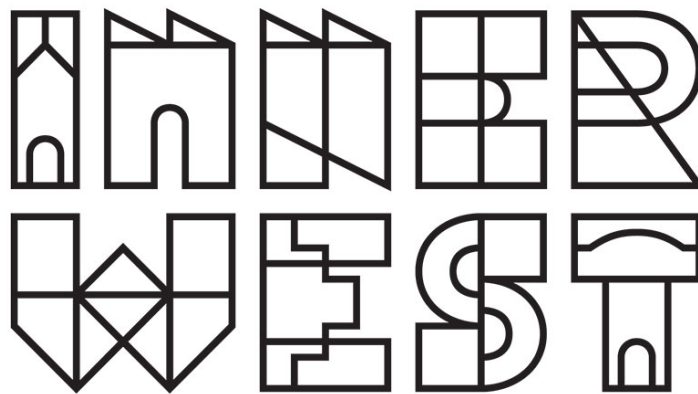


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 15 APRIL 2024

11:00 AM

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

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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 Meeting held on 18 March 2024

Meeting commenced at 11:04 AM

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

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward (Chair – Items 1 to 2)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair – Items 3 to 20)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Michael Takla	Representative for Transit Systems
Roderick Primerano	Representative for U-Go Mobility
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Jason Scoufis	IWC's Coordinator Traffic Studies & Road Safety
Kurt Henkel	IWC's Principal Designer Public Domain
Amir Falamarzi	IWC's Traffic Engineer
Sarah Guan	IWC's Graduate Strategic Transport Planner
Christy Li	IWC's Business Administration Officer

VISITORS

Edward Walsh	Resident (Item 2)
Bob Stephenson	Resident (Item 2)
Susan Moxham	Resident (Item 2)
Huw Davies	Resident (Item 2)
Despina Langella	Resident (Item 15)
Felicity Muller	Resident (Item 15)
Michael Frydman	Resident (Item 15)
Doug Rosser	Resident (Item 15)
Nick Rippon	Resident (Item 15)

APOLOGIES:

Ben Walters	NSW Police – Inner West Police Area Command
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 19 February 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 11 December 2023 were adopted at Council's meeting held on 05 March 2024 subject to the following adjustments:

1. Council committing to the expedited delivery of *LTC1233 (1) Item 8* traffic calming measures around Cardinal Freeman Village:
 - a) that Council Commits to the planned works being delivered in both the 2024/25 and 2025/26 financial years and that Council will seek opportunities to fund and deliver the works sooner;
 - b) that Plan 1 (a) Victoria St, mid-block between Clissold Street and Seaview Street be delivered as the first project, as a matter of urgency; and
 - c) that Item 8 program of works be referred to the Major Projects Committee for oversight.
2. The following being referred to the Local Traffic Committee for investigation, in relation to *LTC1223(1) Item 8*:
 - a) that Council investigate traffic calming measures on intersections of Norton Street and Carlisle Street, and Norton and Lapish Avenue; and
 - b) that Council continue consultations with Guide Dogs NSW/ACT and other stakeholders with the aim of developing safe and inclusive pedestrian crossings in our community.
3. The following amendments to *LTC1223(1) Item 7* to include urgent action being taken to improve visibility of the pedestrian crossing at Illawarra Road at Yirran Gumal Early Learning Centre, including:
 - a) a report including designs to improve visibility at the crossing be brought to the next possible Local Traffic Committee Meeting, considering options to raise the crossing, implement flashing lights, or any other measure to improve safety; and
 - b) that upon approval by the Local Traffic Committee and Council, these works be immediately prioritised and undertaken, funded through the quarterly budget update.
4. The following amendments to *LTC1223(1) Item 3*:
 - a) that the clause on page 7 of the policy that allows for crossings to be provided at less than the numerical warrant be amended to read as follows: '*A pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired*'; and
 - b) that a report be provided to Council 12 months after the adoption of the policy about any new pedestrian crossings that have been approved or refused under the new policy, with reasons for the approvals and refusals to be included in the report.

The Minutes of the Local Traffic Committee meeting held on 19 February 2024 were adopted at Council's meeting held on 05 March 2024.

LTC0324(1) Item 1 Newtown South LATM Study (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council has prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Newtown South LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

Officers Recommendation:

1. That the final draft Newtown South Local Area Traffic Management (LATM) Study be endorsed for community consultation.
2. The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

DISCUSSION:

The Representative for Transport for NSW advised she had spoken with the Representative for the Member of Newtown regarding Camdenville Public School and it was noted that the pedestrian crossing in Alice Street west of Hawken Street is included to be redone as part of this LATM study. The Representative for Transport for NSW requested that the lighting at this pedestrian crossing be rechecked to ensure compliance as well as requested that the tree branches near the pedestrian crossing be trimmed back to allow students to walk safely across the crossing and to ensure adequate lighting.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That the final draft Newtown South Local Area Traffic Management (LATM) Study be endorsed for community consultation.
2. The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.
3. That the lighting on the pedestrian crossing in Alice Street west of Hawken Street be rechecked and tree branches near the crossing be trimmed back to ensure compliance with pedestrian crossing standards.

For Motion: Unanimous

LTC0324(1) Item 2 Jaggars Lane, Balmain - Permanent Road Closure Proposal (Baludarri - Balmain Ward/balmain Electorate Leichhardt PAC)

SUMMARY

Following a petition that was submitted from residents for the permanent road closure of Jaggars Lane in June 2023, Council proposed to closure the lane to improve pedestrian safety and amenity. Public consultation was undertaken in late 2023 to invite residents with access in Jaggars Lane and surrounding streets to provide their feedback on the proposed

lane closure. Out of the 31 submissions received, 23 supported (74.2 % of submissions), and 8 (25.8% of submissions) have opposed the proposal.

The public consultation also sought feedback from utility companies and organisations regarding a permanent closure of the laneway. It was generally found that proposed bollard locations for a closure would need to be adjusted on both ends of the laneway.

A traffic counter was deployed, and collected traffic data for 7 days, and found very low levels of traffic. It was also found that the vehicle speeds were not significant.

Officers Recommendation:

1. That the permanent road closure of Jaggars Lane, Balmain between Duncan Street and Caroline Street be approved subject to the approval of the Traffic Management Plan (TMP) by Transport for NSW.
2. That the closure of Jaggars Lane, Balmain be implemented as per the bollards and signposting plan provided in Attachment 2.

DISCUSSION:

Public Speakers Edward Walsh, Bob Stephenson and Susan Moxham entered the meeting at 11:07AM

Mr Walsh advised he was also speaking on behalf of Mr Stephenson and Ms Moxham and stated they were all in support of the proposed recommendation. Mr Walsh stated he agreed with the findings of Council noting that the lane is too narrow for both pedestrians and vehicles to pass by simultaneously and agreed that the proposal will improve pedestrian safety. Mr Walsh noted that the original petition had garnered 47 signatures all in favour of closing the lane permanently. Mr Walsh noted there are 2 developers who have been seeking approval to convert the public space within the lane for private benefit and expressed his concerns that this would be done at the expense of public safety and community amenity of the lane. Mr Walsh noted that the key concerns were the narrowness of the lane and potential risks involved with having the lane open for both vehicular and pedestrian access. Mr Walsh made reference to the traffic survey Council's traffic engineers undertook and noted that during the survey, there were 3 near misses including a parked vehicle being hit by a car coming out of a lane, a moving vehicle nearly being hit by a car coming out of a lane and a vehicle almost hitting a pedestrian in the lane. Mr Walsh also noted that there are properties which have back gates which open onto Jaggars Lane. He stated that this could be a safety hazard to vehicles and residents as the open gates cause an obstruction.

Ms Moxham noted her concerns regarding people parking on the lane causing difficulty for pedestrians to access the lane safely. Ms Moxham expressed concerns that if the lane were to be used for vehicular access and parking, residents and pedestrians will lose the lane and its amenity to pedestrians as a walkway.

Public Speakers Edward Walsh, Bob Stephenson and Susan Moxham left the meeting at 11:15AM

Public Speaker Huw Davies entered at 11:16AM

Mr Davies advised he would also be speaking on behalf of resident Stephen Cheshire who is currently overseas and that they were both against the proposed recommendation. Mr Davies noted the report stated the lane is approximately 3 metres wide however it was measured to be 3.15 metres. Mr Davies noted that the report omits the fact that the average Australian car is between 1.7 metres and 1.9 metres wide (including the wing mirrors) allowing more than 1 metre for pedestrians and vehicles to pass one another. Mr Davies also

noted that the traffic data in the report found vehicular speeds were not significant and that there were low levels of traffic with an average of 2.3 vehicles using the lane per day as well as low pedestrian and bicycle movements. Mr Davies questioned whether there was a safety issue in the lane. He advised the proposed closure will mean residents will not be able to charge their electric vehicles in the lane, there will be increased difficulty in dropping off and picking up items and an increase of cost for building maintenance and renovations as deliveries of building equipment and materials via Waterview Street is difficult and time consuming. Mr Davies also raised the potential increased risk to residents in case of an emergency as residents would have to locate the bollard key and remove the bollard all in a time critical setting. Mr Davies advised that a swept path analysis were provided with his submission for 35 Waterview Street in 2020 and that these drawing all complied with Council requirements and noted the statement that "Previous off street parking to Jaggars Lane have not been supported as applicants have been unable to demonstrate that standard vehicles can access the lane and traverse through safely with current street furniture and parking" is untrue. Mr Davies advised that the road closure appears to be attributed to the DA approval for 4 Caroline Street and that Council are trying to stop this development through the closure of the lane which will remove people's access and rights for adjoining properties in Jaggars Lane. Mr Davies noted that in summary there is no conclusive evidence a safety issue exists, yet the basis for closure is to address safety, the evidence and findings in the report shows there is very low improvement to amenity and very few benefactors whilst many residents stand to lose amenity to their homes if the Lane closure proceeds.

Public Speaker Huw Davies left the meeting at 11:25AM

The Representative for the Member of Balmain questioned whether the implementation of signage would be enough to deter people from parking and accessing the lane with their vehicles and asked regarding the discrepancies between the swept path analysis produced by developers and by Council.

Council Officers advised that swept path assessments showing standard (85th percentile) vehicles that had been provided, showed that vehicles would strike property boundaries or bollards/poles in the street. It was noted that sept paths undertaken with substandard (small) vehicles were not accepted as appropriate evidence to access the lane.

Mayor Darcy Byrne questioned if the road closure can be regulated through signage without the installation of bollards.

Council Officers advised that the purpose of the bollards is to physically restrict movement so that it minimises issues with vehicles illegally accessing the lane in the case of a closure implemented with signage alone.

The Representative for the Member of Summer Hill questioned why the bollards were proposed to be set so far back from the street.

Council Officers advised that the bollards were set back as there was a Sydney Water drainage cover located on the street which Council wanted to retain access to.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the permanent road closure of Jaggars Lane, Balmain between Duncan Street and Caroline Street be approved subject to the approval of the Traffic Management Plan (TMP) by Transport for NSW.
2. That the closure of Jaggars Lane, Balmain be implemented as per the bollards and signposting plan provided in *Attachment 2*.

For Motion: Unanimous

**LTC0324(1) Item 3 Vincent Street, Balmain - Proposed Stormwater Improvements
(Baludarri - Balmain Ward/Balmain Electorate/Leichhardt PAC)**

SUMMARY

Council is planning drainage improvement works in Vincent Street & Fawcett Street, Balmain to better manage stormwater in this area by replacing and upgrading ageing stormwater infrastructure and reconstructing kerb returns, kerb ramps and road pavement.

The works will require the kerb-alignment within the existing 'No Stopping' zone to accommodate the inlet pits with lintels. The proposal will not change the existing parking arrangement in the streets and will result in no loss of parking spaces.

Officers Recommendation:

That the attached detailed design plan (Design Plan No.10271) for the proposed stormwater improvements at Vincent and Fawcett Street, Balmain be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan (Design Plan No.10271) for the proposed stormwater improvements at Vincent and Fawcett Street, Balmain be approved.

For Motion: Unanimous

**LTC0324(1) Item 4 Deakin Avenue, Haberfield Edge - proposed line marking
installation (Gulgadya - Leichhardt Ward, Summer Hill Electorate,
Burwood PAC)**

SUMMARY

A request received from a resident regarding the speeding issue along Deakin Avenue, Haberfield and concerns of reckless driving from Deakin Avenue to Kingston Street. In order to alleviate this, it is proposed to install edge line marking along Deakin Avenue between Dalhousie Street and O'Connor Street.

Officers Recommendation:

That the installation of edge line marking on Deakin Avenue, Haberfield between Dalhousie Street and O'Connor Street be approved.

DISCUSSION:

Council Officers noted that there was an error in the Ward, Electorate and PAC information for this Item and will have that amended to reflect the correct information.

The Representative for the Member of Summer Hill questioned what the proposed line

marking achieves.

Council Officers advised that the proposed edge line marking is designed to visually reduce the carriageway and noted that previous implementation of such line marking has assisted in the reduction of speed from motor vehicles. It was noted that although this treatment was not as effective as traffic calming devices, it did assist with reducing the speed of motor vehicles.

The Representative for the Inner West Bicycle Coalition noted that although not often, there may be people who mistake the proposed line marking as a guide for where to park their car.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of edge line marking on Deakin Avenue, Haberfield between Dalhousie Street and O'Connor Street be approved.

For Motion: Unanimous

LTC0324(1) Item 5 Bay Street and Hammond Avenue, Croydon - Proposed 'No Stopping' restrictions (Gulgadya-Croydon Ward/Strathfield Electorate/Inner West PAC)

SUMMARY

This report outlines the current traffic and parking issues at the intersection of Bay Street and Hammond Avenue, Croydon, and proposes 'No Stopping' restrictions to address the issues raised.

Officers Recommendation:

That 10m 'No Stopping' yellow line marking be provided on:

- a) the northern side of Bay Street, east of Hammond Avenue, Croydon
- b) the northern side of Bay Street, west of Hammond Avenue, Croydon
- c) the western side of Hammond Avenue, north of Bay Street, Croydon
- d) the eastern side of Hammond Avenue, north of Bay Street, Croydon

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That 10m 'No Stopping' yellow line marking be provided on:

- a) the northern side of Bay Street, east of Hammond Avenue, Croydon
- b) the northern side of Bay Street, west of Hammond Avenue, Croydon
- c) the western side of Hammond Avenue, north of Bay Street, Croydon
- d) the eastern side of Hammond Avenue, north of Bay Street, Croydon

For Motion: Unanimous

LTC0324(1) Item 6 Dalmar and Byron Streets, Croydon - Proposed 'No Stopping' restrictions (Gulgadya-Croydon Ward/Strathfield Electorate/Inner West PAC)

SUMMARY

This report outlines the current traffic and parking issues at the intersection of Dalmar and Byron Streets, Croydon and proposes 'No Stopping' restrictions to address the issues raised.

Officers Recommendation:

That the Committee approve the proposed 'No Stopping' yellow line marking on the:

- Southern side of Dalmar Street, 10 metres east and west of Byron Street;
- Eastern side of Byron Street, 8 metres south of Dalmar Street; and
- Eastern side of Byron Street, 9.5 metres south of Dalmar Street.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Committee approve the proposed 'No Stopping' yellow line marking on the:

- Southern side of Dalmar Street, 10 metres east and west of Byron Street;
- Eastern side of Byron Street, 8 metres south of Dalmar Street; and
- Eastern side of Byron Street, 9.5 metres south of Dalmar Street.

For Motion: Unanimous

LTC0324(1) Item 7 Gould Avenue, Lewisham - Proposed 'No Stopping' restrictions (Damun-Lewisham Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines the parking and road safety issues at the intersection of Gould Avenue and Gould Lane, Lewisham, and proposes a solution to address the issues raised. The report also includes feedback from the community about the current parking issues within the Inner West Local Government Area.

Officers Recommendation:

That the installation of a 'No Stopping' yellow line marking at the following locations be approved:

- Northern side of Gould Avenue, 10 metres in length, east of Gould Lane;
- Northern side of Gould Avenue, 6 metres in length, west of Gould Lane;
- Eastern side of Gould Lane, 10 metres in length, north of Gould Avenue; and
- Western side of Gould Lane, 10 metres in length, north of Gould Avenue.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of a 'No Stopping' yellow line marking at the following locations be approved:

- Northern side of Gould Avenue, 10 metres in length, east of Gould Lane;
- Northern side of Gould Avenue, 6 metres in length, west of Gould Lane;
- Eastern side of Gould Lane, 10 metres in length, north of Gould Avenue; and
- Western side of Gould Lane, 10 metres in length, north of Gould Avenue.

For Motion: Unanimous

**LTC0324(1) Item 8 Belmore Street, Tempe - Proposed 'No Parking' restrictions
(Midjuburi-Tempe Ward/Heffron Electorate/Inner West PAC)**

SUMMARY

This report outlines road access issues at the dead-end of Belmore Street, Tempe. It outlines the investigation and proposes a 'No Parking' restriction to resolve the access issues. Community feedback on the proposal is also included and informs the final 'No Parking' restriction proposal.

Officers Recommendation:

That the proposed 'No Parking' restrictions extending 9m south (western side) and 15m south (eastern side) from the dead-end of Belmore Street, Tempe, as per Figure 2 in this report be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed 'No Parking' restrictions extending 9m south (western side) and 15m south (eastern side) from the dead-end of Belmore Street, Tempe, as per Figure 2 in this report be approved.

For Motion: Unanimous

LTC0324(1) Item 9 Denison Street, Camperdown, south of Kilner Lane - Proposed kerb extension and ramp (Damun-Camperdown/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines proposed pedestrian facility devices to improve connectivity, access and safety at the intersection of Denison Street and Kilner Lane, Camperdown.

Officers Recommendation:

That the detail design plan (plan no. 10273) for new kerb ramps which incorporate a kerb blister (southern side) on Denison Street, Camperdown, south of Kilner Lane be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detail design plan (plan no. 10273) for new kerb ramps which incorporate a kerb blister (southern side) on Denison Street, Camperdown, south of Kilner Lane be approved.

For Motion: Unanimous

LTC0324(1) Item 10 Meeks Road at Victoria Road, Marrickville – Proposed intersection Improvements - Design Plan 10268 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council has finalised a design plan for proposed intersection improvements at the intersection of Meeks Road and Victoria Road, Marrickville. The proposed works aim to improve cyclist and motorist safety by better defining the intersection as well as improving the entry threshold at the intersection. It is noted that Council has received Blackspot funding to upgrade the intersection.

Officers Recommendation:

That the detailed design plan for the proposed intersection improvements at the intersection of Meeks Road and Victoria Road, Marrickville and associated signs and line markings (as per Design Plan No.10268-A) be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan for the proposed intersection improvements at the intersection of Meeks Road and Victoria Road, Marrickville and associated signs and line markings (as per Design Plan No.10268-A) be approved.

For Motion: Unanimous

LTC0324(1) Item 11 Ewart Street, Dulwich Hill And (Lower) Railway Parade, Sydenham - Temporary Parking Changes On 4 Weekends During Weekend Rail Replacement Operations - Bus Replacements (Midjuburi -Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Officers Recommendation:

1. That the following temporary short-term parking changes for the following period 10:00pm Friday 22 to 02:00am Monday 25 March 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:

- a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
- b) The short-term conversion of 25m 'No Parking' restrictions on the southern side of Ewart Street (between Wardell Road and Riverside Crescent) to a 'Bus Zone';
- c) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
- d) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.

2. That the following temporary short-term parking changes for the following periods
- 04:00am Saturday 22 to 02:00am Monday 24 June 2024 (inclusive)
 - 04:00am Saturday 29 to 02:00am Monday 1 July 2024 (inclusive)
 - 04:00am Saturday 6 to 02:00am Monday 8 July 2024 (inclusive)

be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:

- a) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
- b) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.

3. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.

4. That the applicant and Council Rangers be advised in terms of this report.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the following temporary short-term parking changes for the following period 10:00pm Friday 22 to 02:00am Monday 25 March 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:

- a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
 - b) The short-term conversion of 25m 'No Parking' restrictions on the southern side of Ewart Street (between Wardell Road and Riverside Crescent) to a 'Bus Zone';
 - c) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
 - d) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
2. That the following temporary short-term parking changes for the following periods
- 04:00am Saturday 22 to 02:00am Monday 24 June 2024 (inclusive)
 - 04:00am Saturday 29 to 02:00am Monday 1 July 2024 (inclusive)
 - 04:00am Saturday 6 to 02:00am Monday 8 July 2024 (inclusive)
- be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
- a) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
 - b) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
3. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.
4. That the applicant and Council Rangers be advised in terms of this report.

For Motion: Unanimous

LTC0324(1) Item 12 Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue And (Lower) Railway Parade, Sydenham - Temporary Parking Changes During Major Rail Shutdown Of T3 Line For Sydney Metro Upgrade Works - Bus Replacements Saturday 13 April 2024 To Wednesday 24 April 2024 (Midjumburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve major rail shutdown of the Sydenham to Bankstown rail line (T3) for the following periods: Saturday 13 April 2024 to Wednesday 24 April 2024 (inclusive). During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham.

It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns.

All changes to street signage will be made by TfNSW contractor(s) from 10pm the night before the closures and will be reinstated at the completion of the planned shutdowns.

Officers Recommendation:

1. That the following temporary short-term parking changes for the period of 2am Saturday 13 April 2024 to 10pm Wednesday 24 April 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
 - b) The short-term conversion of 25m 'No Parking' restrictions on the southern side of Ewart Street (between Wardell Road and Riverside Crescent) to a 'Bus Zone';
 - c) Marrickville Station Precinct - Illawarra Road (1 parking space): The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
 - d) Sydenham Station Precinct - Burrows Avenue (23 parking spaces): The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - e) The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - f) Sydenham Station Precinct – Railway Road (3 parking spaces): The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone';
 - g) Sydenham Station Precinct - Gleeson Avenue (2 parking spaces): The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone';
 - h) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
 - i) The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
2. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.

3. That the applicant and Council Rangers be advised in terms of this report.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the following temporary short-term parking changes for the period of 2am Saturday 13 April 2024 to 10pm Wednesday 24 April 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
 - b) The short-term conversion of 25m 'No Parking' restrictions on the southern side of Ewart Street (between Wardell Road and Riverside Crescent) to a 'Bus Zone';
 - c) Marrickville Station Precinct - Illawarra Road (1 parking space): The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
 - d) Sydenham Station Precinct - Burrows Avenue (23 parking spaces): The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - e) The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - f) Sydenham Station Precinct – Railway Road (3 parking spaces): The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone';
 - g) Sydenham Station Precinct - Gleeson Avenue (2 parking spaces): The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone';
 - h) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
 - i) The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
2. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.

3. That the applicant and Council Rangers be advised in terms of this report.

For Motion: Unanimous

LTC0324(1) Item 13 Grosvenor Crescent (Sloane Street to Liverpool Road), Summer Hill-Proposed Raised Thresholds (Speed Humps) (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve road infrastructure by constructing three (3) raised thresholds (Speed Humps) in Grosvenor Crescent, Summer Hill (Sloane St to Liverpool Rd). The proposal aims to improve the overall road safety along the street and enhance visual amenity by providing additional landscaping opportunities.

Officers Recommendation:

THAT the proposed installation of 3x Raised threshold (Speed Humps) along Grosvenor Crescent, between Sloane St and Liverpool Rd, Summer Hill with associated landscaping and signs and line marking as shown in Plan No. 10267, sheet 1 to sheet 3 (*Attachment 1*) be approved.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition raised concerns regarding the proposed raised threshold and the camber of which the wheels of the parked car will sit at. He noted that the nearside of the wheels would sit in the gutter and the far side of the wheels sitting at a slightly raised angle on the threshold which would make opening doors on the vehicle quite difficult. The Representative for the Inner West Bicycle Coalition also noted that with the camber of the proposed thresholds, cars are more likely to damage their wheels from hitting the gutter. The Representative for the Inner West Bicycle Coalition suggested that the proposal be reviewed to remove the camber from the raised thresholds or alternatively make the areas which are affected by the camber of the thresholds a 'No Parking' zone.

Council Officers advised that part of the reason why the proposed thresholds are not flush with the footpath is to ensure pedestrians do not mistake the threshold for a pedestrian crossing.

Council Officers advised that they will pass on the comments made by the Representative for the Inner West Bicycle Coalition regarding the angle and camber of the raised thresholds to the design team to review as part of the detailed design process.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

THAT the proposed installation of 3x Raised threshold (Speed Humps) along Grosvenor Crescent, between Sloane St and Liverpool Rd, Summer Hill with associated landscaping and signs and line marking as shown in Plan No. 10267, sheet 1 to sheet 3 (*Attachment 1*) be approved.

For Motion: Unanimous

LTC0324(1) Item 14 Tideswell Street, Ashfield (off Liverpool Road)-Proposed Kerb Extensions and kerb ramps (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve safety for pedestrians and other road users in Tideswell Street, Ashfield at its intersection with Liverpool Road by constructing a new crossover facility. The works aim to improve pedestrian safety by better defining pedestrian crossing points and reducing the crossing width.

Officers Recommendation:

That the amended design plan (No.10254-A) for the proposed new landscaped kerb blister islands, and associated infrastructure works and new signs and line markings at the intersection of Tideswell Street and Liverpool Road, Ashfield, as shown in *Attachment 2* be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the amended design plan (No.10254-A) for the proposed new landscaped kerb blister islands, and associated infrastructure works and new signs and line markings at the intersection of Tideswell Street and Liverpool Road, Ashfield, as shown in *Attachment 2* be approved.

For Motion: Unanimous

LTC0324(1) Item 15 London Street and Simmons Street, Enmore – Proposed Temporary Road Closure and Part Road Closure (Damun-Newtown Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council is proposing to close London Street at Enmore Road and Simmons Street (part closure) and one way northbound between Enmore Road and Enmore Lane in order for these selected streets to become more welcoming and enhance their use and activity for pedestrians and people visiting Enmore. This project comes from Council's Main Streets Program and aims to improve the vibrancy and safety of public spaces to pedestrians and people visiting this busy and active strip, by improving their character and making them more inviting for people to spend more time in.

Both traffic and parking impacts have been reviewed as part of the proposal and it was found that both London Street and Simmons Street would benefit from the proposed changes, other adjacent streets would actually experience an increase in traffic and this varied from a minor increase to a few examples where a more significant increase may occur. Community feedback from the engagement exercise found overall approximately 70% of respondents supported the proposals however a number of local residents raised concerns with the redistribution of traffic into adjacent streets. Council has made changes to the original proposals that include reducing the trial period down to 6 months and changing the full closure of Simmons Street to a part closure with a one way northbound traffic flow.

Proposed changes to parking are not considered significant, as there will be no loss in

parking for London Street and only a minor loss for Simmons Street. There will however be the loss of a 'No Parking' area on the eastern side of Simmons Street that is currently used by delivery vehicles at times.

In conclusion, it is proposed that the temporary full closure of London Street between Enmore Road and Belmore Lane and the part closure of Simmons Street between Enmore Road and Enmore Lane with one way northbound traffic be supported as a 6 month trial to improving the vibrancy and safety of these public spaces and local streets. It is also recommended that the plans within the report showing the signage and line marking changes be approved in order to better delineate parking and non carparking spaces, turning restrictions as well as other features such as the cycle lanes.

Officers Recommendation:

1. That the temporary full closure of London Street, Enmore between Enmore Road and Belmore Lane be approved for a trial period of 6 months.
2. That the temporary part closure of Simmons Street, Enmore with a one way northbound between Enmore Lane and Enmore Road be approved for a trial period of 6 months.
3. That a report be bought back to the Committee following the 6-month trial period and be used to inform Council of possible locations for future implementation of traffic management measures as well as success or otherwise of the temporary road/part road closures.
4. That Traffic Management Plans for the proposed changes to London Street and Simmons Street be submitted to TfNSW for their consideration and approval.
5. That Council undertake vehicle movement surveys at least 2 months after implementation of the temporary closures at the midblock locations to determine changes to the traffic volumes and establish whether further changes required to manage speed and/or rat running.
6. That the signs and linemarking plan for London Street (Parking changes plan) as per figure 4 be approved.
7. That the signs and linemarking plan for Simmons Street (Parking changes plan) as per figure 5 be approved.

DISCUSSION:

Public Speakers Despina Langella and Felicity Muller entered the meeting at 11:27AM

Ms Langella advised she supports the recommendation as she stated that many people are using London Street as a rat-run to avoid using the main streets which are more appropriate for such traffic flows. Ms Langella advised that the proposed closure of London Street will allow for residents and visitors to sit and connect with one another and enhance the community life whilst alleviating traffic congestion and safety concerns. She noted that this proposal will be beneficial to the entertainment hub as it will provide a breakout space for those visiting the area. It was also advised that the footpaths on London Street and Enmore Road are quite narrow for the number of people using the area and that the proposal will provide residents and visitors more space to use.

Ms Muller advised she supports the recommendation as she believes this proposal will add to the vibrancy of the entertainment precinct in Enmore Road. Ms Muller noted she has a family with young children and often cars drive quite fast along the street and that it is quite concerning to see especially given the amount of vehicle movements noted in the report. Ms Muller advised that herself and many young families were concerned regarding the safety

concerns caused by vehicles speeding along the street and that she is excited to see how this proposal will help alleviate those concerns.

Public Speakers Despina Langella and Felicity Muller left the meeting at 11:32AM.

Public Speakers Doug Rosser, Nick Rippon and Michael Frydman entered the meeting at 11:34AM

Mr Rosser advised he had brought a letter signed by residents from 11, 9, 13, 19, 8, 24, 10, and 16 Belmore Street as well as a resident from 4 Charles Street outlining their concerns for the proposed recommendation. Mr Rosser advised that the residents are not opposed to the proposal but are concerned that this proposal would mainly benefit Enmore Road business and visitors at the expense of many residents. On behalf of the residents, Mr Rosser raised concerns of increased bidirectional traffic that will flow down Belmore Street due to the proposed road closures. Mr Rosser advised that Council's figures assume that 80% of rat runners will be discouraged and will stay on Liberty Street as a result of the closing of London Street, and noted these figures appear very optimistic. Mr Rosser suggested that Council should not be re-directing traffic attempting to get to a main road through residential streets rather, traffic should be discouraged from entering residential streets. It was noted that Council's report states that 90% of traffic in London Street are rat runners suggesting there is a serious existing problem of rat running that needs to be addressed. It was also noted that Council's report states that the impacts to adjacent streets will be monitored however does not indicate any future steps or strategies that will be taken to address such impacts. Mr Rosser suggested that before proceeding with the proposed road closures, that Council should investigate the opportunities and challenges of the proposal holistically, and that Council develop a comprehensive traffic management strategy to discourage rat running in the area. Mr Rosser noted that the report stated that there is more traffic down Belmore Lane than there is on Belmore Street however advised that Belmore Lane is a single lane road which is usually blocked by deliveries and questioned the accuracy of the data shown in the report. Mr Rosser also advised that the report does not state the period of time for traffic flow and makes it hard to determine what those figures represent.

Council Officers advised that the traffic figures represent the peak hour.

Mr Rippon advised that he was concerned about the proposed recommendation for similar reasons Mr Rosser raised and noted he was mostly concerned regarding the rat running on Liberty Street, Enmore Road, Stanmore Road and the streets along the train line. Mr Rippon advised that on the South side of Enmore Road, there are lots of historic traffic calming devices to discourage rat running between Kings Street, Enmore Road and Edgeware Road but noted there were no measures put in place for the area north of Enmore Road. Mr Rippon advised that during the morning and evening peaks, people would use Phillip Street, Belmore Street, Charles Street, London Street, Gladstone Street and Liberty Street as a rat run. Mr Rippon raised concerns that although the report identifies the issues of rat running it does not propose any solutions to alleviate the issues and requested that Council's InnerWest@40 project be implemented at a similar time to this project so that when London Street is closed, vehicles are not speeding down adjacent residential streets. Mr Rippon also requested that Council look into traffic calming measures in the residential streets around the area to discourage motorists from using residential streets as rat runs and to encourage people to use the regional and state roads instead.

Mr Frydman acknowledges Council's amendments to the original proposal to allow the North bound traffic through Simmons Street and the maintaining of the cycle path but raised concerns regarding access to the top half of Simmons Street as well as the period of time the traffic assessments were done noting the assessments were done in the middle of winter whilst there were not as many events going on. Mr Frydman expressed concerns that the traffic assessments have been done outside of peak periods when there are many major events happening at the Enmore theatre and that the report did not take into consideration of the increased traffic that comes which such events. Mr Frydman advised that he agreed with

the report noting that there is minimal traffic on residential streets however he advised the increase of traffic on residential streets when there were events on were substantial. Mr Frydman also advised that the streets were not wide enough to accommodate for the increased demand of parking during busy periods and that often he would have issues manoeuvring around the local streets around his residence due to an increase in parked cars and narrow streets. Mr Frydman suggested that a traffic assessment be done at a time similar to last week where there were events held almost every night with some events at capacity.

Public Speakers Doug Rosser, Nick Rippon and Michael Frydman left the meeting at 11:44AM

The Representative for Transport for NSW raised concerns regarding Transport for NSW not receiving a TMP prior to the report going to the Traffic Committee and advised that moving forward a Traffic Management Plan should be provided and approved by TfNSW prior to being taken to the Traffic Committee. The Representative for Transport for NSW suggested to amend the first point in the recommendation to include that approval be subject to Transport for NSW, receiving, reviewing and approving the TMP. The Representative for Transport for NSW also raised concerns regarding the lack of information regarding Cambridge Street and questioned why Cambridge Street was not identified in the report as a potential street that may be impacted by the proposal.

Council Officers advised that the traffic consultants have made assumptions that the traffic will be diverted into downstream neighbouring streets but the trial period would allow assumptions to be tested.

The Representative for Transport for NSW asked that Cambridge Street traffic be monitored before and after the trial.

Council Officers advised that the initial proposal to have the trial period of 18 months was deemed too long and had been revised to 6 months as there were many unknown variables as to how motorists would navigate the area following the proposed road closure. Council Officers advised that the 6-month trial period will provide Council with the opportunity to more precisely understand the impacts and have those findings reported back to the Committee before any final decision is made.

The Representative for Transport for NSW advised that there was also a bus stop west of Cambridge Street that is heavily utilised and noted that cars sometimes drive over the bus stop to turn left. The Representative for Transport for NSW suggested that a review of the bus stop be undertaken to determine safety and possible queue length of vehicles to confirm that the proposed recommendation does not significantly impact the bus stop. The Representative for Transport for NSW requested that the barricades on Enmore Road be amended so that the barricades are set back from the state road. The Representative for Transport for NSW also advised that any addition to parking on Enmore Road will have to be brought back to Transport for NSW for review and approval.

The Representative for the Member for Summer Hill noted that the proposed closure will move the rat running down into neighbouring streets.

Council Officers advised that this project was in the special entertainment precinct and that there has been an increase in pedestrian activity particularly at night. Council Officers advised that a masterplan study looking into Enmore Road and King Street is currently being undertaken and noted that this particular section of Enmore Road between London Street and Belmore Lane lacks open space. Council Officers noted that due to the clearway they are quite limited on their options on Enmore Road. Council Officers advised that the proposed full closure of London Street and part closure of Simmons Street would be 2 key opportunities to create more space for pedestrians to gather and dwell rather than accommodating vehicles who use the streets as a rat run, however, noted that this was not an attempt to solve the rat running issue. Council Officers advised that the recommendations

do include plans to prepare a report regarding local traffic management which would be a tool to assist with addressing the rat running issues.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That the temporary full closure of London Street, Enmore between Enmore Road and Belmore Lane be approved for a trial period of 6 months subject to Transport for NSW, receiving, reviewing and approving the Traffic Management Plan (TMP).
2. That the temporary part closure of Simmons Street, Enmore with a one way northbound between Enmore Lane and Enmore Road be approved for a trial period of 6 months.
3. That a report be brought back to the Committee following the 6 month trial period and be used to inform Council of possible locations for future implementation of traffic management measures as well as success or otherwise of the temporary road/part road closures.
4. That Traffic Management Plans for the proposed changes to London Street and Simmons Street be submitted to TfNSW for their consideration and approval.
5. That Council undertake vehicle movement surveys at least 2 months after implementation of the temporary closures at the midblock locations to determine changes to the traffic volumes and establish whether further changes required to manage speed and/or rat running.
6. That the signs and linemarking plan for London Street (Parking changes plan) as per figure 4 be approved.
7. That the signs and linemarking plan for Simmons Street (Parking changes plan) as per figure 5 be approved.

For Motion: Unanimous

LTC0324(1) Item 16 Amendment to signposted Car Share Vehicles spaces in the Inner West (All Wards, All Electorates, All PACs)

SUMMARY

Currently Council has signposted 116 fixed on-street car share spaces in the LGA which are operated by GoGet.

Following the adoption of the Inner West Car Share Policy (Attachment 1), additional car share operators have been selected to operate in the Inner West which requires amendment to existing signage to accommodate multiple companies.

It is recommended that Council adopts changes to signage for on-street fixed space car share parking.

Officers Recommendation:

1. That the existing car share spaces signposted as 'No Parking, Council Authorised Car Share Vehicles Excepted' (or similar) in the locations scheduled in Attachment 2 be amended to 'No Parking Authorised Car Share Vehicle Excepted Area GG'.

2. That the following signposting convention be endorsed for the current Council car share providers:
 - a) Car share spaces operated by Goget be signposted with the Area GG exemption
 - b) Car share spaces operated by Flexicar be signposted with Area FC exemption
 - c) Car share spaces operated by Popcar be signposted with Area PC exemption

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the existing car share spaces signposted as 'No Parking, Council Authorised Car Share Vehicles Excepted' (or similar) in the locations scheduled in *Attachment 2* be amended to 'No Parking Authorised Car Share Vehicle Excepted Area GG'.
2. That the following signposting convention be endorsed for the current Council car share providers:
 - a) Car share spaces operated by Goget be signposted with the Area GG exemption
 - b) Car share spaces operated by Flexicar be signposted with Area FC exemption
 - c) Car share spaces operated by Popcar be signposted with Area PC exemption

For Motion: Unanimous

General Business:

Item 17 – Request for stop lines to be marked near raised crossings near schools

The Representative for the Member for Summer Hill noted that he lives near a school and that when the raised crossing was upgraded, the stop lines on either side of the crossing were removed. The Representative for the Member for Summer Hill proposed that the stop lines near the crossing be reinstalled so that vehicles have a guide as to where to stop and to minimise safety risks associated with stopping too close to the pedestrian crossing.

Council Officers advised they will discuss with Transport for NSW regarding the standards but noted that stop lines are a feature of Childrens Crossings rather than Pedestrian (zebra) Crossings.

Item 18 – Request to extend the Haberfield Public School 'School Zone' in Denman Avenue up to Chandos Street, Haberfield

The Representative for the Member for Summer Hill suggested the that the 'School Zone' be extended in Denman Avenue up to Chandos Street and from Denman Avenue to Giles Avenue. The Representative for the Member for Summer Hill noted that there was a 200 meter gap in the 'School zone' and suggested that the 'School Zone' be extended so that there are no gaps in the zone.

The Representative for Transport for NSW advised that she could pass on the information to the relevant team within Transport for NSW.

Item 19 – Update on Robert Street, Balmain – Cars overhanging footpath

The Representative for the Inner West Bicycle Coalition asked if there was an update regarding the issue of car overhanging the footpath on Robert Street, Balmain.

Council Officers advised that Council is currently investigating the issue and will provide a response to the Committee once the outcome is finalised.

Item 20 – Late notice of Traffic Guidance System in Grove Street, Birchgrove.

The Representative for Transit Systems noted that there were 2 occasions where the pre-arranged road works did not follow the Traffic Guidance System (TGS) in place which resulted in buses needing to be rerouted.

The Representative for Transit Systems advised that they would like proper consultation and communication in the future to avoid issues in the future.

Council Officers advised they are following up with the relevant teams

Meeting closed at 12.34pm.

CHAIRPERSON

Item No: LTC0424(1) Item 1
Subject: JANE STREET, BALMAIN - PROPOSED ADJUSTMENT TO NO STOPPING RESTRICTION (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the existing 'No Stopping 8:30AM – 9:30AM & 3:00PM – 3:30PM School Days' restriction at the children crossing outside Fr John Therry's Catholic Primary School on Jane Street, Balmain be amended to 'No Stopping 8:15AM – 9:15AM & 2:30PM – 3:30PM School Days' as per the plan in *Attachment 1*.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines the current traffic and parking issues at the 'Children Crossing' outside Father John Therry's Catholic Primary School on Jane Street, Balmain during school peak hours. Council proposes to extend the 'No Stopping' hours to address the issues raised.

BACKGROUND AND DISCUSSION

Council has received a request from the School Crossing Supervisor of Fr John Therry's Catholic Primary School regarding cars being parked adjacent to the 'Children Crossing' causing visibility and safety concerns.

These cars are parked legally as they are parked outside of the current operational hours of the part-time 'No Stopping' restrictions associated with the Childrens Crossing, but there is still a high demand for children utilising the crossing point at this time.

It is therefore proposed to adjust the current part-time 'No Stopping' restrictions from 'No Stopping 8:30AM – 9:30AM & 3:00PM – 3:30PM, School Days' to 'No Stopping 8:15AM – 9:15AM & 2:30PM – 3:30PM, School Days' to better match the periods of high pedestrian activity generated by the school.

A consultation letter was distributed to 11 properties near the Children's Crossing s on 13 February 2024. The closing date for submissions ended on 1 March 2024.

A total of one (1) response was received objecting the time extension in the afternoon period as the initial consultation proposed 'No Stopping' from 8:00AM – 9:30AM & 2:30PM – 4:00PM.

The resident believed that the afternoon period was 30 minutes too long, stating that by 3:30PM there are no more cars on the road. Feedback from the Principal of Fr John Therry's

Catholic Primary School as well as the Parent's and Friends Association confirmed that the 'No Stopping' times could be changed to '8:15AM – 9:15AM & 2:30PM – 3:30PM'.

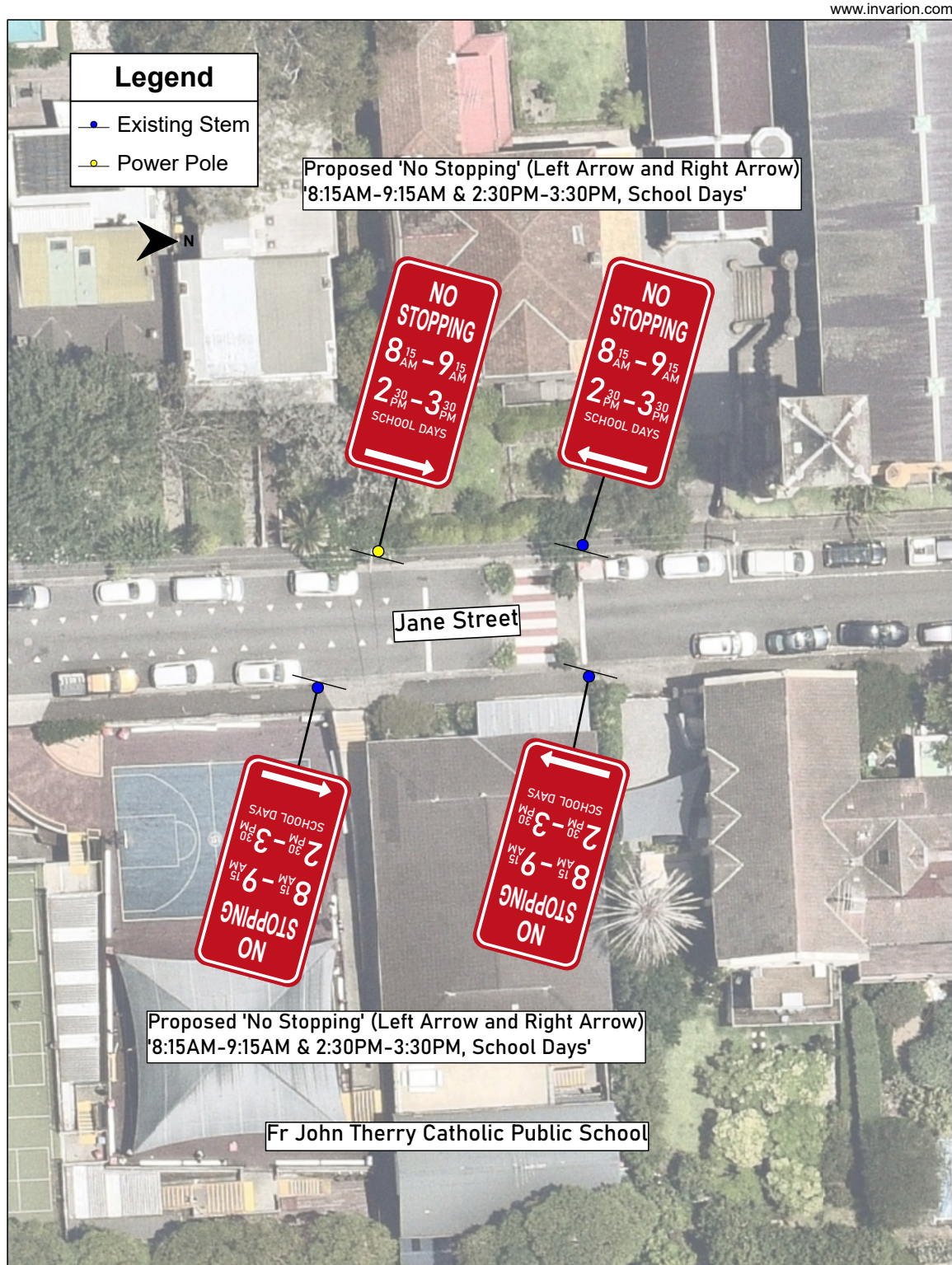
After further discussion, Council officers amended the proposal in response to feedback to adopt these times for the changes to the 'No Stopping' restriction on Jane Street, Balmain.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Jane Street, Balmain - Proposed Adjustment to No Stopping Restrictions - Plan



Item No: LTC0424(1) Item 2
Subject: ALBERTO STREET, LILYFIELD - PROPOSED KERB EXTENSION (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan (Design Plan No.10253) for the proposed kerb extensions on Alberto Street at the intersection with Balmain Road, Lilyfield be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety for pedestrians and other road users in Alberto Street, Lilyfield at its intersection with Balmain Road by constructing two kerb blister islands and two kerb ramps. The works aim to improve pedestrian safety by better defining pedestrian crossing points and reducing the road crossing width in Alberto Street.

The proposed 'No Stopping' distance on the eastern side of Alberto Street is proposed to be reduced from the statutory 10m (from the intersection) to 5.2m which will create a new parking space. A risk assessment for the reduced 'No Stopping' has been submitted to Transport for NSW and has been approved.

BACKGROUND

The detailed design plan shown in *Attachment 1* outlines the proposed works on Alberto Street, Lilyfield and includes the following treatments:

- Construct two landscaped kerb blister islands with integrated kerb ramps, footpaths and heel safe 'cross-over' gratings in Alberto Street at its intersection with Balmain Road
- Reconstruct areas of concrete footpaths
- Provide new grass verges
- Provide new signage associated with the works (refer to the Plan)
- Provide new 'Give Way' & road centreline 'BB' line markings at the intersection (refer to Plan)
- Provide two new 'No Stopping' signs in Alberto Street and provide two 'Unidirectional Signs'

A turning path assessment using an 8.8m service vehicle was also undertaken as per *Attachment 2*.

DISCUSSION

A letter outlining the proposal was issued to the properties shown in the distribution map below. Three (3) submissions were received in response to this proposal and are summarised within the below table.



Resident Comments	Officer Comments
The pedestrian access kerb ramps on both the eastern and western sides of Alberto Street were redesigned and installed only a few months ago. Has there been any material change to pedestrian safety to warrant the new and more substantial change. (3 similar comments)	Note that the recent installation of pedestrian access kerb ramps were only temporary changes. This proposal provides a more permanent solution which improves pedestrian safety.
It is disingenuous to claim that the proposal will result in one new parking space on Alberto Street. A parking space where the kerb blister on the western side of Alberto Street immediately outside 1/467 Balmain Road will disappear. Why can't council install the same application on both sides so that parking can be kept. (3 similar comments)	Please note that this parking space is within 10m of the intersection with Balmain Road and therefore under the NSW road rules is an illegal parking space. Council is not proposing to reduce the statutory distance of the 'No Stopping' on the western side of Alberto Street (approach side to the crossing point) as the existing high wall of the neighbouring property along with a vehicle parked in this location will impede sight lines and reduce pedestrian safety.
Can consideration be given to a pedestrian crossing.	Alberto Street doesn't experience sufficiently high vehicle traffic to justify a pedestrian crossing.
There are no pedestrian lights, only traffic lights, at the entrance/exit to Callan Park or Cecily Street and I have witnessed children not looking to see if cars are coming from Cecily Street on a green light as the children have no indication if they can or can't cross. It is extremely dangerous and needs to be addressed by Council before work in Alberto Street	Note that traffic signals are under the jurisdiction of Transport for NSW. Council has previously made representations for improvements to the traffic signals at Cecily Street.

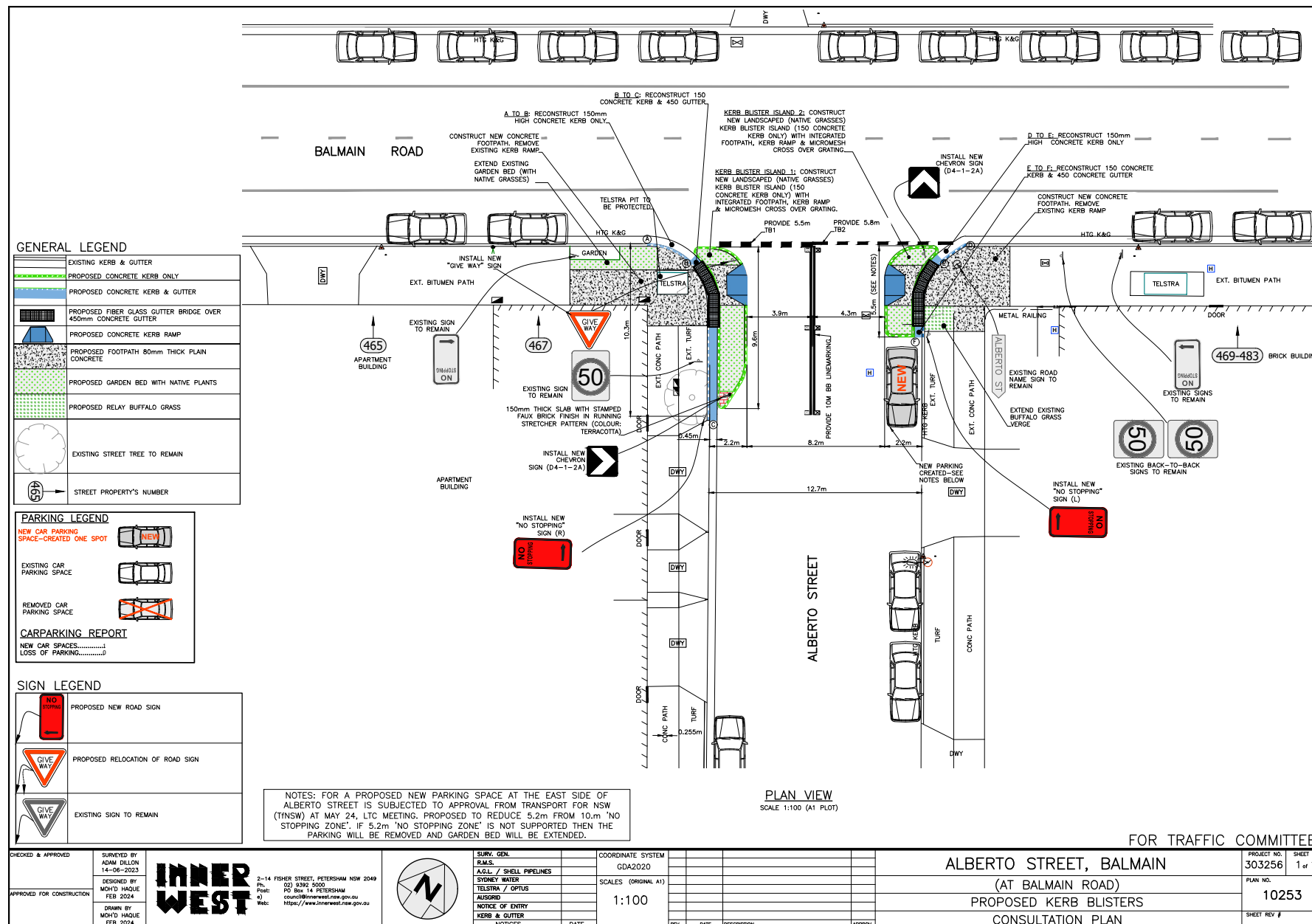
It appears that the proposed blister may impede left turning traffic until any right-turning traffic has cleared the intersection. This junction is already quite busy and subject to long delays at peak times. If traffic is so impeded, delays will become even more significant.	Improvements to pedestrian safety will outweigh any negative impact on traffic delays noting that traffic volumes in Alberto Street are relatively low.
Not sure if a give way sign is necessary as this is a T-intersection.	The sign is needed to reinforce the give way restriction and is required when putting in line marking. It will also assist in slowing vehicle speeds on approach to the crossing point.

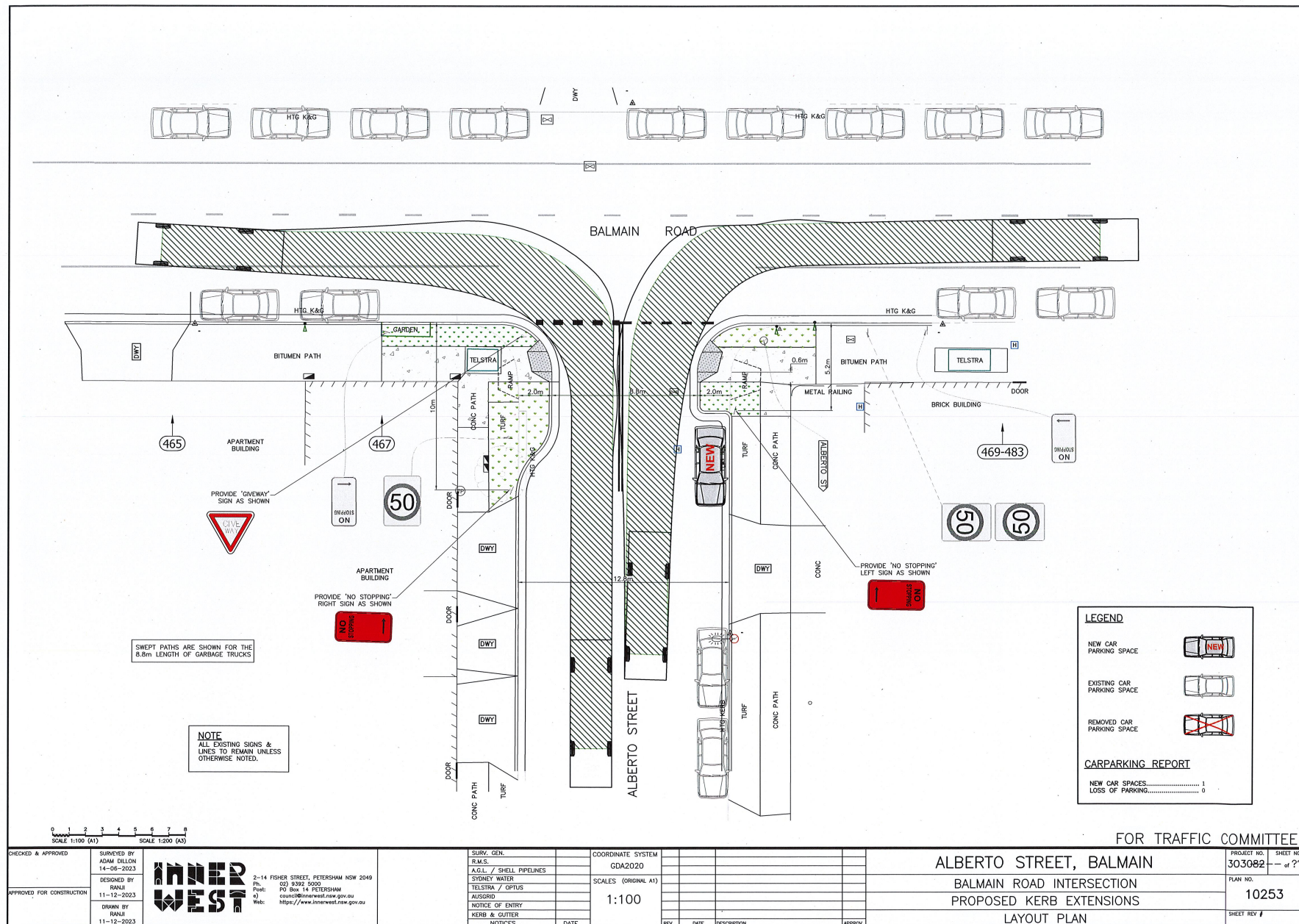
FINANCIAL IMPLICATIONS

The works are expected to cost approximately \$54,000 and is funded under Council's Pedestrian Access and Mobility Plan (PAMP) program.

ATTACHMENTS

1. [Down Arrow](#) Detailed Design Plan 10253 - Alberto Street, Lilyfield
2. [Down Arrow](#) Turning Path - Alberto Street, Lilyfield





Item No: LTC0424(1) Item 3
Subject: BOOMERANG STREET, HABERFIELD - PEDESTRIAN CROSSING LINE MARKINGS (GULGADYA-LEICHHARDT WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the installation of Zig Zag line markings on both approaches to the pedestrian crossing on Boomerang Street near the intersection with Loudon Avenue, Haberfield be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received several concerns from residents regarding vehicles not slowing down as they approach the pedestrian crossing at Boomerang Street near the intersection with Loudon Avenue, Haberfield.

In response, council is proposing to install Zig Zag line markings on both approaches to the crossing to indicate to motorists that a pedestrian crossing is ahead.

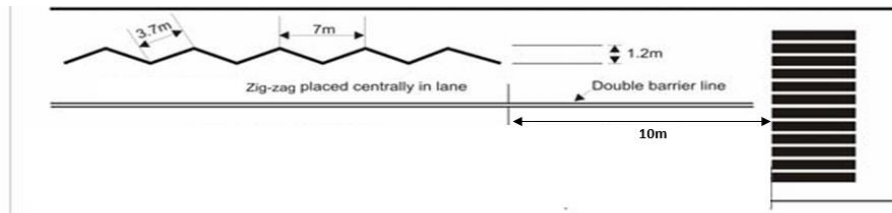
BACKGROUND AND DISCUSSION

Council has received several concerns from residents regarding vehicles not slowing down as they approach the pedestrian crossing in Boomerang Street, Haberfield near Loudon Avenue.

A review of the site indicates that there are horizontal curves (reverse curves) on Boomerang Street on approach to the pedestrian crossing. These horizontal curves, in conjunction with vehicles traveling in the opposing direction, can lead to obstruction of sight lines to the crossing signs or pedestrians themselves. This raises additional safety concerns due to crossing being used by students at the nearby Dobroyd Point Public School in Waratah Street, Haberfield.

Providing zig zag line marking will warn motorists in advance that a pedestrian crossing is ahead and improve pedestrian safety. Additionally, council will be increasing the size of the pedestrian crossing signage to improve visibility for motorists and will also be installing <LOOK> stencils on each side of the crossing.

Council is proposing to install zig zag linemarkings as per the following plan.



Zig Zag line markings to be installed as per above



FINANCIAL IMPLICATIONS

Installation of the linemarking and signage will be funded through Council's operational linemarking and signposting budgets.

ATTACHMENTS

Nil.

Item No: LTC0424(1) Item 4
Subject: LEWISHAM STREET, DULWICH HILL - PROPOSED ONE-WAY (WESTBOUND) RESTRICTION (DJARRAWUNANG-DULWICH HILL WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed one-way (westbound) restriction on Lewisham Street, between The Boulevarde and New Canterbury Road, Dulwich Hill be reassessed upon the completion of the Hoskins Park Precinct (Arlington Grove), to determine if the traffic conditions on Lewisham Street reflect the forecasted traffic volumes from the Dulwich Hill LATM 2016 Plan, and determine if the proposed one-way (westbound) restriction is warranted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Livable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report discusses further investigations into the one-way (westbound) proposal on Lewisham Street, between The Boulevarde and New Canterbury Road, Dulwich Hill which was identified in the Dulwich Hill North Local Traffic Management Plan (LATM) 2016. It provides context on the origin of the proposal, and further assessment on the proposal with respect to current traffic conditions. An extensive consultation summary is provided with a final revised proposal.

BACKGROUND

A one-way (westbound) proposal on Lewisham Street, between The Boulevarde and New Canterbury Road was proposed in the Dulwich Hill North Local Traffic Management Plan (LATM) in 2016. This one-way proposal was identified as a long-term priority for delivery in the LATM plan, and required to mitigate the assumed traffic generation on Lewisham Street by the development site at Arlington Grove.

The final Dulwich Hill North LATM and following LATM treatment plan which includes the conversion of Lewisham Street to one-way between New Canterbury Road and The Boulevarde, was endorsed Council's Local Traffic Committee meeting of 7 September 2017.

Accordingly, Council officers have since developed further a concept design and re-consulted with the community on the one-way (westbound) proposal of Lewisham Street between The Boulevarde and New Canterbury Road. In addition, further traffic counts have been completed to assess current traffic conditions.

DISCUSSION

Dulwich Hill North LATM Plan – Origin of the one-way proposal

The Dulwich Hill North LATM Plan was completed in 2016 to investigate and review the performance of the existing LATM schemes and recommend proposed LATM works in the Dulwich Hill North area. The LATM plan collected traffic data, assessed existing traffic conditions, estimated future traffic conditions based on anticipated land use growth areas and identified appropriate treatments to reduce volumes and speeds, improve pedestrian and cyclist needs and develop concept LATM treatment proposals.

The one-way (westbound) proposal on Lewisham Street between The Boulevarde and New Canterbury Road was a long-term proposal to mitigate the estimated traffic growth on Lewisham Street by the Arlington Grove development sites on Hill Street.

Traffic volumes on Lewisham Street were forecasted to increase by 131% between The Boulevarde and New Canterbury Road and 147% between Denison Road and The Boulevarde, and is shown in Table 1 below:

Table 1 - Forecasted traffic volumes

Road section	Existing (vpd)	Additional (vpd)	Future (vpd)	Traffic Growth (%)
Lewisham Street between Denison Road and The Boulevarde	490	230	720	147%
Lewisham Street between The Boulevarde and New Canterbury Road	740	230	970	131%

The forecasted traffic growth on Lewisham Street was made based on Figure 1 below:



Figure 1 - Additional Traffic Volumes from Precinct 2 (source: Dulwich Hill North LATM Plan 2016)

According to Figure 1, the LATM plan estimated that Precinct 2 (Arlington Grove) would generate approximately an additional 230 vehicles per day on Lewisham Street.

Given that Lewisham Street is approximately 7.1 metres wide, the LATM plan noted that the carriageway may not be sufficient for the additional traffic generated by the future development in the long-term, and that a one-way proposal would seek to mitigate this issue. The LATM plan also noted that this proposal would shift one direction of traffic to adjacent streets such as Pigott or Dulwich Streets. The LATM plan identified this proposal was a long-term priority compared to other treatments.

Design development

Council officers have since developed a concept design in 2023 for the proposal. The concept plan that was exhibited for public consultation is shown in Figure 2 and Figure 3.

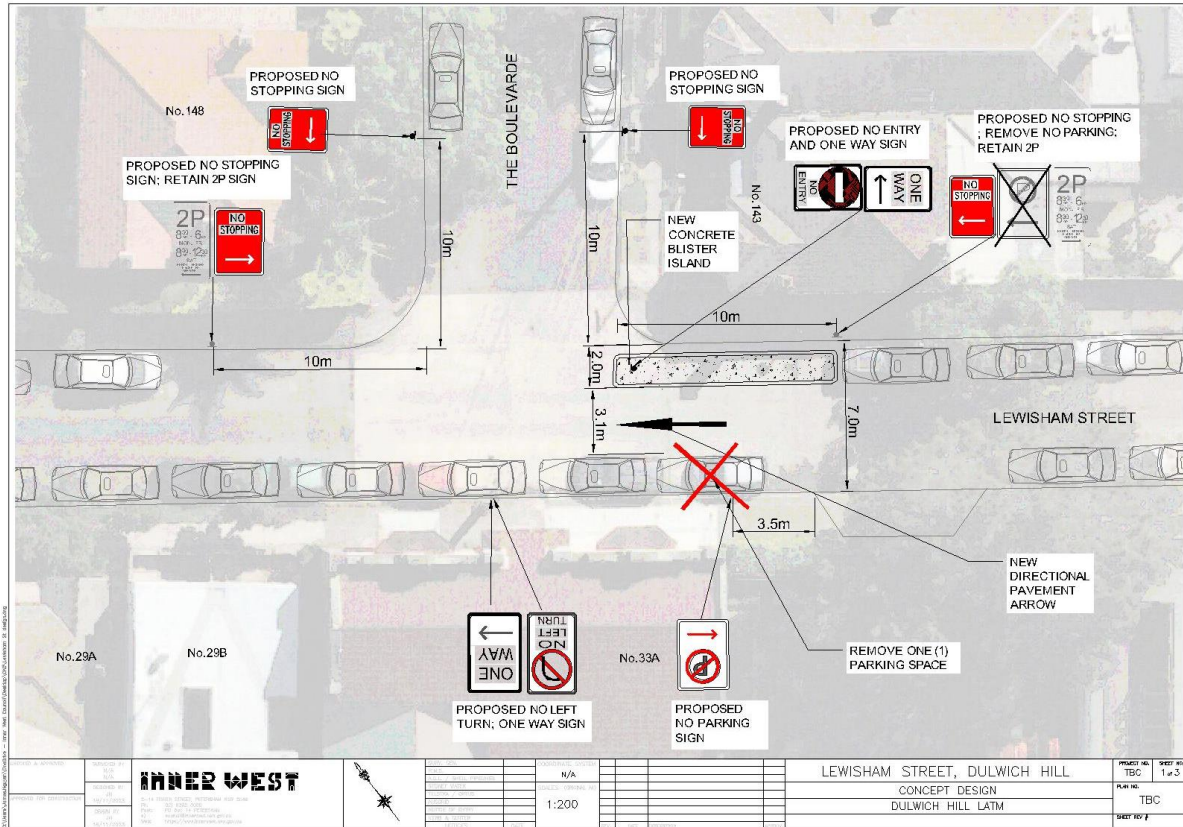


Figure 2 – Consultation plan

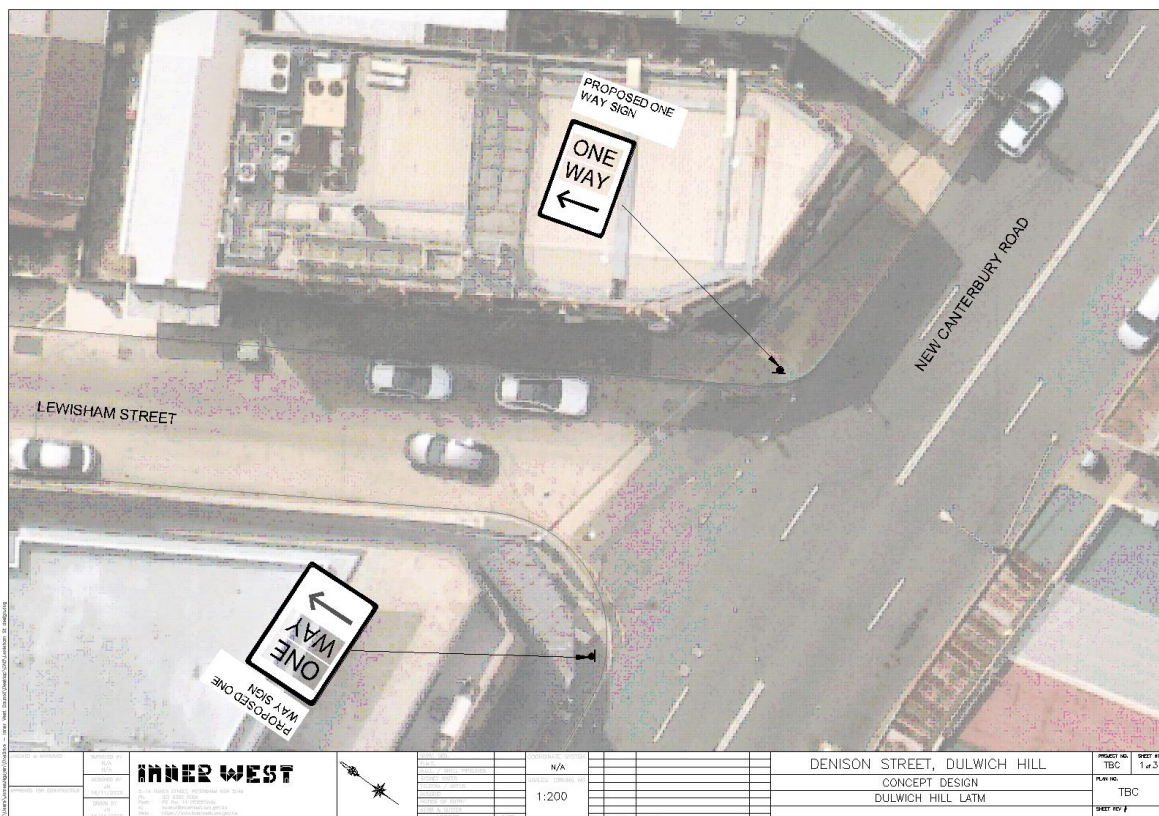


Figure 3 – Consultation plan

The one-way (westbound) proposal on Lewisham Street between New Canterbury Road and The Boulevarde consists of the following:

- A new concrete kerb blister island on the northern side of Lewisham Street, east of The Boulevarde;
- A 'No Entry' and 'One Way' sign installed on the kerb blister island to advise motorists of the one-way westbound restriction;
- A 'No Left Turn' sign and 'One Way' sign on the southern side of Lewisham Street, facing north towards The Boulevarde.
- A 'No Parking' restriction for a length of 3.5 metres from the existing driveway of No.39 Lewisham Street to ensure a service vehicle can exit from the driveway to Lewisham Street;
- Replace the existing 'No Parking' (left) sign on the northern side of Lewisham Street, east of The Boulevarde with a 'No Stopping' (left) sign;
- Install 'No Stopping' signs on both sides of The Boulevarde, north of Lewisham Street to ensure compliance with the NSW Road Rules;
- Install a 'No Stopping' (right) sign on the northern side of Lewisham Street, west of The Boulevarde
- Install 'One Way' signs on New Canterbury Road to commence the one-way control on Lewisham Street.

Public Consultation on the Dulwich Hill North LATM plan

The original Dulwich Hill North LATM plan was consulted with the community between 7 May 2017 and 14 June 2017. Council received a total of 108 submissions from individual households with 70 responses in support and 38 response against the LATM plan. Of the 70 responses that supported the strategy 49 responses requested changes. There were no objections or concerns raised by the community about the proposed one-way conversion of Lewisham Street between The Boulevarde and New Canterbury Road, at the time.

Public Consultation on the one-way (westbound) conversion of Lewisham Street between The Boulevarde and New Canterbury Road

Council re-consulted with residents and businesses on the one-way proposal between 8 February 2024 and 6 March 2024. There were 536 letters sent to affected residents. In addition, the proposal was public exhibited on Inner West Council's 'Your Say' website. Council received a total of 17 submissions on the proposal. There were six (6) responses supporting, nine (9) responses opposing and two (2) responses unsure about the proposal.

The responses supporting the proposal noted that a one-way proposal is required due to the narrow road width of Lewisham Street and that the street experiences a lot of through traffic to New Canterbury Road movement due to the residential apartments at Arlington Grove.

The responses opposing to the proposal are noted below:

- Extend the one-way proposal for the entire length of Lewisham Street as the short section would cause confusion on Lewisham Street and The Boulevarde.
- The one-way proposal will cause confusion and limit access to the customers of the Salvation Army that utilise the carpark within the proposed one-way section. An extended one-way restriction to Denison Road will reduce confusion and provide greater access.
- The proposal does not consider parking impacts, remove parking spaces and make the parking situation worse, especially for residents without permit parking.
- The proposal does not consider the increase in traffic to New Canterbury Road via Dulwich, Lewisham and Piggott Streets, from the apartments being constructed near Arlington Light Rail

- The proposal will not reduce rat-running of traffic to New Canterbury Road once Constitution Bridge re-opens
- Traffic counters were installed on Lewisham Street during the temporary closure of Constitution Road (at the bridge), and did not provide an accurate measure of the traffic volumes on Lewisham Street
- The one-way proposal will result in cars turning right to New Canterbury Road via Pigott Street instead of Lewisham Street due to the bend in New Canterbury Road
- The proposal would have serious impact on traffic and safety on Dulwich Street. Traffic that would normally go up Lewisham Street will now have to access New Canterbury Road via Dulwich Street.
- There would be added traffic congestion in front of the driveways of Sydney Tools and the GPO apartment making exiting and entering the driveways unsafe.
- The traffic report was conducted prior to the Sydney Tools and GPO apartment building, and a new study needs to be completed to understand traffic implications to the block.
- The one-way conversion should be made eastbound between Denison Road and New Canterbury Road to ensure there are two eastbound roads (Lewisham and Dulwich Street) to evenly distribute traffic to New Canterbury Road
- There is no indication of additional traffic coming from New Canterbury Road into Lewisham Street
- There is a 'No Parking 8.30am-6pm Mon-Fri' restriction on the southern side of Lewisham Street, just west of New Canterbury Road that allows for two vehicles to pass.
- The proposed 'No Stopping' restrictions on The Boulevarde and Lewisham Street will further remove parking and affect residents with limited off-street parking and affect a heritage area
- The concept plan shows a parking space across an existing driveway to the Scouts Hall
- The proposal will increase traffic along The Boulevarde

Further suggestions were made and are noted below:

- Create a roundabout at the intersection of Lewisham Street and Denison Street to facilitate a right-hand turn into Denison Street
- Request to remove the 'No Right Turn 3pm-7pm' restriction from New Canterbury Road to Piggott Street and reallocate it to New Canterbury Road at Lewisham Street
- Install additional signage at the intersection of Lewisham Street and Denison Road to advise motorists that there will be no access to New Canterbury Road from Lewisham Street
- Consider a 'No Right Turn' ban from Pigott Street to New Canterbury Road during the peak hour
- A 'Keep Clear' should be considered at the existing driveways of the GPO apartment and Sydney Tools on Dulwich Street
- Remove parking on one side of Lewisham Street to create two-way traffic flow
- Install traffic calming devices on Lewisham Street between The Boulevarde and Denison Road
- Consider a 'No Right Turn' ban from New Canterbury Road to Lewisham Street

Further traffic assessment of one-way proposal

Council engineers completed seven-day tube counts between Friday 27 October 2023 and Friday 3 November 2023 to determine the number of vehicles that would be redistributed by the proposed one-way (westbound) conversion of Lewisham Street, between The Boulevarde and New Canterbury Road. The results are shown in Table 2 and 3 below.

Table 2 - Traffic counts - Lewisham Street (between New Canterbury Road and The Boulevarde)

Time	Westbound	Eastbound	Both directions
8am-9am (AM Peak) (vph)	24	27	51
5pm-6pm (PM Peak) (vph)	47	26	72
7-day average (vpd)	402	310	712

Table 3 - Traffic counts - Lewisham Street (between The Boulevarde and Denison Road)

Time	Westbound	Eastbound	Both directions
8am-9am (AM Peak) (vph)	16	21	37
5pm (PM Peak) (vph)	34	18	51
7-day average (vpd)	283	221	504

Table 4 below presents a comparison of the traffic volumes from the LATM plan with the recent traffic counts completed in 2023 and shows that the traffic growth on Lewisham Street is less than projected in the LATM plan.

Table 4 - Comparison of traffic counts

Road section	Volume (vpd) (LATM plan 2016)	Future volume (vpd) (LATM plan 2016)	Volume (vpd) (Oct-Nov 2023 counts)	Forecasted change (vpd) (LATM plan 2016)	Actual change (vpd)
Lewisham Street, between The Boulevarde and Denison Rd	485	720	504	+235 (147%)	+19 (4%)
Lewisham Street between The Boulevarde and New Canterbury Road	735	970	712	+ 235 (131%)	-23 / remain unchanged (-3%)

CONCLUSION

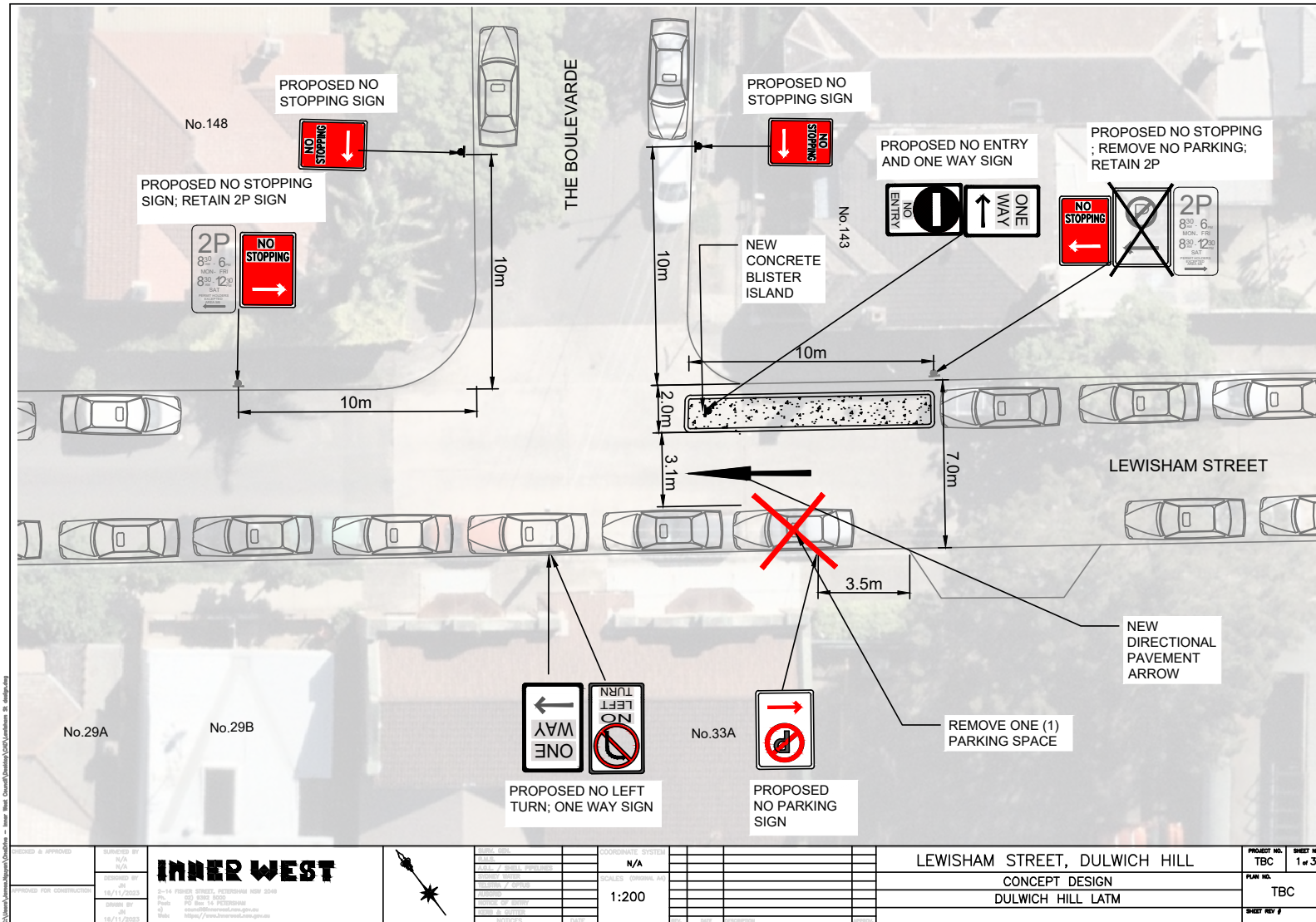
The one-way (westbound) conversion of Lewisham Street between New Canterbury Road and The Boulevarde was proposed due to the road carriageway width (7.1 metres) of Lewisham Street being insufficient for the projected volume of additional traffic generated by Precinct 2. The recent traffic counts completed in 2023 are much less than the projected volumes in the LATM, and have remained fairly consistent with the traffic volumes in 2016, and indicates that a one-way (westbound) conversion may not be required at this stage.

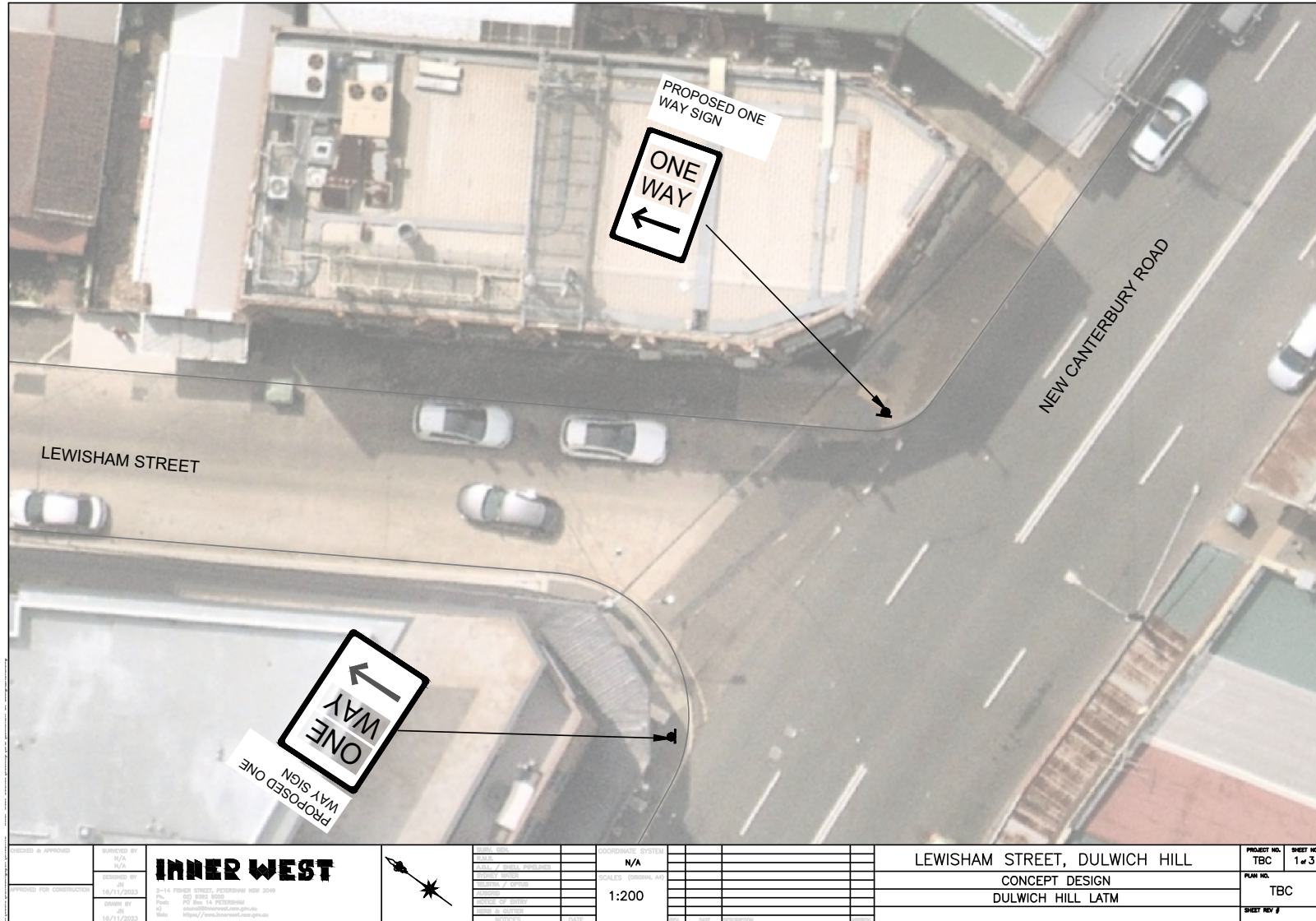
FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [Consultation plan - page 1](#)
2. [Consultation plan - page 2](#)





Item No: LTC0424(1) Item 5

Subject: HERCULES STREET, FOX'S LANE & DRAKES LANE, ASHFIELD-
TEMPORARY FULL ROAD CLOSURES (ENRC/2024/0016) 'CULTURE X
ASHFIELD MUSIC FESTIVAL' - SUNDAY 8 SEPTEMBER 2024
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL
ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closures of Hercules Street, (between Liverpool Road and Brown Street), Fox's Lane (between Liverpool Road and Brown Street) and Drakes Lane (off Hercules Street), Ashfield, be APPROVED for the purpose of holding a 'Culture X Ashfield' music Festival on Sunday 8 September 2024 between 3.00am to 11.59pm. The closures as per the submitted TGS and TMP are subject to the following specific conditions and all other standard Council conditions for the temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available, where required, for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West Council is partnering with Sacred Currents to present the Culture X Ashfield festival on Sunday 8 September 2024. The event will feature cross-cultural music that celebrates the diversity of the Inner West community.

BACKGROUND

Hercules Street (with Drakes Lane off Hercules Street) and Fox's Lane has been closed in the past for various food and musical events. The temporary full road closures of Hercules Street, Drakes Lane and Fox's Lane have been approved through the Traffic Committee in the past, subject to adequate traffic control, and specific conditions as recommended above and other standard conditions as set out by Council.

DISCUSSION

Hercules Street is main town Centre local street, whilst Fox's Lane and Drakes Lane are mainly property access laneways. Hercules Street and Fox's Lane are one-way north, whilst Drakes Lane is a two-way dead- end street. The event is likely to attract some 3000 guests. The event would need to be categorised under a class 2 (if not a 3) event under the TfNSW Special Events Guide where it does not impact on the major traffic and transport systems and non-event community over a wide area. The event requires the involvement of Local Council and Police.

Adequate traffic control will be provided, with traffic detouring via Brown Street to reach Ashfield Station and continue onto Bland and Elizabeth Streets to reach Ashfield, north of the railway line. Access to The Esplanade (to the south of Fox's Lane) will be via Brown Street.

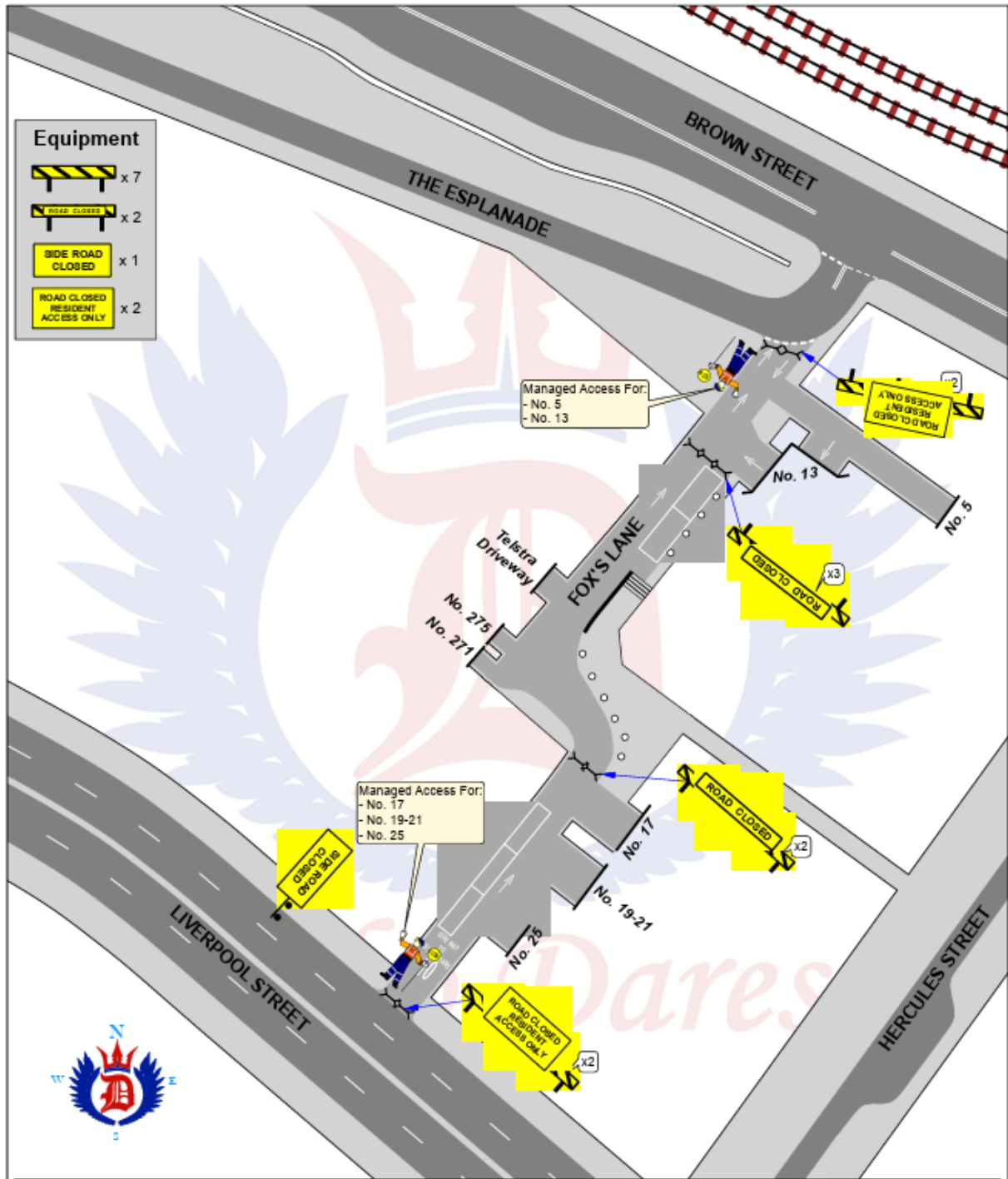
Hercules Street is a bus route. Buses turning left into Hercules Street from Liverpool shall be diverted further east along Liverpool Road and then turn left into Brown Street. They shall depart out heading west via Bland, Elizabeth, and Frederick Streets. Patrons (at missed bus stops) will be directed to alternate bus stop locations.

An existing taxi rank in Hercules Steet shall be temporarily relocated to the western side of Brown Street in the location where period parking currently exists.

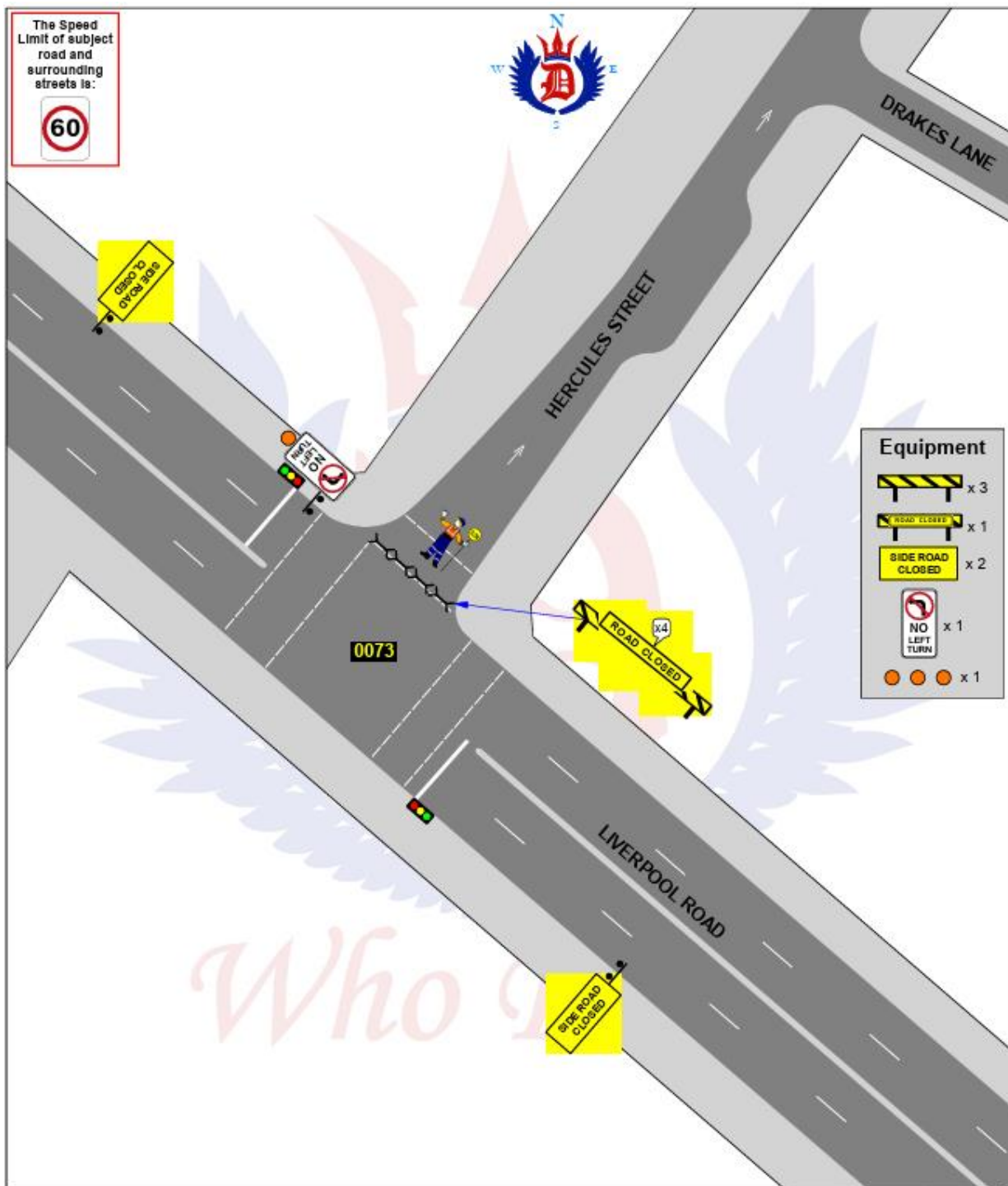
Service vehicle activity in the area will be encouraged to be done outside of the event times. Refer to the Traffic Guidance System TGS plan below, and Traffic Management Plan (TMP) as shown on *Attachment 1* to explain any further detail and detouring. *Attachment 2* provides a site map detail, and *Attachment 3* is a draft sample of the notification letter to affected residents and businesses.

The event-coordinator will apply for a Road Occupancy License (ROL).

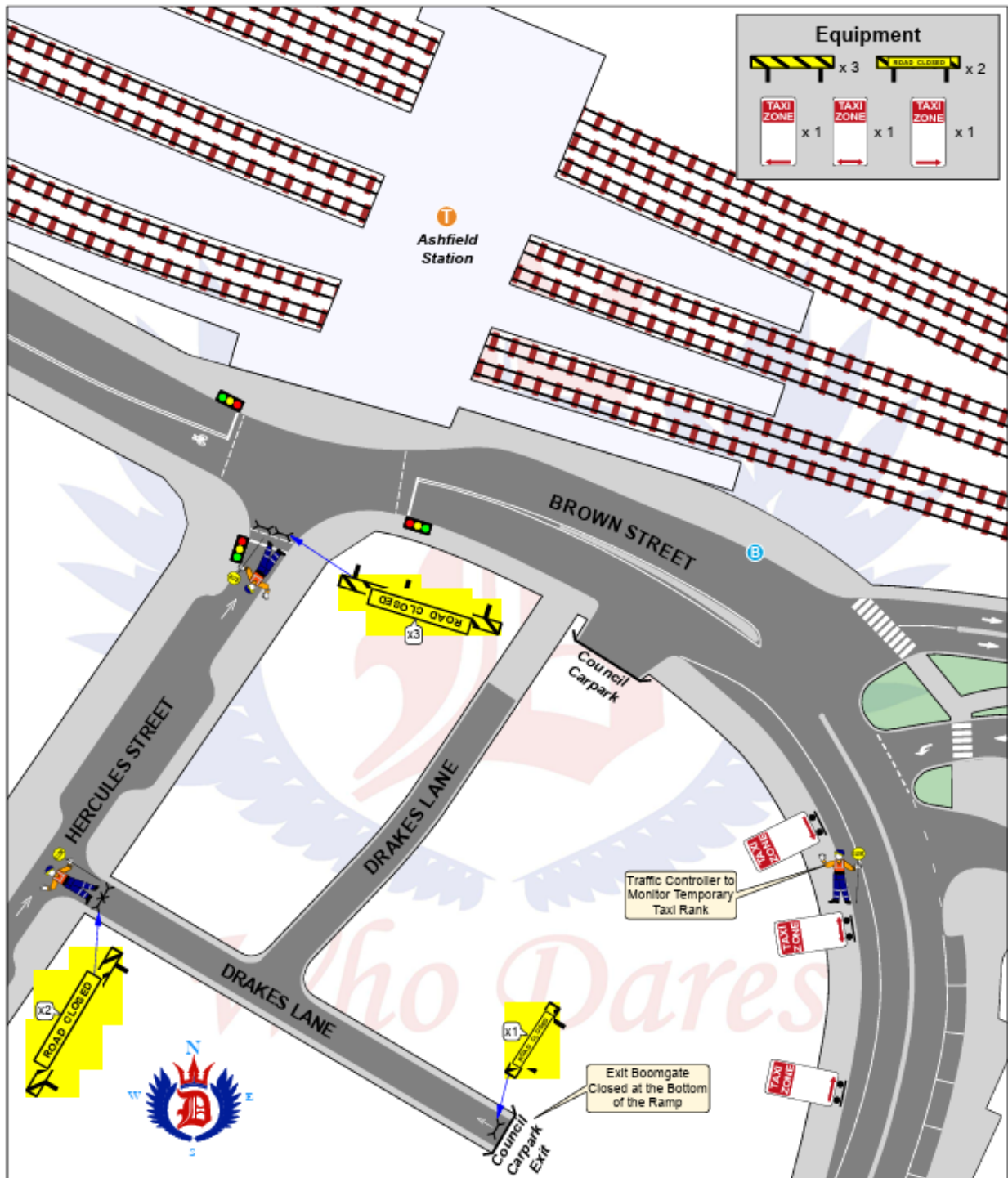
The proposed temporary full road closure will be advertised in accordance with the *Road Act 1993*.



TGS-Temporary full road closure of Fox's Lane, Ashfield.



TGS- Temporary full road closure of Hercules Street, Ashfield Plan 1 of 2.



TGS- Temporary full road closure of Hercules Street, Ashfield Plan 2 of 2.

Note: Under-ground council carpark levels exist within Premises 1A Brown Street. The car park secondary exit onto Drakes Lane will be closed. Vehicles will be directed to use the primary exit onto Brown Street. Detour signs will be placed at the intersection of Brown Street and Liverpool Road to direct traffic via Brown Street.

FINANCIAL IMPLICATIONS

The event is co-funded by Inner West Council, Multicultural NSW under the Stronger Together Major Festivals fund and Create NSW. Council's Events team operational budget contribution to the event is approximately \$40,000.

ATTACHMENTS

1. [↓](#) Traffic Management Plan (TMP)
2. [↓](#) Site map detail
3. [↓](#) Draft sample notification letter

TRANSPORT MANAGEMENT PLAN

CULTURE X
FESTIVAL



Sunday 8 September 2024

PREPARED ON BEHALF OF



Version 1.0
25th March 2024

TRAFFIC PLANNERS
SAFETY CONSULTANTS

By
WHO DARES PTY LTD
SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040

Ph: 02 9569 9922

Event Organiser: **Inner West Council**

Document Author: **Anthony Russell**
 Who Dares Pty Ltd
 Prepare a Work Zone Traffic Management Plan
 Certificate: TCT 1026226
 Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.0	25 March 2024	DRAFT	First Draft

1. INTRODUCTION

Introduction

This plan has been prepared for the **Inner West Council**.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Culture X Festival event held on Sunday 8 September 2024.

1.1. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

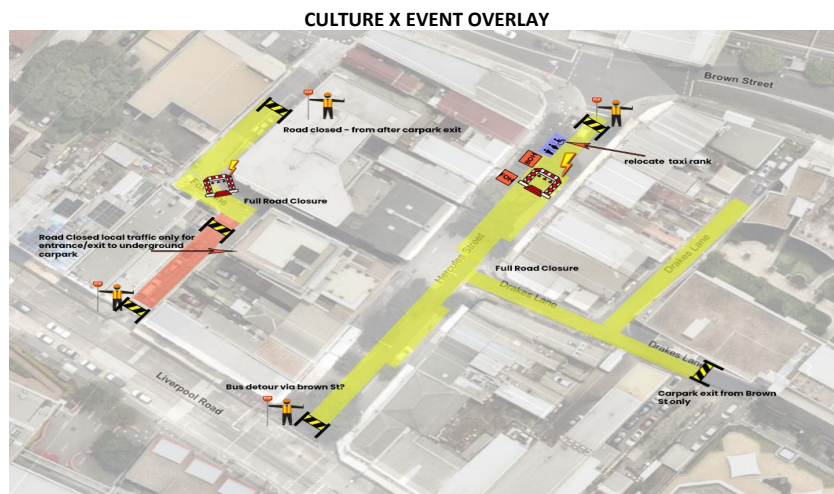
The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

1.2. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Culture X Festival, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

1.3. Location Footprint



EVENT DETAILS

1.4. Event summary

Event Name	Culture X Festival
Event Date:	Sunday 8 September 2024
Event Start Time:	15:00 hours
Event Finish Time:	21:00 hours
Event Set Up Time:	03:00 hours
Event Pack Down Finish Time:	23:59 hours Sun 8 September 2024
Event is:	Street Festival

1.5. Key Planning Contact Names

Inner West Council

Events Manager	Phone	02 9392 5769
	Mobile	
	E-mail	events@innerwest.nsw.gov.au

George Tsaprounis Acting Traffic Manager

Phone	
Mobile	
E-mail	george.tsaprounis@innerwest.nsw.gov.au

NSW POLICE – Inner West Police Constable Ben Walters Traffic & Operations Unit Inner West

Phone	02 9568 9299
Mobile	
E-mail	walt1ben@police.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd

Anthony Russell	Phone	02 9569 9922
Events Manager	Mobile	0427 632 726
	E-mail	anthony@whodares.com.au

Transport for NSW - Buses

Steven Blight	Phone	
A/Transport Planning	Mobile	0447 377 450
Project Manager	E-mail	busapproval@transport.nsw.gov.au

1.6. Brief Description of the event

Culture X Ashfield is a contemporary cross cultural music festival delivered by Inner West Council and Sacred Currents that brings Ashfield to life with electrifying performances, musical parades, workshops and more. This jam-packed festival will be bursting with an exciting musical line-up that brings our diverse communities together to redefine what is contemporary Australia. Featuring a dynamic weekend of performances that culminates in the ultimate street party, join us as we celebrate the diversity of the Inner West through the unifying power of music.

2. TRAFFIC AND TRANSPORT MANAGEMENT

2.1. Road closures 03:00 hours Sunday 8 September - 00:00 hours Sunday 8 September 2024

- Hercules Street between Liverpool Road and Brown Street (Both Directions)
- Drakes Lane from Hercules Street (Both Directions)
- Fox Lane between Liverpool Street and the Esplanade (Both Directions)
- Fox Lane south from Liverpool Road will be managed access (Resident Access Excepted)

2.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include Brown Street & Liverpool Street. **Please refer to TGS 01**

2.3. Cleaning

Prior to the reopening of the roads at approximately 23:59 hours Sunday 8 September 2024, the Inner West Council will undertake cleaning operations.

2.4. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct and the parking lane on the eastern side of New Canterbury Road with "No Stopping" or "No Parking" signage in the evening on Friday 6 September 2024. This will assist with clearing the precinct of parked vehicles.

2.5. Sydney Trains

The closest train station is Ashfield Station. It is approximately 20 metres walk via Hercules Street from the event precinct.

At the time of writing this Transport Management Plan the trackwork's schedule is not yet finalised for Sunday 8th September 2024. Potential impacts of trackwork will need to be ascertained closer to the event date.

2.6. Sydney Buses Transit Systems amended route changes

Transit Systems 464 Mortlake service will be impacted by the event road closures. 464 Mortlake to Ashfield turns right from Hercules St into Brown St and terminate at Stand A, and commences from same stop on Brown St, right into Liverpool St towards Mortlake

These services will be detoured around the event precinct via Brown St, Elizabeth St onto Frederick St and right onto Liverpool Rd. A total of 3 bus stops will be missed on Liverpool Road due to the detour.

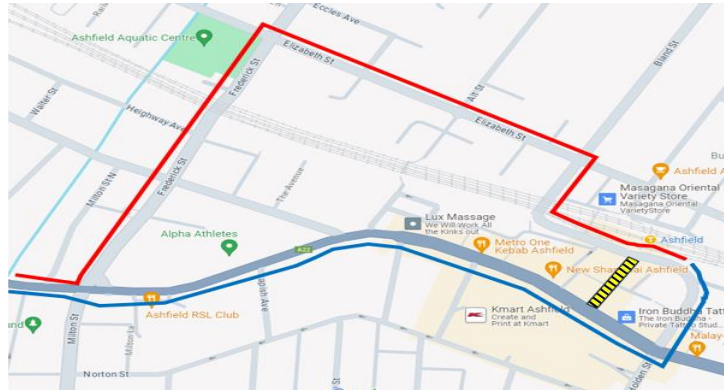
During the event hours, buses can use Liverpool St, however, buses will need to turn around to face the opposite direction.

Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop.

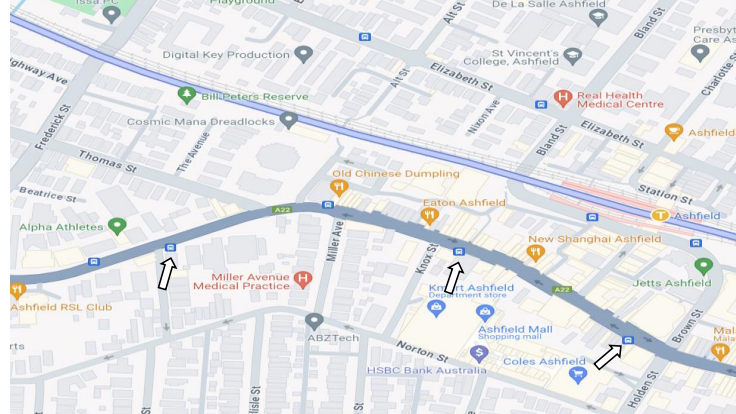
Refer Annex 1: Transit Systems Bus Detour Map

Refer Annex 2: Bus Stops missed due to the detour

Annex 1 Transit Systems Bus Detour Map



Annex 1.1 Bus Stops missed due to the detour



2.7. Parking

Parking will only be available in surrounding residential streets and the public carpark at the eastern end of Brown Street. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

2.8. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

2.9. Traffic Control

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

2.10. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

2.11. Heavy Vehicle impacts

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

2.12. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

3. RISK MANAGEMENT - TRAFFIC

3.1. Occupational Health & Safety – Traffic Control

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.” *

Inner West Council are the Risk Managers for their event operations. It is Inner West Council's policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

3.2. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as **Annex 2**.

3.3. Police

Inner West Police Area Command is to be notified of the event and a Public Assembly Form submitted.

3.4. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

3.5. Trusts, authorities or Government enterprises

The event uses roads within the Inner West Council Local Government Area.

3.6. Hostile Vehicle Mitigation

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

4.7. Risk & Contingency Plans

Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Signalised intersections (flashing yellow? Point duty?)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	As required by NSW Police
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Controlled by TfNSW
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TMC / TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Cut off time to be enforced.
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Managed by event organiser
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

3.7. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2018 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic control at work sites – TfNSW Feb 2022 V6.1
- AS 1742.2-2019 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743-2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices - Traffic control for works on roads

4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

4.1. Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

4.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event.
- "No Stopping" or "No Parking" signage installed by Council in the evening on Friday 6 September 2024.

4.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

4.4. Portable variable message signs

No Portable VMS Boards will be used to advertise the event.

5. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6. APPROVAL

TMP Approved by: Date:.....

Event Organiser – Inner West Council

7. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Inner West Council

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Transport for NSW

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

8. ATTACHMENTS

Annex 1 – Transit Systems Bus Detour Route Map & Bus stop
Annex 2 – Public Liability Insurance

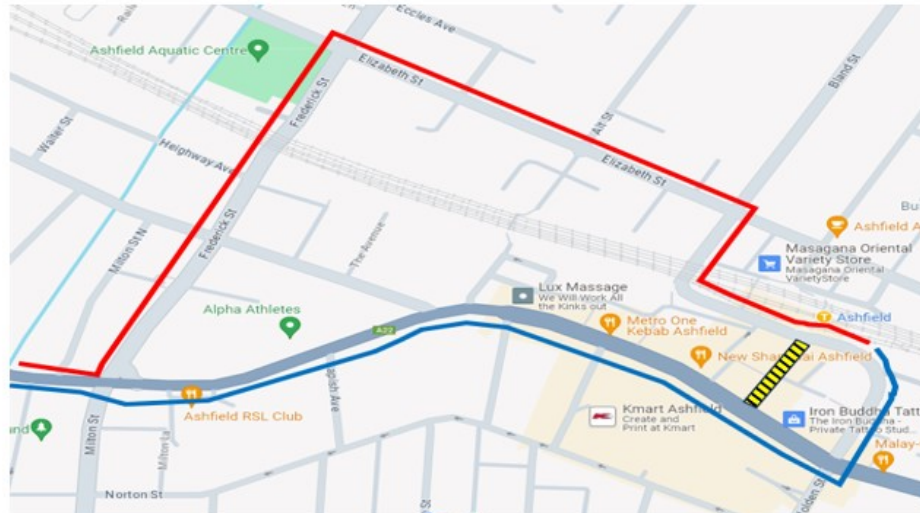
9. TRAFFIC GUIDANCE SCHEMES

TGS 01 Audley St & Fisher St PETERSHAM

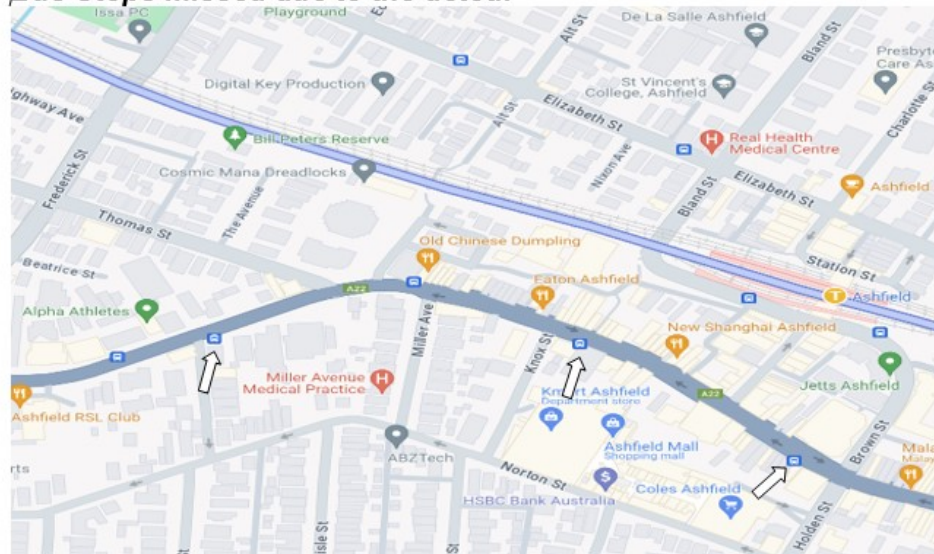
ANNEX 1

TRANSIT SYSTEMS BUS DETOUR MAP & BUS STOP MISSED ON LIVERPOOL ROAD

Annex 1 Transit Systems Bus Detour Map



Bus Stops missed due to the detour



ANNEX 2

PUBLIC LIABILITY INSURANCE

Item 5

01 July 2023

Attention: Nova Bandian

The General Manager
Inner West Council
PO Box 45
LEICHHARDT NSW 2040

Dear Nova,


Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.


CLASS	Public Liability/Professional Indemnity
MEMBER	Inner West Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2024
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection
STATEWIDE CERTIFICATE NUMBER	002114

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,



Naamon Eurell
Executive Officer

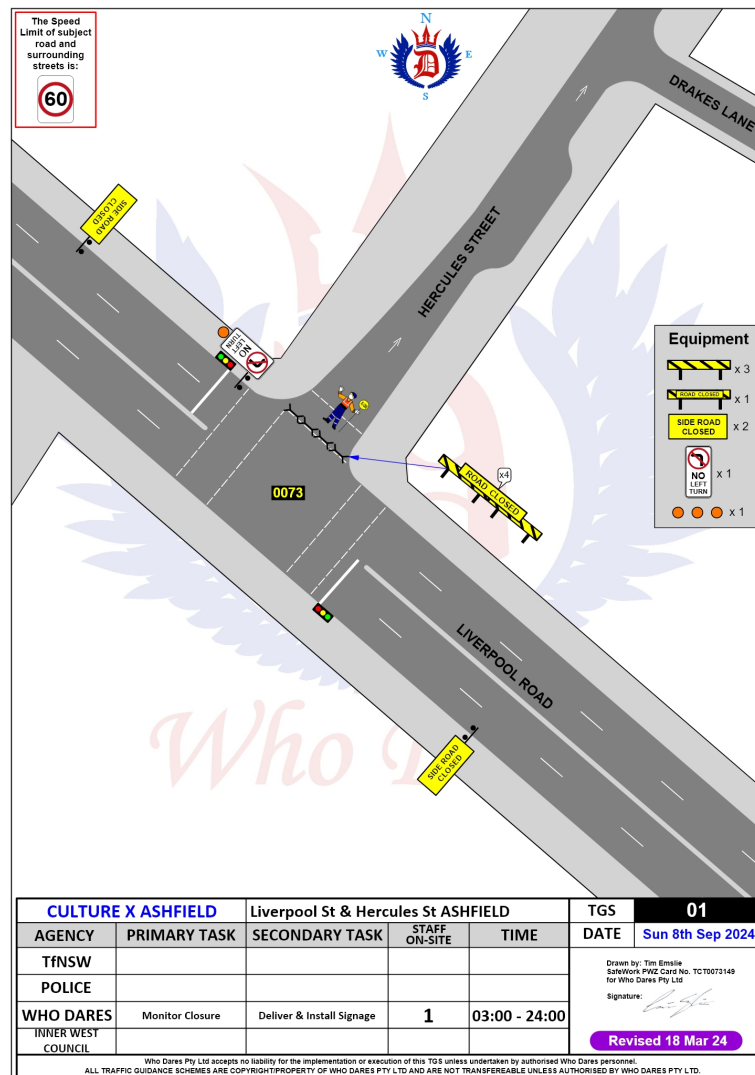


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Naamon.Eurell@iwa.com.au
www.statewidemutual.com.au

Attachment 1

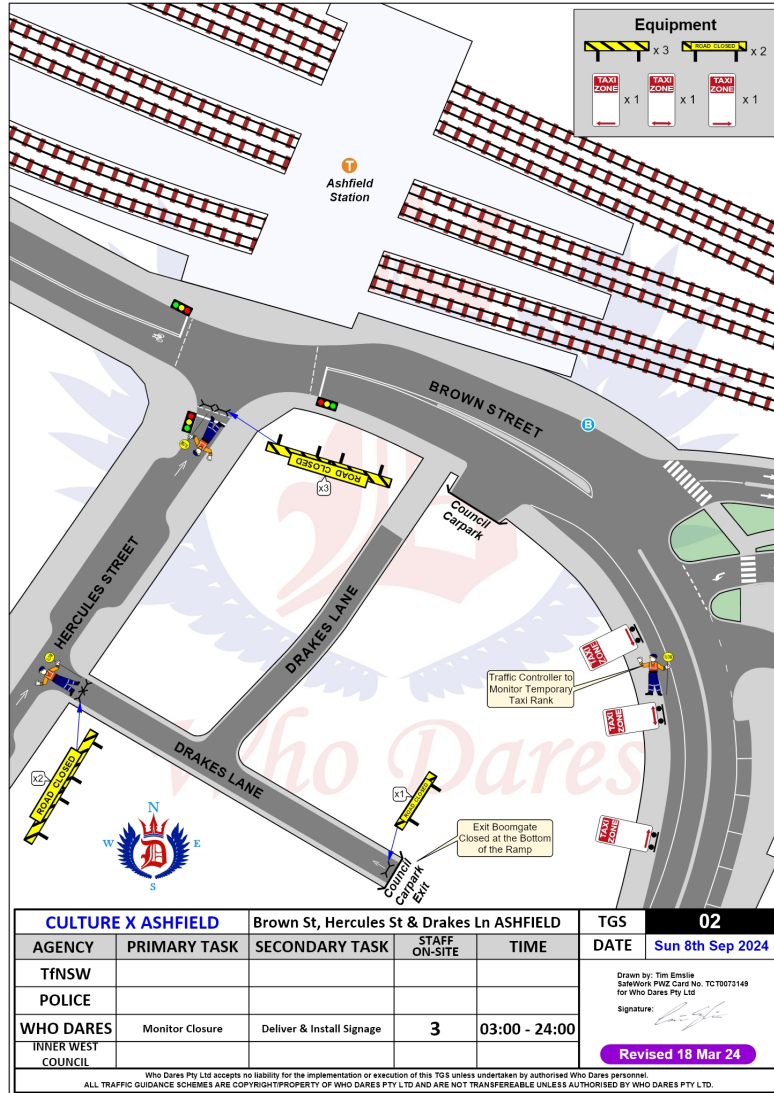
TGS 01

Item 5

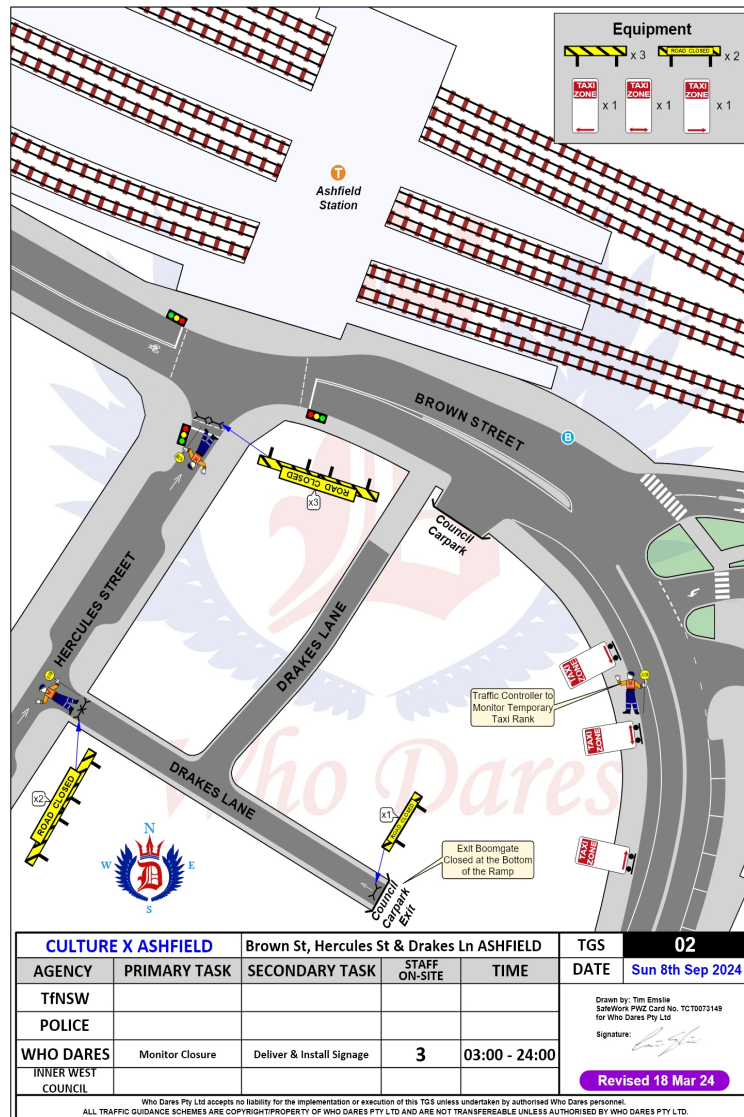


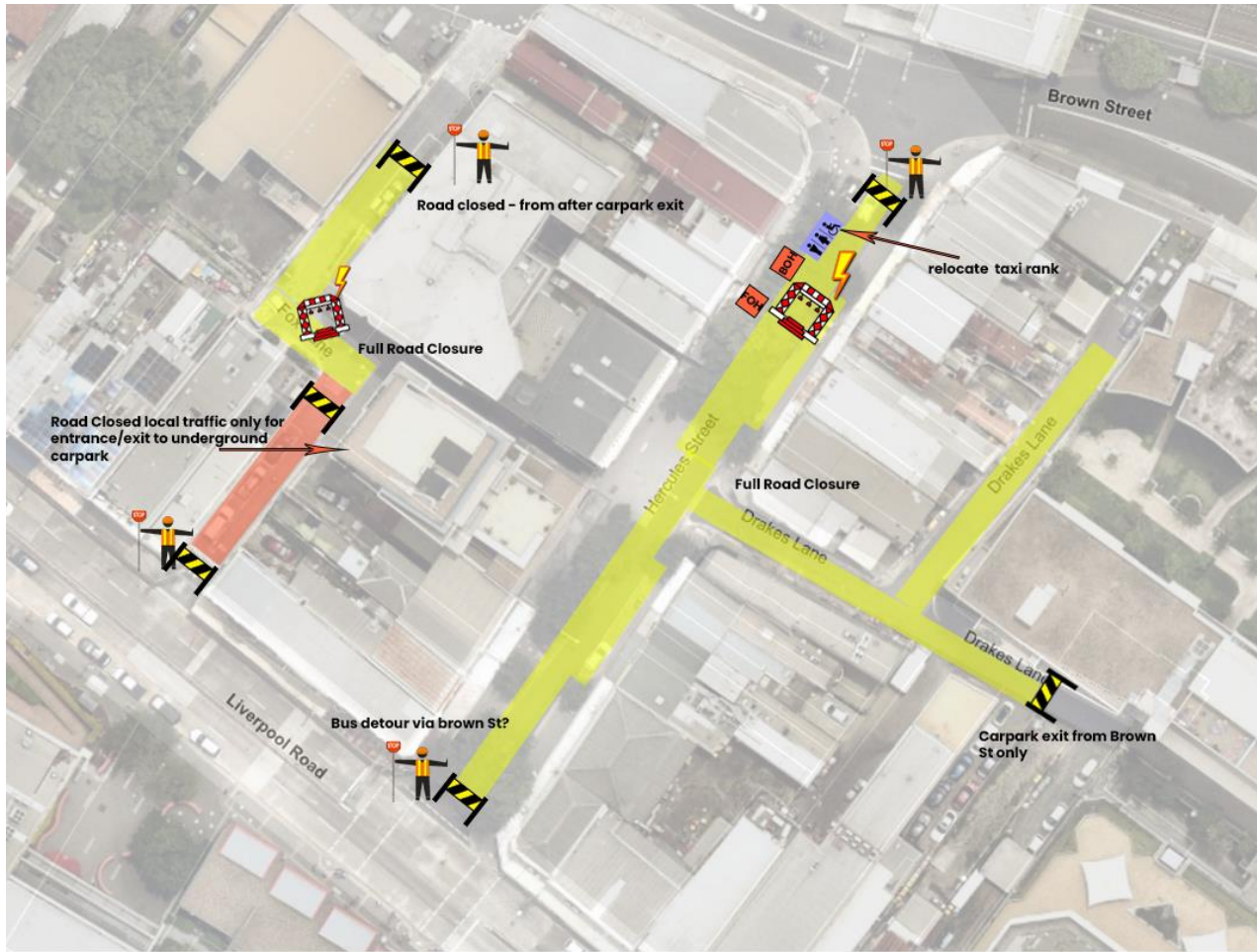
Attachment 1

TGS 02



TGS 03







EVENT NOTIFICATION

Culture X Ashfield

Dear Resident,

Inner West Council is partnering with Sacred Currents to present the Culture X Ashfield festival on Sunday 8 September 2024. The event will feature cross-cultural music that celebrates the diversity of the Inner West community.

To facilitate the event, areas of Ashfield will be closed between **3:00am – 11:59pm Sunday 8 September**. This will require some road detours and bus diversions in surrounding streets.

To facilitate the event, the following roads are affected by the closure:

- Hercules St between Liverpool Road and Brown Street
- Drakes Lane from Hercules Street
- Fox Lane between Liverpool Street and the Esplanade
- Fox Lane south from Liverpool Road will be managed access
- Brown St public carpark – Drakes Lane exit only

Event operations will occur from 2:30am and 11:30pm on Sunday 8 September 2024. It is important to take note of these road closures. If your vehicle is parked in an external or internal car park within the event site, you will not be able to move your vehicle for the duration of the road closure. For residents wishing to exit the Brown St carpark, please use the Brown St exit during these times.

Set up of the site will start from 5:00am Sunday 8 September and packdown of the event site will commence following the conclusion of the event

If your vehicle is parked on any of the closed roads your vehicle may be towed.

For further information, please visit www.culturexfestival.org.au or please call 0433 443 524

Sincerely,

Michael Daly
Events Manager

Item No: LTC0424(1) Item 6
Subject: ILLAWARRA ROAD, MARRICKVILLE NEAR THORNLEY STREET - PROPOSED UPGRADE OF EXISTING PEDESTRIAN CROSSING (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)
Prepared By: George Tsaprounis - Coordinator Traffic Engineering Services (south)
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the upgrade of the existing pedestrian (zebra) crossing on Illawarra Road near Thornley Street to a raised crossing facility be approved in principle and that the detail design be brought back to the Traffic Committee for consideration.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council at its meeting held in March 2024, resolved to investigate safety of the pedestrian crossing on Illawarra Road at Yirran Gumal Early Learning Centre.

Previously minor pedestrian improvements have been made to this crossing, however on this occasion Council Officers have examined the possibility of raising this crossing. An initial investigation revealed that raising this crossing is feasible, subject to detailed design and community engagement.

Therefore, it is recommended that a proposed raised pedestrian crossing be supported in principle and that a detailed design of the proposal be brought back to the Committee for consideration.

BACKGROUND

Council has in the past received concerns as to the safety of the pedestrian crossing on Illawarra Road near Thornley Street, Marrickville.

The Minutes of the Local Traffic Committee meeting held on 11 December 2023 were adopted at Council's meeting held on 05 March 2024 subject to the following amendments:

3. *The following amendments to LTC1223(1) Item 7 to include urgent action being taken to improve visibility of the pedestrian crossing at Illawarra Road at Yirran Gumal Early Learning Centre (refer to figure 1), including:*

- a) *a report including designs to improve visibility at the crossing be brought to the next possible Local Traffic Committee Meeting, considering options to raise the crossing, implement flashing lights, or any other measure to improve safety; and*

- b) that upon approval by the Local Traffic Committee and Council, these works be immediately prioritised and undertaken, funded through the quarterly budget update.

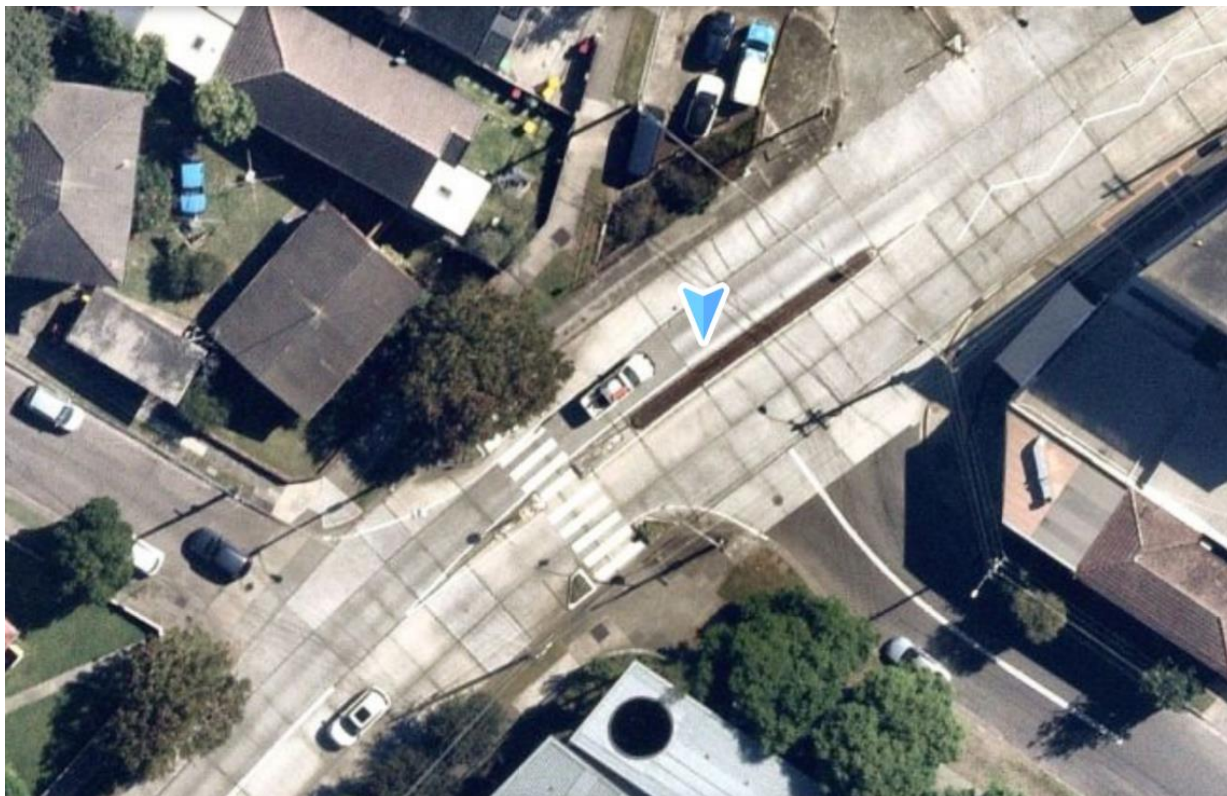


Figure 1 – Location of existing crossing.

DISCUSSION

The pedestrian crossing located on Illawarra Road, immediately west of Thornley Street (and adjacent to the Yirran Gumal Early Learning Centre and Debbie and Abbey Borgia Community Recreation Centre on Illawarra Road) is an at grade crossing facility with kerb blisters and a centre refuge island. The facility is well used by the adjacent facilities and by bus patrons as bus stops are present (nearby) on either side of this existing crossing facility.

This section of Illawarra Road is classified as regional road and has the following traffic related characteristics.

- Traffic volume – 14,500 vehicles per day
- Traffic Speed – 52.2 km/h
- Heavy vehicle volume – 3.1%
- Carriageway width – 13.1m

In order to improve safety of pedestrians at this crossing and to address community concerns which have been raised, it is proposed to undertake the following works'

- Relocate the existing crossing slightly west of Thornley Street to be cater for a raised crossing facility,
- Raise the existing pedestrian crossing facility,
- Remove the central blister island feature from the proposed raised pedestrian crossing,

- Remove the adjacent tree and replace at a more suitable location,
- Remarking and replacing existing signs and linemarking which require adjustment,
- Reconstruct the kerb ramps and adjacent footpaths, and
- Widen the existing kerb blister island on either side of the proposed crossing.

Currently, there are 'No Stopping' restrictions in place on either side of the existing pedestrian crossing and these will not be affected by the proposed changes. As a result, parking in the vicinity of this crossing will therefore not be affected.

It should be noted that raised pedestrian crossing can lead to potential noise concerns on heavily trafficked roads. Measures to cater for the expected bus and truck traffic will need to be designed to assist in alleviating any potential noise issues which may arise.

Community engagement will be undertaken as part of the detailed design process and the results of this consultation will be included in a report back to the Committee.

FINANCIAL IMPLICATIONS

It is estimated that the cost to upgrade this pedestrian crossing is \$80,000 and this project is to be prioritized and funded through the quarterly budget update as per the Council resolution.

ATTACHMENTS

Nil

Item No: LTC0424(1) Item 7
Subject: WELLS AVENUE, TEMPE - PROPOSED RELOCATION OF EXISTING MARKED PARKING BAY (MIDJUBURI - MARRICKVILLE WARD/ HEFFRON ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the existing linemarked parking bay at the dead-end in Wells Avenue, Tempe outside No.13 be relocated as per the attached sign and linemarking plan.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received a request from a resident to further review the current parking arrangements outside No.13 Wells Avenue, Tempe. It is recommended that the existing marked parking bay be relocated as outlined in this report.

BACKGROUND

The Committee in January 2021 considered a report about concerns received from the resident of No.15 Wells Avenue regarding restricted access to his property's driveway. The Committee noted that the access was constrained by an adjacent rock wall as well as the carriageway being narrow at this location. Consequently, the Committee supported the installation of a 6m 'No Parking' restriction from the western edge of the driveway of No.15 Wells Avenue.

In July 2023 the Committee considered a further report after the resident at No.15 Wells Avenue requested a review of the then current 'No Parking' signpost outside No.13 Wells Avenue. The resident requested the removal of the parking space outside No.13 Wells Avenue to improve access to his property as his and his visitors' vehicles have been damaged when scraping against the adjacent rock wall. He was also concerned that a vehicle may hit the pipeline against the rock wall and near his driveway.

An inspection of the kerb line between the driveways of No.15 and No.13 Wells Avenue indicated that there was sufficient kerb length to maintain a 4.8m car space with an increase of the 'No Parking' restriction by 0.42m, thus providing a 5.3m carriageway width.

Furthermore, it was noted that the installation of a 1.8m wide linemarked parking bay at this location would assist in requiring vehicles being parked parallel and close to the kerb line, providing a wider 3.5m travel lane for vehicles accessing the driveway of No.15 Wells Avenue.

At the time, it was considered that the proposed changes to parking outside No.13 Wells Avenue should assist with the access to the driveway of No.15 Wells Avenue, whilst maintaining the on-street parking space for local residents and other road users. The Committee subsequently supported the following recommendation:

1. That the existing 'No Parking' (arrow left) signpost outside No.13 Wells Avenue be relocated 0.42m towards the driveway of No.13 Wells Avenue, Tempe.
2. That a parking bay (4.8m x 1.8m) be linemarked between the above relocated 'No Parking' signpost and western edge of the driveway of No.13 Wells Avenue, Tempe.



In October 2023 the resident at No.15 Wells Street, Tempe raised concerns that vehicles were parking outside the bay and again hindering access to his property. The resident provided a number of photos to demonstrate the issue.



DISCUSSION

Council Officers made a further site visit and concluded that parking was constrained and in order to retain the parking space the parking bay could be amended to allow vehicles to straddle the footpath (refer to figure 1 and 2).

This proposal would still allow for a usable but reduced footpath and is considered acceptable given the low pedestrian volumes using the dead-end of Wells Avenue.

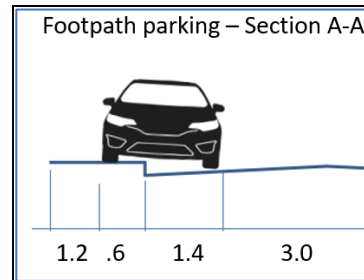


Figure 1 – Footpath parking dimensions



Figure 2 – Site location and indicative location of marked bay

PUBLIC CONSULTATION

Consultation was carried out in December 2023 notifying both affected residences of the proposed parking changes. Two responses from property No. 15 Wells Avenue were received saying that the changes will make no difference and that they would prefer 'No Parking' restrictions. Notwithstanding, as the proposal will incur no loss of parking with the proposed changes it is recommended at this time to relocate the existing marked parking bay as proposed.

CONCLUSION

Council is proposing to relocate the existing marked parking bay to straddle the footpath at this location in order to allow parking at this location whilst retaining adequate travel lane width for vehicles and adequate footpath width for pedestrians.

FINANCIAL IMPLICATIONS

The costs of relocation of the parking bay as recommended can be funded within Council's signs and line marking budget.

ATTACHMENTS

Nil.