAFALGAR STREET & REGENT STREET PETERSHAM**

In relation to the item referred to above, as per Council's Public Exhibition notice dated 16<sup>th</sup> February 2021, please note that Deicorp have no objection to the individual items referred to in Council's notification.

Furthermore, Deicorp wish to raise an objection in relation to the fact that Council's own works "Bicycle Path" have been incorporated into a Public Notification which also includes Deicorp Development Approval work.

Our objection to this has been raised on numerous occasions to Council officers prior to this notification and we wish to confirm our stance that any public objections raised in relation to Council's Bicycle Path, as indicated in the attached document and highlighted in yellow, will be the responsibility of the Inner West Council.

Regards,



**Greg Colbran**  
Development & Planning Executive

## INNER WEST

16 February 2021

Petersham Development SPV 1 Pty Ltd.  
7 Regent Street  
PETERSHAM NSW 2049

### NOTIFICATION OF WORKS (TRAFFIC, PARKING AND FOOTWAY) TRAFAGAR STREET REGENT STREET, PETERSHAM

This letter is to notify residents/businesses on the detail to approved developmental changes required to footway, traffic, and parking along or near the street frontages of the 3 development sites owned by the RSL Club Petersham. Included in this advice, is the approved Regional Bicycle Route improvements scheduled to commence along the section on the northern side Trafalgar Street, between Audley Street and Crystal Street as from mid-year 2021.

The 3 site locations are show below.



Attached are plans on the detailed works relating to traffic, parking and footway scheduled and programmed to commence as from May 2021.

Inner West Council  
innerwest.nsw.gov.au  
02 9392 5000

260 Liverpool Rd, Ashfield NSW 2131  
7-15 Wetherill St, Leichhardt NSW 2040  
2-14 Fisher St PO Box 14, Petersham NSW 2040

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In reference to **PLAN 1**:

- A dedicated bicycle path will be built along the northern kerbside lane east of Audley Street, with the bicycle path then transiting onto a wide footway (east of Regent Street) and continue under shared pedestrian use along the footway to Crystal Street. Parking will be required to be removed between Audley Street and Regent Street under the approved bicycle Plan. Parking with existing morning restrictions will be retained to the northern side of Trafalgar Street, east of Regent Street as shown on the plan.
- The Bus Stop on the northern side of Trafalgar will be relocated from east of Regent Street to west of Regent Street. Line marking will be altered east of Regent Street, with west bound traffic required to travel along the kerb lane near the corner to Regent Street.
- The Bus Stop with Shelter on the southern side of Trafalgar Street, east of Regent Street will be relocated to the western side of Regent Street. Pending on the timing for footway works outside Site 3, the Bus Stop may need to be temporarily relocated further east at the location shown on the plan. Council will further notify affected residents in that location if, when and how long would the Bus Stop be temporarily located at the location shown on plan.
- The lights at the intersection of Trafalgar Street and Regent Street will be modified to include additional poles and lanterns to control bicyclist movement at the crossing to Trafalgar Street.

With reference to **PLAN 2** under required conditions of approved development consent for the RSL Sites:

- A 'No Parking' zone will be provided for drop off and pick up outside the main Foyer of the new RSL.
- A 'Bus Zone' will be provided, and the Bus stop and shelter will be relocated from east of Regent Street to west of Regent Street.
- The 'No Parking' and 'Bus Zone' will be separated by a painted kerb island. A painted kerb island will also be provided at the Trafalgar Street corner to Regent Street.
- A new concrete central median will be built in Trafalgar Street across the new RSL driveway, and signage will be provided to prevent right turn in and out of the RSL driveway and Fozzard Lane. All traffic will turn left in and left out of the RSL driveway and Fozzard Lane.
- The pedestrian refuge in Regent Street will be upgraded to Transport for NSW requirements to improve safety for pedestrians crossing Regent Street to the station and the relocated Bus Stop and new RSL.
- Footway will be rebuilt in blue stone paving along the Site 3 frontage in Trafalgar Street.
- No Right Turn 3.00pm-7.00pm Mon-Fri., will be implemented at the intersection of New Canterbury Road and Regent Street to prevent right turn in from New Canterbury Road to Regent Street. This is a requirement by Transport for NSW to prevent traffic queuing

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back to the traffic lights at New Canterbury Road and Crystal Street with the likely build-up of traffic (turning right) under generation from the development.

With reference to **PLAN 3A&3B** under required conditions of approved development consent for the RSL Sites:

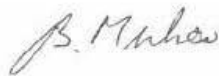
- Footway will be rebuilt in blue stone paving along the front/side/rear frontages to site 1,2 and 3 along Fisher Street and New Canterbury Road with tree planting along the footway. Grass verging and tree preservation/planting would be provided to the Site 2 street frontages in Regent Street and New Canterbury Road.
- Footway will be rebuilt in blue stone paving and tree planter boxes built out into the kerb lane areas of Regent Street, between Trafalgar Street and Fisher Street.
- 1 Hour period parking will be retained on the western side of Regent Street, between Trafalgar Street and Fisher Street, as shown between the tree planter boxes.
- Following the completion of Site 1, unrestricted parking will be provided on the eastern side of Regent Street, as shown between the tree planter boxes.
- The damaged kerb and gutter on the eastern side of Regent Street, south of Fisher Street will be repaired and the footway extended out to preserve the tree roots of the existing large trees at the location shown on plan. Parking will not be permitted to the front of the extended footway as result of the narrowing the roadway and the need to allow the safe and proper movement of service vehicles out of Fisher Street.

The detailing and programming of the above work under Plan 3A and 3B has been reported to the Local Traffic Committee at its meeting on the 15 February 2021. The detailing and programming of the above works under Plan 1 and 2 will be reported to the next Local Traffic Committee.

If you wish to comment on the above works, you may do so by emailing your comments to [FRSTTraffic@innerwest.nsw.gov.au](mailto:FRSTTraffic@innerwest.nsw.gov.au) or post it to PO Box 14 Petersham NSW 2049. Any comments will need to be received by Council **no later than Friday 5 March 2021**.

If you require any further information on the above works, please contact me on (02) 9392 5989.

Yours Sincerely,



Boris Muha  
Engineer, Traffic and Parking Services