

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 7 AUGUST 2018

10.00am

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

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Nil at time of printing.

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Nil at the time of printing.

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**Minutes of Local Traffic Committee Meeting
Held at Council Chambers, Petersham Service Centre on 3 July 2018**

Meeting commenced at 10.07am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

COMMITTEE REPRESENTATIVES PRESENT

Clr Julie Passas	Chair, Deputy Mayor – Ashfield Ward (Chair)
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Mr Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Sgt John Micallef	NSW Police – Burwood and Campsie
A/Sgt Charles Buttrose	NSW Police – Glebe
Mr Daryl Ninham	Roads and Maritime Services

COUNCILLORS AND OFFICERS IN ATTENDANCE

Sgt Trudy Crowther	Burwood Police
SC Germaine Grant	Burwood Police
SC Sam Tohme	NSW Police – Burwood and Campsie
Mr Colin Jones	Inner West Bicycle Coalition
Clr Marghanita Da Cruz	Leichhardt Ward
Mr John Stephens	IWC's Traffic and Transport Services Manager
Mr George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Ms Felicia Lau	IWC's Engineer – Traffic and Parking Services
Mr Boris Muha	IWC's Engineer – Traffic and Parking Services
Mr David Yu	IWC's Engineer – Traffic and Parking Services
Ms Jenny Adams	IWC's Engineer – Traffic and Parking Services
Ms Mary Bailey	IWC's Parking Planner
Ms Christina Ip	IWC's Business Administration Officer

VISITORS

Mr Garth Roche	Item 2
Mr Tim Johansson	Item 3
Ms Beverley Prunster	Item 12
Mr Russell Steel	Item 13
Ms Judith Martin	Item 13
Mr Bill Woodhead	Item 22
Mr Dorian Zerial	Item 22
Mr Victor Storm	Item 25

APOLOGIES:

Ms Jenny Leong MP	Member for Newtown
Ms Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Mr Wal Petschler	IWC's Group Manager, Roads, Traffic and Stormwater

DISCLOSURES OF INTERESTS: Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee Meeting held on Tuesday, 5 June 2018 were confirmed and are awaiting adoption at Council's Extra-Ordinary meeting to be held on Tuesday, 3 July 2018.

LTC0718 Item 1 Palmer Street and Donnelly Street, Balmain - Installation of Dividing (barrier) Lines (Balmain Ward / Balmain Electorate / Leichhardt LAC)**SUMMARY**

Concerns have been raised from several motorists regarding vehicles travelling on the wrong side of the street when approaching the intersection of Donnelly/Palmer/Booth Streets, and traveling eastbound from Palmer Street into Donnelly Street and westbound from Donnelly Street into Palmer Street.

Officer's Recommendation**THAT:**

1. 5m BB dividing (barrier) lines, including raised reflective pavement markers (RRPM) be provided on Palmer Street, west of Booth Street; and
2. 10m BB dividing (barrier) lines, including raised reflective pavement markers (RRPM) be provided on Donnelly Street, east of Booth Street.

DISCUSSION

The RMS representative questioned the need for the 'Give Way' signage and road markings on Donnelly Street with a priority through Booth Street. Council Officers advised that the 'Give Way' has been there for some time and was installed due to sight distance issues and speeding through the intersection. The RMS representative stated that RMS supports the proposal; however, it was suggested that the 'Give Way' could potentially be removed and the proposed barrier lines on Donnelly Street could continue around the corner and meet with the proposed barrier lines on Palmer Street. Council Officers indicated that they would consider this suggestion in discussion with RMS.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. 5m BB dividing (barrier) lines, including raised reflective pavement markers (RRPM) be provided on Palmer Street, west of Booth Street; and
2. 10m BB dividing (barrier) lines, including raised reflective pavement markers (RRPM) be provided on Donnelly Street, east of Booth Street.

For motion: Unanimous

LTC0718 Item 2 Beattie Street and Mullens Street, Balmain - Proposed Raised Pedestrian (Zebra) Crossing**SUMMARY**

Council has received concerns from a number of residents regarding pedestrian safety when crossing Mullens Street, near the intersection Beattie Street, Balmain. A public meeting was held with concerned residents on 11th April 2018 to discuss the matter with a Mayoral Minute considered at 24th April 2018 Council meeting.

Officer's Recommendation**THAT:**

- 1. A proposed raised pedestrian (zebra) crossing in Mullens Street, Balmain (south of Beattie Street) be supported in principle and a detailed design be prepared, and affected residents be consulted; and**
- 2. A further report, including the detailed design be brought back to the Traffic Committee for consideration.**

DISCUSSION

Public speaker: Mr Garth Roche, resident of Mullens Street, attended at 10.11am

Mr Roche made the following comments:

- He is supportive of the proposed crossing; however, he questioned the relocation of the bus stop and the subsequent loss of 3 parking spaces from the front of his property.
- His property and neighbouring properties on Mullens Street are reliant on the 3 existing parking spaces proposed for removal as these properties do not have off-street parking.
- Parking is constrained in the area as the section of Mullens Street between Beattie Street and Roseberry Street is unrestricted and parking spaces are often utilised by commuters who catch the bus to work. This section of Mullens Street should be considered for a Residential Parking Scheme if the proposal to relocate the bus stop and remove 3 parking spaces is approved.
- Residents have received notification of a proposal for a dedicated car share parking space on Mullens Street. If this proposal for car sharing is supported, it would impact further on the parking situation in the street.

(Mr Roche left at 10.21am)

Council Officers tabled results of speed counts taken in Mullens Street that were requested by RMS, and further information on public consultation undertaken for the proposed changes in the street (Attachment 1).

The representative for the Member for Balmain stated that the pedestrian crossing is proposed to be installed some distance from the pedestrian desire line at the roundabout. Council Officers advised that the hotel on the corner of Beattie Street and Mullens Street has a number of support columns that would obstruct pedestrian sightlines if a pedestrian crossing was to be installed at the roundabout.

Clr Da Cruz raised concerns with the lack of pedestrian refuges at the roundabout. The representative for the Member for Balmain stated that he would support a pedestrian refuge on the splitter island. Council Officers advised that refuge islands at the roundabout have

been investigated in the past and it was found that there is insufficient space for a refuge due to the narrow width of Mullens Street and the need to meet minimum bus lane widths to accommodate bus routes that operate in the street.

Clr Da Cruz requested an additional recommendation be included for the consideration of a Residential Parking Scheme in response to Mr Roche's concerns.

The Committee members agreed with the Officer's recommendation with the addition of a recommendation to consider a Residential Parking Scheme for Mullens Street.

COMMITTEE RECOMMENDATION

THAT:

1. **A proposed raised pedestrian (zebra) crossing in Mullens Street, Balmain (south of Beattie Street) be supported in principle and a detailed design be prepared, and affected residents be consulted;**
 -
2. **A Residential Parking Scheme in Mullens Street, Balmain (between Beattie Street and Roseberry Street) be investigated; and**
 -
3. **A further report, including the detailed design be brought back to the Traffic Committee for consideration.**

For motion: Unanimous

LTC0718 Item 3 Smith Street at Mansfield Street, Rozelle - Proposed Garden Beds (Balmain Ward / Balmain Electorate / Leichhardt LAC)

SUMMARY

Council has received concerns regarding vehicles causing building damage to No. 31 Mansfield Street, Rozelle whilst manoeuvring near the corner of Mansfield Street and Smith Street. This has raised concerns for both the structural integrity of the building and pedestrian safety.

Officer's Recommendation

THAT:

1. **The proposed garden beds at the intersection of Smith Street and Mansfield Street, Rozelle be supported, as detailed in Attachment 1;**
2. **That this project be listed for consideration in a forward works program; and**
3. **Prior to construction of any physical device, an interim treatment of a painted island and road flaps are provided in lieu of the garden beds.**

DISCUSSION

Public speaker: Mr Tim Johansson, owner of 31 Mansfield Street, attended at 10.26am.

Mr Johansson stated that he supports the recommendation and commented that:

- In the two years he has resided in No. 31 Mansfield Street, the property has been struck numerous times by light industrial vehicles that stop or park at the 'No

Stopping' zone on the corner of the street.

- The road cambers at the corner and drivers of industrial vehicles often do not realise this when navigating the corner and cause damage to the balcony support columns, the floor of the balcony, guttering and downpipes.
- There are significant repair costs associated with restoring the property to the original heritage condition when it is damaged.
- The balcony is used as an extension of the property's living area which is on the first floor of the property and he has concerns for the safety of his family if vehicles can potentially continue to cause structural damage to the balcony.
- He is also concerned for the safety of pedestrians who walk along the public footpath under the balcony.

(Mr Johansson left at 10.33am)

Clr Da Cruz noted that there are two drains at the corner of Mansfield Street and Smith Street and requested that water sensitive design be built into the proposed garden beds to ensure the garden beds retain water. Council Officers will pass this request to Council's Design team for consideration.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. The proposed garden beds (incorporating consideration of water sensitive design) at the intersection of Smith Street and Mansfield Street, Rozelle be supported;**
- 2. That this project be listed for consideration in a forward works program; and**
- 3. Prior to construction of any physical device, an interim treatment of a painted island and road flaps are provided in lieu of the garden beds.**

For motion: Unanimous

LTC0718 Item 4 Emma Street and Hill Street, Leichhardt - Proposed Intersection Treatment (Leichhardt Ward / Balmain Electorate / Leichhardt LAC)

SUMMARY

Council has received concerns regarding vehicles causing building damage to No. 42 Emma Street, Leichhardt whilst manoeuvring near the corner of Emma Street and Hill Street, Leichhardt. This has raised concerns for both the structural integrity of the building and pedestrian safety.

Officer's Recommendation

THAT:

- 1. The proposed garden bed/kerb extension at the intersection of Emma Street and Hill Street, Leichhardt be supported, as detailed in Attachment 1;**
- 2. That this project be listed for consideration in a forward works program; and**

3. Prior to construction of any physical device, an interim treatment of a painted island and road flaps are provided in lieu of the garden bed/kerb extension.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed garden bed/kerb extension at the intersection of Emma Street and Hill Street, Leichhardt be supported;
2. That this project be listed for consideration in a forward works program; and
3. Prior to construction of any physical device, an interim treatment of a painted island and road flaps are provided in lieu of the garden bed/kerb extension.

For motion: Unanimous

LTC0718 Item 5 Proposed Temporary Road Closure to Hold Bay Run Event on Sunday, 5 August 2018. (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

The Bay Run Committee has requested approval by the Local Traffic Committee and Council to conduct the annual Bay Run event (its sixteenth year) on Sunday, 5 August 2018.

The Bay Run follows the shore line of Iron Cove and is approximately 7km in length. The shared path on the Iron Cove Bridge will form part of the Bay Run.

This event will be held between 6.00am to 11.00am on 5 August 2018. The race participation includes approximately:

- 1600 runners
- 150 walkers
- 100 runners with dogs
- 600 children (2km)

Officer's Recommendation

THAT:

1. The proposed temporary closure of Maliyawul Street, Lilyfield, north of Le Montage Function Centre on Sunday, 5th August 2018 between 6.00am to 11.00am be supported, subject to the TMP and TCP being approved by RMS;
2. The applicant be advised to contact the Office of Environment and Heritage (OEH) to seek approval for the proposed temporary closure of Waterfront Drive, between Central Avenue and Military Drive for the event (within Callan Park, Lilyfield);

3. The applicant be requested to implement the RMS approved Traffic Management Plan (TMP) and Traffic Control Plan (TCP) related to the temporary closure of Maliyawul Street and Waterfront Drive, Lilyfield at its own cost;
4. The applicant be requested to arrange a letter box drop to nearby properties, Le Montage, Leichhardt Park and Aquatic Centre, Leichhardt Rowing Club and Balmain Soccer Club (Callan Park) two weeks prior to the event;
5. The event organiser be requested to produce a current Public Liability Insurance Policy with Inner West Council being included as an Interested Party; and
6. Council's Parks Engagement Officer be advised of the Committee's recommendation.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed temporary closure of Maliyawul Street, Lilyfield, north of Le Montage Function Centre on Sunday, 5th August 2018 between 6.00am to 11.00am be supported, subject to the TMP and TCP being approved by RMS;
2. The applicant be advised to contact the Office of Environment and Heritage (OEH) to seek approval for the proposed temporary closure of Waterfront Drive, between Central Avenue and Military Drive for the event (within Callan Park, Lilyfield);
3. The applicant be requested to implement the RMS approved Traffic Management Plan (TMP) and Traffic Control Plan (TCP) related to the temporary closure of Maliyawul Street and Waterfront Drive, Lilyfield at its own cost;
4. The applicant be requested to arrange a letter box drop to nearby properties, Le Montage, Leichhardt Park and Aquatic Centre, Leichhardt Rowing Club and Balmain Soccer Club (Callan Park) two weeks prior to the event;
5. The event organiser be requested to produce a current Public Liability Insurance Policy with Inner West Council being included as an Interested Party; and
6. Council's Parks Engagement Officer be advised of the Committee's recommendation.

For motion: Unanimous

**LTC0718 Item 6 Smith Street, Annandale - Proposed Temporary Road Closure for 2018
Footprints ECO Festival on Sunday 26 August 2018 (Balmain
Ward/Balmain Electorate/Leichhardt Ward LAC)**

SUMMARY

The Footprints Eco Festival is an event run by Inner West Council with a focus on environmental sustainability of the local community. The event will focus on delivering information to participants on a variety of environmental topics via talks, workshops and information, and market stalls.

The event will be held at Whites Creek Valley Park in Annandale on Sunday, 26 August 2018 between 11:00am and 3:00pm. As part of the event, a TMP and TCP has been submitted for proposed temporary road closures to the road network frontage of the park, between Wisdom Street and Piper Street from 4:00am to 6:00pm on Sunday, 26 August 2018.

Officer's Recommendation

THAT:

1. The TMP and TCP (Attachment 1) for the temporary road closures from 4:00am to 6:00pm on Sunday, 26 August 2018 be supported. The road sections to be closed are:
 - Smith Street, between Piper Street and Gillies Street;
 - Gillies Street, west of Young Street;
 - Gillies Lane, between Gillies Street and Wisdom Street;
 - Wisdom Street, west of Gillies Lane;
2. All residents and businesses in and around the affected areas will be notified in advance (at least two weeks prior to the event) of the temporary internal road closures;
3. A four (4) metre unencumbered passage be available for emergency vehicles through all the closed section of internal roads at all times;
4. All advertising of the event encourage the use of Public Transport;
5. Those additional public transport services, if necessary, be organised in coordination with the STA;
6. All reasonable directions of Police be obeyed if such directions are given;
7. All barricades and signage provision are to be in accordance with Australian Standard AS1742.3-1996: Traffic Control Devices for Works on Roads;
8. All traffic controllers must hold RMS certification;
9. The local area Fire & Rescue NSW station be notified of the event details;
10. Council's Manager Resource Recovery Services must be notified of the clean-up arrangements; and
11. The conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by

the Protection of Environment Operations Act, 1997.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The TMP and TCP for the temporary road closures from 4:00am to 6:00pm on Sunday, 26 August 2018 be supported. The road sections to be closed are:
 - Smith Street, between Piper Street and Gillies Street;
 - Gillies Street, west of Young Street;
 - Gillies Lane, between Gillies Street and Wisdom Street;
 - Wisdom Street, west of Gillies Lane;
2. All residents and businesses in and around the affected areas will be notified in advance (at least two weeks prior to the event) of the temporary internal road closures;
3. A four (4) metre unencumbered passage be available for emergency vehicles through all the closed section of internal roads at all times;
4. All advertising of the event encourage the use of Public Transport;
5. Those additional public transport services, if necessary, be organised in coordination with the STA;
6. All reasonable directions of Police be obeyed if such directions are given;
7. All barricades and signage provision are to be in accordance with Australian Standard AS1742.3-1996: Traffic Control Devices for Works on Roads;
8. All traffic controllers must hold RMS certification;
9. The local area Fire & Rescue NSW station be notified of the event details;
10. Council's Manager Resource Recovery Services must be notified of the clean-up arrangements; and
11. The conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Protection of Environment Operations Act, 1997.

For motion: Unanimous

LTC0718 Item 7 Marrickville Road, Marrickville – Temporary full Road Closures for Dulwich Hill Village Fair on Sunday 16 SEPTEMBER 2018 (ASHFIELD WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)

SUMMARY

'Dulwich Hill Village Fair' is an annual event and this year it will be held on Sunday 16 September 2018. As per previous years the event will necessitate the temporary full road

closure of Marrickville Road (between New Canterbury Road and Durham Street), Seaview Street (between Marrickville Road and property no. 24 Seaview Street), Caves Lane, the Seaview Street car park (car park adjacent to Caves Lane), the Loftus Street car park and Durham Lane, Dulwich Hill (between Durham Street and Loftus Street car park).

Officer's Recommendation

THAT the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), Seaview Street (between Marrickville Road and property No. 24 Seaview Street), Caves Lane, the Seaview Street car park (car park adjacent to Caves Lane), the Loftus Street car park and Durham Lane, Dulwich Hill (between Durham Street and Loftus Street car park), on Sunday 16 September 2018 between 3:00am and 8:00pm, for the holding of the annual 'Dulwich Hill Village Fair' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:

- a. The temporary road closures be advertised in the local newspaper providing 28 days' notice for submissions;**
- b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre.**
- c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;**
- d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;**
- e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - i.e. by Saturday 15 September 2018;**
- f. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;**
- g. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event; and**
- h. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.**

DISCUSSION

The RMS representative noted that the report for this item does not include alternate routes from New Canterbury Road to divert traffic and bus routes around the closure of Marrickville Road, and does not include details about prior notification of alternate routes for traffic. The representative advised that these details can be submitted through the TMP for RMS consideration. Council Officers will relay this advice to the applicant.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), Seaview Street (between Marrickville Road and property No. 24 Seaview Street), Caves Lane, the Seaview Street car park (car park adjacent to Caves Lane), the Loftus Street car park and Durham Lane, Dulwich Hill (between Durham Street and Loftus Street car park), on Sunday 16 September 2018 between 3:00am and 8:00pm, for the holding of the annual 'Dulwich Hill Village Fair' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:

- a. The temporary road closures be advertised in the local newspaper providing 28 days' notice for submissions;**
- b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre; including an alternate route be shown in the TMP for traffic and bikes.**
- c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;**
- d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;**
- e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - i.e. by Saturday 15 September 2018;**
- f. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;**
- g. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event; and**
- h. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.**

For motion: Unanimous

LTC0718 Item 8 Marrickville Road, Marrickville – Temporary Full Road Closures For Marrickville Festival On Sunday 21 October 2018 (MARRICKVILLE WARD/SUMMER HILL ELECTORATE/MARRICKVILLE LAC)

SUMMARY

'Marrickville Festival' is an annual event and this year it will be held on Sunday 21 October 2018. As per previous years the event will necessitate the temporary full road closure of

Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Travellion Plaza and the Calvert Street car park in Marrickville. Short sections of Silver Street, Garners Avenue, Gladstone Street and Frampton Avenue where these streets intersect Marrickville Road will also be closed.

Officer's Recommendation**THAT:**

1. The proposed temporary full road closure of Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Trevallion Plaza, the Calvert Street car park and short sections of Silver Street, Garners Avenue, Gladstone Street, Calvert Street and Frampton Avenue where these streets intersect Marrickville Road, Marrickville, from 11:00pm on Saturday 20 October 2018 to 12:00am on Monday 22 October 2018, for the holding of the annual 'Marrickville Festival' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:
 - a. The temporary road closures be advertised in the local newspaper providing 28 days' notice for submissions;
 - b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre;
 - c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;
 - d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;
 - e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - Saturday 20 October 2018;
 - f. 'No Parking – Special Event' signs be affixed both sides of Petersham Road, Marrickville (between Illawarra Road and Marrickville Road) on the afternoon of the day prior to the event - Saturday 20 October 2018;
 - g. Traffic Controllers be located on Petersham Road to assist with the movement of the buses;
 - h. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;
 - i. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event;
 - j. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads; and

2. The existing Alcohol-Free Zone in the vicinity of Marrickville Road be suspended on Sunday 21 October 2018 for the purpose of holding this year's 'Marrickville Festival'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed temporary full road closure of Marrickville Road (between Petersham Road and Victoria Road), Illawarra Road (between Sydenham Road and Petersham Road), Alex Trevallion Plaza, the Calvert Street car park and short sections of Silver Street, Garners Avenue, Gladstone Street, Calvert Street and Frampton Avenue where these streets intersect Marrickville Road, Marrickville, from 11:00pm on Saturday 20 October 2018 to 12:00am on Monday 22 October 2018, for the holding of the annual 'Marrickville Festival' (Class 2 event under the RMS Special Events Guide), be APPROVED subject to the following conditions:
 - a. The temporary road closures be advertised in the local newspaper providing 28 days' notice for submissions;
 - b. A Traffic Management Plan (TMP) be submitted to the Roads and Maritime Services for consideration and approval; and a Road Occupancy License application be submitted to the Transport Management Centre;
 - c. Notice of the proposed event be forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;
 - d. Advance notification signs for the event be strategically installed at least two (2) weeks prior to the event;
 - e. 'No Parking – Special Event' signs be affixed over all existing parking restriction signage within the area of the festival, on the afternoon of the day prior to the event - Saturday 20 October 2018;
 - f. 'No Parking – Special Event' signs be affixed both sides of Petersham Road, Marrickville (between Illawarra Road and Marrickville Road) on the afternoon of the day prior to the event - Saturday 20 October 2018;
 - g. Traffic Controllers be located on Petersham Road to assist with the movement of the buses;
 - h. A 4-metre wide emergency vehicle access must be maintained through the 'closed' road area during the course of the festival;
 - i. All affected residents and businesses in the closed road area be notified in writing through a letter box drop of surrounding properties at least two (2) weeks prior to event;
 - j. Adequate vehicular traffic control shall be provided for the protection and

convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads; and

2. The existing Alcohol-Free Zone in the vicinity of Marrickville Road be suspended on Sunday 21 October 2018 for the purpose of holding this year's 'Marrickville Festival'.

For motion: Unanimous

LTC0718 Item 9 Pearl Lane, Newtown – Proposed Statutory 'No Stopping' Restrictions South of Holmwood Street (Stanmore Ward/ Newtown Electorate / Marrickville LAC)

SUMMARY

A resident of Pearl Street, Newtown has raised concerns regarding vehicles being parked opposite to their garage in Pearl Lane, restricting access to their off-street parking facility. It should also be noted that the area opposite the garage access is also located with the statutory 10m 'No Stopping' zone from an intersection.

It is recommended that the installation of 'No Stopping' restrictions on the eastern side of Pearl Lane for the statutory distance of 10 metres south of its junction with Holmwood Street be approved, to improve vehicular access into off-street parking spaces.

Officer's Recommendation

THAT:

1. The installation of 'No Stopping' restrictions on the eastern side of Pearl Lane for the statutory distance of 10 metres south of its junction with Holmwood Street, Newtown, be **APPROVED**, to improve vehicular access into off-street parking spaces; and
2. The applicant be advised in terms of this report.

DISCUSSION

The representative for the Member for Heffron advised that this item is within the Newtown Electorate, not the Heffron Electorate as stated in the agenda.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of 'No Stopping' restrictions on the eastern side of Pearl Lane for the statutory distance of 10 metres south of its junction with Holmwood Street, Newtown, be **APPROVED**, to improve vehicular access into off-street parking spaces; and
2. The applicant be advised in terms of this report.

For motion: Unanimous

LTC0718 Item 10 Applebee Street, St Peters - Temporary Road Closure to Carry Out Sewer Works. (Marrickville Ward/ Heffron Electorate/Newtown LAC)

SUMMARY

An application has been received from GJ Building and Contracting for the temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street) St Peters periodically between (9:00pm to 5:00am) from Hutchinson Street to Short Street and/or (7:00am to 5:30pm) from Short Street to Lackey Street for a period of two weeks from 30/7/2018 till 16/8/2018 with a further two weeks of contingency from 17/8/2018 till 31/8/2018 in order to carryout sewer works on Applebee Street, St Peters. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street) St Peters periodically between (9:00pm to 5:00am) from Hutchinson Street to Short Street and/or (7:00am to 5:30pm) from Short Street to Lackey Street for a period of two weeks from 30/7/2018 till 16/8/2018 with a further two weeks of contingency from 17/8/2018 till 31/8/2018 in order to carryout sewer works on Applebee Street, St Peters, subject to the following conditions:

- a) A fee of \$1,540.60 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;**
- b) The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;**
- c) A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
- d) A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;**
- e) A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;**
- f) Notice of the proposed closure be forwarded by the applicant to the NSW Police, the NSW Fire Brigades and the NSW Ambulance Services;**
- g) Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;**
- h) All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;**
- i) Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;**
- j) Adequate vehicular traffic control shall be provided for the protection and**

convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;

- k) The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
- l) The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
- m) Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
- n) The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
- o) All work is to be carried out in accordance with Work Cover requirements; and
- p) The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

DISCUSSION

The representative for the Member for Heffron submitted the following statement:

"The Member for Heffron recognises the importance of the sewer work on Applebee Street, St Peters but is concerned about the impact of the work on a local community already seriously impacted by the WestConnex project work around the St Peters Triangle.

The proposed works centred on Applebee has the potential to extend for up to 4 weeks from 30 July with closures and controlled access 9-5pm.

He is requesting that every effort be made to minimise the disruption to the local business and residential communities who coexist in the triangle and rely on that access to both live and work.

Notification of residences and local businesses should be a high priority and requests that Council make every effort to respond quickly to complaints and ensure that all guidelines are followed in the implementation of the work."

The Committee members agreed to amend the recommendation to state that all affected residents and businesses be notified in writing of the proposed temporary road closure at least 28 days in advance of the closure (part h of the recommendation).

ADDENDUM

Following the meeting, Council officers received a number of concerns raised by residents relating largely to the proposal for the road closure of Applebee Street, between Lackey Street and Hutchinson Street, between the hours of 9.00pm and 5.00am; in particular relating to the noise that would be generated throughout the night and the impact on the nearby

residential properties. It was considered that the road closure could reasonably be limited to a 6.00pm commencement through to 11.00pm, with works being ceased by 10.00pm.

This would likely extend the duration of this element of the works; however, there is considered to be sufficient contingency within the 4 week period being sought by the applicant.

Subsequently, the proposed amended hours of operation was emailed to the Committee members and was supported by both the Police and RMS representatives via email.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street) St Peters periodically between (6:00pm to 11:00pm) from Hutchinson Street to Short Street and/or (7:00am to 5:30pm) from short Street to Lackey Street for a period of two weeks from 30/7/2018 till 16/8/2018 with a further two weeks of contingency from 17/8/2018 till 31/8/2018 in order to carryout sewer works on Applebee Street, St Peters, subject to the following conditions:

- a) A fee of \$1,540.60 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;**
- b) The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;**
- c) A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
- d) A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;**
- e) A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;**
- f) Notice of the proposed closure be forwarded by the applicant to the NSW Police, the NSW Fire Brigades and the NSW Ambulance Services;**
- g) Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;**
- h) All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 28 days in advance of the closure with the applicant making reasonable provision for residents;**
- i) Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;**
- j) Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;**
- k) The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the**

Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;

- l) The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
- m) Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
- n) The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
- o) All work is to be carried out in accordance with Work Cover requirements; and
- p) The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

For motion: Unanimous

LTC0718 Item 11 Lackey Street and Smith Street, Summer Hill - Temporary Road Closures For the Annual 'Summer Hill Neighbourhood Festa' on Sunday 7 October 2018. (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

In accordance to a Section S68 Development Application 10.2018.93, Council seeks the support of the Committee for the temporary road closures of Lackey Street and Smith Street, Summer Hill for the annual 'Summer Hill Neighbourhood Feast' festival on Sunday 7 October 2018, as recommended below.

Officer's Recommendation

THAT the road closure application for the 'Summer Hill Neighborhood Feast' on the Sunday 7 October 2018 be supported, subject to the following conditions:

- a) The road closure be restricted to occur from 6.00am and 6.00pm in Lackey Street (between Carlton Crescent and Smith Street), and Smith Street (between Hardie Avenue and Nowrairie Street);
- b) Hardie Avenue, between Smith Street and Lackey Street be closed at Lackey Street, to allow access only to the Summer Hill carpark;
- c) A Traffic Management Plan (TMP) is submitted to and approved by RMS and an application for a Roads Occupancy License be forwarded to and approved by the Transport Management Centre;
- d) Notice of the proposed event is forwarded to the emergency services, i.e. NSW Police, Fire and Rescue NSW and NSW Ambulance Services;
- e) A 4 metre wide emergency service access must be maintained through the closed road areas during the course of the event;
- f) Council through its 'Events Management' will notify/consult with all affected residents and/or businesses in the area, and conduct a letter-box/leaflet drop

notifying the local community of the road closure event at least two (2) weeks prior to the event;

- g) The temporary road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
- h) Advance notification signs for the event are strategically installed at least one (1) week prior to the event; and
- i) Adequate Vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specifically designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3- Traffic Control Devices for works on roads.

DISCUSSION

Clr Passas stated that business owners in Lackey Street have commented that the proposed conclusion of the road closure at 6.00pm is too late and would impact businesses that operate in the evenings. The business owners wish to have the road closures conclude by 5.00pm.

Council Officers will forward the business owners' request to the Event Manager to see if the road could be re-opened earlier.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the road closure application for the 'Summer Hill Neighborhood Feast' on the Sunday 7 October 2018 be supported, subject to the following conditions:

- a) The road closure be restricted to occur from 6.00am and 6.00pm in Lackey Street (between Carlton Crescent and Smith Street), and Smith Street (between Hardie Avenue and Nowrairie Street);
- b) Hardie Avenue, between Smith Street and Lackey Street be closed at Lackey Street, to allow access only to the Summer Hill carpark;
- c) A Traffic Management Plan (TMP) is submitted to and approved by RMS and an application for a Roads Occupancy License be forwarded to and approved by the Transport Management Centre;
- d) Notice of the proposed event is forwarded to the emergency services, i.e. NSW Police, Fire and Rescue NSW and NSW Ambulance Services;
- e) A 4 metre wide emergency service access must be maintained through the closed road areas during the course of the event;
- f) Council through its 'Events Management' will notify/consult with all affected residents and/or businesses in the area, and conduct a letter-box/leaflet drop notifying the local community of the road closure event at least two (2) weeks prior to the event;

- g) The temporary road closure be advertised in the local newspaper providing 28 days' notice for submissions, in accordance with the Roads Act;
- h) Advance notification signs for the event are strategically installed at least one (1) week prior to the event; and
- i) Adequate Vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specifically designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3- Traffic Control Devices for works on roads.

For motion: Unanimous

LTC0718 Item 12 Chapman Lane (rear of Nos. 127 to 133 Annandale Street), Annandale - Proposed Extension of "No Parking" zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received concerns regarding parking obstructing access to off-street parking in Chapman Lane (rear of Nos.127 to 133 Annandale Street), Annandale

Officer's Recommendation

THAT:

- 1. A 7.2m 'No Parking' zone be installed on the eastern side of Chapman Lane (opposite the rear of No.127 Annandale Street); and**
- 2. A 10.8m 'No Parking' zone be installed on the eastern side of Chapman Lane (opposite the rear of No.133 Annandale Street).**

DISCUSSION

Public speakers: Ms Beverley Prunster, resident of Johnston Street, attended at 10.28am

Ms Prunster objected to the proposed 'No Parking' zone on the eastern side of Chapman Lane that would remove the parking space adjacent to her garage that faces the lane and made the following comments:

- The section of Chapman Lane directly outside her garage does not obstruct any entrances to garages on the opposite side of the lane.
- Has owned her property since 1993 and has not received any complaints about using the parking space adjacent to her garage.
- Photos of Chapman Lane were tabled which showed a vehicle parked across the driveway of 133 Annandale Street and blocking access to her garage on the opposite side of Chapman Lane.
- If the parking is removed from Chapman Lane, tradespeople will not be able to legally park to access properties from the lane and residents will not be able to park in the lane to wash their cars.
- Her mother has a mobility parking permit and when parking is not available in Johnston Street, she is currently allowed to park in the lane.

- There is less parking in Annandale Street and Johnston Street than there used to be. Annandale Lodge on Johnston Street converted their on-site parking to units and residents of those units occupy parking spaces in Johnston Street, Annandale Street and Chapman Lane.
- Requested that the parking space adjacent to the garage of 110 Johnston Street be retained or the residents of the property to be permitted to park in the proposed 'No Parking' zone if it is approved.

(Ms Prunster left at 10.33am)

The representative for the Member for Balmain, Cllr Da Cruz and Cllr Passas requested that Council Officers reconsider part 2 of the recommendation and retain and linemark a parking space if possible. Council Officers indicated that they will further investigate whether the parking space can be retained. However, it was advised that initial investigations found that there is only space to park a small vehicle and that larger vehicles parking in the space would impact on swept paths for residents accessing garages on the opposite side of Chapman Lane.

Cllr Da Cruz raised concerns with an ongoing issue with the availability of mobility parking spaces and resident parking in Johnston Street. As Johnston Street is a State road under the jurisdiction of RMS, Cllr Da Cruz was advised to discuss the matter with RMS.

COMMITTEE RECOMMENDATION

THAT:

1. A 7.2m 'No Parking' zone be installed on the eastern side of Chapman Lane (opposite the rear of No.127 Annandale Street); and
2. A 10.8m 'No Parking' zone be deferred for further consideration on the eastern side of Chapman Lane (opposite the rear of No.133 Annandale Street).

For motion: Unanimous

LTC0718 Item 13 Nelson Lane (Opp. Nos. 195 to 207A Nelson Street), Annandale - Extension of 'No Parking' zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)

SUMMARY

Council has received concerns regarding obstructed driveway access in Nelson Lane opposite the rear boundaries of Nos.195 to 207 Nelson Street, Annandale.

Officer's Recommendation

THAT the existing 'No Parking' zone on the eastern side of Nelson Lane, Annandale be extended northwards to include the 48m unrestricted parking area opposite the rear boundaries of Nos. 195 to 207A Nelson Street, Annandale.

DISCUSSION

Public speakers: Mr Russell Steel and Ms Judith Martin, residents of Nelson Street, attended at 10.35am

Mr Steel objected to the proposed 'No Parking' zone and stated that:

- He has three cars and he and his staff have difficulty finding parking in Nelson Street as the parking is often occupied by workers from the Harold Park development and commuters using public transport to travel to work. The proposal would make parking even more difficult.
- He has been trying to have a Resident Parking Scheme introduced in Nelson Street to ease parking for residents for years.
- If there was an RPS in Nelson Street, he still would not support the recommendation for a 'No Parking' zone in Nelson Lane.

Ms Martin stated she has a neutral position to the proposal in the lane but has a number of issues and stated that Council's response to the issues have been ad hoc. Ms Martin made the following comments:

- In response to complaints from residents who cannot access their garages because of parked vehicles obstructing access, Council's response has been to signpost 'No Parking' outside of the property. This removes parking from residents such as herself who do not have off-street parking which is not made up through the implementation of an RPS as residents who have off-street parking usually do not support an RPS in the street.
- The road on Nelson Lane is in poor condition and motorists often speed through the lane which is heavily used by cyclists and pedestrians. Council has plans to resheet Nelson Lane this year and she requested Council review and address all the issues in the street during reconstruction instead of installing ad hoc parking restrictions.

Council Officers advised that the former Leichhardt Council had investigated implementing an RPS in the street numerous times and parking occupancy studies have been taken in the area, including Nelson Street. However, there was not enough support from residents for a Resident Parking Scheme.

(Mr Steel and Ms Martin left at 10.51am)

Clr Da Cruz stated that Council should retain as much parking as possible in the lane. Council Officers advised that retaining parking has been considered; however, an onsite investigation showed that vehicles parked in the area proposed for the 'No Parking' zone do obstruct access to driveways in Nelson Lane.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 'No Parking' zone on the eastern side of Nelson Lane, Annandale be extended northwards to include the 48m unrestricted parking area opposite the rear boundaries of Nos. 195 to 207A Nelson Street, Annandale.

For motion: Unanimous

LTC0718 Item 14 Silver Lane - Proposed 'No Parking' Restrictions (Marrickville Ward/Electorate/Inner West LAC)

SUMMARY

Following representations from the community, it is proposed to install 'No Parking' in Silver Lane, Marrickville to ensure access to off street parking and vehicular thoroughfare. Public consultation has been carried out regarding the proposal.

Officer's Recommendation

THAT conversion of unrestricted parking to 'No Parking' in Silver Lane, Marrickville (eastern side) between existing 'No Stopping' at Marrickville Lane and existing 'No Parking' at the rear of property No.31 Gladstone Street be approved to allow for access to an off-street parking space.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT conversion of unrestricted parking to 'No Parking' in Silver Lane, Marrickville (eastern side) between existing 'No Stopping' at Marrickville Lane and existing 'No Parking' at the rear of property No.31 Gladstone Street be approved to allow for access to an off-street parking space.

For motion: Unanimous

**LTC0718 Item 15 Marian Lane, Enmore - Proposed 'No Parking' Restrictions
(Stanmore Ward/Newtown Electorate/Inner West LAC)**

SUMMARY

Following representation from a resident, Council is proposing to restrict parking in a section of Marian Lane, Enmore. All affected properties had been notified of the proposal and no objections have been received. Given the narrowness of the laneway and the difficulty experienced by the resident in accessing off street parking, it is recommended to proceed with the implementation of a section of 'No Parking' restriction in the laneway.

Officer's Recommendation

THAT the conversion of unrestricted parking to a 5m section of 'No Parking' restriction in Marian Lane at the rear of property No. 69 Marian Street (opposite the rear of No. 52 Metropolitan Road, Enmore) be supported to improve access into the property.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the conversion of unrestricted parking to a 5m section of 'No Parking' restriction in Marian Lane at the rear of property No. 69 Marian Street (opposite the rear of No. 52 Metropolitan Road, Enmore) be supported to improve access into the property.

For motion: Unanimous

**LTC0718 Item 16 Hopetoun Lane, Camperdown - Proposed 'No Parking' Restrictions
(Stanmore Ward/Newtown Electorate/Inner West LAC)**

SUMMARY

Following representation from a resident, Council is proposing to extend a section of 'No Parking' in Hopetoun Lane to allow for access to a property that is currently being obstructed by vehicles parking across the gate. There have been no objections received to the proposal through the consultation process.

Officer's Recommendation

THAT conversion of unrestricted parking to 'No Parking' in Hopetoun Lane between existing 'No Parking' at rear of property no. 49 Hopetoun Street to rear of property no. 45 Hopetoun Street be APPROVED to improve access into the property on the opposite side of the laneway.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT conversion of unrestricted parking to 'No Parking' in Hopetoun Lane between existing 'No Parking' at rear of property no. 49 Hopetoun Street to rear of property no. 45 Hopetoun Street be APPROVED to improve access into the property on the opposite side of the laneway.

For motion: Unanimous

**LTC0718 Item 17 McGill Street, Lewisham - Proposed 'No Stopping' Restrictions
(Stanmore Ward/Summer Hill Electorate/Inner West LAC)**

SUMMARY

Following community representations Council is proposing to implement a number of restrictions in McGill Street, Lewisham in order to improve safety and access in McGill Street.

Officer's Recommendation

THAT 10m statutory 'No Stopping' restriction in McGill Street at Old Canterbury Road (western side); and 10m statutory 'No Stopping' restriction in McGill Street at Hudson Street (both sides) be approved to improve safety and access to McGill Street, Lewisham.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT 10m statutory 'No Stopping' restriction in McGill Street at Old Canterbury Road (western side); and 10m statutory 'No Stopping' restriction in McGill Street at Hudson Street (both sides) be approved to improve safety and access to McGill Street, Lewisham.

For motion: Unanimous

LTC0718 Item 18 Watson Avenue, Croydon Park - Request for One Hour (1P) Parking

Restriction**SUMMARY**

Council is proposing to introduce a one hour parking limit on the western side of Watson Avenue, Croydon Park to the existing parking spaces in front of the shops at 2-4 Georges River Road, Croydon Park.

The following proposal addresses the need to have an appropriate turnover of parking for customers in order to assist the existing businesses in this section of Watson Avenue.

Officer's Recommendation**THAT:**

1. The installation of '1P, 8.30am-6.00pm M-F., 8.30am-12.30pm Sat.' in Watson Street, Croydon Park adjacent 2-4 Georges River Road be approved to facilitate a turn over parking for adjacent businesses; and
2. The installation of statutory 'No Stopping' sign on the north-western side of Watson Avenue, 10m south of Georges River Road, Croydon Park, be approved;

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. The installation of '1P, 8.30am-6.00pm M-F., 8.30am-12.30pm Sat.' in Watson Street, Croydon Park adjacent 2-4 Georges River Road be approved to facilitate a turn over parking for adjacent businesses; and
2. The installation of statutory 'No Stopping' sign on the north-western side of Watson Avenue, 10m south of Georges River Road, Croydon Park, be approved;

For motion: Unanimous

**LTC0718 Item 19 Nowranie Lane, Summer Hill - Proposed 'No Parking' Restrictions
(ASHFIELD WARD/ SUMMER HILL ELECTORATE/ ASHFIELD LAC)**

SUMMARY

Following community representations and site investigations it is proposed to introduce a section of 'No Parking' restrictions in Nowranie Lane, Summer Hill. Given the support for the proposal, it is recommended to proceed with the 'No Parking' restrictions in order to improve sight lines for turning motorists and increase safety by prohibiting motorists from parking within the specified zone in Nowranie Lane.

Officer's Recommendation

THAT the installation of full-time 'No Parking' restrictions (33 meters in length) on the western side of Nowranie Lane, between the rear of property no. 2A Nowranie Street (southern boundary), Summer Hill and the rear of property no. 10 Nowranie Street (northern boundary) Summer Hill, be APPROVED, in order to allow for vehicular access on the lane.

DISCUSSION

Clr Da Cruz asked about the scope of the consultation and was advised that affected residents in Smith Street, Carrington Street and Nowranie Street (from No.2 – No.12) were sent consultation letters.

Clr Da Cruz advised that she received a complaint from a resident within the consultation area who stated that they did not receive a consultation letter. The resident objects to the proposed 'No Parking' zone due to the removal of a parking space. Council Officers advised that a vehicle parked in the space proposed to be converted into 'No Parking' obstructs access to the garage of No.5 Carrington Street. It was also advised that there is a Resident Parking Scheme in Nowranie Street and any residents affected by the proposed loss of parking in Nowranie Lane can apply for a parking permit.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of full-time 'No Parking' restrictions (33 metres in length) on the western side of Nowranie Lane, between the rear of property No. 2A Nowranie Street (southern boundary), Summer Hill and the rear of property No. 10 Nowranie Street (northern boundary) Summer Hill, be APPROVED, in order to allow for vehicular access on the lane.

For motion: Unanimous

LTC0718 Item 20 Maida Street, Lilyfield - Proposed 'Motor Bike Only' Zone (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

Council has received concerns regarding blocked vehicular access to the driveway of No. 32 and No. 34 Maida Street, Lilyfield because of vehicles over-hanging the driveways, when parking against the short section of kerb between the driveways.

Officer's Recommendation

THAT 3m of 'Motor Bike Only' parking be installed on the eastern side of Maida Street between the driveways of Nos. 32 and 34 Maida Street, Lilyfield.

DISCUSSION

Clr Da Cruz asked whether there are road markings that could be installed to indicate that the parking space is specifically for motorbikes to prevent cars using the space. Council Officers advised that motorbike parking is typically only signposted; however, the proposed motorbike parking space can be monitored after implementation to ensure the space is not used by cars.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT 3m of 'Motor Bike Only' parking be installed on the eastern side of Maida Street between the driveways of Nos. 32 and 34 Maida Street, Lilyfield.

For motion: Unanimous

LTC0718 Item 21 Minor Traffic Facilities (All Wards / All Electorates / All LACs)**SUMMARY**

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

Officer's Recommendation

THAT:

- 1. A 20m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in front of Nos. 20-22 George Street, Marrickville for 6 months;**
- 2. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No. 14 Reserve Street, Annandale;**
- 3. A 9m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in front of No. 41 Fisher Street, Petersham for 6 months;**
- 4. A 5.5m 'Disabled Parking' zone is installed in Macquarie Terrace in front of No.8A Macquarie Terrace, Balmain;**
- 5. A 5.5 m 'Disabled Parking' zone is installed in Joseph Street on the side boundary of No.25 May Street, Lilyfield;**
- 6. A 6m 'Disabled Parking' zone be installed in front of property No. 1 Sloane Street, Newtown; and**
- 7. A 6m 'Disabled Parking' zone be installed in front of No. 25 Dock Road, Birchgrove (including provision of a kerb ramp).**

DISCUSSION

The representative for the Member for Summer Hill stated that the proposed 'Works Zone' in George Street, Marrickville will be across the road from an aged care facility and asked that Council ensure that access to the facility is not impacted by the 'Works Zone'. Council Officers advised that the proposed 'Works Zone' will not affect access to the aged care facility.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 20m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in front of Nos. 20-22 George Street, Marrickville for 6 months;
2. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No. 14 Reserve Street, Annandale;
3. A 9m 'Works Zone 7.00am - 5.30pm Mon-Sat' be installed in front of No. 41 Fisher Street, Petersham for 6 months;
4. A 5.5m 'Disabled Parking' zone is installed in Macquarie Terrace in front of No.8A Macquarie Terrace, Balmain;
5. A 5.5 m 'Disabled Parking' zone is installed in Joseph Street on the side boundary of No.25 May Street, Lilyfield;
6. A 6m 'Disabled Parking' zone be installed in front of property No. 1 Sloane Street, Newtown; and
7. A 6m 'Disabled Parking' zone be installed in front of No. 25 Dock Road, Birchgrove (including provision of a kerb ramp).

For motion: Unanimous

LTC0718 Item 22 Railway Avenue, Stanmore; Darley Road, Leichhardt , Lilyfield Road, Lilyfield and Frederick Street, Ashfield - 'No Parking 7am-7pm – Motor Vehicles under 4.5t GVM Excepted' (All Ward / All Electorates / All LACs)

SUMMARY

Council at its meeting held on 8 May 2018 considered an item on the regulation and enforcement of long term trailer parking. Council subsequently resolved to develop a signage strategy aimed at implementing 'No Parking 7AM-7PM – Motor Vehicles under 4.5t GVM Excepted' restrictions in certain problematic locations.

Officer's Recommendation**THAT:**

1. 'No Parking 7AM-7PM – Motor Vehicles under 4.5t GVM Excepted' restrictions be installed (replacing unrestricted parking spaces only) on the southern side of Railway Avenue between Liberty Street and approx. 50m west of Surrey Street, Stanmore;
2. 'No Parking 7AM-7PM – Motor Vehicles under 4.5t GVM Excepted' restrictions be installed (replacing unrestricted parking spaces only) on the southern side of Lilyfield Road between Denison Street and the Unnamed Laneway running parallel between Justin Street and Lamb Street, Lilyfield, subject to the outcome of the Lilyfield Road Separated Cycleway investigation;
3. A request for the implementation of 'No Parking 7AM-7PM – Motor Vehicles under 4.5t GVM Excepted' restrictions on the northern/western side of Darley Road, Leichhardt between Allen Street and Hubert Street (replacing unrestricted parking spaces only) be forwarded to RMS for approval; and

4. **It be noted that trailer parking on Frederick Street, Ashfield has ceased following enforcement of advertising trailers and no action is currently proposed.**

DISCUSSION

Public speakers: Mr Bill Woodhead and Mr Dorian Zerial attended at 10.35am

Mr Zerial expressed his support for the recommendation and stated that:

- He would like Council to ensure that when the proposed 'No Parking' zone is installed in Railway Avenue, that the owner of the trailers do not move their trailers into Rosevear Street.
- Parking is already difficult in Rosevear Street with trailers often parked in the street and residents from Salisbury Road, Durham Street and Douglas Street also parking their vehicles in the street.
- He would like Council to investigate long term trailer parking in Rosevear Street.

Mr Woodhead supports the proposed parking restrictions for Railway Avenue. He stated that the current proliferation of trailer parking would be incompatible with a bicycle lane that is proposed for Railway Avenue as the trailers would protrude into the bicycle lane and pose a safety issue for cyclists.

Clr Passas advised that Council is investigating options to resolve issues around long term trailer parking and that there is a Council Motion to source appropriate land where residents can pay a small fee to park boats and trailers long term with 24 hour access.

(Mr Woodhead and Mr Zerial left at 11.02am)

Council Officers advised that parking in the streets surrounding the proposed 'No Parking' zones can be reviewed six months after implementation to identify any overflow issues. Officers also advised that they had received support from five properties and objection from one property (by phone). The objection stated the railway line was the best place to park the trailers and this parking may relocate into residential areas.

The representative for the Inner West Bicycle Coalition stated that it is appropriate to undertake works to install parking restrictions on Lilyfield Road to address the current trailer parking issues rather than waiting for the outcome of the Lilyfield Road Separated Cycleway investigation. Council Officers advised that they will discuss this issue with the representative.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. **'No Parking 7AM-7PM – Motor Vehicles under 4.5t GVM Excepted' restrictions be installed (replacing unrestricted parking spaces only) on the southern side of Railway Avenue between Liberty Street and approx. 50m west of Surrey Street, Stanmore;**
2. **'No Parking 7AM-7PM – Motor Vehicles under 4.5t GVM Excepted' restrictions be installed (replacing unrestricted parking spaces only) on the southern side of Lilyfield Road between Denison Street and the Unnamed Laneway running**

parallel between Justin Street and Lamb Street, Lilyfield, subject to the outcome of the Lilyfield Road Separated Cycleway investigation;

3. A request for the implementation of 'No Parking 7AM-7PM – Motor Vehicles under 4.5t GVM Excepted' restrictions on the northern/western side of Darley Road, Leichhardt between Allen Street and Hubert Street (replacing unrestricted parking spaces only) be forwarded to RMS for approval; and
4. It be noted that trailer parking on Frederick Street, Ashfield has ceased following enforcement of advertising trailers and no action is currently proposed.
5. Parking in the surrounding streets be reviewed for any overflow trailer parking six months after the 'No Parking' signage is installed and be reported back to the Committee.

For motion: Unanimous

LTC0718 Item 23 Grosvenor Crescent, Summer Hill - Placement of 'No Stopping' Restrictions, Summer Hill. (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

Council Officers seek endorsement of 'No Stopping' restrictions installed on traffic safety grounds along the inside curve section of Grosvenor Crescent, Summer Hill from Carlton Crescent to west of the railway overbridge, Summer Hill.

Officer's Recommendation

THAT the installation of 'No Stopping' along the inside curve of Grosvenor Crescent, Summer Hill, from Carlton Crescent and past the railway overpass to (opposite) the western end of Cadigal Reserve, be endorsed.

DISCUSSION

Committee members asked whether there was an option to delineate the parking lane in Grosvenor Crescent by linemarking the lane. Council Officers indicated that it is not safe to park on the inside curve of Grosvenor Crescent which necessitates prohibiting parking along this section.

Committee members also asked about installing yellow lines along the gutter to indicate 'No Stopping' as an alternative to signposting. Council Officers advised that due to the dangerous nature of the curve, signposting the 'No Stopping' zone is more appropriate than marking the corner with yellow lines.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 'No Stopping' along the inside curve of Grosvenor Crescent, Summer Hill, from Carlton Crescent and past the railway overpass to (opposite) the western end of Cadigal Reserve, be endorsed.

For motion: Unanimous

LTC0718 Item 24 Ash Lane, Cove Street, Northcote Street and Wolseley Street, Haberfield-Resident Parking Scheme. (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)**SUMMARY**

In response to correspondence from a number of residents of Haberfield regarding parking in streets near the WestConnex construction site in Haberfield, Council has investigated the introduction of H1 Resident Parking Scheme (RPS) restrictions '2P 8.00am-6.00pm Mon-Fri., 8.00am-1.00pm Sat' in streets bounded and located north of Wattle Street, east of Parramatta Road and west of Ramsay Street, namely:

- Ash Lane, between Wolseley Street and Northcote Street;
- Cove Street, between Dobroyd Parade and Wolseley Street;
- Wolseley Street, between Parramatta Road and Ramsay Street; and
- Northcote Street, between Parramatta Road and Ramsay Street.

This report provides the result of the resident parking scheme investigation in Ash Lane, Cove Street, Wolseley Street and Northcote Street, with the recommendation as shown below.

Officer's Recommendation

THAT the proposed Resident Parking Scheme in Ash Lane, Cove Street, Northcote Street and Wolseley Street, Haberfield not be supported at the present time due to less than 50% support received from the consulted residents.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed Resident Parking Scheme in Ash Lane, Cove Street, Northcote Street and Wolseley Street, Haberfield not be supported at the present time due to less than 50% support received from the consulted residents.

For motion: Unanimous

LTC0718 Item 25 Walker Avenue, Allum Street, Alt Street, Denman Avenue, Bland Street and Yasmar Avenue, Haberfield - Resident Parking Scheme. (Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)**SUMMARY**

In response to correspondence from a number of residents of Haberfield regarding parking in streets near the WestConnex construction site in Haberfield, Council has investigated the introduction of H2 Resident Parking Scheme (RPS) restrictions limited '2P 8.00am-6.00pm Mon-Fri; 8.00am-1.00pm Sat' in streets bounded and located south of Wattle Street, east of Parramatta Road, west of Ramsay Street, and north of Yasmar Street (Yasmar Street inclusive). These streets are namely:

- Allum Street, between Walker Avenue and Alt Street;
- Alt Street, between Parramatta Road and Ramsay Street;

- Bland Street, Between Parramatta Road and Ramsay Street;
- Denman Avenue, between Alt Street and Yasmar Avenue;
- Walker Avenue, between Parramatta Road and Ramsay Street; and
- Yasmar Avenue, between Denman Avenue and House No.16 Yasmar Avenue.

This report provides the result of the resident parking scheme investigation in Allum Street, Alt Street, Bland Street, Denman Avenue, Walker Avenue and Yasmar Avenue, with the recommendation as shown below.

Officer's Recommendation

THAT the proposed Resident Parking Scheme in Allum Street, Alt Street, Bland Street, Denman Avenue, Walker Avenue and Yasmar Avenue, Haberfield not be supported at the present time due to less than 50% support received from the consulted residents.

DISCUSSION

Public speaker: Mr Victor Storm, resident of Bland Street, attended at 11.03am

Mr Storm stated that he supported the recommendation to not implement a Resident Parking Scheme in Bland Street and made the following comments:

- A Resident Parking Scheme would not address the parking issues which are caused by WestConnex workers utilising parking in the local streets.
- The Scheme that was proposed during consultation would have only impeded amenity for residents.
- Parking issues caused by the temporary parking of WestConnex workers should be managed with the project proponents and it was requested that Council support residents on this.

(Mr Storm left at 11.05am)

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed Resident Parking Scheme in Allum Street, Alt Street, Bland Street, Denman Avenue, Walker Avenue and Yasmar Avenue, Haberfield not be supported at the present time due to less than 50% support received from the consulted residents.

For motion: Unanimous

LTC0718 Item 26 Holbeach Avenue, Tempe – Temporary Full Road Closures for MS Sydney to the Gong Bike Ride on Sunday 4 November 2018 (Marrickville Ward/Heffron Electorate/Newtown LAC)

SUMMARY

Council has received an application (S68201800006) under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the

annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 4 November 2018. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River.

It is recommended that the comments of the Local Traffic Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

GENERAL BUSINESS

LTC0718 Item 27 Australian Air Force Cadets Annual Street Procession through Ashfield on Sunday 5 August 2018

An application has been made by Flight Lieutenant Les Nastevski of the Australian Air Force Cadets requesting the permission for a street procession to be held on Sunday 5 August 2018. The Australian Air Force Cadets, formerly the Air Training Corps, have over the last 60 years conducted its Annual Church parade on the first Sunday in August.

Previously, Council supported the Procession conducted over the past number of years and similar conditions are recommended below:

Officer's Recommendation

THAT:

The Street Procession to be held on Sunday 5 August 2018 be supported, subject to the following conditions:

- 1. The applicant make formal application to the NSW Police Service for its approval, and that the procession be conducted under the control of the NSW Police;**
- 2. The applicant arrange the appropriate and necessary notification to affected residents and shopkeepers in the area advising of the Procession; and**
- 3. Sydney Buses be requested to arrange to either hold back or divert bus services in the area.**

DISCUSSION

The NSW Police representative for Burwood and Campsie LAC stated that they are aware of

the event and have issued operational orders for it to be under police control.

FINANCIAL IMPLICATIONS

Nil.

COMMITTEE RECOMMENDATION

THAT:

The Street Procession to be held on Sunday 5 August 2018 be supported, subject to the following conditions:

- 1. The applicant make formal application to the NSW Police Service for its approval, and that the procession be conducted under the control of the NSW Police;**
- 2. The applicant arrange the appropriate and necessary notification to affected residents and shopkeepers in the area advising of the Procession; and**
- 3. Sydney Buses be requested to arrange to either hold back or divert bus services in the area.**

For motion: Unanimous

LTC0718 Item 28 Sydney Buses representation

The representative for the Member for Summer Hill enquired about LTC representation for Sydney Buses that was first raised in the May LTC meeting. Council Officers have asked the former representatives, who are now with Transit Systems, to provide contact details of the new representative. Council Officers have not received a response yet and will follow up on the matter.

LTC0718 Item 29 Proposed Bunnings Warehouse in Tempe

Clr Passas asked if there was an update for the proposed Bunnings Warehouse site in Tempe. Clr Passas stated that she received a call from a resident who is concerned that the proposed slip lane from Princes Highway will direct more traffic into residential streets. Council Officers and the RMS representative stated that they will follow up and advise the Committee on the status of the proposal.

LTC0718 Item 30 Frederick Street, Ashfield - Pedestrian Crossing Upgrade

The RMS representative advised that the bus shelter relocation, signposting, kerb ramps, median, blisters and linemarking for the Frederick Street pedestrian crossing upgrade have been completed. The only outstanding works is the permanent lighting. Temporary lighting is currently operating until permanent lighting is installed.

LTC0718 Item 31 Proposed Woolworths site in Ashfield

The representative for the Inner West Bicycle Coalition asked whether the proposed Woolworths site on the corner of Bland Street and Parramatta Road, Ashfield is proceeding and whether the proposal will be presented again to the LTC for consideration. It was advised that if the project were to proceed and Council was asked to undertake analysis on impacts to traffic in the area, the proposal would be presented to LTC for consideration.

LTC0718 Item 32 Recording of voting in LTC minutes

Clr Passas requested that the LTC minutes clearly record which Committee members support or object to a proposal and any subsequent discussion.

LTC0718 Item 33 NSW Police LTC membership and voting

Clr Da Cruz asked how the restructure of the NSW Police LAC boundaries affects Committee membership and voting. Council Officers will follow up with the NSW Police representatives and will provide updated information on this issue in the agenda.

LTC0718 Item 34 File format of LTC agenda

Council Officers advised that they have raised the issue of providing the LTC agenda in vector PDF format with Council's Governance section. The Governance section is working with IT to upgrade software and it is expected that the agenda for the next LTC meeting can be provided in vector PDF.

Meeting closed at 12.35pm.

ATTACHMENT 1

SPEED COUNT

A traffic tube counter was installed in Mullens Street, Balmain (south of Beattie Street) on 18 June 2018 for 7 days. The speed results from the count are summarised below:

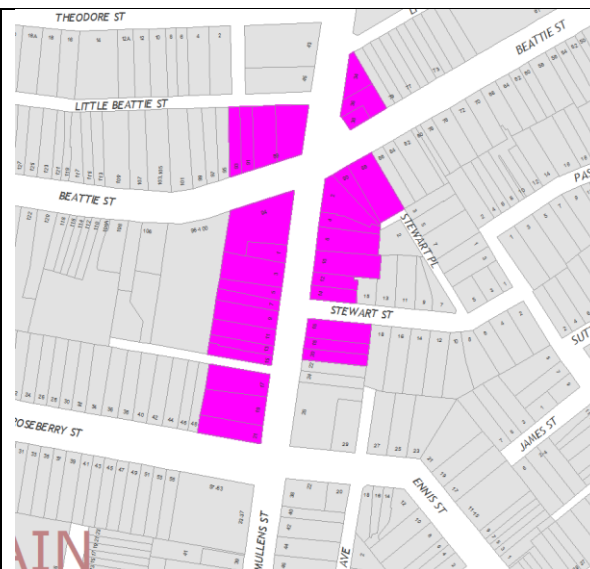
- Average speeds of vehicles was 26.4km/h and 33.2km/h in the northbound and southbound directions respectively.
- 85th percentile speeds of vehicles were 32.6km/h and 38.3km/h in the northbound and southbound directions respectively.

These speeds are below the existing 40km/h speed limit in Mullens Street. The installation of a zebra crossing is therefore suitable in this low speed environment and as indicated in the report to this meeting.

PUBLIC CONSULTATION

A letter outlining the proposed raised pedestrian (zebra) crossing was mailed out to the affected properties (29 properties) in Mullens Street, Beattie Street and Montague Street, Balmain.

No responses were received.



Item No: LTC0818 Item 1

Subject: **Seven Bridges Walk - Special Event - (Leichhardt & Balmain Ward/
Balmain Electorate/ Leichhardt LAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

The Cancer Council NSW Seven Bridges Walk event will be held on Sunday, 28 October 2018 at various locations in Sydney including areas within the Inner West Council. The Event is in its thirteenth year of operation and the applicant seeks approval again in 2018.

RECOMMENDATION

THAT The Cancer Council NSW Seven Bridges Walk to held on Sunday, 28 October 2018 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

BACKGROUND

The Cancer Council NSW Seven Bridges Walk event will be held on Sunday, 28 October 2018.

The Cancer Council NSW Seven Bridges Walk event concept was created and developed by the Pedestrian Council of Australia (PCA) who will remain the owner of the event. The PCA has engaged Mothership Events to deliver the Event Operations and manage the marketing of the Event on behalf of PCA. The Cancer Council NSW Seven Bridges Walk can be regarded as an active opportunity to further enhance the councils and stakeholders charter toward promoting walking as a healthy activity and as an increasingly important means of active transport. In addition, the event will provide a significant contribution to the Cancer Council NSW (CCNSW).

The Event is in its thirteenth year of operation. The 2015 CCNSW Seven Bridges Walk attracted over 10,000 participants.

It should be noted that the annual event, 'Norton Street Italian Festa 2018', will also be held on Sunday, 28 October 2018 in Norton Street, Leichhardt. As both these events operate in separate areas; Leichhardt and Rozelle, no traffic or pedestrian conflicts are expected.

FINANCIAL IMPLICATIONS

All costs associated with the Seven Bridges Walk are funded by the event organisers.

OTHER STAFF COMMENTS

Event Details

The course of CCNSW Seven Bridges Walk will open at 7:00am, and close at 4:30pm and it is estimated that it may attract up to 15,000 participants. The walking route is approximately 27km in length, and is a closed loop circuit that utilises pathways around the inner metropolitan region of Sydney that skirts the Sydney Harbour and includes the crossing of seven bridges. Special event buses will operate in both directions around the course, and will be provided free of charge to everyone holding an 'event passport'.

Event Overview

Event Name: Cancer Council NSW Seven Bridges Walk [www.7bridgeswalk.com.au]

Event Owner: Pedestrian Council of Australia Ltd (PCA)

Date: Sunday, 28 October 2018

Course Opens: 7:00am via one of the 7 Villages located around the course

Course Closes: 4:30pm

Participation Target: 12,000 people throughout the day (Maximum capacity of 15,000 walkers)

Course Description:

The walking route is approximately 27km in length, and is a closed loop circuit that utilises pathways around the inner metropolitan region of Sydney that skirts the Sydney Harbour and includes the crossing of Seven Bridges.

The Seven Bridges are:

1. Sydney Harbour Bridge
2. Pyrmont Bridge
3. ANZAC Bridge
4. Iron Cove Bridge
5. Gladesville Bridge
6. Tarban Creek Bridge
7. Fig Tree Bridge

Village Locations:

Event 'Villages' are located around the course and will be used as check-in locations, First Aid points, drink stations, light catering and entertainment.

The 7 villages are:

1. Milsons Point Village (Burton Street at Alfred Street, Milsons Point)
2. Pyrmont Village (at Pyrmont Bay Park, Pirrama Rd, opposite The Star Casino)
3. Waterfront Park (at Bowman Street and Refinery Road, Pyrmont)
4. Rozelle Village (at King George Park, Manning St, Rozelle near Rozelle Hospital)
5. Hunters Hill Village (at Hunters Hill Scout Hall, Durham St near the Church St overpass on Burns Bay Road, Hunters Hill)
6. Lane Cove Village (Blaxlands Corner – Central Park, William Edward St and Kenneth St, Lane Cove)
7. Wollstonecraft Village (at Brennan Park, Hazelbank St at King St, Wollstonecraft)

Impact on the Inner West LGA

The route through the Inner West LGA is via:

- ANZAC Bridge to Victoria Road
- Pedestrian bridge over Victoria Road
- Lilyfield Road
- Burt Street
- Denison Street

- Cheltenham Street
- O'Neill Street
- Cecily Street
- Through Callan Park to King George Park
- Byrnes Street to Victoria Road

Traffic and Pedestrian Management Plan (TMP)

This event does not require closure of any roads in the Inner West LGA. As the participants will be using footpaths and crossing the street network with assistance of traffic controllers, the Event does not cause significant impacts on traffic and transport systems. Therefore, the Event can be considered as Class 3. Hence, Council's approval for the Traffic & Transport Management Plan is adequate.

The attached Pedestrian and Traffic Management Plan (TMP), when approved by the relevant authorities, becomes the prime document detailing with the traffic and transport arrangements under which this event is to proceed.

In case of emergencies, or for the management of incidents, the Police are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of the incident and the Police response.

The route for the proposed Seven Bridges Walk and the Traffic Control Plans (TCP) and Traffic Management Plan for Inner West Council LGA are attached.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

1. [↓](#) Traffic Management Plan - Seven Bridges Walk 2018
2. [↓](#) Traffic Control Plan - Seven Bridges Walk 2018

7 BRIDGES WALK 2018

Traffic & Transport Management Plan



EVENT LOCATION:

SYDNEY – VARIOUS LOCATIONS

28th OCTOBER 2018

© Traffic Plan Professionals Pty Ltd
COMMERCIAL IN CONFIDENCE
VERSION: 1
LAST UPDATED: 06/04/2018

Prepared by: Pedr Danks
RMS Accredited PAWZTMP #0039711940
Reviewed by: David Caple

7 BRIDGES WALK 2018
Traffic & Transport Management Plan

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7 BRIDGES WALK 2018
Traffic & Transport Management Plan
1. Summary

The purpose of the TMP is to provide an overview of the Traffic operation that will require to be implemented for the 13th annual Seven Bridges Walk to be held on Sunday 28th October 2018 at various locations in Sydney.

The walk is promoted as "not a race and everyone is a winner". You can start at any of the seven event Villages and walk clockwise around as much or little of the 27km closed loop circuit as you like. As part of the offerings for the Cancer Council NSW Seven Bridges Walk, there will be food, music and activities at each of the seven Villages. The TMP has been updated based on feedback from previous years events.

This document aims to provide a plan for effective traffic management for the event and will cover the event site during bump in/out & event operations, as part of these operations, within the document the Traffic control measures are unique for the scope of the event and should not be directly applied to any other event within the precinct whether they appear rationally suitable or not.

The overall aim is to ensure safety of patrons whilst participating in the 27km long walk throughout the various Suburbs & locations based on information provided by the client.

2. Scope

This plan addresses traffic & transport management for the proposed event only and the document has been prepared following consultation and assessments from the respective stakeholders listed in section 15 of this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary signs and safety barriers.

Where possible we have tried to minimise road closures to maintain regular traffic flow throughout the respective areas, various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plans.

This document should be read in conjunction with the following:
RMS Guide to Transport & Management for Special Events v3.4
RMS Traffic Control at Worksites Manual v4.0

3. Distribution

Relevant section of the TMP will be distributed to various agencies throughout the consultation period in the form of PDF to assist with both version & document control.

The final version of the document will be distributed in Full & Part to the relevant agencies in electronic format once the relevant approvals have been obtained from the required authorities.

4. Objectives

The core objectives of this Traffic Management Plan are to:

- Ensure the safety of employees, contractors, the general public, pedestrians and traffic,
- Keep traffic delays to a minimum,
- Maintain satisfactory property access where required,
- When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
- Minimise disturbance to the environment,
- Design temporary roadways and detours in accordance with RMS Road Design Guide and
- Meet the requirements of the RMS Traffic Control at Worksites Manual.

This document will serve as the key document that has been agreed upon by all parties and all agencies may refer to same during the operation of the event.

7 BRIDGES WALK 2018
Traffic & Transport Management Plan
5. Management of the TMP

Traffic Plan Professionals Pty Ltd has warranted that it will provide both the Traffic Management Plans & Traffic Controllers for this event at the present time, Council/RMS require the people to be competent, experienced and qualified to carry out the Services.

6. Implementation

Traffic Management for sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans at this present time will be the responsibility of Traffic Plan Professionals Pty Ltd and shall be carried out by duly accredited persons whom hold a current RMS Yellow Card. The event organiser shall provide the equipment & Volunteers/Pedestrian Marshalls, however, all Traffic Controllers will be supplied through Traffic Plan Professionals Pty Ltd.

7. Planning Strategies

Following preparation of the final draft plans, assessment and approval is required by the following:

1. NSW Police
2. Event Promoters – Mothership Events
3. Transport Management Centre, RMS
4. Relevant Councils

8. Risk Management

A Risk Management approach shall be a part of the planning for any event. Risk identification, assessment and control process is a legal obligation (refer Occupational Health & Safety Act 2000).

The event organiser is responsible for the managing of risks arising internal of the event site from the event activities & the Landlord (the land manager/landlord in accordance with the OH&S Act) is responsible for the managing of risks arising internal and external of the event area.

We recommend that the event organiser obtain a separate risk review.

9. Event Summary

Event Name:	Seven Bridges Walk
Owner/Promoter:	Cancer Council NSW
Date:	28 th October 2018
Venue:	Various locations/bridges throughout Sydney
Capacity:	Maximum 15,000 Walkers
Demographic:	Mixed ages & Families
Event Commences:	07:00hrs
Event Finishes:	16:30hrs
Road Closures:	Burton Street, Milsons Point Durham Street, Hunters Hill
Special Event Clearways:	Not required
Buses:	First Bus leaves Milsons Point at approx. 08:30hrs Last Bus is at approx. 16:30hrs Buses will run every 20mins in AM and every 15mins in PM

7 BRIDGES WALK 2018
Traffic & Transport Management Plan
10. Traffic Control Plans (TCP)

During the event Traffic safety will be managed by the implementation of specifically tailored TCP's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the RMS Guide to Traffic and Transport Management for Special Events.

In the risk management context, the Special Events Guide reads that a TCP can be seen as a Risk Management Plan for traffic, however a TCP shall not be seen as an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TCP's implements various short-term road closures in order to safety manage vehicular and pedestrian flow within the precinct.

11. Village Locations

There will be seven Villages around the course that participants must pass through to complete the circle walk.

Each of the Villages will provide information, registration, first aid and toilets plus food, refreshments and entertainment.

The locations for the Villages will be clearly marked on the course map and can be found at:

1. Milsons Point Village - Burton Street, Corner of Alfred Street and Burton Street,
2. Pyrmont Village - Pyrmont Bay Park, Pirrama Rd, opposite Star City Casino
3. Waterfront Park – Bowman Street, and Refinery Rd, Pyrmont
4. Rozelle Village - King George Park, Manning Street, near Rozelle Hospital
5. Hunters Hill Village - Hunters Hill Scout Hall, Durham St, near the Church St overpass on Burns Bay Road
6. Lane Cove Village - Blaxlands Corner - Central Park, William Edward Street and Kenneth Street
7. Wollstonecraft Village - Brennan Park, Hazelbank Street and King Street

Toilet facilities in between villages will be marked on the course map.

7 BRIDGES WALK 2018
Traffic & Transport Management Plan
12. Transport Information

A FREE event bus service traveling around the course will be available on event day only for event participants. To be able to use this free transport system you will need to show your Event Passport. No dogs are allowed on free event transport, with the exception of guide and companion dogs.

The FREE event bus service will run from Milsons Point in both a clockwise (c) and anti-clockwise (a) directions around the course, so look out for a bus stop on either side of the road. The first buses will leave Milsons Point at approximately 8.30am and the last at approximately 4.30pm. Buses will be available from each bus stop approximately every 20 minutes in the morning and every 15 minutes in the afternoon.

Clockwise Bus Stops (C)

Bus Stop 1	Milsons Point	Outside Milsons Point Village on Alfred St South outside Milsons Point Train Station
Bus Stop 9	Pirrama Rd, Pyrmont	Pirrama Rd opposite Pyrmont Village, outside the Star Casino
Bus Stop 8	Victoria Rd, Rozelle	Victoria Rd near Toelle
Bus Stop 7	Drummoyne	Victoria Rd near Lyons Rd, opposite the Drummoyne Post Office
Bus Stop 6	Burns Bay Rd, Hunters Hill	On the north bound exit ramp to Church St, Hunters Hill
Bus Stop 5	Burns Bay Rd, Linley Point	On Western side of Burns Bay Rd opposite intersection of View St
Bus Stop 4	River Rd West, Blaxlands Corner	On Northern side of River Rd, near William Edward St
Bus Stop 3	Bus Stop River Rd, Greenwich	On Northern side of River Rd, opposite Greenwich Hospital
Bus Stop 2	King St, Wollstonecraft	King St, opposite side of the road to Wollstonecraft Village (Brennan Park)

Anti-Clockwise Bus Stops (A)

Bus Stop 1	Milsons Point	Alfred St South opposite side of the road to Milsons Point Train Station
Bus Stop 2	King St, Wollstonecraft	King St, outside Wollstonecraft Village (Brennan Park)
Bus Stop 3	River Rd, Greenwich	On Southern side of River Rd, outside Greenwich Hospital
Bus Stop 4	River Rd West, Blaxlands Corner	On Southern side of River Rd, near William Edward St
Bus Stop 5	Burns Bay Rd, Linley Point	On Eastern side of Burns Bay Rd, south of intersection of View St
Bus Stop 6	Burns Bay Rd, Hunters Hill	On the south bound exit ramp to Church St, Hunters Hill
Bus Stop 7	Victoria Rd, Drummoyne	Victoria Rd near Lyons Rd, outside the Drummoyne Post Office
Bus Stop 8	Victoria Rd, Rozelle	Victoria Rd at Terry St
Bus Stop 9	Pirrama Rd, Pyrmont	Pirrama Rd outside Pyrmont Village

NB: there are bus stops located near to 6 of the 7 villages as well as 3 additional bus stops (points 5, 7 & 9) on both sides of the road. In some cases they are not directly opposite each other, and more information is available at each of the villages re same.

7 BRIDGES WALK 2018
Traffic & Transport Management Plan

For a clockwise bus service, please use the Bus Stop number with a 'c' after the number.

For an anti-clockwise bus service please use the Bus Stop number with an 'a' after the number.

On the day if you are unsure please see the Information Point at the nearest village.

13. Course Information

Participants can register and start at any Village, where they can pick up their Event Passport which includes a course map and official event wristband.

The course/facilities will be open from 7.00am - 4.30pm on event day and all participants are held at each stamp point until 07:00hrs to ensure a managed exit from the Village, all participants must travel on the course in a CLOCKWISE direction only, this will assist with reducing overcrowding at any crossing point. This is how the event has operated in the past without issue.

There is water available at stations in each Village for participants to fill up their own water bottles, participants are also reminded to utilise existing pathways for this walk and that they should abide by normal road rules.

14.1 Other information

Police: Not required

General Information: There will be a few minor adjustments to the route from previous years to ensure safety of patrons when crossing the road network

Route Changes: Currently rerouting through Barangaroo and this will be finalised once the final route is decided with Venue.

Target Hardening: Custom HVP created and disseminated to relevant parties.
(not for public release)

14. Consultation & Contacts List

NAME	ORGANISATION	METHOD
Justin Nyker	Mothership Events	Email, Telephone & onsite meetings
Sophie Wollett	Mothership Events	Email, Telephone & onsite meetings
India Redman-Davidson	Mothership Events	Email, Telephone & onsite meetings
Pedr Danks	Traffic Plan Professionals Pty Ltd	Email, Telephone & onsite meetings
David Caple	Traffic Plan Professionals Pty Ltd	Email, Telephone & meetings
Jon Corbishley	Traffic Plan Professionals Pty Ltd	Email, Telephone & meetings
Phil Smith	Traffic Plan Professionals Pty Ltd	Email, Telephone & meetings
Tamara Holmes	RMS-TMC	Email, Telephone & meeting

7 BRIDGES WALK 2018
Traffic & Transport Management Plan
15. TCP List

Summary of TCP's as separate attachment:

TCP NO:	DESCRIPTION
2800	Burton St, Milsons Point - setup
2801	Burton St, Milsons Point
2802	Cumberland St, The Rocks
2802-1	Watson St, Millers Point
2802-2	Argyle St, Millers Point
2802-3	Dalgely Rd, Millers Point
2802-4	Towns Pl, Millers Point
2802-5	Barangaroo Pedestrian Route
2803	Hickson Rd, Millers Point
2804	Sussex & Erskine St, Sydney
2805	Pymont Village, Pirrama Rd Pymont
2806	Waterfront Park Village, Bowman St, Pymont
2807	Anzac Bridge Ramp Pymont
2808	Anzac Bridge Mid-Block, Pymont
2809	Victoria Rd Overpass, Lilyfield
2810	Gordon St, Lilyfield
2811	Denison & Cheltenham St, Rozelle
2812	O'Neill St, Rozelle
2813	Balmain Rd, Lilyfield
2814	Callan Park Internal
2815	Victoria Rd Underpass
2816	Victoria Rd, Drummoyne
2817	Victoria Rd & Park Ave, Drummoyne
2818	Lyons Rd, Drummoyne
2819	Wolseley St, Drummoyne
2820	Durham St, Hunters Hill
2821	Burns Bay Rd Underpass, Linley Point
2822	Haughton St, Linley Point
2823	View St, Linley Point
2824	Riverview St, Riverview
2825	Riverview St, St Ignatius, Riverview
2826	Riverview St & Tambourine Bay Rd, Riverview
2827	Flaumont Ave, Riverview
2828	Warraroon Rd & River Rd West, Riverview
2829	William Edward St, Longueville
2830	Lane Cove Village
2831	Northwood Rd & River Rd, Lane Cove
2832	Lane Cove Country Club – River Rd, Lane Cove
2833	Greenwich Hospital – River Rd, Lane Cove
2834	Gore St, Greenwich
2835	Greenwich Rd, Greenwich
2836	Glenview St, Greenwich
2837	Milner Cr, Greenwich
2838	Newlands St, Wollstonecraft
2839	Hazelbank Rd, Wollstonecraft
2840	King St, Wollstonecraft
2841	Crows Nest Rd, Waverton
2842	Carr St, Waverton
2843	Union St, North Sydney
2844	Lavender St, North Sydney
2845	Albert & Lavender St, North Sydney

7 BRIDGES WALK 2018
Traffic & Transport Management Plan
16. RMS/TMC Format
TMP FORMAT
A. Description or detailed plan of proposed measures.

Is a detailed plan of the proposed measures necessary?

YES refer to TCP's that show the changed road conditions and detours etc.

B. Identification and assessment of impact of proposed measures.

Is a detailed assessment required? **NO** – There is minimal delay for traffic and only in several locations that are within local council area.

C. Measures to ameliorate the impact of re-assigned traffic

Is an assessment required? **NO**, this is an annual event and has occurred for many years without any traffic flow issues.

D. Assessment of public transport services affected.

Is an assessment required? **NO**, Bus services are engaged as part of the event to assist participants with reaching the various locations if they choose not to walk.

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

Are these details required? **Not applicable.**

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.

Is an assessment required? **Not applicable.**

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Is an assessment required? **NO**, event has been operating for many years without issue.

H. Public consultation process

Is a public consultation process required?

NO, event has been assessed by Council's Planning previously.

7 BRIDGES WALK 2018
Traffic & Transport Management Plan
17. Endorsement of TCP/TMP

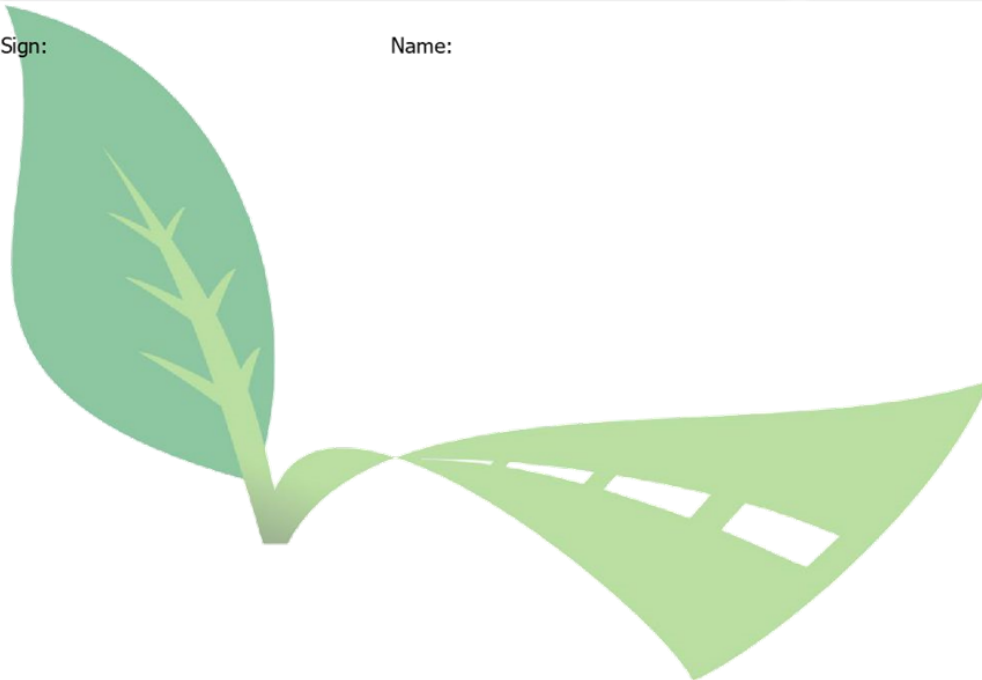
NSW Police - Major Events and Incidents Group	Date
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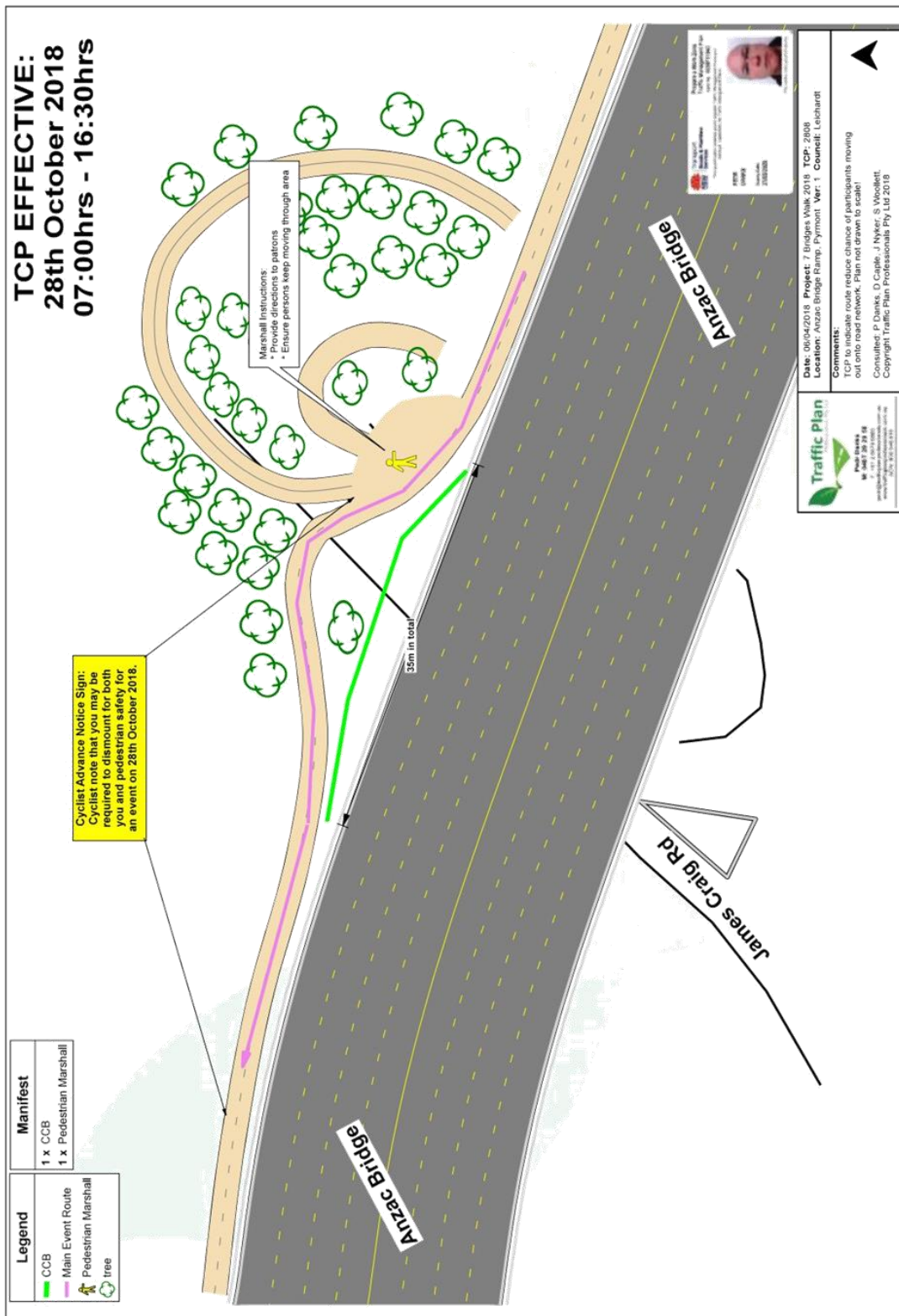
Sign:	Name:
Event Manager – Mothership Events	Date

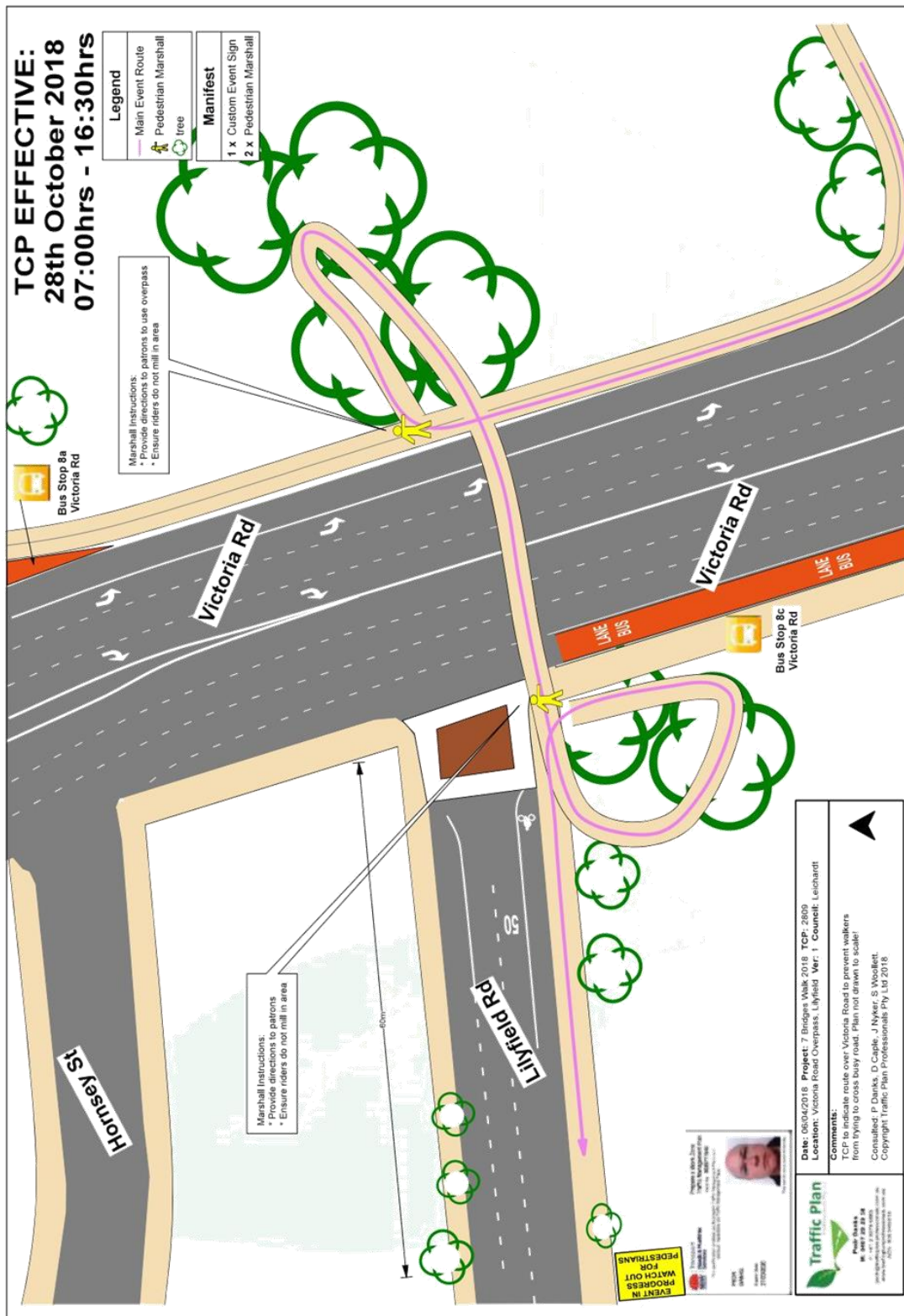
Sign:	Name:
RMS – Transport Management Centre	Date

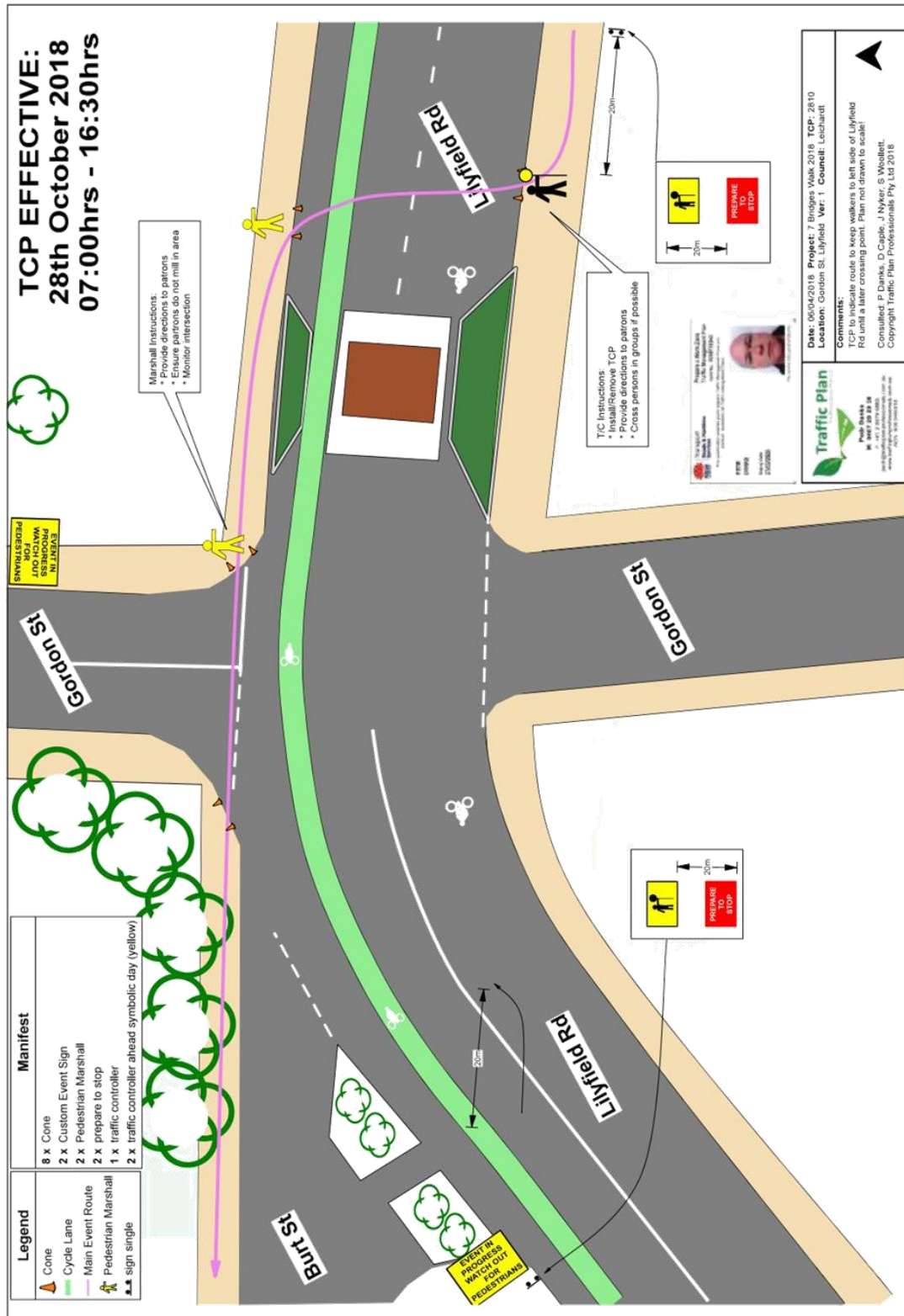
Sign:	Name:
TMP Consultant – Traffic Plan Professionals Pty Ltd	Date

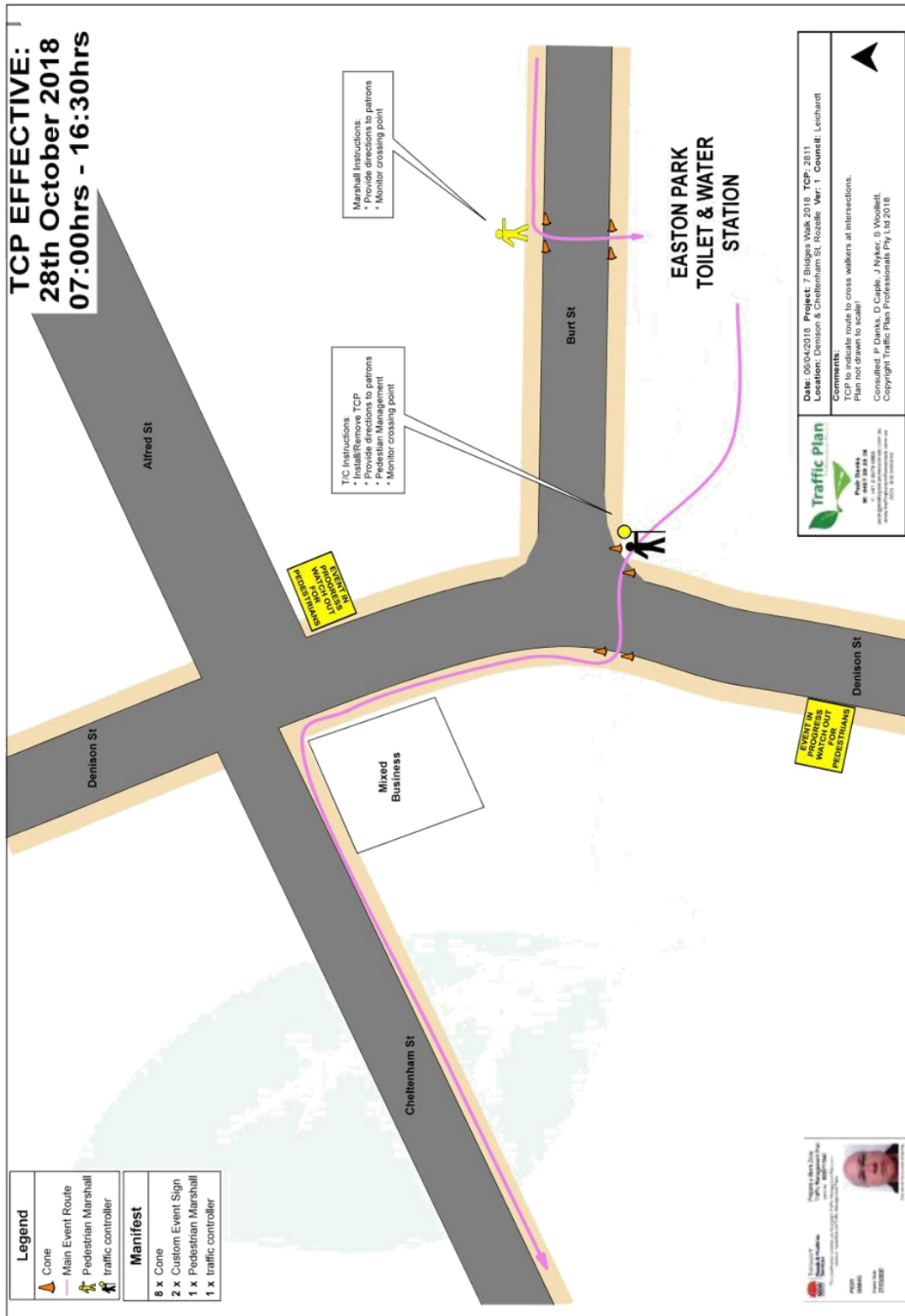
Sign:	Name:
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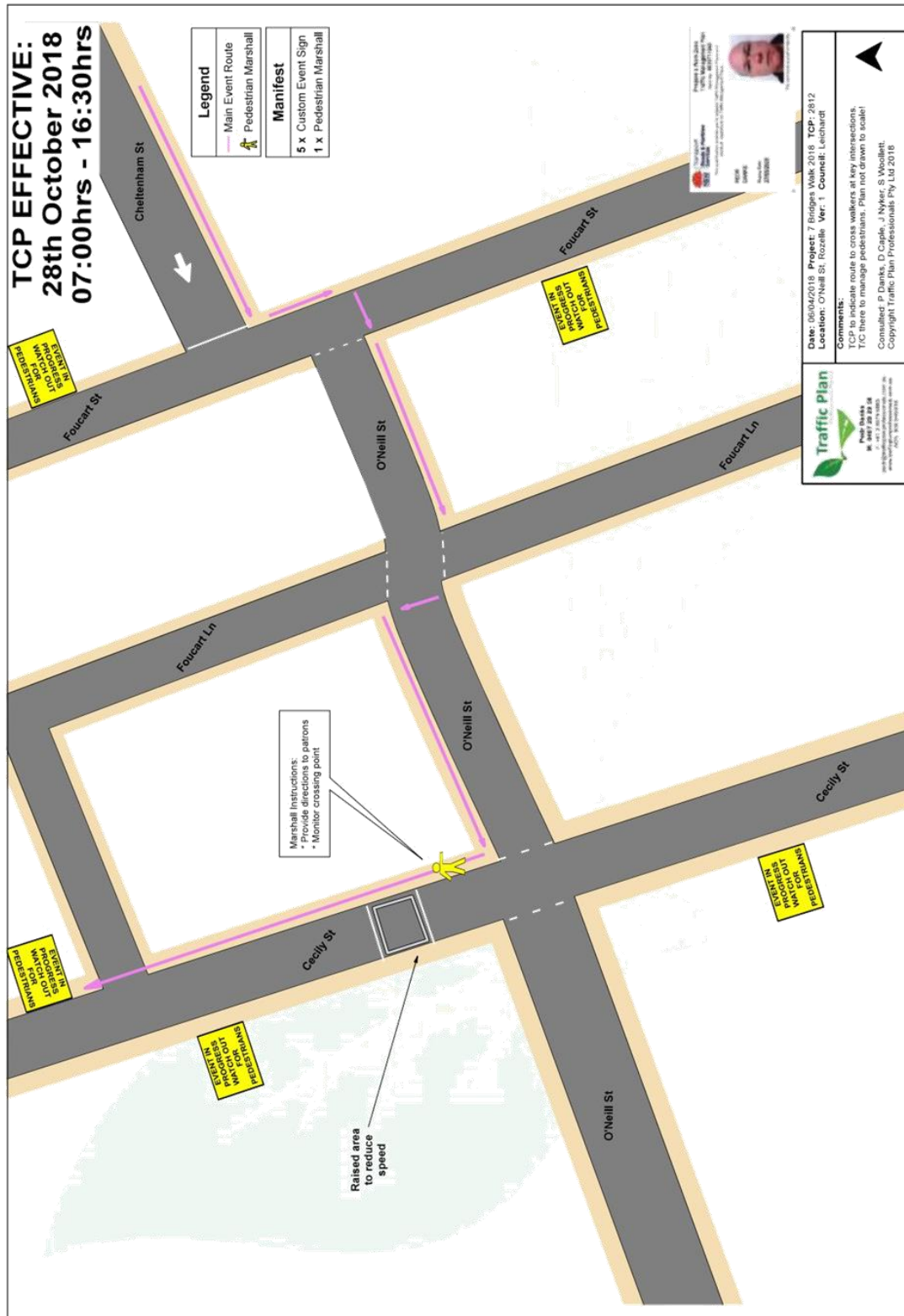


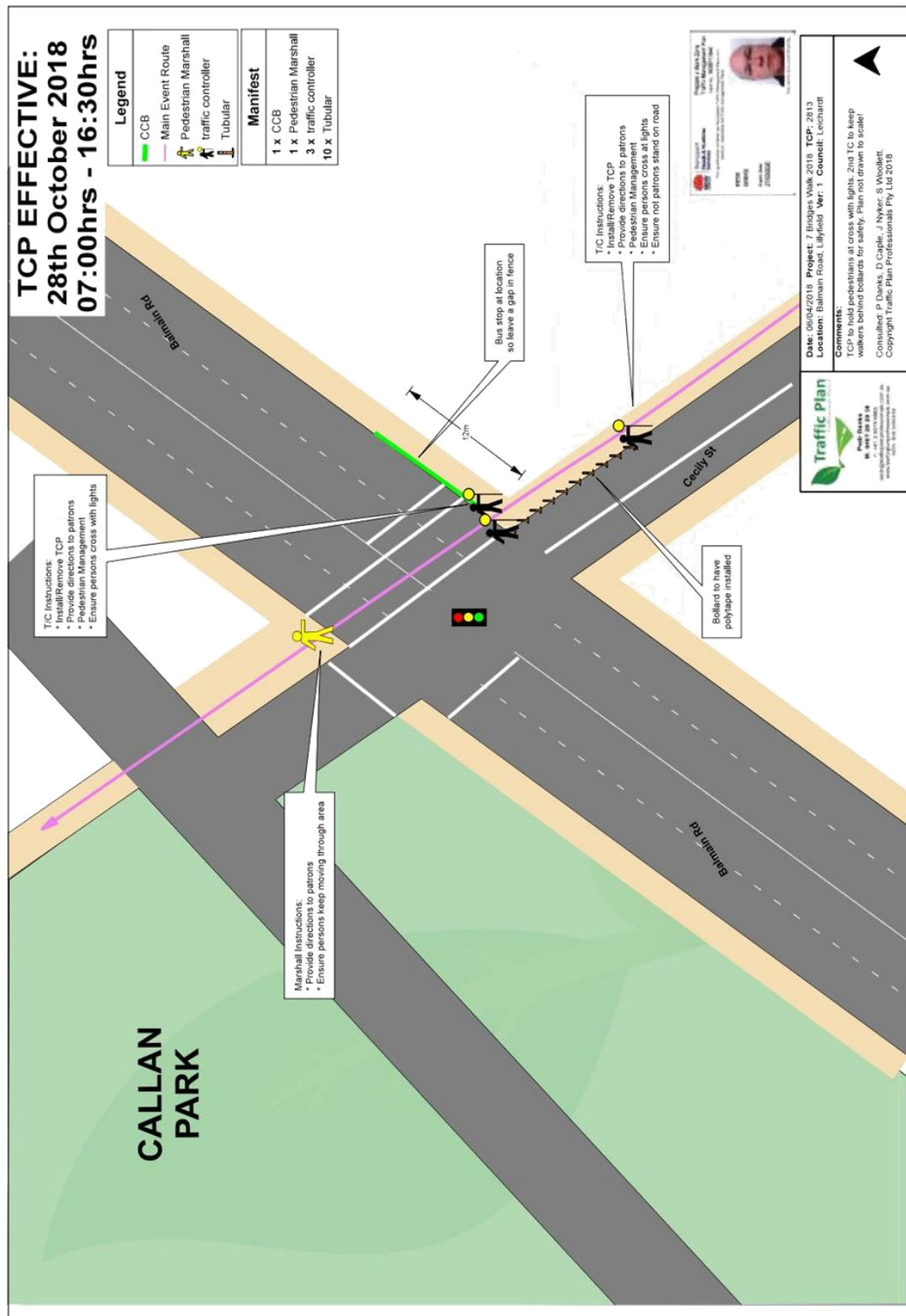


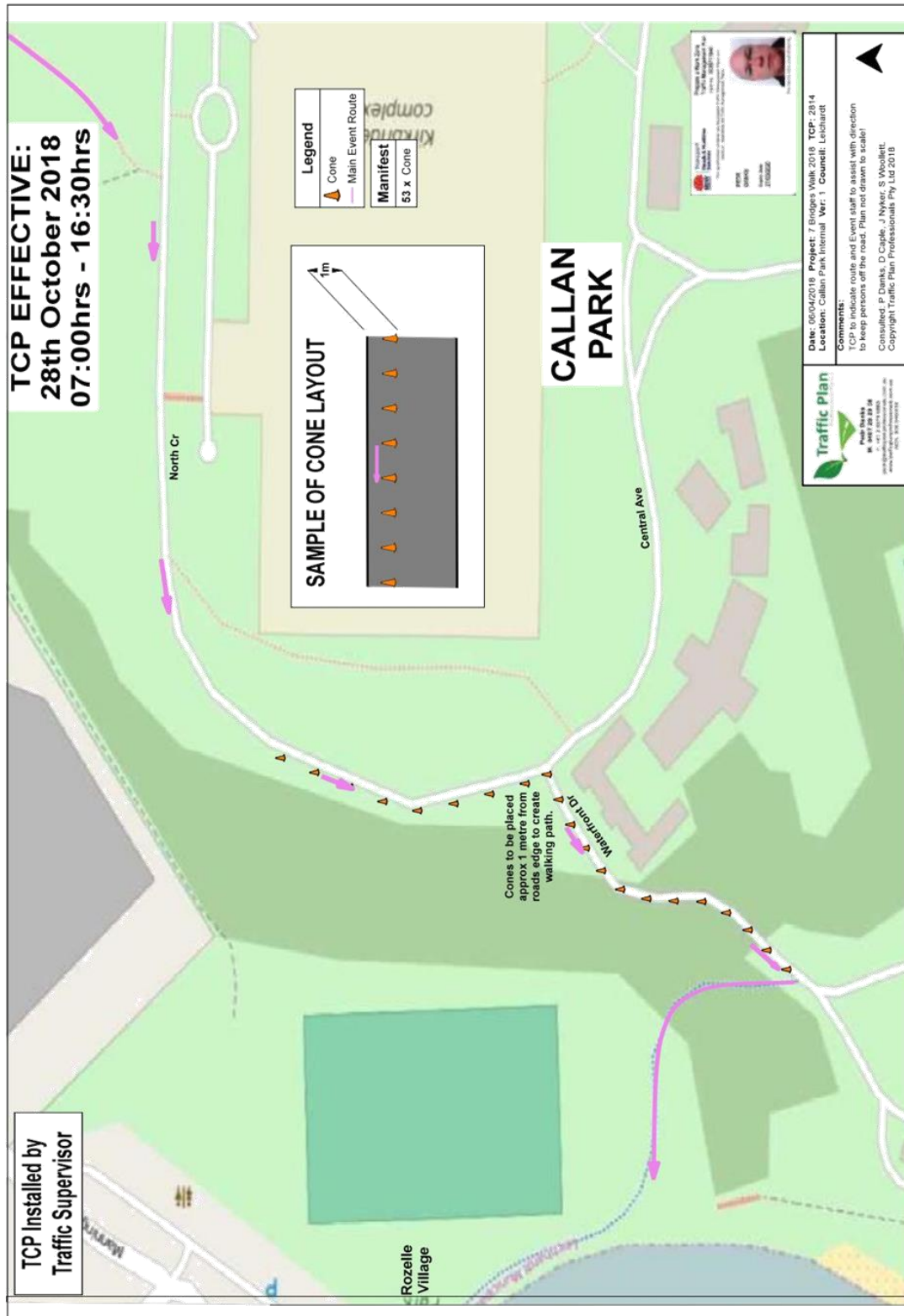


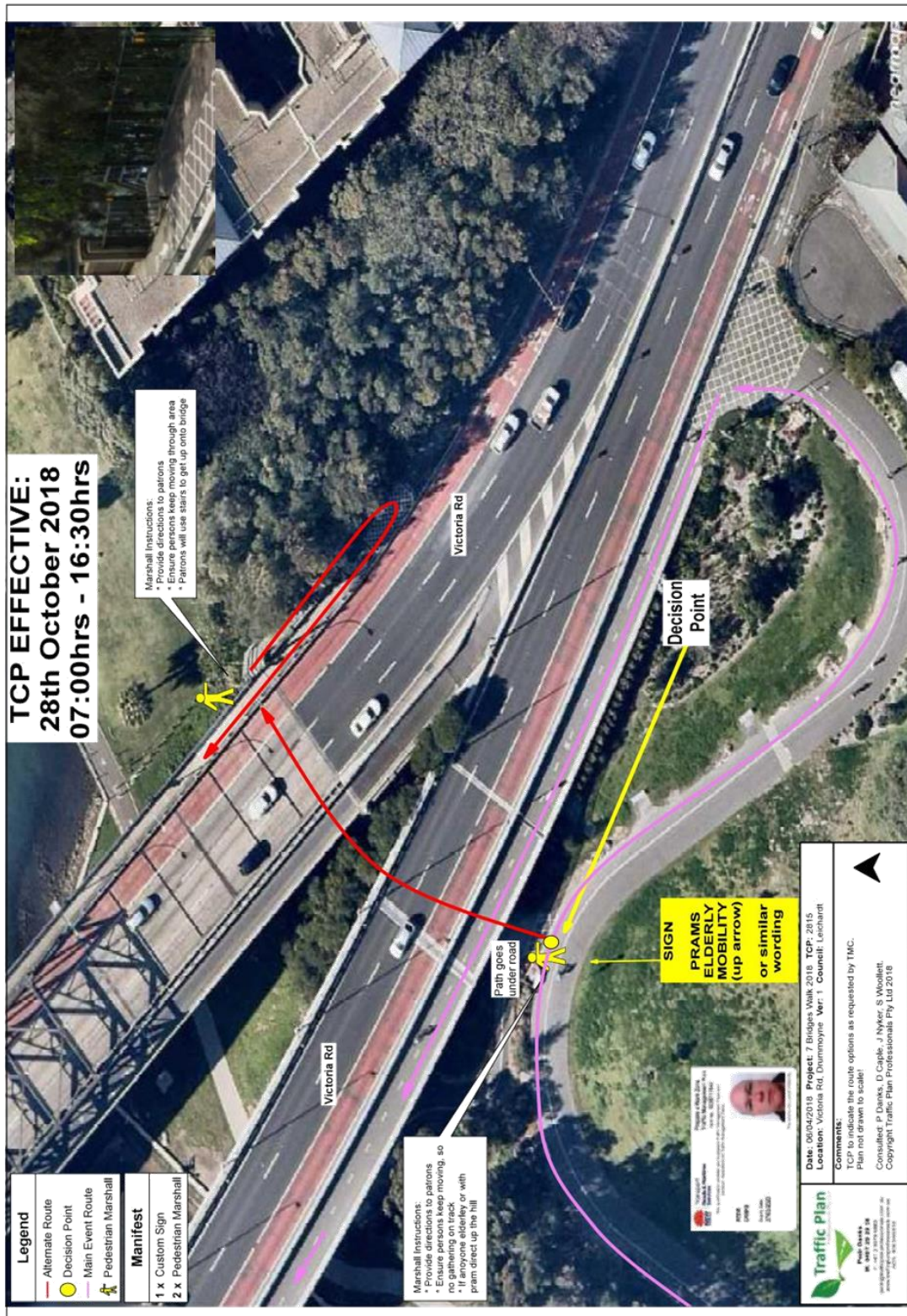
Item 1

Attachment 2









Item No: LTC0818 Item 2

Subject: Tempe Reserve – Installation of 'No Stopping' restrictions on both sides of the maintenance access for the Alexandra Canal Bridge and desalination pipeline easement (Marrickville Ward / Summer Hill Electorate / Inner West- Marrickville LAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

A request has been received from Council's Parks Section to install 'No Stopping' restrictions in Tempe Recreation Reserve at the entrances to the maintenance access road for the Alexandra Canal Bridge and desalination pipeline easement. It has been reported that on numerous occasions vehicles have been parked across the entrances to the access road and pipeline easement.

It is recommended that the installation of 'No Stopping' restrictions be approved, in order to deter illegal parking blocking the access to these roadways.

RECOMMENDATION

THAT the installation of full-time 'No Stopping' restrictions in Tempe Recreation Reserve along the northern and southern sides of the access road between the existing Shared Path and the access gates to the roadways be APPROVED, in order to deter illegal parking blocking access and improve vehicular access to the roadways.

BACKGROUND

Tempe Reserve is Crown Reserve for recreation purposes and Council is the Trust Manager. The Council, as Trustee of Tempe Recreation Reserve under the Crown Lands Act 1989, has previously approved the erection of signs to manage traffic movements and parking in the Reserve.

Under the Roads Act 1993, Local Government Act 1993 and NSW Road Rules 2014, Council has the authority to regulate parking and to implement parking restrictions in local roads, road related areas and public roads, as approved by the Local Traffic Committee.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'No Parking' restrictions will be met from Council's existing Parks budget.

CONCLUSION

It is recommended that 'No Stopping' restrictions be installed as per the following plan in order to deter illegal parking blocking the access to these roadways. Regular enforcement of the proposed restrictions is necessary to ensure compliance.

Locality Pan – Tempe Resrve, Tempe



Item 2

ATTACHMENTS

Nil.

Item No: LTC0818 Item 3
Subject: Big Bike Day 2018 Special Event (Leichhardt and Balmain Ward/
Balmain Electorate/ Leichhardt LAC)
Prepared By: Felicia Lau - Engineer - Traffic and Parking Services
Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

As part of NSW Bike Week 2018, Council is running 'Big Bike Day', a celebration of cycling. Big Bike Day is to be held on Sunday, 23 September 2018.

RECOMMENDATION

THAT:

1. **The Big Bike Day 2018 event proposed to be held on Sunday, 23 September 2018 be supported; and**
2. **Council's Environmental Officer seeks consent from the Office of Environment and Heritage (OEH) for the portion of the route through Callan Park.**

BACKGROUND

The Big Bike Day is an annual event held in September, for both avid and casual bike riders of all ages. The day features entertainment, activities, free bike workshops, bike maintenance, raffle prizes and a group bike ride, known as Big Bike Ride around the bay.

Council's Environmental Officer is organising the event and has requested approval for the proposed Big Bike Day 2018 to be held on Sunday, 23 September 2018 between 11:00am and 2:00pm, to coincide with the first weekend of NSW Bike Week 2018 (Saturday, 22 September to Sunday, 30 September 2018).

FINANCIAL IMPLICATIONS

There are no costs associated with the guided bike ride. All costs associated with the Big Bike Day 2018 are met by Inner West Council. Council has applied to RMS for grant funding relating to advertising Big Bike Day.

OTHER STAFF COMMENTS

This is considered as a Class 4 Event as per the Roads and Maritimes Services (RMS) Event Classification. Therefore, this event does not require submission of a Traffic and Transport Management Plan.

As part of the event, Council has submitted an application for RMS grant funding as part of NSW Bike Week for promotion and advertising.

The event is organised by Council with the assistance of the Leichhardt Bicycle Users Group (LBUG). Other bicycle user groups; Ashfield BUG and Marrickville BUG have given their in-principle support. The main objective of the event is to promote cycling and local cycling facilities. The Bike Week has been a fixed event on the annual calendar since 1997.

The key features of the Event:

- It anticipates a maximum attendance for the Big Bike Ride of 200 people
- Riders must be 12 years of age or older

- All riders must bring and wear a helmet
- Bike checks are offered to all riders
- The ride commences at 11:30am and concludes by 12:30pm
- Start and finish from War Memorial Park
- The big bike ride route uses on-road and off-road facilities
- Leichhardt BUG, Marrickville BUG and Ashfield BUG volunteers and members of the Bike Police Unit will escort the group during the ride

Big Bike Day is an opportunity for bike riders and their families to ride on the streets of Leichhardt and to learn more about bike riding generally. Based at War Memorial Park the event will include:

- Free bike checks and bike maintenance advice
- Children's bike races and competitions
- Children's entertainment
- Cycling information booths
- The Big bike ride – a supervised, 7km ride around Leichhardt and Lilyfield (see following figure)

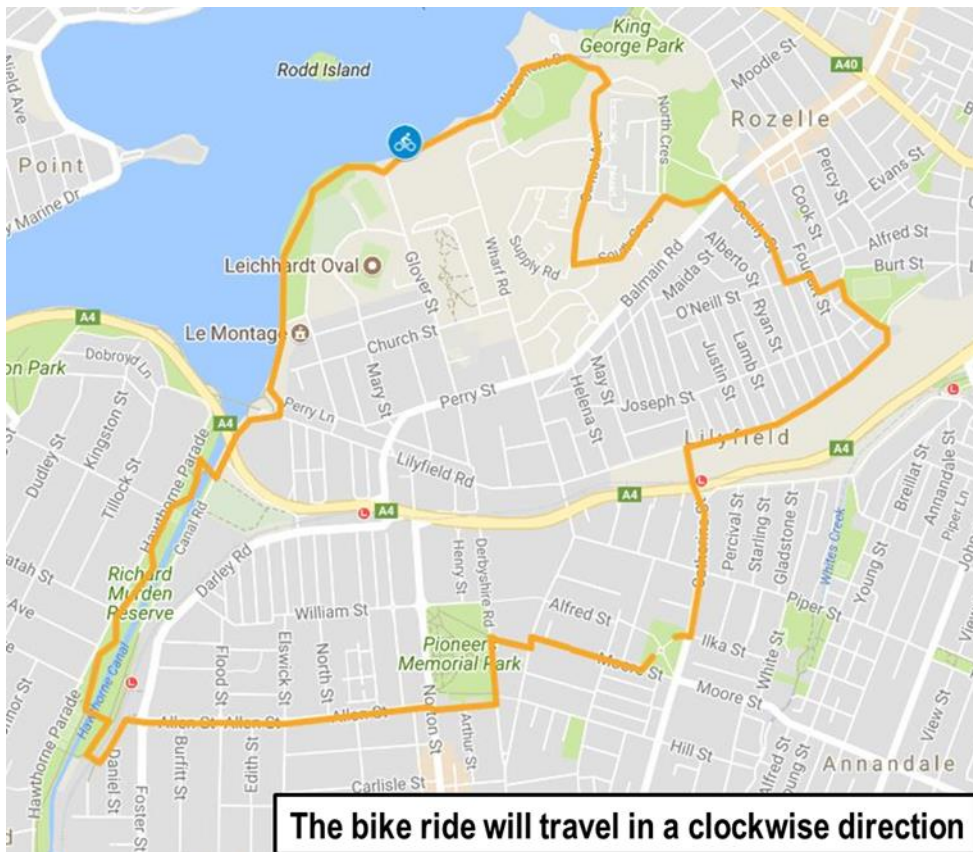
The route is a revision to previous year's route – as developed in collaboration with Leichhardt BUG and had been forwarded to the Police for feedback.

Police assistance will be required during the ride at the following sections and intersections where the route utilises a busy public road:

- Crossing Balmain Road at Moore Street
- Crossing Darley Road at Allen Street
- Crossing Balmain Road at Cecily Street
- Crossing City West Link at Catherine Street
- Crossing Denison Road onto Lilyfield Road.

In previous years, the Leichhardt Police Local Area Command had agreed to support and provide assistance with their Bike Police Unit. Council Environmental Officer had contacted the Police to seek their support for this year's event. Also, as part of the ride travels through Callan Park, permission will be sought from the Office of Environment and Heritage for this stage of the ride.

Proposed Big Bike Ride Route for Big Bike Day 2018:



PUBLIC CONSULTATION

The Event will be advertised on local newspaper and social media.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 4

Subject: Dixon Avenue, Dulwich Hill – Proposed Traffic Calming Design Plan 10005 - Improving pedestrian safety at its intersection with Old Canterbury Road (Ashfield Ward/ Summer Hill Electorate/ Ashfield & Inner West LAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been finalised for the proposed traffic calming improvements in Dixon Avenue, Dulwich Hill at its intersection with Old Canterbury Road, as part of the Dulwich Hill North LATM study implementation. The proposal to install kerb extensions and construct an entry threshold treatment (at-grade) to improve motorists' visibility of pedestrians will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent the intersection regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the detailed design plan of the kerb extension with a new at-grade threshold and associated signs and line markings at the intersection of Dixon Avenue and Old Canterbury Road, Dulwich Hill (as per the attached design plan No. 10005) be APPROVED.

BACKGROUND

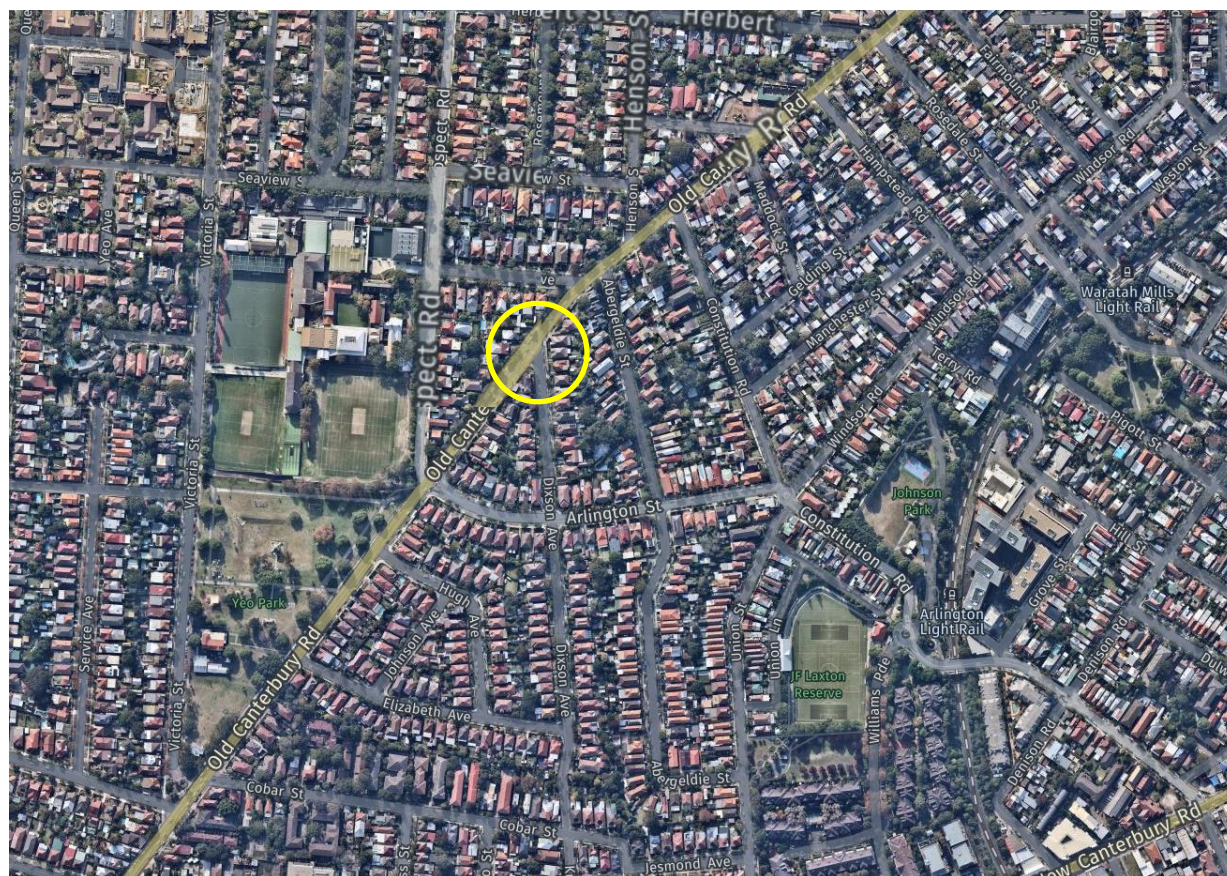
Council is proposing to construct traffic calming improvements in Dixon Avenue, Dulwich Hill at its intersection with Old Canterbury Road, as part of the Dulwich Hill North LATM study implementation. The proposal to install kerb extensions and construct an at-grade threshold to improve motorists' visibility of pedestrians will improve pedestrian safety and traffic conditions at this location.

The design proposal is an outcome of the recently approved Dulwich Hill North Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) in mid-2017. The LATM provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Dulwich Hill North LATM was approved by Council at its meeting held on 12 October 2017.

The detailed design plan for the works has now been finalised together with the accompanied consultation results and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$100,000 has been allocated by Council for the entire scope of works for Dixon Avenue under the Dulwich Hill North LATM Implementation 2018/2019.

OFFICER COMMENTS
Site location & road network


Street Name	Dixon Avenue
Section	At its intersection with Old Canterbury Road
Carriageway Width (m)	9.1
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	Between Old Canterbury Road and Arlington Street - 52.9
Vehicles Per Day (vpd)	Between Old Canterbury Road and Arlington Street - 586
Reported Crash History (July 2012 – June 2017)	No crashes recorded.
Heavy Vehicle Volume (%)	3.4
Parking Arrangements	Unrestricted parking on both sides of the road.

Design plans - Plan No. 10005

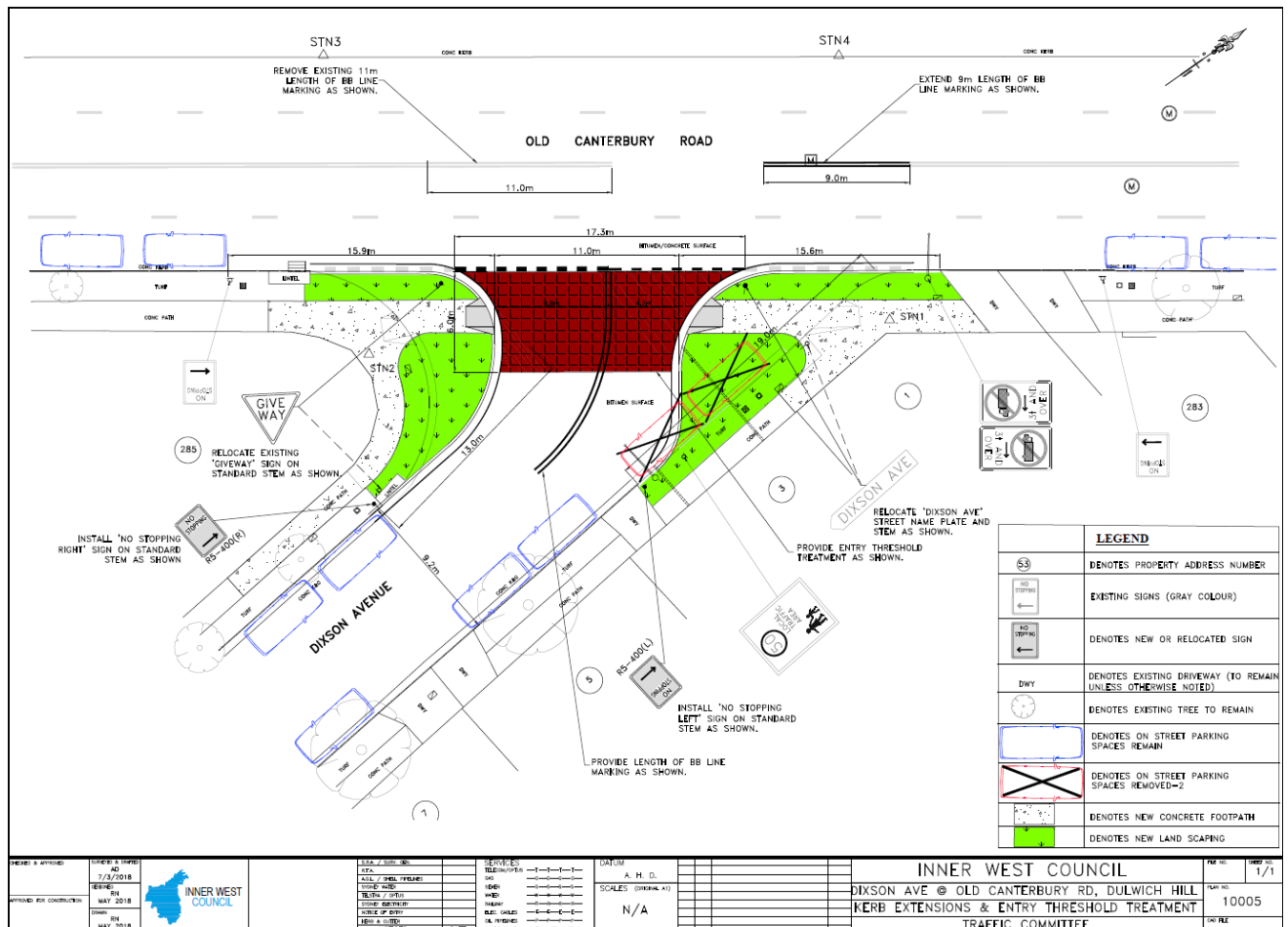
The proposed scope of work includes the following:

- Installing kerb extensions;
- Constructing an at-grade threshold to improve motorists' visibility of pedestrians;
- Providing kerb ramps and footpaths;

- Creating ground cover gardens on the kerb extensions to create a greener, more attractive area; and
- Installing associated signage, replacing any damaged signs and repairing faded road markings.

This proposal will result in the loss of two on-street parking spaces. Please refer to the attached plan for more details.

All current vehicular access to adjoining properties will be retained.



PUBLIC CONSULTATION

Consultation was conducted between 25 May and 15 June 2018. A letter as well as a copy of the design plan was sent to the local residents in Dixon Avenue and Old Canterbury Road, Dulwich Hill. A total of 23 letters were distributed.

There were five (5) responses generally supporting the proposed traffic calming works at the intersection of Dixon Avenue and Old Canterbury Road, Dulwich Hill. Three responses supported the proposal and two responses raised some concerns. The results received are detailed below.

Item 4

Residents' Comments	Officer's Response
Resident noted that the proposed plans are excellent and will provide improved pedestrian safety and traffic management.	Received and noted. The resident supports the proposal. The proposal is an outcome of the recently approved Dulwich Hill North LATM study implementation and was the preferred treatment option identified for this location.
Resident noted that parking in the street is an issue and at capacity, due to narrow driveways, and suggested if the design was reshaped it would allow for one less parking space to be lost. The resident also noted that by restricting Dixon Avenue down to two lanes it would compound traffic congestion at the intersection particularly in peak times, as traffic wishing to turn right into Old Canterbury Road will hold up those motorists wishing to turn left. The resident suggested that the design could be amended to include a left hand turning lane out of Dixon Avenue.	The design and location of the proposed kerb extensions and at-grade entry threshold retains vehicular access to adjoining properties and incorporates the minimum loss in on-street parking. The purpose of the treatment is to improve motorists' visibility of pedestrians and reduce the crossing distance for pedestrians improving overall pedestrian safety and traffic conditions at this location. The proposed road width at the intersection is wide enough for one vehicle to turn left while another vehicle turns right from Dixon Ave.
Resident noted that they are fully supportive of the proposed changes to the crossing on Dixon Avenue at the intersection of Old Canterbury Road.	Received and noted. The resident supports the proposal
Resident agreed with the design plan	Received and noted. The resident supports the proposal
Resident noted that the current proposal is inadequate as the loss of 2 car parking spots is not acceptable and noted that more than one option should have been developed with alternative treatments such as; closing the road to all traffic, providing "No Left Turn from Old Canterbury Road and Dixon Avenue" restrictions or providing "Closed to entering traffic" restrictions.	The purpose of the treatment is to improve motorists' visibility of pedestrians and reduce the crossing distance for pedestrians improving overall pedestrian safety and traffic conditions at this location. The design and location of the proposed kerb extensions and at-grade entry threshold retains vehicular access to adjoining properties and incorporates the minimum loss in on-street parking. 'No Stopping' zones are compliant to accommodate swept path constraints.

CONCLUSION

It is recommended that the design of the proposed traffic calming and associated signs and line markings be approved, to improve pedestrian safety and traffic conditions.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 5

Subject: Sydney Steel Road. Marrickville – Sydney Metro City and Southwest Project - Proposed Angled Parking and pedestrian thoroughfare (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Sydney Steel Road, Marrickville contains one of the Sydney Metro City and Southwest construction sites, specifically servicing the Precast Facility for the Tunnel and Station Excavation contractor for TfNSW. Concerns have been raised regarding pedestrian safety when exiting from the shared path connecting Sydney Steel Road to Shirlow Street and a request has been received to provide a safe access path for users of the shared path facility which connects these two roads.

In addition, the area on the western side of Sydney Steel Road has been used as informal 90° angled parking area for many years and with the Sydney Metro site in operation, this angle parking area is proposed to be formalised with '90° angle parking rear to kerb vehicles under 6m only' restrictions. The existing 'No Parking' restrictions will now be extended to encompass the newly created turning head at the southern end of Sydney Steel Road, Marrickville.

It is also proposed to install wheel stops along the rear of the angle parking spaces to provide a pathway to allow pedestrians to gain access to the existing footpath at the eastern end of Sydney Steel Road. This pathway would provide a facility that is physically separated from vehicle traffic and improve safety at this location.

RECOMMENDATION

THAT:

- 1. The installation of full-time 'No Parking' restrictions be installed along the turning head of Sydney Steel Road be approved to allow for large vehicles to perform a U-turn with safety;**
- 2. '90° angle parking rear to kerb Vehicles under 6m only' restrictions (approximately 100 metres in length) be installed on the western side of Sydney Steel Road between the 'No Parking' restrictions and the existing footpath to improve the safety of motorists exiting these spaces;**
- 3. Wheel stops be installed along the length of the angle parking area to provide a separated pathway for pedestrians;**
- 4. Cost of the works be borne by Sydney Metro City and Southwest: and**
- 5. Sydney Metro City and Southwest be notified in terms of this report.**

BACKGROUND

Sydney Metro is a proposed stand-alone, fully automated railway network, comprising both the North West Rail Link, currently under construction from Rouse Hill to Chatswood (*Sydney Metro Northwest – Stage One*), and a proposed extension beyond Chatswood through to Bankstown (*Sydney Metro City & Southwest – Stage Two*).

The new City & Southwest metro line is due to open in 2024, with the capacity to run a metro train every two minutes each way under the centre of Sydney.

Sydney Steel Road, Marrickville contains one of the Sydney Metro City and Southwest construction sites, specifically servicing the Precast Facility for the Tunnel and Station Excavation contractor for TfNSW. Concerns have been raised regarding pedestrian safety when exiting from the shared path connecting Sydney Steel Road to Shirlow Street and a request has been received to provide a safe access path for users of the shared path facility which connects these two roads.

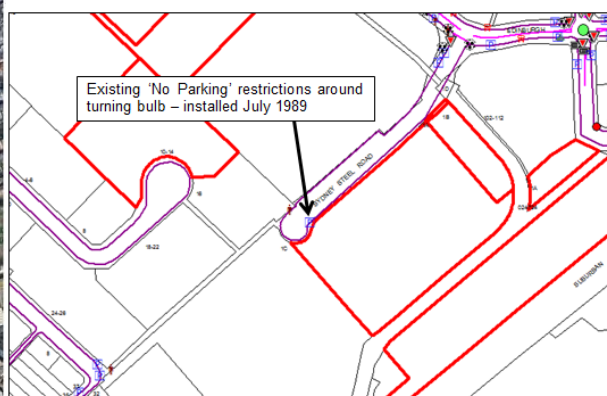
FINANCIAL IMPLICATIONS

Nil. The costs of the supply and installation of the signposting and all associated recommended works will be borne by Sydney Metro City and Southwest.

OFFICER COMMENTS

Site location & road network

Street Name	Sydney Steel Road
Section	Between shared path connection and Edinburgh Road
Carriageway Width (m)	20.5
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	36
Vehicles Per Day (vpd)	1,201
Reported Crash History (July 2012 – June 2017)	No crashes recorded.
Heavy Vehicle Volume (%)	23.1
Parking Arrangements	Unrestricted parking on both sides of the road.



Site inspection

It has been observed by Council officers on a number of occasions that on-street parking in Sydney Steel Road is highly utilised throughout the day. It was also observed in some instances that illegal parking occurs in the street.

Therefore, it is proposed that the existing 'No Parking' should be extended to cover the entire turning head of Sydney Steel Road (ie. extended to the north side of the roadway up to the commencement of the proposed 90° angled parking spaces).

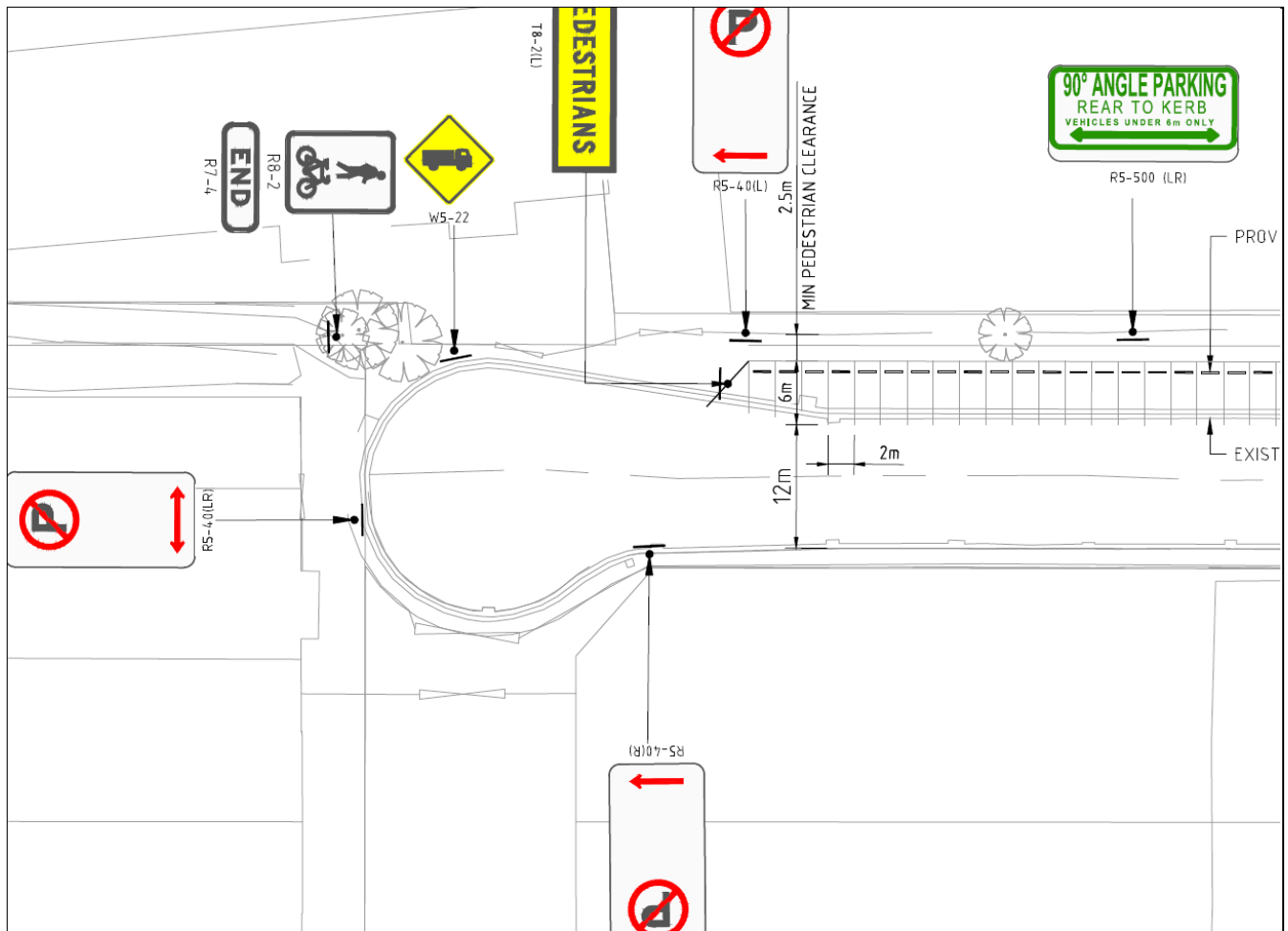
The current informal angle parking on the western side of Sydney Steel Road is proposed to be regulated. This regulation would be undertaken by the installation of signs for '90° angle parking rear to kerb Vehicles under 6 m only' restrictions and associated line marking. The installation of wheel stops is also proposed to provide a separate pathway for pedestrians connecting the shared path to the existing footpath on the western side of Sydney Steel Road.



On Street parking looking south (Google street view 2013)

PUBLIC CONSULTATION

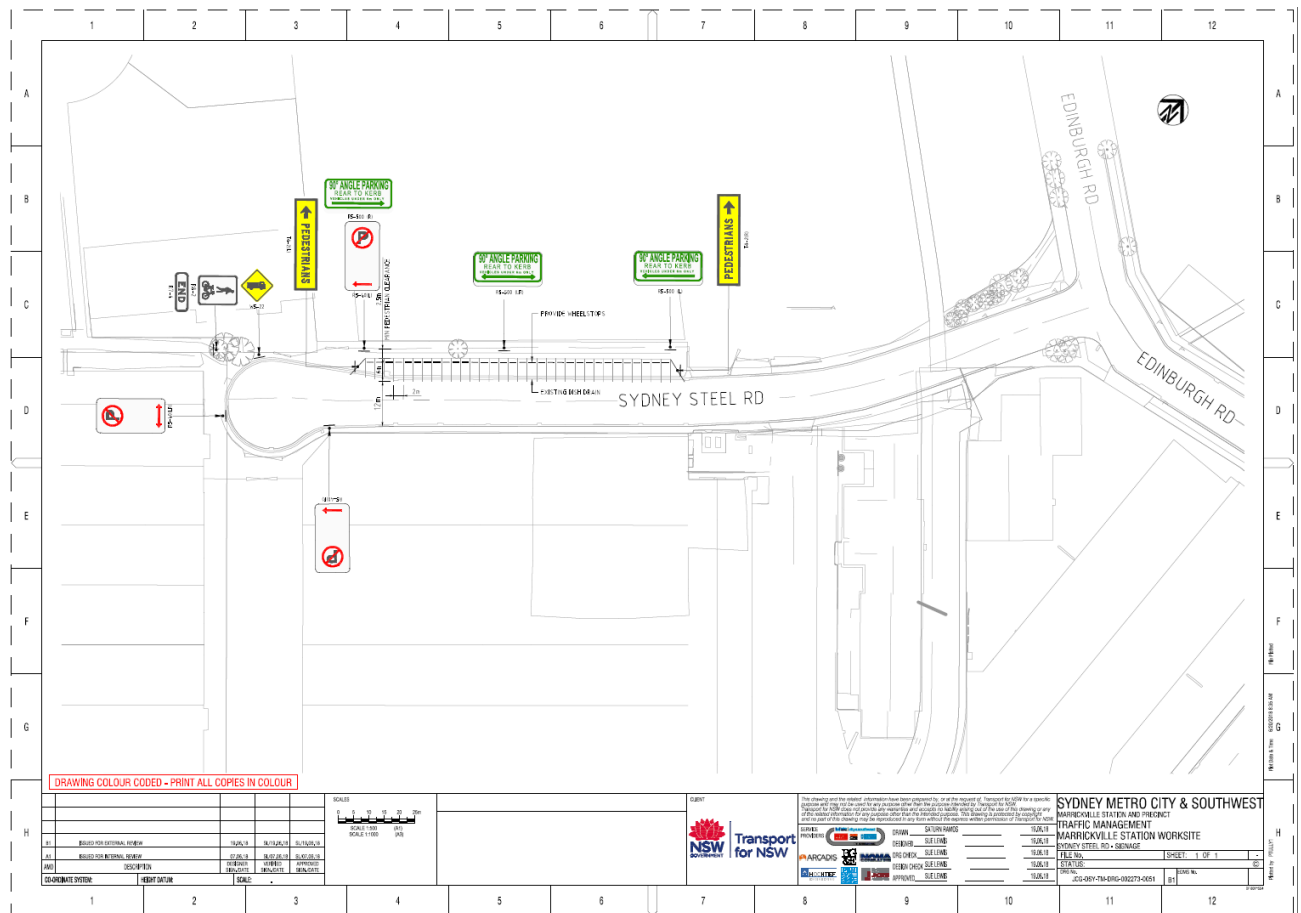
On 27 July 2018 a total of 80 notification letters were distributed. Any submissions will be collated and the recommendations from the Local Traffic Committee will be considered by Council at its meeting held on 28 August 2018.

Item 5

CONCLUSION

In an effort to improve pedestrian and cyclist safety on Sydney Steel Road it is proposed to implement the following measures:

- Reinstall missing 'No Parking' signs around the turning head at the southern end of Sydney Steel Road
- Implement '90° angle parking rear to kerb Vehicles under 6 m only' restrictions along the western side of Sydney Steel Road
- Install wheel stops to allow a thoroughfare at the rear of the angled parking spaces on the western side of Sydney Steel Road
- Implement appropriate warning signs for pedestrians and cyclists.

A copy of the Plan - JCG-DSY-TM-DRG-002273-0051-[B1]-Sydney Steel Rd (attached below) shows the proposed signage.



Item 5

ATTACHMENTS

Nil.

Item No: LTC0818 Item 6

Subject: **Moore Street at Ainsworth Street, Leichhardt - Proposed 'No Stopping' zones (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Council has received a request to signpost the statutory 'No Stopping' restrictions on Moore Street at the intersection of Ainsworth street, Leichhardt in order to prevent illegal parking and improve sight lines.

RECOMMENDATION

THAT:

1. **A 12m 'No Stopping' zone be installed on the northern side of Moore Street, east of Ainsworth Street; and**
2. **A 10m 'No Stopping' zone on the northern side of Moore Street, west of Ainsworth Street.**

BACKGROUND

Concerns have been raised by residents regarding vehicles parking on Moore Street too close to the intersection of Moore Street and Ainsworth Street, Leichhardt.

This illegal parking behavior obstructs sight lines as well as access into and out of Ainsworth Street, Leichhardt.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate the sight visibility and maneuvering space issues, it is proposed to signpost the statutory 'No Stopping' zones at the following locations:

- The northern side of Moore Street and east of Ainsworth Street (12m 'No Stopping' zone).
- The northern side of Moore Street and west of Ainsworth Street (10m 'No Stopping' zone).

The proposal is shown on the following plan:



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (14 properties) in Ainsworth Street and Moore Street, Leichhardt.

No objections were received.



CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 7

Subject: **Bedwin Road/ Edinburgh Road/ Edgeware Road, Marrickville – Sydney Metro City and Southwest Project – Temporary traffic Signal installation and associated changes to line markings and parking restrictions (Marrickville Ward/Summer Hill Electorate/Inner West LAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been approved by RMS for the temporary traffic signal installation at the intersection of Bedwin Road / Edinburgh Road, Marrickville as part of the Sydney Metro City and Southwest infrastructure project. These traffic signals were identified as a safety improvement to the intersection in the Environmental Impact Statement (EIS) for the operation of the Marrickville Tunnel Boring Machines (TBM) launch site and the operation of the precast segment factory for the tunnel lining. It is recommended that the proposed detailed design plans consisting of line marking and signposting be approved and that the temporary traffic signals be endorsed.

RECOMMENDATION

THAT:

- 1. The design plans for the temporary traffic signals at the intersection of Bedwin Road / Edinburgh Road/ Edgeware Road, Marrickville (as per the attached design plan No. 6201) be ENDORSED;**
- 2. The applicant is to design the intersection pavement to be a slip resistant due to curve linear nature of the intersection;**
- 3. Council request RMS to make the signals permanent at this location;**
- 4. The cost of the installation of the traffic signals and reconstruction of slip resistant pavement through the intersection be borne by Sydney Metro City and Southwest; and**
- 5. Sydney Metro City and Southwest be notified in terms of this report.**

BACKGROUND

The EIS for the project was placed on public exhibition in May 2016. The EIS noted the following:

“In order to provide safe egress of construction vehicles, the Edinburgh Road/ Edgeware Road intersection is proposed to be signalised as part of the project.”

The traffic signal plan was approved by RMS on the 10th April 2018. The traffic signals will be in place until the completion of the Tunnel and Station Excavation project in April 2021. This change to the intersection operations requires changes to the line marking and signposting, as noted on Line Marking and Signage Plans (SMCSWTSE-JAB-DSY-LW-DRG-511801, SMCSWTSE-JAB-DSY-LW-DRG-511802 and SMCSWTSE-JAB-DSY-LW-DRG-51180) and the traffic signal plan (TCS 4898).

FINANCIAL IMPLICATIONS

Nil. The costs of the supply and installation of all works, signposting and all associated recommended works will be borne by Sydney Metro City and Southwest.

OFFICER COMMENTS

Site location & road network

Street Name	Bedwin Road/ Edinburgh Road/ Edgeware Road
Section	Intersection
Carriageway Type	T intersection
Classification	Regional
Vehicles Per Day (vpd)	22,000
85th percentile speed (km/h)	48.5
Heavy Vehicle Volume (%)	6
Parking Arrangements	No parking is available on Bedwin Road. Parking is available on Edgeware Road north of the Edinburgh Road intersection. Parking is available on Edinburgh Road west of the roundabout.

At present, the intersection of Edinburgh Road and Bedwin Road is controlled by Give Way signs.



TCS Plan – No. 4898

A detailed design plan for the provision of traffic signals including line marking and signposting for the intersection of Bedwin Road, Edgeware Road and Edinburgh Road (ATTACHED - design plans No. 4898 and SMCSWTSE-JAB-DSY-LW-DRG-511802 Line Marking and Signage Plan) are submitted for consideration.

The proposed scope of work includes the following:

- Install edge line 'E4' and 'E5' line markings, continuity line 'C1' line markings, pavement arrows, marked crossings, traffic signal stop lines and pedestrian walk crossing lines, zig zag markings on the approach to the marked footed crossing on Bedwin Road and chevron markings adjacent to modified traffic islands and adjacent to kerbs where required for vehicle swept paths.
- Replace existing 'No Parking' signs with 'No Stopping' signs around the intersection and install 'Stop' control signs as required for the operation of the new signals.
- Replace existing 'No Parking' signs with 'No Stopping' signs on Murray Street and Sydney Steel Road as noted on the design drawings.

The proposed treatment will not result in the loss of any legal on-street car parking spaces in Bedwin Road and Edgeware Road (refer to the attached design plans No. 6201). All current vehicular access to adjoining properties will be retained.

Given a number of reported incidents at this bend Council Officers have also requested that the existing pavement be reconstructed to provide a slip resistant pavement to enhance the safety of this location.

It is noted also that relocation of the power pole may be required and should be included in the works. The power pole presents a hazard at the proposed signalized location.



PUBLIC CONSULTATION

Sydney Metro City and Southwest is responsible for this project and has therefore undertaken consultation.

The Environmental Impact Statement for the Sydney Metro City and Southwest was publicly exhibited in May 2016. This EIS included the installation of traffic signals at the intersection of Edinburgh Road, Bedwin Road and Edgeware Road, Marrickville.

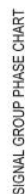
Further local consultation was undertaken by the Tunnel Station Excavation Contractor for the Sydney Metro City and Southwest in March 2018 with directly impacted businesses on Edinburgh Road between Bedwin Road and Railway Parade.

A total of five responses were received from local businesses regarding this proposal. Four businesses noted that they had no issues or concerns with the intersection upgrade to traffic lights.

One business expressed concerns with trucks blocking access to their driveway (as they queue towards the roundabout), and the impacts it will have on their business. The business owner also suggested that traffic modelling should consider the volume of traffic in the area during peak hour and how this will impact trucks being able to get across Bedwin Road. Sydney Metro City and Southwest have since consulted further with the business owner and explained that the traffic lights would assist with traffic flow through the area. TSE Contractor has also consulted with this stakeholder in regard to the relocation of lighting poles adjacent to his property boundary.

CONCLUSION

It is recommended that the detailed design plans of the proposed temporary traffic signals for the intersection of Edinburgh Road, Bedwin Road and Edgeware Road for approximately two years be endorsed and that the changes to line markings and associated signs be approved.



SIGNAL GROUP	PHASE WHEN GREEN				TABLE TYPE	REMARKS
	A	B	C	D		
V1	X	X	X		3	
V2	X	X	X		3	
V3		X		X	3	
P1	X	X	X		31	Asls intro subject to presence of XSG A. Walk for green
D1			X		33	Asls intro subject to presence of XSG A. Walk for green

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	None
2	0L	-	2.0	None
3	2	4.1	1.0	None
4	2	4.1	1.0	None
5	2	4.1	1.0	None
6	2	4.1	1.0	None

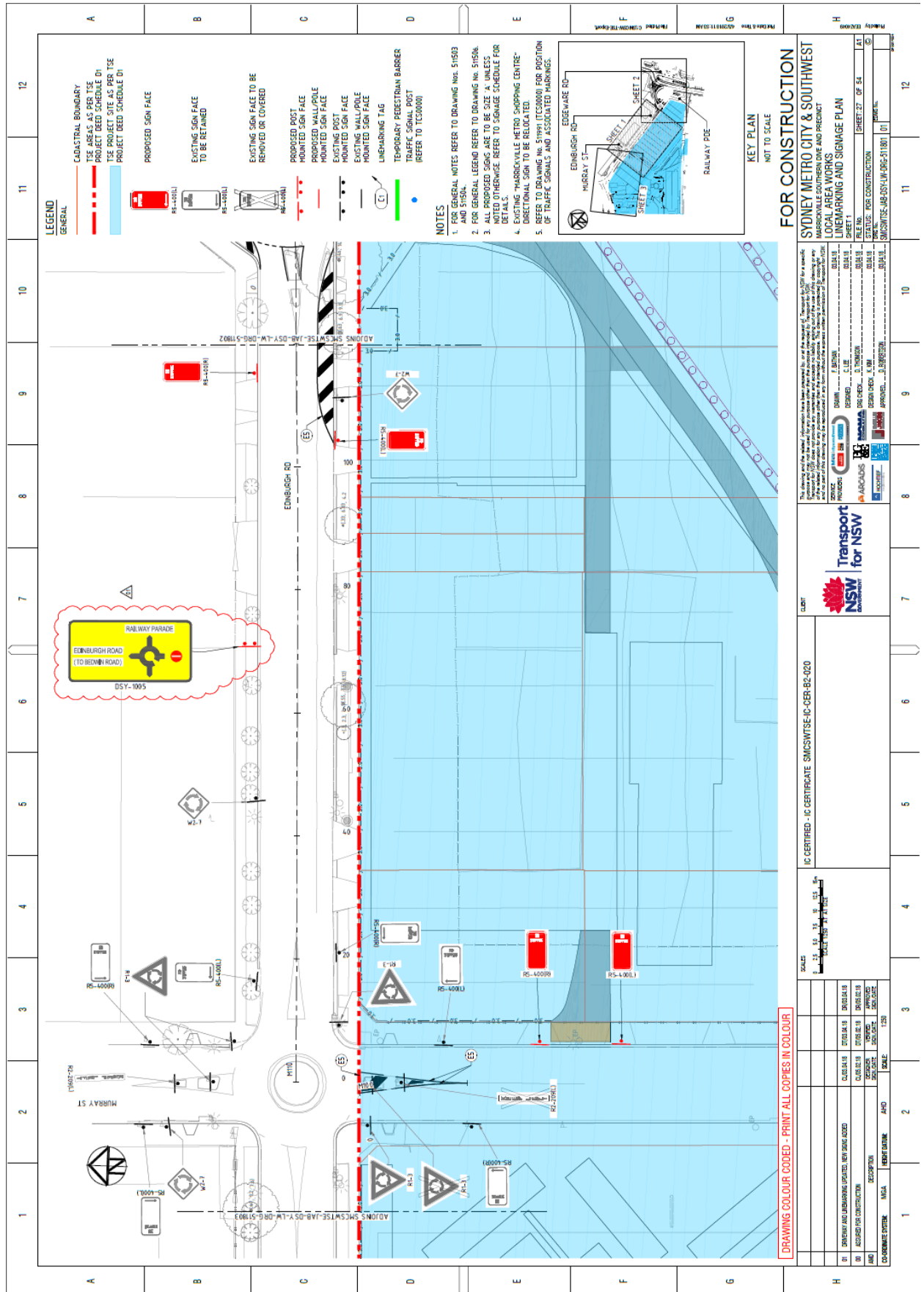
DETECTOR SPECIFICATION

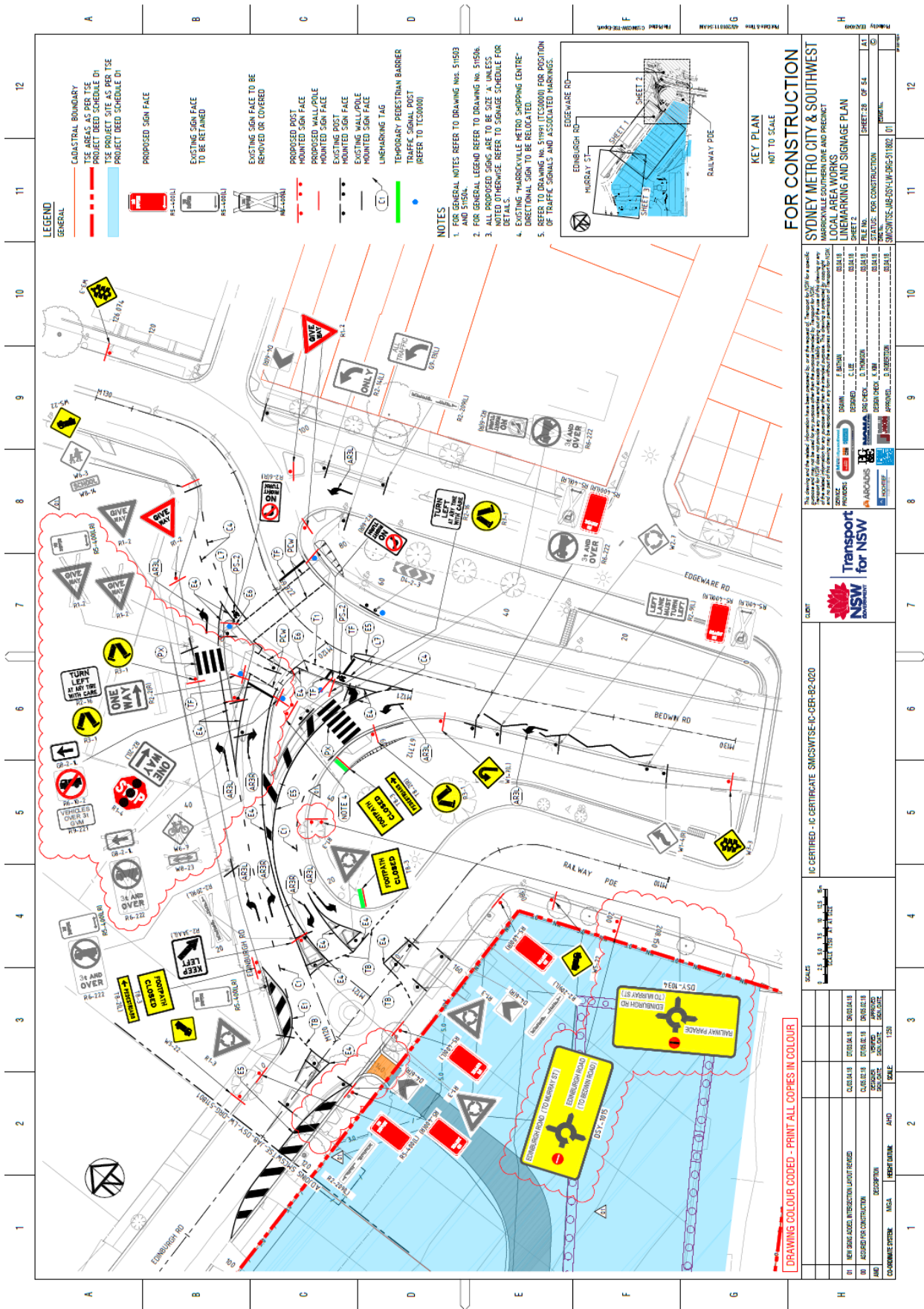
Director	Specifications				
A-C1	IN	ALU	Q1	AE1	GE1
	DOES	V1	VL	A	G
	US	AL	XSP1	CONENT	ANENT
A-C2	IN	AL	Q1	AE1	GE1
	DOES	V2	XSP1	A	G
	US	AL	XSP1	CONENT	ANENT
B-D	IN	AL	Q1	AE1	GE1
	DOES	V3	V3	B	G
	US	XSP1	XSP1	DONENT	BINENT
P1	DOES	APR	CPR	ALU	
P-B	DOES	PHYSICAL	PHYSICAL	A-FRAME	
	US	PHYS	DOF	FEIG	
P2	DOES	PHYSICAL	PHYSICAL	PHYSICAL	
P2	DOES	PHYSICAL	PHYSICAL	PHYSICAL	DOF
	US	PHYSICAL	PHYSICAL	PHYSICAL	DOF

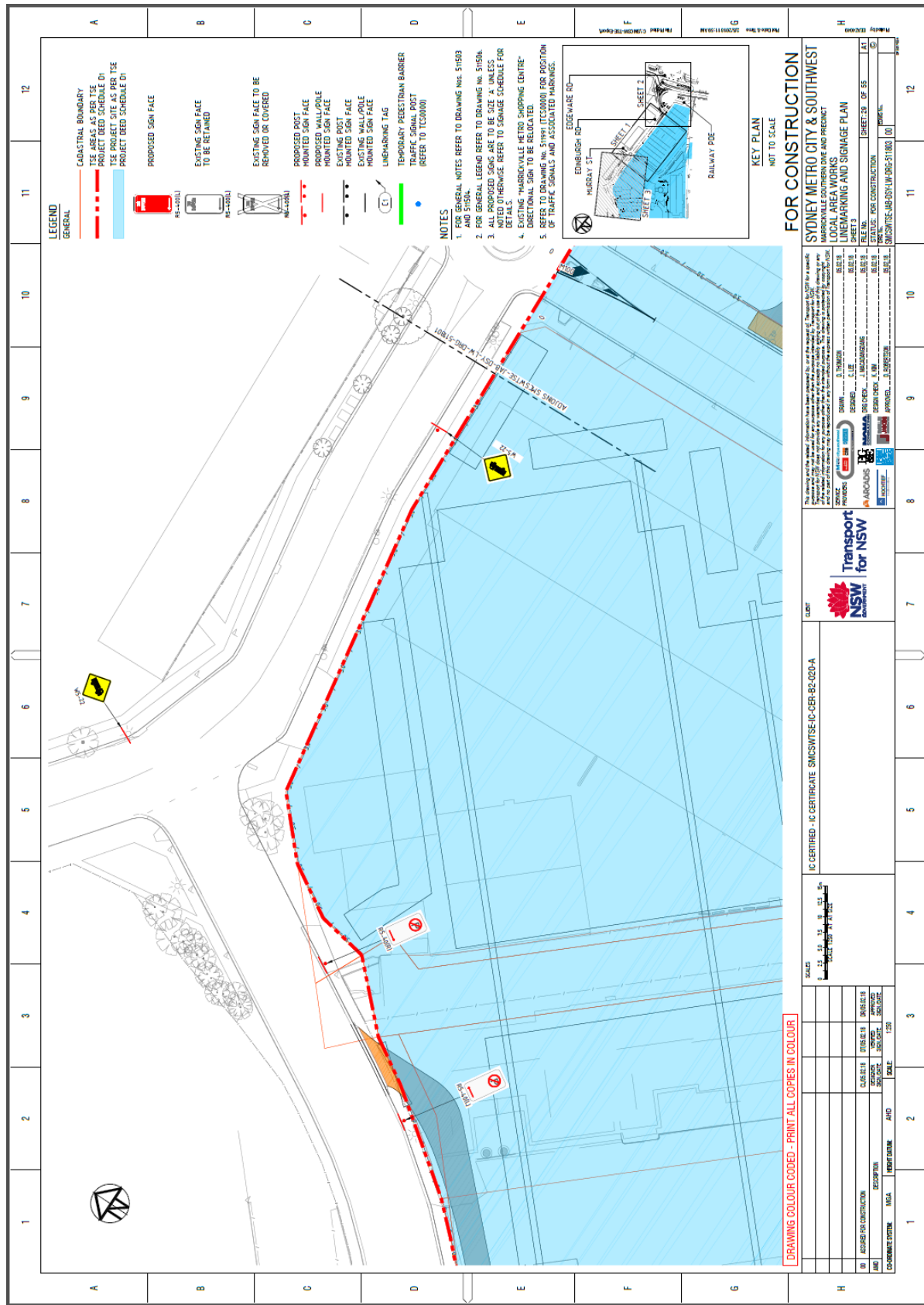
NOTES

- The site is SCATS listed.
- Special STGP zone [R1-4] based on zones 3 & 4.
- Auto-access push through provided on zones 3, 4 & 6.
- Kern ramps to be constructed at all pedestrian crossings in accordance with RMS Standard Plan Drawing MCD020-11 excepting existing 1.2m wide ramp at north western tip area to its minimum due to service loading.
- Proposed to be a surface parking lot for private cars of up to 900PI.
- Proposed to be a surface caraboy park for private cars of up to 100PI.
- Facility over the southern approach west turn slip lane of Bakuin Road and western approach east turn slip lane of Edinburgh Road.
- Civil construction works in accordance with HRPB/JV Construction Drawings.
- Construction Management Southern Drive and Precinct Local Area Works Package [TPS-S200].
- Banner signs to be provided on all lands.

[illegible]







ATTACHMENTS

Nil.

Item No: LTC0818 Item 8

Subject: Constitution Road, Dulwich Hill – Proposed Splitter Islands and Central Median Design Plans (Ashfield Ward/Summer Hill Electorate/Ashfield & Inner West LAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been finalised for the proposed traffic calming improvements in Constitution Road, Dulwich Hill, between Williams Parade and Denison Road, as part of the Dulwich Hill North LATM study implementation. The proposal for a central median island on Constitution Road with raised mountable splitter islands at the intersection of Constitution Road and Denison Road will improve safety and calm traffic.

Consultation was undertaken with owners and occupiers of properties adjacent to Constitution Road, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plans be approved.

RECOMMENDATION

THAT the design plans for the proposed central median island and raised mountable splitter islands with associated signs and line markings in Constitution Road, Dulwich Hill, between Williams Parade and Denison Road (as per the attached design plan No. 10008) be APPROVED.

BACKGROUND

Council is proposing to install a central median island and mountable raised splitter islands with associated signs and line markings in Constitution Road, Dulwich Hill, between Williams Parade and Denison Road to improve traffic management in the area.

This proposed works are a design which was included in the recently approved Dulwich Hill North Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) mid-2017. The LATM provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Dulwich Hill North LATM was endorsed and approved by Council at its meeting held on 12 October 2017.

The detail design plans have been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$35,000 has been allocated by Council for the entire scope of works for Constitution Road, Dulwich Hill between Williams Parade and Denison Road, under the Dulwich Hill North LATM Implementation 2018/2019.

OFFICER COMMENTS
Site location & road network

Item 8

Street Name	Constitution Road
Section	Between Williams Parade and Denison Road
Carriageway Width (m)	10.5
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	46.1
Vehicles Per Day (vpd)	4,308
Reported Crash History (July 2012 – June 2017)	No crashes recorded.
Heavy Vehicle Volume (%)	2.8
Parking Arrangements	No Parking restrictions along both sides of the road.

At present, the intersection of Constitution Road with Williams Parade and Constitution Road with Denison Road are controlled by roundabouts.

Design Plan – No. 1008

Detailed design plans for the provision of a central median island with raised mountable splitter islands with associated signs and line markings in Constitution Road, Dulwich Hill, between Williams Parade and Denison Road (ATTACHMENT - design plans No. 10008) are submitted for consideration.

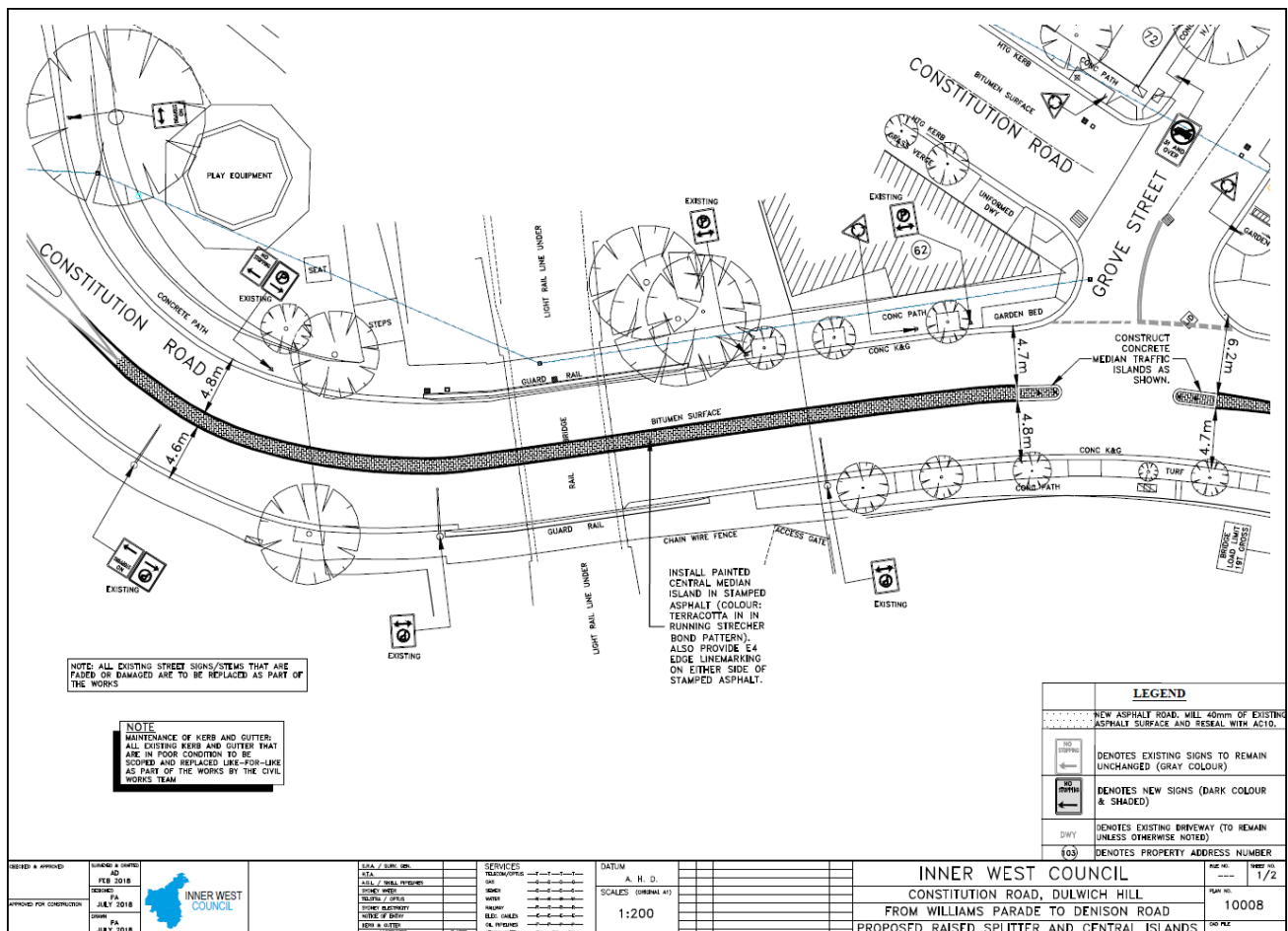
The proposed scope of work includes the following:

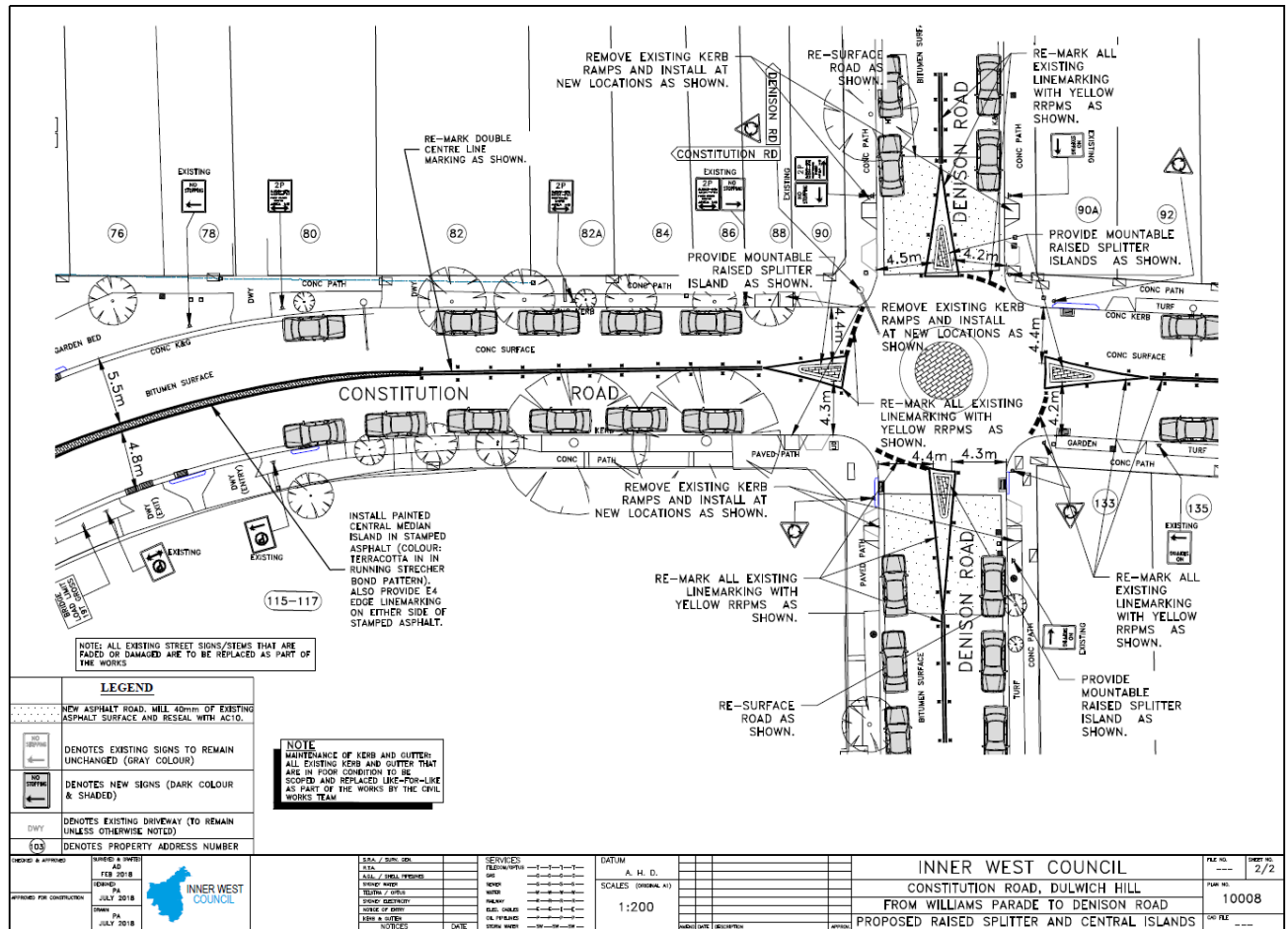
Item 8

- Installing mountable raised splitter islands at the existing roundabout at Constitution Road at Denison Road.
- Re-marking edge line markings and centre line markings.
- Installing a painted central median island in Constitution Road from Denison Road to Williams Parade.
- Constructing two solid central median islands in Constitution Road at Grove Street
- Replacing any damaged signs and repairing faded road markings.
- Resheeting the road in the vicinity of the works
- Relocating kerb ramps

The proposed treatment will not result in the loss of any legal on-street car parking spaces in Constitution Road (refer to the attached design plans No. 10008). All current vehicular access to adjoining properties will be retained.

It is proposed to install 50mm high raised splitter islands without signage at the existing roundabout at Constitution Road at Denison Road due to the constrained width of the road. It is acknowledged that service vehicles and buses will be required to mount the splitter islands in order to maneuver through the intersection, hence the absence of signage.





PUBLIC CONSULTATION

Consultation for the design plans was conducted between 11 July and 25 July 2018. A letter was sent to 290 local residents in Constitution Road, Dulwich Hill.

There were two (2) responses received. The results received are detailed below.

Residents' Comments	Officer's Response
<p>Resident noted that the proposed changes to traffic management in Constitution Road are welcomed changes.</p> <p>The resident noted that a pedestrian crossing over Denison Road / Constitution Road intersection was urgently required and that would rate a higher priority rather than the current proposals.</p>	<p>Received and noted. The resident generally supports the proposal.</p> <p>A pedestrian crossing at the subject location was not identified in the Dulwich Hill North LATM study. It is noted that prior to the installation of any pedestrian crossing facility RMS warrants are required to be met.</p>
<p>Resident responded to consultation letter however comments were related to parking adjacent to their apartment block's driveway and the difficulty experienced getting out of their driveway due to sightline being blocked. Resident requested a 'safety mirror' and 'warning signs about exiting vehicles'.</p>	<p>Council does not typically install signage or line markings over private driveways as it is already an offence under the NSW Road Rules for a vehicle to park over a driveway.</p> <p>Council's Rangers can be requested to undertake enforcement to influence driver behavior should it be required.</p>

Residents' Comments	Officer's Response
	Council does not install traffic mirrors, as convex mirrors provide a distorted image of on-coming vehicles, possibly leading to misinterpretation by the reliant motorist. Also, at night, the lights from travelling vehicles and other sources, being reflected from these types of mirrors can cause confusion for motorists as to the location of oncoming traffic. This is exacerbated by the distorted images shown in a convex mirror.

CONCLUSION

It is recommended that the detailed design plans of the proposed central median island with raised mountable splitter islands with associated signs and line markings be approved, to improve safety and calm traffic.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 9

Subject: Eltham Street, Dulwich Hill – Proposed Splitter Islands - Design Plans (Ashfield Ward/Summer Hill Electorate/Inner West LAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been finalised for the proposed traffic calming improvements in Eltham Street, Dulwich Hill at its intersection with Denison Road, as part of the Dulwich Hill North LATM study implementation. The proposal for raised mountable splitter islands with associated signs and line markings on Eltham Street at Denison Road will improve safety and calm traffic.

Consultation was undertaken with owners and occupiers of properties adjacent to Eltham Street and Denison Road, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plans be approved.

RECOMMENDATION

THAT the design plans for the proposed raised mountable splitter islands with associated signs and line markings in Eltham Street, Dulwich Hill at its intersection with Denison Road (as per the attached design plan No. 10001) be APPROVED.

BACKGROUND

Council is proposing to install raised mountable splitter islands with associated signs and line markings in Eltham Street, Dulwich Hill at its intersection with Denison Road.

These proposals were included in the recently approved Dulwich Hill North Local Area Traffic Management Plan (LATM) which was on public exhibition (for community comment) mid-2017. The LATM provides rationale and recommended actions to address local traffic issues and support sustainable transport. This involves encouraging the use of public transport, walking and cycling. The Dulwich Hill North LATM was endorsed and approved by Council at its meeting held on 12 October 2017.

The detail design plans have been finalised for the proposed devices together with the consultation and are presented in this report for consideration

FINANCIAL IMPLICATIONS

Funding of \$25,000 has been allocated by Council for the entire scope of works for Eltham Street, Dulwich Hill at Denison Road, under the Dulwich Hill North LATM Implementation 2018/2019.

OFFICER COMMENTS

Site location & road network



Street Name	Eltham Street
Section	at Denison Road
Carriageway Width (m)	10.2
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	39.6
Vehicles Per Day (vpd)	944
Reported Crash History (July 2012 – June 2017)	No crashes recorded.
Heavy Vehicle Volume (%)	2.6
Parking Arrangements	Statutory 10 metre 'No Stopping' restrictions and unrestricted parking along both sides of the road.

At present, the intersection of Eltham Street at Denison Road is controlled by a roundabout.

Design Plan – No. 10001

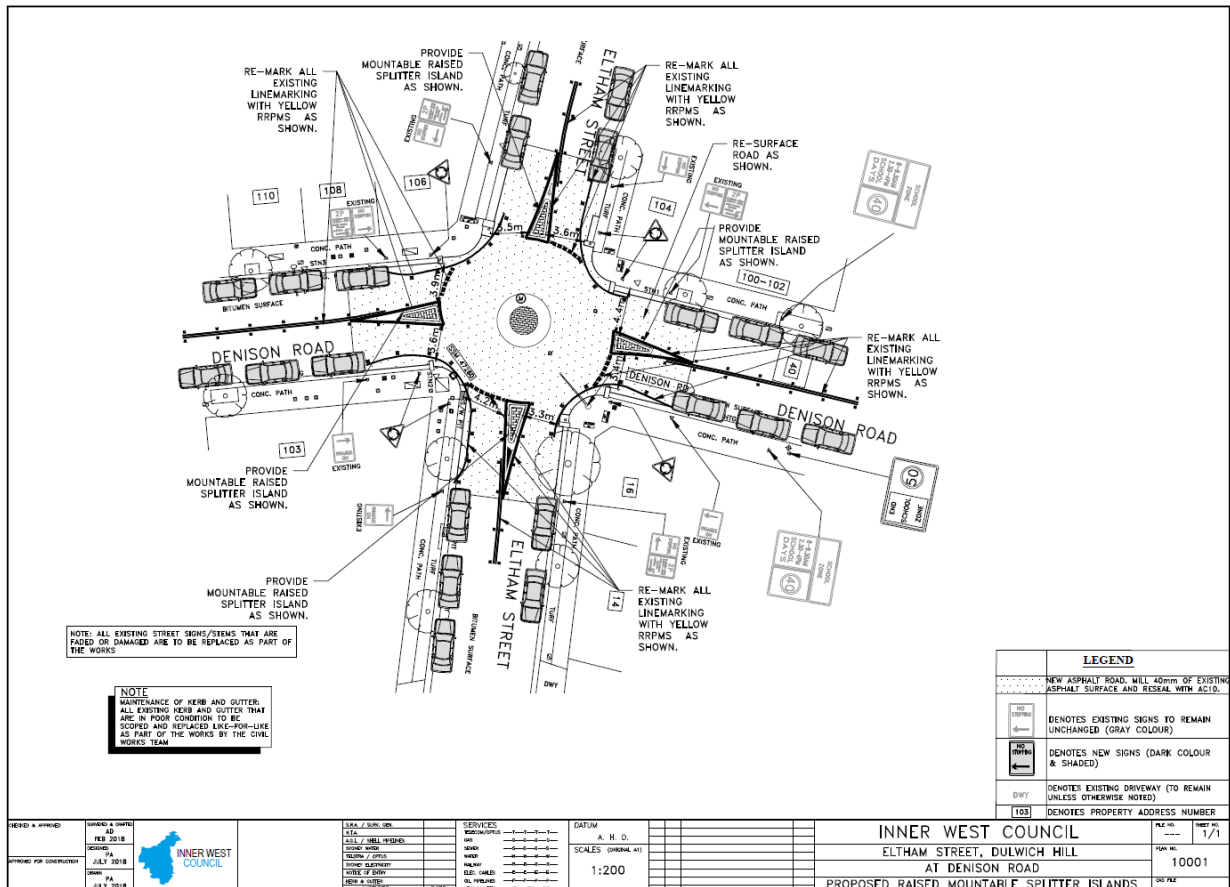
Detailed design plans for the provision of raised mountable splitter islands with associated signs and line markings in Eltham Street, Dulwich Hill at its intersection with Denison Road (ATTACHMENT - design plans No. 10001) are submitted for consideration.

The proposed scope of work includes the following:

- Installing mountable raised splitter islands at the existing roundabout at Eltham Street and Denison Road
- Re-marking edge line markings and centre line markings.
- Replacing any damaged signs and repairing faded road markings.
- Re-sheeting the road in the vicinity of the works

The proposed treatment will not result in the loss of any legal on-street car parking spaces in Eltham Street or Denison Road (refer to the attached design plans No. 10001). All current vehicular access to adjoining properties will be retained.

It is proposed to install 50mm high raised splitter islands without signage due to the constrained width of the road. It is acknowledged that service vehicles and buses will be required to mount the splitter islands in order to manoeuvre through the intersection, hence the absence of signage.



PUBLIC CONSULTATION

A notification letter was sent out on 11 July 2018 to the owners and occupiers of the affected properties in proximity to the intersection of Eltham Street and Denison Road, Dulwich Hill regarding the proposed design plans to construct mountable raised splitter islands at the roundabout. A total of 50 letters were distributed. The closing date for submissions ended on 25 July 2018. There were no responses received regarding the proposal.

CONCLUSION

It is recommended that the detailed design plans of the proposed raised mountable splitter islands with associated signs and line markings be approved, to improve safety and calm traffic.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 10

Subject: Wood Street, Ashfield - Proposed kerb extensions and rain garden design plans (Ashfield Ward/ Summer Hill Electorate/ Ashfield LAC)

Prepared By: Davide Torresan - A/Senior Engineer - Infrastructure Design & Traffic Services

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Detailed design plans have been finalised for the proposed traffic calming improvements in Wood Street, Ashfield, as part of Council's Capital Works Program for Kerb and Gutter. The proposal for kerb extensions, kerb and footpath renewal and a rain garden with associated signs and line marking will improve pedestrian safety and the streetscape amenity in the area.

A notification was undertaken with owners and occupiers of properties in Wood Street, regarding the proposals. It is recommended that the proposed detailed design plans be approved.

RECOMMENDATION

THAT the detailed design plans of the kerb extensions, kerb and footpath renewal and rain garden with associated signs and line markings in Wood Street, Ashfield (as per the attached design plan Nos. RC532A) be APPROVED.

BACKGROUND

Council is proposing to improve the traffic conditions in Wood Street, Ashfield, between Station Street and Elizabeth Street, as part of the 2018/19 Capital Works Program for Kerb and Gutter and Local Road Renewal. The proposed kerb extensions, kerb and footpath renewal and a rain garden with associated signs and line marking in Wood Street will improve pedestrian safety and the streetscape amenity at this location.

Note that existing painted traffic islands are present in Wood Street at Elizabeth Street and Station Street. The proposed kerb extensions will replace these painted islands.

The detailed design plans have been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding has been allocated in the 2018/19 financial year to the amounts of \$125,000 for the Kerb and Gutter works and \$25,000 for the Local Road Renewal works in Wood Street, Ashfield. The combined funding is a total of \$150,000 for works in 2018/19.

OTHER STAFF COMMENTS

Site location & road network

Street Name	Wood Street, Ashfield
Sections	Station Street to Elizabeth Street
Carriageway Width (m)	12.1m
Carriageway Type	One-way road with one travel lane, in addition to kerbside parallel and 60 degree parking lanes.
Classification	Local

85th Percentile Speed (km/h)	-
Vehicles Per Day (vpd)	-
Reported Crash History (July 2012 – June 2017)	Nil
Heavy Vehicle Volume (%)	-
Parking Arrangements	<p>Western side: 1P restricted parking, permit holders excepted. (8:30am to 6pm, Mon – Fri, 8:30am to 12:30pm, Sat)</p> <p>Eastern side: 1P restricted parking (8:30am to 6pm, Mon – Fri, 8:30am to 12:30pm, Sat)</p>

A detailed design plan for the provision of new kerb extensions, kerb and footpath renewal and a rain garden with associated signs and line marking (**Attachment 1 - Design Plan No. RC532A**) is submitted for consideration.

The proposed scope of work includes the following:

- Construct a new kerb extension, with new pram ramps, on Wood Street at the intersection with Elizabeth Street, within the existing footprint of the hatched linemarking
- Reconstruct the kerb on the western alignment of Wood Street
- Construct a new rainwater garden on Wood Street at the intersection with Station Street, within the existing footprint of the hatched linemarking
- Reconstruct the footpath on the western side of Wood Street and repair sections of damaged footpath on the eastern side of Wood Street
- Resheet the entire length of Wood Street with asphalt bitumen
- Install all other associated signage and line markings

The proposed treatments will not result in the loss of any legal on-street car parking spaces in Wood Street. All current vehicular access to adjoining properties will be retained. It is also proposed to retain the location of the existing “No Stopping” sign on the eastern side of Wood Street, south of Elizabeth Street.

PUBLIC CONSULTATION

As the works do not result in a loss of parking, and the kerb extensions are located within the existing footprint of the hatched linemarking, a notification letter as well as a copy of the detailed design plan was sent to residents on 20 July 2018 to the owners and occupiers of the affected properties in Wood Street, Ashfield, regarding the proposed design plan. A total of 19 letters were distributed.

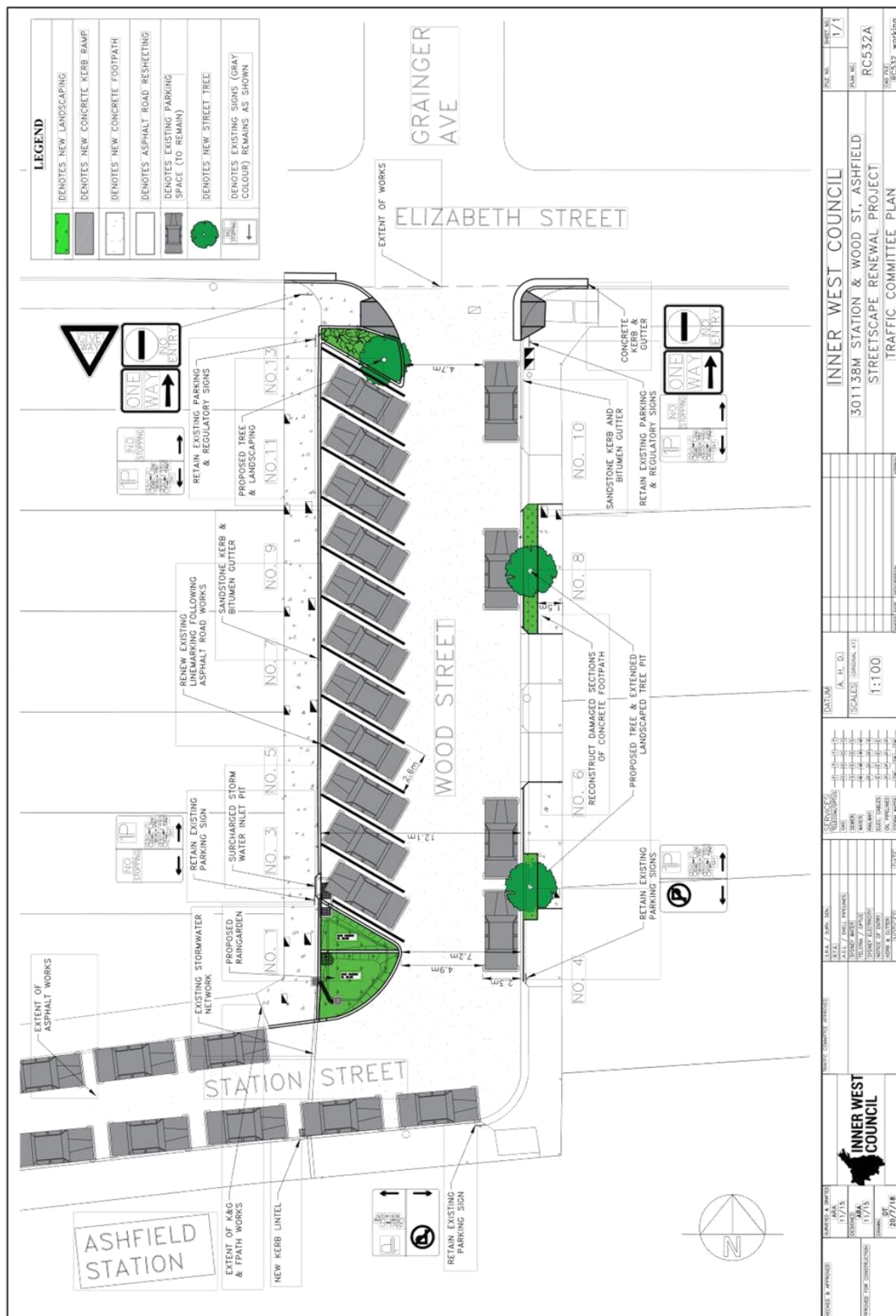
No responses have been received.

CONCLUSION

It is recommended that the detailed design plans of the proposed treatments and associated signs and line markings be approved, to improve conditions at these locations.

ATTACHMENTS

1. [↓](#) Wood Street, Ashfield - Propsoed kerb extensions and rain garden design plan RC532A



Item No: LTC0818 Item 11

Subject: Temporary Road Closure to carryout sewer works on North Street, Balmain (All Wards/ All Electorates/All LACs)

Prepared By: Idris Hessam - Road Access Engineer

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

An application has been received from Ozzy States Pty Ltd for the temporary full road closure of North Street (between Cardwell Street and Darling Street) Balmain between 9am and 5pm, Monday, 3 September to Saturday, 8 September 2018 (one week); with a further two weeks of contingency from Monday, 10 September to Saturday, 22 September 2018 in order to carryout sewer works on North Street, Balmain. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT the proposed temporary full road closure of North Street (between Cardwell Street and Darling Street), Balmain between 9am and 5pm, Monday, 3 September to Saturday, 8 September 2018 (one week) with a further two weeks of contingency from Monday, 10 September to Saturday, 22 September 2018 be approved, in order to carryout sewer works on North Street, Balmain, subject to the following conditions:

- 1. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
- 2. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;**
- 3. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;**
- 4. Notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;**
- 5. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;**
- 6. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 28 days in advance of the closure with the applicant making reasonable provision for residents;**
- 7. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;**
- 8. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;**
- 9. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000**

for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;

10. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
11. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
12. The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
13. All work is to be carried out in accordance with Work Cover requirements; and
14. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

BACKGROUND

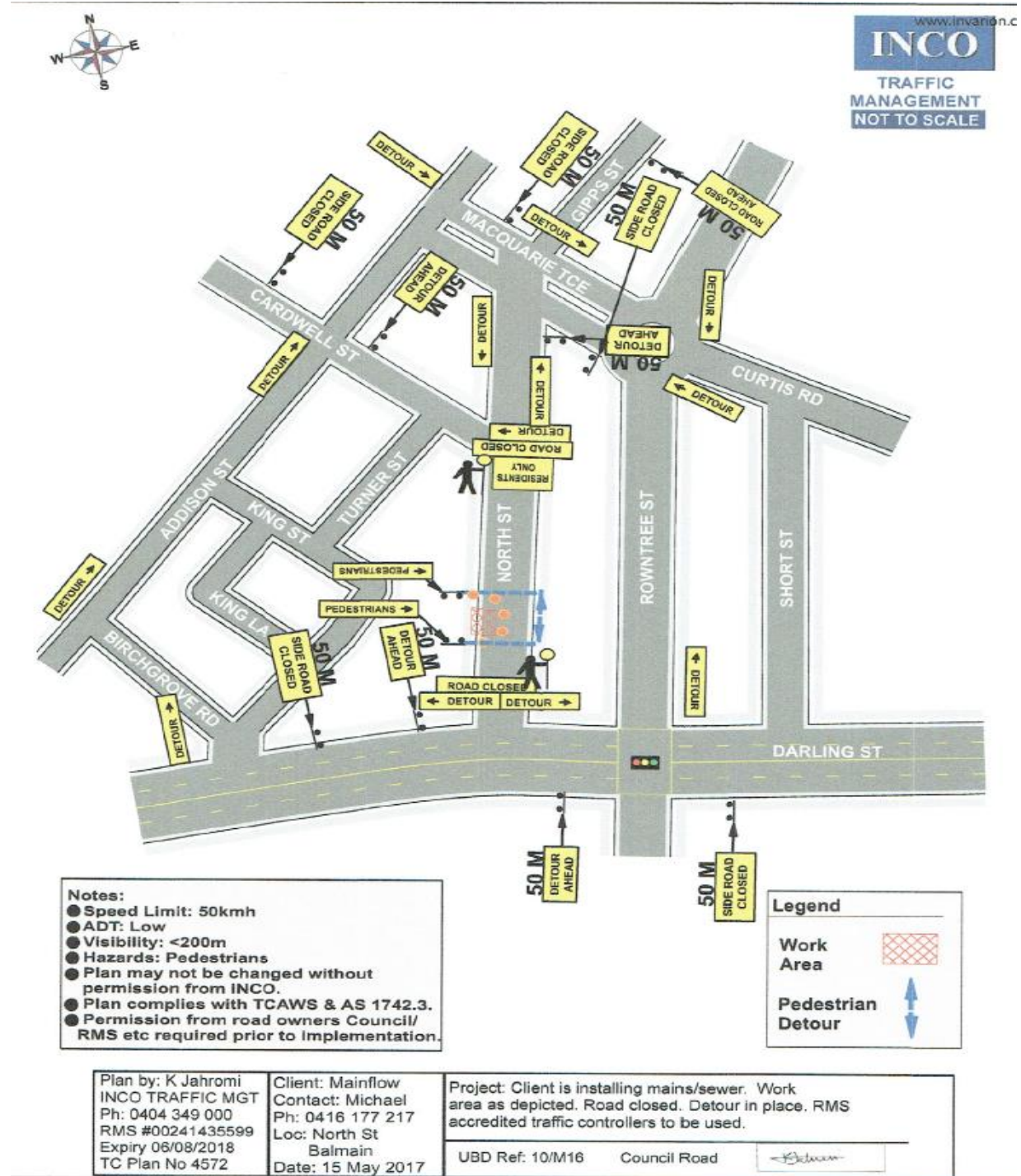
An application has been received from GJ Building and Contracting for the temporary full road closure of North Street (between Cardwell Street and Darling Street) Balmain between 9am - 5pm, Monday, 3 September – Saturday, 8 September 2018 for a period of one week and a further two weeks of contingency from Monday, 10 September- Saturday, 22 September 2018 in order to carryout sewer works on North Street, Balmain.

FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee of \$1,540.00 for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

OTHER STAFF COMMENTS

The Traffic Control Plan submitted by the applicant is shown below:



PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 28 days prior to the commencement of works.

The proposed road closure has been advertised in the local newspaper in accordance with the Roads Act 1993.

CONCLUSION

It is recommended that the proposed temporary road closures be approved, subject to the conditions outlined in this report.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 12

Subject: Temporary Road Closure of Applebee Street, St Peters to carry out sewer works (Marrickville Ward/ Heffron Electorate/ Newtown LAC)

Prepared By: Idris Hessam - Road Access Engineer

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

At its meeting on 24 July 2018, Council endorsed the recommendation of the Traffic Committee to approve a temporary road closure by GJ Building and Contracting at Applebee Street (between Lackey Street and Hutchinson Street), St Peters periodically between 6:00pm to 11:00pm from Hutchinson Street to Short Street and between 7:00am to 5:30pm from Short Street to Lackey Street for a period of four weeks from 30/7/2018 till 31/8/2018 including two weeks of contingency to carry out sewer works associated with a development.

The applicant has subsequently requested an additional two week period for the road closure as the approved hours are less than that originally applied for.

RECOMMENDATION

THAT the proposed temporary full road closure of Applebee Street, St Peters (between Lackey Street and Hutchinson Street) periodically between 6:00pm to 11:00pm from Hutchinson Street to Short Street and/or 7:00am to 5:30pm from Short Street to Lackey Street for a period of four weeks from 30/7/2018 till 31/8/2018 with a further two weeks of contingency from 1/9/2018 till 14/9/2018 in order to carry out sewer works on Applebee Street, St Peters, be approved subject to the following conditions:

- 1. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
- 2. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;**
- 3. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;**
- 4. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the Fire and Rescue NSW and the NSW Ambulance Services;**
- 5. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;**
- 6. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;**
- 7. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;**
- 8. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the**

Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;

Item 12

9. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
 10. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
 11. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
 12. The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
 13. All work is to be carried out in accordance with Work Cover requirements; and
 14. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.
-

BACKGROUND

An application was received and endorsed by the July 2018 Traffic Committee from GJ Building and Contracting for the temporary full road closure of Applebee Street, St Peters (between Lackey Street and Hutchinson Street) periodically between 9:00pm to 5:00am from Hutchinson Street to Short Street and/or 7:00am to 5:30pm from Short Street to Lackey Street for a period of two weeks from 30/7/2018 till 16/8/2018 with a further two weeks of contingency from 17/8/2018 till 31/8/2018 in order to carry out sewer works on Applebee Street, St Peters associated with a development at 47-61 Applebee Street.

Following submissions received from the public following the July 2018 Traffic Committee meeting, a supplementary report was considered by Traffic Committee members to reduce the hours of the temporary closure for the section of Applebee Street, between Hutchinson Street and Short Street to between 6.00pm and 11.00pm to reduce the noise impacts on nearby residences.

The reduced hours were approved at the Council meeting on 24 July 2018. The applicant subsequently requested the period of the closure be increased from two weeks to four weeks to allow for the reduced productivity associated with the reduced working hours. The two week contingency was requested to be retained. This would result in the temporary closure extending from 30/7/2018 to 31/8/2018 with a further contingency from 1/9/2018 till 14/9/2018.

FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant has paid the required fee of \$1,540.00 for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

OTHER STAFF COMMENTS

Nil.

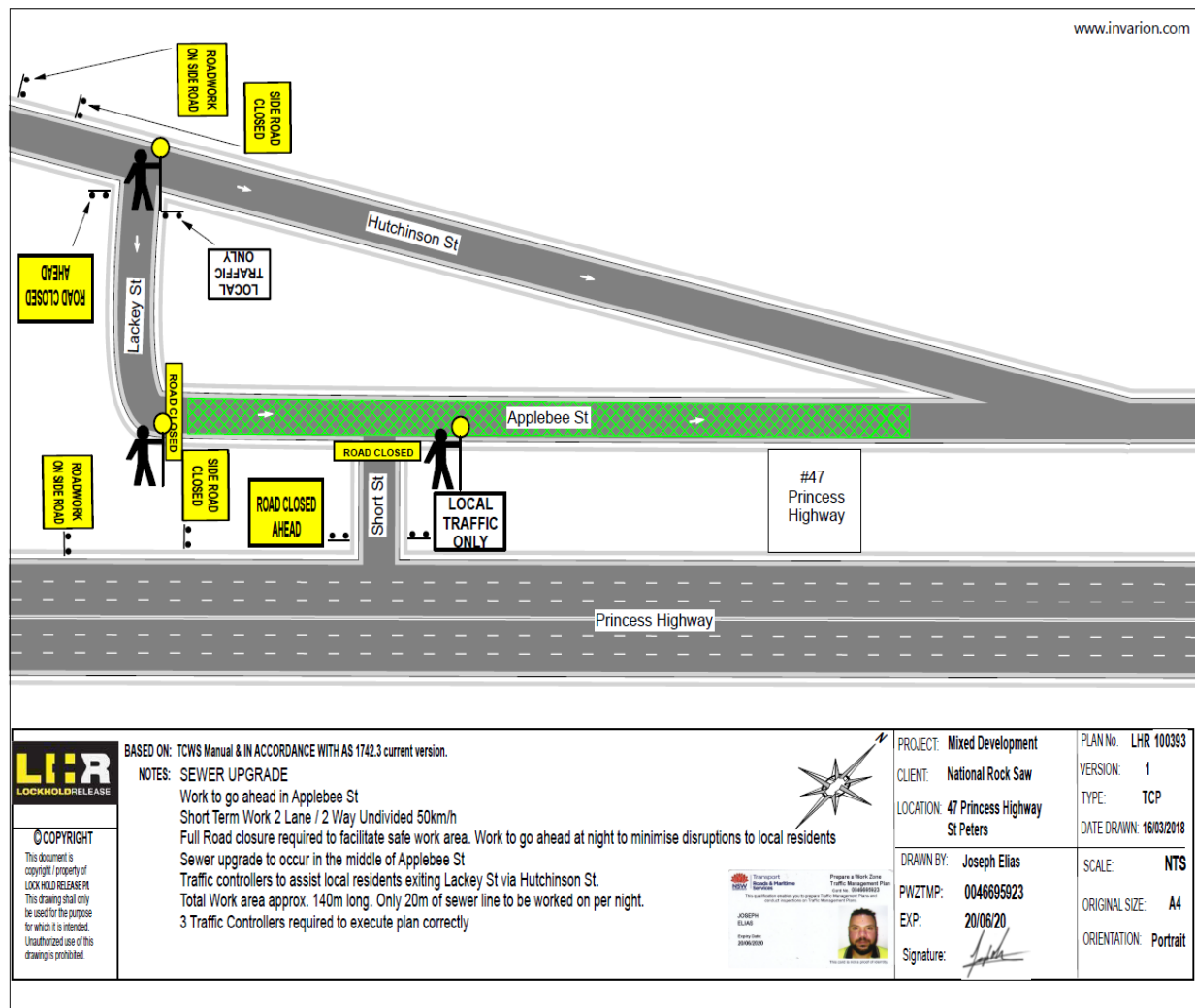
PUBLIC CONSULTATION

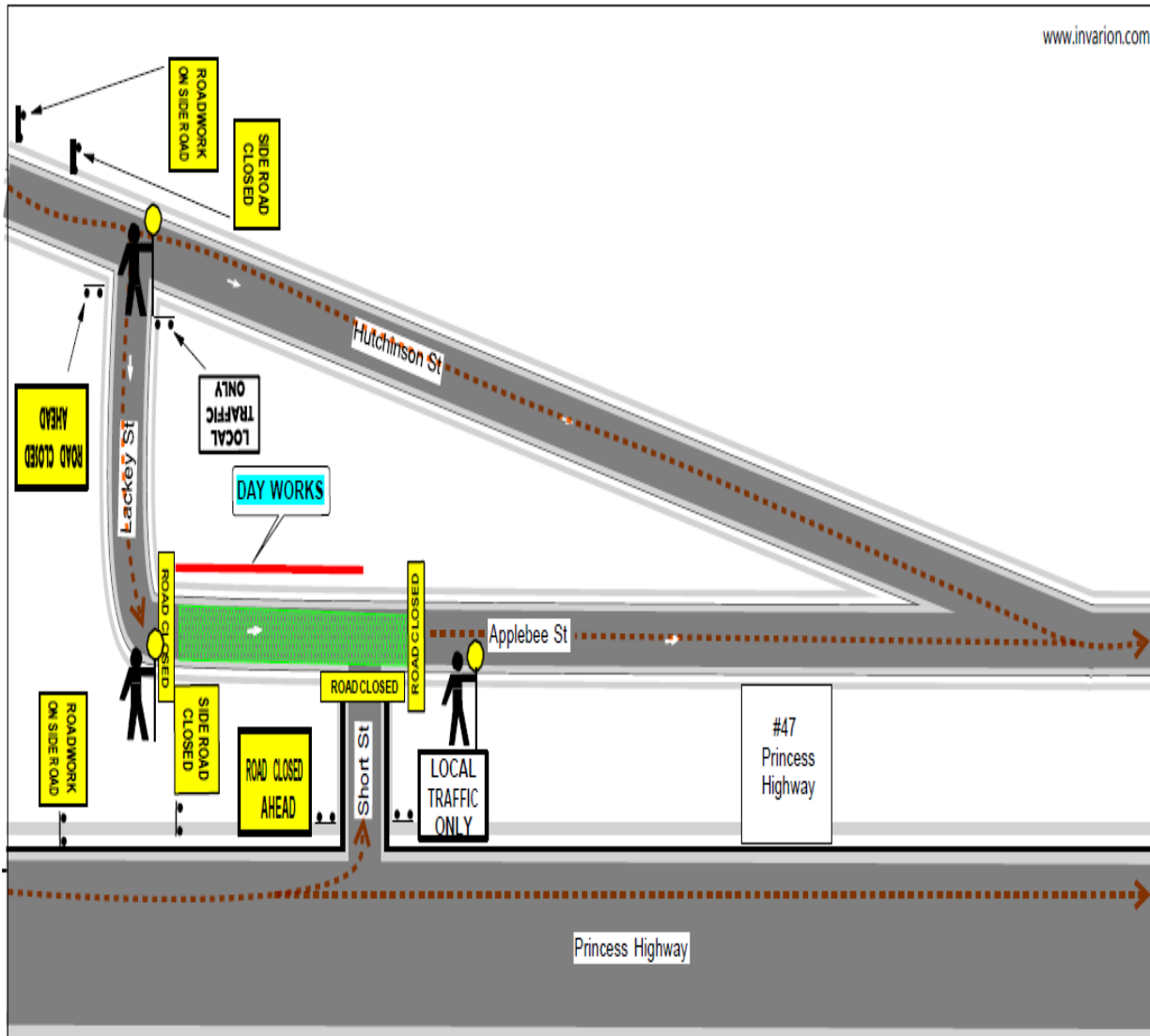
The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works. The proposed road closure was advertised in the local newspaper in accordance with the Roads Act 1993.

CONCLUSION

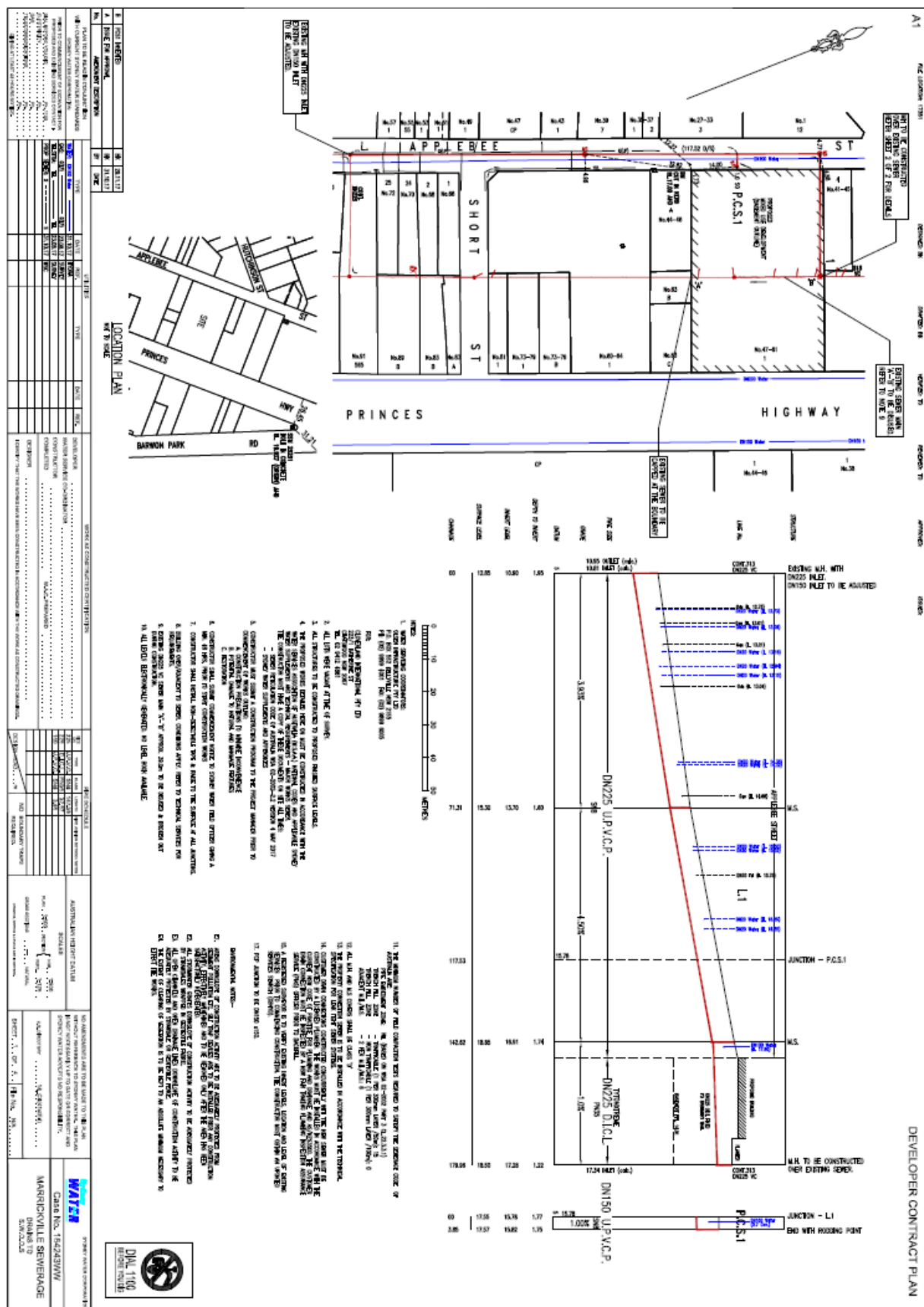
It is recommended that the proposed temporary road closures be approved, subject to the conditions outlined in this report.

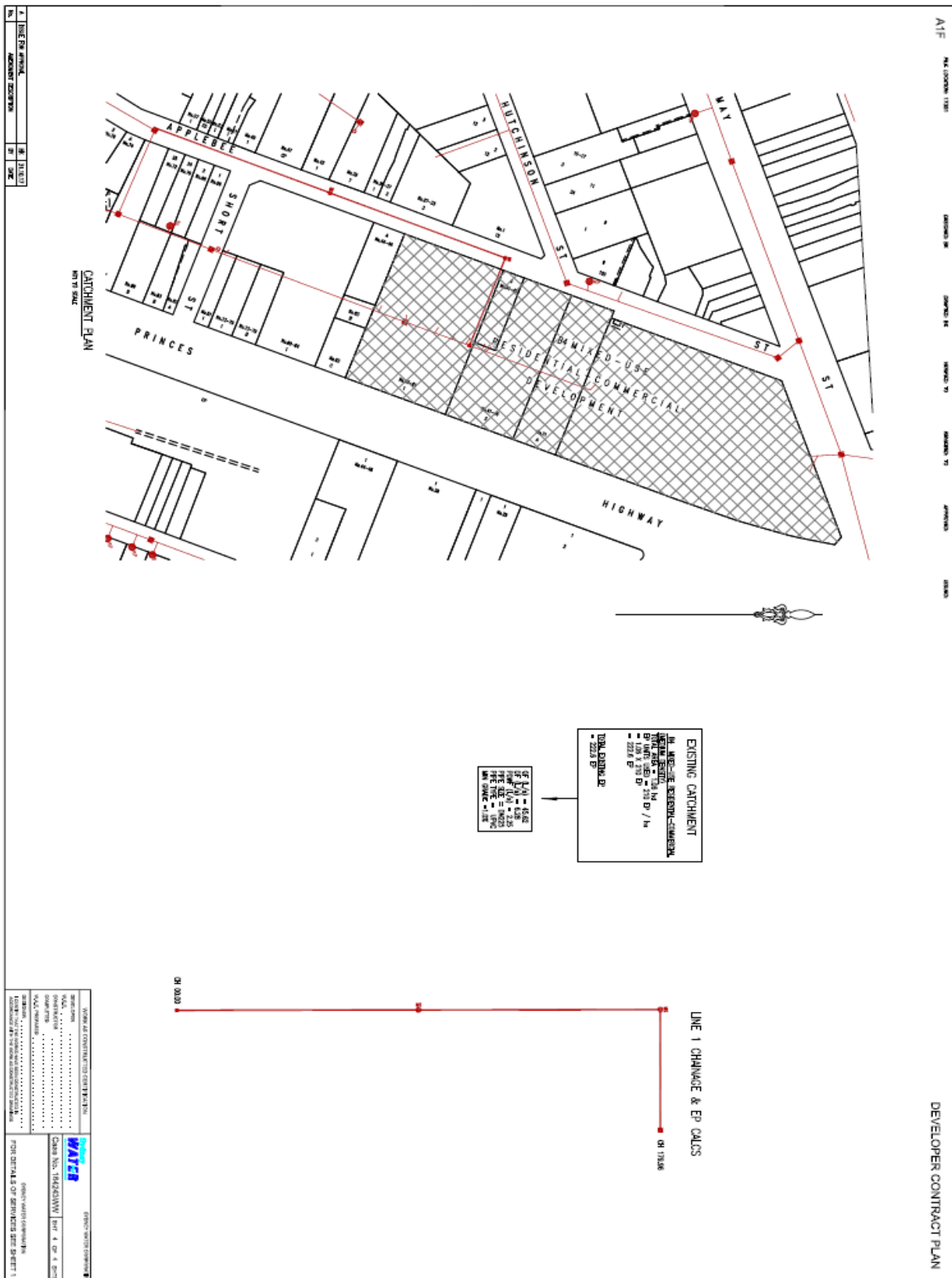
Traffic Control Plan submitted by the applicant – Applebee Street, St Peters





<p>LHR LOCKHOLD RELEASE</p> <p>©COPYRIGHT This document is copyright / property of LOCKHOLD RELEASE PL. This drawing shall only be used for the purpose for which it is intended. Unauthorized use of this drawing is prohibited.</p>	<p>BASED ON: TCWS Manual & IN ACCORDANCE WITH AS 1742.3 current version.</p> <p>NOTES: SEWER UPGRADE Work to go ahead in Applebee St Short Term Work 2 Lane / 2 Way Undivided 50km/h Full Road closure required to facilitate safe work area. Work to go ahead at night to minimise disruptions to local residents</p> <p>Sewer upgrade to occur in the middle of Applebee St Traffic controllers to assist local residents exiting Lackey St via Hutchinson St. Total Work area approx. 140m long. Only 20m of sewer line to be worked on per night. 3 Traffic Controllers required to execute plan correctly</p>	<p>PROJECT: Mixed Development CLIENT: National Rock Saw LOCATION: 47 Princess Highway St Peters</p> <p>DRAWN BY: Joseph Elias PWZTMP: 0046695923 EXP: 20/06/20 Signature: </p>	<p>PLAN No: LHR 100393 VERSION: 1 TYPE: TCP DATE DRAWN: 16/03/2018</p> <p>SCALE: NTS ORIGINAL SIZE: A4 ORIENTATION: Portrait</p>
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ATTACHMENTS

Nil.

Item No: LTC0818 Item 13

Subject: Henry Lane, Lewisham - Proposed 'No Parking' restrictions (Stanmore Ward/ Summer Hill Electorate/ Inner West LAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Representations have been received from local residents for the installation of full time 'No Parking' restrictions in Henry Lane, Lewisham along the rear boundaries of Nos.15-19 Jubilee Street, as vehicular access to off-street parking is often blocked by parked vehicles in the laneway. Residents adjoining the subject section of laneway have been consulted and a revised proposal has been presented for the installation 'No Parking' restrictions in Henry Lane, across the rear boundaries of Nos.13-19 Jubilee Street, Lewisham. Residents have been notified of the revised proposal.

RECOMMENDATION

THAT a 24m 'No Parking' restriction on the northern side of Henry Lane along the rear boundaries of Nos.13 to 19 Jubilee Street, Lewisham be approved.

BACKGROUND

Representations have been received from local residents regarding obstructed vehicular access due to vehicles parked on the northern side of Henry Lane opposite garages.

Henry Lane is 4.8m wide and when vehicles are parked directly opposite a garage entrance, ingress/egress is obstructed. It should be noted that laneways were generally built to provide service access for properties and access into off-street parking facilities. Removal of long stay parking will help achieve this goal.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Given the need to provide clear vehicular access to off-street car parking facilities, it is proposed that full-time 'No Parking' restrictions be provided on the northern side of Henry Lane, Lewisham along the rear boundaries of Nos.15 to 19 Jubilee Street as shown in the following plan.



Figure 1: Original Proposal sent to consultation

According to Council's *Laneway Guidelines* (December 2015) Laneways can be used for a variety of purposes which are listed below:

- Access for garbage collection trucks and deliveries where required
- Access to existing off-street parking within properties
- Access for emergency vehicles, pedestrians and cyclists
- Accessible parking for people with disabilities where appropriate
- Parking where space is available and access is maintained.

The *Laneway Guidelines* also state that, "For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres wide are too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway."

In this case, Council has received concerns that access to off street parking is being restricted because of parking in the laneway. Furthermore, the laneway is only 4.8m wide and therefore, according to Council's *Laneway Guidelines*, not wide enough to cater for parking. It is considered that the proposal to implement 'No Parking' restrictions will provide improved access to off-street parking and also allow for the unobstructed passage of vehicles.

PUBLIC CONSULTATION

On 20 June 2018, twenty (20) letters were sent to affected residents with the proposal shown in **Figure 1**.

There were seven (7) replies from six (6) households, four (4) households supported the proposal and two (2) objected to the proposal.

Note, the proposal was revised following receipt of the below feedback from residents.

Resident Comment	Officer Response
The rear gate access to my property is blocked on a daily basis by cars, therefore obstructing access to the residence. This is a huge problem on garbage collection days as I cannot move my bins to the lane way for collection.	This will be addressed in the revised proposal.
There is a parked boat in the space between the rear of Nos.15 to 19 Jubilee Street, it is very wide and not only limits the number of cars which could be parked in that space, but also precludes Council Waste Disposal trucks from entering this lane. I have seen neighbours with off-street parking struggle to get their vehicle into and out of their property because of this parking.	Noted, the proposal will address these concerns.
The boat owner parks his boat in the lane which is narrow, making it difficult for No. 10 and 12 Henry Street to enter into their garages which is opposite the boat.	
Few residents living in Jubilee Street have access to their own private parking space, and therefore rely on on-street parking, of which there is already a limited amount	In order to address the demand from parking by commuters to the nearby Lewisham Light Rail Station, Resident Parking Scheme restrictions have been installed on both sides of Henry Street and Jubilee Street.
In an area where unrestricted parking is non-existent due to the proximity to the train station, it does not seem to be in the residents' best interests to be placing further restrictions in the area. Parking in these 3 spots does in no way impede passage through the lane way or prevent the residents of either Jubilee street or Henry street from entering their driveway.	Council has received ongoing concerns from residents regarding obstructed access to off-street parking facilities accessed via Henry Lane. Investigation has revealed that parking in the area which is proposed to be 'No Parking' is affecting access to off-street parking and access to property.

REVISED PROPOSAL

During consultation, Council received a request to increase the length of the 'No Parking' restrictions to extend across the rear boundary of No.13 Jubilee Street. This prevents vehicles parking across the rear access of No.13 Jubilee Street and also improves access for the garage on the southern side of the street.

The proposal has therefore been revised to install 'No Parking' restrictions on the northern side of Henry Lane along the rear boundaries of Nos.13-19 Jubilee Street, Lewisham.



Figure 2: Revised Proposal following consultation

On 20 July 2018, a letter was sent to all those who made submissions to the original proposal to advise of the revised proposal and inform them that the matter would be discussed at the August Local Traffic Committee meeting.

CONCLUSION

Following input from residents it is proposed to implement a section of 'No Parking' in a Henry Lane, Lewisham to ensure access is provided to off-street parking for a number of residents. According to Council's *Laneway Guidelines* (Dec 2015) since the laneway is less than 5.1m wide there is insufficient width for vehicles to park where there is a need to access off-street parking.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 14**Subject:** Edith Street - Proposed 'No Parking' and 'No Stopping' Restrictions (Marrickville Ward/ Heffron Electorate/ Inner West LAC)**Prepared By:** Mary Bailey - Parking Planner**Authorised By:** Manod Wickramasinghe - A/Traffic and Transport Services Manager**SUMMARY**

Following receipt of a petition, site investigations and consultation, Council is proposing to implement 'No Parking' and 'No Stopping' restrictions in Edith Street, St Peters to allow for improved vehicular access for properties in the narrow section of the street and at associated intersections. Residents have been notified of the proposal to install 'No Parking' in sections of Edith Street on the northern and southern sides and 'No Stopping' restrictions at several intersections. It is recommended that the proposal be approved.

RECOMMENDATION

THAT the following changes to parking conditions be approved:

1. Conversion of unrestricted parking to 'No Parking' on the northern side of Edith Street across the frontages of property No.5 to property No.33 Edith Street, St Peters;
2. Conversion of unrestricted parking to 'No Parking' on the southern side of Edith Street between Roberts Street and Princes Highway, St Peters;
3. Implementation of 10m 'No Stopping' restrictions on the southern side of Edith Street east of Roberts Street, St Peters; and
4. Implementation of 10m 'No Stopping' restrictions on the southern side of Edith Street west of Princes Highway, St Peters.

BACKGROUND

Edith Street is a two way local residential street running northwest-southeast between Unwins Bridge Road and Princes Highway and carries 650 vehicles per day. At present there are no signposted parking restrictions on the northern side of Edith Street. In early 2018, '2P Permit Holders Excepted' restrictions were implemented on the southern side of Edith Street. Residents have alleged that subsequent to the installation of these parking restrictions, the issue of vehicles parking on the northern side of the street and blocking access for trucks and service vehicles has been exacerbated.

The carriageway in Edith Street at its western end is 7.9 metres and narrows to 6.4 metres in width at its midpoint. At the eastern end of Edith Street vehicles typically park on the south side; however, there has been complaints over a number of years regarding vehicles parking on both sides of the street and this has resulted in restricted access through Edith Street as well as damage to parked cars.

Council consulted on implementing 'No Parking' restrictions to address access issues in 2014. At that time, there was objection to the implementation of 'No Parking' in the subject section of Edith Street and the proposal was not supported.

In January 2018, Residential Parking Scheme restrictions (2P 8:30am-6pm Monday to Friday 8:30am-12:30pm Saturday M4 Permit Holders Excepted) were introduced on the south side of Edith Street between Unwins Bridge Road and the driveway opposite No.65 Edith Street; and between property No.52 Edith Street and Roberts Street. Residents have stated that subsequent to the introduction of these Resident Parking restrictions, parking on the northern side of Edith Street has again become problematic.

In June 2018, Council received a petition from residents for the provision of 'No Parking' restrictions in Edith Street.

Residents have noted that the site was attended by the Inner West Police Traffic Sergeant in June 2018 and that the Traffic Sergeant 'raised serious concerns about Emergency Services being able to access residents in case of emergency.'

OTHER STAFF COMMENTS

Council is therefore proposing to convert sections of unrestricted parking in Edith Street to 'No Parking' to improve vehicular access to properties in the narrow section of the street. In addition it is proposed to implement statutory 'No Stopping' restrictions at two intersections. See **Figure 1** for details of proposed restrictions.

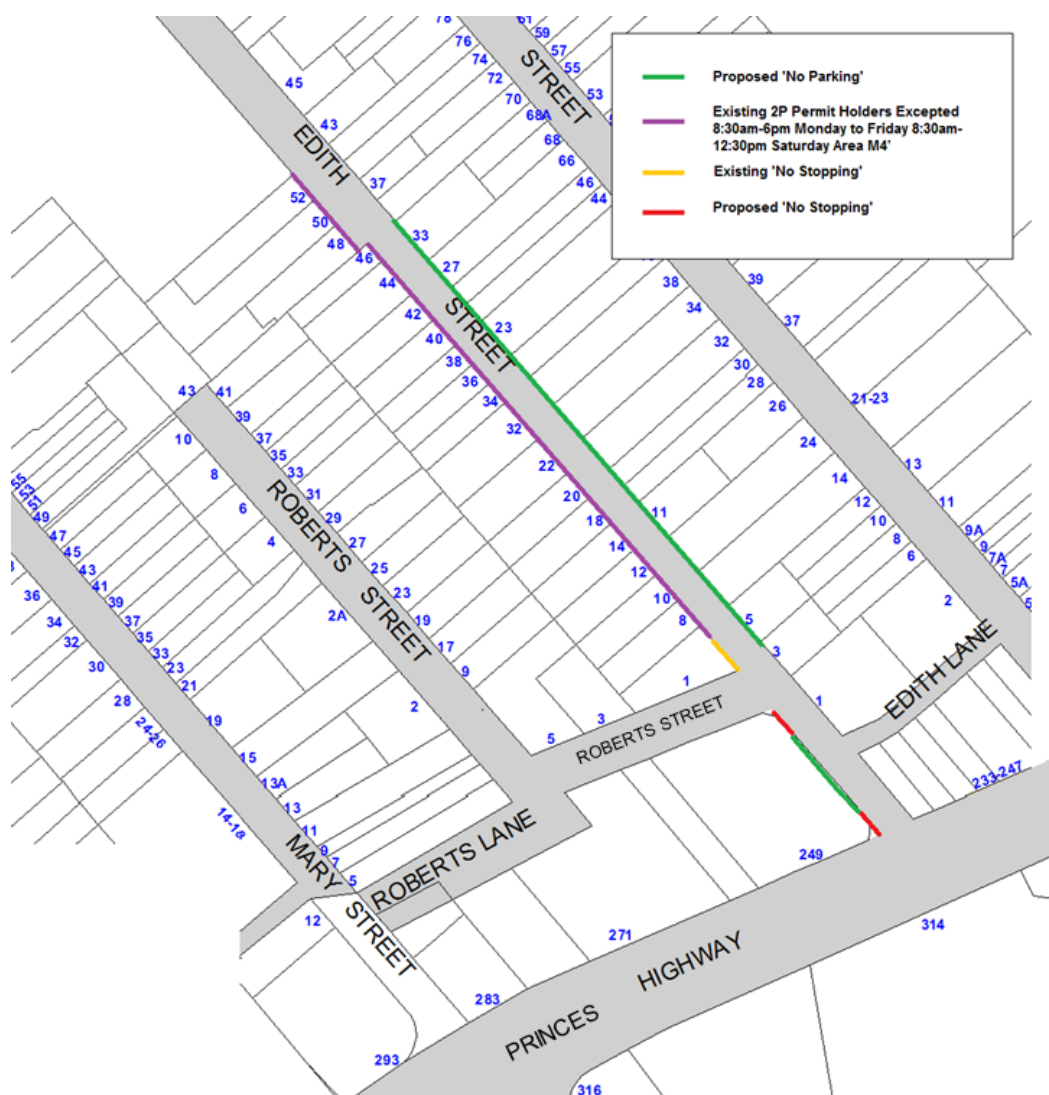


Figure 1: Proposed restrictions in Edith Street, St Peters

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

On 25 June, 2018 Council received a petition from residents of Edith Street and Silver Street, St Peters seeking to have 'No parking' restrictions introduced in Edith Street. Following that, Council undertook consultation with residents via letter.

On 2 July 2018, fifty two (52) letters were hand delivered to affected properties. An additional eight (8) letters were sent by Australia Post to owners of affected properties. The letter advised recipients of the proposal and stated a closing date for submissions of 31 July 2018. Residents were advised that the matter would be discussed at the Local Traffic Committee of 7 August 2018.

The petition received by Council on 25 June, 2018 was signed by twenty eight (28) residents from 27 households, twenty six (26) in Edith Street and two (2) in Silver Street.

There were eight (8) respondents to the consultation letter. Of those there were four (4) responses additional to the petitioners, making a total of thirty one (31) households supporting the proposal either via the petition or by responding to the consultation letter.

One (1) response was received which did not comment specifically on the proposal but requested investigation into parking conditions in Silver Street.

One (1) submission specifically noted support for the proposed 'No Stopping' in Edith Street at Roberts Street and at the Princes Highway.

Since the closing date for comments is set at 31 July 2018; any additional responses received after reporting deadlines will be tabled at the Traffic Committee meeting.

CONCLUSION

There is broad support for the proposal to install a section of 'No Parking' and 'No Stopping' restrictions in Edith Street as outlined in the report. These restrictions will promote increased safety and improve access in the subject sections of Edith Street.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 15

Subject: **Change in Parking Meter Operational Hours in side streets of Leichhardt, Rozelle and Balmain (Leichhardt and Balmain Ward / Balmain Electorate / Leichhardt LAC)**

Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services

Authorised By: Wal Petschler - Group Manager Roads & Stormwater

SUMMARY

Council at its meeting held on 13 March 2018 considered a report regarding parking meter operations in Leichhardt, Rozelle and Balmain and subsequently resolved to turn off parking meters at 7pm on Norton Street, Leichhardt; Darling Street, Rozelle and Darling Street, Balmain.

The Council also resolved to initiate consultation with the community, including Chamber of Commerce, businesses and surrounding residents on the proposal to turn off parking meters at 7pm in the adjoining side streets and extend 30 minute parking to those streets and receive a report back on the outcome of that consultation.

A separate report will be prepared to Council for its meeting to be held on 28 August 2018 outlining the outcome of this consultation.

This report identifies the regulatory signage that would need to be changed, should Council proceed with the proposal to turn off the parking meters in the side streets in Balmain, Rozelle and Leichhardt at 7pm.

RECOMMENDATION

THAT in the event that Council resolves to switch off the parking meters in the side streets of Balmain, Rozelle and Leichhardt at 7pm, the changes to regulatory signage indicated in Table 1 of this report be supported.

BACKGROUND

Council at its meeting held on 13 March 2018 considered a report regarding parking meter operations in Leichhardt, Rozelle and Balmain and subsequently resolved to turn off parking meters at 7pm on Norton Street, Leichhardt; Darling Street, Rozelle and Darling Street, Balmain.

The Council also resolved to initiate consultation with the community, including chamber of commerce, businesses and surrounding residents on the proposal to turn off parking meters at 7 pm in the adjoining side streets and extend 30 minute parking to those streets and receive a report back on the outcome of that consultation.

Existing parking meter restrictions in these streets typically operate from 8am to 10pm and so should Council resolve to turn the parking meters off at 7pm, the regulatory parking signage must be amended to match the shutdown time of the parking meters.

FINANCIAL IMPLICATIONS

The cost of the signposting changes will be funded from Council's operational budget.

OTHER STAFF COMMENTS

There are a number of different metered (ticket) parking restrictions in the side streets of Leichhardt, Rozelle and Balmain.

The side streets refer to the streets adjoining the commercial precincts of Norton Street, Leichhardt; Darling Street, Rozelle and Darling Street, Balmain. These streets are typically residential but experience a high demand for parking due to their proximity to the respective commercial precincts.

Due to their residential nature, the majority of metered parking restrictions in the side streets have permit exemptions allowing eligible residents to park in the restricted area beyond the time restrictions and with no requirement to pay for parking.

In order to allow a balance between residential and commercial needs in these side streets, the following has been considered when preparing the proposed amended parking restrictions.

- Metered parking restrictions adjacent to non-residential properties in the side streets could typically terminate at 7pm. This would match the restrictions on the mainstreets.
- Metered parking restrictions adjacent to residential properties in the side streets could typically terminate at 7pm and 2P residential parking restrictions could operate between 7pm and 10pm to provide residents with an improved opportunity to park.

Table 1

Current Parking Restriction*	Amended parking restriction*
Jacques Street, Balmain	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm
North Street, Balmain	
4P Ticket 8am - 10pm	4P Ticket 8am - 7pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Rowntree Street, Balmain	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm; 2P 7pm-10pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
College Street, Balmain	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Mort Street, Balmain	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Ford Street, Balmain (between Darling Street and Hoffman Lane)	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm
Ford Street, Balmain (between Evans Street and Hoffman Lane)	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm; 2P 7pm-10pm
McDonald Street, Balmain (between Darling Street and Hoffman Lane)	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm
McDonald Street, Balmain (between Evans Street and Hoffman Lane)	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Palmer Street, Balmain	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm
Montague Street, Balmain	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm

Loading Zone Ticket 11am-10pm Mon-Sat; 2P Ticket 8am-11am Mon-Sat, 8am-6pm Sun 4P Ticket 6pm-10pm Sun	Loading Zone Ticket 11am-10pm Mon-Sat; 2P Ticket 8am-11am Mon-Sat, 8am-7pm Sun; 4P Ticket 6pm-7pm Sun
Curtis Road, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Church Street, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
King Street, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Birchgrove Road, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Llewellyn Street, Balmain	
2P Ticket 8am-10pm	2P Ticket 8am-7pm; 2P 7pm-10pm
Little Darling Street, Balmain	
2P Ticket 8am-10pm	2P Ticket 8am-7pm; 2P 7pm-10pm
Montague Street, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Beattie Street, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Palmer Street, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Booth Street, Balmain (western side between Sorrie Street and Watson Lane)	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Booth Street, Balmain (other locations)	
4P Ticket 8am-10pm	4P Ticket 8am-7pm
1/2P Ticket 9am-6pm Mon-Fri; 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun	1/2P Ticket 9am-7pm Mon-Fri; 2P Ticket 8am-7pm Sat-Sun; 2P 7pm-10pm
Darvall Street, Balmain (north side)	
4P Ticket 8am-10pm	4P Ticket 8am-7pm;
P5 8am-9am 2:45pm-3:30pm School Days; 4P Ticket 9am-2:45pm, 3:30pm-10pm School Days, 8am-10pm Other Days	P5 8am-9am 2:45pm-3:30pm School Days; 4P Ticket 9am-2:45pm, 3:30pm-7pm School Days, 8am-7pm Other Days; 2P 7pm-10pm
Darvall Street, Balmain (south side)	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Eaton Street, Balmain	
4P Ticket 8am-10pm	4P Ticket 8am-7pm
No Stopping 8:15am-9am 2:45pm-3:30pm School Days 4P Ticket 9am-2:45pm, 3:30pm- 10pm School Days, 8am-10pm Other Days	No Stopping 8:15am-9am 2:45pm-3:30pm School Days 4P Ticket 9am-2:45pm, 3:30pm- 7pm School Days, 8am-7pm Other Days
P5 8am-9am 2:45pm-3:30pm School Days 4P 9am-2:45pm, 3:30pm-10pm School Days, 8am-10pm Other Days	P5 8am-9am 2:45pm-3:30pm School Days 4P 9am-2:45pm, 3:30pm-7pm School Days, 8am-7pm Other Days
P10 8am-8:45am, 3pm-6pm School Days; Disabled Parking 8:45-9am; 2:45-3pm School Days; 4P Ticket 9am-2:30pm, 6pm-10pm School Days, 8am-10pm Other Days	P10 8am-8:45am, 3pm-6pm School Days; Disabled Parking 8:45-9am; 2:45-3pm School Days; 4P Ticket 9am-2:30pm, 8am-7pm Other Days
P10 8am-9am, 2:30pm-6pm School Days; 4P Ticket 9am-2:30pm, 6pm-10pm School Days, 8am-10pm Other Days	P10 8am-9am, 2:30pm-6pm School Days; 4P Ticket 9am-2:30pm, 8am-7pm Other Days
Marion Street, Leichhardt	
P 5min 8am - 9:15am ,2:45pm-6pm (School Days);2P Ticket 9:15am - 2:45pm (School Days), 8am-6pm (Other Days) ; 4P Ticket 6pm - 10pm(Mon- Sat) 8am- 10pm (Sun)	P 5min 8am - 9:15am ,2:45pm-6pm (School Days); 2P Ticket 9:15am - 2:45pm (School Days), 8am-7pm (Other Days) ; 4P Ticket 8am- 7pm (Sun) Authorised Council Vehicles

Authorised Council Vehicles Excepted.	Excepted.
P 5min 8am - 9:15am ,2:45pm-4pm (School Days);2P Ticket 9:15am - 2:45pm, 4pm-6pm (School Days), 8am - 6pm(Mon- Sat Other Days) 4P Ticket 6pm - 10pm (Mon - Sat) 8am - 10pm (Sun) Authorised Council Vehicles Excepted.	P 5min 8am - 9:15am ,2:45pm-4pm (School Days); 2P Ticket 9:15am - 2:45pm, 4pm-7pm (School Days), 8am - 7pm(Mon- Sat Other Days) 4P Ticket 8am - 7pm (Sun) Authorised Council Vehicles Excepted.
15 min P 7am - 9am,4pm-6pm (Mon-Fri) 2P Ticket 9am- 4pm (Mon-Fri) 8am - 6pm (Sat), 4P Ticket 6pm - 10pm (Mon - Sat) 8am - 10pm (Sun) Permit Holders Excepted	15 min P 7am - 9am,4pm-6pm (Mon-Fri) 2P Ticket 9am- 4pm (Mon-Fri) 8am - 6pm (Sat), 4P Ticket 6pm - 10pm (Mon - Sat) 8am - 10pm (Sun) Permit Holders Excepted
'No Stopping' zone 7am-10am Mon-Fri 2P 10am - 6pm(Mon-Fri); 2P 8am-6pm (Sat) 4P 6pm - 10pm(Mon-Sat): 8am- 10pm (Sun)	'No Stopping' zone 7am-10am Mon-Fri; 2P 10am - 7pm(Mon-Fri); 2P 8am-7pm (Sat); 4P 8am- 7pm (Sun)
2P Ticket 8am - 6pm (Mon-Sat); 4P Ticket 6pm - 10pm (Mon - Sat) 4P Ticket 8am - 10pm (Sun)	2P Ticket 8am - 7pm (Mon-Sat); 4P Ticket 8am - 10pm (Sun)
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Wetherill Street, Leichhardt	
2P Ticket 8am - 6pm(Mon-Sat); 4P Ticket 6pm - 10pm(Mon-Sat): 8am- 10pm (Sun)	2P Ticket 8am - 7pm(Mon-Sat); 4P Ticket: 8am- 7pm (Sun)
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Short Street, Leichhardt	
2P Ticket 8am - 6pm(Mon-Sat); 4P Ticket 6pm - 10pm(Mon-Sat): 8am- 10pm (Sun)	2P Ticket 8am - 7pm(Mon-Sat); 4P Ticket: 8am- 7pm (Sun)
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Macauley Street, Leichhardt	
2P Ticket 8am - 6pm(Mon-Sat); 4P Ticket 6pm - 10pm(Mon-Sat): 8am- 10pm (Sun)	2P Ticket 8am - 7pm(Mon-Sat); 4P Ticket: 8am- 7pm (Sun)
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Carlisle Street, Leichhardt	
2P Ticket 8am - 6pm(Mon-Sat); 4P Ticket 6pm - 10pm(Mon-Sat): 8am- 10pm (Sun)	2P Ticket 8am - 7pm(Mon-Sat); 4P Ticket: 8am- 7pm (Sun)
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Loading Zone 8am - 6pm (Mon-Fri), 2P Ticket 8am - 6pm Sat, 4P Ticket 6am - 10pm, 8am - 10pm Sun	Loading Zone 8am - 6pm (Mon-Fri), 2P Ticket 8am - 7pm Sat, 8am - 7pm Sun
Marlborough Street, Leichhardt	
2P Ticket 8am - 6pm(Mon-Sat); 4P Ticket 6pm - 10pm(Mon-Sat): 8am- 10pm (Sun)	2P Ticket 8am - 7pm(Mon-Sat); 4P Ticket: 8am- 7pm (Sun)
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Renwick Street, Leichhardt	
2P Ticket 8am - 6pm(Mon-Sat); 4P Ticket 6pm - 10pm(Mon-Sat): 8am- 10pm (Sun)	2P Ticket 8am - 7pm(Mon-Sat); 4P Ticket: 8am- 7pm (Sun)
2P Ticket 8am-10pm (where permit exemptions apply)	2P Ticket 8am-7pm; 2P 7pm-10pm (where permit exemptions apply)
2P Ticket 8am-10pm (where permit exemptions don not apply)	2P Ticket 8am-7pm (where permit exemptions don not apply)
Loading Zone 8am- 6pm Mon-Fri; 2P Ticket 6pm-10pm; 2P Ticket 8am-10pm Sat-Sun	Loading Zone 8am- 6pm Mon-Fri; 2P Ticket 8am-7pm Sat-Sun
15 min P 7am - 9am,4pm-6pm (Mon-Fri) 2P Ticket 9am- 4pm (Mon-Fri) 8am - 6pm (Sat), 4P Ticket 6pm - 10pm (Mon - Sat) 8am - 10pm (Sun) Permit Holders Excepted	15 min P 7am - 9am,4pm-6pm (Mon-Fri) 2P Ticket 9am- 4pm (Mon-Fri) 8am - 6pm (Sat), 4P Ticket 6pm - 10pm (Mon - Sat) 8am - 10pm (Sun) Permit Holders Excepted
Arthur Street, Leichhardt	
2P Ticket 8am-10pm	2P Ticket 8am-7pm; 2P 7pm-10pm

4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Nelson Street, Rozelle	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm;
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Merton Street, Rozelle (between Darling Street and Hamilton Street/No.45)	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm;
Merton Street, Rozelle (between Wellington Street and Hamilton Street/No.45)	
P10 8:30am-9:30am: 2:30pm-3:30pm (School Days) 2P 9:30am - 2:30pm (School Days); 2P 8am - 6pm (Other Days) 4P 6pm - 10pm	10 8:30am-9:30am: 2:30pm-3:30pm (School Days) 2P Ticket 9:30am - 2:30pm (School Days); 2P Ticket 8am - 7pm (Other Days)
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm; 2P 7pm - 10pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Merton Street, Rozelle (between Darling Street and Evans Street)	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm;
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
National Street, Rozelle (between Darling Street and Prospect Lane)	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm;
National Street, Rozelle (between Prospect Lane and dead-end)	
2P Ticket 8am - 6pm; 4P Ticket 6pm - 10pm	2P Ticket 8am - 7pm; 2P 7pm - 10pm
Beattie Street, Rozelle (between Darling Street and unnamed laneway adjacent to No.2017 Beattie St)	
2P Ticket 8am - 6pm; 4P 6pm - 10pm	2P Ticket 8am - 7pm
Beattie Street, Rozelle (between Darling Street and unnamed laneway)	
2P Ticket 8am - 6pm; 4P 6pm - 10pm	2P Ticket 8am - 7pm
Red Lion Street, Rozelle	
2P Ticket 8am - 6pm; 4P 6pm - 10pm	2P Ticket 8am - 7pm
1P Ticket 8am-10pm	1P Ticket 8am-7pm; 1P 7pm-10pm
Oxford Street, Rozelle	
2P Ticket 8am - 6pm; 4P 6pm - 10pm	2P Ticket 8am - 7pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P Ticket 7pm-10pm
Cambridge Street, Rozelle	
2P Ticket 8am - 6pm; 4P 6pm - 10pm	2P Ticket 8am - 7pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P Ticket 7pm-10pm
Waterloo Street, Rozelle	
2P Ticket 8am - 6pm; 4P 6pm - 10pm	2P Ticket 8am - 7pm
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P Ticket 7pm-10pm
Belmore Street, Rozelle	
2P Ticket 8am - 6pm; 4P 6pm - 10pm	2P Ticket 8am - 7pm
1P Ticket 8am-10pm	1P Ticket 8am-7pm; 1P 7pm-10pm
Wise Street, Rozelle (between Darling Street and unnamed laneway adjacent to No.1 Wise St)	
4P Ticket 8am-10pm	4P Ticket 8am-7pm
Wise Street, Rozelle (between Terry Street and unnamed laneway adjacent to No.1 Wise St)	
4P Ticket 8am-10pm	4P Ticket 8am-7pm; 2P 7pm-10pm
Hancock Street, Rozelle	
1P Ticket 8am-10pm	1P Ticket 8am-7pm; 1P 7pm-10pm

*Table does not indicate permit exemptions (e.g. permit holders excepted Area L1). All permit exemptions that currently exist on the parking control signs will remain for the modified hours proposed in the table.

PUBLIC CONSULTATION

A report detailing the outcomes of the community consultation will be prepared for the Council meeting to be held on 28 August 2018.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 16

Subject: Smith Lane, Summer Hill - Proposed 'No Parking' restrictions. (Ashfield Ward/ Summer Hill Electorate/ Ashfield LAC)

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

Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager

SUMMARY

Council has received concerns from a resident regarding vehicles parking on the northern side of Smith Lane along the rear boundaries of Nos.58 to 62 Smith Street and subsequently impeding driveway access to these properties.

RECOMMENDATION

THAT the installation of full-time 'No Parking' restrictions (approx. 15 metres in length) on the northern side of Smith Lane, along the rear boundaries of Nos. 58 to 62 Smith Street, Summer Hill, be approved.

BACKGROUND

Council has received concerns from a resident regarding vehicles parking on the northern side of Smith Lane along the rear boundaries of Nos.58 to 62 Smith Street and subsequently impeding driveway access to these properties.

The northern side of Smith Lane between Carrington Street Lane and Spencer Street is currently signposted as 'No Parking 6am-3pm Monday' to allow Council's Waste Collection Services to access the lane. However, this signage extends across the rear driveways of property Nos. 58 to 62 Smith Street

Due to this signage, vehicles have been reported to park along this section of the lane at other times, directly in front of garage accesses.

The lane is approx. 5.7 m wide from kerb to kerb.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate this issue, Council is proposing to signpost a 15 metre section of full-time 'No Parking' restrictions on the northern side of Smith Lane, Summer Hill along the rear boundaries of Nos. 58 and 62 Smith Street as shown on the following plan. This will remove any ambiguity regarding parking at this location.

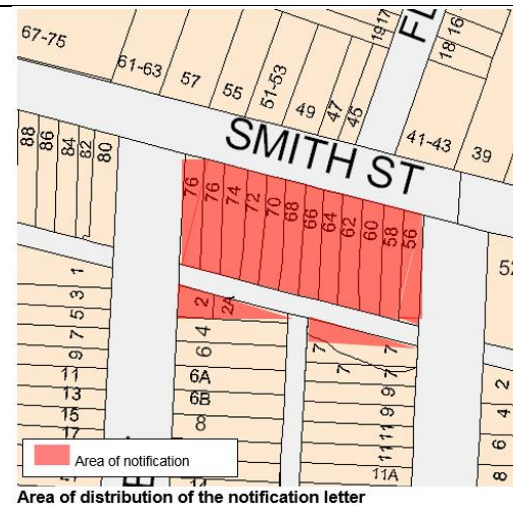
Parking on the southern side of the lane is currently restricted as 'No Parking' at all times and so the proposed full time 'No Parking' on the northern side of the laneway would provide un-obstructed rear driveway access to Nos. 58, 60 and 62 Smith Street.



Map – Smith Street rear lane, Summer Hill

PUBLIC CONSULTATION

Fifteen (15) letters were sent to residents of affected properties on 30 May 2018 with a closing date for comments of 20 June 2018. There were two (2) responses received in support of the proposal and no responses objecting to the proposal.



CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 17
Subject: Minor Traffic Facilities (All Wards/All Electorates/All LACs)
Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services and Idris Hessam - Road Access Engineer
Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager

SUMMARY

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

RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' space in front of No.118 Cecily Street, Lilyfield be removed as the zone is no longer required;
2. A 5.5m 'Disabled Parking' zone be installed in front of No.79 Flood Street, Leichhardt (adjacent to the neighbouring driveway);
3. A 3.6m (45-degree angle parking) 'Disabled Parking' zone be installed in front of No.173 Trafalgar Street, Annandale;
4. A 6m 'Disabled Parking' zone be installed in front of No.35 Darling Street, Balmain East;
5. A 5.5m 'Disabled Parking' zone be installed on Norman Street on the side boundary of No.72A Terry Street, Rozelle;
6. A 6m 'Disability Parking' zone be installed on the southern side of Robert Street, Petersham adjacent to property no .36 Charles Street, Petersham;
7. A 6m 'Disability Parking' zone be installed on the eastern side of Australia Street in front of property no. 94 Australia Street, Camperdown;
8. A 12 'Works Zone 7.00am – 5.30pm Mon-Sat' be installed on the southern side of Applebee street adjacent to property no.63 - 81 Princes Highway, St Peters;
9. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No.14 and No.14A Susan Lane, Annandale;
10. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No.63 and No.65 Rowntree Street, Balmain;
11. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed on Clay street on the side of No.52 Reynolds Street, Balmain;
12. A 8m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front No.16 Spencer Street, Summer Hill; and
13. A 9m 'Works Zone '7.00am – 6.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of No.9 Leopold Street, Croydon Park.

BACKGROUND

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

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS
1. Removal of 'Disabled Parking' Restriction – Cecily Street, Lilyfield

A family member of the applicant of the 'Disabled Parking' zone in front of No.118 Cecily Street, Lilyfield has notified Council that the applicant has passed away and thus the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' space in front of No.118 Cecily Street, Lilyfield be removed as the zone is no longer required.

2. Installation of a 'Disabled Parking' Restriction – Flood Street, Leichhardt

The resident of No.79 Flood Street, Leichhardt has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does not have off street parking.

The applicant does not require the use of a wheelchair.

It is recommended that a 5.5m 'Disabled Parking' zone be installed in front of No.79 Flood Street, Leichhardt (adjacent to the neighbouring driveway).



No.79 Flood Street, Leichhardt

3. Installation of a 'Disabled Parking' Restriction – Trafalgar Street, Annandale

The resident of No.173 Trafalgar Street, Annandale has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does not have off street parking.

The applicant does require the use of a wheelchair.

It is recommended that a 3.6m (45-degree angle parking) 'Disabled Parking' zone be installed in front of No.173 Trafalgar Street, Annandale.



No.173 Trafalgar Street, Annandale

4. Installation of a 'Disabled Parking' Restriction – Darling Street, Balmain East

The resident of No.35 Darling Street, Balmain East has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does not have off street parking.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.35 Darling Street, Balmain East replacing the existing 2P resident parking restrictions.



No.35 Darling Street, Balmain East

5. Installation of a 'Disabled Parking' Restriction – Norman Street, Rozelle

The resident of No.11 Norman Street, Rozelle has requested the installation of a 'Disabled Parking' zone on Norman Street in close proximity to their property.

Due to the narrow frontage of No.11 Norman Street, consultation was conducted with the nearby residents to determine an appropriate location to install the 'Disabled Parking' zone.

Concurrence from residents of No.72A Terry Street was received for the installation of a 'Disabled Parking' zone on the side boundary of their property on Norman street, adjacent to Norman Lane.

The applicant does not require the use of a wheelchair.

It is recommended that a 5.5m 'Disabled Parking' zone be installed adjacent to the side boundary of No.72A Terry Street on Norman Street, Rozelle west of Norman Lane (adjacent to the existing 'No Stopping' zone) and replacing the existing 2P resident parking restrictions.



Norman Street, Rozelle - Side boundary of No.72A Terry Street

6. Installation of a 'Disabled Parking' Restriction – Robert Street, Petersham

The resident of property No.36 Charles Street, Petersham has requested the installation of a 'Disabled Parking' zone in Robert Street adjacent the resident's property.

A site investigation has revealed that the property has narrow off-street parking space which makes it difficult for the applicant to access due to a chronic health condition.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in Robert Street adjacent to property No.36 Charles Street, Petersham.



Robert Street, Petersham

7. Installation of a 'Disabled Parking' Restriction – Australia Street, Camperdown

The resident of property No.94 Australia Street, Camperdown has requested the installation of a 'Disabled Parking' zone in Australia Street, Camperdown.

A site investigation has revealed that the property has no off-street parking space .The applicant does require the use of a mobility aid.

It is recommended that a 6m 'Disabled Parking' zone be installed in Australia Street in front of property No.94 Australia Street, Camperdown.



8. Installation of 'Works Zone' Restriction – Applebee Street, St Peters

The applicant has requested the installation of a temporary 12m 'Works Zone 7.00am – 5.30pm Mon-Sat' be installed in front of Applebee Street, St Peters adjacent to property No.63-81 Princes Highway. St Peters

The subject property is located on southern side of Applebee Street, St Peters. It will be required for a period of approximately six (6) months, to be utilised by construction vehicles during deliveries, loading and unloading activities. The provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

It is recommended that a 12m 'Works Zone 7.00am – 5.30pm Mon-Sat' be installed in front of 63-81 Princes Highway (Applebee Street Frontage), St Peters.



63-81 Princes Highway (Applebee Street Frontage), St Peters

9. Installation of 'Works Zone' Restriction – Susan Lane, Annandale

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' in front of No.14 and No.14A Susan Lane, Annandale.

Council has already received written concurrence from the residents of No.14 and 14A Susan Lane, Annandale.

It is recommended that a 9m "Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat" be installed in front of No.14 and No.14A Susan Lane, Annandale for 12 weeks.



Nos.14 and 14A Susan Lane, Annandale

10. Installation of a 'Work Zone' Restriction – Rowntree Street, Balmain

The applicant has requested the installation of a temporary 9m 'Work Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' in front of Nos.63-65 Rowntree Street, Balmain.

The subject development is located at No.55 Rowntree Street, Balmain. There is a 'No Stopping' zone in front of the property; therefore, the applicant has requested the installation of a temporary 'Work Zone' in front of Nos. 63-65 Rowntree Street, Balmain.

Council has already received written concurrence from residents of Nos. 63-65 Rowntree Street, Balmain.

It is recommended that a 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of Nos. 63-65 Rowntree Street, Balmain for 12 weeks.



Nos. 63-65 Rowntree Street, Balmain

11. Installation of a 'Work Zone' Restriction – Clay Street, Balmain.

The applicant has requested the installation of a temporary 9m 'Work Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' on Clay Street on the side boundary of the subject property No.52 Reynolds Street, Balmain.

It is recommended that a 9m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed on Clay Street on the side boundary of No.52 Reynolds Street, Balmain (including the property's driveway) for 12 weeks.



Clay Street, Balmain - Side boundary of No.52 Reynolds Street, Balmain

12. Installation of a 'Work Zone' Restriction – Spencer Street, Summer Hill.

The applicant has requested the installation of a temporary 8m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am-1.00pm Sat' in front of No.16 Spencer Street Summer Hill for 9 weeks.

It is recommended that a 8m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am -1.00pm Sat' be installed in front of No.16 Spencer Street Summer Hill for 9 weeks.



No.16 Spencer Street, Summer Hill

13. Installation of a 'Work Zone' Restriction – Leopold Street, Croydon Park.

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am-1.00pm Sat' in front of No.9 Leopold Street, Croydon Park for 12 weeks.

It is recommended that a 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am -1.00pm Sat' be installed in front of No.9 Leopold Street, Croydon Park for 12 weeks..



No.9 Leopold Street, Croydon Park

Item 17**PUBLIC CONSULTATION**

Nil.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 18

Subject: Dudley Street, Dulwich Hill - Improving road safety in the street adjacent to the pedestrian refuge and temporary 'Works Zone' (Marrickville Ward/ Summer Hill electorate / Inner West LAC)

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

Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager

SUMMARY

Council is proposing to install full time 'No Stopping' restrictions at the section of Dudley Street between Wardell Road and the existing 'Bus Zone' (southern side of Dudley Street) in order to provide adequate sightlines between vehicles and pedestrians crossing Dudley Street at Wardell Road. In the process the 'Bus Zone' will be shortened by 4 metres and moved 6 metres to the west. It is envisioned that the amendments will improve road safety at this location.

Concurrently, Council has been approached for a 'Works Zone' for the development at Nos.6-12A Dudley Street, Dulwich Hill. The 'Works Zone' is temporary and is proposed immediately east of the 'Bus Zone' on the southern side of Dudley Street, to assist in the delivery of materials to the site in a safe manner. The 'Works Zone' will be provided for a minimum of 6 months.

The existing 'Loading Zone' (9m) and short term parking (18m) will be relocated to the northern side of Dudley Street adjacent to the 'Bus Zone' for the duration of the works.

At the conclusion of the 'Works Zone' this parking will be reinstated to the south side of Dudley Street, immediately east of the 'Bus Zone', replacing the 'Works Zone' and short term 1-hour parking restrictions.

It is recommended that the proposed changes be approved in order to improve road safety at this location and accommodate the temporary 'Works Zone'.

RECOMMENDATION

THAT:

1. Full time 'No Stopping' restrictions be installed for a length of 26 metres on the southern side of Dudley Street east of Wardell Road;
2. The existing 'Bus Zone' on the southern side of Dudley Street be shortened by 4 metres and relocated west from its present position to adjoin the proposed 'No Stopping' restrictions;
3. A temporary 12 metre length 'Works Zone 7AM – 5.30PM Mon-Sat' be installed east of the relocated 'Bus Zone' on the southern side of Dudley Street adjacent to the development site at No. 6-12A Dudley Street to assist in the delivery of materials to the site in a safe manner;
4. The cost of the supply, installation and removal of the signage associated with the Works Zone is to be borne by the applicants Australex Group Pty Ltd in accordance with Council's Fees and Charges;
5. The existing 9 metre length 'Loading Zone 8.30am-6pm Mon-Fri 7.30am- 12.30pm Sat' and the 18 metre length of short term 'P30 minutes 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' on the southern side of Dudley Street be temporarily

relocated to the northern side of Dudley Street adjacent to the existing Bus Zone and be reinstated on the southern side of Dudley Street (east of the relocated Bus Zone) at the expiration of the temporary Works Zone; and

6. All applicants and respondents be notified in terms of this report.

BACKGROUND

Concerns have been raised regarding the safety of pedestrians crossing at the pedestrian refuge in Dudley Street adjacent to Wardell Road, Dulwich Hill. Vehicles parking on the southern side of Dudley Street often block the path of pedestrians crossing Dudley Street at the existing pedestrian refuge east of Wardell Road. (Refer to the locality map below).



Council has also been approached for a 'Works Zone' for the current development at No. 6-12A Dudley Street, Dulwich Hill (Development Application No. 201600696).

FINANCIAL IMPLICATIONS

The costs associated with the supply, installation and removal of the 'Works Zone' will be borne by the Developer, Australex Group Pty Ltd, in accordance with Council's Fees and Charges.

OFFICER COMMENTS

Dudley Street is a local street which carries around 1,600 vehicles per day. 'Bus Zones' are located on both side of Dudley Street, east of Wardell Road and the Dulwich Hill Railway Station access. At present, all appropriate Bus Zone signage is in position and 'boxes' are painted on the road surface at both bus zones.

At present, the following parking restrictions are in place along the south side of Dudley Street between Wardell Road and School Parade:

- 'P30 minutes 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat'
- 'Loading Zone 7.30am – 6.00pm Mon-Fri 7.30am – 12.30pm Sat' (for a distance of 9 metres (one parking space for a small truck), directly adjacent the existing 'Bus Zone');
- Full time 'Bus Zone'
- '1P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat'



Figures showing the existing Bus Zones and parking in Dudley Street, Dulwich Hill

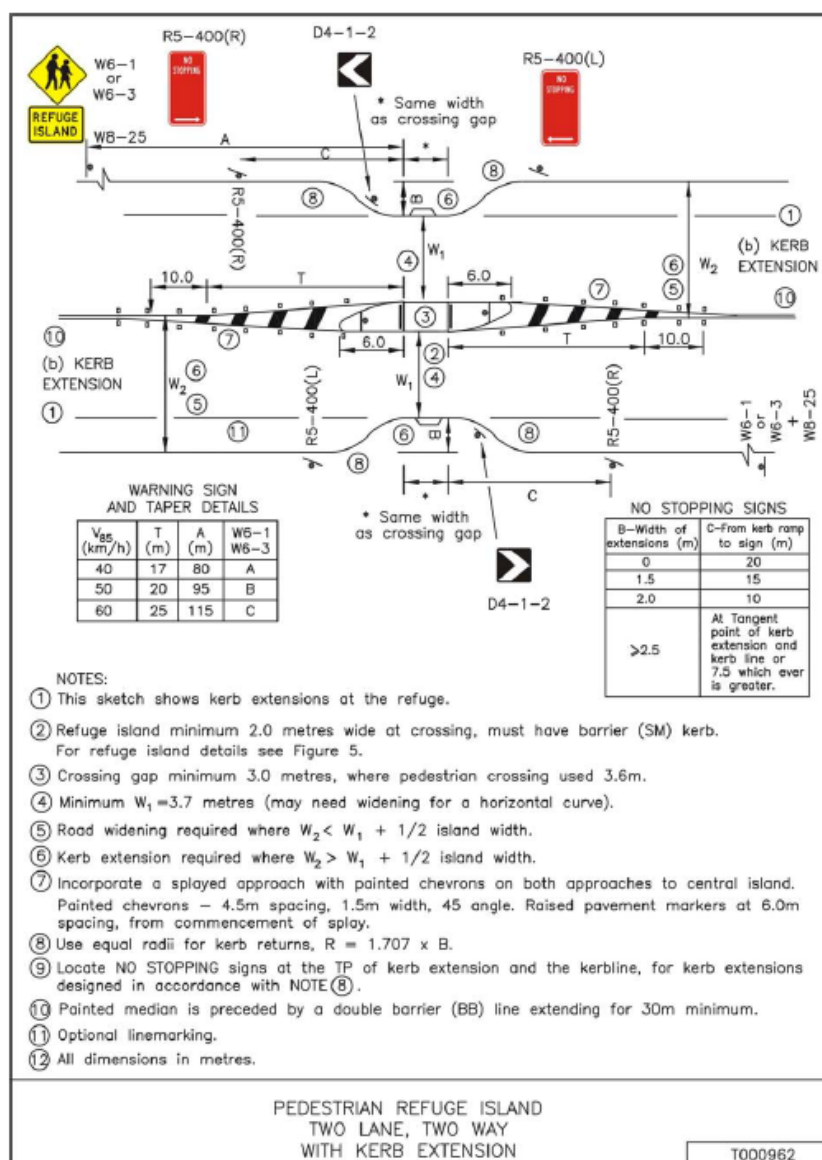
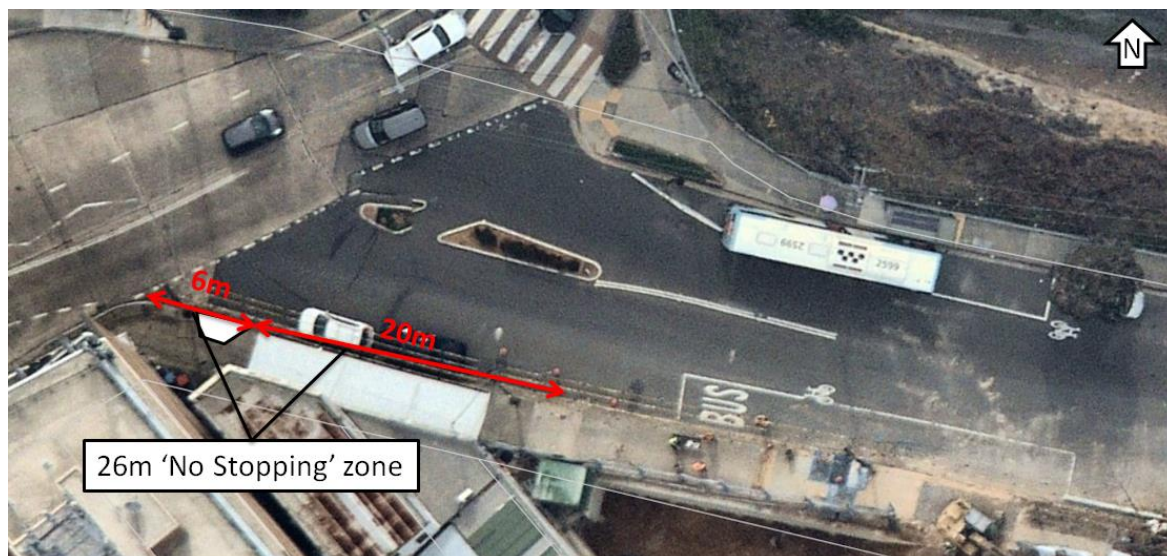


Pedestrian refuge

A site inspection revealed that vehicles do park over the pedestrian kerb ramp on the southern side of Dudley Street, obstructing sightlines for approaching vehicles and pedestrians utilizing the existing refuge. Refer to photographs below.

A review of RMS requirements for clearances in relation to pedestrian refuges revealed that 'No Stopping' restrictions need to be in place on approach for a minimum of 20 metres from the kerb ramp leading to the pedestrian refuge. It is therefore proposed to install 'No Stopping' restrictions for a 26 metre length on the southern side of Dudley Street from its junction with Wardell Road. Refer to the diagrams below.





Accordingly, it is recommended that the existing 'Bus Zone' be shortened by 4 metres (24 metres to 20 metres) and relocated westward to adjoin the proposed 'No Stopping' restrictions, enhancing bus draw out movements and allowing for a shorter length 'Bus Zone'.

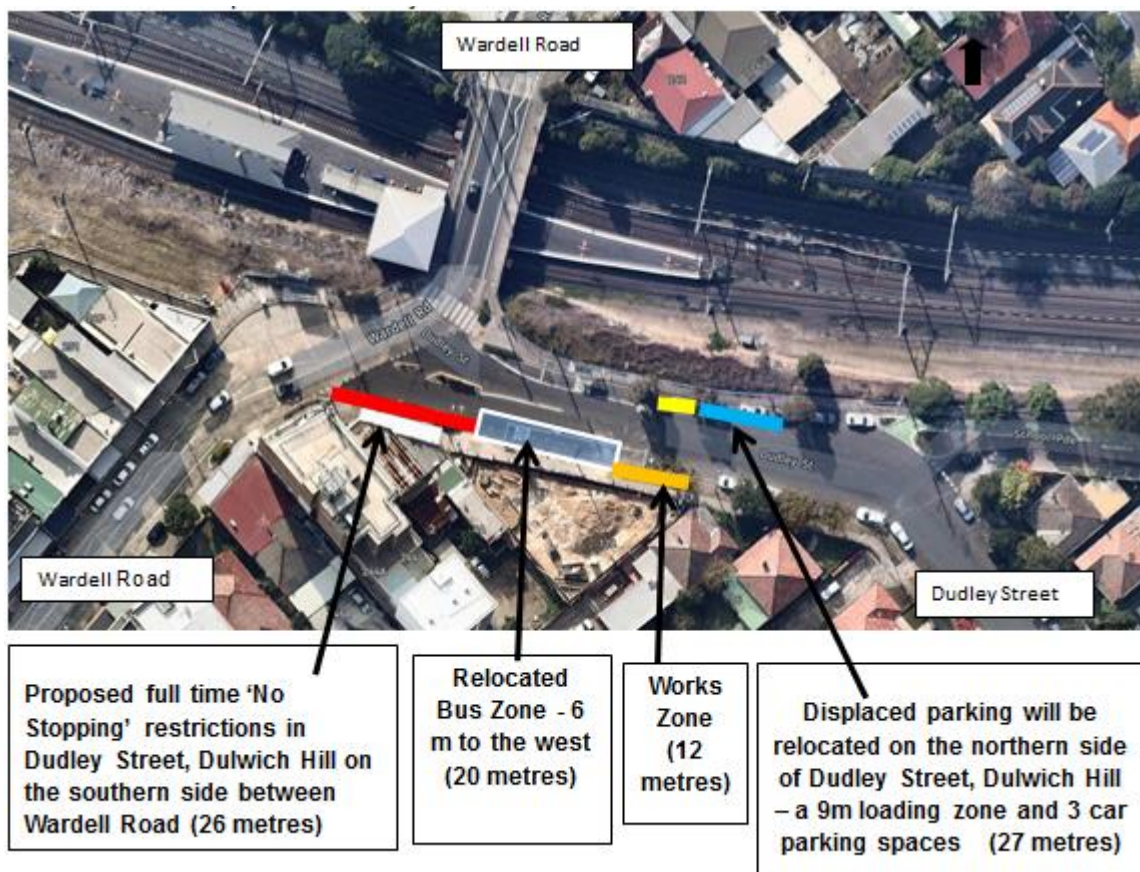
It is noted that the existing parking restrictions in place on the southern side of Dudley Street immediately east of Wardell Road allow for a 'Loading Zone' and three 'P30' time restricted short term car parking spaces. These will be temporarily relocated to the northern side of Dudley Street adjacent to the 'Bus Zone' and will later be reinstated on the southern side of Dudley Street, east of the relocated 'Bus Zone' at the expiration of the proposed temporary Works Zone. When reinstated on the south side of the street, these 'P30 minutes 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' and 'Loading Zone 8.30am-6pm Mon-Fri 7.30am-12.30pm Sat' restrictions will replace the 12m 'Works Zone' restrictions and 15m of existing '1P 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' restrictions.

Works Zone

Concurrently, along with the safety concerns raised in Dudley Street, Council has received a request from Australex Group Pty Ltd for the provision of a 'Works Zone' outside Nos.6-12A Dudley Street to facilitate construction vehicles during loading and unloading activities. It is recommended that a 'Works Zone' space be approved for the construction work subject to Council fees and charges applying.

The subject construction property is located on the southern side of Dudley Street. The proposed 'Works Zone' will be 12 metres in length and located on the southern side of Dudley Street, adjacent to the site and adjacent to the relocated and shortened bus zone. It is required for a minimum period of 6 months, to be utilized by construction vehicles during deliveries and loading and unloading activities. (Refer to the location sketch below).

Accordingly, it is recommended that a 'Works Zone' be approved at the 6-12A Dudley Street site, to better facilitate construction deliveries and allow the parking of construction vehicles during loading and unloading activities.



PUBLIC CONSULTATION

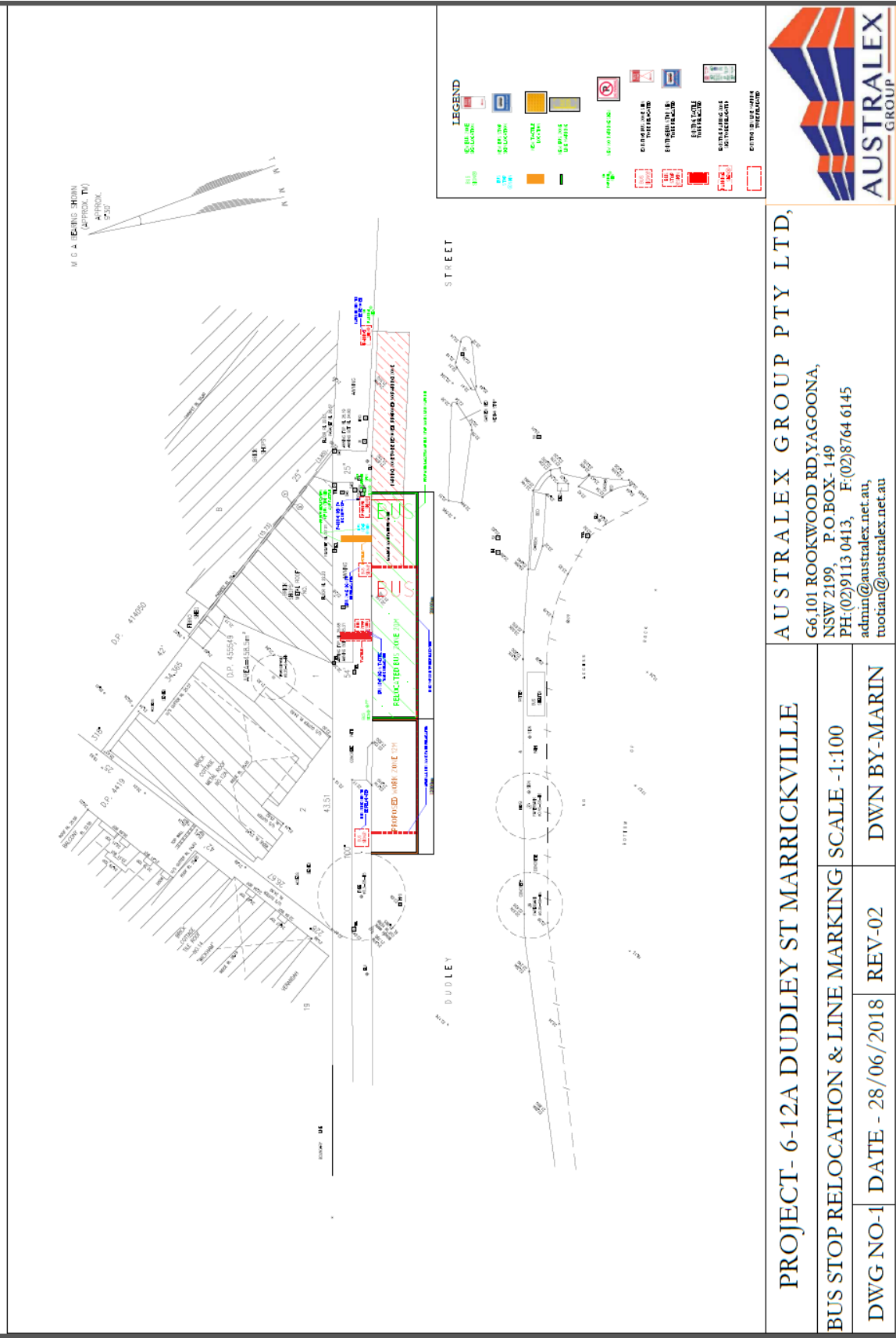
A notification letter was hand delivered to a total of 23 surrounding properties on Monday 9 July 2018. At the end of the consultation period one response had been received.

The respondent objected to the removal unrestricted parking in the area. They added that parking is very difficult for residents, especially on weekends, as some do not have off-street parking facilities and rely on on-street parking.

It is noted that the short term parking spaces and 'Loading Zone' are only being temporary relocated to the northern side of Dudley Street and the unrestricted parking spaces will be reinstated when the 'Works Zone' has been expired.

CONCLUSION

It is recommended that the proposed changes be approved to improve road safety at this location and accommodate the temporary Works Zone.



ATTACHMENTS
Nil.

Item No: LTC0818 Item 19

Subject: Cahill Street, Annandale - Extension of 'No Stopping' Zone (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

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

Authorised By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services

SUMMARY

Council has received a request to extend the existing 'No Stopping' zone on the southern side of Cahill Street (in front of No.1 Cahill Street) by 1m to the east in order to allow truck access to the property.

RECOMMENDATION

THAT the existing 'No Stopping' zone on the southern side of Cahill Street (in front of Nos. 1 & 3 Cahill Street) be extended by 1m to the east.

BACKGROUND

Council has received concerns from the business owner of 1 Cahill Street, Annandale regarding vehicles parking too close to the property driveway and impeding truck access to the property.

Cahill Street is 9.2m wide with unrestricted parking on both sides of the street. There are existing 'No Stopping' zones on the southern and northern side of the street, at the western end of Cahill Street. This allows for vehicles to turn around at the dead-end of Cahill Street and also assists with truck access to No.1 Cahill Street. The existing 'No Stopping' zone is shown on the following plan.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

It is proposed to extend the existing 'No Stopping' zone on the southern side of Cahill Street (in front of Nos. 1 & 3 Cahill Street) by 1m to the east. The proposal is not expected to result in any loss of on-street car parking spaces. The proposal is shown on the following plan.

**PUBLIC CONSULTATION**

A letter outlining the above proposal was mailed out to the affected properties (3 properties) in Cahill Lane, Annandale.

No responses were received.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 20**Subject:** Palace Street, Ashfield-Installation of 'Bus Zone' & 'No Stopping' restrictions.
(Ashfield Ward/Summer Hill Electorate/Ashfield LAC)**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services**Authorised By:** Manod Wickramasinghe - A/Traffic and Transport Services Manager**SUMMARY**

Bus Zone' signage and statutory 'No Stopping' restrictions are proposed at an existing Bus Stop on the southern side of Palace Street near the corner of Holden Street, Ashfield, on the side boundary of No.101 Holden Street. The signage would assist to regulate parking and allow buses to safely pull in and out of the Bus Stop.

RECOMMENDATION**THAT:**

1. Statutory 'No Stopping' restriction of 10 metres be installed on the southern side of Palace Street, west of Holden Street, Ashfield; and
2. A 22 metre length 'Bus Zone' restriction be installed on the southern side of Palace Street, west of Holden Street (following the Statutory 'No Stopping' restriction).

BACKGROUND

The Bus Stop in Palace Street on the side boundary of No. 101 Holden Street (for bus route 413) is currently un-signposted. Council has received complaints from Sydney Buses that cars and trailers frequently park too close to the Bus Stop making it difficult for buses to safely pull in close to the kerb to pick up or set down passengers and then safely pull out.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to safely accommodate the buses, the existing Bus Stop in Palace Street will be signposted with 'Bus Zone' restrictions within the 'statutory' distances applicable under the NSW Road Rules (i.e. 20 metres in approach and 10 metres to the departure side of the Bus Stop.)

In conjunction with the 'Bus Zone' signage, it is proposed to introduce the 'statutory' 10 metre 'No Stopping' restrictions on the southern side of Palace Street west of Holden Street. The distance and restriction will support the lead into the Bus Stop. The 'Bus Zone' length can then be reduced down to 22 metres. Parking for two car parking spaces is maintained to the front of the proposed Bus Zone. – see Figure 1 and 2.

Transit Systems Sydney, operating for Sydney Buses supports the proposal.

These measures are considered necessary to make motorists aware and ensure buses can safely pull up close to the kerb at the Bus Stop in Palace Street in order to set down and pick up passengers.

The works will not result in the loss of any legal on-street car parking spaces.



Figure 1: 'Bus Zone' signage to existing Bus Stop in Palace Street, on the side boundary to No. 101 Holden Street, Ashfield.

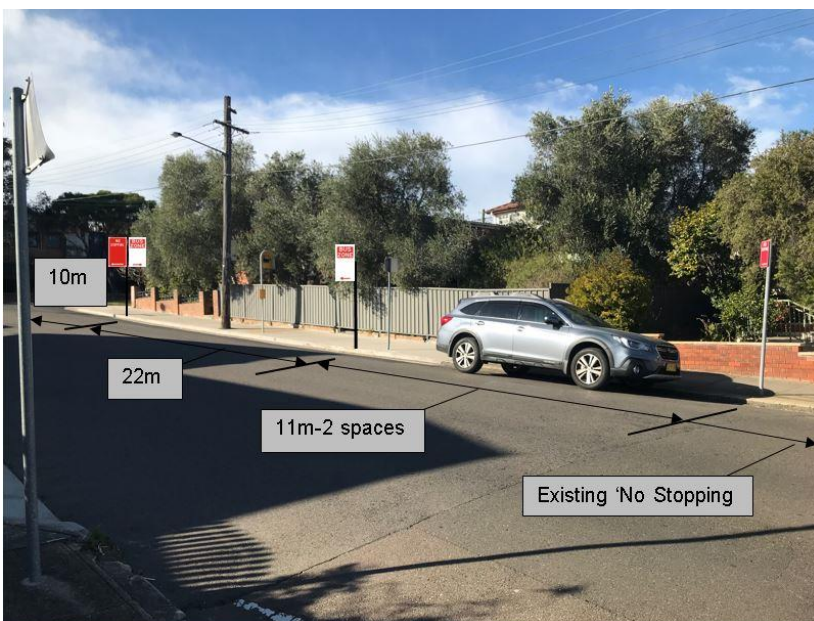


Figure 2: Street view- 'Bus Zone' signage to existing Bus Stop in Palace Street, on the side boundary to No. 101 Holden Street.

PUBLIC CONSULTATION

18 residences were letter boxed dropped in the area as shown in the distribution area Fig 3.

Two responses were received, one in support and one in objection.

Resident comments in objection	Officers response
The resident requests the removal of parking adjacent to No.2 Palace Street as this interferes with the sight view of traffic when reversing out of the driveway No.2 Palace Street.	The 'Bus Zone' and 'No Stopping' are signposted within statutory distances. The configuration of signposting maintains two (2) car parking spaces in benefit of the community. The parking is existing, and is already set back from the driveway under the control of existing 'No Stopping'.

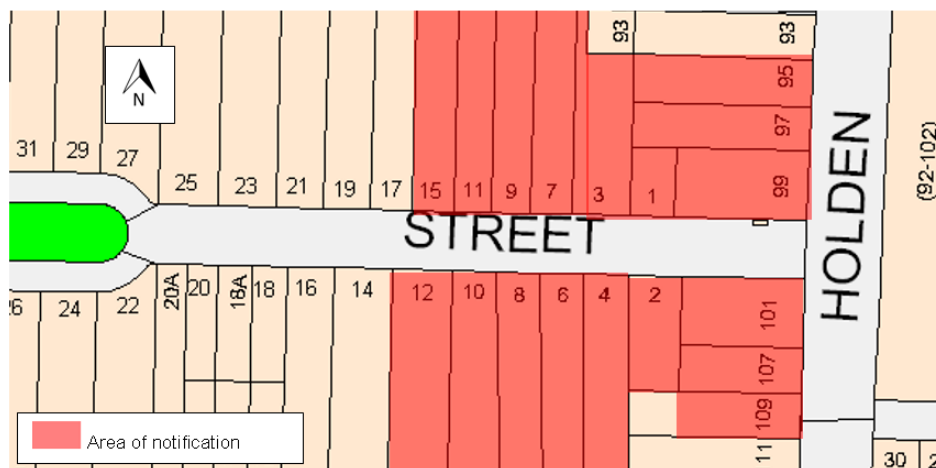


Figure 3: Area of distribution of the notification letter

CONCLUSION

In order to prevent illegal parking and allow buses to safely use the existing bus stop, it is recommended that the inclusion of 'Bus Zone' and statutory 'No Stopping' restrictions to the Bus Stop on the southern side of Palace Street near the corner to Holden Street, Ashfield, on the side boundary of No.101 Holden Street, be supported.

ATTACHMENTS

Nil.

Item No: LTC0818 Item 21

Subject: 728-750 Princes Highway, Tempe – Proposed Bunnings Hardware & Building Supplies Store (Marrickville Ward / Summer Hill Electorate / Marrickville LAC)

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

Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager

SUMMARY

Council has received a development application for 728-750 Princes Highway, Tempe to partially demolish the rear of the existing building, construction of a new building form and adaptively reuse the site for use as a 2 level hardware and building supplies store with undercroft car parking, erection of signage, boundary adjustments to provide a slip lane from the Princes Highway into Smith Street and the widening of Smith Street on the north-eastern side.

A report was previously considered by the Traffic Committee at its meeting held 5 October 2017 and this is a review of the traffic and parking contentions previously raised in relation to the development application. Subsequent new plans have also been submitted.

Comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

RECOMMENDATION

THAT the report be received and noted.

BACKGROUND

The application is required to be referred to the Local Traffic Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007 being a traffic generating development. The development application is considered to be of Regional Significance. Under the Environmental Planning and Assessment Act and the Sydney East Joint Regional Planning Panel is the consent authority for the purposes of determining the application.

* In addition, it is noted that currently an approval is granted for the site for a bulky goods development (DA201200528) which similarly sought the road works at the front (ie. the slip lane) however diverted all traffic to Smith Street with no access from Princes Highway.

Determination by the Sydney East Joint Regional Planning Panel of Development Application No. 201200528 was "*to partially demolish the rear of the existing building, construct new building form and adaptively reuse the remainder of the existing building for two levels of bulky goods tenancies with off street carparking for up to 301 cars, erect signage, subdivide the land to provide a slip lane from the Princes Highway into Smith Street and widening Smith Street on the northern side relating to property situated at: 728-750 PRINCES HIGHWAY, TEMPE.*"

A report on the proposed Bunnings development was referred to the Local Traffic Committee at its meeting on 5 October 2017 (Item 27). The Council Officer's conclusion stated that:

"The submitted development application for the proposed development site at 728-750 Princes Highway, Tempe has been reviewed and in its current form cannot be supported in its current form based on the concerns raised below;

1. *As per Council's DCP 2011 (incorporating Amendment No.1), it should be considered that due to the significant shortfall in bicycle spaces on-site, the applicant should include to the on-site parking that the site proposes Council authorised car-share parking spaces and liaise with relevant car-share company as part of the development of a transport plan to encourage a bicycle and car-share vehicle scheme. Therefore, the provision of at least 20 on-site bicycle spaces and 4 on-site car-share parking spaces to make for the balance of on-site bicycle parking shortfall is required. The applicant is also to liaise with relevant car-share company as part of the development of a transport plan to encourage a bicycle and car-share vehicle scheme;*
2. *As per Council's DCP 2011 (incorporating Amendment No.1), it should be required that a total of 5 service/delivery truck parking spaces be provided on-site and that the applicant supply evidence that there are parking spaces allocated for service vehicles or delivery trucks. There is uncertainty on whether the site will be able to accommodate for more than 1 truck delivery, simultaneously, without queuing on the proposed ramp via the Smith Street access point;*
3. *Information on the general waste and recycling generated within the development site is required. A general waste management plan illustrating the proposed location of the waste pick-up area and the directional method of vehicles to collect the waste is to be provided;*
4. *Due to a proposed bicycle route to be located on the eastern side of Princes Highway within the footpath as a shared path and then continuing into Smith Street, it is recommended that a continuous concrete footpath width of 2.5m (minimum) be provided to allow a continuous shared path in Smith Street; and*
5. *The proposed road widening of Princes Highway and Smith Street with changes to the traffic signals at this intersection and additional traffic signals at the driveway crossing on Princes Highway, it is recommended that the traffic modelling be reviewed and that consideration be made for a northbound 'right turn' traffic lane on Princes Highway at the existing signalised intersection with Smith Street and that four northbound traffic lanes be maintained on Princes Highway to maintain the traffic flow along Princes Highway and to not increase any further delay with the additional traffic signals. The applicant should also implement a proposal which looks at the dedicated right turn bay into Smith Street from the Princes Highway and compensates for the loss in kerbside parking (on the western side of Princes Highway) with purchase of property/land along this section of the highway with access to Zuttion Lane. The purchase of property/land be converted into usable off-street parking area with direct access to the Princes Highway to make up for the parking loss along the Princes Highway."*

The report was discussed at the Local Traffic Committee (LTC) meeting on 5 October 2018 with Committee members and it was noted that the Committee had concerns with the impact of the Bunnings development generally and the proposed changes on local residential streets as well as the Princes Highway. Of particular note was the impact of the proposed right turn traffic movements at Princes Highway and Smith Street intersection, as well as concerns with regards to the RMS recommendation to not signalise the dedicated entry/exit to the site at Princes Highway.

A recommendation on behalf of the Committee was raised at the meeting. The Committee requested that;

(6) *"A more comprehensive traffic study be undertaken to determine the potential impact on local residential streets like Smith Street, Union Street, Foreman Street and South Street."*

The RMS representative stated that the recommendation not to signalise the entrance to the site was based on traffic modelling which indicated that a right turn signal from Princes Highway to the site would have significant impacts to traffic flow on Princes Highway.

Subsequently, on 7 November 2017 the Applicant was notified by Council's Development Assessment section that they were unable to support the proposal citing LTC concerns raised adding a further point (6). The Applicant has now come back with amendments to address issues raised, which is the subject of this report.

On 17 April 2018 an internal Memorandum to Council's Development Assessment Section, from Council's Traffic Section, listed the ongoing concerns. It was concluded that, in its current form, the proposed development site at 728-750 Princes Highway, Tempe could not be supported based on the concerns raised below:

1. *"The applicant supply evidence and demonstrate with drawings/plans that there is adequate space allocated for service vehicles or delivery trucks. There is uncertainty on whether the site will be able to accommodate for more than 1 truck delivery, simultaneously, without queuing on the proposed ramp via the Smith Street access point;*
2. *Information on the general waste and recycling generated within the development site is required. A general waste management plan illustrating the proposed location of the waste pick-up area and the directional method of vehicles to collect the waste is to be provided;*
3. *Due to a proposed bicycle route to be located on the eastern side of Princes Highway within the footpath as a shared path and then continuing into Smith Street, it is recommended that a continuous concrete footpath width of 2.5m (minimum) be provided to allow a continuous shared path in Smith Street; and*
4. *The proposed road widening of Princes Highway and Smith Street with changes to the traffic signals at this intersection, it is recommended that the traffic modelling be reviewed, particularly in Smith Street, and that consideration be made to the loss of on-street parking along the northern side of Smith Street (adjacent to the proposed development). The applicant should consider an alternate proposal or amend the existing alignment of the road widening in Smith Street to minimise the impact of loss in on-street parking while maintaining adequate queuing lengths of traffic lanes for peak periods at the propose traffic signals. The purchase of adjacent properties in Smith Street, at its intersection with Princes Highway, should be considered to make up for the parking loss along the northern side of Smith Street."*

A meeting was held 15 May 2018 with Council Officers and the applicant to discuss the concerns listed in the Memorandum.

On 29 May 2018 the applicant responded to Council's concerns with the following:

"Following our meeting with Council officers on 18.5.18 to discuss the issues raised in their recent Memorandum, the following formalises the response to Council with amended plans and the "missing" SIDRA output.

Issue 1 Car Share Parking Spaces

Bunnings agree to provide 4 Car Share spaces to be located as required by Council.

Issue 2 Truck Queuing

The attached a plan demonstrates the truck queue capacity (i.e. 5 semitrailers or 3 semi-trailers and 4 HRVs).

Issue 3 Bicycle Parking

Bunnings agree to provide 20 bicycle spaces.

Issue 4 Shared Path

The proposed shared path 2.5m wide is shown and dimensioned on the revised plans.

Issue 5 Traffic Modelling

RMS is the authority responsible for the highway and the traffic signal controller Smith Street intersection. RMS has scrutinised and accepted the SIDRA modelling and do not require /support the widening of the highway at Smith Street. Regardless the highway cannot be widened any more than is proposed due to the existing buildings. Smith Street cannot be widened any more than that proposed due to the retained existing building façade

Issue 6 Loss of Parking in Smith Street

The loss of existing kerbside parking in Smith Street due to the rearrangement of the roadway is 51m or some 9 spaces. A review of many Nearmap images back to 2010 clearly confirms that there is consistent parking along the northern side of Smith Street on weekdays (see 1st attached image March 2018 with Pretty Girl car park full). However, there is relatively little parking (with a high percentage of unused spaces) on weekends (see following weekend images). It is apparent therefore that the parking on the northern side is essentially workers from the "Pretty Girl" Bunnings site and not residents.

Issue 7 Impact of West Connex

The West Connex EIS Traffic Assessment for the Prince Highway south of Railway Road Tempe makes the following traffic flow predictions:

	2031 AM Peak			2031 PM Peak		
	Without West Connex	With West Connex	Change	Without West Connex	With West Connex	Change
Northbound	2550	2180	-15%	1660	720	-57%
Southbound	1150	550	-52%	2310	2110	-9%

The relationship of West Connex to the highway at the subject location is graphically illustrated on the attached diagram and it is quite apparent that linking the M5 tunnel to West Connex will significantly reduce traffic flows on this section of the highway.

Issue 8 Queuing in Smith Street

The SIDRA assessed queueing in Smith Street will be relatively little different to that occurring at the present time with the attached SIDRA extract (from an earlier DA Traffic Report) showing a queue length of 43.6m on the week day PM peak. The SIDRA model takes account of the NO STOPPING distance on both sides of Smith Street and the queue length output has regard for this.

Issue 9 Waste Management

See attached Bunnings clarification."

This report reviews the current proposal and amended plans and comments on any outstanding concerns related to the proposed Bunnings development at 728-750 Princes Highway, Tempe.

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

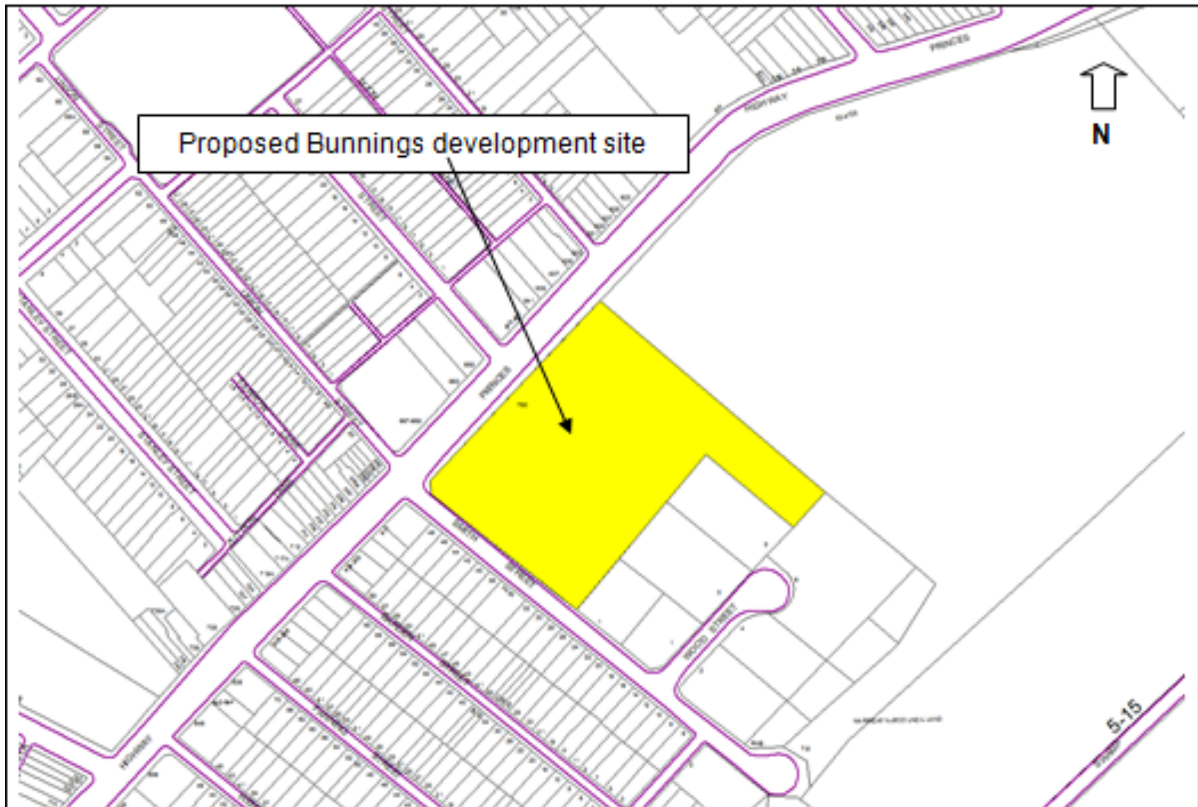
Site location & road network

Street Name	Princes Highway	Smith Street	Union Street	Foreman Street
Subject Section	Between Union Street and Foreman Street	Between Princes Highway and South Street	Between Unwins Bridge Road and Princes Highway	Between Unwins Bridge Road and Princes Highway
Carriageway Width (m)	18.3	11.0	6.4	6.4
Carriageway	Two-way road	Two-way road	One-way road	One-way road

Type	with three travel lane in each direction.	with one travel lane in each direction, in addition to kerbside parking lanes.	with one travel lane in a westbound traffic flow, in addition to kerbside parking lanes.	with one travel lane in an eastbound traffic flow, in addition to kerbside parking lanes.
Classification	State	Local	Local	Local
85th Percentile Speed (km/h)	-	33.1	32.4	35.3
Vehicles Per Day (vpd)	62,075	1,337	1,189	765
Reported Crash History (July 2011 – June 2016)	23 crashes recorded. All crashes resulted in either tow away or injury.	No crashes recorded.	No crashes recorded.	No crashes recorded.
Heavy Vehicle Volume (%)	-	13.3	2.1	2.9
Parking Arrangements	Unrestricted parking on the northern side of the road outside of weekday morning 'clearway' restrictions	Unrestricted parking on both sides of the road.	Unrestricted parking on both sides of the road.	Unrestricted parking on both sides of the road.

The proposed development site is located on the north-eastern corner of Princes Highway and Smith Street, Tempe at 728-750 Princes Highway, Tempe and is immediately adjacent to the existing IKEA. Surrounding land uses comprise of residential single-dwelling properties along the southern side of Smith Street, a mixture of residential single-dwelling and commercial properties (including IKEA) along both sides of Princes Highway, Tempe High School and Tempe Public School at the western ends of Union Street and Foreman Street which are all located within close proximity to the subject site. The subject site is the former 'Pretty Girl Fashion Group' which is a clothing retail company and included offices and a warehouse with an existing driveway crossing located in Princes Highway and two existing driveway crossings located in Smith Street. The current on-site parking is at ground level with approximately 150 car parking spaces located both at the front and rear of the premises (refer to the attached locality map and 'Nearmap' images).

Locality map – 728-750 Princes Highway, Tempe



AERIAL VIEW OF EXISTING DEVELOPMENT. (OUTLINED)



Princes Highway is a State Road and arterial route being the principal north-south connection between Sydney and Wollongong. Annual Average Daily Traffic for Princes Highway at Cooks River is around 62,070vpd and for Princes Highway north of Railway Road around 52,800vpd.

Princes Highway is approximately 19m in width facilitating three lanes in each direction and is sign posted 60km/h speed limit. It has a 6-10AM northbound clearway and 3-7PM southbound clearway within kerbside lanes. Generally unrestricted kerbside parking is permitted along both sides of the road outside of clearway times.

Smith Street is a local street servicing existing industrial uses and low density residential properties between Princes Highway and South Street, Tempe. Parking is unrestricted on both sides of the street. Union Street is a narrow one-way north-west local street serving mainly low density residential properties. Parking is unrestricted.

Traffic signals are present at the Princes Highway / Smith Street / Union Street intersection, with one-way north-westerly traffic flow in Union Street. There are obvious queues in Smith Street in the AM peak and vehicles often are not cleared in a single cycle. Princes Highway northbound traffic in the AM peak is congested and often saturated with all three lanes stationary frequently resembling a 'carpark'.

Proposed development

The proposed development site is for use as a two level hardware and building supplies store, known as Bunnings, with undercroft car parking at ground level located. It is proposed to demolish much of the existing building structure retaining the heritage western part along the Princes Highway frontage and excavate for the undercroft car parking. The retained section of the building will be extended over two levels towards the eastern boundary of the site where a large loading dock area will be enveloped on the ground level.

The Nursery/Bagged Goods area will be located on the western side while the Timber Trade area will be on the eastern side. The two level warehouse will occupy the central section of the site with a traveller linage to the carpark level below on ground floor. The proposed development site comprises of 14,103m² of Warehouse; 2,492m² of Timber Trade; and 3,218m² of Nursery & Bagged Loading. The total retail gross floor area (GFA) is 19,813m².

Proposed operating hours are for 7 days a week within the following hours:

Mondays – Saturdays (excluding Thursdays)	9.00am to 6.00pm
Thursdays	9.00am to 9.00pm
Sundays and Public Holidays	10.00am to 6.00pm

The information submitted with the application anticipates that the proposed development would employ around 200 generally at any one time, having in total up to 316 fulltime and part time/casual staff and maintenance staff.

A total of 424 undercroft car parking spaces will be provided with an access ramp connection to the existing driveway crossing on Smith Street at the eastern end of the site. The existing driveway crossing on Smith Street at the western end of the site (near Princes Highway intersection), will be closed and reconstructed with a new kerb and gutter alignment to incorporate the proposed slip lane along Princes Highway into Smith Street. The existing driveway crossing on Princes Highway was to be originally converted to a traffic signal controlled access however now will not be signalized. (Refer to the attached now amended development plans at the end of this report).

As part of the proposal, road works are involved along Princes Highway and Smith Street. It is proposed to undertake road widening along the eastern side of Princes Highway, adjacent to the development site to provide a left turn deceleration lane 'slip lane' for the turn into Smith Street. It is also proposed to provide a right turn bay for the turn into the proposed (now non-signalised) access driveway crossing at the northern end of the site's boundary (adjacent to existing IKEA site). In Smith Street, it is proposed to undertake road widening along the

northern side of the road to provide an additional egress wider lane and wider northern footway (refer to the attached now amended development plans at the end of this report).

It is noted that there will be some loss of on-street parking in Smith Street, Tempe which is of great concern as the locality already experiences high parking utilisation rates for the existing on-street parking provision. Any loss of on-street parking is not acceptable to the community and would be at the detriment of local residents. Residents in the locality have reported that they already find it hard to secure parking in their street and/or nearby their residences. Many local residents do not have off-street parking facilities.

Thus, as in a recent previous assessment of a proposed development in the locality fronting Princes Highway it would be reasonable to request any loss of on-street parking and/or its equivalent be made up within the proposed development and that it would be accessible to/for residents.

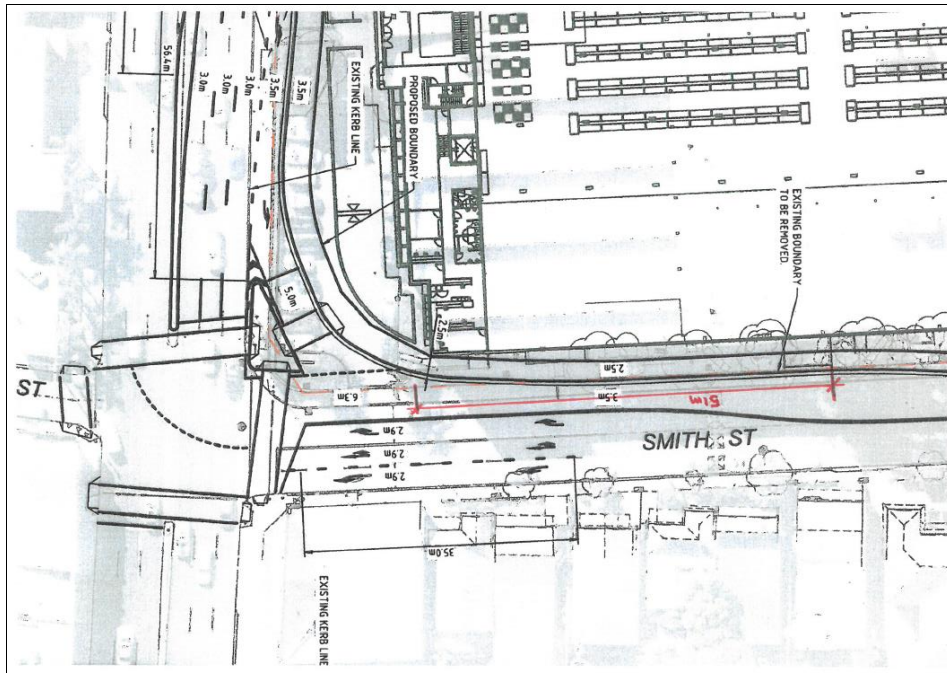
Below is a diagram showing the extent of anticipated loss of on-street parking spaces in Smith Street along its northern side, a 100 metre length (around 16 car parking spaces).



The applicant supplied the diagram below showing a 51 metre length being the extent of loss of on-street parking in Smith Street and in their response of 29 May 2018 regarding 'loss of parking in Smith Street' they responded:

"The loss of existing kerbside parking in Smith Street due to the rearrangement of the roadway is 51m or some 9 spaces. A review of many Nearmap images back to 2010 clearly confirms that there is consistent parking along the northern side of Smith Street on weekdays (see 1st attached image March 2018 with Pretty Girl car park full). However, there is relatively little parking (with a high percentage of unused spaces) on weekends (see following weekend

images). It is apparent therefore that the parking on the northern side is essentially workers from the "Pretty Girl" Bunnings site and not residents."



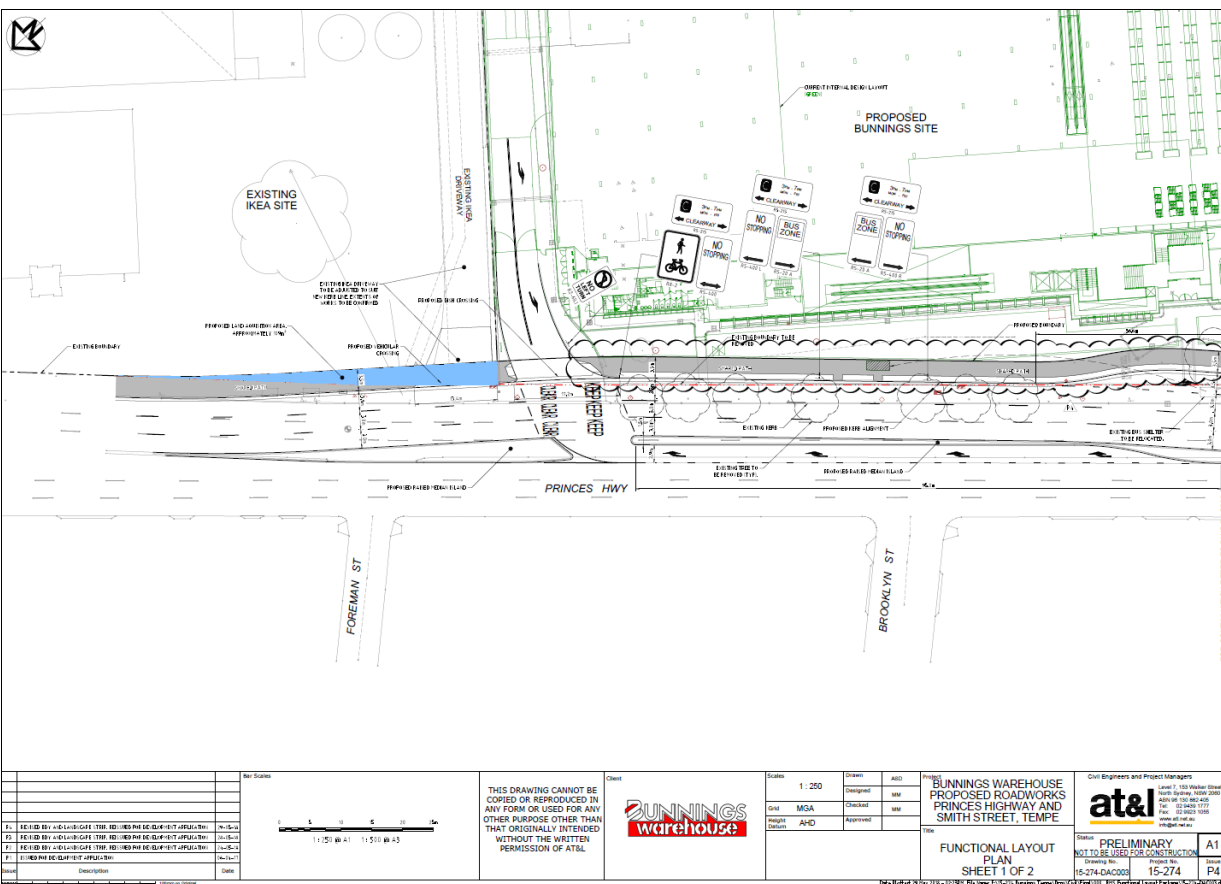
At this time the applicant's justification that lost on-street parking is "essentially workers from the 'Pretty Girl' Bunnings site and not residents" is not supported.

In discussions with the applicant Council Officers have quantified 16 on-street parking spaces will be lost in Smith Street, Tempe. The applicant says only 9 on-street parking spaces will be lost in Smith Street, Tempe. It is noted that for an adequate assessment of the actual loss of on-street parking Council Officers need to sight the requested actual signage and road marking plan showing all 'No Stopping' areas dimensioned and all parking restrictions dimensioned endorsed with an overlay indicating existing on-street parking spaces and then identification of those 'lost' / 'retained'. Superimposed on the same plan the swept path of the largest truck using the site ideally would show accurately what on-street parking would be impacted on.

To date it remains unclear as to the location and actual number of existing on-street parking spaces will be 'lost'.

The applicant was asked to supply an updated plan demonstrating proposed 'No Stopping' areas and signage along both sides of Smith Street, Tempe however 'Drawing 15-274-DAC0047' (revised 29/5/18) supplied (reproduced below) does not adequately show actual car parking spaces lost / retained.

Concern over loss of on-street parking in Smith Street, adjacent to the proposed development, was raised in the Memo and discussed with the applicant (point 4). It was requested that the applicant consider alternatives to mitigate the loss of on-street parking and compensate:



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queuing lengths of traffic lanes for peak periods at the propose traffic signals. The purchase of adjacent properties in Smith Street, at its intersection with Princes Highway, should be considered to make up for the parking loss along the northern side of Smith Street.”

Significantly, concerns remain in regards to the location and actual number of on-street parking spaces that will be lost and/or impacted upon in Smith Street, Tempe. This issue needs to be addressed and resolved in a manner that is acceptable to the local community and residents of Smith Street, Tempe.

Public transport

The subject site has access to public transport services, with both Sydenham Railway Station and Tempe Railway Station being located approximately 1km and 600m, respectively, from the site and bus routes (Route 357 City to Tempe, Route 422 Bondi Junction to Sydenham, Route 425 Dulwich Hill to Tempe) operating along the Princes Highway located adjacent to the site.

Given that the proposed site is a hardware and building supplies store, it is envisaged that a majority of customers would travel to site by vehicle. However, given the number of public transport services provided within the vicinity, it is envisaged that a portion of the employees may use buses and/or trains to and from work.

Parking provision

In accordance with Part 2.10 of MDCP 2011, the subject property is located in Parking Area 3. As such the following car, bicycle and motor cycle parking requirements apply to the proposed development:

- 1 car parking space per 100sqm of gross floor area;
- 1 bicycle parking space per 150sqm of gross floor area for staff;
- 1 bicycle parking space per 1000sqm of gross floor area for staff; and
- Motor cycle parking provided at the rate of 5% of the total car parking requirement.

Car Parking:

The proposed development results in a GFA of approximately 19,813m². As such, the proposal requires the provision of **198 car parking spaces** under Part 2.10 of MDCP 2011. The applicant proposes 424 off street car parking spaces, which exceeds the numerical car parking requirements contained in MDCP 2011:

- 410 car parking spaces for customers and staff;
- 10 accessible parking spaces; and
- 4 car parking spaces with trailer bays included.

Given the nature of the proposed use, the additional parking spaces provided on site are considered acceptable.

Bicycle Parking:

To comply with Council's current DCP, the proposed development having 19,813m² GFA should provide a total of 152 off-street bicycle parking spaces as follows:

- 132 bicycle spaces for customers; and
- 20 bicycle spaces for staff.

The undercroft car parking area for the hardware and building supplies store originally provided for 8 bicycle parking racks at the western end of the car park near the entrance to the travelators.

In the 15 October 2017 LTC report it was noted that: *“Given that the development site is a hardware and building supplies store and most goods purchased are of significant size, it is envisaged that most customers would be visiting the store with a vehicle. It is noted that there is a significant shortfall of bicycle parking for the development site but from a practical sense, it should be considered that at the least, the required number of bicycle spaces equivalent for staff (with accordance to Council’s current DCP) should be required to facilitate and encourage more bicycle users to work. It should also be considered that due to the significant shortfall in bicycle spaces on-site, the applicant should include to the on-site parking that the site proposes Council authorised car-share parking spaces and liaise with relevant car-share company as part of the development of a transport plan to encourage a bicycle and car-share vehicle scheme.”*

The LTC report went on to note: *“Therefore, the provision of at least 20 on-site bicycle spaces and 4 on-site car-share parking spaces to make for the balance of on-site bicycle parking shortfall is required.”*

As part of the review of the Development Application, the applicant has now agreed to provide 20 on-site bicycle spaces and 4 on-site car-share parking spaces as requested by Council officers. This is considered satisfactory. At this time, however no ‘transport plan’ has been submitted that encourages a bicycle and car-share vehicle scheme (as recommended in Point 1 of the recommendations in the 15 October 2017 LTC report.

Motorcycle Parking:

The proposed development should provide a total of 10 motorcycle parking spaces. The development proposes 17 motorcycle parking spaces within the undercroft car parking area. The number of motorcycle parking spaces for the proposed development is acceptable.

Vehicle Service and Delivery Areas

Council’s DCP 2011 requires the provision of service and delivery vehicle parking for the proposed development as follows:

One truck space per 4,000m² GFA up to 20,000m² GFA plus one truck space per 8,000m² thereafter.

In the 15 October 2017 LTC report it was noted that: *“Therefore, the proposed development should provide a total of 5 service/delivery truck parking spaces. The traffic consultant’s report does not specify the number of parking spaces allocated for service vehicles or delivery trucks. The attached plans indicate that there is only 1 truck space allocated for the ‘dropping-off’ of goods located on level 1 at the western end of the site. Therefore, it should be noted there is a short fall of 4 allocated delivery truck parking spaces. It is also identified that there is uncertainty on whether the site will be able to accommodate for more than 1 truck delivery, simultaneously, without queuing on the proposed ramp via the Smith Street access point.”*

As part of the review of the Development Application, the applicant has provided additional information on the operational use of their service and delivery trucks.

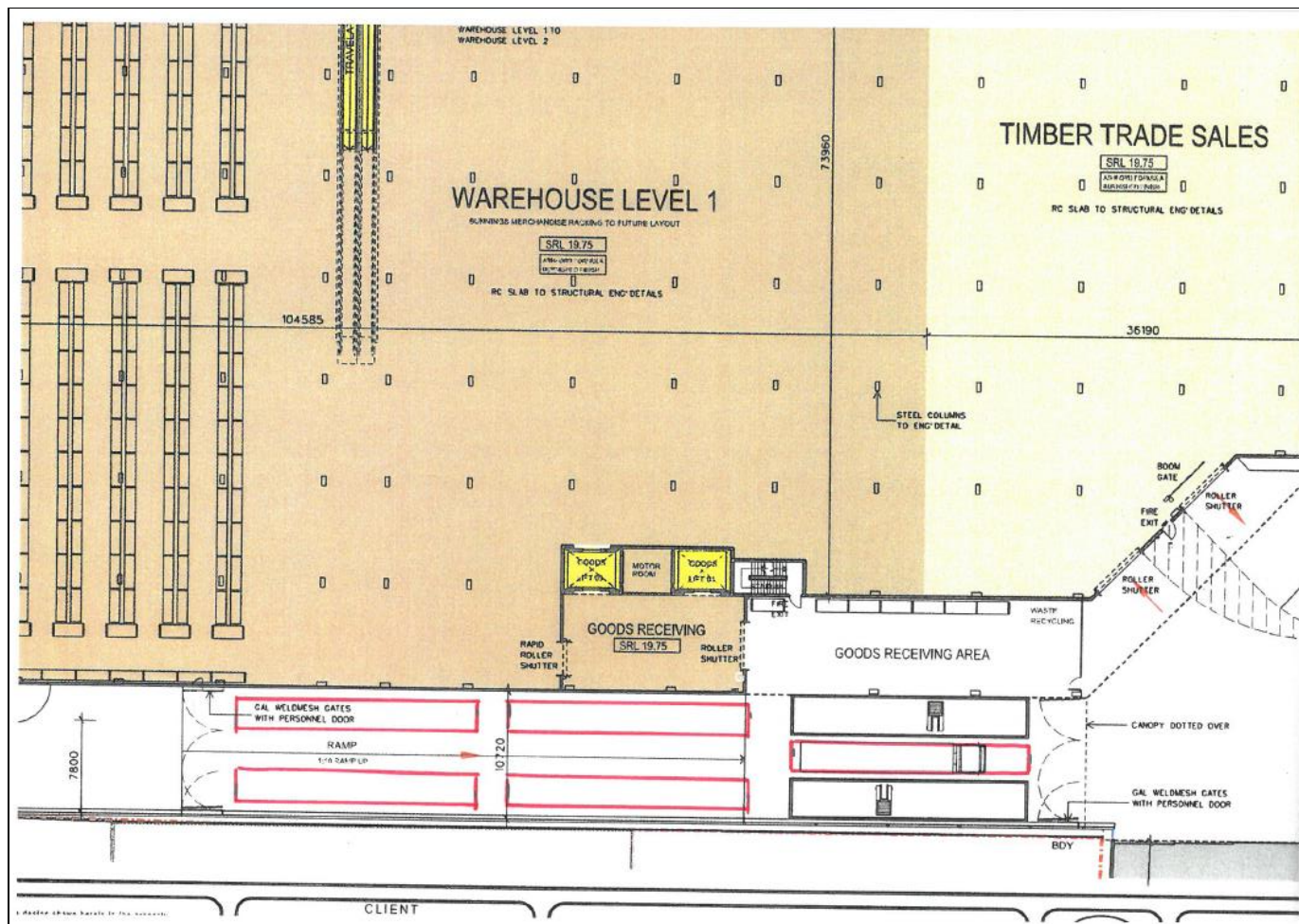
The applicant states that; *“Bunnings operates a very effective and efficient centralised delivery operation with the very great majority of goods delivered from a central warehouse. As such, the dispatch and arrival of trucks is carefully managed and there is generally only one truck delivering on a site at one time although, on peak occasions there can be two-three trucks*

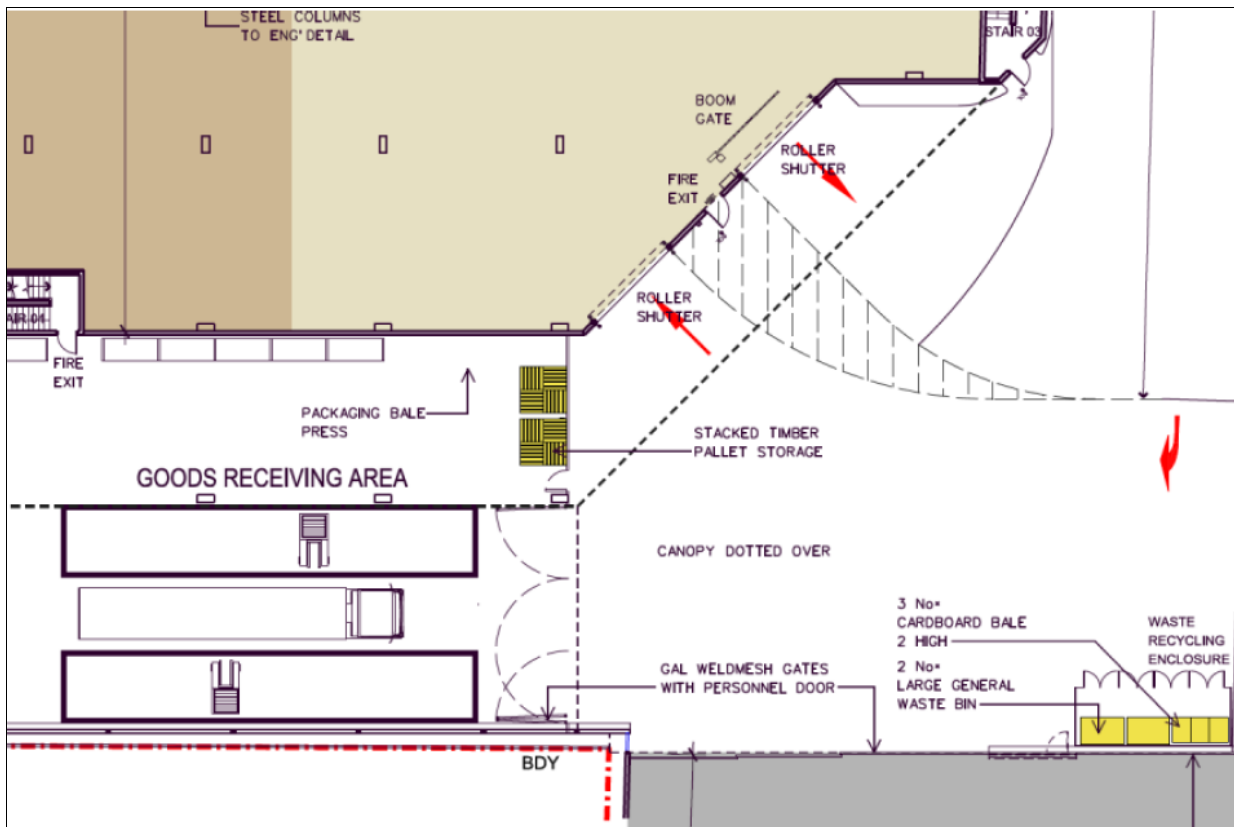
present (i.e. one-two waiting). The proposed service yard at Tempe will be able to accommodate up to six waiting trucks as well as the truck being unloaded however such circumstances would never occur."

The applicant was told that it, however still remained unclear whether the above statement is satisfied without any drawing or plan illustrating the truck unloading as well as the other trucks waiting. The location of the trucks queuing (if waiting was to occur during peak occasions) is important to identify to see whether this will have an impact on other vehicles such as, customers entering and exiting the car park.

Subsequently, the applicant has now submitted the following plan showing 4 parked trucks on site along with one truck unloading. They noted that '*actual requirements and practices may slightly vary once in operation, an indicative layout of the Goods Inwards area for the propose Tempe Warehouse, is shown in the extract Drawing No.100 (also below):*'

Loading and delivery areas are considered satisfactory.





Waste management (collection)

Originally, information on the general waste and recycling generated within the development site was not provided and there was uncertainty on the locality of where the collection point will be for the waste area. It was recommended that a general waste management plan illustrating the proposed location of the waste pick-up area and the directional method of vehicles to collect the waste be provided.

This has now been addressed in the review and considered satisfactory as outlined in the previous section. Further, the applicant has noted that *“all waste collections will occur during business hours and that waste produced by the store will be completely contained on-site, in the goods deliveries area of the store situated at the rear of the store well away from public view.”*

Vehicular Access and internal traffic circulation

All ramps and car parking spaces must be in accordance with Australian Standard AS2890.1-2004 Parking Facilities and AS2890.6-2009 Off-street parking for people with disabilities.

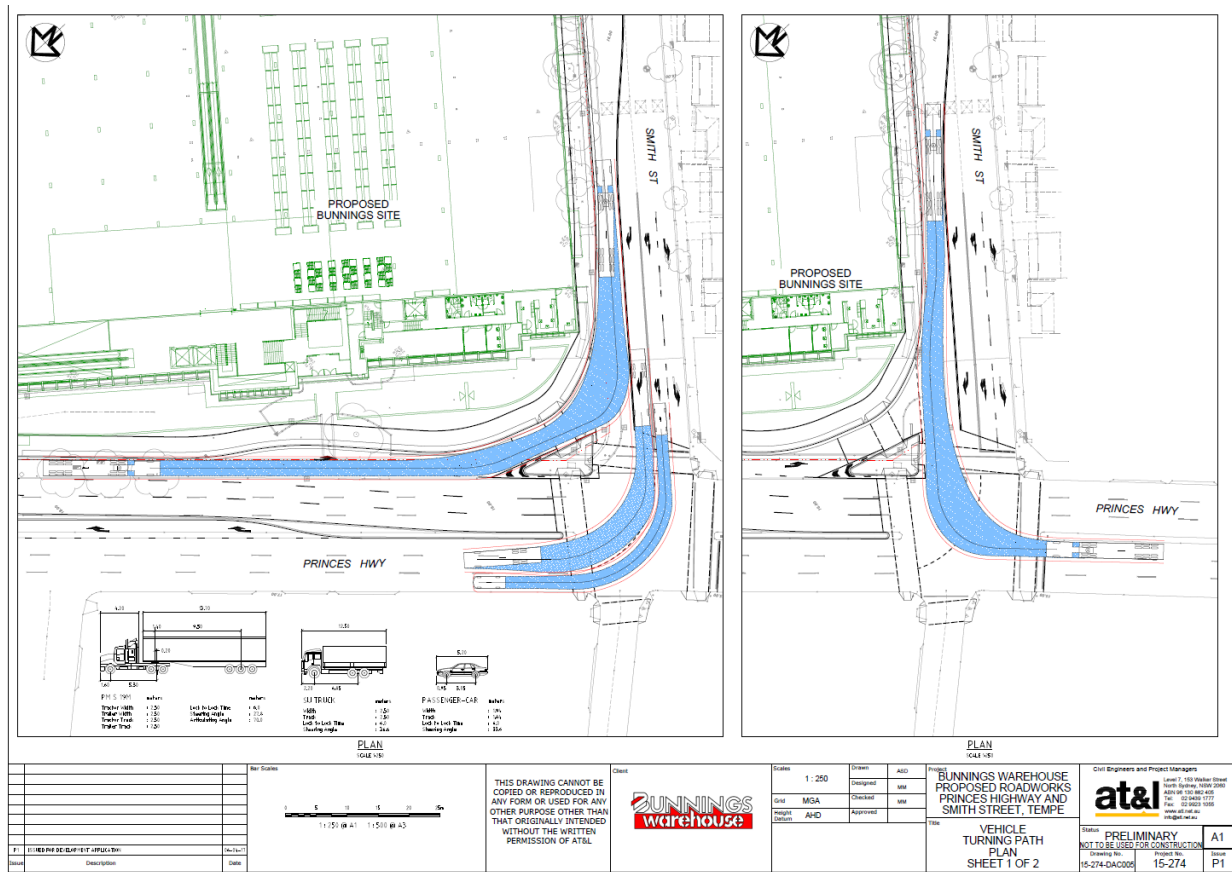
The traffic consultant's report states that the internal circulation system for trucks will be independent of the system for cars. The trucks will ingress through the access on Smith Street (trucks will be coming along Princes Highway southbound to turn left into Smith Street) and then into the delivery area and depart along the northern side of the site through the new access intersection on Princes Highway to head southbound once again.

The proposed vehicular access to the off-street car parking spaces will be from an existing driveway crossing via Princes Highway which will only allow non-signalised right-turn-in movements from Princes Highway and non-signalised left-turn-out movements from the existing driveway. There will be a second vehicular access point from Smith Street at the existing driveway crossing located at the eastern end of the site and will accommodate access for customers to the car parking area as well as the delivery trucks to the loading area on level 1 of the site. As part of the proposal, it is proposed to widen the roadway along Princes

Highway and Smith Street, adjacent to the site, to accommodate a 'left only' turning lane from Princes Highway into Smith Street and maintain a wide egress traffic lane with three ingress traffic lanes at the intersection.

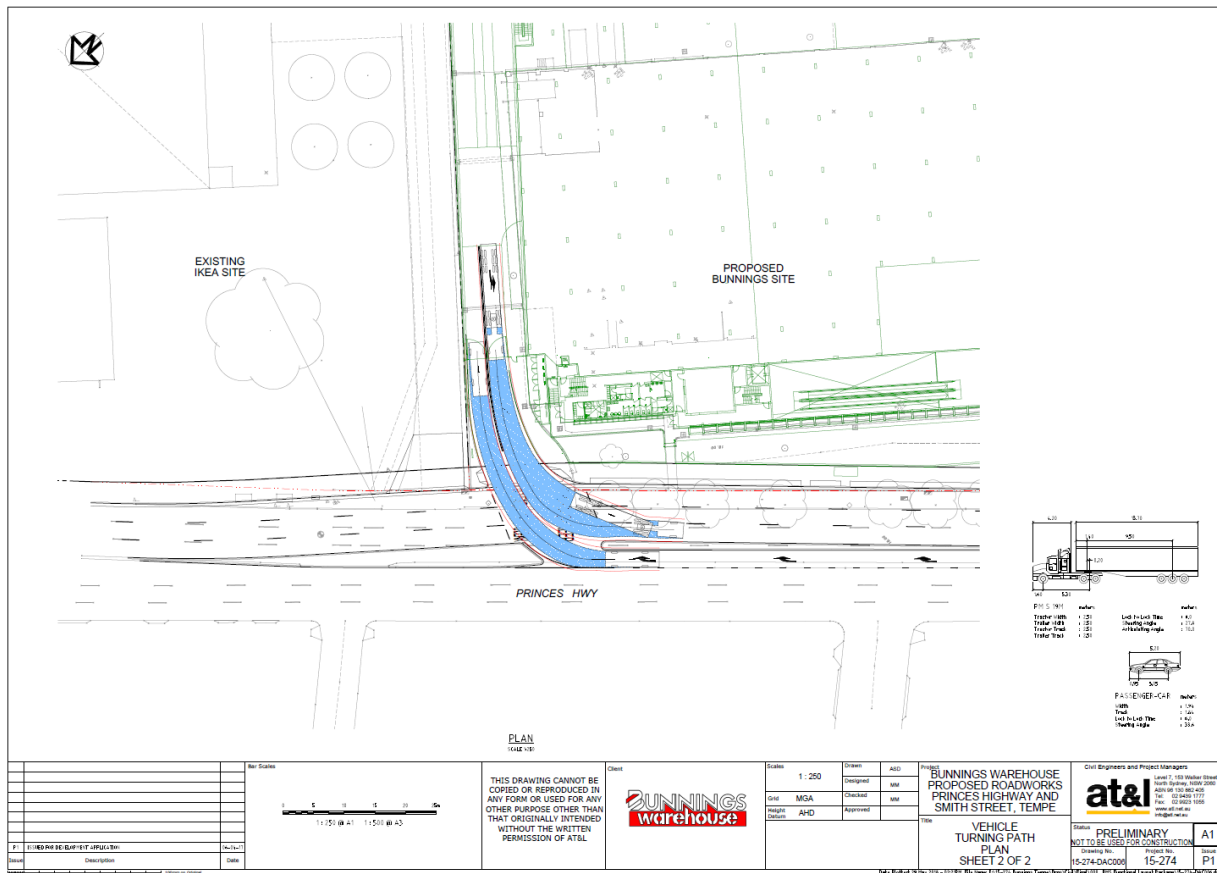
The internal layout for manoeuvring allows for vehicles to enter and exit the site in a forward direction and is considered to be satisfactory. Table 1.1 of AS2890.1:2004 assigns a user class 3A for facilities with short-term, high turnover parking at shopping centres and therefore the car parking space size and parking aisle combination must be in accordance with Figure 2.2 of AS2890.1:2004. Figure 2.2 provides for user class 3A spaces for 90 degree angle parking with a car parking space width of 2.6m with aisle widths of 6.6m. The proposed aisle widths vary between 6.6m to 7.3m with a proposed car parking space width of 2.6m for all car parking spaces (with the exception of the mobility parking spaces). The internal layout for the widths of the car parking spaces to the carpark is considered to be satisfactory.

The applicant has supplied new swept path diagrams of trucks entering and leaving the site and these are reproduced below.



It is noted that the swept path diagrams supplied do not show the swept paths of a large vehicles entering the site at the driveway entrance in Smith Street and/or leaving the site. It is important to have these also updated so as to check all truck movements are accurate and/or to check whether they impact on any on-street parking.

A large truck must be able to safely enter and exit the loading dock system or site. This ensures that the most efficient area has been designed, which can often be a critical factor in the majority of development types.



Estimated traffic generation

In the 15 October 2017 LTC report it was stated that based on the Roads and Maritime Services (RMS) Technical Direction - *Guide to Traffic Generating Developments, Updated Traffic Surveys (August 2013)*, the total estimated traffic generation from the proposed hardware and building supplies store development would be 832 vehicle trips per hour (weekday peak) and 1109 vehicle trips per hour (weekend peak).

It was noted that these estimated traffic generation rates are considered to be heavily impacting on the existing local roads adjacent to the site. Smith Street currently has an average of 1,337 vehicles per day and with accordance to the RMS Technical Direction, an increase of approximately double the traffic volume will be generated into this street.

It was also noted in the earlier LTC report that the applicant's traffic consultant report did not state clearly the traffic generated impacts of the proposed development site and had no projected figures saying that: *'detail traffic projections for this project are not available at this time, however, it is apparent that the project (see extract of relevant details overleaf) would significantly reduce the traffic demands along the highway through Tempe'*. The extract of relevant details refers to the now defunct proposed traffic signals on Princes Highway at the entrance to the driveway crossing located on the northern end of the site and the proposed road widening of the Princes Highway as well as Smith Street to accommodate an additional 'left turn only' lane from Princes Highway into Smith Street.

As part of the review of the Development Application, the applicant has given details of traffic flows in Princes Highway post-WestConnex saying it is *"quite apparent that linking the M5 tunnel to WestConnex will significantly reduce traffic volumes on this section of the highway."*

It remains however even with WestConnex possibly reducing traffic flows on Princes Highway the proposed use will generate considerable extra traffic in the locality impacting local streets and Smith Street in particular.

Bicycle Route – Local Route 7 (LR7)

In the 15 October 2017 LTC report it was noted that:

“Currently, there is a wide concrete footpath along the eastern side of Princes Highway, Tempe adjacent to 728-750 Princes Highway, Tempe. As part of the applicant’s proposed development, it is included that a 3.5m wide continuous footpath be constructed as part of the set back of the development site and road widening of Princes Highway. It is acknowledged that a continuous footpath be included along the northern side of Smith Street adjacent to the development. It is noted that there appears to be a pinch point with the continuous footpath in Smith Street near the Princes Highway intersection with a width of 1.9m which will have an impact on a proposed bicycle route.

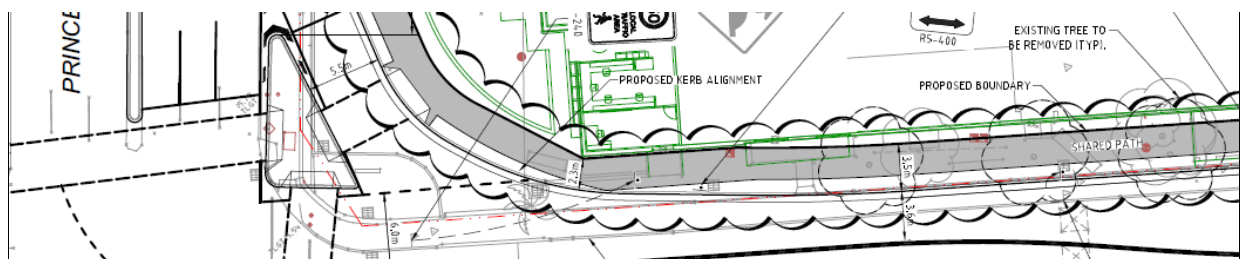
Council officers are currently investigating the proposed bicycle route within the precinct known as Local Route 7. The bicycle route is envisaged to be located on the eastern side of Princes Highway within the footpath as a shared path and then continuing into Smith Street and then into South Street. Since the footpath improvements along the northern side of Smith Street are proposed, it is recommended that a continuous concrete footpath width of 2.5m (minimum) be provided to allow a continuous shared path in Smith Street.

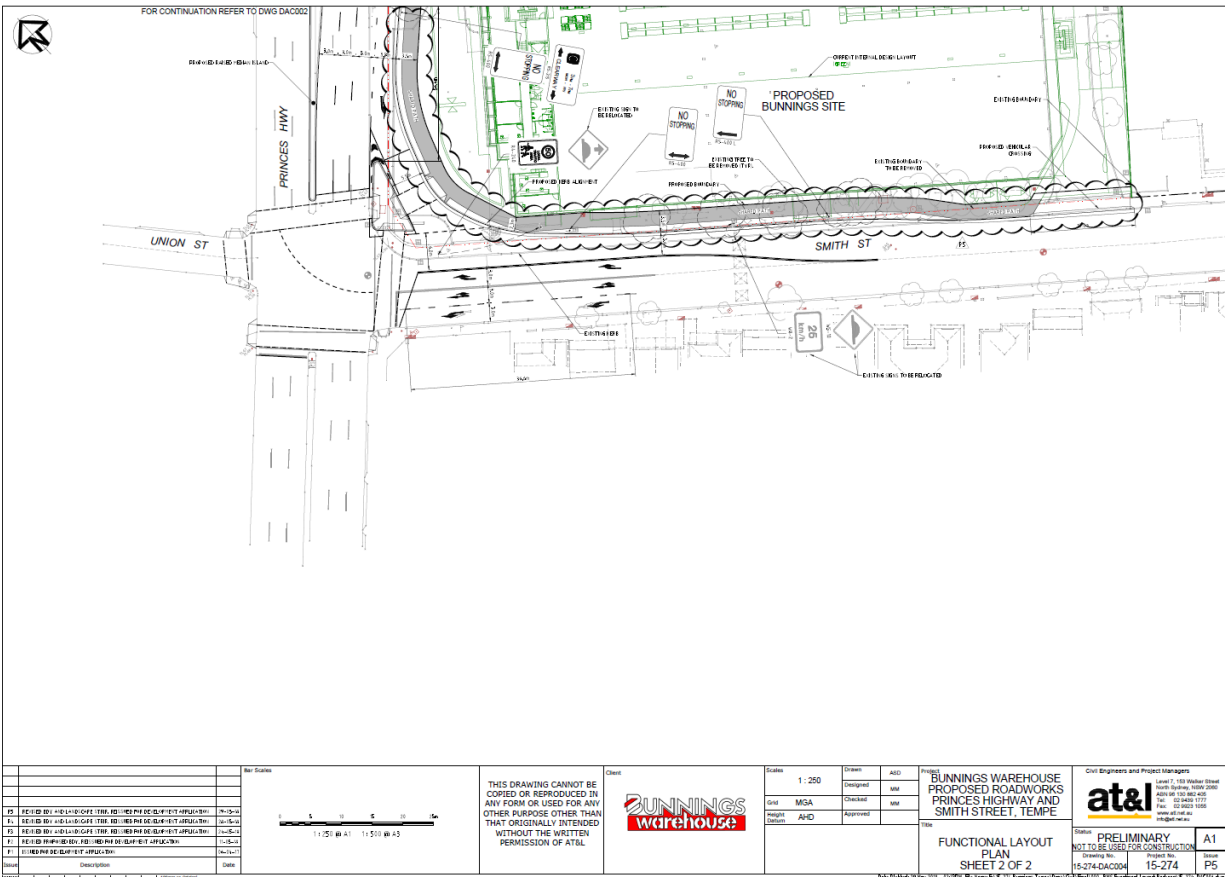
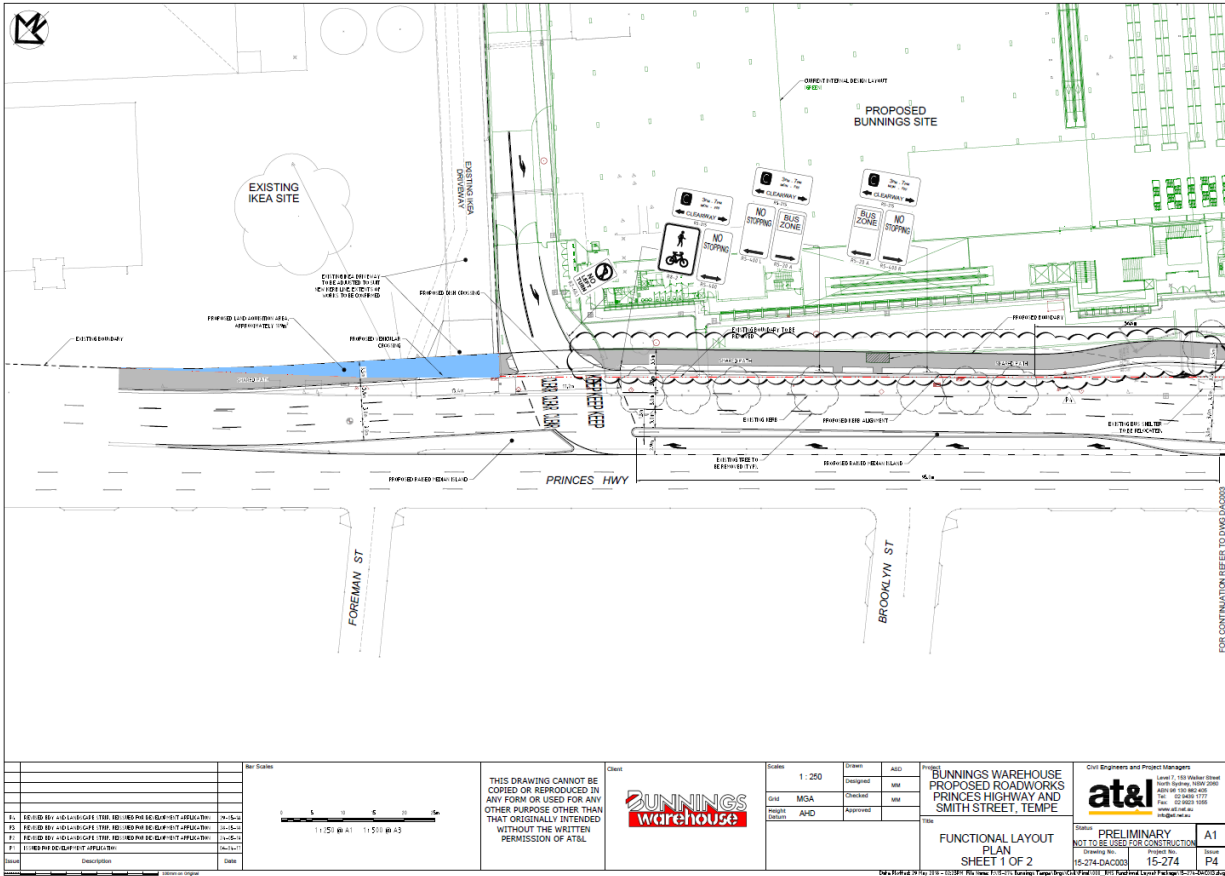
.....It should also be noted that there are safety concerns at the south-western corner with the proposed pinch point; given the turning movements of a cyclist around the bend, a minimum 2.5m wide shared path is recommended at this location.”

As part of the review of the Development Application, the applicant provided additional information on the concerns relating to the proposed shared path surrounding the site along Princes Highway and Smith Street, in particular the south-western corner where it appears to be a pinch point.

The applicant states that; *“A shared path will be provided along the Princes Highway frontage being a 2.5m wide concrete pathway with a 1m wide grassed strip behind the kerb (except at the bus stop where the shelter will be indented into the site and kerb ramps). The same provision will be made along the Smith Street frontage except at the south-west corner of the heritage building where there will be a short section where the landscaped strip will diminish.*

A plan with measurements of the shared path (i.e. width of shared path) has now been provided and reproduced below with full plans on the next page.





Originally, as part of the proposed development changes to the road widths of both Princes Highway and Smith Street, adjacent to the site, were included along with a slip lane from Princes Highway into Smith Street and a signalised right turn only northbound lane on Princes Highway into the sites' driveway fronting the Princes Highway. RMS however did not support the provision of traffic signals into the site from Princes Highway as traffic modelling indicated "a right turn signal from Princes Highway to the site would have significant impacts to traffic flows on Princes Highway".

Subsequently, plans were amended to provide a non-signalised right turn lane, from Princes Highway into the site. It is noted that Princes Highway is a State Road and is under the jurisdiction of RMS. It was identified at the time that there are concerns with the further delay that will impact on the traffic flow along the Princes Highway corridor, particularly during peak periods. It was recommended that the northbound 'right turn' traffic lane on Princes Highway be located at the existing signalised intersection at Smith Street and that four northbound traffic lanes be maintained on Princes Highway and not increase further delay by proposing additional traffic signals at a new location.

As part of the review of the Development Application, the applicant provided additional information on the request relating to road widening of Princes Highway to provide a right turn bay into Smith Street.

The applicant states that; *"RMS have concurred with the proposed access arrangement on the highway without new traffic signals (which in fact reflects an RMS suggestion) and this has been supported by a Road Safety Audit as required by RMS. RMS has also accepted the traffic modelling provided for this arrangement which maintains the kerbside parking along the western side of Princes Highway (except for the AM peak Clearway period). The proposed widening of Princes Highway (north of Smith Street) is able to be achieved by dedication of part of the Bunnings site. However, acquisition of land to enable widening south of Smith Street is simply not feasible due to numerous shops and businesses on the western side and the industrial premises plus a site of proposed development on the eastern side. Besides the proposed arrangement with direct right turn ingress from Princes Highway will act to minimise traffic on Smith Street whereas the alternative widening of Princes Highway to facilitate the right turn to Smith Street would act to maximise traffic movements on Smith Street (and as a consequence, adversely impact on residents). The suggested widening is not necessary as traffic volumes on this section of Princes Highway will decrease when the M5-WestConnex tunnel which runs under the Princes Highway is completed."*

It is noted that there is uncertainty that the above comments are justified with regards to the projected decrease in traffic volume on the Princes Highway once the M5-WestConnex project is complete. It is envisaged that the traffic volume for Smith Street will increase as a result of the development and is justified within this report within the section titled *Estimated Traffic Generation*. With reference to the applicant's SIDRA results, it was identified that queuing in Smith Street at its intersection with Princes Highway was most crucial during weekday PM peak periods and Saturday peak periods with approximately 41.0m of queuing distance for both through movements into Union Street (westbound) and right turn movements into Princes highway (northbound), and approximately 57.5m of queuing distance for both through movements into Union Street (westbound) and right turn movements into Princes highway (northbound), respectively. Concerns are raised with the proposed design of Smith Street and the length of queuing space for vehicles on the approach to the traffic signals. With accordance to the diagrams provided, the length for the three traffic lanes in Smith Street on the approach to Princes Highway is measured to be 36.6m.

It should also be noted that the northern side of Smith Street currently consists of unrestricted parking adjacent to the development site (approximately 16 car parking spaces). As a result of the proposed slip lane from Princes Highway into Smith Street with road widening and shift in centreline of Smith Street will result in a loss of on-street parking along the northern side of the Smith Street adjacent to the development site. Therefore, approximately 16 on-street car

parking spaces will be removed in Smith Street and will adversely impact on the local residents.

On 29 May 2018 the applicant responded to Council Officers concerns listed in the Memo:

“Issue 5 Traffic Modelling

RMS is the authority responsible for the highway and the traffic signal controller Smith Street intersection. RMS has scrutinised and accepted the SIDRA modelling and do not require /support the widening of the highway at Smith Street. Regardless the highway cannot be widened any more than is proposed due to the existing buildings. Smith Street cannot be widened any more than that proposed due to the retained existing building façade.”

Issue 8 Queuing in Smith Street

The SIDRA assessed queueing in Smith Street will be relatively little different to that occurring at the present time with the attached SIDRA extract (from an earlier DA Traffic Report) showing a queue length of 43.6m on the week day PM peak. The SIDRA model takes account of the NO STOPPING distance on both sides of Smith Street and the queue length output has regard for this.”

MOVEMENT SUMMARY

Site: PM Peak - **Existing**

Union St x Princes Hwy

Existing PM Peak

Signals - Fixed Time Cycle Time = 120 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smith St											
1	L	51	3.0	0.259	41.1	LOS C	3.2	22.6	0.77	0.73	26.1
2	T	28	3.0	0.264	45.8	LOS D	6.1	43.6	0.90	0.71	22.5
3	R	61	3.0	0.264	53.0	LOS D	6.1	43.6	0.90	0.78	23.0
Approach		140	3.0	0.264	47.2	LOS D	6.1	43.6	0.85	0.75	23.9
East: Princes Hwy (E)											
4	L	33	3.0	0.853	19.4	LOS B	35.9	257.9	0.65	1.02	40.3
5	T	2983	3.0	0.853	11.9	LOS A	36.0	258.1	0.65	0.61	43.2
Approach		3016	3.0	0.853	11.9	LOS A	36.0	258.1	0.65	0.62	43.1
West: Princes Hwy (W)											
10	L	11	3.0	0.111	8.5	LOS A	0.6	4.1	0.06	1.09	47.8
11	T	1394	3.0	0.556	1.3	LOS A	6.2	44.3	0.11	0.10	57.2
12	R	17	3.0	0.558	8.5	LOS A	3.3	24.0	0.11	1.08	48.1
Approach		1421	3.0	0.556	1.4	LOS A	6.2	44.3	0.11	0.11	57.0
All Vehicles		4577	3.0	0.853	9.8	LOS A	36.0	258.1	0.49	0.47	45.5

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (RTA NSW).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	Across S approach	53	11.7	LOS B	0.1	0.1	0.44	0.44	
P3	Across E approach	53	54.2	LOS E	0.2	0.2	0.95	0.95	
P5	Across N approach	53	5.4	LOS A	0.1	0.1	0.30	0.30	
P7	Across W approach	53	54.2	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		212	31.4				0.66	0.66	

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

Processed: Friday, 10 August 1:20:32 PM

SIDRA INTERSECTION 5.0.5.1510

Project: P:\P0786 TTPA Ad Hoc Assistance\Technical Work\SIDRA\Tempe\Union x Princes Hwy.sip

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INTERSECTION

Further, it has earlier been identified that the proposed extension of the median island along the centre of Princes Highway will restrict right turning movements from Foreman Street into Princes Highway. Currently, Foreman Street is a local road which provides local access to the Princes Highway southbound. All other nearby local roads to the west of the Princes Highway are restricted of this turning movement. The next available streets to turn right onto Princes Highway that are west of this corridor are Gannon Street, Tempe and Railway Road, Sydenham.

PUBLIC CONSULTATION

Consultation/notification regarding the proposal would normally be undertaken by Council's Development and Planning Services as part of the development application process.

CONCLUSION

It is proposed that the following traffic and parking related comments be forwarded to Council's Development Assessment section.

The submitted development application and amendments for the proposed development site at 728-750 Princes Highway, Tempe have been reviewed and in their current form still cannot be supported due to the outstanding concerns raised below;

- **Any loss of on-street parking spaces is not acceptable**

Inner West LGA, in some of its suburbs, experiences an acute shortage of available on-street parking for its residents that do not have any off-street parking facilities and who rely on on-street parking. Tempe is one of these suburbs.

- **Concerns remain in regards to the location and actual number of on-street parking spaces that will be lost and/or impacted upon in Smith Street, Tempe.**

The local community already experiences high parking utilisation rates for the existing on-street parking provision in the locality. Any loss of on-street parking is not acceptable and would be at the detriment of local residents. Residents in the locality report that they already find it hard to secure parking in their street and/or nearby their residences. Many local residents do not have off-street parking facilities.

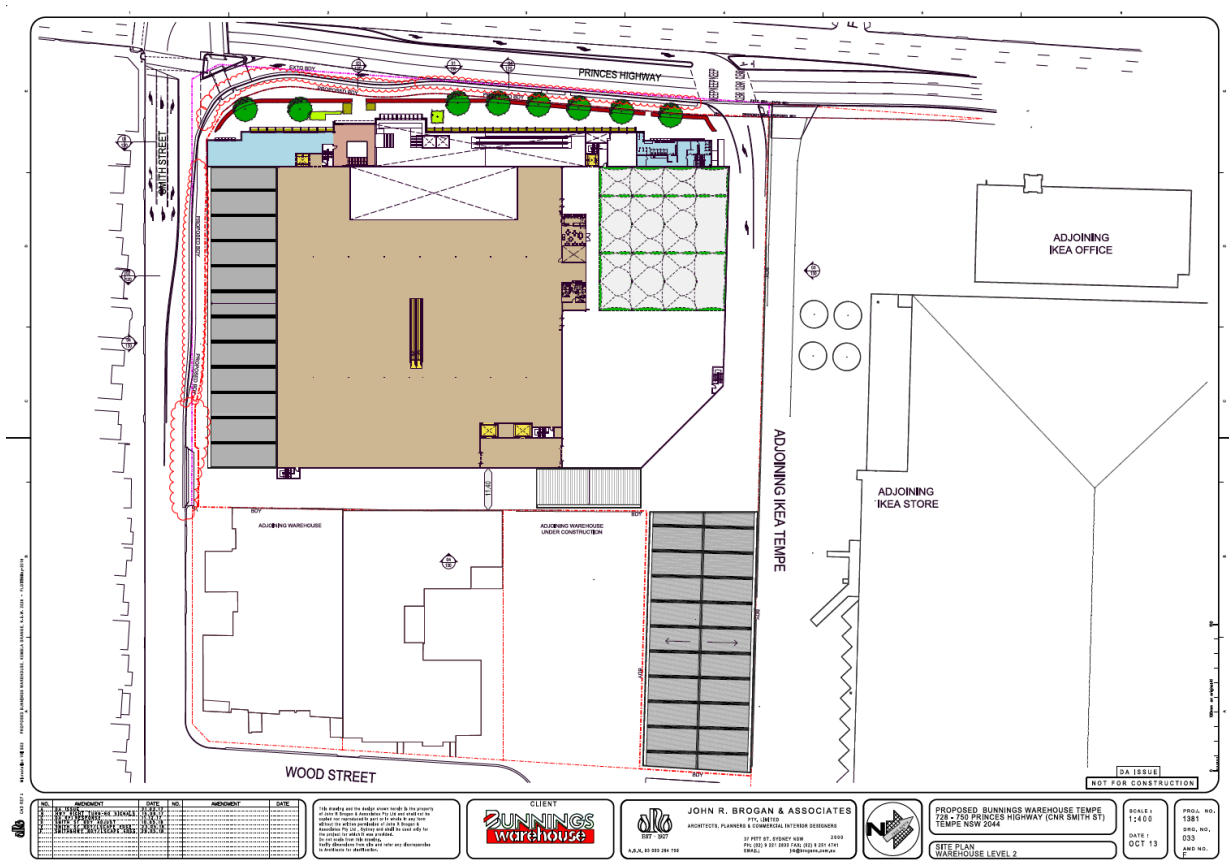
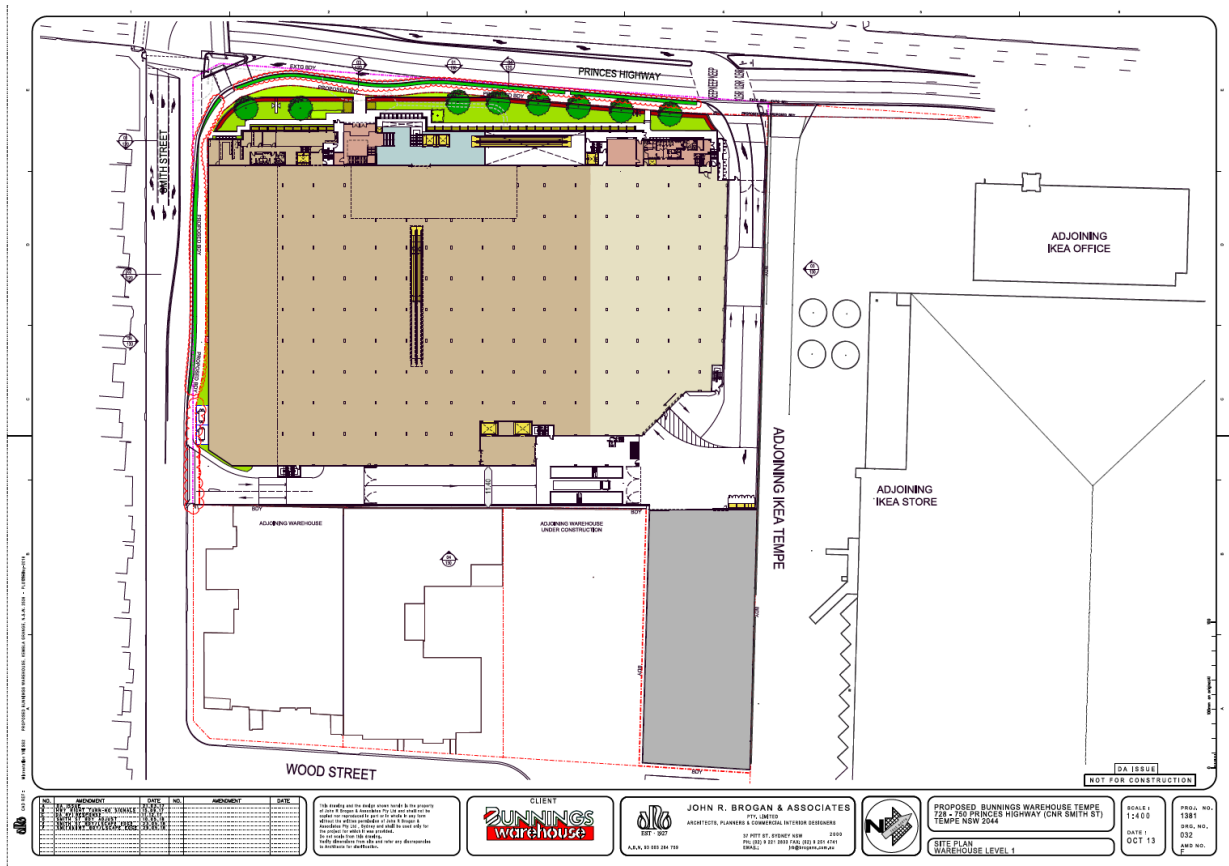
For an adequate assessment of the actual loss of on-street parking in Smith Street it is suggested that a plan be produced showing all 'No Stopping' areas dimensioned and all parking restrictions dimensioned endorsed with an overlay indicating existing on-street parking spaces and then identification of those 'lost' / 'retained'. Superimposed on the same plan the swept path of the largest truck using the site ideally would show accurately what on-street parking would be impacted on.

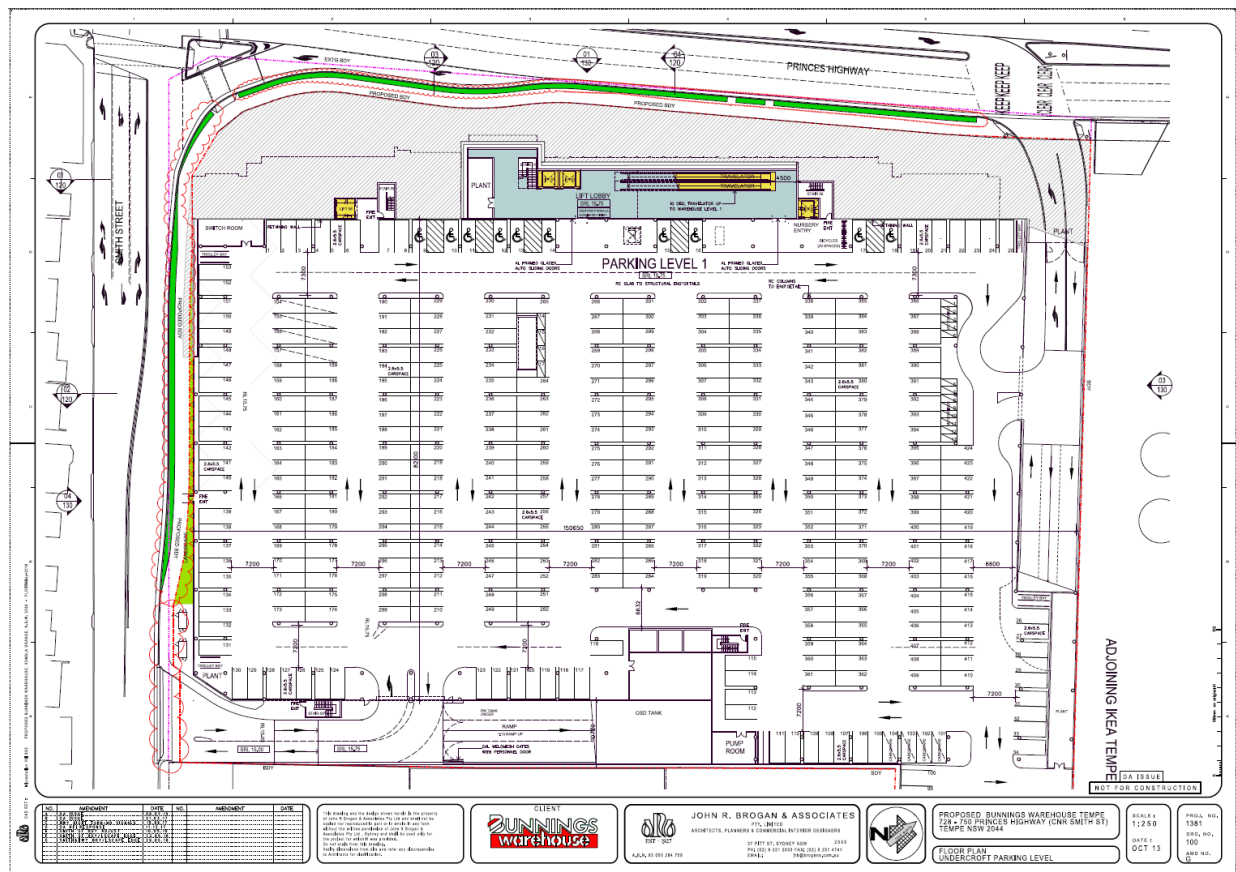
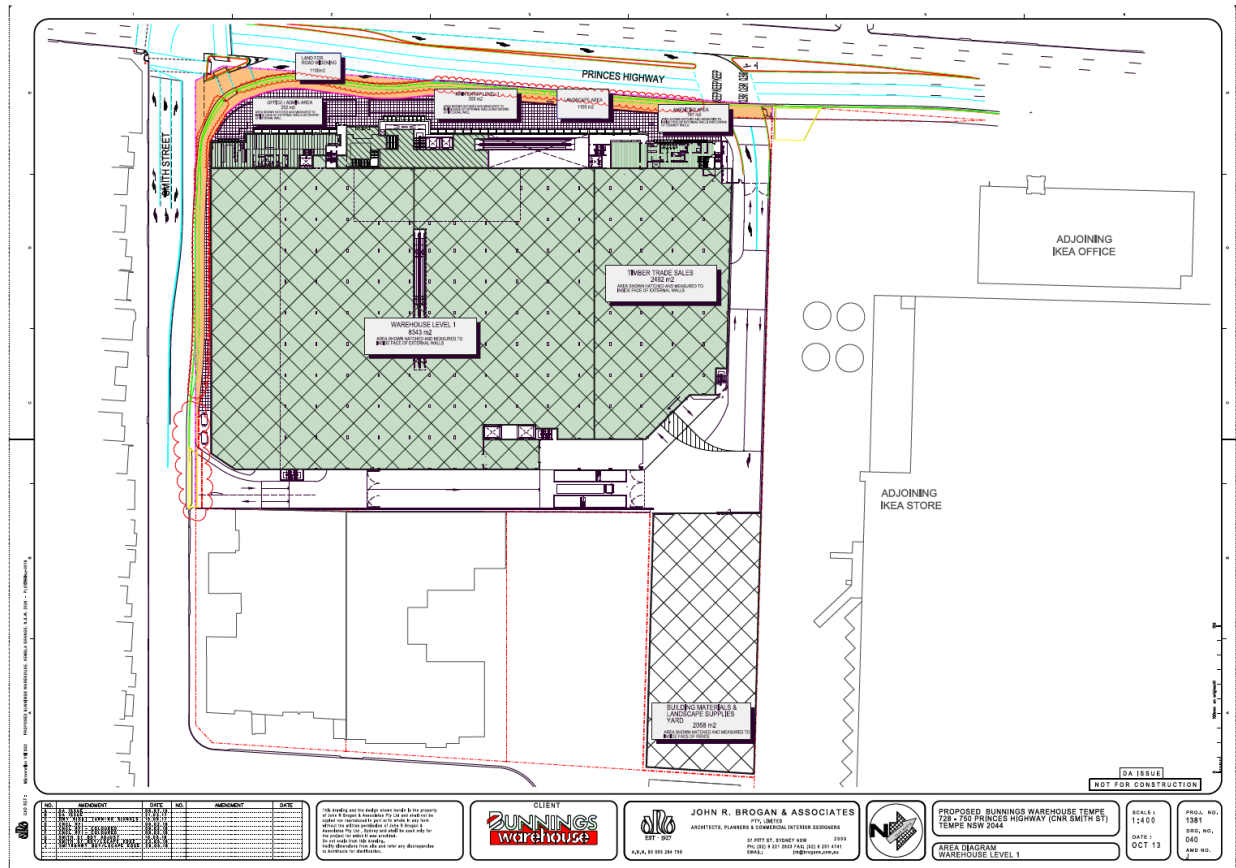
- **No updated swept path diagrams supplied showing trucks entering and leaving the site at the Smith Street entrance, in particular, to check whether they will impact on the loss of on-street parking spaces**

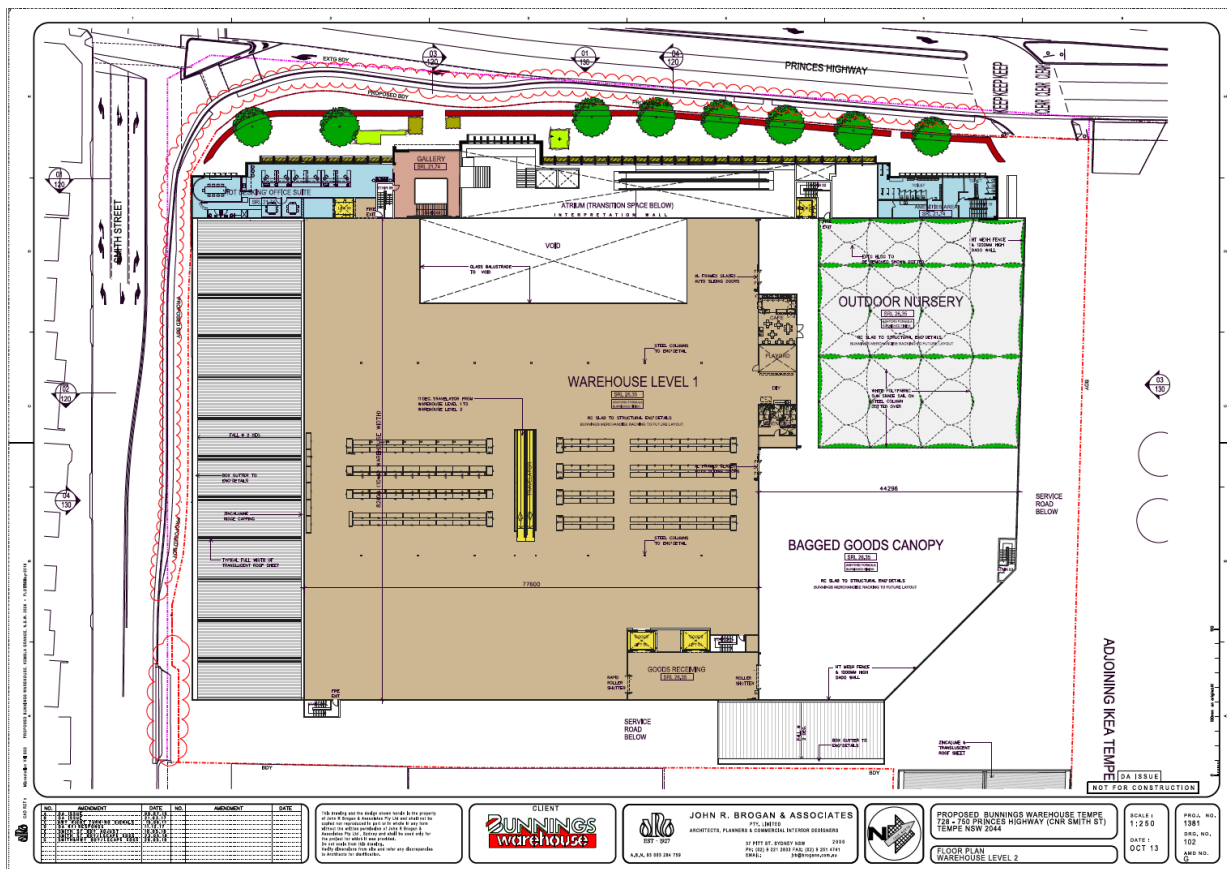
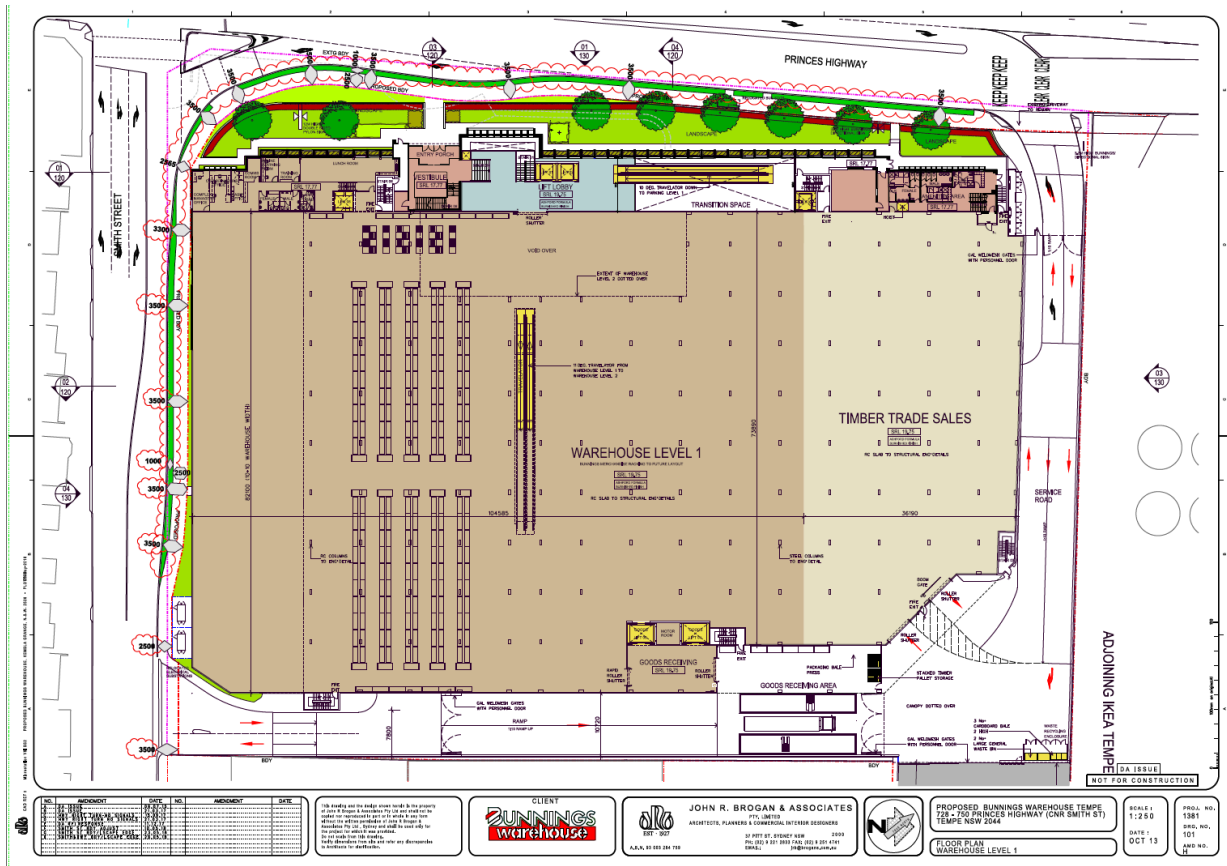
In the recent amended diagrams no updated swept path diagrams of large vehicles entering the site at the driveway entrance in Smith Street and/or leaving the site have been supplied. It is important to have these also updated so as to check all truck movements are accurate and/or to check whether they impact at all on any on-street parking as noted above.

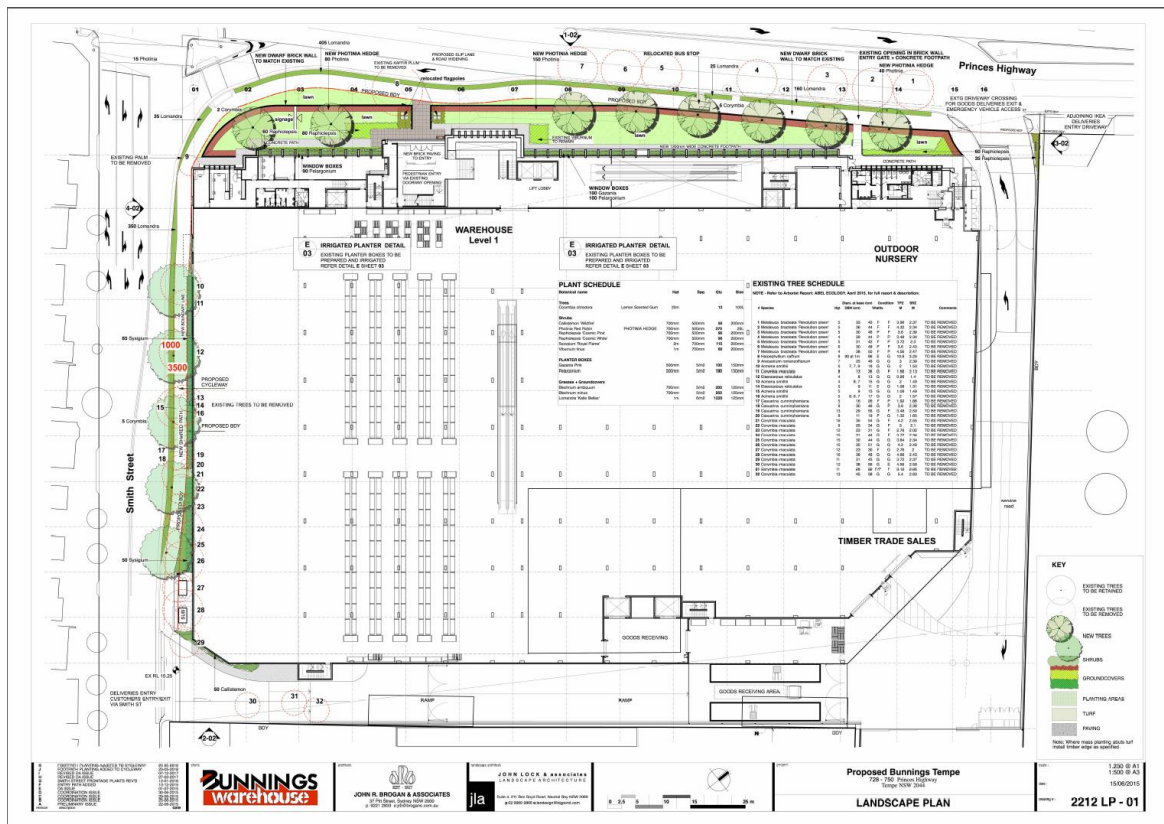
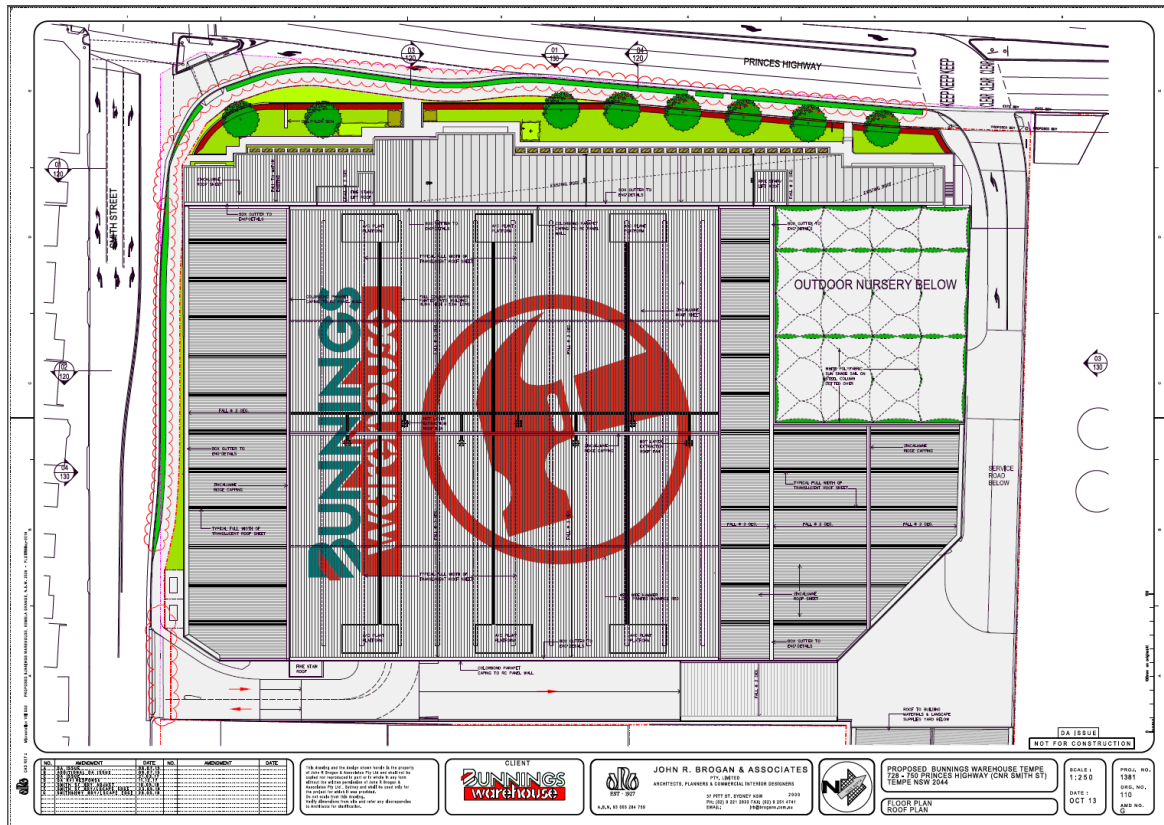












ATTACHMENTS

Nil.