

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 4 SEPTEMBER 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.

AGENDA

- 1 Apologies**
- 2 Disclosures of Interest**
- 3 Confirmation of Minutes**
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- 4 Matters Arising from Council's Resolution of Minutes**
- 5 Part A – Items Where Council May Exercise Its Delegated Functions**

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

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8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held at Council Chambers, Petersham Service Centre on 7 August 2018**

Meeting commenced at 10.03am

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 Marghanita Da Cruz	Leichhardt Ward (Chair)
Mr Kieren Ash	Representative for Ron Hoenig MP, Member for Heffron
Sgt John Micallef	NSW Police – Burwood Police Area Command
A/Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
Mr Daryl Ninham	Roads and Maritime Services

COUNCILLORS AND OFFICERS IN ATTENDANCE

SC Sam Tohme	NSW Police – Burwood Police Area Command
Mr Asith Nagodavithane	Transit Systems – Inner West Bus Services
Mr Colin Jones	Inner West Bicycle Coalition
Mr Wal Petschler	IWC's Group Manager Roads, Traffic and Stormwater
Mr John Stephens	IWC's Traffic and Transport Services Manager
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Ms Jenny Adams	IWC's A/Coordinator Traffic and Parking Services (South)
Mr Joe Di Cesare	IWC's Coordinator Design Services
Mr Davide Torresan	IWC's Civil Engineer
Ms Christina Ip	IWC's Business Administration Officer

VISITORS

Ms Carolyn Ridley	Item 4 – Resident
Mr Sava Savcic	Item 4 – Resident
Mr Peter Cassilles	Item 8 – Resident
Mr Cameron Crew	Item 13 – Resident
Resident	Item 13 – Resident
Mr Ken Moxham	Item 21 – Resident
Ms Jenny Griffith	Item 21 – Resident
Mr Graham Griffith	Item 21 – Resident
Mr Philip Drew	Item 21 – Bunnings
Mr Ross Nettle	Item 21 – TTPA Traffic Consultant Bunnings

APOLOGIES:

Ms Jo Haylen MP	Member for Summer Hill
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Ms Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Clr Julie Passas	Deputy Mayor – Ashfield Ward
Mr George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee Meeting held on Tuesday, 3 July 2018 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 3 July 2018 were adopted at Council's meeting held on 24 July 2018, subject to staff reviewing the proposal to remove parking spaces in Item 19 Nowranie Lane Summer Hill – Proposed 'No parking' restrictions.

**LTC0818 Item 1 Seven Bridges Walk - Special Event - (Leichhardt & Balmain Ward/
Balmain Electorate/ Leichhardt LAC)****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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0818 Item 2 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 / Heffron Electorate
/ Inner West- Marrickville LAC)****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.

Officer's 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.

DISCUSSION

The representative for the Member for Heffron advised that vehicles are driving across the footpath onto Tempe Reserve. This matter will be referred to the Trees, Parks and Sportsfields section for their attention and action.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0818 Item 3 Big Bike Day 2018 Special Event (Leichhardt and Balmain Ward/
Balmain Electorate/ Leichhardt LAC)**

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.

Officer's 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.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 4 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)

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.

Officer's 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.

DISCUSSION

Public speaker: Ms Carolyn Ridley attended at 10:08am.

Ms Ridley stated that she does not support the proposed design and made the following comments:

- Only one option was proposed in the consultation letter she received
- Closing the road would address pedestrian and vehicle safety issues in the street and would be more cost effective than the proposed design.
- Not everyone in Dixon Street speaks English and some residents would have had difficulty understanding the consultation letter and the proposal.
- The current proposal would result in loss of two parking spaces. There is potential to retain one of the parking spaces if the kerb extension was reduced.

(Ms Ridley left at 10:13am)

Public speaker: Mr Sava Savcic attended at 10:14am.

Mr Savcic stated that he supports the recommendation and stated that:

- The proposed design will make it safer for pedestrians including young children and elderly pedestrians
- His father nearly lost his life due to a motorist speeding towards Dixon Street and colliding with his father's vehicle

- In response to the consultation letter, he sent a petition to Council with signatures from residents who supported the proposal.
- Visibility is poor when exiting his property on Old Canterbury Road due to parking permitted close to his driveway. He requested Council relocate the 'No Stopping' sign further from his driveway to improve sight lines.

Clr Da Cruz asked the speaker whether there are residents with language difficulties in the street. Mr Savcic stated that language is not an issue and residents he spoke to understood the proposal and supported it.

(Mr Savcic left at 10:17am)

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 5 Sydney Steel Road, Marrickville – Sydney Metro City and Southwest Project - Proposed Angled Parking and pedestrian thoroughfare (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

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.

Officer's 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.

DISCUSSION

The representative for the Inner West Bicycle Coalition requested that Council consider installing bicycle logos on Sydney Steel Road to alert motorists that cyclists use the road.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 6 Moore Street at Ainsworth Street, Leichhardt - Proposed 'No Stopping' zones (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 7 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)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 8 Constitution Road, Dulwich Hill – Proposed Splitter Islands and Central Median Design Plans (Ashfield Ward/Summer Hill Electorate/Ashfield & Inner West LAC)

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.

Officer's 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.

DISCUSSION

Public speaker: Mr Peter Cassilles attended at 10:34am.

Mr Cassilles stated that he generally supported the proposed changes; however, he had concerns with some technical aspects of the plan and stated that:

- the north-western approach of the roundabout does not have a 'No Stopping' zone. This approach should be consistent with the other three approaches of the roundabout.
- Sightlines are poor for drivers exiting the driveway of the unit complex on the corner of Constitution Road and Denison Road. There is no distance between the end of the driveway and the parking lane which allows vehicles to be parked up to the intersection. There is a bend in Constitution Road where the unit complex is situated so there is no sight distance for vehicles travelling north on the road.
- Parking at the bend of Denison Road (close to Old Canterbury Road) also needs to be addressed. Vehicles are often parked back to back where the road bends at a 90 degree angle. The location needs to be investigated to check that this parking is safe and consistent with other locations.

(Mr Cassilles left at 10:39am)

The RMS representative stated that RMS generally supports the recommendation; however, agreed with the speaker's comments regarding missing 'No Stopping' signs and requested that 'No Stopping' zones be installed on all approaches to the roundabout. The representative also requested for confirmation that there is adequate distance for vehicles to pass between the proposed splitter islands and the existing parking lane on all approaches.

Council Officers stated that seven additional responses were received after the consultation period ended. Two respondents supported the proposal and five objected. The respondents who objected seemed to support the proposal; however wanted a pedestrian crossing to address pedestrian safety in addition to the proposed changes.

Clr Da Cruz noted that there are no refuge islands proposed at the roundabout. Council Officers advised that the splitter islands cannot be widened to accommodate the full width of a pedestrian refuge island as required by technical directions of the RMS due to the narrow road.

The Committee members were advised that requests for a pedestrian crossing on Constitution Road can be investigated as a separate issue.

The Committee members agreed to incorporate the RMS request into the recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. 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.**
- 2. 'No Stopping' zones be included at all approaches to the roundabout.**
- 3. Council Officers confirm with RMS that there is sufficient space between the proposed splitter islands and the existing parking lane for vehicles to pass through.**

For motion: Unanimous

**LTC0818 Item 9 Eltham Street, Dulwich Hill – Proposed Splitter Islands - Design Plans
(Ashfield Ward/Summer Hill Electorate/Inner West LAC)**

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.

Officer's 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.

DISCUSSION

The RMS representative requested that 'No Stopping' zones be installed on all approaches to the roundabout and that Council confirm that there is adequate lane width for travelling between the splitter islands and the parking lane.

The Transit Systems representative stated that school buses use the roundabout and asked for confirmation that the buses will be able to pass through the intersection under the proposed design. Council Officers advised that the proposed splitter islands will be mountable to accommodate large vehicles.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 10 Wood Street, Ashfield - Proposed kerb extensions and rain garden design plans (Ashfield Ward/ Summer Hill Electorate/ Ashfield LAC)**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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 11 Temporary Road Closure to carryout sewer works on North Street, Balmain (Balmain Ward/ Balmain Electorates/Leichhardt LAC)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 12 Temporary Road Closure of Applebee Street, St Peters to carry out sewer works (Marrickville Ward/ Heffron Electorate/ Newtown LAC)

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.

Officer's 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;
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.

DISCUSSION

Council Officers advised that there are plans for a community street party in Applebee Street on 21 September, after the conclusion of the proposed sewer works. Council Officers stated that details of the proposed event will be submitted to the Committee for consideration via email.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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;
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.

For motion: Unanimous

**LTC0818 Item 13 Henry Lane, Lewisham - Proposed 'No Parking' restrictions
(Stanmore Ward/ Summer Hill Electorate/ Inner West LAC)**

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.

Officer's 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.

DISCUSSION

Public speakers: Mr Cameron Crew and another resident attended at 10:39am.

Mr Crew stated that he does not support the recommendation and stated that:

- There are a number of apartment blocks close to Henry Lane and residents of those apartment blocks often utilise parking in Jubilee Street which has made it difficult for Jubilee Street residents to find parking even though there is a Resident Parking Scheme in place.
- Commuters often park in local streets as Lewisham train station does not have commuter parking.
- He understands that service vehicles need to use the lane; however, parking is an issue in many areas of the Inner West and if restrictions were to be implemented for all these areas, half of Newtown lanes would have parking restrictions.
- He believes that the request for parking restrictions in Henry Lane is due to the parking of a boat in the lane which has upset a neighbour. He believes that this is a matter of neighbours communicating and is not a Council issue.
- He encourages Council to maintain parking in the area including in Henry Lane.

The second resident in attendance stated that he supported the proposal and stated that:

- Rear access from Henry Lane is regularly blocked by parked cars
- Residents of Jubilee Street and Henry Street are part of the Resident Parking Scheme and there should not be a need for those residents to park in Henry Lane.
- Commuters and residents of nearby apartments often park in the laneway.
- Parking of cars and trailers in the lane impedes the flow of traffic and causes poor visibility for vehicles moving through the lane, especially when children play in the laneway.
- The sandstone gutters in the lane have been damaged over time due to vehicles hitting the kerbs whilst parking which would cost Council significant amounts to repair.

(The residents left at 10:47am)

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of 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.

For motion: Unanimous

LTC0818 Item 14 Edith Street, St Peters - Proposed 'No Parking' and 'No Stopping' Restrictions (Marrickville Ward/ Heffron Electorate/ Inner West LAC)

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.

Officer's 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.

DISCUSSION

Council Officers tabled an additional comment that was received after the conclusion of the consultation period. A resident commented that the existing narrow footpath should be removed to widen the street. The Committee noted the resident's comment.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For motion: Unanimous

LTC0818 Item 15 Change in Parking Meter Operational Hours in side streets of Leichhardt, Rozelle and Balmain (Leichhardt and Balmain Ward / Balmain Electorate / Leichhardt LAC)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0818 Item 16 Smith Lane, Summer Hill - Proposed 'No Parking' restrictions.
(Ashfield Ward/ Summer Hill Electorate/ Ashfield LAC)**

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 17 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. 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0818 Item 18 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)

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'.

Officer's 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.

DISCUSSION

The Committee members were advised that the relocation of the bus stop north of the existing bus stop will be paid for by the proponent. The representative for Transit Systems stated that the bus stop must be installed as per the typical bus stop layout, e.g. with tactile tiles on footpath.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

(Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)**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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

**LTC0818 Item 20 Palace Street, Ashfield-Installation of 'Bus Zone' & 'No Stopping' restrictions.
(Ashfield Ward/Summer Hill Electorate/Ashfield LAC)**

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.

Officer's 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).**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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).

For motion: Unanimous

LTC0818 Item 21 728-750 Princes Highway, Tempe – Proposed Bunnings Hardware & Building Supplies Store (Marrickville Ward / Summer Hill Electorate / Marrickville LAC)

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.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

Public speakers: Mr Ken Moxham, Ms Jenny Griffith, Mr Graham Griffith, Mr Philip Drew and Mr Ross Nettle attended at 10:18 am.

Mr Moxham, resident of Smith Street, stated that he is concerned with the impact of traffic generated in Smith Street by the proposed Bunnings development in Tempe. He tabled comments as summarised below:

- Traffic generated as a result of the proposed development is projected to be approximately 1,100 an hour, equating to approximately 14,000 movements per day. This contrasts with the current rate of 1,100 vehicles movements per day in Smith Street.
- The impact upon Smith Street residents through vehicular noise, headlights, pollution, danger to parked cars is frightening, especially considering that trailers, trucks and semitrailers will be using the street.
- The DA expects queuing of up to 5 semitrailers and 4 HRVs on their proposed ramp. Vehicles queuing along Smith Street will cause issues for residents safely parking or exiting their vehicles from their properties.
- It often takes two traffic light cycles to enter Princes Highway from Smith Street during peak periods due to congestion on Princes Highway. Widening Smith Street will not improve this situation.
- The proposed widening of Smith Street and the inclusion of the slip lane and ramp will result in the loss of about 16 parking spaces. As a Civil Celebrant, most of his

wedding clients come to his residence and parking reasonably close is essential. He has lost customers due to current congestion. If the current Bunnings traffic plan goes ahead, his business will suffer.

- Suggest that Bunnings come to an arrangement with IKEA to use Princes Highway for ingress and egress like the Decathlon store has done. Alternatively, Bellevue Street, a non-residential street, could be used for this purpose.

Mr Moxham tabled a petition from residents of Tempe concerned with the traffic implications on residential streets surrounding the proposed Bunnings development and proposed that all traffic entering and exiting Bunnings should only be from an access point on the Princes Highway.

Mr Griffith, resident of Barden Street, tabled comments as summarised below:

- An alternative public entry/exit option via the Princes Highway has been inadvertently overlooked by Council in favour of the Bunnings plans which force most customer traffic into Smith Street.
- The Bunnings plans shows there will be a curved south facing driveway onto the Princes Highway's northern tip of the proposed development. This will preclude south bound traffic entering the proposed development from Princes Highway.
- The plan has a similarly deliberate funnelling of traffic into Smith Street with a curved entry into the proposed development. However, the same entry point on the south eastern tip has an adjacent exit path that is not curved back towards Princes Highway. It is believed that this is a deliberate ploy to keep the movement of exiting vehicles as efficient as possible whether they turn right towards the Princes Highway or left towards South Street.
- Despite Smith Street being relatively wide, all other adjacent streets are narrow and do not support two-way traffic. With the potential for traffic overflow into South Street, the risk to pedestrian safety is high as there are no continuous footpaths on South Street.
- There should be consideration given to the fact that Smith and South Streets are part of Council's designated Local Route 7 cycling route.
- He requested that Council consider a recommendation that promotes an alternative plan whereby Bunnings uses an entry/exit point from the proposed development's northern boundary.

Ms Griffith stated the following:

- South Street is a designated bike path which does not have a footpath, forcing pedestrians to walk on the narrow road.
- She often has to negotiate bikes, cars and small trucks when she walks along South Street to shops, the train station or to walk her grandchildren to Tempe Recreation Reserve. If the Bunnings proposal goes ahead, she would have to negotiate the extra vehicle movements in South Street resulting from the development.
- The back streets of east Tempe are dangerous enough and won't cope with any extra traffic.

Comments from residents, Ms Catherine Stewart, Ms Andrea Fernandes and Ms Stephanie Ward, who could not attend the meeting, were tabled as summarised below:

Ms Stewart's comments included the following:

- The expansion of the development footprint to include the existing footpath and a traffic/parking lane on the northern side of Smith Street puts commercial gain ahead of neighbourhood amenity.
- When the approval for the slip lane was passed, it was intended to service the existing commercial premises which operated on Monday to Friday, 9am-5pm. The

new development will run 7 days a week, 6am-9pm.

- The RMS have indicated it will not approve additional traffic lights to allow a right hand turn from the highway at the northern IKEA entrance. This suggests that Smith Street will be the only option for northbound traffic to enter and exit the site.
- The development will force high volumes of traffic into Smith Street and surrounding streets will be used as a rat run to Princes Highway.
- The Tempe Parking Strategy 2012 noted Smith Street as being stressed during peak hour with parking occupancy in excess of 90%. This will be increased by the removal of a parking lane.
- The current DA does not include a comprehensive traffic study.
- The 2014 acoustic report is no longer current enough and a new report should be conducted to allow for changing noise patterns in the area.

Ms Fernandes's comments included the following:

- Tempe's local streets are narrow, already congested and not designed for major traffic flow.
- The proposal would create an unsafe and dangerous environment for pedestrians, including Tempe Public School students. Union Street, on which the school is located, would be used as a 'rat-run' over the Princes Highway.
- Union Street is one-way with a narrow road and footpath. An increase of traffic onto Union Street would impact on the already congested Unwins Bridge Road and surrounding residential streets.
- At the October 2017 LTC meeting, it was recommended a comprehensive traffic study further investigates the impact of this proposal on local residential streets such as Smith, Union, Foreman and South. She would like to know what has come of this recommendation and what this report has identified.
- Requests that traffic experts work with the Tempe community to develop an alternative entry/exit that does not have an adverse impact on local freedom of movement, parking and child and pedestrian safety.

Ms Ward's comments included the following:

- There are concerns with the projected 1,100 vehicular movements and the impact this will have on Smith Street and other residential streets. This impact has not been properly examined despite the call for an updated traffic survey.
- Families will be placed in dramatically increased danger when walking on their own streets trying to access local amenities if traffic volumes increase as projected. Smith Street and surrounds already suffer from aggressive driving which will only be exacerbated under the current proposal.
- If Smith Street is allowed to be widened and used as a slip lane, Tempe will lose yet another bus stop forcing pedestrians to risk their personal safety on roads by having to walk even further.
- The Committee needs to ask that Bunnings look at alternative solutions and that vehicular access must be restricted to the Princes Highway.

Mr Nettle, from Transport and Traffic Planning Associates, tabled a report addressing some of the issues raised by Council Officers which included the following:

- The need to remove parking in Smith Street is due to the proposed left turn deceleration/slip lane from Princes Highway and the travel paths of the existing industrial trucks and future Bunnings trucks. This left turn treatment is a requirement of RMS and this proposal reflects the treatment which was incorporated in the previous bulky goods development scheme and was a specific requirement of that Development Consent.
- The Bunnings scheme is to widen the western section of Smith Street on the northern side by dedication of part of the site frontage in order to facilitate traffic movements,

widen the existing narrow footway and maintain as many parking spaces as possible. However, any further widening is precluded by the need to retain the historical building façade.

- Aerial images provided and parking surveys undertaken show that parking from existing uses on the 'Pretty Girl' site create the parking demand on Smith Street, whereas on weekends there is significant on-street parking available.
- A new proposed access arrangement diagram was provided showing the proposed new kerbline, road marking and 'No Stopping' restriction and that 7 parking spaces that will be lost as a result of providing the slip lane treatment.
- There is no change to the proposed turning path of trucks using the Smith Street driveway. Under the current bulky goods approval, all trucks will come in and out of the Smith Street driveway, whereas in the Bunnings proposal, Bunnings trucks will only ingress from Smith Street and egress to Princes Highway as agreed with RMS.
- Council proposes to install a shared path along Smith Street as part of the bike network link. Due to the narrow width of the existing footway, a shared path cannot be achieved. However, the widening of the footway as a result of dedication of land from Bunnings enables the shared path link to be achieved.

(The speakers left at 10.33am)

The representative for the Member for Heffron made the following comments:

- The Member for Heffron is concerned with the appropriateness of the development due to its impact on the local residential area. He notes that the latest proposal fails to address concerns with the impact to residential streets particularly Union, South and Foreman Streets.
- Correspondence from Mr Mark Ludbrooke, Vice President of the Tempe Public School P&C, was tabled. Mr Ludbrook is concerned with the impact the development will have on the school community. He noted that there have been a number of near misses from cars driving over the crossing on Union Street without stopping and vehicles have been observed driving in the wrong direction on this one-way street. The projected traffic movements will exacerbate the above mentioned issues and pose unacceptable safety risks to local children. Mr Ludbrooke urges Council to require that access to and from the development be via the Princes Highway or the non-residential Bellevue Street.
- The DA comments that traffic on Princes Highway will reduce when the M5-Westconnex tunnel becomes operational. There is scepticism about predictions with traffic on Princes Highway subsequent to the opening of the M5-WestConnex as drivers often avoid tolled motorways, as observed with the reintroduction of the M4 toll and its impact on traffic on Parramatta Road.

The representative for Transit Systems made the following comments:

- Transit Systems currently have a bus stop located along the Princes Highway where the proposed slip lane into Smith Street is located. On the drawings, on page 166 of the Agenda, it shows the bus stop being relocated north of the existing position, which Transit Systems agrees with.
- Transit Systems requires that a minimum bus zone of 30 metres is provided and that the shelter is relocated to the new bus stop and adheres to the typical bus stop layout.
- It is assumed that this bus stop relocation will be paid for by the proponent.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

LATE ITEM

LTC0818 Item 22 Edgware Road, Newtown - No.310 Request for 'Works Zone' adjacent to construction site (All Wards/ All Electorates/ All LACs)

Prepared By: Idris Hessam – Road Access Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An 'Emergency Order' under the Environmental Planning and Assessment Act 1979 has been issued dated 19 July 2018 for the property at 310 Edgware Road, Newtown due to the premises being severely damaged by fire. A request has now been received for the provision of 'Works Zone' outside that property to facilitate construction deliveries and permit the parking of construction vehicles for loading and unloading activities.

It is recommended that the 'Works Zone' be approved for the construction works subject to Council fees and charges.

Officer's Recommendation

THAT:

- 1. the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 13 meters in length) on the eastern side of Edgware Road in front of property No. 310 Edgware Road, Newtown be APPROVED for a period of Six (6) months, for the proposed construction works; and**
- 2. the costs of the supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicants.**

BACKGROUND

A fire inspection report received by Council on 19 July 2018 (19982-R) revealed that emergency works to stabilise the fire damaged building along with a requirement to reinstate the roofing structure in a temporary / permanent nature were required to be undertaken as soon as practicable to make the building watertight, to prevent further water damage and to halt structural degradation to the property.

An 'Emergency Order' under the Environmental Planning and Assessment Act 1979 has been issued dated 19 July 2018 for the property at 310 Edgware Road, Newtown due to the premises being severely damaged by fire. A request has now been received for the provision of 'Works Zone' outside that property to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

Written applications along with the plans illustrating the proposed locations of 'Works Zone' have been submitted to Council for consideration. The subject building is a two storey residential walk up flat building, of brick construction typical of the 1960s era, ground floor and level1 constructed as suspended reinforced concrete slabs, supported on the load bearing masonry walls. Effects of extensive fire damage were observed with fire damage evident on level one (1) of the building, extending from the middle of the building to the north of the building.

Observations from the unit located on level one of the building, adjacent to the main stair well, revealed fire damage to walls, with masonry cracking and spalling of cement render over the brick walls, and almost the entirety of the roof having been destroyed.

FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's Fees and Charges.

OFFICER COMMENTS

Subject Location	Classification of Road	Road Description
Edgeware Road, Newtown	Regional Road carrying around 15,500 vpd	Two-way street 13.5m in width with lane side parking on either side that runs north-south between Enmore Road/Stanmore Road and Bedwin Road overpass.

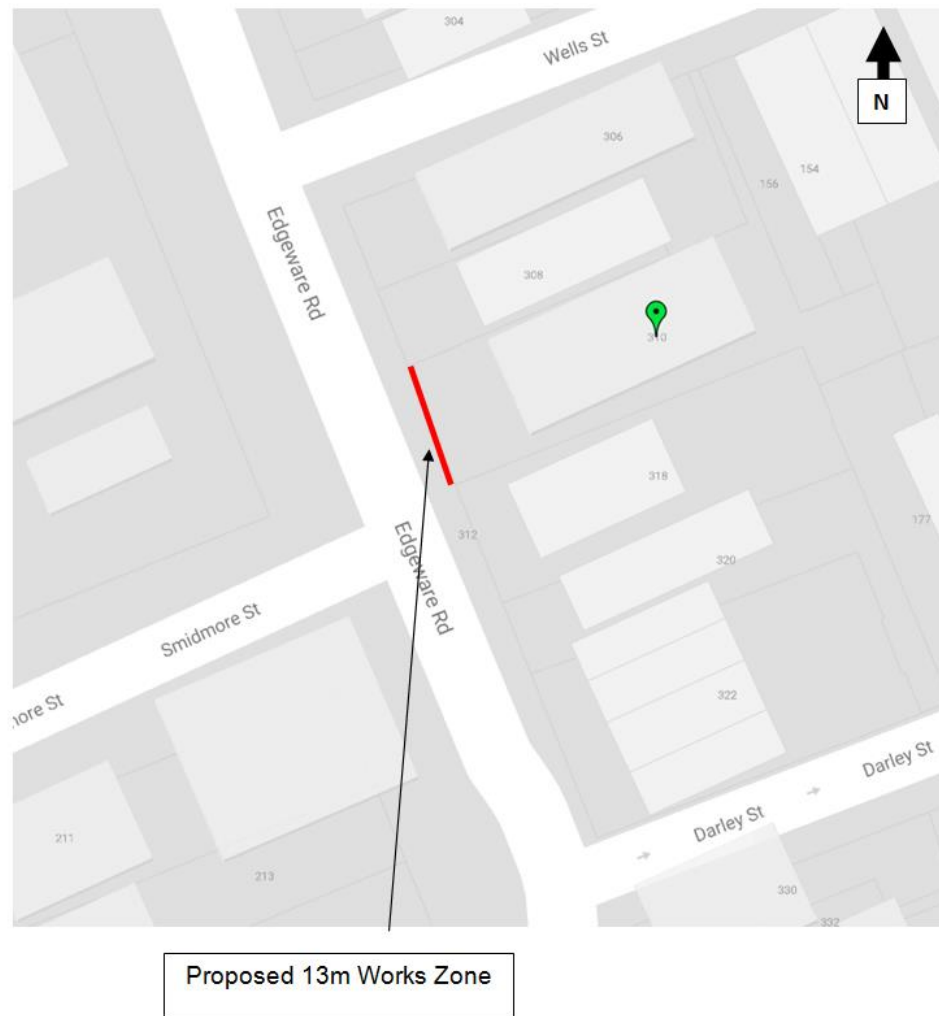
310 Edgeware Road, Newtown

The subject property is located on the eastern side of Edgeware Road, Newtown. The proposed 'Works Zone' will be 13 metres in length and located on the eastern side of Edgeware Road adjacent to the site. It will be required for a period of approximately six (6) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the below locality map and photographs).

At present, unrestricted parking is permitted on the eastern side of Edgeware Road Newtown. The parking spaces in the subject section of Edgeware Road are highly utilised by local residents. Therefore, the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.



Locality Map – 310 Edgeware Road, Newtown (Edgeware Road Frontage)



Photographs – Edgeware Road, Newtown (infront of 310 Edgeware Road, Newtown)

The proposed location of the 'Works Zone' in Edgeware Road, Newtown



PUBLIC CONSULTATION

A notification letter will be distributed to adjoining residents prior to the 'Works Zone' being installed.

CONCLUSION

approved for the construction works subject to Council fees and charges.

COMMITTEE RECOMMENDATION

THAT:

1. the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 13 meters in length) on the eastern side of Edgeware Road in front of property No. 310 Edgeware Road, Newtown be **APPROVED** for a period of Six (6) months, for the proposed construction works; and
2. the costs of the supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicants.

GENERAL BUSINESS

Nil.

Meeting closed at 11.43am.

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Item No: LTC0918 Item 1
Subject: Traffic Management Plan for the 2018 New Year's Eve Event (Balmain Ward / Balmain Electorate / Leichhardt LAC)
Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

As instructed by the Police, access to the Balmain peninsula is closed to vehicular traffic every New Year's Eve. This report outlines the traffic management associated with the event.

RECOMMENDATION

THAT:

1. the Traffic Management Plan (Attachment 1) detailing the traffic arrangements for the 2018 New Year's Eve be supported;
2. the Traffic Management Plan (Attachment 1) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police);
3. a temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain;
4. That the following modifications to bus stops be approved:
 - a. On the northern side of Darling Street:
 - i. Install temporary 'Bus Zones' between Mort Street and Ford Street
 - ii. Extend the 'Bus Zone' between Ford Street and McDonald Street
 - iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street
 - b. On the southern side of Darling Street:
 - i. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.
5. The Police representative be requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection (roundabout);
6. The Police be requested to liaise directly with the Roads and Maritime Services in regards to the installation of variable message signs ("Balmain Peninsula is closed" and "Alcohol Free Zone") on the main access roads into Balmain Peninsula a few days in advance of the event;
7. Confirmation be sought regarding the areas to be declared alcohol free and the Police and Transit Systems representatives be advised;
8. The Transit Systems representative be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council);
9. The taxi/hire car access to the Peninsula be restricted from 7:00pm.
10. Taxis/hire cars carrying mobility impaired or infirmed residents be permitted access at all hours into the Peninsula; and
11. The NSW Taxi Council be advised of the Committee's recommendation.

BACKGROUND

As instructed by the Police, access to the Balmain peninsula is closed to vehicular traffic every New Year's Eve.

It should be noted that the alcohol ban areas were extended following the 2014 event. Also, a temporary ban on taxi access to the peninsula after 7pm on New Year's Eve was introduced to minimise traffic congestion in the peninsula and improve pedestrian safety.

FINANCIAL IMPLICATIONS

Funding for costs associated with New Year's Eve including labour, notifications and permits have been budgeted for in the 2018-19 operational plan.

OTHER STAFF COMMENTS

Traffic Management

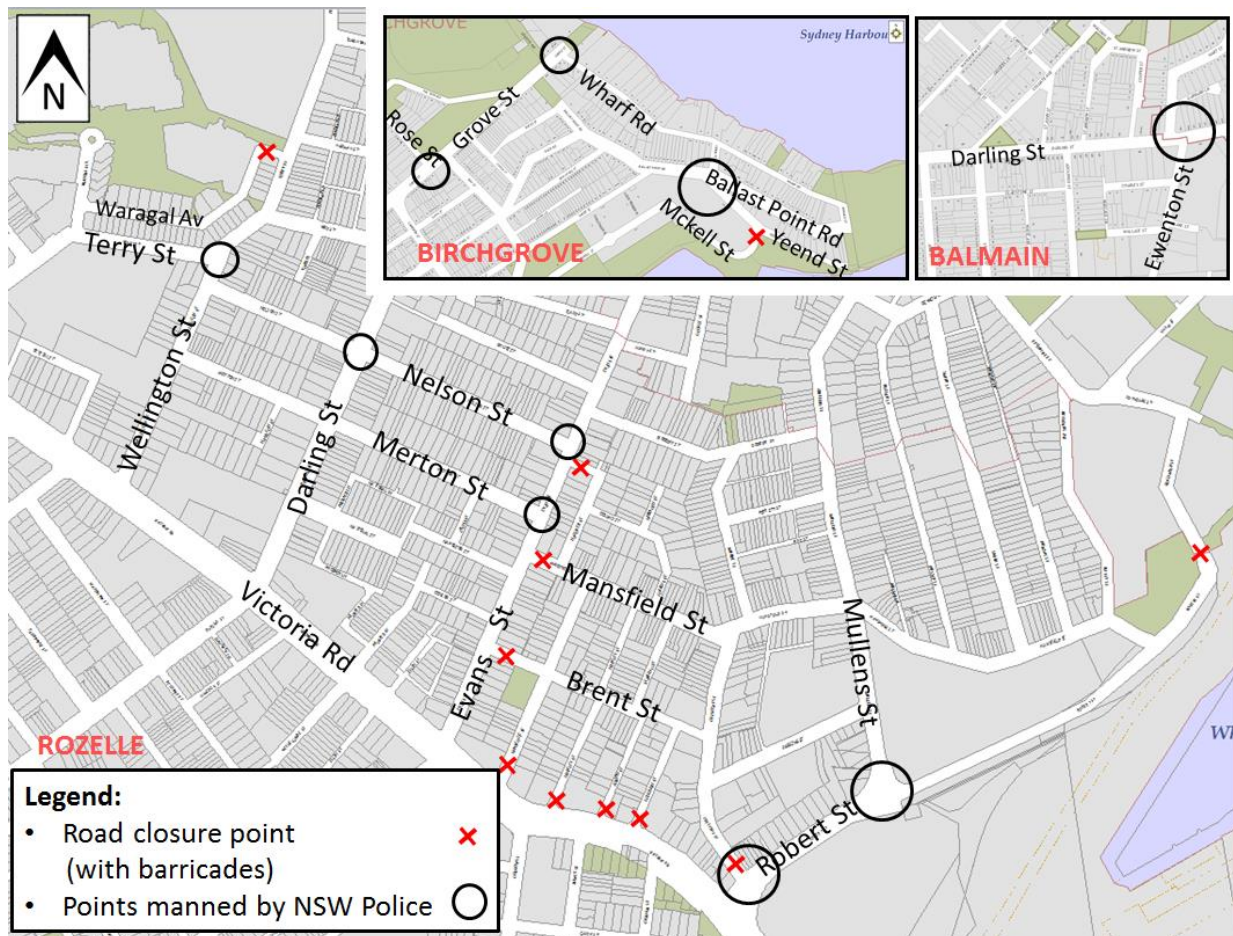
The following roads will be closed to all vehicular traffic between 3:00pm Monday, 31 December 2018 and 12:00am on Tuesday, 1 January 2019 to cater for the New Year's Eve celebrations:

- Brent Street at Evans Street intersection, Rozelle (both directions)
- Mansfield Street at Evans Street intersection, Rozelle (both directions)
- Hanover Street at Evans Street intersection, Rozelle (both directions)
- Mackenzie Street at Victoria Road Street intersection, Rozelle (both directions)
- Hartley Street at Victoria Road Street intersection, Rozelle (both directions)
- Joseph Street at Victoria Road Street intersection, Rozelle (both directions)
- Loughlin Street at Victoria Road Street intersection, Rozelle (both directions)
- Crescent Street at Robert Street intersection, Rozelle (both directions)
- Buchanan Street at Robert Street intersection, Balmain (both directions)
- Waragal Avenue at Terry Street intersection, Rozelle (both directions)
- McKell Street at Yeend Street intersection, Birchgrove (both directions)

In addition, the following roads will be closed to all vehicular traffic except State Transit Authority/Transit Systems buses, Taxis, Hire Cars and Balmain Access Permit holders and will be manned by NSW Police officers between 3:00pm Monday, 31st December 2018 and 12:00am on Tuesday, 1st January 2019:

- Terry Street at Wellington Street intersection, Rozelle (northbound direction)
- Darling Street at Nelson Street intersection, Rozelle (northbound direction)
- Darling Street at Ewenton Street intersection, Balmain (eastbound direction)
- Evans Street at Merton Street intersection, Rozelle (northbound direction)
- Mullens Street at Robert Street intersection, Rozelle (both directions)
- Ballast Point Road at Lemm Street-Yeend Street intersection, Birchgrove (south and eastbound directions)
- Wharf Road at Grove Street intersection, Birchgrove (eastbound direction)
- Robert Street at Crescent Street, Rozelle (northbound direction)
- Grove Street at Rose Street, Birchgrove (eastbound direction)

The following plan indicates the road closure points.



A Traffic Management Plan including Traffic Control Plans outlining the above road closures and the bus route changes is attached in **Attachment 1**.

Taxi Access

As previously recommended, the NSW Taxi Council will again be requested to inform their members of the proposed taxi access restriction after 7pm and to use the following drop-off point locations:

- Taxis entering Terry Street - In the unrestricted parking on the eastern side of Terry Street or 'Bus Zone' and timed kerbside parking along Wellington Street
- Taxis entering Darling Street - In the ticket parking areas along Darling Street and Nelson Street
- Taxis entering Robert Street – In the restricted parking area and 'Bus Zone'

Public Transport Access

Transit Systems will be scheduling additional services into the Balmain peninsula to cater for the New Year's Eve celebrations.

As such, temporary 'Bus Zones' will be installed at the following locations:

- Darling Street and the existing 'Bus Zones' on Darling Street between Mort Street and Curtis Road, Balmain
- Eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove from 12 noon on New Year's Eve.

The 'Bus Zones' on Grove Street will be used by Transit Systems and the Police to store buses on New Year's Eve. This is required for the safe bump out of the general public from

Birchgrove as identified from a debrief from a previous New Year's Eve event conducted in the Balmain Peninsular.

The signs defining the temporary restrictions be in place after 12 Noon on the 31st of December 2018 and will be removed the following day.



Based on discussions held in previous years regarding disruptions to bus services leaving Gladstone Park/Curtis Road roundabout due to the gathering of large crowds, the Glebe Local Area Command representative introduced Police bike units to manage the crowds in the area.

In addition, to avoid delays that occurred at the Robert Street/Mullens Street intersection (which is a Police check point), buses entering Robert Street from Victoria Road are proposed to use Crescent Street and Parsons Street to access Mullens Street (see TCP 06/07 in **Attachment 1**).

Temporary 'No Stopping' Restrictions

Following a previous year's event, the Sydney Buses representative advised that several vehicles parked on Montague Street out from the kerb thus narrowing the carriageway and preventing buses from passing each other. Therefore, it is proposed to install temporary 'No Stopping' zone on the eastern side of Montague Street between Darling Street and Beattie Street. The residents will be advised of this arrangement in advance of the event.

Resident Access

To ensure resident access is maintained, the following permits will be accepted for access to the Balmain / Rozelle peninsula:

- Inner West Council Resident Access Permit.
- Inner West Council current Resident Parking Scheme Permit for Areas; B1, B2, B3, B5, BE, BG, R1, R2, R3 & R4.
- Australian Disability Parking permit

Alcohol Free Zones

At the August 2015 Council Ordinary meeting (former Leichhardt Council), Council re-established the Alcohol Free Areas for the New Year's Eve celebrations in 2015, 2016, 2017 & 2018 at the following locations:

- Illoura Reserve
- 2-8 Weston Street
- Thornton Park
- Lookes Avenue Reserve
- Simmons Point Reserve
- Yurulbin Park
- Birchgrove Park
- Miklouho-Maclay Park
- Mort Bay Park
- College Street playground
- Harris Reserve
- Brownlee Reserves
- Darling Street from Duke Street to Darling Street Wharf
- Darling Street Wharf, Balmain East;
- Lookes Avenue
- Weston Street

These alcohol restrictions are proposed to be in place from 12.00pm (noon) 31st December 2018 to 3.00am 1st January 2019.

It should be noted that NSW Police introduced alcohol ban restrictions in 2014 at Ballast Point Park which is managed by the Sydney Harbour Foreshore Authority.

PUBLIC CONSULTATION

The road closures have been advertised in a local newspaper for a period of 28 days from 31st July to 28th August 2018. No comments have been received.

In December, the details of these traffic arrangements will be re-advertised in local newspapers, on Council's website and via a mail out to all occupants in the Balmain peninsula.

The road closures and other event information will also be available on the Sydney New Year's Eve Event website.

Similar to previous years, the TMC is requested to provide variable message signs: "Balmain Peninsula is closed" at the entry points from Victoria Road.

CONCLUSION

Nil.

ATTACHMENTS

1. [↓](#) New Year's Eve - Balmain - TMP

**TRAFFIC and TRANSPORT
MANAGEMENT PLAN
31st December**

**INNER WEST COUNCIL
New Year's Eve Fireworks
Balmain Peninsular**

PREPARED ON BEHALF OF
INNER WEST COUNCIL, LEICHHARDT

Issued
7 November 2016

WHO DARES PTY LTD

TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

Ph: 02 9569 9922
Fax: 02 9569 9933



This Traffic Management Plan is approved by:

INNER WEST COUNCIL, LEICHHARDT: _____ Date: _____

Traffic Management Centre: _____ Date: _____
Road Occupancy Licence No. _____

New South Wales Police: _____ Date: _____

Event Organiser: **INNER WEST COUNCIL, LEICHHARDT**

TMP Version: **3.0**

Issue Date: **7th November 2016**

Revision Date:

Document Author: **Greg Mooney, Who Dares Pty Ltd**
RTA Certificate 2253016656
Phone 9569 9922 Fax 9569 9933

TRAFFIC MANAGEMENT PLAN

Introduction

This plan has been prepared on behalf of **INNER WEST MUNICIPAL COUNCIL**.
It has been prepared after discussions with Councils Senior Traffic Engineer Anoma Herath and Senior Sergeant David Olsen from the NSW Police Major Events & Incidents Group.
The plan relates to New Year's Eve road closures in Rozelle, Birchgrove and Balmain + Balmain East.

Objective

It is the objective of this report to set out the means and measures by which roads will be closed to through traffic to provide a safe area for the general public to view the New Year's Eve fireworks.

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

Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the road within the Inner West Council area.

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

Contacts

INNER WEST COUNCIL, LEICHHARDT

Manod Wickramasinghe Traffic & Parking Engineer Phone 02 9367 9117
Inner West Council, Leichhardt Service Centre
Email manod.wickramasinghe@innerwest.nsw.gov.au

NSW POLICE

Chief Inspector Paul Carrett Major Events & Incidents Group Phone 02 9265 4720
Email #ONROADEVENTS@police.nsw.gov.au

Transport for NSW

Tamara Holmes Transport Operation Planner Phone 02 8396 1648
Transport Management Centre Fax
Mobile 0459 846 360
Email tamara.holmes@tmc.transport.nsw.gov.au

State Transit Authority

Raymond Carroll Special Events Co-Ordinator Phone 02 9245-1327
Fax 02 9245 1330
Mobile 0457 599 181
Email Raymond_Carroll@sta.nsw.gov.au

1. New Year's Eve

- 1.1 The fireworks display will take place on Sydney Harbour at 2100 hours and 12 midnight.
- 1.2 Large crowds are expected at all Sydney Harbour vantage points.
- 1.3 Previous experience has shown that crowds arrive from early in the day and build from around 1500 hours.

2. Road Closures

- 2.1. ROAD CLOSED to all vehicles **EXCEPT** STA buses, taxis and resident access permits.

- **Darling Street** at Nelson Street intersection, Rozelle (northbound direction)
- **Evans Street** at Merton Street intersection, Rozelle (northbound direction)
- **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
- **Robert Street** at Mullins Street intersection, Rozelle (both directions)
- **Mullens Street** closed at Robert Street intersection (both directions)
- **Darling Street** at Ewinton Street intersection, Balmain (eastbound direction)
- **Ballast Point Road** at Lemm Street-Yeend Street intersection, Birchgrove (south and eastbound directions)
- **Wharf Road** at Grove Street intersection, Birchgrove (eastbound direction)

- 2.2 ROAD CLOSURES

- **Brent Street** at Evans Street intersection, Rozelle (both directions)
- **Evan St** at Nelson Street intersection, Rozelle (both directions)
- **Mansfield Street** at Evans Street intersection, Rozelle (both directions)
- **Hanover Street** at Evans Street intersection, Rozelle (both directions)
- **Mackenzie Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Hartley Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Joseph Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Loughlin Street** at Victoria Road Street intersection, Rozelle (both directions)
- **Crescent Street** at Robert Street intersection, Rozelle (both directions)
- **Buchanan Street** at Robert Street intersection, Balmain (both directions)
- **Waragal Avenue** at Terry Street intersection, Rozelle (both directions)
- **McKell Street** at Yeend Street intersection, Birchgrove (both directions)
- **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
- **Yeend Street** at Ballast Point Road intersection, Birchgrove (both directions)
- **Rose Street** at Grove Street intersection, Birchgrove (northbound)

2.3 RESIDENT ACCESS PERMITS

2.3.1 The following permits will be accepted for access to the Balmain / Rozelle peninsula:

- Inner West Council Resident Access Permit.
- Inner West Council Current Resident Parking Scheme Permit for Areas B1, B2, B3, B5, BE, BG, R1, R2, R3 and R4.
- RMS Mobility Parking Scheme Permit.

2.4 TAXI AND HIRE CAR ACCESS

2.4.1 Taxi and Hire Cars are permitted past the closures **only up till 7pm** (1900 hours) New Year's Eve 31 December.

3. Special Event Clearways

3.1 Roads and Maritime Services (RMS) will operate a special event clearway western side of Victoria Road from The Crescent, Rozelle to Westbourne Street Drummoyne, from 2pm 31st December until 2am 1st.

4. Road Closure and re-opening times

4.1 Roads will be closed from 1500 and re-opened by the Police after the crowd has dispersed after the midnight fireworks.

5. Identification and assessment of impact of proposed measures and notification

5.1. The proposal will have a reasonably significant impact as it includes the closure of The Darling Street. Vehicle movement will be directed away from the area affected by the closures. Local residential access will be maintained by Police.

5.2. The following permits will be accepted for access to the Balmain / Rozelle peninsula

- 5.2.1. Inner West Council Resident Access Permit
- 5.2.2. Inner West Council Current Resident Parking Scheme Permit for Areas B1, B2, B3, B5, BE, BG, R1, R2, R3 and R4.
- 5.2.3. RMS Mobility Parking Scheme Permit.

5.3 Road closures and times will be advertised via:

- 5.3.1 Local Newspapers.
- 5.3.2 Inner West Council website.
- 5.3.3 Traffic live website.
- 5.3.4 New Year's Eve website.
- 5.3.5 Mail out to all occupants in the peninsula.

6. Alcohol Free Zones

- 6.1. Similar to previous years, alcohol free zones will be established for New Year's Eve from 12.00pm (noon) 31st December to 3.00am 1st January at
 - 6.1.1 Illoura Reserve.
 - 6.1.2 Thornton Park.
 - 6.1.3 Lookes Avenue Reserve.
 - 6.1.4 Simmons Point Reserve.
 - 6.1.5 Darling Street from Duke Street to Darling Street Wharf.
 - 6.1.6 Lookes Avenue and Weston Street, Balmain East.
 - 6.1.7 Yurulbin Park (Louisa Road)
 - 6.1.8 Ballast Point Park
 - 6.1.9 Birchgrove
 - 6.1.10 Miklouho - Maclay and Mort Bay Parks
 - 6.1.11 College Street Playground
 - 6.1.12 Harris and Brownlee Reserves Birchgrove

7. Assessment of public transport services affected

- 7.1. State Transit Authority (STA) will operate services to a special New Year's Eve timetable increasing services to all routes servicing vantage points.
- 7.2. STA bus services will need to be re-routed. STA will provide notification of affected services.
- 7.3. Bus stops on both sides of Darling Street near Curtis Road will be temporarily extended.
- 7.4. A temporary Bus Zone will be installed in Darling Street between Ford Street and McDonald Street, Balmain.
- 7.5. A temporary Bus Zone be installed on the southern side of Darling Street between Booth Street and opposite Ford Street outside number 258-260 Darling Street (50m).
- 7.6. A temporary NO Stopping Zone be installed on the eastern side of Montague Street between Little Darling St and Beattie St.
- 7.7. Police have been requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection.
- 7.8. Sydney Harbour Ferry services will be suspended on New Year's Eve from approximately 1800 hours. Sydney Ferries will provide notification of affected services.

8. Details of provision made for emergency vehicles, pedestrian, disabled parking

- 8.1. **Emergency Services** will be informed of the event and a copy of the TMP will be sent by Inner West Council.
- 8.2. **In the case of an emergency** along the event route that will require an emergency vehicle to attend Police, Council Staff will be on hand to facilitate.

- 8.3. **Pedestrian** access will be maintained to footpaths, some points will be facilitated by Police.
- 8.4. Police will allow vehicles displaying a RMS Mobility Parking Permit access into the closures.

9. Cleaning

- 9.1. Cleaning crews will be on stand-by between 2300 hours 31st December and 0200 hours on 1st January.

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

- 10.1. It is the intention to implement plans in line with previous New Year's Eve activities of a similar scope to contribute to the amelioration of as much inconvenience as possible in order to not effect negatively on any future events.
- 10.2. Residents and business owners around the area will be notified by a letterbox drop 3 weeks prior.
- 10.3. Council will undertake an information campaign to business owners, residents in the affected area by way of a letter drop at least seven days prior and that any concerns raised by those people are attended to.
This will be done through advertising in newspapers, the RMS Traffic Live, NYE and Council's websites, along with VMS boards placed by Transport NSW.

11. Conclusion

- 11.1. It is the opinion of the report writer that the proponent's ends are practical and achievable, without causing undue impact on the local area. Quite contrarily, the event should result in positive outcomes for all concerned.
- 11.2. The report writer wishes the Inner West Council a safe and successful night.

Physical Survey of the Route

Item	Verified	Action Taken
All one way Sts are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event by event organiser. Police to facilitate emergency vehicle access
Block local resident access	<input checked="" type="checkbox"/>	Limited access provided under police control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic diversion
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by Police
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route	<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/> No	Standard
Security of participants	<input checked="" type="checkbox"/> Yes	Police will be on-site and security
Security of very important persons (VIPs)	<input checked="" type="checkbox"/> No	

Attachments Follow:

➤ TCP's

- TCP 01 Hanover St & Evans St ROZELLE
- TCP 02 Mansfield St & Evans St ROZELLE
- TCP 03 Brent St & Evans St ROZELLE
- TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE
- TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE
- TCP 06 Crescent St & Robert St ROZELLE
- TCP 07 Robert St & Mullens St ROZELLE
- TCP 08 Buchanan St & Robert St ROZELLE
- TCP 09 Waragal Ave & Terry St ROZELLE
- TCP 10 Terry St & Wellington St ROZELLE
- TCP 11 McKell St & Yeend St BIRCHGROVE
- TCP 12 Darling St & Nelson St ROZELLE
- TCP 13 Darling St & Ewenton St BALMAIN
- TCP 14 Wharf Rd & Grove St BIRCHGROVE
- TCP 15 Darling St & Curtis Rd BALMAIN
- TCP 16 Temp Bus stops Darling St BALMAIN
- TCP 17 Temp No Stopping Montague St Balmain
- TCP 18 Rose St & Grove St BIRCHGROVE

➤ Overview map Balmain, Rozelle, Birchgrove Road Closures (supplied by TMC)

NEW YEARS EVE TRAFFIC CONTROL PLANS

TCP 01 Hanover St & Evans St ROZELLE
TCP 02 Mansfield St & Evans St ROZELLE
TCP 03 Brent St & Evans St ROZELLE
TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE
TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE
TCP 06 Crescent St & Robert St ROZELLE
TCP 07 Robert St & Mullens St ROZELLE
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TCP 15 Darling St & Curtis Rd BALMAIN
TCP 16 Temp Bus stops Darling St BALMAIN
TCP 17 Temp No Stopping Montague St BALMAIN
TCP 18 Rose St & Grove St BIRCHGROVE

As at 7th November 2016

PREPARED ON BEHALF OF

INNER WEST COUNCIL

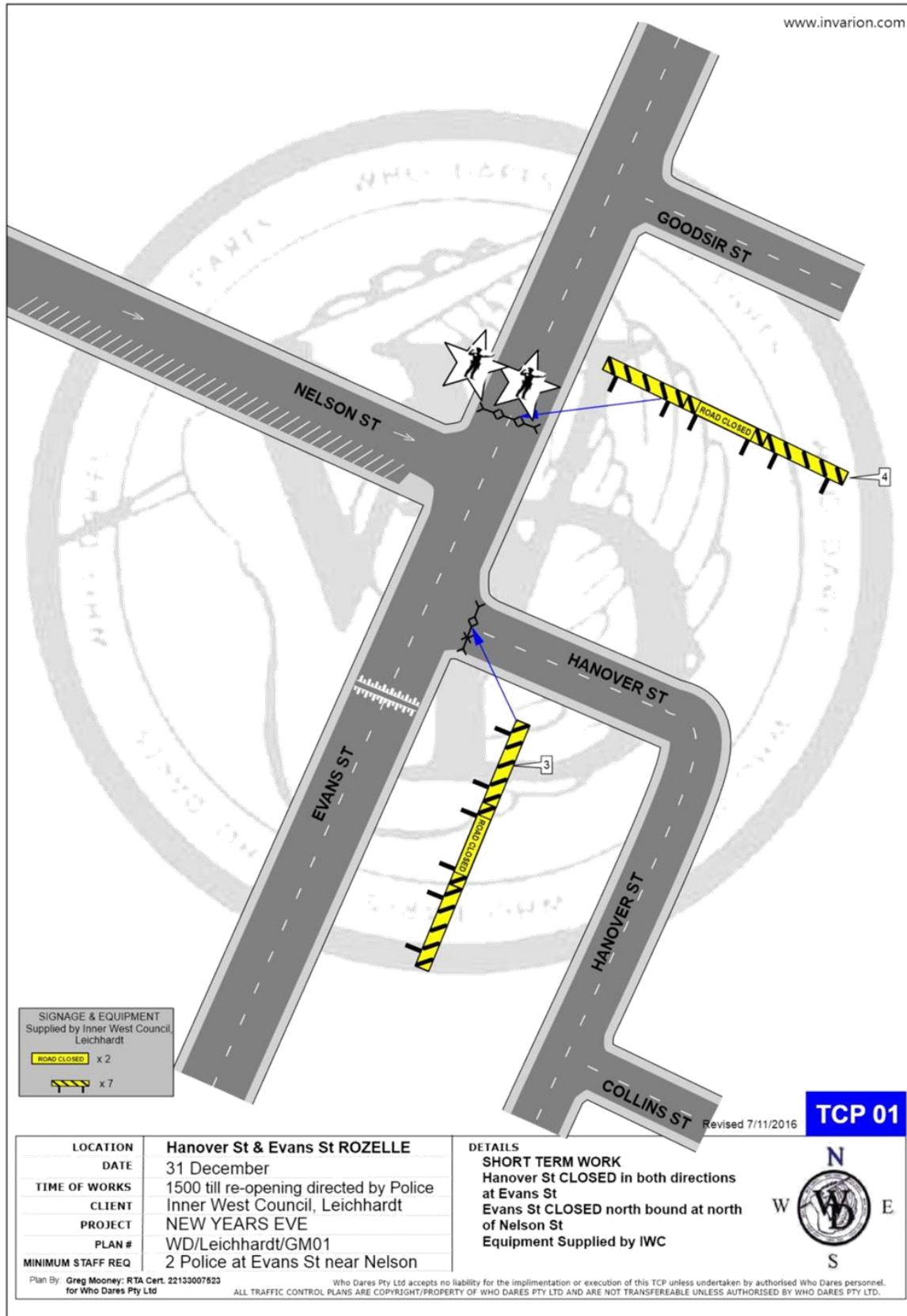
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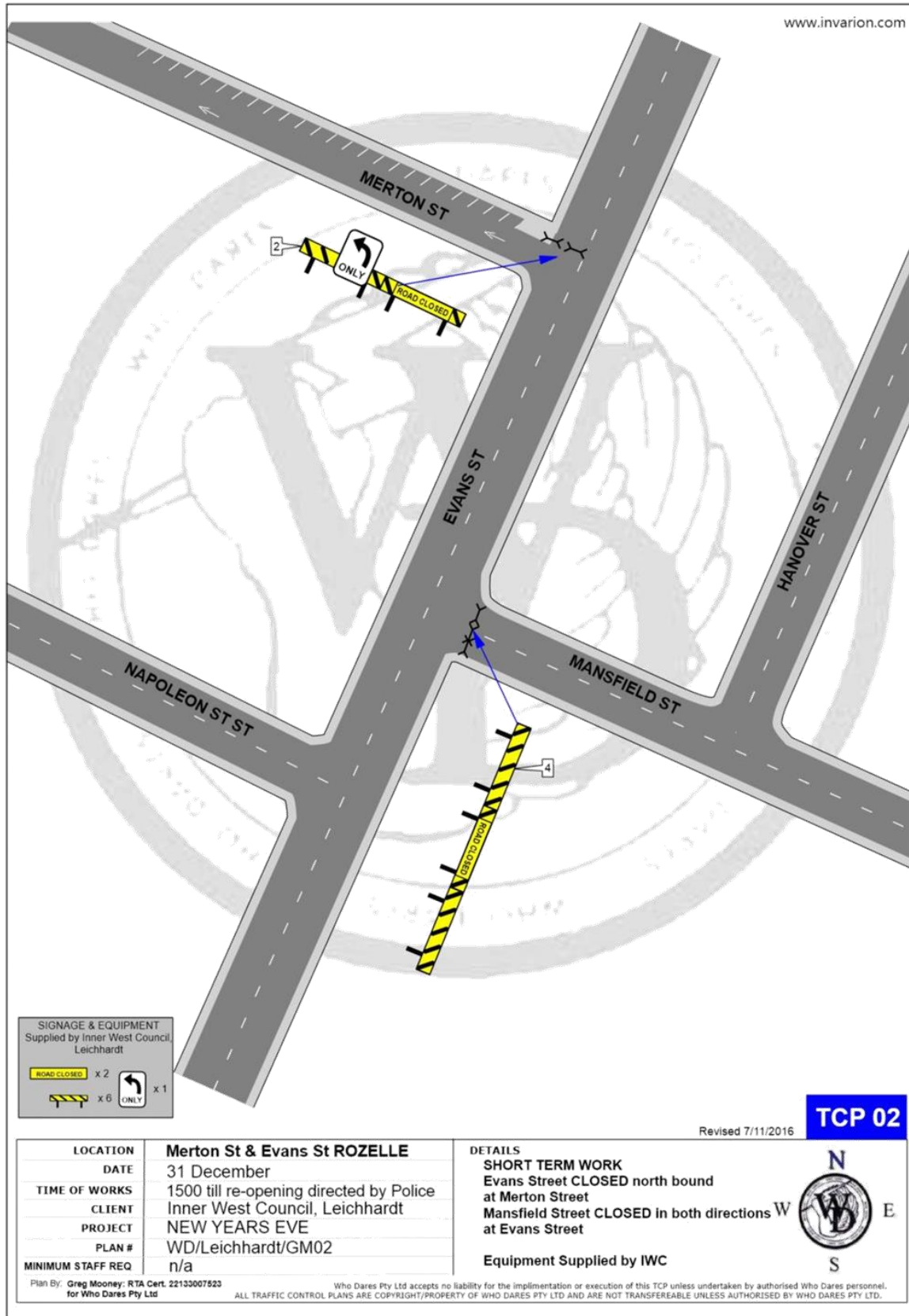
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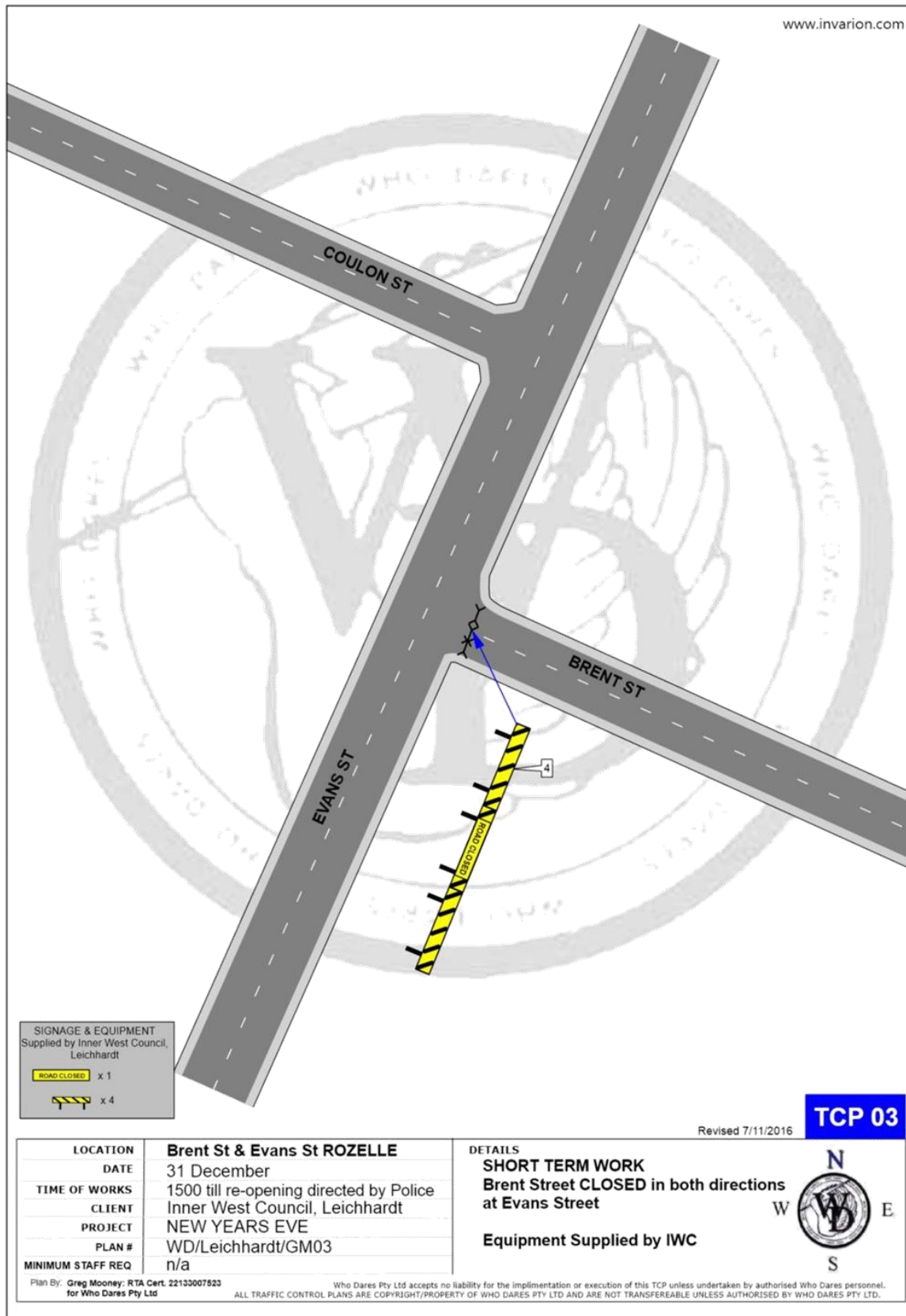
TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

Ph: 02 9569 9922
Fax: 02 9569 9933

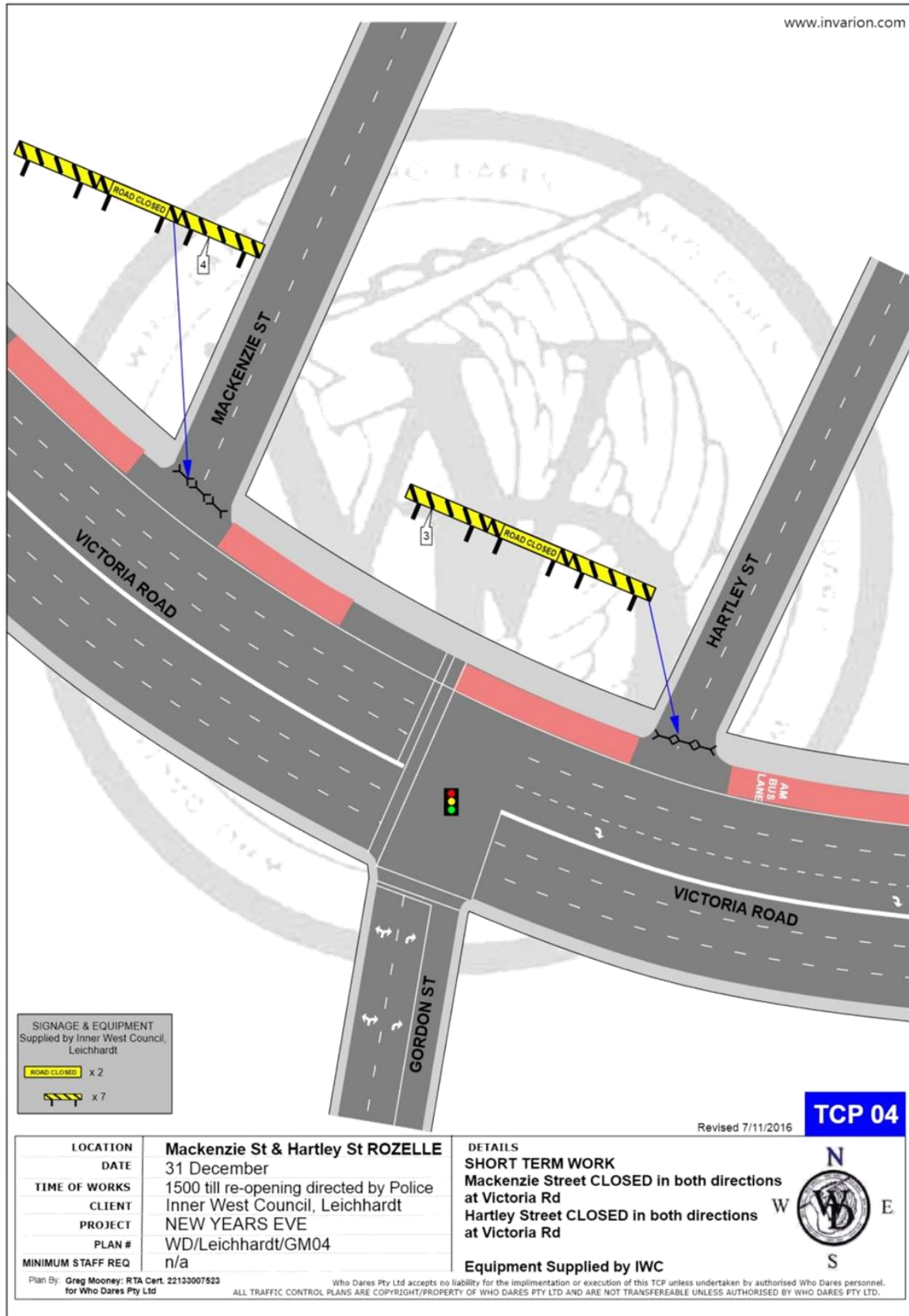


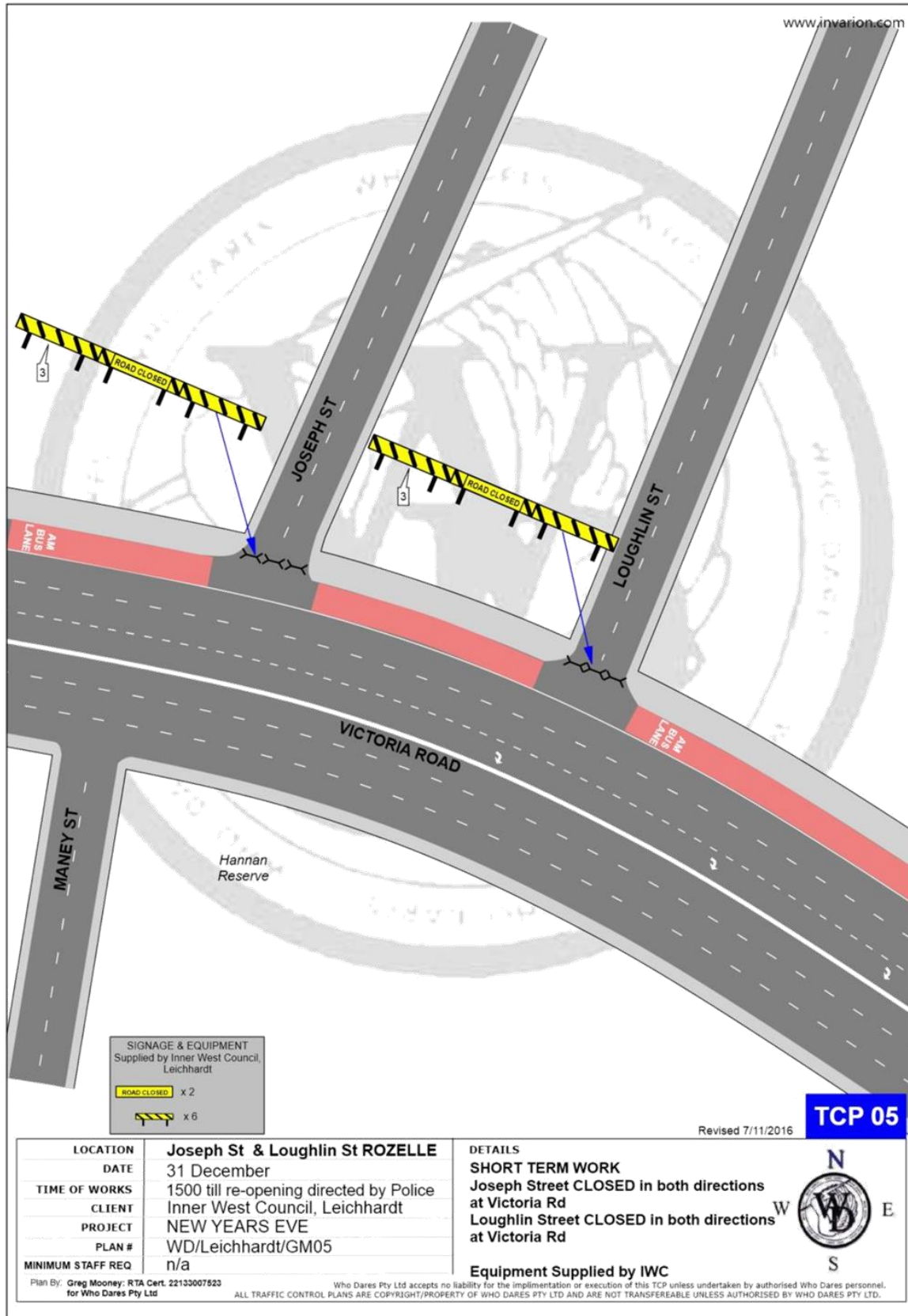


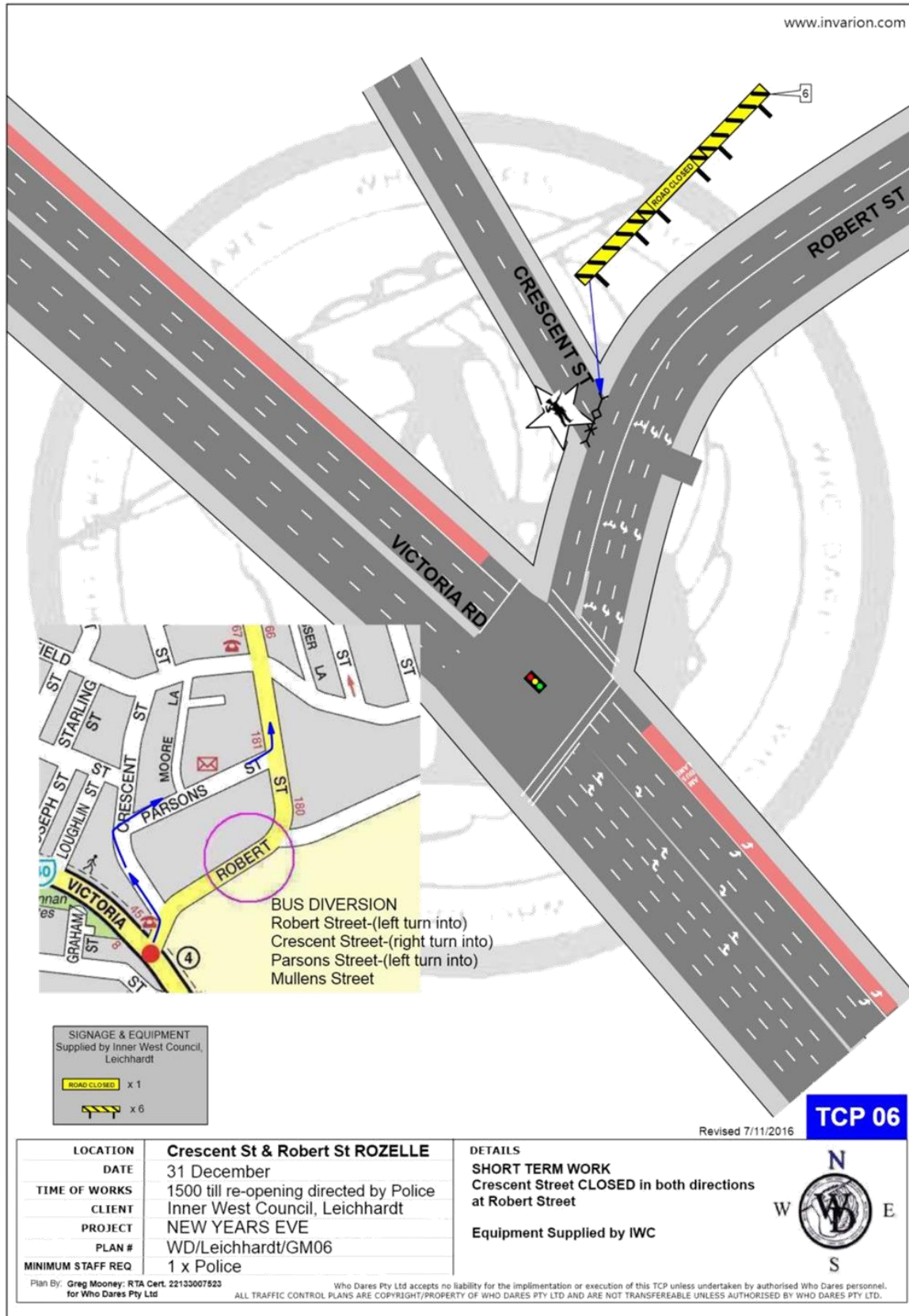


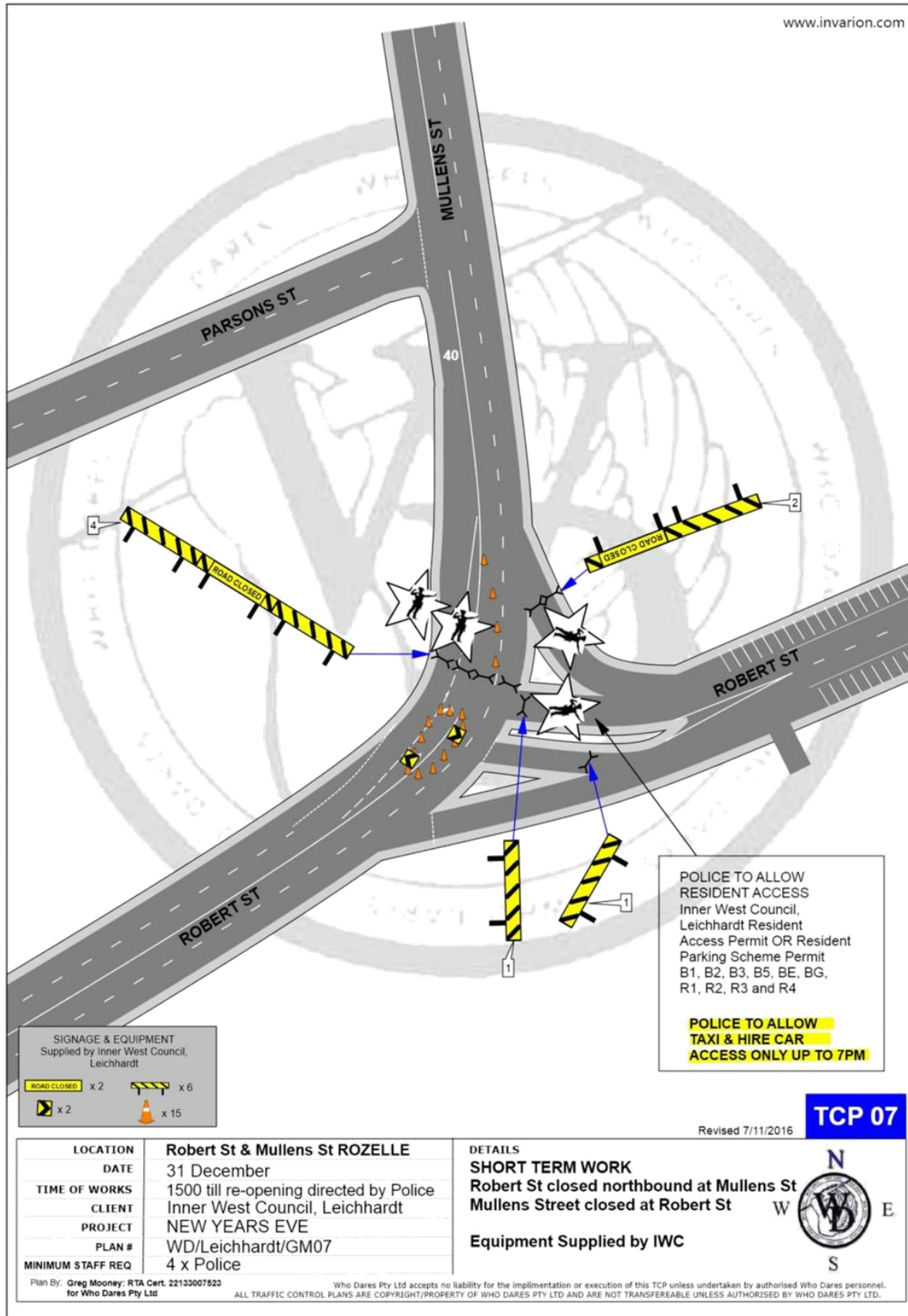
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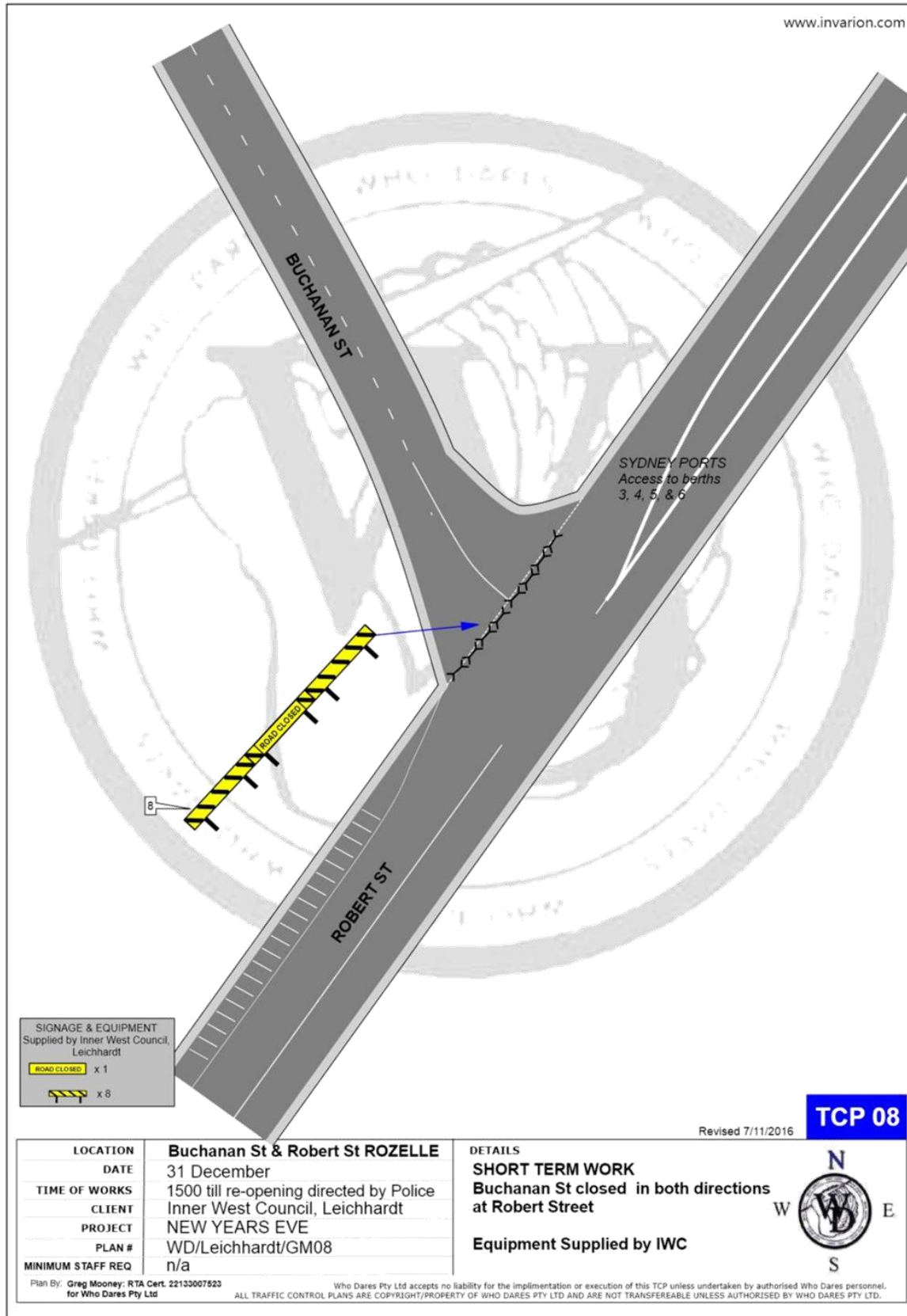
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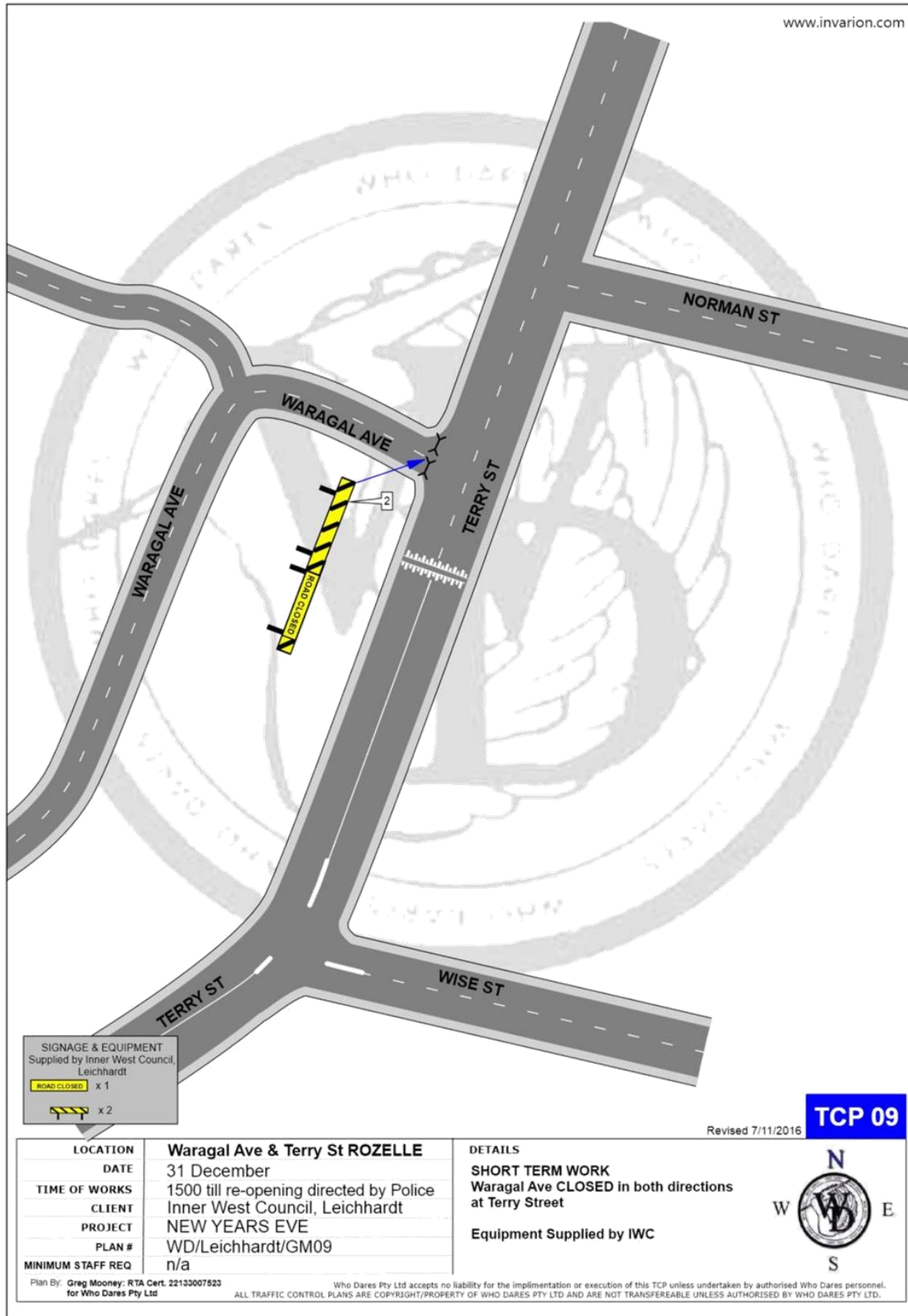


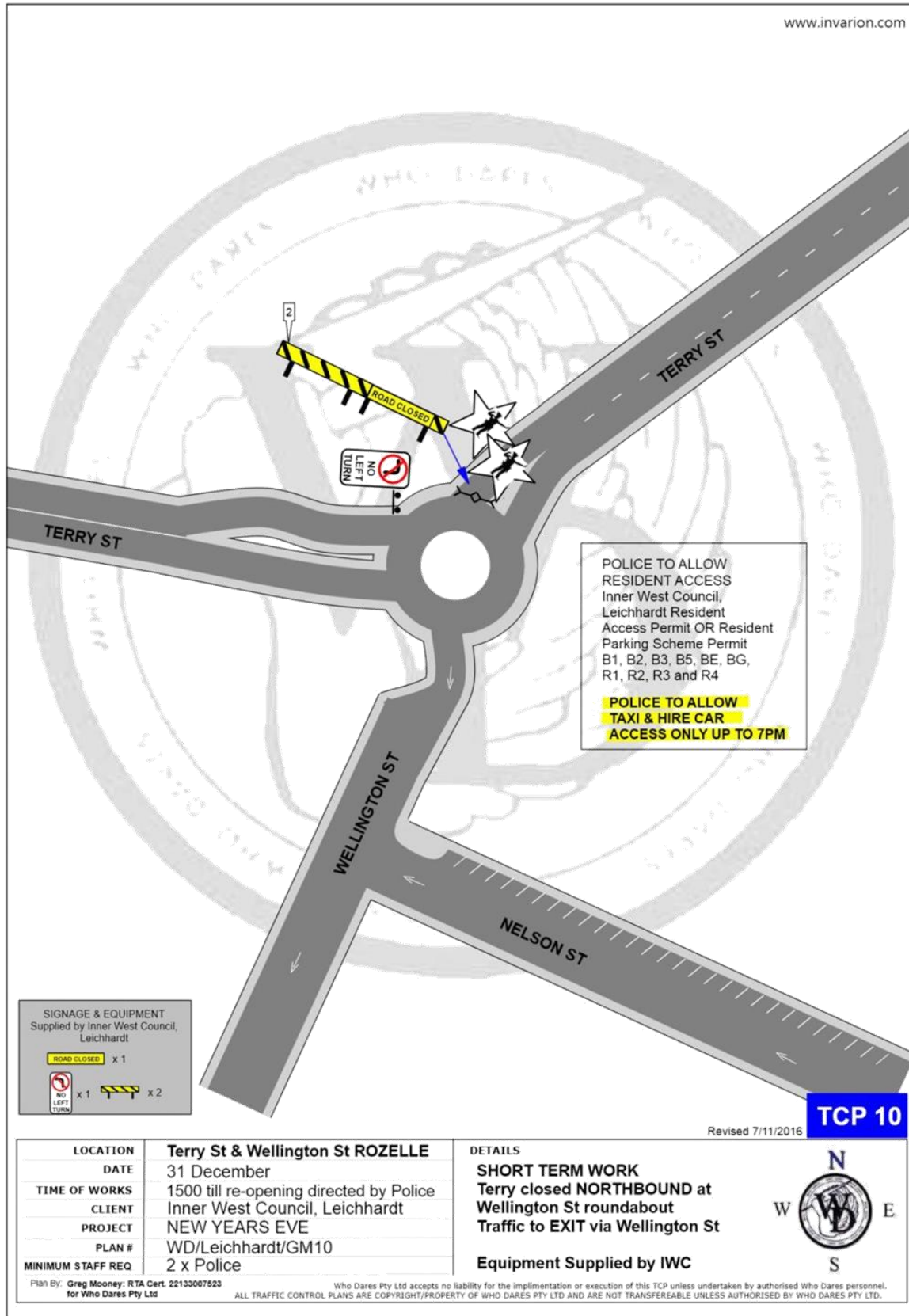




Item 1

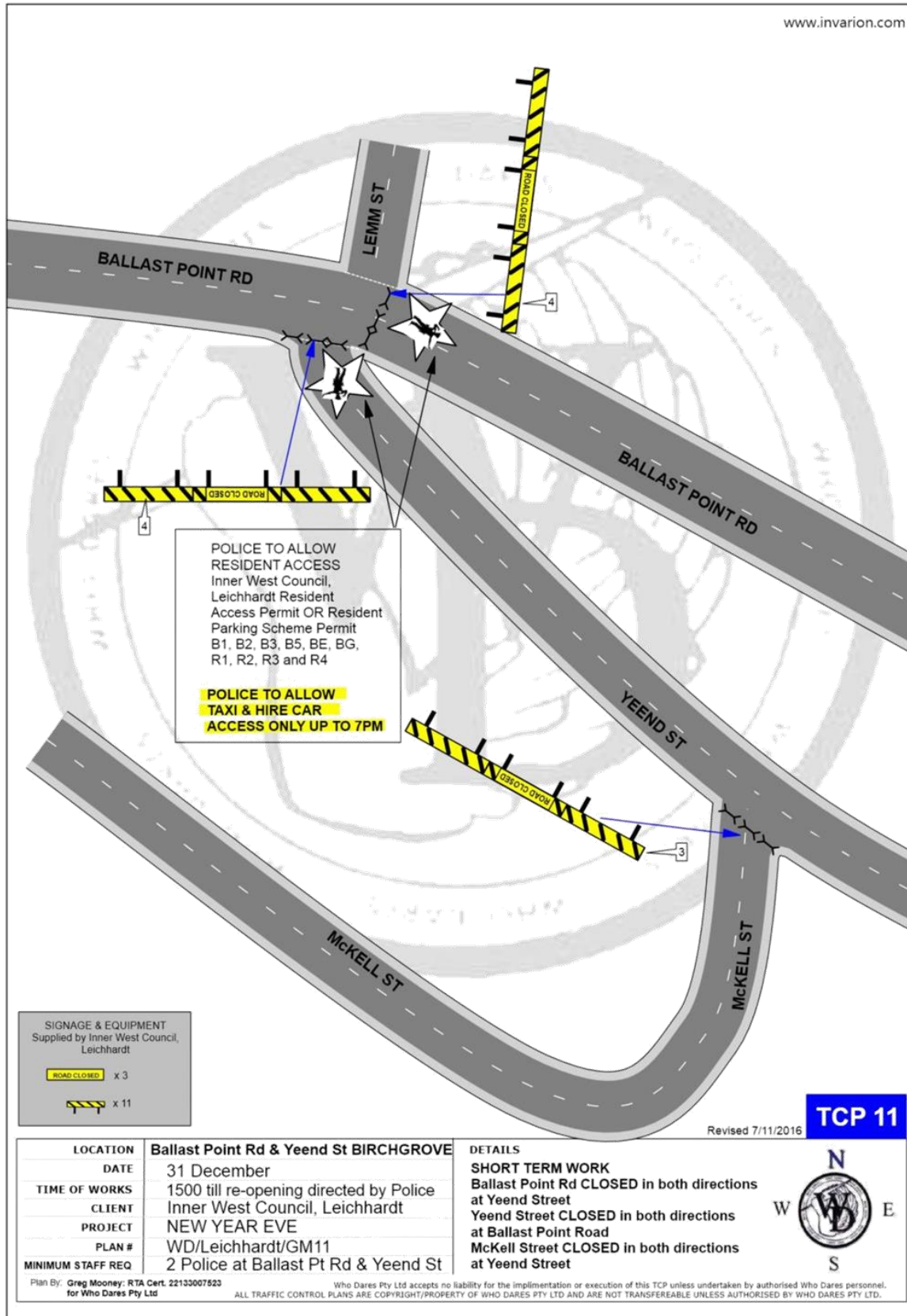
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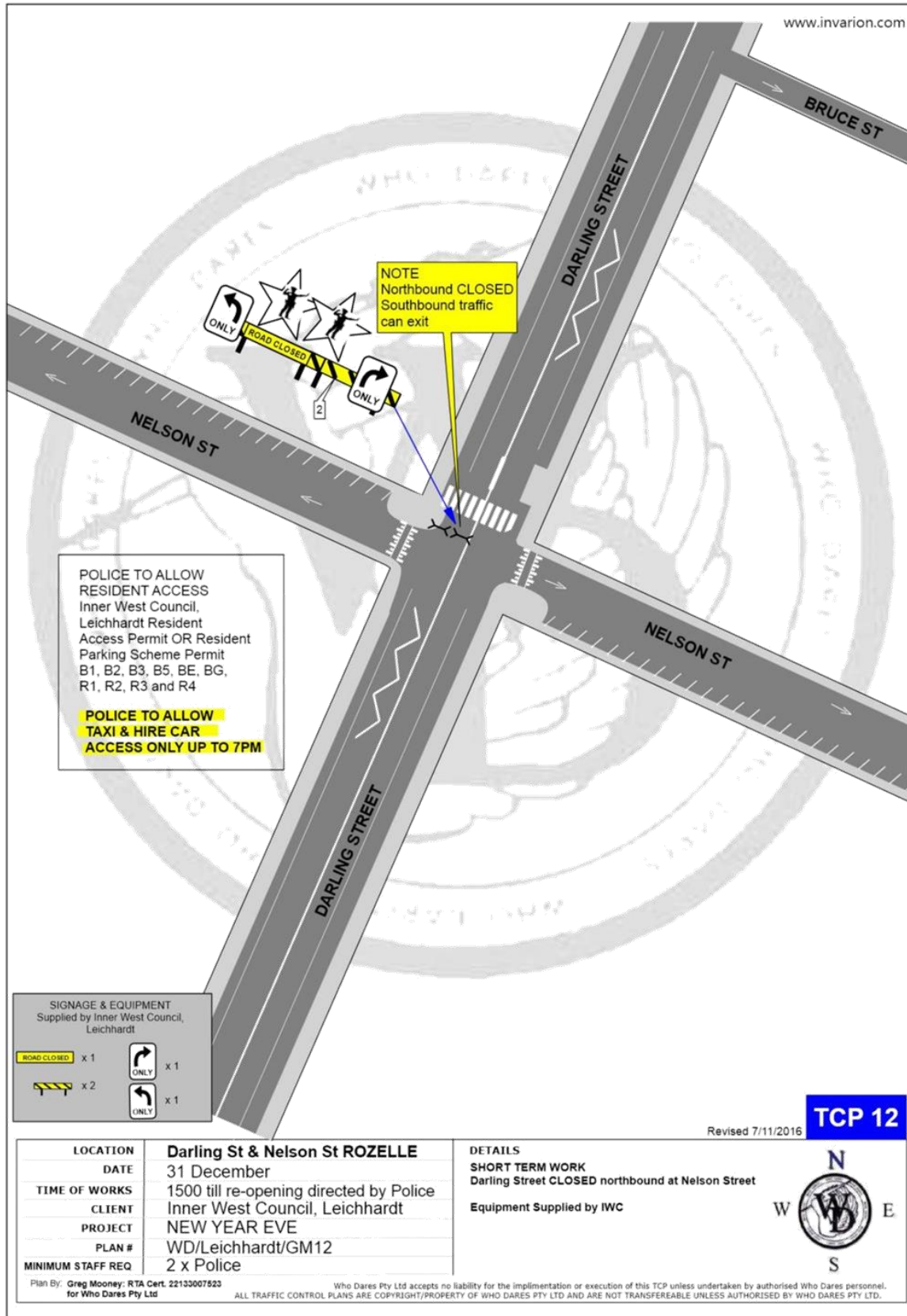




Item 1

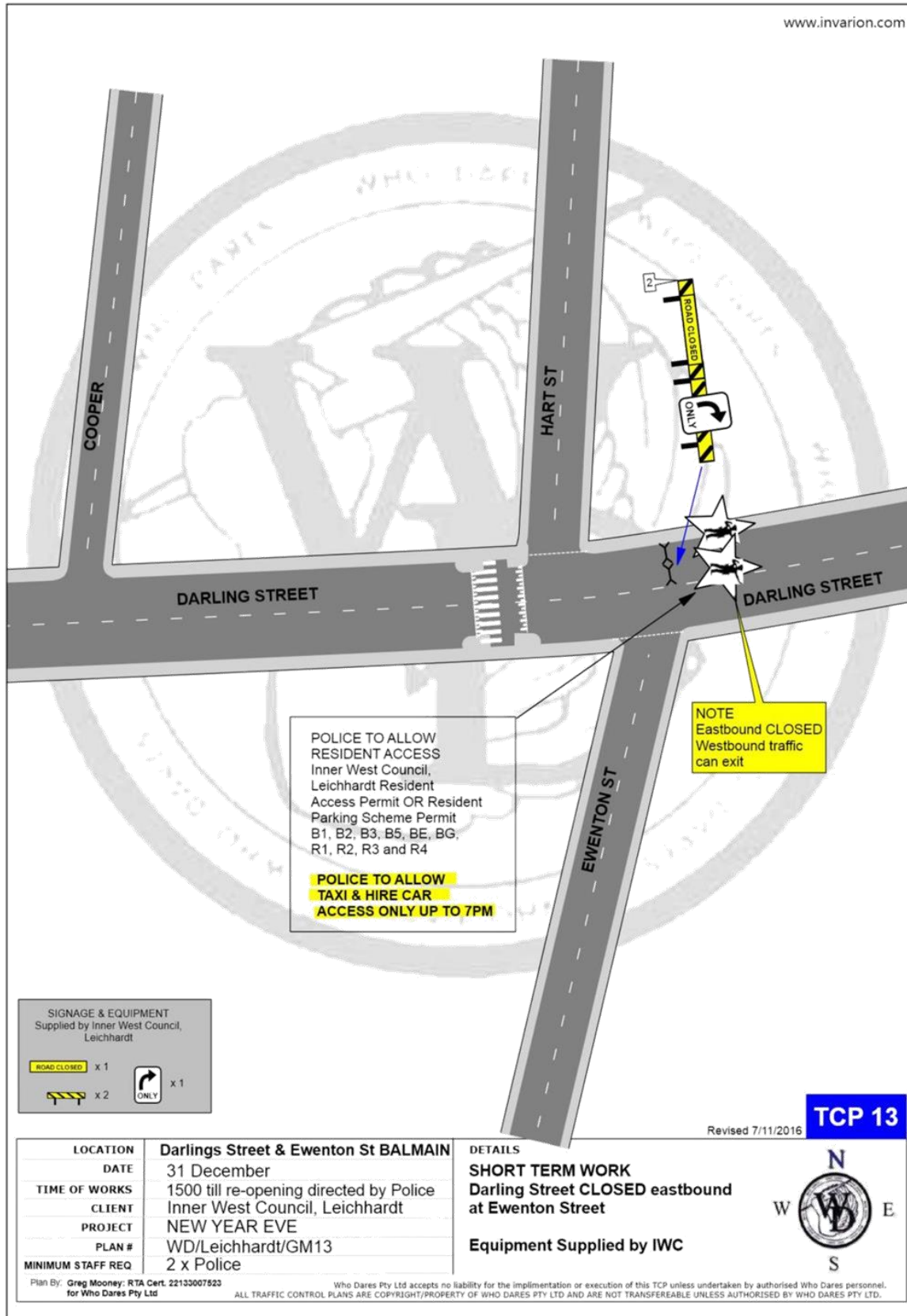
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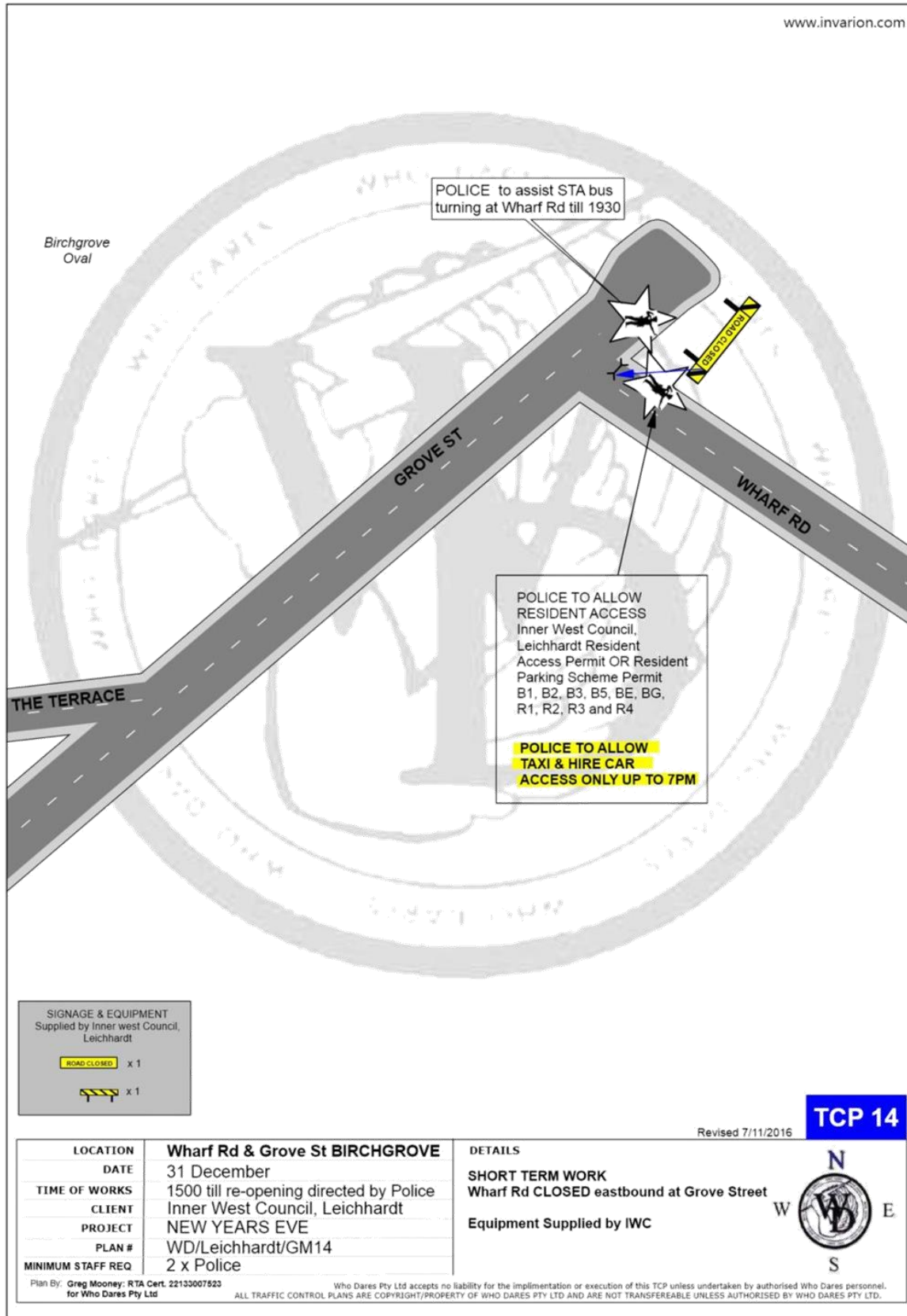


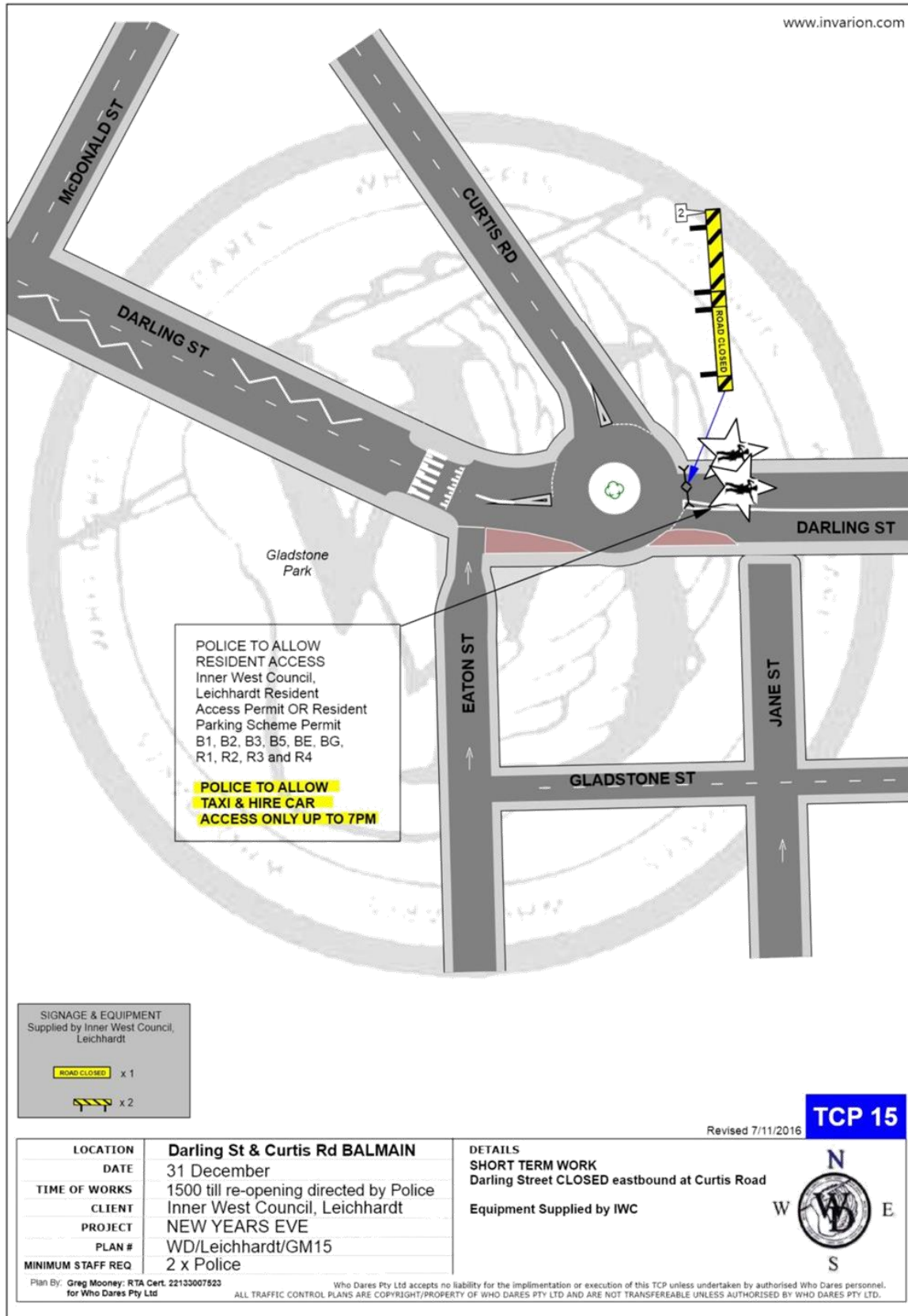


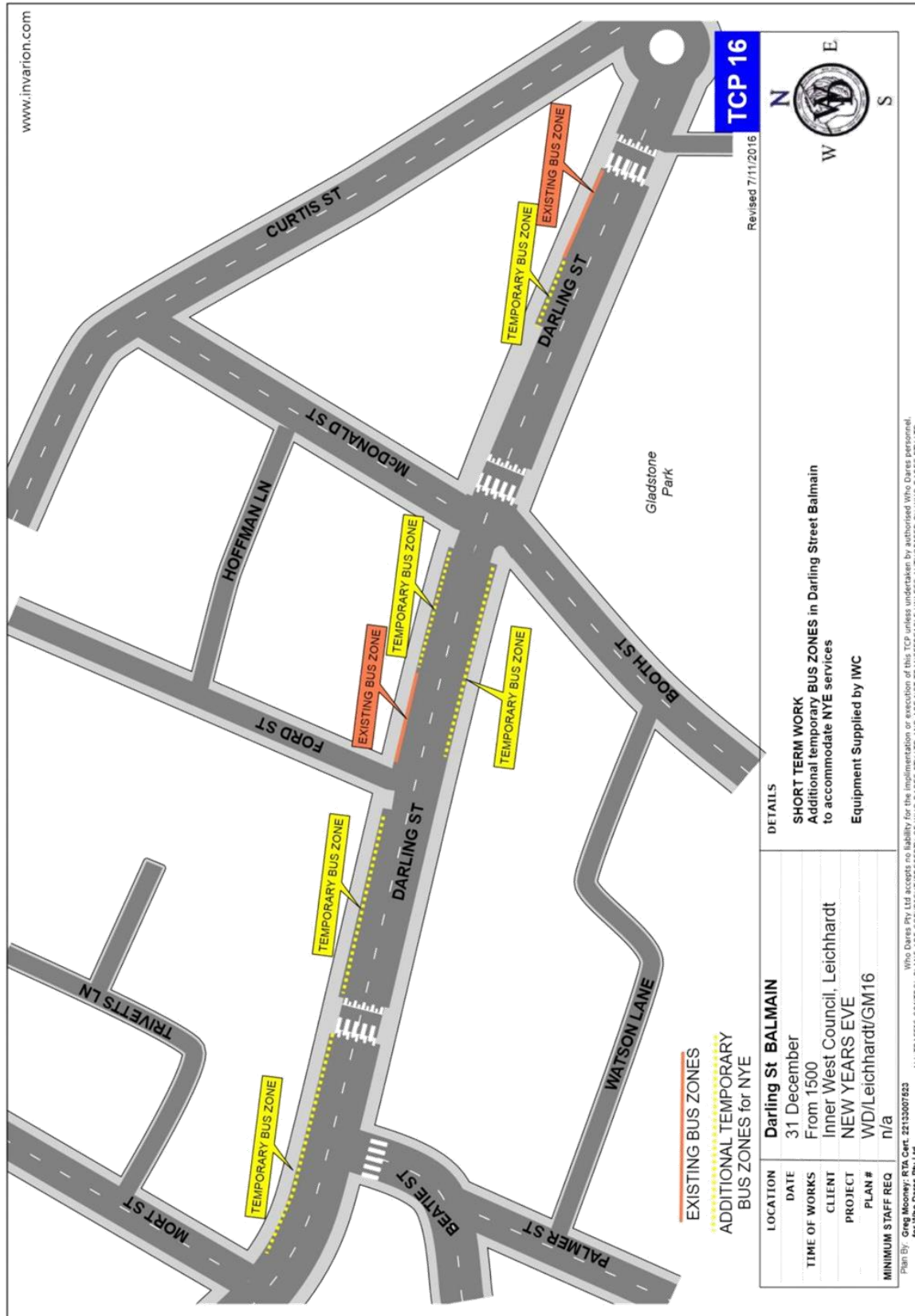
Item 1

Attachment 1

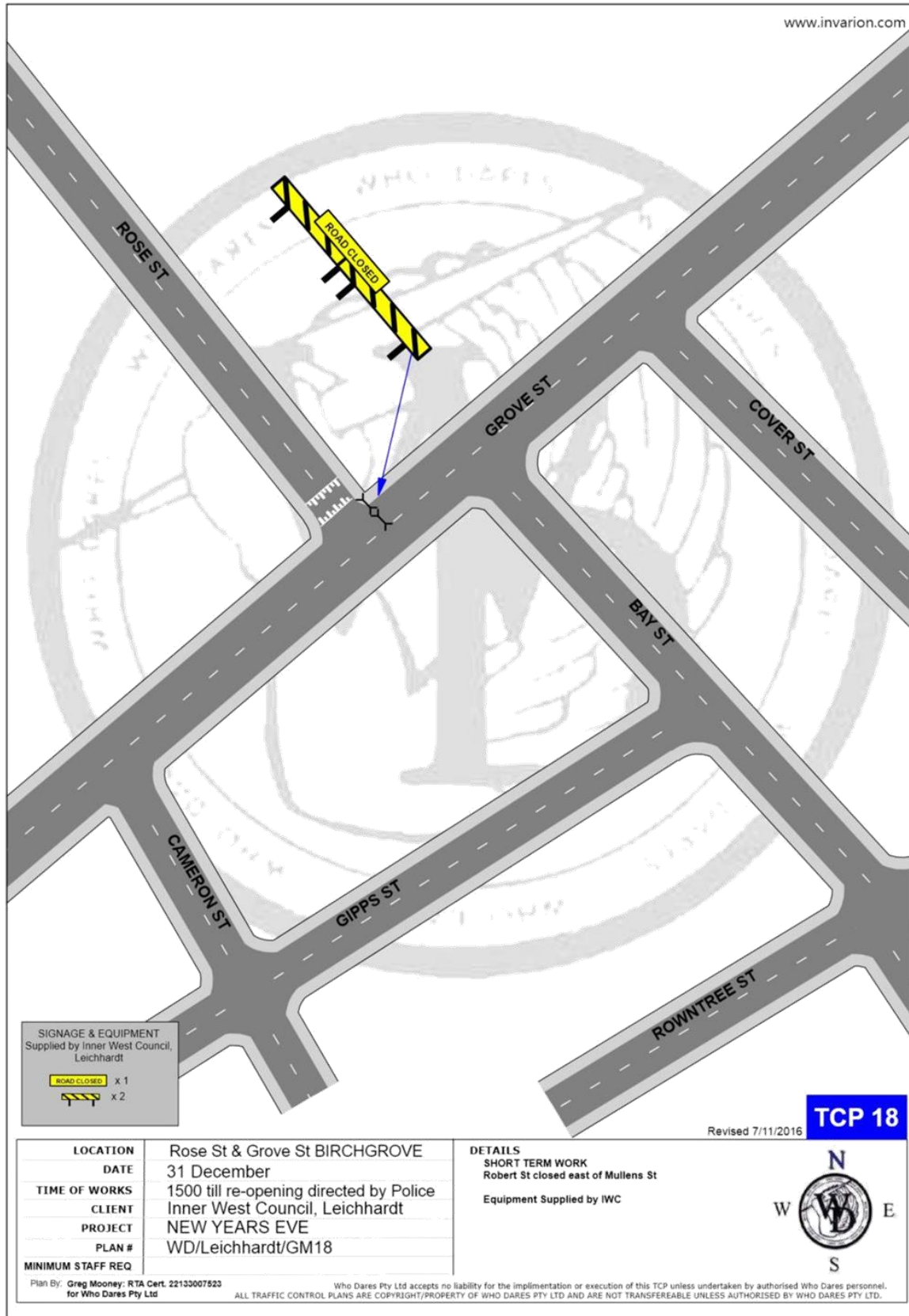


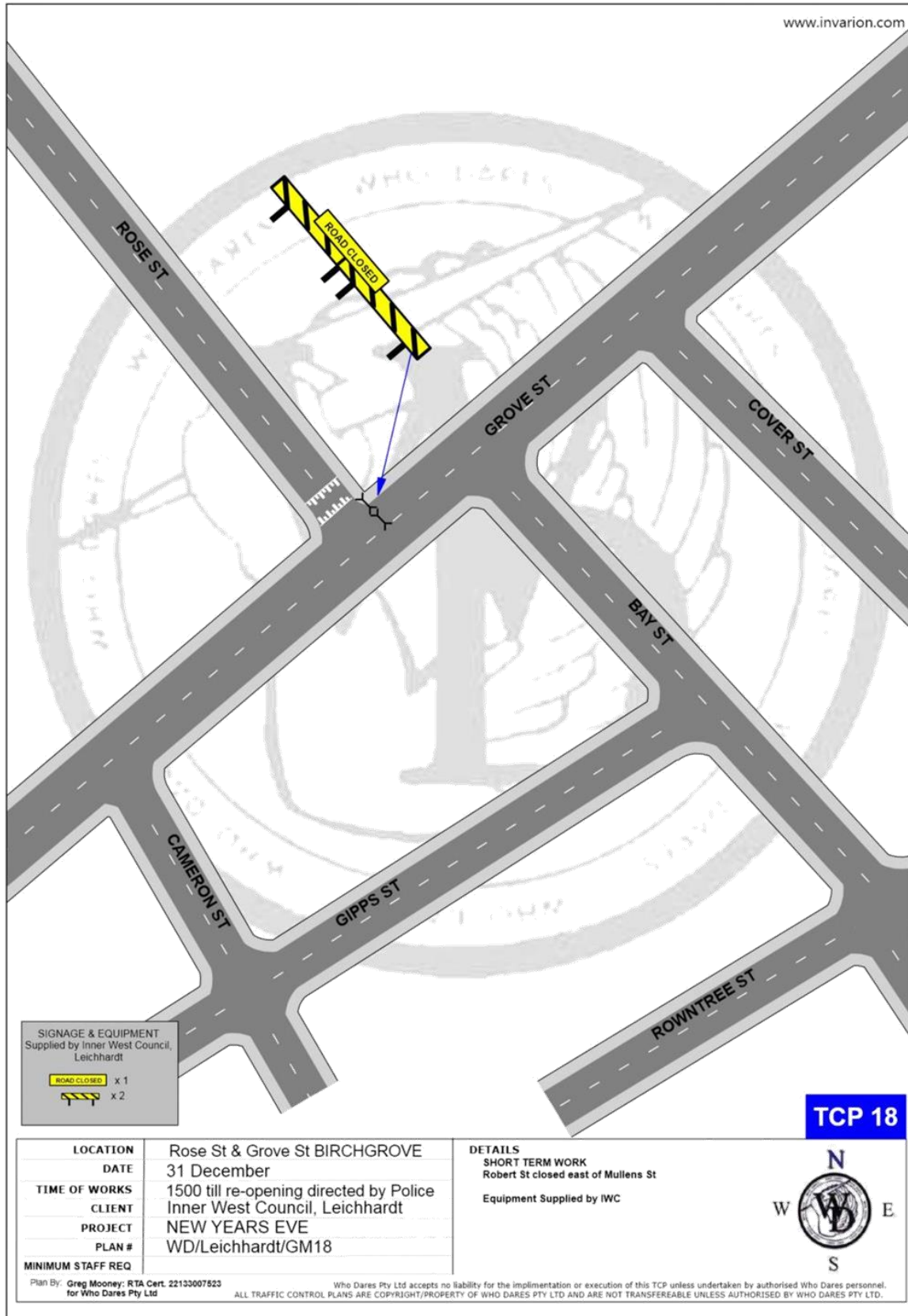












Item 1

Attachment 1

Item No: LTC0918 Item 2
Subject: Batty Street, Rozelle - Proposed Kerb Extension Design Plan (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)
Prepared By: Felicia Lau - Engineer - Traffic and Parking Services
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been finalised for the proposed treatment in Batty Street, Rozelle at its intersection with Mansfield Street.

The proposal includes installing kerb extensions to reinforce the existing 'No Entry' restriction that prohibits northbound entry into Batty Street from Mansfield Street, and to install pedestrian kerb ramps to improve pedestrian safety.

Consultation was undertaken with the owners and occupiers of properties adjacent to the intersection regarding the proposal. A summary of the consultation results are presented in this report for consideration.

RECOMMENDATION

THAT the detailed design plan for the kerb extensions and associated signs and line markings at the intersection of Batty Street and Mansfield Street, Rozelle (as per the attached design plan no.10025) be approved.

BACKGROUND

At the Leichhardt Council Traffic Committee meeting held on 7 April 2016, it was recommended that:

- a) *In principle support be given to the following treatments at the intersection of Batty Street and Mansfield Street:*
 - *Kerb extension on the western corner of Batty Street and Mansfield Street, reducing the carriageway to one southbound travelling lane.*
 - *Additional 'No Entry', 'No Right Turn' and 'No Left Turn' signage be installed in appropriate locations to warn road user of the prohibited northbound entry.*
 - *Linemarking of a 'UA1' straight ahead arrow be marked on Batty Street, near Mansfield Street, directing motorists south towards the Mansfield Street intersection.*
- b) *A detailed design be prepared and brought back to the Committee.*

This recommendation was adopted by Council and subsequently Council implemented temporary mitigation treatment of additional pavement marking and signage to reinforce the existing 'No Entry'/banned entry northbound into Batty Street from Mansfield Street.

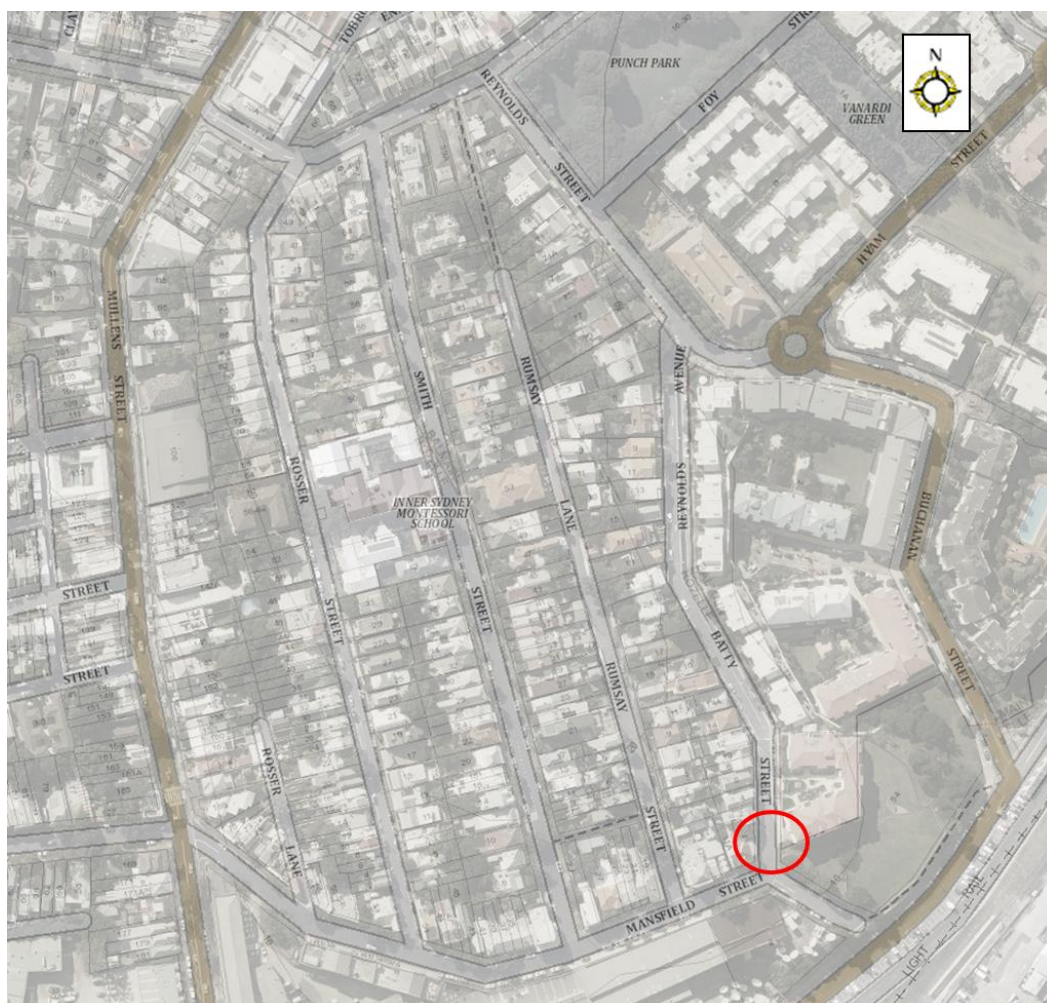
Detailed design plans for a physical treatment have now been finalised together with the accompanied consultation results and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$15,000 has been allocated for the proposal under the 2018/2019 Capital Works Program for Traffic Facilities.

OTHER STAFF COMMENTS

Site location & road network



Street Name	Batty Street
Section	At its intersection with Mansfield Street
Carriageway Type	One-way southbound with kerbside parking lanes
Classification	Local
Carriageway Width (m)	8.5m
Reported Crash History (July 2012 – June 2017)	No crashes recorded
Parking Arrangements	Western Side – 2P resident parking scheme Eastern Side – unrestricted parking

Four Weeks Historical Survey Data (2015)

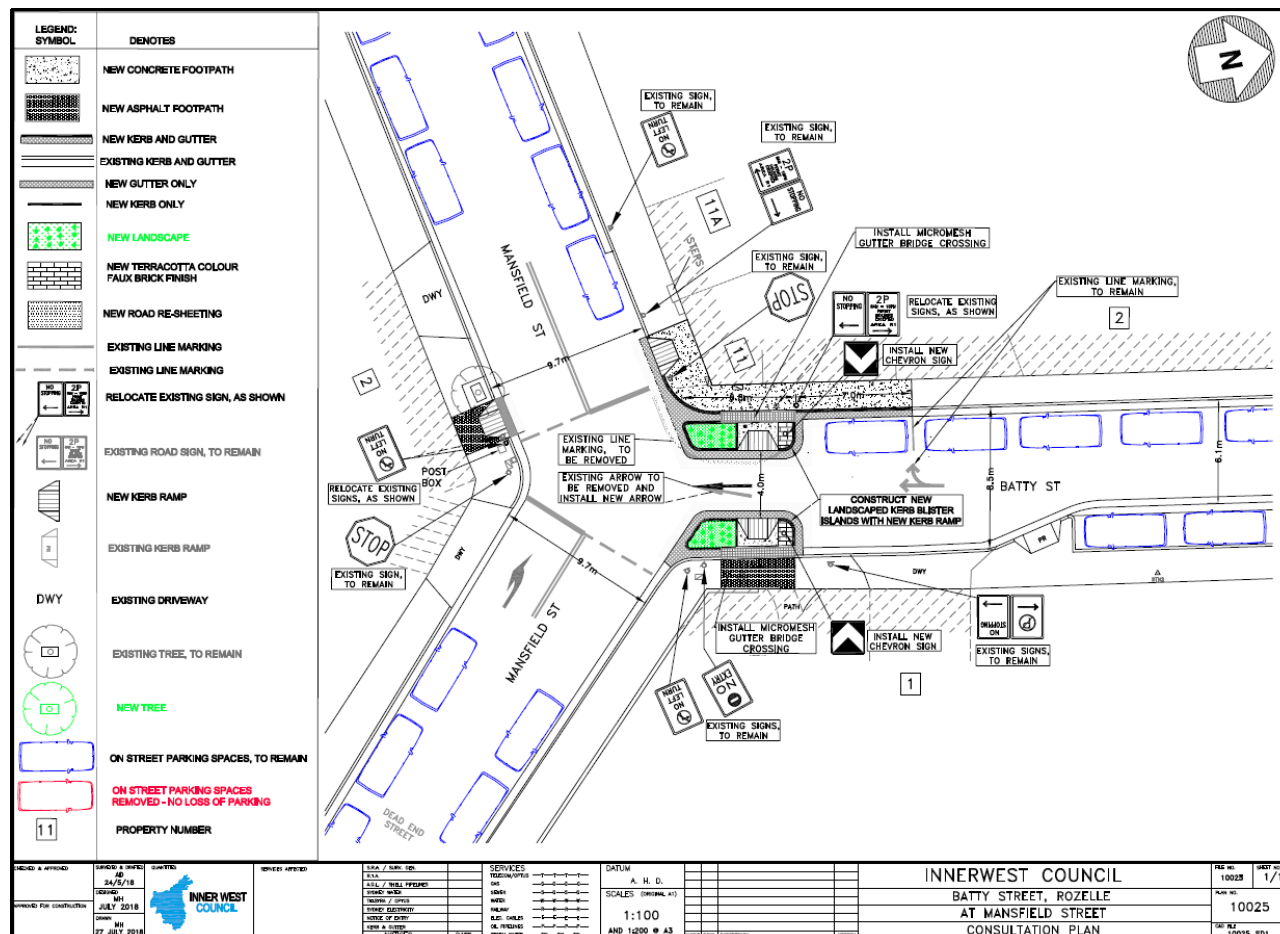
Average Daily Traffic (ADT) in Batty Street:	238 vpd (6.4% heavy vehicles)
ADT in Batty Street northbound (illegal movement:	19 vpd (14.4% heavy vehicles)
85 th percentile speed:	23.4km/h

Design Plan No.10025

The proposed scope of work includes the following:

- Installation of kerb extensions on Batty Street at Mansfield Street
- Provision of kerb ramps and reconstruction of footpath
- Provision of landscaping
- Installation of associated signage
- Replacement of any damaged signs and faded road markings

The proposal aims to deter vehicles from entering Batty Street (a one-way southbound street) from Mansfield Street. Through the installation of kerb extensions, it also improves pedestrian safety by providing a shorter crossing point and by preventing illegal manoeuvres at the intersection. There is no loss of existing on-street parking spaces and all current vehicular accesses to adjoining properties will be retained.



PUBLIC CONSULTATION

Consultation was conducted between 27 July 2018 and 17 August 2018. A letter as well as a copy of the design plan was sent to the local residents in Batty Street, Mansfield Street and Reynolds Avenue, Rozelle. A total of 126 letters were distributed.

There were six (6) responses from five (5) different properties received during the consultation period of the proposed entry treatment in Batty Street at its intersection with Mansfield Street, Rozelle. One (1) response supported the proposal and four (4) responses opposed the proposal. The responses received are detailed below.

Resident's Comment	Officer's Response
Support	
Resident agrees to the proposal and requested Council to implement it as a matter of urgency. A near miss happened recently by a vehicle travelling the wrong way in Batty Street.	The proposed treatment will reinforce the 'No Entry' restriction and deter vehicles from entering in the wrong direction from Mansfield Street.
Object	
Resident does not think the proposal is necessary and requested consideration to install a sign at the entrance to Reynolds Avenue to restrict large truck to enter the	The resident will be advised that two more requests are required from separate properties to initiate an investigation to restrict truck access in Reynolds Avenue.

Resident's Comment	Officer's Response
street.	
Resident does not support the proposal and is concerned in losing waste bin area and the proposed kerb extension will restrict bin collection.	<p>The existing entry treatment is a temporary treatment while Council developed the detailed design plans to submit to the LTC for final approval. Swept paths for medium rigid vehicle (MRV) have been considered in the design.</p> <p>There are no changes proposed to the existing bin location. Feedback from the Resource Recovery Services Manager indicated that the proposed would not restrict waste collection.</p> <p>Swept path analysis for standard vehicles exiting the basement car park indicated that the left turn manoeuvre out of the basement car park of property No.1 Batty Street would not be restricted.</p>
Resident does not support the proposal, requested the safety data that supports the proposal and thinks the proposal is a safety hazard, especially for large commercial vehicles.	
Resident does not support the proposal and thinks that the existing treatment is adequate and safe. Also, thinks that the proposal will restrict access for the garbage trucks and removals trucks.	
Resident does not support the proposal and thinks that the existing treatment is adequate and safe. Resident also express concern that the proposal will restrict vehicles exiting the basement car park of property No.1 Batty Street.	

CONCLUSION

It is recommended that the design of the proposed treatment and associated signs and line markings be approved, to improve pedestrian safety and traffic conditions in Batty Street at its intersection with Mansfield Street, Rozelle.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 3

Subject: Booth Street Bridge Widening over Johnston Creek, Annandale

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been prepared for the Booth Street Bridge widening over Johnston Creek. The proposal adds a separated unidirectional cycleway in the southbound direction as well as footpath and linemarking amendments.

It is recommended that the proposed detailed design plans be approved.

RECOMMENDATION

THAT:

- 1. The design plans for the proposed Booth Street Bridge Widening over Johnston Creek, Annandale (as per the attached design plans No. C101.3 and C101.5) be approved; and**
 - 2. Additional PS-2 bicycle logos be provided in the northbound direction on both approach and departure to the proposed treatment.**
-

BACKGROUND

The Booth Street Bridge, Annandale (Figures 1 and 2) spans the Johnston Creek Sydney Water stormwater channel south of Wigram Road and is jointly owned and managed by the City of Sydney (northeast side of bridge) and Inner West Council (southwest side of bridge).

The Booth Street carriageway is located above the Booth Street Bridge but is not structurally connected with the bridge itself. Between the Booth Street carriageway and the bridge arch is approximately 3.0m of fill.

Structural investigations of both the bridge and the carriageway identified the need for remediation and strengthening works to be undertaken to the bridge arch and reconstruction works to be undertaken to the spandrel walls and carriageway of Booth Street. The remediation works to the bridge arch were the subject of a separate project completed in December 2017.

This project is for:

- Design of works to strengthen the bridge arch against foundation movement,
- Design for reconstruction of both spandrel walls as vertical walls integrated with new retaining wall transitions from the widened road to the existing carriageway.
- Design for reconstruction of the Booth Street carriageway where it lies above the bridge arch to install traffic barriers and allow for future widening of Booth Street

Site location & road network

Booth Street, Annandale is a two-way unclassified regional road carrying approximately 13,000 vehicles per day. The bridge over Johnston Creek is located on Booth Street, just south of Wigram Road as shown in the following figures.



Figure 1 – Site location



Figure 2 - Existing Booth Street Bridge over Johnston Creek, Annandale, looking northwards

FINANCIAL IMPLICATIONS

This project has been jointly funded by Inner West Council and City of Sydney through a 50-50 cost sharing agreement. The Inner West Council costs are funded through the NSW Government, Stronger Communities Grant.

OTHER STAFF COMMENTSDesign Plan C101.3

Detailed design plans for the widening of Booth Street Bridge over Johnston Creek (**Attachment 1** - design plans Nos. C101.3 and C101.5) are submitted for consideration.

The proposed scope of work includes the following:

- Provision of separated unidirectional cycleway in the southbound direction (City of Sydney side)
- Retention of mixed traffic arrangement in the northbound direction (Inner West Council side)
- Re-marking edge line markings and centre line markings.
- Installation of Elsholz kerb and gutter (provides traffic deflection at low speeds without the need for a guard rail)
- Provision of landscaping
- Provision of handrails

The proposed treatment will not result in the loss of any on-street in Booth Street. All current vehicular access to adjoining properties will be retained.

City of Sydney may investigate extending the separated unidirectional cycle path towards Wigram Road in future, subject to investigation and funding.

Construction methodology

Booth Street is a significant transport connection between Annandale and Parramatta Road. Public transport routes and heavy vehicles accessing the commercial premises on the eastern side of Johnston Creek regularly use the bridge. Alternative viable routes around the bridge are not available.

Consequently, closure of the road except for short periods of time outside of morning and afternoon peak hour will not be permitted during construction. The design must allow for one lane of traffic to be open at all times while the works are being undertaken.

A suitable Traffic Control Plan must be provided to Council prior to the commencement of works. The applicant will also have to apply for a Road Occupancy License.

PUBLIC CONSULTATION

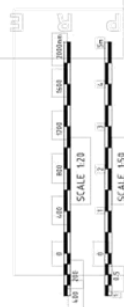
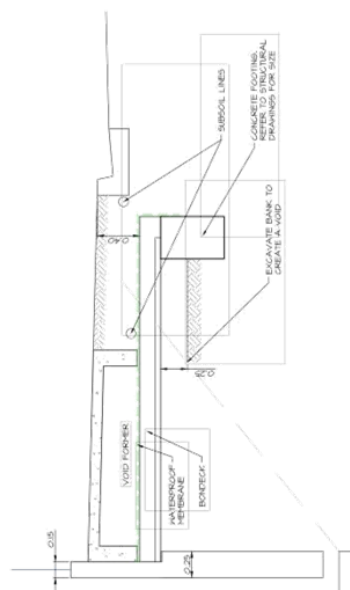
Nil.

CONCLUSION

It is recommended that the detailed design plans of the proposed for the widening of Booth Street Bridge over Johnston Creek be approved.

ATTACHMENTS

1. [↓](#) Booth Street Bridge Widening - Typical Section
2. [↓](#) Booth Street Bridge Widening - General Arrangement



CONCEPT PLAN

1	16-03-05	REC'D	MAILED FOR REVIEW			
2	07-07-05	REC'D	MAILED FOR REVIEW			
ART	DATE	BY	DESCRIPTION	AMT	DATE	DESCRIPTION

CIVIL • STRUCTURAL • BUILDING SERVICES

the company and shareholders, although in the long run, the company and its shareholders will benefit from the company's success.



JONES NICHOLSON
CONSULTING ENGINEERS

CIVIL DESIGN
TYPICAL SECTION

BOOTH STREET WIDENING
ACROSS JOHNSTON CREEK
18010040
C2013
BOOTH STREET
ARHAN-DALE
WINNER WEST COUNCIL



Item No: LTC0918 Item 4

Subject: Boomerang Street, Haberfield - Haberfield North LATM - Traffic calming improvements (Leichhardt Ward / Summer Hill Electorate / Ashfield LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Detailed design plans have been finalised for the proposed road and traffic improvements in Boomerang Street, Haberfield as part of Council's 2018/19 & 2019/20 Capital Works Program for Traffic Facilities.

The proposed works include the upgrade of an existing at-grade pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing, introduction of speed calming devices and upgraded bicycle facilities with associated line marking and signposting.

RECOMMENDATION

THAT the detailed design plans for the raised pedestrian crossing, traffic calming devices, bicycle facilities and kerb blisters with associated signposting and line marking in Boomerang Street, Haberfield (as per the attached plan Nos. 10041, 10013B & 10014) be approved.

BACKGROUND

At the Traffic Committee meeting held on 5 June 2018, a report was considered outlining a proposal to improve the traffic conditions in Boomerang Street, Haberfield between Waratah Street and Crane Avenue as part of the 2018/19 and 2019/20 Capital Works Program for Traffic Facilities.

The proposal was based on recommendations from the former Ashfield Council's Traffic Management Strategy which were endorsed by Council on 23 August 2016, following a period of community engagement. It is also a continuation of the Local Area Traffic Management (LATM) measures recently completed in Waratah Street and Tillock Street, Haberfield.

Following resident and Committee discussion the Committee recommended:

THAT the detailed design plans for the raised pedestrian crossing, traffic calming devices, bicycle facilities and kerb blisters with associated signposting and line marking in Boomerang Street, Haberfield (as per plan Nos. 10013 & 10014) be deferred for further review and incorporate proposals for traffic calming under the Black Spot Program.

Site location & road network:

Street Name	Boomerang Street, Haberfield
Section (s)	Waratah Street to Crane Avenue
Carriageway width (m)	12.8m
Carriageway type	Two-way road with one travel lane and one parking lane in each direction.
Classification	Local
85 th Percentile speed (km/hr)	48.7 km/hr (27/5/15)
Vehicles Per Day (vpd-AADT)	7200

Reported Crash History (July 2012 – June 2017)	(1) At pedestrian crossing = 2 accidents. RUM code: 44, Parking vehicles – resulted in tow-away (21/5/13); RUM code: 71, Off road left => object – resulted in tow-away (26/5/17). (2) At Boomerang St and Crane Ave = 1 accident. RUM Code: 40, U-turn – resulted in tow-away (11/4/15). (3) At roundabout of Boomerang St, Dalhousie St & Waratah Sts = 5 accidents. RUM Code: 4 x 10, Cross Traffic. RUM Code: 0, Near side pedestrian – resulted in serious injury (21/5/14)
Heavy Vehicle Volume	3.5%
Parking arrangements	Unrestricted parking

The proposed works on Boomerang Street include the upgrade of an existing at-grade pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing, introduction of a widened pedestrian refuge, introduction of speed calming devices and upgraded bicycle facilities with associated line marking and signposting.

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

Plan 10041

Council has received funding through the Australian Government's Black Spot Program for the 2018-19 financial year to improve safety at the roundabout of Boomerang, Dalhousie and Waratah Streets. Funding of \$44,000 has been listed in the 2019/20 Capital Works Program for Traffic Facilities.

Plan 10013B

Funding of \$75,000 has been listed for the Pedestrian Crossing works in the 2018/19 Capital Works Program for Traffic Facilities.

Plan 10014

Funding of \$50,000 has been listed for the traffic calming devices and bicycle lane upgrade in the 2019/20 Capital Works Program for Traffic Facilities.

OTHER STAFF COMMENTS

Design Plan No. 10041.

This detailed design plan shown in **Attachment 1** outlines the proposed works at the intersection of Boomerang Street /Dalhousie Street/Waratah Street and includes the following treatments:

- Reconstructing the existing median in Boomerang Street, on the approach to the roundabout, to accommodate a wider pedestrian refuge
- Providing four (4) x asphalt speed cushions on each approach to the roundabout

Design Plan No.10013B.

This detailed design plan shown in **Attachment 2** outlines the proposed works on Boomerang Street at Loudon Avenue and includes the following treatments:

- Upgrading the existing at-grade pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing with landscaped kerb extensions

- Construction of landscaped traffic islands
- Construction of new kerb ramp
- Installation of associated linemarking and signage

There will be a gain of two parking spaces associated with converting the existing at-grade pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing.

Currently the pedestrian refuge in the existing crossing requires the edgeline to taper towards the kerbline in order to deflect southbound vehicles. In order to achieve this a 20m 'No Stopping' zone is provided on approach. The current proposal removes the refuge and instead allows construction of kerb extensions. The 'No Stopping' zone can therefore be reduced to 10m on the southbound approach to the pedestrian crossing, allowing two cars to park in front of No.7 Boomerang Street.

All current vehicular access to adjoining properties will be retained.

Council officers have considered two options for the reconstruction of the pedestrian crossing which included one design of the pedestrian crossing containing a pedestrian refuge and one design of the pedestrian crossing with kerb extensions and no pedestrian refuge. The option with kerb extensions has been chosen as the preferred treatment as it is the current standard for raised pedestrian crossings (rather than a refuge), provides improved sightlines between pedestrians and motorists, and creates a clear indication that pedestrians have priority through the entire length of the crossing.

Council officers also considered the relocation of the pedestrian crossing from the current location towards the roundabout at Boomerang, Dalhousie and Waratah Streets following feedback from a resident. The existing pedestrian (zebra) crossing was installed at the current location prior to 2000, to cater for school children travelling to the Dobroyd Point Public School from north of Boomerang Street. Relocating the crossing would reduce pedestrian amenity for the school. It should be noted that the raised pedestrian crossing will also improve the speed profile along Boomerang Street. As per design plan 10041, it is also proposed to separately improve pedestrian safety at the roundabout at the intersection of Boomerang, Dalhousie and Waratah Streets by providing a pedestrian refuge and managing traffic speeds through the intersection.

Design Plan No.10014.

This detailed design plan shown in **Attachment 3** outlines the proposed works on Boomerang Street (midblock between Loudon Avenue and Crane Avenue) outside No.22 Boomerang Street and includes the following treatments:

- Reconstruction of the existing traffic median island; reconstruction of landscaped kerb blisters
- Reconstruction of asphalt speed cushions with bicycle lanes
- Resurfacing the subject section of roadway
- Installation of associated linemarking and signage

The bicycle lane has been tapered to allow riders in the mixed traffic lane to ride around the traffic calming device, and then entering back into the mixed traffic lane. This proposed bicycle treatment is typical of other treatments on Boomerang Street and Dalhousie Street.

It has been noted that some of the bicycle symbols along the Boomerang Street route have faded and will be remarked accordingly to reflect the design intent of this device with the mixed

traffic route which were proposed following requests from the local bicycle user group (AshBUG).

All current vehicular access to adjoining properties will be retained.

Police and RMS have provided in-principal support for the 3 design plans listed.

PUBLIC CONSULTATION

A letter outlining this traffic improvement proposal was mailed out to the affected properties (52 properties) in Boomerang Street, Waratah Street and Dalhousie, Haberfield as indicated on the below plan, requesting residents' views regarding the proposal.



Design Plan Nos. 10041 10013B, and 10014:

A total of six (6) responses from five (5) properties were received in total for this proposal, four (4) responses were received in support of the proposal and two (2) responses were received against the proposal.

Residents' Comments	Officer Comments
June Consultation	
In the engagement undertaken in June 2018 residents commented that the location of the pedestrian crossing should be relocated closer to the roundabout at the intersection of Waratah Street, Dalhousie Street and Boomerang Street, and noise issues. In the engagement undertaken in June	The plans have since been reviewed and amended.

2018 residents also commented on their support for the previous proposals to raise the pedestrian crossing and install speed cushions along Boomerang Street.	
Current Consultation	
Residents in Boomerang Street commented on their support for the entire proposal shown in plans 10013B, 10014 and 10041.	Support noted.
A resident at the roundabout of Boomerang, Dalhousie and Waratah Sts commented on their support for proposals, particularly the speed cushions and the bicycle logos being placed centrally in the laneways.	Support noted.
A resident in Boomerang Street commented on their support for the proposal to improve safety for children in the area.	Support noted.
A resident commented that the pedestrian crossing is on a bus route and will impact on buses, which currently have a wheel base wider than the speed cushions used all the way along Dalhousie and Boomerang and would also pose major noise impacts.	<p>The proposed height of the pedestrian crossing will be specified as 75mm to 90mm high as it is located on a bus route, instead of the typical 100mm high as per the RMS technical directions.</p> <p>The ramps of the crossing will also be extended from 1.2m to 1.5m to create a more seamless transition from the existing road level over the proposed raised crossing which will reduce the noise impacts associated with a raised device whilst retaining a traffic calming impact.</p>

Item 4

<p>Residents commented that most foot traffic utilises the crossing point across Boomerang Street at the roundabout for pedestrians walking to and from Dobroyd Point Public School, as well as the shops and the Timbrell Park playground. A pedestrian crossing near the roundabout on Boomerang Street would provide better public safety and amenity. There would then be a bus stop and raised pedestrian crossing on one side of the roundabout, similar to Norton Street near William Street, Leichhardt. There are other locations where pedestrian crossings are in place next to roundabouts like Booth at Nelson Street, Annandale and intersection of Lords Road and Flood Street, Leichhardt.</p> <p>The residents also commented that Council should remove the existing pedestrian crossing and install a raised pedestrian crossing at 22 Boomerang Street instead of the proposed speed cushion. This new crossing would cater for pedestrians travelling to and from Dobroyd Public School from the northern end of Boomerang Street, as the existing pedestrian crossing does.</p>	<p>The existing pedestrian (zebra) crossing was installed at the current location prior to 2000, to cater for school children travelling to the Dobroyd Point Public School from north of Boomerang Street. Relocating the crossing would reduce pedestrian amenity for the school. It should be noted that the raised pedestrian crossing will also improve the speed profile along Boomerang Street.</p> <p>As per design plan 10041, it is also proposed to separately improve pedestrian safety at the roundabout at the intersection of Boomerang, Dalhousie and Waratah Streets by providing a pedestrian refuge and speed cushions to manage traffic speeds through the intersection.</p>
<p>Resident commented that due to the camber of the road, raising the crossing would result in a large drop at the gutter end of each side of the roundabout, creating pedestrian hazards.</p>	<p>The proposed raised pedestrian crossing would provide a pedestrian grate over the gutter so there will be no impact to the stormwater and pedestrians would be unaffected by the camber of the road.</p>

CONCLUSION

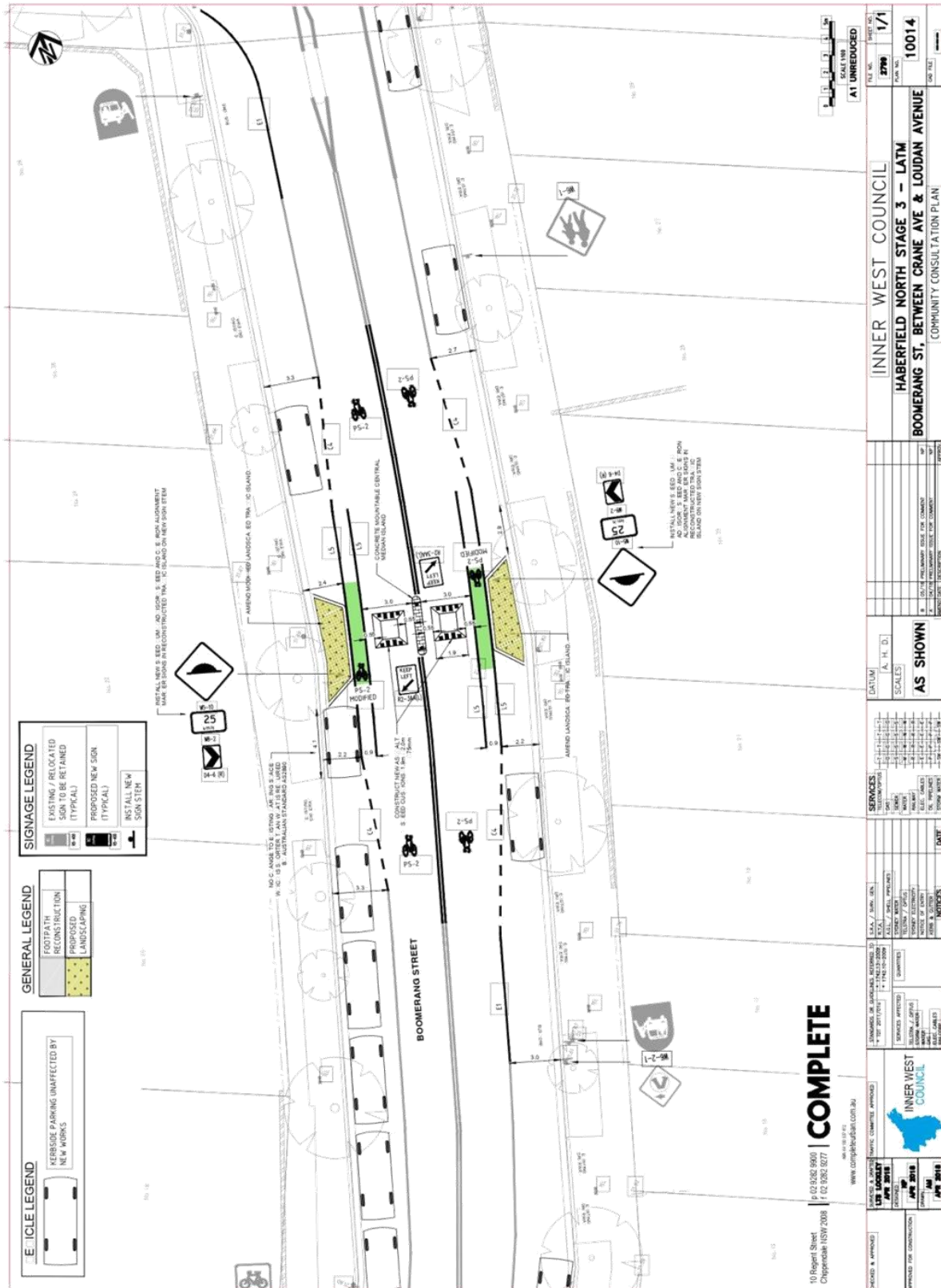
It is recommended that the detailed design plans of the proposed treatments and associated signs and line markings be approved, to improve conditions at these locations.

ATTACHMENTS

1. [↓](#) Plan 10041
2. [↓](#) Plans 10013B
3. [↓](#) Plans 10014







Item No: LTC0918 Item 5

Subject: Victoria Road at Leicester Street, Marrickville – Revised Proposed Kerb Extensions Design Plan – No.10016 (Marrickville Ward / Newtown Electorate / Inner West LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A revised design plan has been finalised for the proposed traffic calming improvements in Victoria Road at Leicester Street, Marrickville as part of the Marrickville East LATM study implementation. The revised proposal for kerb extensions with a new kerb and gutter alignment and associated signs and line markings will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Victoria Road and Leicester Street regarding the revised proposal. It is recommended that the revised proposed detailed design plan be approved.

In addition, pedestrian counts in Victoria Road at Leicester Street, Marrickville have been undertaken and RMS warrants for a pedestrian crossing cannot be met at this location; however, the proposed kerb blisters will facilitate safe crossing for pedestrians by reducing crossing widths providing pedestrians a shorter distance to cross the road.

RECOMMENDATION

THAT the design plan for the revised proposed kerb extensions with a new kerb and gutter alignment and associated signs and line markings in Victoria Road at Leicester Street, Marrickville (as per the attached design plan No. 10016) be APPROVED.

BACKGROUND

Design plans for traffic calming works in Victoria Road, at Leicester Street and at Bourne Street, Marrickville as part of the Marrickville East LATM study implementation were presented at the Local Traffic Committee (LTC) meeting held on 1 June 2018 - Item 9. The Committee members agreed with the Officer's recommendation with an additional recommendation to undertake pedestrian counts on Victoria Road.

COMMITTEE RECOMMENDATION - THAT:

"1. The design plans for the proposed kerb extensions with a new kerb and gutter alignment and associated signs and line markings in Victoria Road, Marrickville, at Leicester Street and at Bourne Street (as per design plan No. 10016) be APPROVED; and

2. Council Officers undertake an analysis to determine whether RMS warrants can be met for a marked pedestrian (zebra) crossing in Victoria Road at Leicester Street intersection."

Comments received from residents at the 1 June 2018 LTC meeting have also been reviewed and Council has improved the design of the proposed crossing facility at Victoria Road and Leicester Street, Marrickville to include a road narrowing device with kerb extensions which will improve pedestrian safety and control vehicle speeds in the area.

Presented in this report for consideration is the detailed revised design plan for Victoria Road at Leicester Street, Marrickville along with the results of the pedestrian counts and observation surveys in Victoria Road.

FINANCIAL IMPLICATIONS

Funding has been allocated in the current budget.

OFFICER COMMENTS

Site location & road network

Victoria Road, between Enmore Road and Bourne Street, is a local street which carries around 1,150 vehicles per day and has an 85th percentile speed of 39km/h. The carriageway is 12.8 metres wide and it is a two-way road with one travel lane in each direction. In addition to kerbside parking lanes there are 90 degree angle parking restrictions along the northern side of the road and unrestricted parking along the southern side of the road.

Leicester Street is a 12.8 metre wide dead end local street which carries around 185 vehicles per day. It has 90 degree angle, rear-to-kerb parking restrictions along the western side of the road and unrestricted parking along the eastern side of the road.



Observation of all road user activity during site inspections indicated a moderate interaction of pedestrian activity amidst light traffic activity. At both intersections there is adequate manoeuvring room for vehicles including Council waste vehicles and buses and turning paths are adequate. All road user activity observed was considered to be of a safe nature. Traffic volumes and 85th percentile speeds are low on Victoria Road and Leicester Street.

A review of the last five years of RMS reported crash data (July 2012 to June 2017) reveals no injury traffic crashes in the vicinity of the intersection of Victoria Road and Leicester Street, Marrickville.

Essentially, traffic data and site observations suggest that the existing traffic and parking configuration at the intersection of Victoria Road and Leicester Street, Marrickville is operating at an acceptable level. Sightlines are considered satisfactory on all legs on the intersection from all directions. Pedestrian crossing sight distances are also considered satisfactory at the intersection.

Pedestrian survey

Any formal pedestrian crossing facility in Victoria Road at Leicester Street, Marrickville would have to meet Roads and Maritime Services' (RMS) warrants for a pedestrian zebra crossing. The RMS Guidelines for Traffic Facilities states that;

"In order to establish the justification for the installation of a marked foot crossing a set of warrants has been established. A marked foot crossing should be considered for approval where;

- a) *the product of the measured pedestrian flow per hour (P) and the measured vehicular traffic flow per hour (V), PV, is equal to or greater than 60,000; **AND***
- b) *the measured flows, P and V are equal to or greater than 30 and 500 respectively; **AND***
- c) *the measured flows apply for three periods of one hour in any day."*

An external party conducted pedestrian verses vehicle counts in the morning and afternoon on 30 June 2018 to gauge whether the subject location would meet RMS warrants. The results of this investigation is summarised below and reproduced at the end of this report:

Period	Pedestrians (P)	Vehicles (V)	(P) X (V)
8.30 – 9.30am	13	133	1729
4.00 - 5.00pm	36	142	5112

(pph – pedestrians per hour, vph – vehicles per hour)

In addition, a pedestrian observation survey was undertaken in the locality of Victoria Road and Leicester Street, Marrickville on Tuesday 21 August 2018 during the lunch hour peak. Numbers of both vehicles and pedestrians fall well short of the RMS requirements for a formalised pedestrian crossing facility on any legs of the intersection.



The traffic survey data collected indicates that the site does not meet the above warrants for a marked foot crossing. Crossings where pedestrian volumes are low should be avoided as motorists don't expect pedestrians; therefore, the risk of an incident is higher. In these cases shifting the onus to pedestrians by the provision of facilities such as pedestrian refuges is a safer option.

Furthermore, survey results and site observations reveal that the present pedestrian movements across Victoria Road in the vicinity of Leicester Street are considered satisfactory at this time and RMS warrants cannot be met at the subject location at this time.

Revised design plan

Council has now improved the design of the proposed crossing facility at Victoria Road and Leicester Street, Marrickville to include a road narrowing device with kerb extensions which will improve pedestrian safety and control vehicle speeds in the area.

It is noted that following the introduction of the road narrowing device with kerb extensions on Victoria Road at Leicester Street, the proposal would result in the loss of three on-street parking spaces. The plans for Victoria Road and Bourne Street remain unchanged and as such these plans have not been included in the latter consultation letter. Please refer to the attached photographs and plans for more details.

The proposed works include:

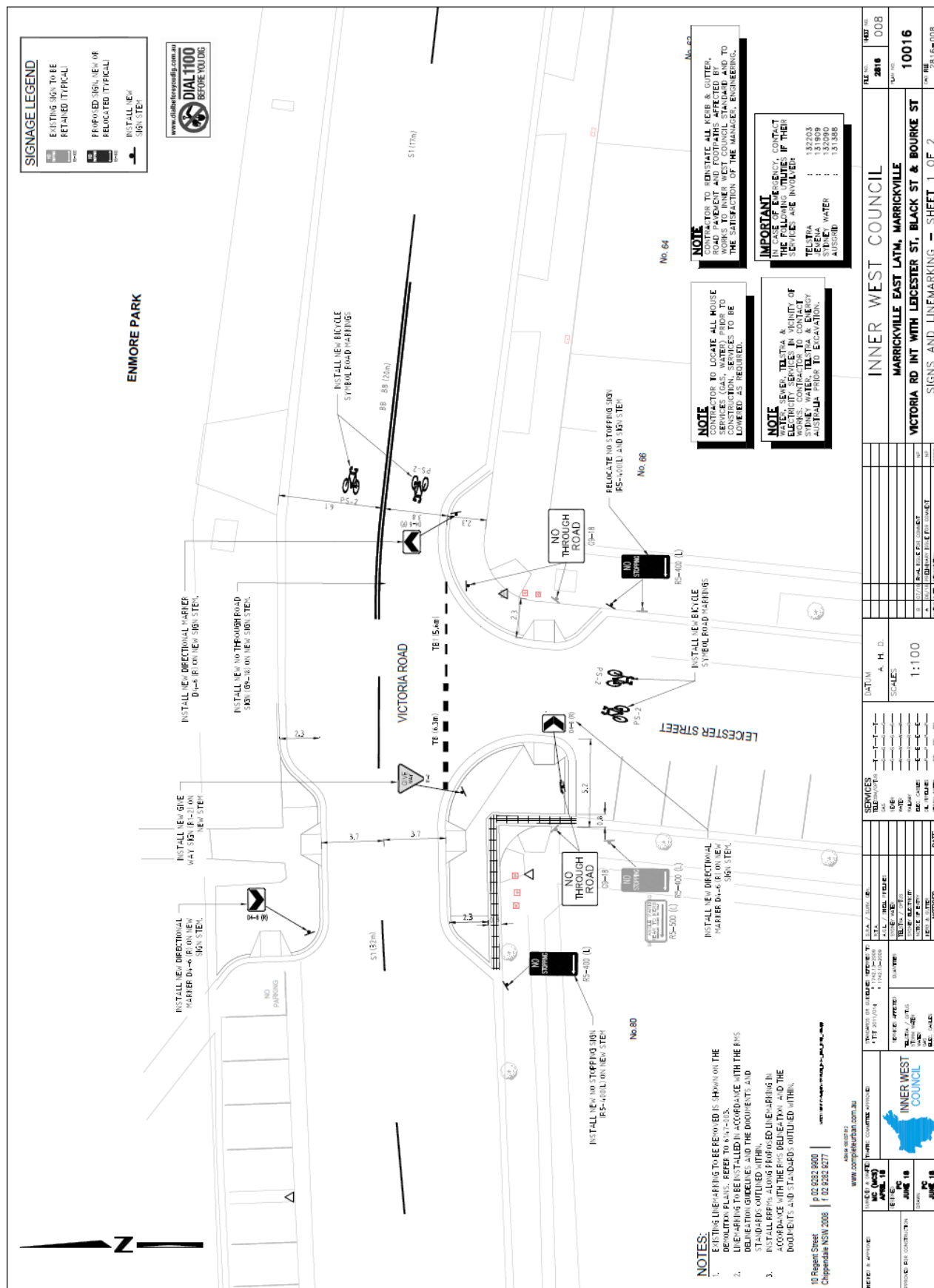
- constructing landscaped kerb extensions in Victoria Road at Leicester Street to reduce the crossing distance for pedestrians;
- reconstructing footpath near the kerb extensions;
- constructing kerb ramps at the kerb extension locations;
- installing all associated signage, replacing any damaged signs and repairing faded linemarkings;
- Painting new bicycle symbols.
- Resurfacing the road in the vicinity of the works.

All current vehicular access to adjoining properties will be retained.



Victoria Road at Leicester Street, Marrickville





PUBLIC CONSULTATION

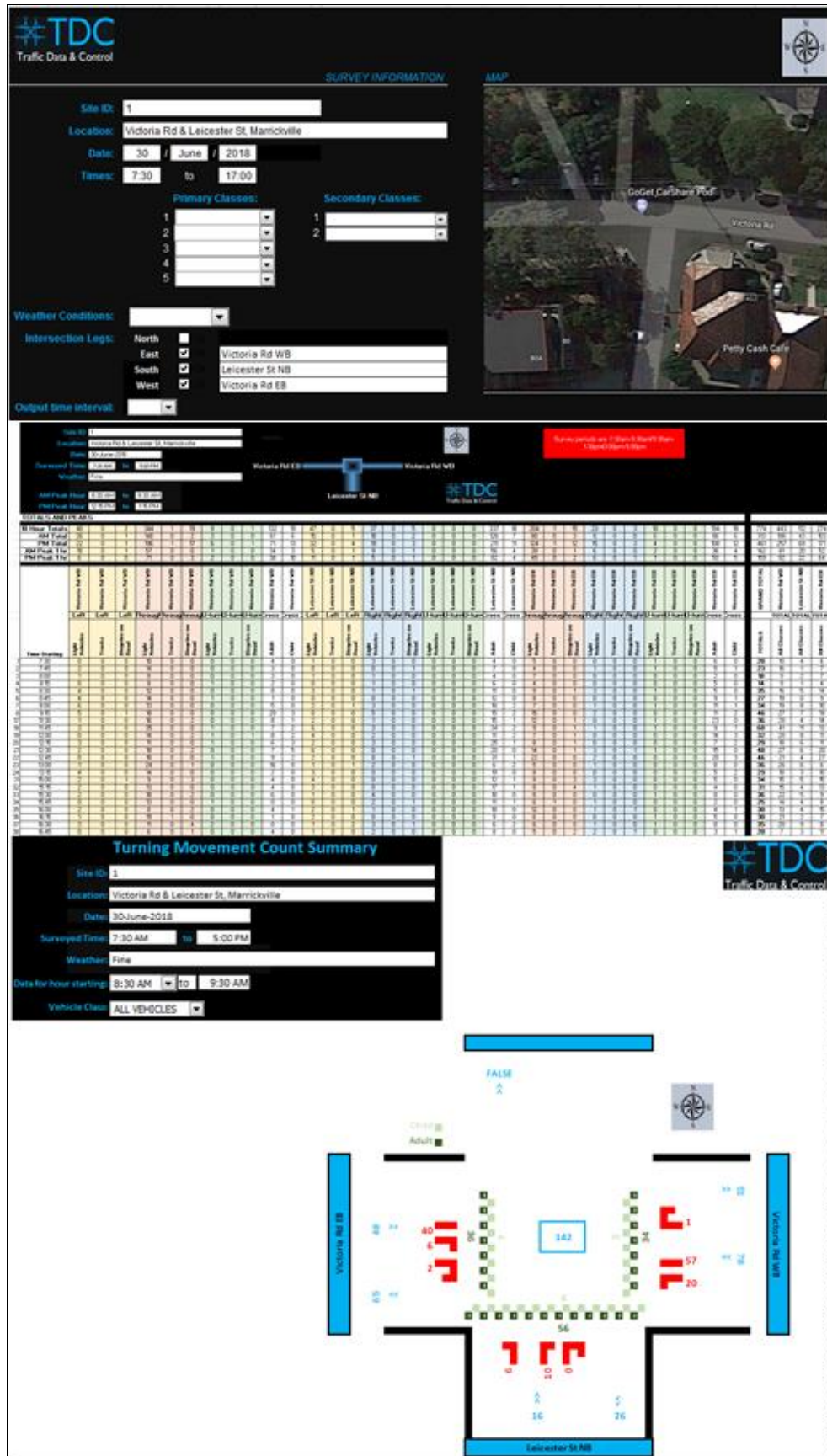
A second consultation letter was sent out for the revised works proposed for the intersection of Victoria Road and Leicester Street, Marrickville on 2 August 2018 and closed on 24 August 2018.

Two (2) responses were received regarding this revised proposal and are summarised below:

Residents' Comments	Officer's Response
Residents requested a pedestrian crossing in Victoria Rd at Leicester Street.	Counts including vehicle and pedestrian counts were undertaken for Victoria Road within the vicinity of Enmore Park at Leicester Street. These do not meet the RMS warrant for a pedestrian zebra crossing. Therefore, the kerb extensions proposed act as an alternative pedestrian crossing facility which can be retrofitted with a pedestrian zebra crossing in the future if the location does meet RMS warrants.

CONCLUSION

It is recommended that the revised detailed design plan of the proposed kerb extensions with a new kerb and gutter alignment and associated signs and line markings at the intersection of Victoria Road and Leicester Street, Marrickville be approved, to improve pedestrian safety and traffic conditions at this locality.



Nil.

Item No: LTC0918 Item 6

Subject: Pedestrian Safety - Balmain East Transport Interchange - Darling Street, Balmain East (Balmain Ward / Balmain Electorate / Leichhardt LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Concerns have been raised regarding pedestrian safety at the Balmain East Transport Interchange. In order to address these concerns it is proposed to relocate and redesign the existing pedestrian ramps to provide a diagonal crossing point which would improve sight distance for pedestrians and motorists.

RECOMMENDATION

THAT:

1. The 15m of the existing 'Bus Zone' restrictions on the northern side of Darling Street, immediately west of the dead-end be signposted as 'Bus Zone 2 Minutes Parking Maximum';
2. That the existing pedestrian ramp on the northern footpath of Darling Street, east of Weston Street opposite be relocated approximately 10m east; and
3. That the existing pedestrian ramp on the southern footpath of Darling Street, east of Weston Street be redesigned to allow the ramp grade to match the new direction of travel to the relocated pedestrian ramp on the northern footpath.

BACKGROUND

Council has received concerns regarding the placement of the existing pedestrian ramps across Darling Street at the Balmain East transport interchange. The ramps provide a pedestrian crossing point from the Ferry Wharf accessed by the northern footpath of Darling Street to the Bus Stop on the southern footpath (Stop 204133).

The existing pedestrian access arrangement was constructed as part of the Balmain East Transport Interchange Upgrade completed in 2016. The pedestrian ramps across Darling Street assist in providing step free access between the Ferry Wharf and the Bus Stop on the southern footpath/kerb extension.

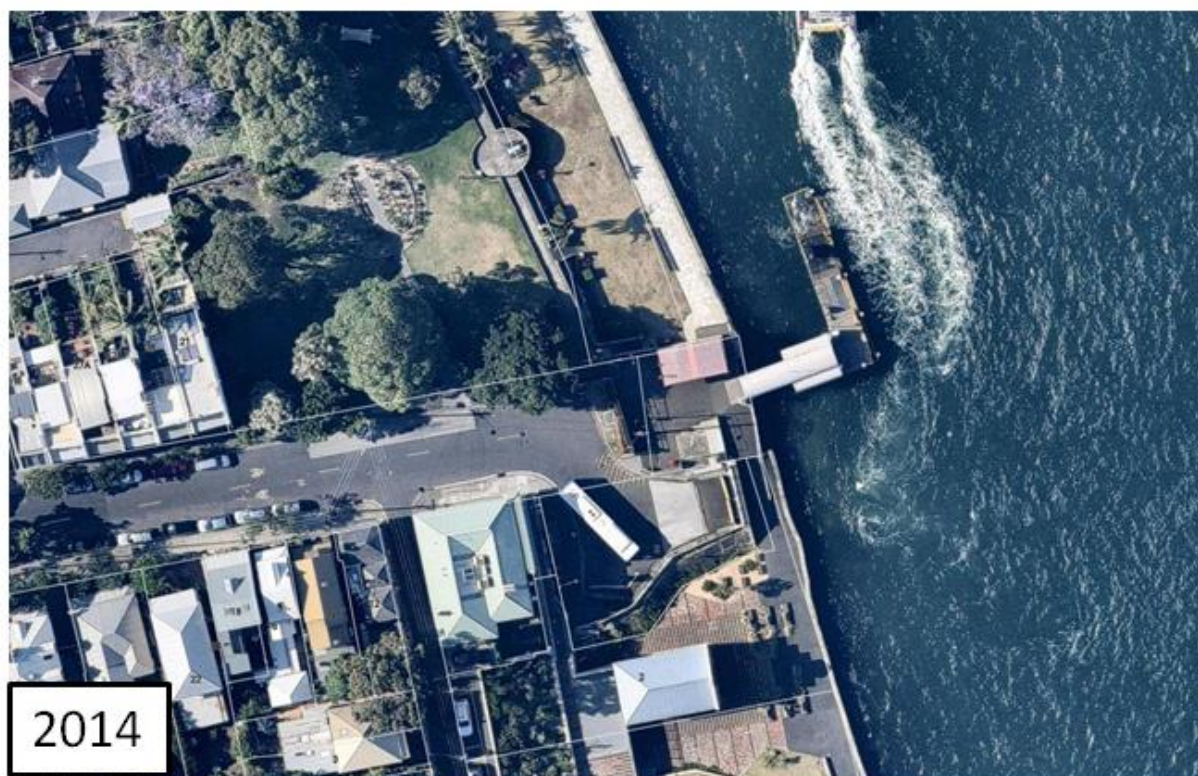


Figure 1: Balmain Transport interchange prior to upgrade

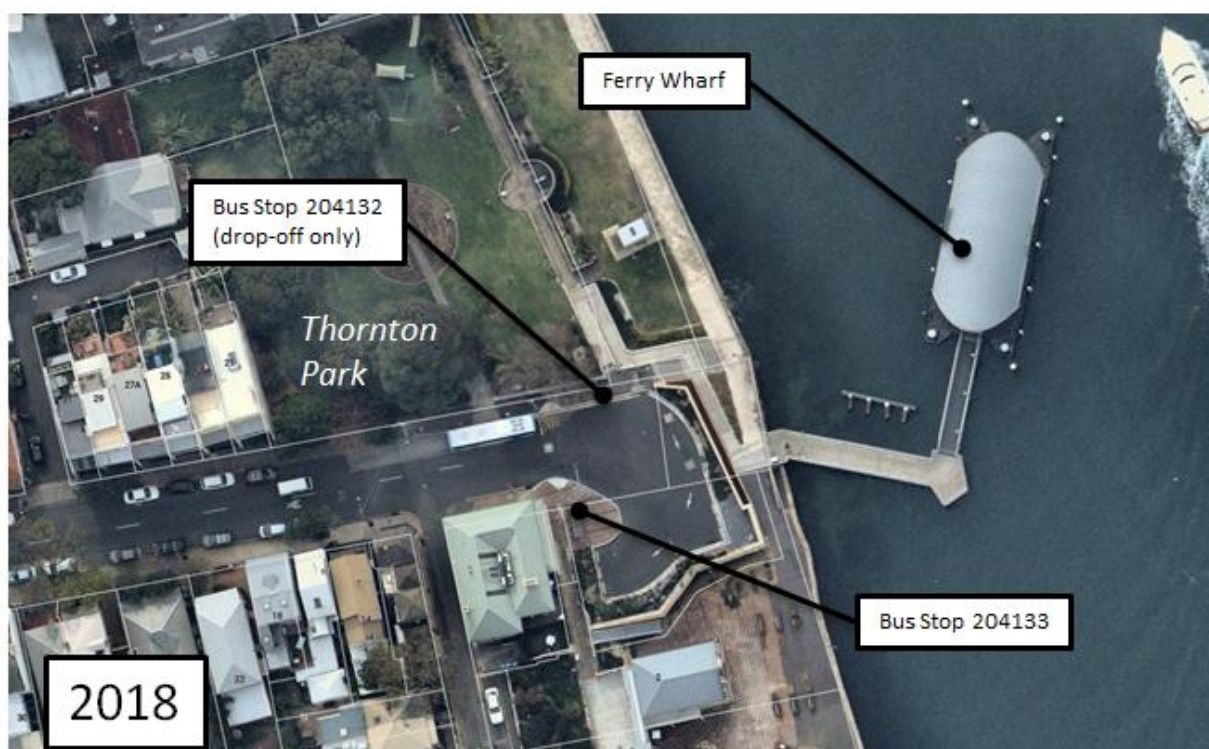


Figure 2: Balmain Transport interchange following upgrade

The northern side of Darling Street adjacent to Thornton Park is signposted as a 'Bus Zone' and can accommodate a layover area for 2 buses (approx. 36m) with an additional bus drop-off area (approx. 15m) on the eastern end. This eastern most bus space is only used by buses dropping passengers off prior to utilising the bus turning circle to leave the Transport Interchange. Buses do not layover at this location as it may prevent other buses utilising the

bus turning circle. This restriction is only indicated by linemarking at the end of the layover area which states “no bus parking beyond this point”.

Buses picking up passengers at the Transport Interchange do so from the kerb extension on the southern side of Darling Street where there is sufficient space to accommodate a bus shelter and any overflow of bus patrons awaiting pick-up.

The Balmain East Transport Interchange currently services bus routes; 442, 444 & 445 and ferry route F4.



Figure 3: Existing Conditions – looking southwest toward bus stop 204133

FINANCIAL IMPLICATIONS

This project will be funded from Council’s operational budget.

OTHER STAFF COMMENTS

The existing pedestrian ramps provide the shortest crossing distance between the northern and southern footpaths of Darling Street; however, sightlines are often restricted by buses utilising the layover area. The ramps are also not on the pedestrian desire line between the Ferry Wharf and Bus Stop (see photo above).

An on-site meeting was held between Council and Transit Systems officers in August 2018 to explore opportunities to improve pedestrian conditions at this location.

In order to improve pedestrian safety at this location, it is proposed to relocate and redesign the pedestrian ramps to provide a diagonal crossing path. Although this lengthens the crossing distance from 9m to 14m, the arrangement will improve sightlines as buses do not layover in the eastern-most space. This proposed arrangement may provide an approach sight distance of up to 20m as shown in **Figure 4**.

Site observations have shown that this crossing path would also align with the pedestrian desire line between the Ferry Wharf and southern Bus Stop.

Proposed ramps on both sides of Darling Street would be designed to align with one another and direct pedestrians along the proposed diagonal direction of travel.

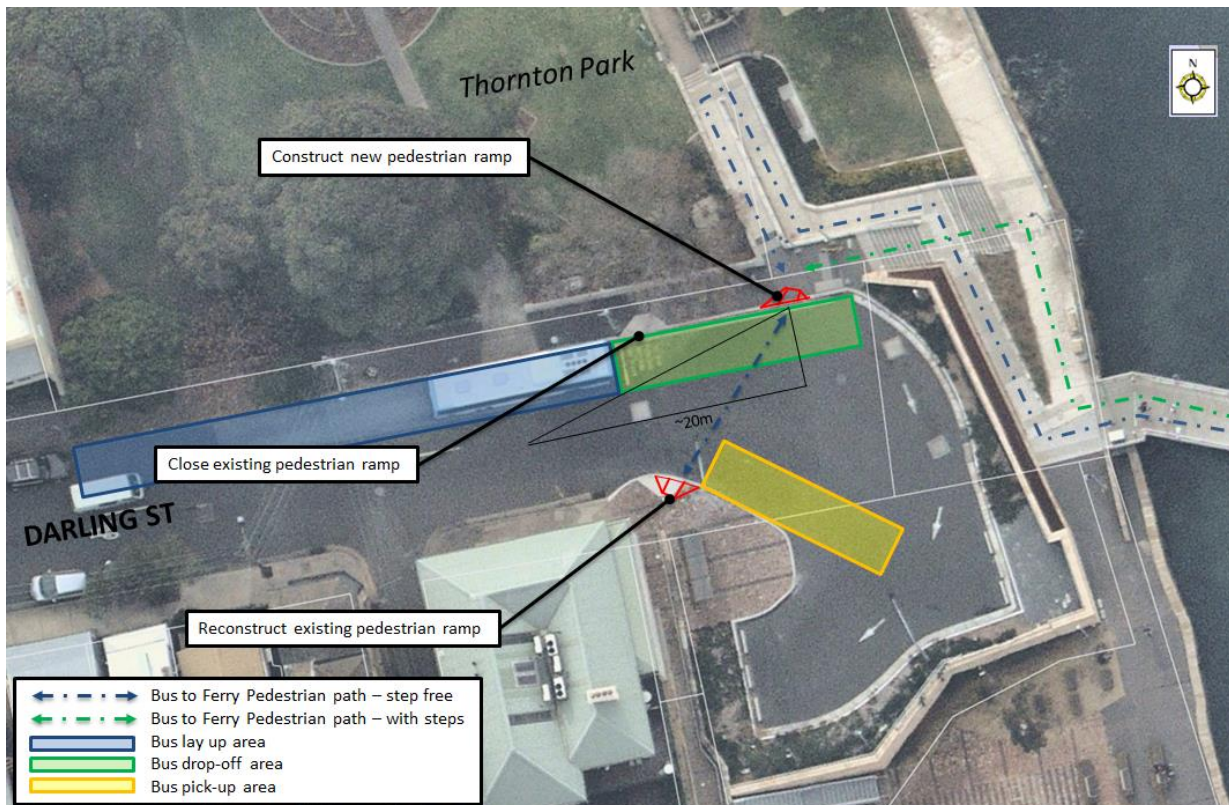


Figure 4: Proposed modification to pedestrian conditions

A copy of Figure 4 was forwarded to Transit Systems and in-principal support was received for the proposed relocation and redesign of the pedestrian ramps.

PUBLIC CONSULTATION

Nil.

CONCLUSION

In order to improve pedestrian safety at the Balmain East Transport Interchange, it is proposed to relocate and redesign the existing pedestrian ramps to provide a diagonal crossing point. This provides improved sight lines for pedestrians and minimizes conflict with vehicles.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 7

Subject: Edgar Street, Tempe - Proposed '2P Permit Holders Excepted' Parking (Marrickville Ward/Hefron Electorate/Inner West LAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A petition was received from residents requesting permit parking be introduced in Edgar Street, Tempe. Council undertook parking surveys and consultation with all affected residents and owners. As a result of the investigations, Council is now proposing a permit parking scheme in Edgar Street, Tempe to increase parking opportunities for residents.

RECOMMENDATION

THAT conversion of unrestricted parking to '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M18' in Edgar Street, Tempe (southern side) between Unwins Bridge Road and the cul-de-sac, be approved.

BACKGROUND

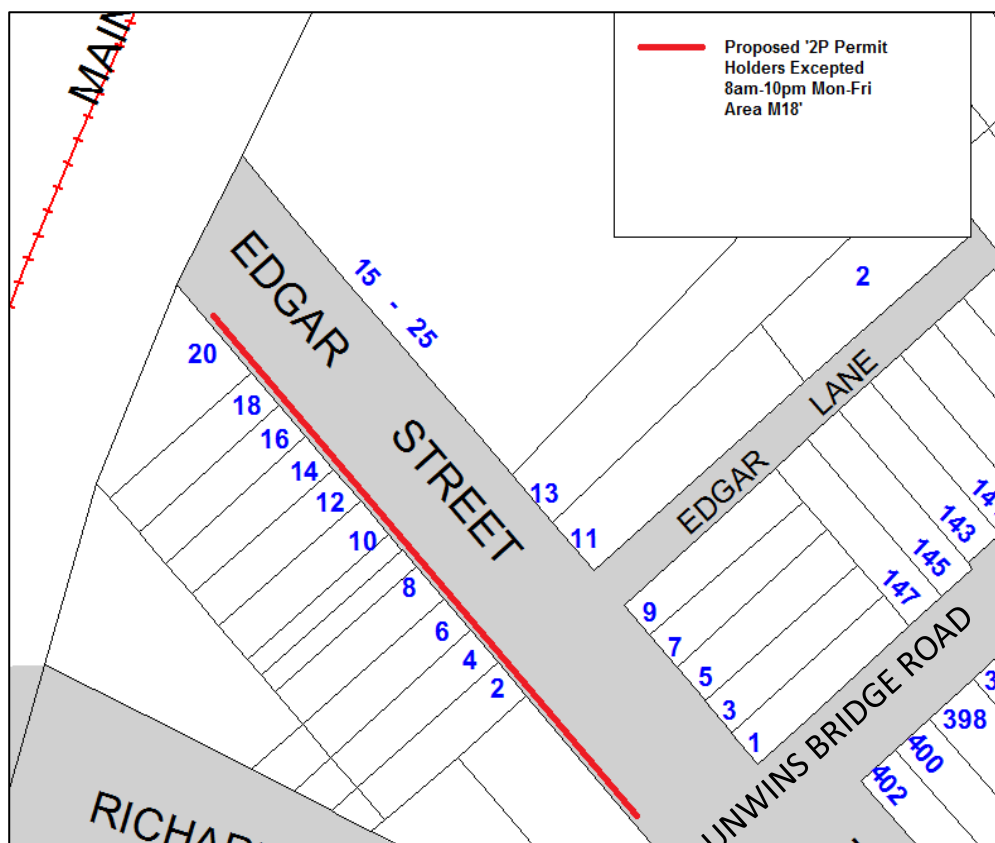
Council considered parking in Tempe including Edgar Street as part of the Tempe Parking Study in 2012. At that time there was insufficient support from residents of Tempe for the introduction of permit parking restrictions. Council Officers received a petition from residents of Edgar Street in late 2017 raising concerns with the availability of parking in Edgar Street. As a result of a petition received, parking surveys undertaken and results of the community engagement process, Council is now proposing to implement '**2P Permit Holders Excepted 8:30am-10pm Mon-Fri Area M18**' restrictions in Edgar Street Tempe (southern side). See **Figure 1** below.

Edgar Street is a cul-de-sac located off the northern side of Unwins Bridge Road, near Richardsons Crescent. It is 105 metres in length. On the northern side of Edgar Street is the intersection with Edgar Lane. Residents have complained that there is a parking impact from the multi-unit development known as 'The Quarry' at 15-25 Edgar Street.

Relevant excerpts from the *Part B Conditions of Consent* from the *Modified Land and Environment Court Order 10554 Of 2009* are provided below.

7. All parking spaces being used exclusively for parking and not for storage or any other purpose.
Reason: To ensure adequate manoeuvrability to all car parking spaces and that the spaces are used exclusively for parking.

13. Owners and occupants of the proposed building shall not be eligible for any existing or future resident parking scheme for the area. The person acting on this consent being responsible to advise any purchaser or prospective tenant of this condition.
Reason: To ensure the development does not reduce the amount of "on street" parking currently available.


Figure 1: Proposed parking restrictions in Edgar Street

Parking Surveys

Initial parking surveys were undertaken by Council in April 2018. The results of that survey are detailed in **Table 1** below. The survey showed that there was a high occupancy during the day (80% or higher).

Table 1: Parking Occupancy Survey Edgar Street April 2018

DATE:	11/04/2018		SIDE:	SOUTH
DAY:	WEDNESDAY			
STREET:	EDGAR STREET, TEMPE			
BETWEEN:	UNWINS BRIDGE ROAD & END			
TOTAL No. of Spaces	15			
No. of Spaces Occupied	14	12	12	13
	7.00AM	11.00AM	2.00PM	5.00PM
% OCCUPIED	93.33%	80.00%	80.00%	86.67%
DATE:	11/04/2018		SIDE:	NORTH
STREET:	EDGAR STREET, TEMPE			
BETWEEN:	END & UNWINS BRIDGE ROAD			
TOTAL No. of Spaces	11			
No. of Spaces Occupied	10	9	9	7
	7.00AM	11.00AM	2.00PM	5.00PM
% OCCUPIED	90.91%	81.82%	81.82%	63.64%

Further surveys undertaken in June 2018 indicated that there is up to 80% parking occupancy rate during the day and that the evening occupancy is very high on the Thursday at an average of 97% and moderately high on the Tuesday with an average of 77%. The results of the June 2018 parking surveys are detailed in See **Table 2** below.

Table 2: Parking Occupancy Surveys Edgar Street June 2018

Thursday 21st June 2018		8:00 AM		12:00 PM		4:00 PM		8:00 PM		Avg Spaces Occupied 8:00am - 8:00pm	Max Spaces Occupie d 8:00am - 8:00pm
Description	Supply	Occ	%	Occ	%	Occ	%	Occ	%		
Edgar St from Unwins Bridge Rd to Edgar Lane	5	2	40%	2	40%	2	40%	5	100%	3	5
Edgar St from Edgar Lane to street end	11	7	70%	7	70%	7	70%	10	100%	8	10
Edgar St from end of street to Unwins Bridge Rd	15	12	80%	11	73%	12	80%	14	93%	12	14
Grand Total	31	21	70%	20	67%	21	70%	29	97%	23	29

Tuesday 26th June 2018		8:00 AM		12:00 PM		4:00 PM		8:00 PM		Avg Spaces Occupied 8:00am - 8:00pm	Max Spaces Occupied 8:00am - 8:00pm
Description	Supply	Occ	%	Occ	%	Occ	%	Occ	%		
Edgar St from Unwins Bridge Rd to Edgar Lane	5	2	40%	5	100%	4	80%	1	20%	3	5
Edgar St from Edgar Lane to street end	11	5	50%	4	40%	6	60%	9	90%	6	9
Edgar St from end of street to Unwins Bridge Rd	15	13	87%	9	60%	12	80%	13	87%	12	13
Grand Total	31	20	67%	18	60%	22	73%	23	77%	21	23

FINANCIAL IMPLICATIONS

The cost for the supply and installation of the signposting can be funded from Council's operational budget for signs and line marking.

PUBLIC CONSULTATION

A petition received by Council seeking permit parking for residents in Edgar Street stated that, "Since the arrival of 'The Quarry' (many townhouses) on the north side of Edgar Street, their cars, and the cars of their visitors make parking a difficult task. Many of us have to park in alternate streets on the other side of Unwins Bridge Road which creates a challenge/safety hazard when you have shopping and children in tow."

In order to consult with affected residents and owners, on 16 July, 2018, Council sent sixty one (61) surveys to owners and occupiers of affected residences with a closing date for submissions of 6 August 2018. Recipients were advised that the matter would be considered at the Local Traffic Committee of 4 September 2018 and at the Council meeting of 25 September 2018. (Seventeen of those surveys were sent to single unit households in Edgar Street/Edgar Lane and the remaining surveys were sent to the multiunit dwellings and owners of properties in the subject streets.)

Fifteen (15) single unit dwellings of the total seventeen (17) single unit dwellings in Edgar Street/Edgar Lane responded to the survey (88%). This response rate of 88% exceeds the threshold for response rate of the 30% of households required for consideration of permit parking schemes, as per Council guidelines. Of the fifteen (15) responses, eleven (11 – 73%) supported the proposal and four (4 – 27%) objected.

There were five (5) responses from the units at 15-25 Edgar Street, and of those, two (2) were in support of the proposal and three (3) objected.

Taking these responses into account the total response of 20 surveys; thirteen (13 - 66%) supported the proposal and seven (7 - 33%) objected. The support rate is above the 65% of respondents as per Council guidelines.

	Resident Comments	Officer Comments
Support	<p>Residents comment that there is insufficient parking especially during the evening.</p> <p>Also, there is concern that when there is no parking available in Edgar Street, parking has to be sought in streets on the eastern side of Unwins Bridge Road. There are few pedestrian facilities to assist in the safe crossing of Unwins Bridge Road especially for those carrying groceries/with children.</p>	<p>Introducing permit parking from 8am-10pm on one side of Edgar Street will provide opportunities for residents who are eligible for permits, however since it is likely that the demand is to a certain extent generated by residents of Edgar Street and Unwins Bridge Road, the proposed restrictions will probably only partially address the parking demand in Edgar Street</p>
Object	<p>Those residents who objected stated that there was no difficulty in finding parking and that introducing permit parking would make parking for visitors difficult.</p>	<p>The proposal is to introduce permit parking on one side of the street only. This will allow for unrestricted parking on the other side for visitors, and those who are not eligible or do not wish to participate in the scheme</p>
	<p>Several residents of 15-25 Edgar Street objected to the proposal indicating that this would make parking more difficult.</p>	<p>The <i>Conditions of Consent</i> for the development state that parking by residents of the development should not “reduce the amount of “on street” parking currently available.” (See relevant documentation)</p>

CONCLUSION

The parking occupancy survey results indicate that there is up to 80% parking occupancy rate during the day and that the evening occupancy is very high on the Thursday at an average of 97% and moderately high on the Tuesday with an average of 77%.

The response rate and the level of support for the proposal are sufficient to warrant the consideration of the permit parking proposal.

There are fifteen (15) parking spaces on the southern side of Edgar Street which would be designated as ‘2P Permit Holders Excepted 8am-10pm Monday to Friday. The balance between the number of permits issued and the number of parking spaces available should be considered as Council cannot issue more permits than there are spaces available as this would undermine the effectiveness of any proposed scheme.

Therefore, the proposal is supported noting that given the limited number of parking spaces available and the high level of demand in the evening hours, the proposal will ameliorate the existing parking difficulties to a limited extent as the demand is likely a result of there being more residents seeking parking than there are spaces available.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 8
Subject: Blamire Lane, Marrickville - Proposed 'No Parking ' (Marrickville Ward/Summer Hill Electorate/Inner West LAC)
Prepared By: Mary Bailey - Parking Planner
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received representations seeking parking restrictions in Blamire Lane. Concerns have been expressed by residents regarding access and safety issues at the intersection of Unnamed Lane and Blamire Lane. It is proposed to implement 'No Parking' in Blamire Lane (both sides) and Statutory 10m 'No Stopping' restrictions at Blamire Lane and the unnamed lane in order to improve access and safety. The results from the community consultation process indicated that there is support for a proposal to install 'No Parking' and 'No Stopping' restrictions in Blamire Lane.

RECOMMENDATION

THAT:

1. **'No Parking' restrictions be installed in Blamire Lane (both sides) between unnamed lane and the rear of property no 34-36 Grove Street, and**
2. **'No Stopping' signs be installed in Blamire Lane (both sides) from the intersection of the Unnamed Lane for the statutory distance of 10m.**

BACKGROUND

Following representations from the community, Council is proposing to implement 'No Parking' and 'No Stopping' restrictions in Blamire Lane, Marrickville.

Permit parking restrictions are currently in place on one side of the street only in Schwebel Street and Grove Street - Area M2. (See **Figure 1**). This ensures there is unrestricted parking available for residents, visitors and those who are not eligible or do not wish to participate in the scheme. There are also a number of multi-unit dwellings in Schwebel Street which have access to off-street parking from Blamire Lane.

It should be noted that when vehicles are parked directly opposite a garage entrance in laneways, ingress/egress can be extremely difficult. 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.

Given the need to provide clear vehicular access through the laneway and to off-street car parking facilities; and to provide continuity and consistency of existing parking restrictions, it is recommended that full-time 'No Parking' restrictions be approved. Also, to improve safety, ingress and egress at the unnamed lane and Blamire Lane, it is proposed to implement 10m Statutory 'No Stopping' (See **Figure 1**).

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.

Blamire Lane is 4.5m wide. The *Laneway Guidelines* 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 4.5m wide. Therefore, according to Council’s Laneway Guidelines Blamire Lane is not wide enough to cater for parking, it is considered that the proposal to implement ‘No Parking’ restrictions as recommended will provide improved access to off-street parking and also allow for the passage of vehicles, including service vehicles. The proposal is illustrated in **Figure 1** below.

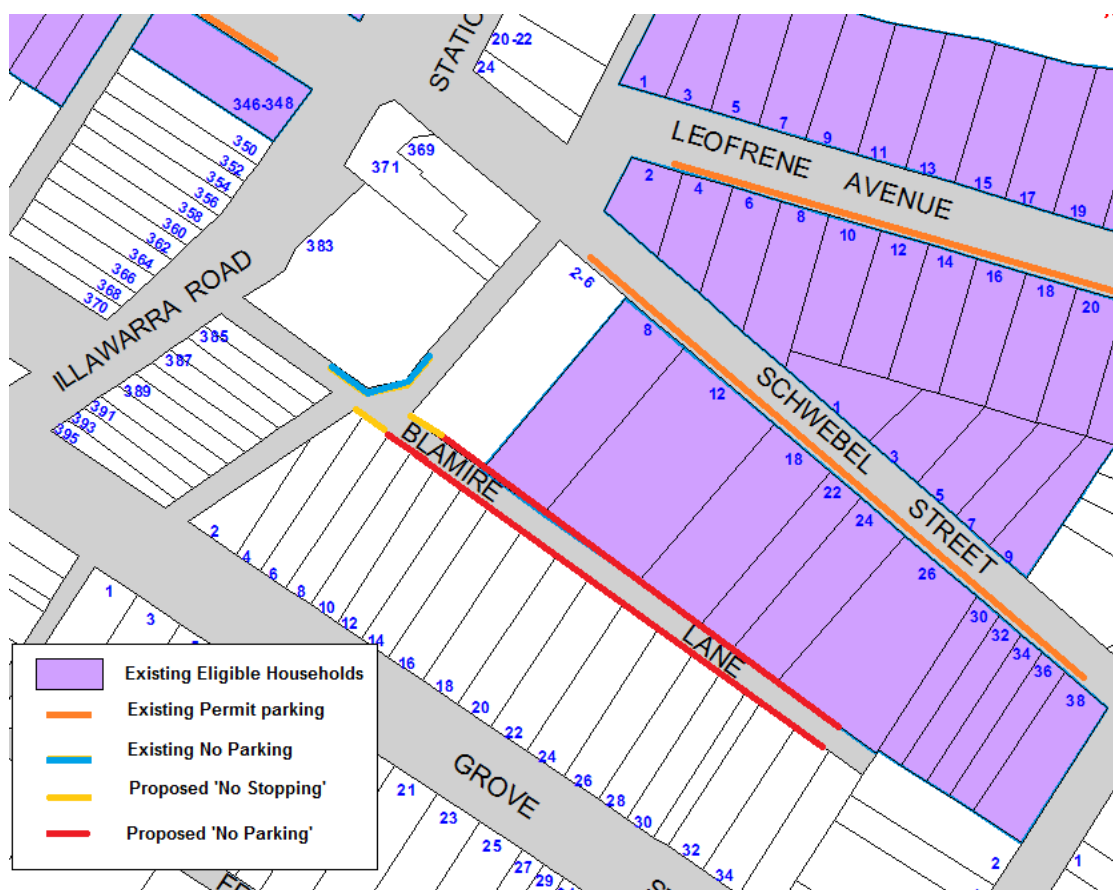


Figure 1: Existing and proposed restriction – Blamire Lane, Marrickville

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the ‘No Parking’ and ‘No Stopping’ signage can be funded from Council’s operational budget.

PUBLIC CONSULTATION

There have been a number of historical complaints from residents who have expressed concerns that their access to off-street parking in Blamire Lane is obstructed by parked vehicles. Some measures have been taken including marking of driveways; however, the complaints have persisted.

As a result of the ongoing complaints, Council carried out a consultation on the proposed 'No Parking' solution with affected residents and owners. See **Figure 2** for the distribution list for the consultation letters. One hundred and seventy four (174) letters were sent to owners and occupiers for all affected properties in Grove Street and Schwebel Street. A total of nine (9) responses were received. One (1) of the respondents objected to the proposal and eight (8) supported the proposal. Of the eight (8) that supported the proposal one (1) did not provide an address.

Response	Number	Comment	Council Officer response
Object	1	<p>Objector cited the following reasons</p> <ol style="list-style-type: none"> 1. Even though the objector has off-street parking, the objector expressed concern for residential development in the area and the difficulty others have in finding parking. 	Residential development in the area is carried out according to Council's DCP and parking provided in accordance with the DCP provisions. Given the narrowness of the laneway, the support for the proposed restrictions, it is recommended to proceed with the proposal.
Support	8	<p>Supporters cited the following reasons</p> <ol style="list-style-type: none"> 1. Access to off-street parking 2. Access for other vehicles through the laneway (including rubbish trucks). Three (3) respondents specifically noted the difficulty rubbish trucks experience as a result of parked vehicles in the laneway. 	These issues are addressed through the report.

All residents in properties having a boundary with Blamire Lane will be advised prior to the installation of signage.

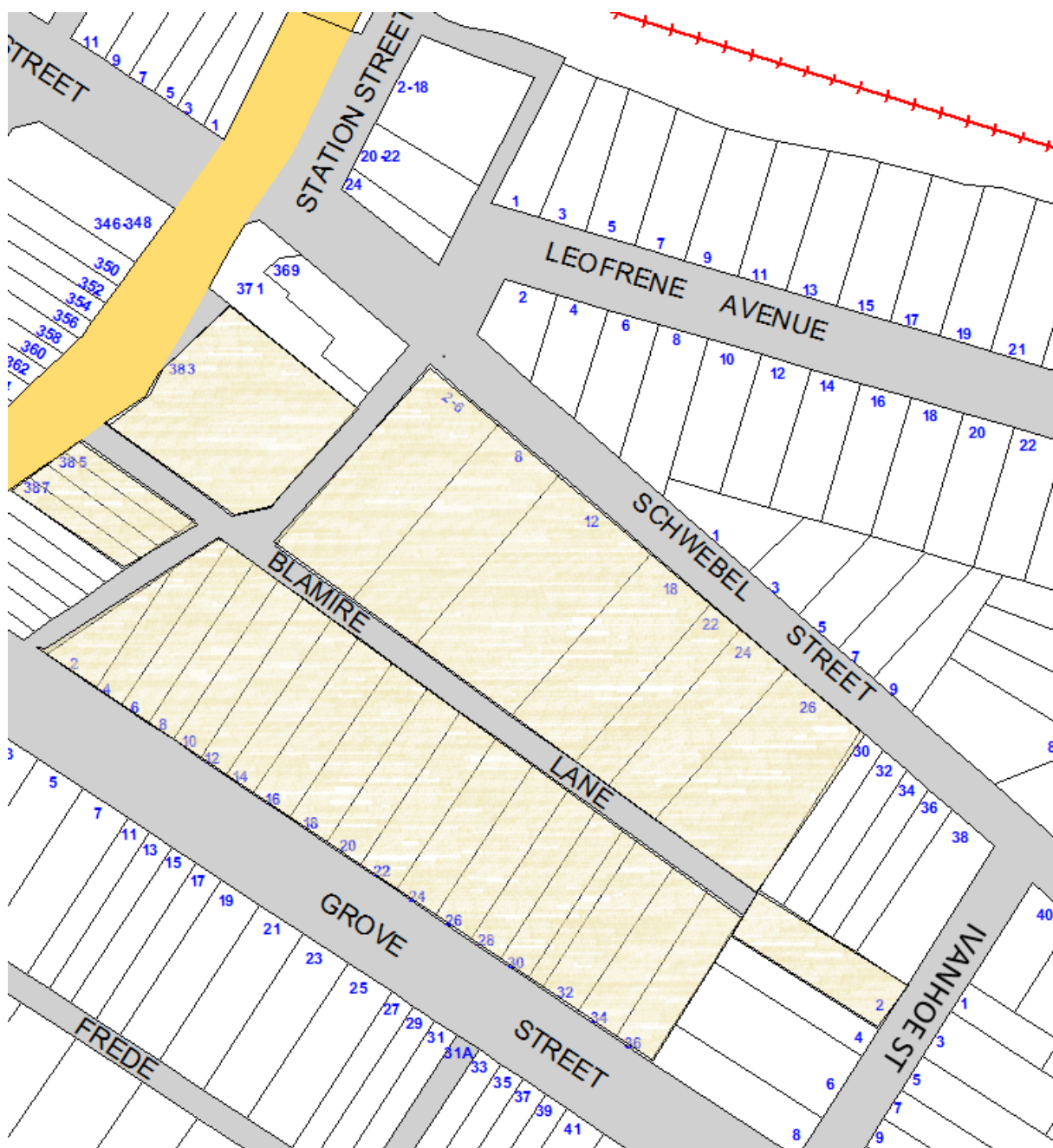


Figure 2: Mailing list for community consultation

CONCLUSION

Given the narrow width of the laneway and request from a resident to allow for access to off-street parking, it is recommended that parking be restricted in Blamire Lane, Marrickville.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 9

Subject: Rowley Lane, Camperdown - Proposed 'No Parking' restrictions(Stanmore Ward/Newtown Electorate/Inner West LAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following community representations, Council is proposing to convert 'unrestricted' parking' in Rowley Lane to 'No Parking'. Community consultation has been carried out and the proposal has been assessed against the current Laneway Guidelines (December 2015). Given the narrowness of the lane, reported damage by service vehicles and the obstruction to off-street parking spaces by parked vehicles, it is recommended to restrict parking in Rowley Lane, Camperdown.

RECOMMENDATION

THAT the proposal to install 'No Parking' restrictions in Rowley Lane (both sides) between Kingston Lane and St Marys Lane be approved.

BACKGROUND

Following representations from the community, Council is proposing to implement 'No Parking' restrictions in Rowley Lane, Camperdown.

While parking is at a premium in the area, there is some unrestricted parking available. Permit parking restrictions are in place on one side of the street only in Rowley Street and Marmion Street - Area M3. See **Figure 1** below. This ensures there is unrestricted parking available for residents, visitors and those who are not eligible or do not wish to participate in the scheme.

When vehicles are parked directly opposite a garage entrance, ingress/egress can be extremely difficult. 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.

Given the need to provide clear vehicular access through the laneway and to off-street car parking facilities; and to provide continuity and consistency of existing parking restrictions, it is recommended that full-time 'No Parking' restrictions be approved. (See **Figure 1**).

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.

Rowley Lane is 4.5m wide. 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 complaints that access to off-street parking is being restricted because of parking in the laneway. It is considered that the proposal to implement 'No Parking' restrictions as recommended will provide improved access to off-street parking and also allow for the passage of vehicles including service vehicles.

The proposal is illustrated in **Figure 1** below.

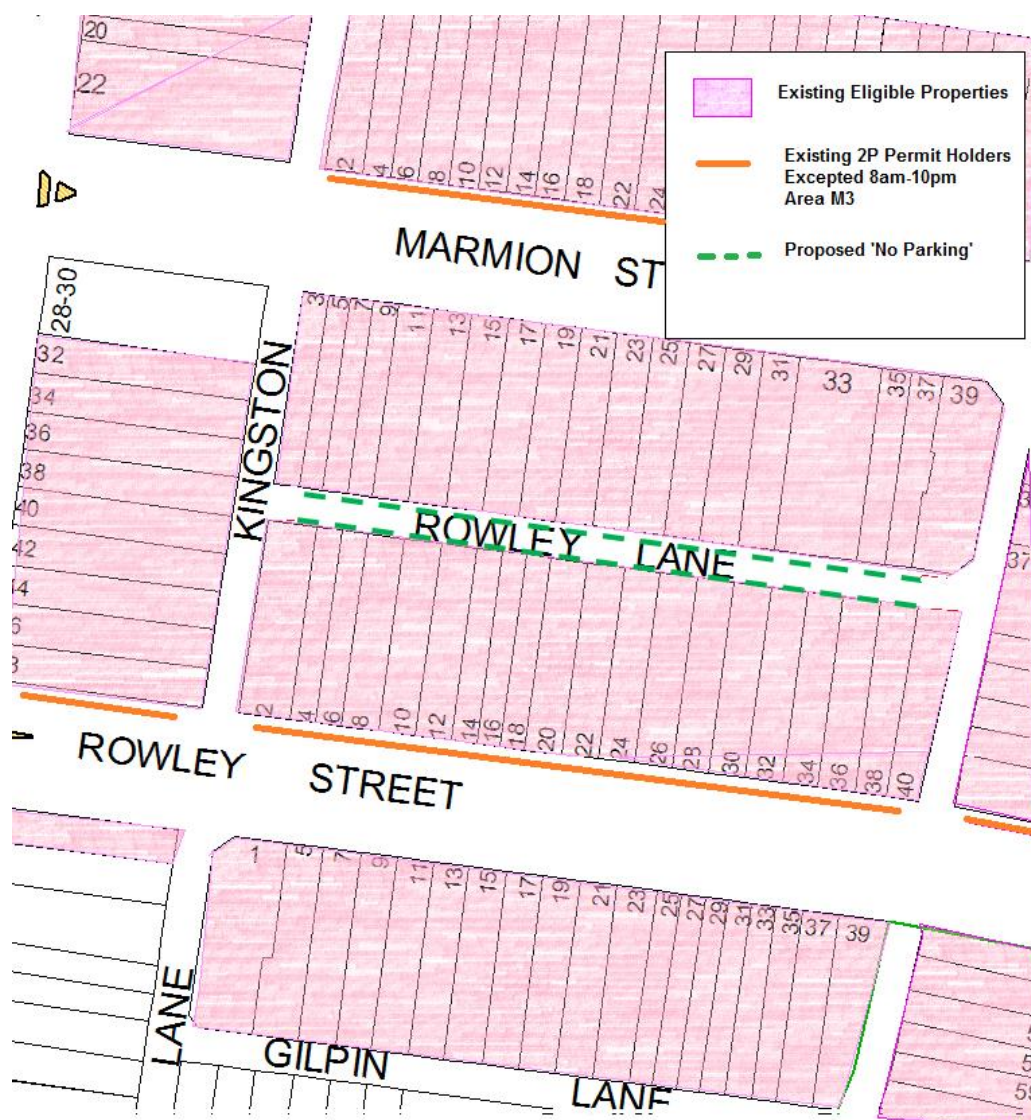


Figure1: Existing and Proposed restrictions in area

FINANCIAL IMPLICATIONS

The cost for the supply and installation of the signposting can be funded from Council's operational budget.

PUBLIC CONSULTATION

Initially all affected residents were advised by letter that the proposal to introduce 'No Parking' in Rowley Lane would be considered at the Local Traffic Committee held on 1 May 2018. There were submissions both in favour and objecting to the proposal requiring Council to undertake additional investigations. All residents who made submissions were advised that Council had postponed the consideration of the proposal.

On 12 July 2018 Council sent letters to all residents who made submissions regarding the proposal advising that the matter would be considered at the 4 September 2018 Traffic Committee meeting and at the 25 September Council meeting (for endorsement if the proposal was supported by the Traffic Committee).

	Respondents Comments	Officer Response
1. Support	I support the proposal to convert Rowley Lane from unrestricted parking to no parking with the following caveat. Residents of properties backing onto Rowley Lane should be permitted to have vehicles dwell for short periods of time for the purpose of load in / load out, car cleaning and other purposes that are facilitated by access to the rear of their properties.	According to the NSW Road Rules 'No Parking' means "You must not stop for more than two minutes in a No Parking area. You must remain in or within 3 metres of the vehicle. Hours of operations may apply to some signs. This means restrictions apply for those times only. Mobility Parking Permit holders are allowed to park for up to 5 minutes in a No Parking area."
2. Support	I support no parking in Rowley street lane way. However there should be an allowance for quick car parking (30 minutes - 1 hour only) to cover use by tradespeople who need to drop off equipment or materials via the back laneway, or for residents to wash their cars or deliver groceries by the back entrance. Could there be a quick park permit for such use?	
3. Support	<p>I understand and support the council's decision for No Parking on both sides in Rowley Lane. I accept the reasons why neighbours/residents do want to park there but this then promotes the message of "it's ok for visitors to park there" causing garage access problems within the neighbourhood.</p> <p>I have experienced times when it has been difficult to manoeuvre in and out of my garage space with cars parked opposite my garage door at the rear of my property.</p> <p>As recent as 31st July '18, a visitor's car had parked not too far from a neighbour's parked car and close to my exit and entry to my garage door.</p> <p>Another issue, Rowley lane has been created with a high crown and on occasion I have witnessed the larger service vehicles attempting to pass parked vehicles in the lane lean more than usual and accidentally collect and knock over bins and snag on creeping fence plants etc. And on occasion wheels rolling over and cracking sandstone curbs.</p>	Proposal addresses respondents concerns.
4. Support	I support the no parking restriction.	
5. Support	I support this initiative as have found an increasing number of cars parking in the lane, obstructing access to garages and to service vehicles passing through. I have contacted council at times to complain about cars obstructing my off street parking. One day I was unable to drive my car out or in of our garage for almost 24 hours as a car was parked immediately opposite my garage in this lane. The car was fined by the council services; but I think the lack of distinct NO PARKING signs leads people to believe they can park in the rear lane at their convenience.	
6. Support	I fully support the proposal for making this lane a no parking zone as there are cars that regularly park in the lane and make it difficult to access my property.	

	On Monday mornings I often here the 'bin men' having problems getting around cars too (sounding of horns etc....).	
7. Support	Fully support the No Parking proposal in Rowley Lane	
8. Object	<p>I'm writing to oppose the proposed No Parking in Rowley Lane.</p> <p>Rowley Lane is a lane that is hardly ever used for longer term parking, but it is great to have it as an option for residents for several reasons outlined below.</p> <p>1. Ease of property access for deliveries. With most residences in both streets having small 3-5m frontage with only a normal sized door, deliveries of household furniture and goods via Rowley Lane is essential for long term living.</p> <p>2. Ease of property access for builders and tradesmen. Builders and tradesmen usually have no hope of parking on the street as half of both Rowley and Marmion are 2hr only and the other all day parking is always full. Rowley Lane makes it possible for builders and tradesmen to conduct work on your home without needing to park streets away, risking a ticket, or charging additional fees for limited access to our properties. Not to mention they then free up street parking for residents. This is a huge benefit of living on both streets and saves residents money and parking spaces as Rowley Lane is rarely used by residents for parking.</p>	<p>As per the NSW Road Rules – "The conditions of the 'No Parking' restriction are that a vehicle can park for 2 minutes and the driver should stay within 3 metres of the vehicle "</p> <p>If the proposed restrictions are implemented, deliveries and trades parking would need to be carried out within these provisions.</p> <p>A tradesperson permit is available for trades people to carry out work on behalf of residents. The proposed 'No Parking' restrictions will allow for drop off of materials and equipment, whilst the tradesperson permit will allow the same trades person to park their vehicle all day on-street.</p>
9. Object	<p>There are about 10 off street parking driveways in Rowley Lane. The removal of parking in the lane will result in the loss of at least 20 parking spaces in the lane.</p> <p>The council should not be preferentially representing the owners of new multi-million-dollar developments with off-street parking over other residents.</p> <p>There are many parking spaces in Rowley Lane that do not obstruct any off street parking spaces. There is no reason to penalise local residents just because they do not have the money to demolish large parts of their homes to develop off street parking—which uses more space than street parking per car anyway.</p>	Council Laneway Guidelines (Dec 2015) prioritise access and off-street parking for laneways and laneways under 5.1m are not suitable for parking. Parking in Rowley Lane is resulting in access for rubbish trucks and access to off-street parking for a number of residents being obstructed. It is recommended to proceed with the proposal.
10. Object	As we already have restrictions on Rowley and Marmion Street, Rowley Lane is often the only choice we have sometimes to find a park. I realise that there are very few spots that people can park without blocking a garage. However, if Council did something to make sure people did not leave their wheelie Bins strewn about down the lane way permanently there would actually be some parking spots there.	There is unrestricted parking available in both Marmion Street and Rowley Street
11. Object	I object to your proposal as a resident on the southern side of Marmion Street that regularly uses the space within the currently unrestricted parking area on Rowley Lane directly behind my house. My	

	<p>rented property does not have a drive way, car port or garage.</p> <p>Though your letter makes reference to “Improved parking in Rowley Lane, Camperdown”, I note that the proposal is for nothing more than the re-zoning of the existing unrestricted parking area to eliminate parking space in the local area, with no proposal on how to improve or otherwise offer different or commensurate parking allowance elsewhere....</p>	
12. Object	<p>I am writing this letter concerning the 'No Parking' proposal for Rowley Lane.</p> <p>...It would be very awkward and inconvenient not to be able to park here as it would require me to walk a long distance as my other parking options are Rowley or Marmion Street. Another issue I face with this proposal is that I have had trouble gaining a parking permit...</p>	

All residents in properties having a boundary with Rowley Lane will be advised prior to the installation of signage.

CONCLUSION

While a number of people have objected to the restriction on parking in Rowley Lane, there is support for the restriction from people who report having difficulty accessing off-street parking. There are also a number of reports of damage being caused by rubbish trucks. Council's Laneway Guidelines prioritise access of service vehicles and access to off-street parking in relation to laneways. Given the complaints about access to off street parking, reports of damage by service vehicles and the fact that the lane is not considered suitable for parking as per the Laneway Guidelines, the proposal to restrict parking on both sides of Rowley Lane is recommended.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 10

Subject: Elswick Street North, Charles Street, Hubert Street, Francis Street, James Street, Leichhardt - Resident Parking Scheme (Leichhardt 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 correspondence from a number of residents of Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, requesting Residential Parking Scheme (RPS) restrictions in their streets to deter commuter/long stay parking.

This report provides the result of the resident parking scheme investigation in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt. It also provides the results of the investigation for the proposed truck ban bounded by Darley Road – James Street – William Street – Elswick Street North.

RECOMMENDATION

THAT:

- 1. The proposed Resident Parking Scheme in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents; and**
- 2. The proposed truck bans in the streets bounded by Darley Road – James Street – William Street – Elswick Street North, Leichhardt be approved, subject to RMS approval of the TMP.**

BACKGROUND

A number of residents from Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt requested the implementation of a resident parking scheme in their street.

Also, at the Council meeting held on 12 June 2018, a Mayoral Minute was considered regarding the Traffic and Parking Management on Darley Road and it was resolved to consult with the community regarding solutions to help manage and mitigate parking impacts as a result of WestConnex construction work at the proposed Darley Road Dive Site at No.7 Darley Road.

It also specified for consultation with the community regarding solutions to help manage construction traffic impacts as a result of WestConnex construction work at the proposed Darley Road Dive Site.

Since that time, WestConnex has opted to not proceed with a dive site at No.7 Darley Road. However, as concerns regarding parking have historically been raised in these streets due to commuters utilising the nearby Light Rail station, consultation still proceeded.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

A Resident Parking proposal was prepared for the installation of '2P 8am-10pm, 7 days, Permit Holders Excepted, Area LN' restrictions in the following sections of street:

- West side of Elswick Street North between Darley Road and William Street.
- West side of Charles Street between Darley Road and William Street.
- West side of Hubert Street between Darley Road and William Street.
- East side of Francis Street between Darley Road and William Street.
- West side of James Street between Darley Road and William Street.

As shown on the following map.



Also, residents were consulted on a truck ban proposal banning trucks bypassing through local residential streets bounded by Darley Road – James Street – William Street – Elswick Street North. The only exceptions will be trucks with a legitimate destination in the subject streets (e.g. emergency vehicles, removalist trucks, delivery vehicles, etc).

PUBLIC CONSULTATION

Resident Parking Scheme

A letter outlining the above parking proposal options was mailed out to the affected properties (376 properties) in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt as indicated on the attached plan, requesting residents' views regarding the proposal.



The table below shows some of the comments raised by the residents who did not support the proposal and the officer's comments.

Comments from residents objecting to the proposal

Residents' Comments	Officer Comments
<i>The proposed 10m exclusion zone would prevent me from parking outside my own house, I believe this to be unfair to the residents on the ends of each street.</i>	10m 'No Stopping' zones must be installed at all intersections (as per NSW Road Rules) with the installation of the proposed 2P restrictions. The 'No Stopping' zones provide improved safety for pedestrians and drivers. It should be noted that 'No Stopping' zones are enforceable even without signage.
<i>Would not think restricted parking is required now that the dive site is not proceeding. Would be opposed to speed bumps on Elswick street north. Think the no right hand turn out of Elswick street north is already satisfactory. Do not want to see Elswick Street north closed off on the Darley road end now that the dive site is not proceeding.</i>	Noted.
<i>There is no longer a WestConnex works issue here. The parking situation in our</i>	

<p><i>street is fine. It does not need to change. The introduction of parking restrictions would be a punishment for local residents.</i></p>	
<p><i>We do not suffer from commuter parking issues. However, we need to increase capacity so that the residents can park on their own street. We would like angle 60 degree forward parking.</i></p> <p><i>We have an issue with cars rat running up our street from Darley Road, often doing an illegal right-hand turn when there is congestion on Darley Road (they rat run to William and then Norton Street towards the City West link). We would like Council and the RMS to consider closing our street at the Darley Road end. If that is not possible, the intersection needs to be configured to make it harder to do an illegal right hand turn. Perhaps some of the road narrowing initiatives as per Elswick Street (near Parramatta Road) could be used.</i></p>	<p>A minimum of 3 enquiries or a petition signed by 3 or more residents from different properties in the subject section of the street within a year is required to initiate an investigation for the installation of angle parking.</p> <p>Concerns regarding illegal right turning vehicles at the intersection of Elswick Street North and Darley Road have been forwarded to NSW Police who have conducted surveillance at the intersection.</p>
<p><i>More parking spaces are required on Charles Street, preferably in the form of angled parking.</i></p>	<p>The car parking occupancy surveys, which were completed on 13th and 14th February (morning and afternoon periods) showed low parking occupancies and did not meet the 85% threshold on all of the 4 survey periods. Therefore, considering the low occupancies the investigation for angled parking in Charles Street, Leichhardt will not proceed any further at the present time.</p>
<p><i>All other streets in the vicinity have it on both sides of the street so why is this being restricted to the west side of each street?</i></p> <p><i>If restricted parking is to apply it should be to both sides of streets and only for period between 9am and 5pm Monday to Friday. This would allow visitors to come to local houses. I do not believe restricted parking is needed.</i></p>	<p>To provide flexibility for residents and visitors, it was proposed for Resident Parking to be provided on only one side of the street. However, at this stage, it is proposed that the Resident Parking Scheme in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents.</p>
<p><i>Please introduce speed humps or traffic islands to slow down the huge numbers of speeding traffic on William street.</i></p>	<p>Council requires a minimum of three residents from the subject street requesting a review of current speed levels to initiate</p>

	an investigation of the installation of appropriate traffic calming measures.
<i>I have witnessed countless people speeding up and down Francis Street in order to avoid Darley Road traffic.</i>	
<i>Parking restrictions on Elswick Street need to be extended to Marion Street because residents in this section have limited parking due to non-residents parking unrestricted.</i>	A minimum of 3 requests or a petition signed by 3 or more residents from different properties in the subject section of the street within a year is required to initiate an investigation of the installation of a Resident Parking Scheme.
<i>What is proposed for all the trucks/ trailers/ boats parked along Darley Road.</i>	Darley Road is a classified State Road and is therefore under the jurisdiction of the Roads and Maritime Service (RMS). Council has requested RMS consider parking restrictions along Darley Road to deter boat/trailer parking.
<i>Some households have 3 or more cars and permits should not be limited to 2. What happens to the additional vehicles?</i>	The maximum number of resident parking permits eligible per household is two. Vehicles without permits would be able to park on the unrestricted side of the street.
<i>The map indicates that the Disabled Parking spot will be lost and turned into a 2P area.</i>	The proposed plan was a schematic plan. Existing 'Disabled Parking' spaces would not have been removed as part of the scheme.
<i>When the Light Rail was extended beyond Lilyfield, local residents registered concerns to the State Government & Council, about commuter car parking in local streets. Residents were assured that car spaces would be provided. Commuter car parking has not eventuated.</i>	Light Rail is under the jurisdiction of Transport for NSW. It is understood that the request for commuter car parking has previously been forwarded to Transport for NSW for their consideration.
<i>At the end of Charles Street, barriers were erected around the two corners of Charles Street & Darley Road. It blocked easy pedestrian access across Darley Road. Negotiate with Dan Murphy's for a gate from their eastern car park directly on to the Southern Light Rail platform or provide a gap in the barrier.</i>	Darley Road which is a State Road under the jurisdiction of RMS; Council, following its meeting held on 21 August 2018, has resolved to write to the Minister for Transport and Infrastructure, and Minister for Roads, Maritime and Freight to request improved pedestrian crossing facilities, including Darley Road on the eastern (Dan Murphy) side of the roundabout at the intersection with Charles Street.
<i>Charles St. Service Lane extension down from North Street. Vehicles speed down the lane, which is extremely dangerous for residents. Possible solution is to place three "Speed humps" along the lane.</i>	Council has initiated the investigation of the need for traffic calming measures in Charles Street and the service lane. Traffic tube counters have been installed on-site to gather data.
<i>Some kind of island is needed at the William Street / Elswick Street North intersection.</i> <i>There needs to be a pedestrian crossing for children from the park side, near daycare to the corner of William Street and Elswick Street North</i>	Council is currently investigating potential treatment options for the William Street/ Elswick Street North intersection. Vehicle volumes on William Street would be insufficient to meet the warrants for a pedestrian crossing.
<i>Currently there is plenty of room to park on James Street without parking restrictions.</i>	Noted.

Consultation survey results are summarised as follows:

Elswick Street North, Leichhardt

Number of properties	-	51
Number of properties responded	-	12
Number of properties supported	-	1
Overall Response Rate	-	24%
Overall Support Rate	-	2%

Charles Street, Leichhardt

Number of properties	-	64
Number of properties responded	-	24
Number of properties supported	-	7
Overall Response Rate	-	38%
Overall Support Rate	-	11%

Hubert Street, Leichhardt

Number of properties	-	61
Number of properties responded	-	20
Number of properties supported	-	3
Overall Response Rate	-	33%
Overall Support Rate	-	5%

Francis Street, Leichhardt

Number of properties	-	53
Number of properties responded	-	11
Number of properties supported	-	4
Overall Response Rate	-	21%
Overall Support Rate	-	8%

James Street, Leichhardt

Number of properties	-	56
Number of properties responded	-	12
Number of properties supported	-	7
Overall Response Rate	-	21%
Overall Support Rate	-	13%

Overall Support

Number of properties	-	285
Number of properties responded	-	78
Number of properties supported	-	21
Overall Response Rate	-	27%
Overall Support Rate	-	7%

According to Council's Resident Parking Policy, a minimum of 50% support based on all properties in the subject section of the street is required to consider the proposal favourably. Based on the above results and the comments provided as part of the consultation process, less than 50% of the residents of Elswick Street North, Charles Street, Hubert Street, Francis Street and James Street, Leichhardt support a resident parking scheme in their street.

Truck Ban

An advertisement regarding the proposed truck ban was published in the Inner West Courier for 4 weeks and a letter outlining the proposed truck ban was mailed out to affected residents. There were 80 responses received, 70 in support and 10 in objection to the proposal.

The table below shows some of the comments raised by the residents who did not support the proposal and the officer's comments.

Residents' Comments	Officer Comments
<i>I use my truck for work and to be mindful its only 4.6 tonne small truck that I have been allocated with to use for my job. If the proposal goes through it will disrupt my everyday living and become harder to maintain my job on a daily basis. Please consider that I've been living in Leichhardt since I was a child and nothing like this has made me more devastated of my lively hood.</i>	It should be noted that trucks with a legitimate destination in the subject streets will be exempted from this proposed truck ban.
<i>There should be a bus ban on these streets including William Street where there is no designated bus route.</i>	This will be discussed with Transit Systems so that depot buses only use the main road system and William Street, east of Norton Street.
<i>The proposal for a truck ban could affect me in a detrimental way by opening up a rat run closer to where I live (Kalgoorlie Street), Allen Street and Flood Street. Before pursuing such a change I ask that you look at the potential problems for residents in the surrounding area.</i>	Should the proposed truck ban be implemented, surrounding streets would be monitored.

CONCLUSION

Based on the above results, the proposed Resident Parking Scheme in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street should not be supported at the present time due to less than 50% support received from the consulted residents.

The proposed truck bans in the streets bounded by Darley Road – James Street – William Street – Elswick Street North should be supported and the attached TMP be submitted for RMS approval.

ATTACHMENTS

1. [↓](#) TMP - Leichhardt North Proposed Truck Ban



TRAFFIC MANAGEMENT PLAN

Proposed Truck Ban James Street, Francis Street, Hubert Street, Charles Street, Elswick Street North and William Street, Leichhardt

A: Description or detailed plan of proposed measures.

Inner West Council is proposing to install signage banning trucks in the streets bounded by Darley Road – James Street – William Street – Elswick Street North.

The following streets are included in this proposal:

- James Street between Darley Road and William Street, Leichhardt
- Francis Street between Darley Road and William Street, Leichhardt
- Hubert Street between Darley Road and William Street, Leichhardt
- Charles Street between Darley Road and William Street, Leichhardt
- Elswick Street North between Darley Road and William Street, Leichhardt
- William Street between Elswick Street North and James Street, Leichhardt

Key characteristics of these streets are as follows:

- Local Roads
- Two-way traffic is permitted
- Low vehicle volumes
- Primarily residential

B: Identification and assessment of impact of proposed measures.

Existing vehicle volumes in these streets are low (typically less than 500 vehicles in the minor streets) and are typically made up of local residents and businesses. This proposal will only displace heavy vehicles which do not have a destination within these local streets.

It is expected that this redistribution of traffic can be accommodated by Darley Road which is a State Road and is more appropriate for heavy vehicles.

C: Measure to ameliorate the impact of re-assigned traffic.

No measures are proposed. There is currently a low volume of heavy vehicles using the subject streets. Therefore, it is expected that the proposal would have a minimal impact on the surrounding street network.

D: Assessment of public transport services affected.

There will be no impact on adjoining public transport.

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

There will be no impact on emergency vehicle, cyclist and pedestrian access. The truck ban will not include trucks that have a destination/purpose in the subject streets (eg. emergency vehicles, removalist trucks, delivery trucks, etc.).

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

The proposal is not expected to affect any future developments.

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

There will be no impact on adjoining Council areas.

H: Public consultation process.

The proposed truck ban has been advertised in a local newspaper for a period of 28 days. And residents in the affected area were consulted. There were 80 responses received, 70 in support and 10 in objection to the proposal.

The table below shows some of the comments raised by the residents who did not support the proposal and the officer's comments.

Residents' Comments	Officer Comments
<i>I use my truck for work and to be mindful its only 4.6 tonne small truck that I have been allocated with to use for my job. If the proposal goes through it will disrupt my everyday living and become harder to maintain my job on a daily basis. Please consider that I've been living in Leichhardt since I was a child and nothing like this has made me more devastated of my lively hood.</i>	It should be noted that trucks with a legitimate destination in the subject streets will be exempted from this proposed truck ban. It is expected that given your situation, your truck will be exempted from this restriction.
<i>There should be a bus ban on these streets including William Street where there is no designated bus route.</i>	Council will not be considering a bus ban as part of this proposal.
<i>The proposal for a truck ban could affect me in a detrimental way by opening up a rat run closer to where I live (Kalgoorlie Street), Allen Street and Flood Street. Before pursuing such a change I ask that you look at the potential problems for residents in the surrounding area.</i>	Should the proposed truck ban result in truck rat-running issues in surrounding streets, alternative treatment options could be considered.

Item No: LTC0918 Item 11

Subject: Margaret Street at Yara Avenue, Rozelle - Proposed 'No Stopping' Restrictions (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 signpost the statutory 'No Stopping' restrictions at the corners of the Margaret Street and Yara Avenue (Rozelle) intersection, in order to prevent illegal parking and improve sight lines.

RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the southern side of Yara Avenue, west of Margaret Street, Rozelle;
2. A 14m 'No Stopping' zone be installed on the northern side of Yara Avenue, west of Margaret Street, Rozelle;
3. An 11m 'No Stopping' zone be installed on the western side of Margaret Street, north of Yara Avenue, Rozelle; and
4. A 7m 'No Stopping' zone be installed on the western side of Margaret Street, south of Yara Avenue, Rozelle.

BACKGROUND

Concerns have been raised by residents regarding vehicles parking too close to the intersection of Margaret Street and Yara Avenue, Rozelle.

This illegal parking behaviour obstructs sight lines as well as access into and out of Yara Avenue.

It should be noted that the parking on the western side of Margaret Street and northern side of Yara Avenue is indented. The following proposal recommends 'No Stopping' restrictions up to the start of these indented bays.

FINANCIAL IMPLICATIONS

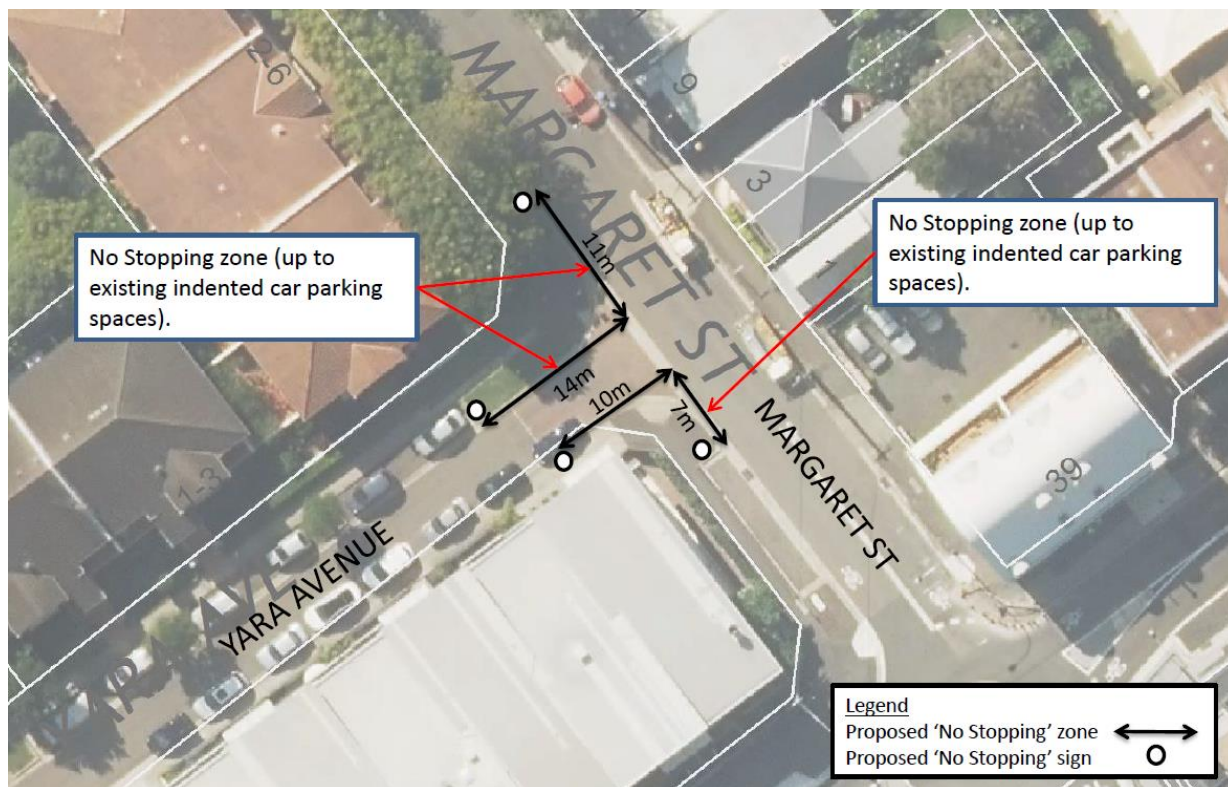
Nil.

OTHER STAFF COMMENTS

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

- The southern side of Yara Avenue, west of Margaret Street (10m 'No Stopping' zones).
- The northern side of Yara Avenue, west of Margaret Street (14m 'No Stopping' zone).
- The western side of Margaret Street, north of Yara Avenue (11m 'No Stopping' zone).
- The western side of Margaret Street, south of Yara Avenue (7m 'No Stopping' zone).

The proposal is shown on the following plan:

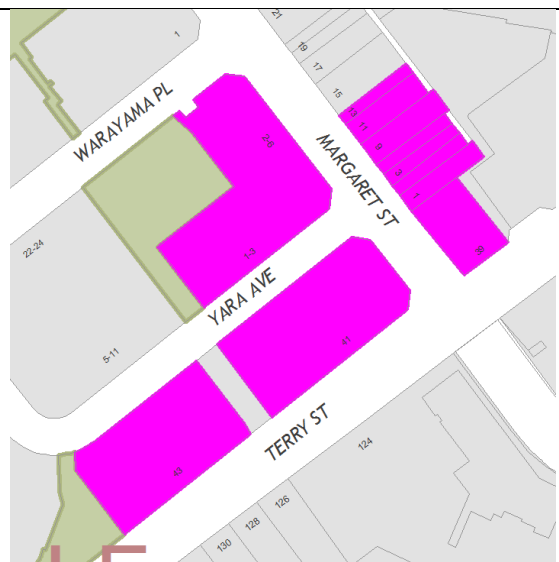


Item 11

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (115 properties) in Margaret Street, Terry Street and Yara Avenue, Rozelle.

Two responses was received, one in support and one in objection to the proposal.



Residents' Comments	Officer Comments
Vehicles parking at the corner are frequently a problem.	The proposed 'No Stopping' restrictions are intended to improve sight distance and manoeuvring at the subject intersection.
It is impossible to park at the moment in the evenings and weekends as it is. Sometimes my only resource is to park at Yara Avenue in front of the restaurant, which would fall into the no stopping zone. Margaret street should be ticket parking, with parking bays marked on one side of the street (at least),	<i>It is illegal to park within 10 metres of an intersection without traffic lights, unless a parking control sign applies indicating that the driver is permitted to park. There are no plans to install Ticket parking in Margaret Street.</i>

<p>as it is highly sought after spaces.</p> <p>Residents should at least be exempt of these restrictions and be able to park at Nagurra place and Terry Street anytime. We deal with people parking any way shape and form, taking two car spaces and blocking driveways.</p>	<p><i>The 'No Stopping' zones provide improved safety for pedestrians and drivers.</i></p> <p><i>Eligible residential properties could apply for a resident parking permit. It should be noted that multi-unit dwellings and the strata subdivision of residential flat buildings approved after January 2001 are not allowed to participate in a RPS as off-street parking should be provided in accordance with Council's parking DCP.</i></p>
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CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 12

Subject: Weynton Street at Piper Lane, Annandale - Proposed 'No Stopping' Restrictions (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 signpost the statutory 'No Stopping' restrictions at the corners of the Weynton Street and Piper Lane (Annandale) intersection, in order to prevent illegal parking and improve sight lines.

RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the southern side of Weynton Street, east of Piper Lane, Annandale; and
2. A 10m 'No Stopping' zone be installed on the southern side of Weynton Street, west of Piper Lane, Annandale.

BACKGROUND

Concerns have been raised by residents regarding vehicles parking too close to the intersection of Weynton Street and Piper Lane, Annandale.

This illegal parking behaviour obstructs sight lines as well as access into and out of Piper Lane, Leichhardt.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

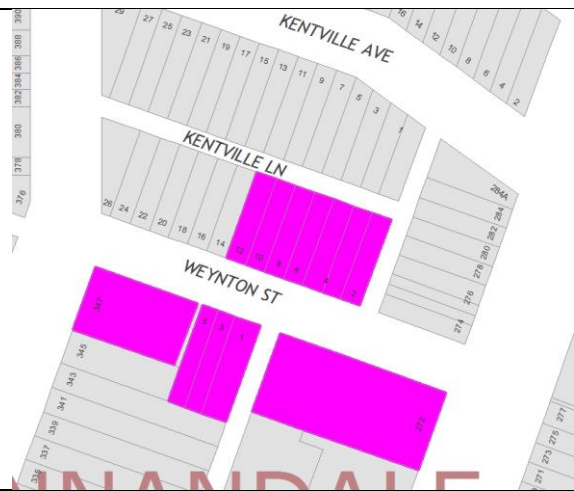
In order to alleviate the sight visibility and manoeuvring space issues, it is proposed to signpost the statutory 'No Stopping' zones at the following locations:

- The southern side of Weynton Street, east of Piper Lane (10m 'No Stopping' zones).
- The southern side of Weynton Street, west of Piper Lane (10m 'No Stopping' zone).

The proposal is shown on the following plan:



PUBLIC CONSULTATION

<p>A letter outlining the above proposal was mailed out to the affected properties (22 properties) in Weynton Street, Johnston Street and Annandale Street, Annandale.</p> <p>Two responses were received in objection to the proposal.</p>	
Residents' Comments	Officer Comments
<p>I would suggest that in this specific circumstance 10 metres is deemed excessive when it is not a main/busy intersection. Should this be not negotiable, I stress at least a reduction to a maximum of 5 metres as with no rear access or off street car spaces, parking is certainly a premium as a result of urban sprawl.</p>	<p><i>It should be noted that under the NSW Road Rules, it is illegal to park within 10 metres of an intersection without traffic lights, unless a parking control sign applies indicating that the driver is permitted to park.</i></p> <p><i>The 'No Stopping' zones provide improved safety for pedestrians and drivers. A reduction of the 'No Stopping' zone to 5 metres is not expected to provide sufficient improvements to sight lines.</i></p>
<p>I do not support this installation as I park there; it is in front of my house. I do not have any sight line issues. The challenge with sight lines is because some vehicles park too far away from the kerb. That is what obstructs sight lines.</p>	<p><i>It should be noted that under the NSW Road Rules, it is illegal to park within 10 metres of an intersection without traffic lights, unless a parking control sign applies indicating that the driver is permitted to park.</i></p>

	<i>The 'No Stopping' zones provide improved safety for pedestrians and drivers.</i>
--	---

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 13

Subject: O'Neill Lane, Lilyfield (rear of No. 9 O'Neill Street) - Proposed Extension of 'No Stopping' Zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)

Prepared By: Felicia Lau - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received concerns regarding parked vehicles obstructing access to off-street parking in O'Neill Lane (between Grove Street and Grove Lane), Lilyfield.

RECOMMENDATION

THAT a 18m 'No Stopping' zone (including the statutory 10m 'No Stopping' zone from an intersection) be installed on the southern side of O'Neill Lane, west of Grove Lane, Lilyfield.

BACKGROUND

Council has received concerns from a resident of O'Neill Street, Lilyfield regarding vehicles parking on the southern side of O'Neill Lane (between Grove Street and Grove Lane), Lilyfield outside of the existing 'No Stopping' zone and subsequently obstructing rear driveway access to their property.

The existing 'No Stopping' zone on the southern side of O'Neill Lane extends from Grove Street to the rear of No.7 O'Neill Street.

O'Neill Lane is only 4.7m wide in this section and is therefore not wide enough to support parking opposite a driveway.

FINANCIAL IMPLICATIONS

Nil.

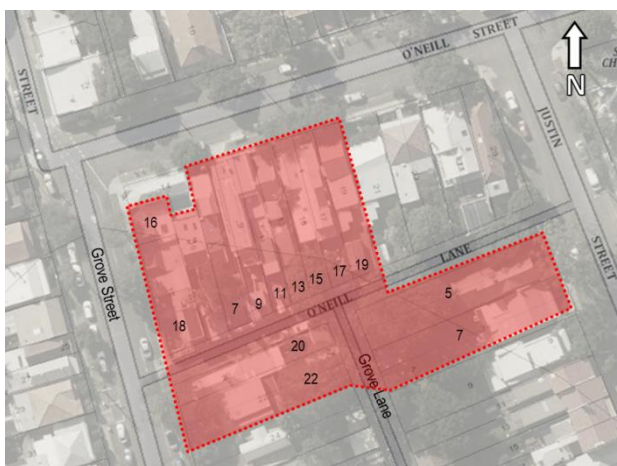
OTHER STAFF COMMENTS

It is proposed to extend the existing 'No Stopping' zone along the remaining kerb space (18m) on the southern side of O'Neill Lane between rear of No.7 O'Neill Street and Grove Lane. The proposal is shown in the following plan.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (13 properties) in O'Neill Street, Grove Street and Justin Street, Lilyfield.



No objections have been received during the consultation period.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 14

Subject: Reynolds Street at Evans Street, Balmain - Proposed 'No Stopping' zones (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request to signpost the statutory 'No Stopping' restrictions in Reynolds Street at the intersection of Evans Street, Balmain in order to prevent illegal parking and improve sight lines.

RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the northern side of Reynolds Street, east of Evans Street, Balmain; and
 2. A 10m 'No Stopping' zone be installed on the southern side of Reynolds Street, east of Evans Street, Balmain.
-

BACKGROUND

Concerns have been raised by residents regarding vehicles parking in Reynolds Street too close to the intersection of Evans Street and Reynolds Street, Balmain.

This illegal parking behaviour obstructs sight lines as well as access into and out of Evans Street.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

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

- The northern side of Reynolds Street and east of Evans Street (10m 'No Stopping' zone).
- The southern side of Reynolds Street and east of Evans 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 (8 properties) in Reynolds Street and Evans Street, Balmain.

No objections were received.



CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 15

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

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request to signpost the statutory 'No Stopping' restrictions at the intersection of Annesley Street and Balmain Road, Leichhardt in order to prevent illegal parking and improve sightlines.

RECOMMENDATION

THAT:

1. **A 10m 'No Stopping' zone be installed on the northern side of Annesley Street, east of Balmain Road;**
 2. **A 10 'No Stopping' zone be installed on the southern side of Annesley Street, east of Balmain Road; and**
 3. **A 10m 'No Stopping' zone be installed on the eastern side of Balmain Road, north of Annesley Street.**
-

BACKGROUND

Concerns have been raised by residents regarding vehicles parking too close to the intersection of Annesley Street and Balmain Road, Leichhardt.

The illegal parking behaviour obstructs sight lines as well as access into and out of Balmain Road, Leichhardt.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

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

- The northern side of Annesley Street and east of Balmain Road (10m 'No Stopping' zone).
- The southern side of Annesley Street and east of Balmain Road (10m 'No Stopping' zone).
- The eastern side of Balmain Road and north of Annesley 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 (10 properties) in Annesley Street and Balmain Road, Leichhardt.

Two responses were received in support of Council's proposal. They also requested Council implement a resident parking scheme in Annesley Street. This matter will be investigated separately.

One response was received regarding an unrelated matter.



CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 16
Subject: Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)
Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

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

RECOMMENDATION

THAT:

1. A 6m 'Disabled Parking' zone be removed in front of No.48 Smith Street, Balmain as it is no longer required;
2. A 6m 'Disabled Parking' zone be installed in front of No.47 St Davids Road, Haberfield;
3. A 3.7m (60-degree angle parking) 'Disabled Parking' zone be installed in front of No.23 Charlotte Street, Lilyfield;
4. A 9m (2 x 45-degree angle parking spaces) 'Disabled Parking' zone be installed in front of No.213 Elswick Street, Leichhardt (St Columba's Church), south of the existing pedestrian (zebra) crossing;
5. 'Disabled Parking' signs be installed in the Marrickville and District Hardcourt Tennis Club car park at No.33 Centennial St, Marrickville, to supplement the existing line marked 'Disabled Parking' bays;
6. A 10m 'Works Zone 7.00am – 6.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.114 and No.116 Louisa Road, Birchgrove;
7. An 11m 'Works Zone 7.00am – 6.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.300 and No.302 Darling Street, Balmain; and
8. A 12m 'Works Zone 7.00am – 6.00pm Mon – Fri and 8.00am – 1.00pm Sat' be installed in front of No.2 Dougan Street, Ashfield.

BACKGROUND

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

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

1. Removal of 'Disabled Parking' Restriction – Smith Street, Balmain

Council has been notified by a neighbour that the applicant to the 'Disabled Parking' zone outside property No.48 Smith Street, Balmain has moved and so the 'Disabled Parking' zone is no longer required.

Council has contacted the applicant and confirmed that they have moved from the property.

It is recommended that the 6m 'Disabled Parking' zone in front of No.48 Smith Street, Balmain be removed as it is no longer required.

2. Installation of a 'Disabled Parking' Restriction – St Davids Road, Haberfield

The resident of No.47 St Davids Road, Haberfield 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.47 St Davids Road, Haberfield.



No.47 St Davids Road, Haberfield

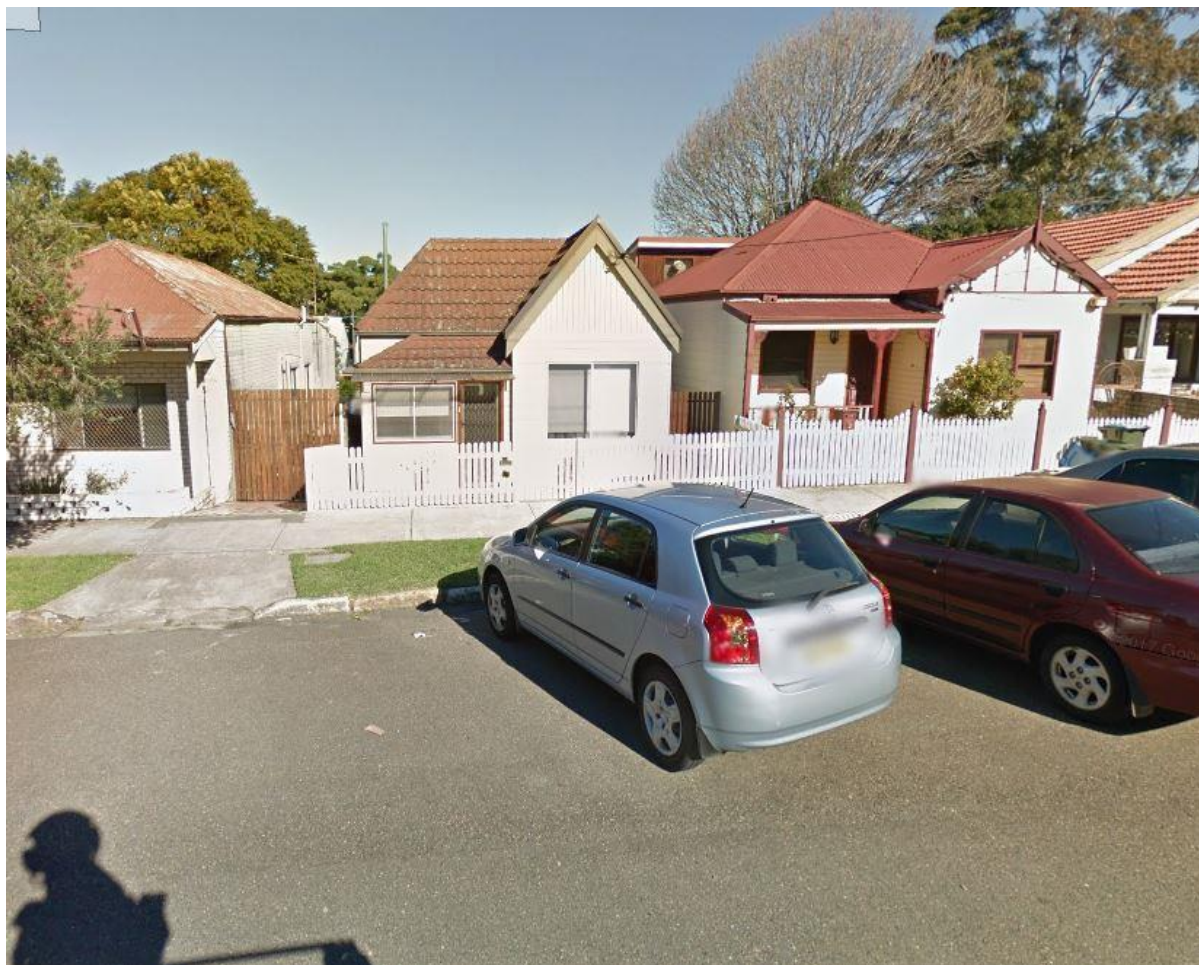
3. Installation of a 'Disabled Parking' Restriction – Charlotte Street, Lilyfield

The resident of No.23 Charlotte Street, Lilyfield 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 3.7m (60-degree angle parking) 'Disabled Parking' zone be installed in front of No.23 Charlotte Street, Lilyfield.



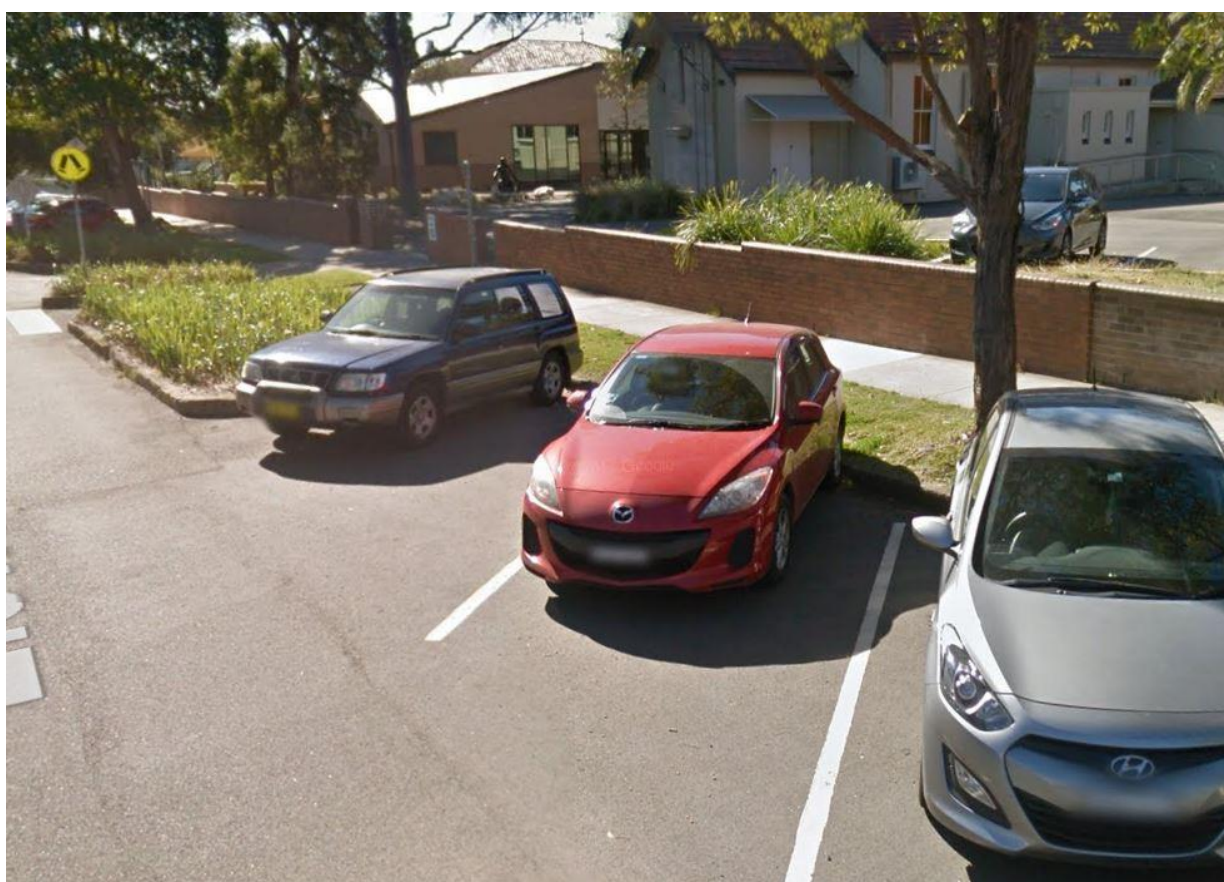
No.23 Charlotte Street, Lilyfield

4. Installation of a 'Disabled Parking' Restriction – Elswick Street, Leichhardt

St Columba's Catholic Church has requested the installation of a 'Disabled Parking' zone in front of the church to improve accessibility for patrons with mobility issues.

Community consultation has been conducted with nearby residents regarding this proposal. No comments have been received.

It is recommended that a 9m (2 x 45-degree angle parking) 'Disabled Parking' zone be installed in the first two available spaces on the eastern side of Elswick Street outside No.213 Elswick Street, Leichhardt (St Columba's Church).



No.213 Elswick Street, Leichhardt

5. Installation of 'Disabled Parking' Restriction – Marrickville and District Hardcourt Tennis Club car park

A request has been received from Council's Property Officer for the installation of a disability parking on the southern side of Marrickville and District Hardcourt Tennis Club Car Park.

A site investigation has revealed that the existing 'Disabled Parking' line marking has been repainted; however, no 'Disabled Parking' signs have been provided.

It is recommended that the 'Disabled Parking' signs be installed to supplement the existing line marking as per attached photo.



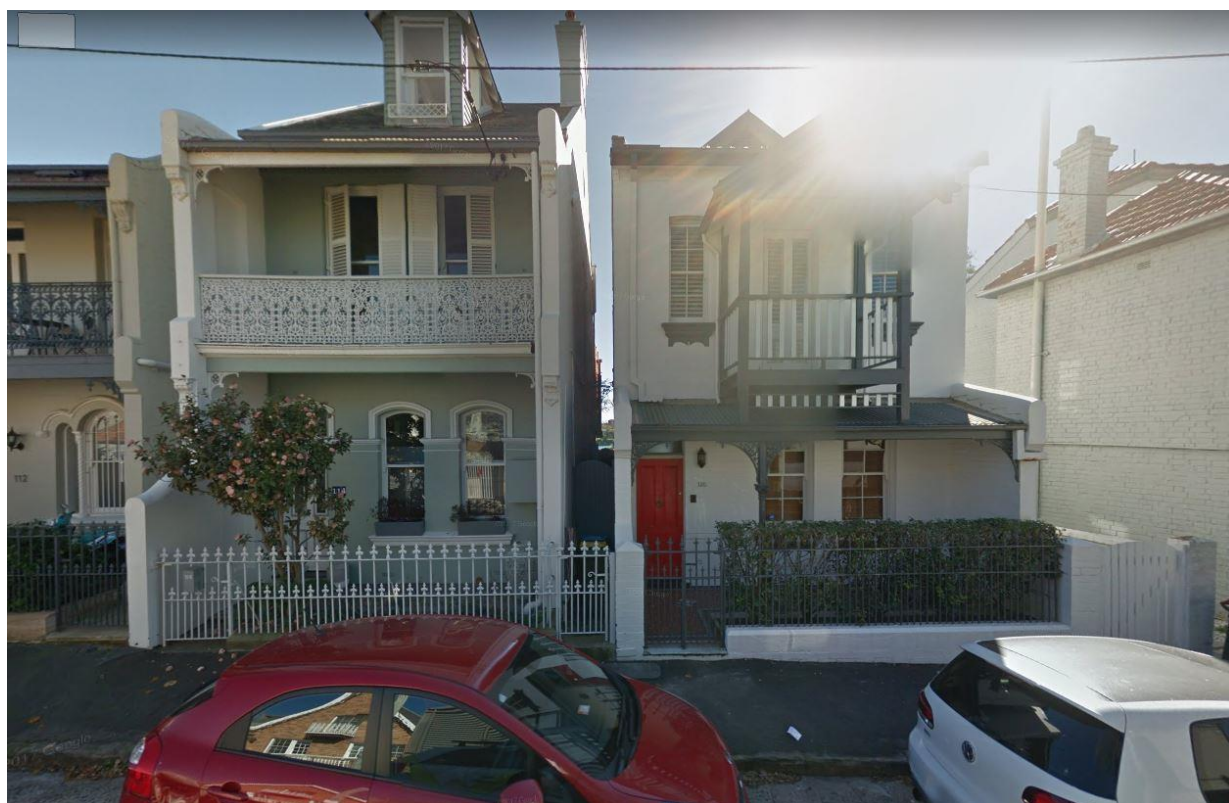
Marrickville and District Hardcourt Tennis Club car park

6. Installation of a 'Work Zone' restriction – Louisa Road, Birchgrove

The applicant has requested the installation of a temporary 10m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' in front of No.114 and No.116 Louisa Road, Birchgrove for works at No.116 Louisa Road.

Council has already received written concurrence from the residents of No.114 Louisa Road, Birchgrove.

It is recommended that a 10m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No.114 and No.116 Louisa Road, Birchgrove for 12 weeks, replacing the existing resident parking restrictions.



No.114 and No.116 Louisa Road, Birchgrove

7. Installation of a 'Work Zone' Restriction – Darling Street, Balmain

The applicant has requested the installation of a temporary 11m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' in front of No.300 and No.302 Darling Street, Balmain, for works to No.302 Darling Street.

It is recommended that an 11m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of No.300 and No.302 Darling Street, Balmain for 10 weeks, replacing the existing ticket parking restrictions. This is subject to the applicant receiving written concurrence from the business owners at No.300 Darling Street, Balmain.



No.300 and No.302 Darling Street, Balmain

8. Installation of a 'Work Zone' Restriction – Dougan Street, Ashfield

The applicant has requested the installation of a temporary 12m 'Works Zone 7.00am – 6.00pm Mon – Fri and 8.00am – 1.00pm Sat' in front of No.2 Dougan Street, Ashfield for 26 weeks.

It is recommended that a 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am – 1.00pm Sat' be installed in front of No.2 Dougan Street, Ashfield for 26 weeks.



No.2 Dougan Street, Ashfield

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0918 Item 17
Subject: 2018 Norton Street Italian Festa - Special Event (Leichhardt Ward/
Balmain Electorate/ Leichhardt LAC)
Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

The proposed event, the Norton Street Italian Festa, is a street festival held annually celebrating the traditional Italian culture that is considered an essential part of the Leichhardt community.

To facilitate the event, it is proposed to close the following roads in the area between 3.00am and 8.00pm on Sunday, 28 October 2018.

- Norton Street from Marion Street to William Street;
- Marlborough Street from Norton Street to Cromwell Street;
- Short Street from Norton Street to Balmain Road;
- Carlisle Street from Norton Street to Cromwell Street;
- Allen Street from Cromwell Street to Derbyshire Road;
- Arthur Street from Allen Street to Short Street.

It is recommended that the 2018 Italian Festa Event to be held on Sunday, 28 October 2018 be supported, subject to complying with the following conditions:

The TMP and TCP being approved by the RMS as well as the Transport Management Centre, installation of a 'Special Event Clearway' restriction in Norton Street prior to the event, parking for the event be reserved in Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles, approval to conduct a public assembly be obtained from the NSW Police, all affected businesses, residents and other occupants be notified of the road closures, proposed event being forwarded to the appropriate authorities, including emergency services and a current Public Liability Insurance Policy be provided to Inner West Council, nominating Council as an interested party.

RECOMMENDATION

THAT:

- 1) The road closure application for the 'Norton Street Italian Festa 2018' on Sunday, 28 October 2018 be supported subject to the following conditions:
 - a) The road closures be restricted to occur between 3:00am and 8:00pm on Sunday, 28 October 2018 at the following locations:
 - i. Norton Street from Marion Street to William Street;
 - ii. Marlborough Street from Norton Street to Cromwell Street;
 - iii. Short Street from Norton Street to Balmain Road;
 - iv. Carlisle Street from Norton Street to Cromwell Street;
 - v. Allen Street from Cromwell Street to Derbyshire Road; and
 - vi. Arthur Street from Allen Street to Short Street.
 - b) Approval from RMS for the TMP and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
 - c) Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two way roads when Norton Street is closed to provide access for residents etc;
 - d) Parking for the event be reserved in:
 - Short Street on both sides between Norton Street and the unnamed

-
- lane for Emergency Service vehicles;
 - William Street on the southern side between Norton Street and Derbyshire Road (Pioneers Memorial Park side). The angle parking in this area will be temporarily amended to allow parallel parking for Police horse floats etc;
- e) Approval from the Transport Management Centre to close the roads is obtained prior to the event;
 - f) A three (3) metre unencumbered passage be available for emergency vehicles through the closed section of Norton Street at all times;
 - g) Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event.
 - h) The applicant be requested to provide free bicycle valet parking at a central location (i.e. Short Street or Allen Street) including adequate 'way finding' signage to the public and include the availability of this service in promoting the event;
 - i) Additional signs indicating 'Bicycles Expected' and 'cyclists dismount' be included with the road closure signs provided at the road closure points;
 - j) The occupation of the road carriageway must not occur until the road has been formally closed;
 - k) That the set up and break down times occur at 3:30am and 7:00pm respectively and include additional waste staff at the break down to expedite the road openings;
 - l) The entrance to the access way into Pioneers Memorial Park in Allen Street opposite Arthur Street be temporarily closed by barricades for security purposes during the event;
 - m) All advertising of the event must encourage the use of Public Transport;
 - n) All affected businesses, residents and other occupants be notified of the road closures, activities, parking changes and changes to public transport arrangements. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or reasonably accommodated. The notification shall involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval one week prior to distribution;
 - o) The approved Traffic Management Plan must be implemented at the applicant's expense;
 - p) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads;
 - q) All traffic controllers must hold RMS certification;
 - r) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
 - s) Council's Manager Resource Recovery Services must be notified of the cleanup arrangements;
 - t) 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;
 - u) Copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers;
 - v) Applicant shall comply with any reasonable directive from Council's Officers;
 - w) A notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
-

-
- x) Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$20,000,000;
 - 2) The following measures be provided to accommodate buses:
 - i. Install temporary 'Bus Zones' to accommodate two buses on both sides of William Street between Norton Street and James Street;
 - ii. Place barricades within 10m at the south-eastern corner of the Flood Street/William Street intersection to assist buses; and
 - iii. No trucks (Festa) to be parked in the Marion Street 'Bus Zone' at the Norton Street intersection, outside the Town Hall.
 - 3) The Leichhardt Bus Depot be notified of the road closure and associated activities. Any concerns or requirements raised by the Leichhardt Depot manager must be resolved or accommodated by the applicant; and
 - 4) Council reserves the right to cancel the road closure approval at any time.
-

BACKGROUND

A request for approval to conduct the Norton Street Italian Festa 2018 on Sunday, 28 October 2018 between 10:00am and 5:00pm has been received from the organiser of the event, Impact Exhibitions.

This annual event involves the temporary closure of Norton Street between Marion Street and William Street, including associated side streets.

In accordance with the RMS "Guide to Traffic and Transport Management for Special Events V3.4 August 2006", and based on information supplied by the organiser, the event is classified as a Special Event Class 2.

The organiser has submitted the Traffic Management Plan (TMP) and Traffic Control Plan (TCP) to RMS for approval (**Attachment 1 and 2**).

Road Closures

To facilitate the event, it is proposed to close the following roads between 3:00am and 8:00pm on Sunday, 28 October 2018:

- Norton Street from Marion Street to William Street;
- Marlborough Street from Norton Street to Cromwell Street;
- Short Street from Norton Street to Balmain Road;
- Carlisle Street from Norton Street to Cromwell Street;
- Allen Street from Cromwell Street to Derbyshire Road;
- Arthur Street from Allen Street to Short Street.

Other Arrangements

Macaulay Street from Norton Street to Cromwell Street and Wetherill Street from Norton Street to Balmain Road are to function as temporary two way roads to provide access for residents.

Public Transport

For the duration of the road closures, bus services will be diverted down Flood Street and Balmain Road, similar to previous years. As previously requested by the STA representative, barricades will need to be placed around the south-eastern corner of the Flood Street/William Street intersection to prevent vehicles parking in the 10m 'No Stopping' zones. This arrangement will facilitate the buses diverted via Flood Street.

In accordance with Council's policy on bicycle users, the applicant has been advised to provide free bicycle valet parking to the public at the venue and include the availability of this service in promoting this event.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Nil.

PUBLIC CONSULTATION

As in previous years, all affected businesses, residents and other occupants will be notified of the road closures, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council's Traffic Section one week prior to distribution.

The proposed full-road closures are currently advertised in the newspaper for a period of 28 days. The advertising period commenced on 14 August 2018 and will conclude on 11 September 2018. No comments have been received to date.

CONCLUSION

It is recommended that the Norton Street Italian Festa 2018 Event scheduled for Sunday, 28 October 2018 be supported as per the submitted TMP and TCPs.

ATTACHMENTS

1. [Download](#) Norton Street Italian Festa 2018 Event TMP
2. [Download](#) Norton Street Italian Festa 2018 Event - TCP



TRAFFIC MANAGEMENT PLAN

Norton Street Italian Festa

Annex 7

Version: 1

Date: 04/06/2015

Written by: Luke Hooper

Reviewed by: Momtchil Vassilev

Approved by: _____

Date of Approval: _____ Signature: _____

Assure Event Safety Services
Trading name of Australian Concert
and Entertainment Security
ABN 16 002 990 794 | ACN 002 990 794

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National Head Office
79 - 81 Regent Street,
Redfern NSW 2016 Australia

NSW ML No. 404776913
ASIAL Member 003749
NTIS 90024





1: EVENT DETAILS

1.1 Event Summary

Impact Exhibitions (IE) has been engaged to manage the 'Norton Street Italian Festa'. This Traffic Management Plan (TMP) has been designed for use for the events held annually in 2016, 2017, 2018, 2019 and 2020 inclusive. Impact Exhibitions engaged Assure Event Safety Services (Assure) to prepare this Traffic Management Plan (TMP) utilising existing plans and Traffic Control Plans (TCPs, please see Appendix) and provide traffic and transport planning support for the event. The event is a 'public transport' event in the context of patron attendance and is situated conveniently within a ring of public transport options. Event details are as follows:

- Event Name: Norton Street Italian Festa,
- Event Location: Norton Street (between Marion and William Streets),
- Event Dates: Sunday, 23rd October 2016, Sunday, 22nd October 2017, Sunday, 28th October 2018 and Sunday, 27th October 2019 and Sunday, 25th October 2020 inclusive.
- Start Time/Doors Open: 1000hrs,
- Finish Time/Doors Closed: 1700hrs,
- Event Setup: 0300hrs (day of each event),
- Event Packdown: 2000hrs,
- The Event Is: On-street,
- Preliminary classification: Class 2,
- Event Capacity: Aimed at 100,000 pax over the event duration (30,000 anticipated at any one time).

1.2 Contact Names:

Event Manager: Impact Exhibitions

Contact: Patrick O'Reilly - Event Manager - Email: patrick@impactexhibitions.com.au

Mobile: 0417 702 035

Venue: Leichhardt & Annandale Business Chamber

Contact: Amanda Baysari - Venue Representative

Mobile: 0404 469 231

Supply and Installation of Traffic Control Equipment

Council: Leichhardt Municipal Council

Contact: TBA

Phone: TBA

Supplier of Traffic Control Labour: ACES Group

Contact: Luke Hooper - Traffic Consultant - Email: lhooper@avertrisk.com.au

Mobile: 0402 969 959



1.3 Brief Description of the Event

The event features approximately 243 food and market stalls from local businesses positioned along Norton Street spanning between Marion and William Street (over 700m). The hours of operation for these events will be between the hours of 1000hrs - 1700hrs.

"Quite probably the largest street festival in Australia, Festa is a wonderful celebration of what makes Leichhardt special and why up to 100,000 people attend each year. Carnival rides, jumping castles, animal farms, face painting and puppet shows for the kids, organic markets, entertainment, concerts, dancing and free cooking demonstrations by the best Italian professional chefs PLUS the best local Italian Nonnas!" - Norton Street Italian Festa Website (<http://www.nortonstreetfesta.com.au/>).

Neighbouring cafes, restaurants and venues will be open to assist in accommodating the expected attendance numbers.

2: RISK MANAGEMENT - TRAFFIC

2.1 Work Health & Safety - Traffic Control

A Risk Management approach shall be an integral part of the planning for any activity. Safety risk identification, assessment and control process is a legal obligation (as per the WHS Act and Regulations 2011) and should be aligned with AS/NZS ISO 31000 - Risk Management and the Code of Practice 'How to Manage Work Health & Safety Risks'. Broader event risk management is best practice and a fundamental part of due diligence. IE is the Event Manager and principal risk manager for the overall event operations and shall ensure that the risk management methodology and culture are applied throughout all stages and aspects of the event activities. Assure uses TCPs and TMP as specialised traffic risk control measures, but notes that TCPs and TMP alone cannot entirely substitute a thorough AS/NZS ISO 31000 - based event risk assessment. IE engaged Avert Risk Management Services (Avert) to prepare event-specific risk assessment.

This TMP is based on the RMS 'Guide to Traffic & Transport Management for Special Events' (version 3.4 August 2, 2006). TCPs are designed in reference to RMS 'Traffic Control at Worksites' - TCAWS manual (v 4, June 2010) and AS 1742 'Manual of Uniform Traffic Control Devices' (series).



Risk Matrices:

CONSEQUENCE:			
Severity	Health & Safety:	Traffic impact:	Property Damage:
5	One or more fatalities or permanent disability/ill health to one or more persons.	Level of Services (LoS): F. Unacceptable impact on the performance of the road network.	Total property damage (vehicles and road assets).
4	Serious Injury or Illness requiring immediate hospital admission via ambulance (in-patient).	LoS: E. Major impact on the performance of the road network.	Major property damage.
3	Moderate Injury or Illness requiring hospitalisation via ambulance (out -patient).	LoS: D. Moderate impact on the performance of the road network.	Moderate property damage.
2	Minor Injury or temporary ill health requiring treatment by medical practitioner.	LoS: C. Minor impact on the performance of the road network.	Minor property damage.
1	First aid treatment on site.	LoS: A to B. No impact on the performance of the road network.	No property damage.

Consequence Note: *Not all three consequence descriptors necessarily apply to each risk item.*

LIKELIHOOD:		
A	Almost Certain	The risk will occur during the event period.
B	Likely	The risk will probably occur during the event period.
C	Possible	The risk might occur at the event.
D	Unlikely	The risk is not expected to occur.
E	Rare	The risk is not known to occur in most circumstances.

RISK MATRIX:					
Likelihood	Consequences				
	1	2	3	4	5
A	Medium	High	High	Very High	Very High
B	Medium	Medium	High	High	Very High
C	Low	Medium	High	High	High
D	Low	Low	Medium	Medium	High
E	Very Low	Low	Medium	Medium	Medium

NOTE: The register will be progressively updated and enhanced following further stakeholder consultation.



2.2 Public Liability Insurance

Policy Documents



Tax Invoice

(Upon payment of the premium, this invoice will act as your Tax Invoice)

Impact Exhibitions & Events
PO Box 983
LEICHHARDT NSW 2040

For all enquiries, please contact:
George Peros
Authorised Representative No: 449741
Talos Insurance and Risk Solutions Pty Ltd
ABN: 59 100 479 126
P: (02) 89998044
F: (02) 89998045
M: 0411533221
E: george.peros@talosinsurance.com.au
PO Box 335
CAMPERDOWN NSW 1450

Invoice No: I601163467
Insured Name: Impact Exhibitions & Events

Class: Entertainment Liability & PI
Policy No: tba
Period: 09/10/2014 to 09/10/2015
Client Code: C600115886
Reference: 808-C600115886-P601212504-1
Insurer: Arena Underwriting Pty Ltd
ABN: 26 125 869 481
Suite 8
12 Alma Road
NEW LAMBTON NSW 2305

Premium:	\$2,060.00
Emergency/Fire Services Levies:	\$0.00
Stamp Duty:	\$185.90
Insurer Admin Fee:	\$150.00
Adviser Service Fee:	\$259.10
Administration Fee:	\$40.00
Total GST:	\$250.91

Total Amount Due: \$2,945.91

Details

Please find attached our invoice and schedule of insurance for your Entertainment Liability & PI Policy for the period: 09/10/2014 - 09/10/2015.

Inv Date: 9/10/2014

PLEASE DETACH FOR PAYMENT - SEE OVER FOR FULL PAYMENT OPTIONS AND IMPORTANT NOTICES (a receipt will only be issued upon request)

**Your premium is now due for payment.
Please forward your remittance to:**

Insurance Advisernet Australia Pty Ltd
PO Box 335
CAMPERDOWN NSW 1450

Client Name: Impact Exhibitions & Events
Invoice No: I601163467
BPAY Ref No: 6011634679
Client Code: C600115886
Adviser: George Peros
Premium Funded: Not Funded

Payment Due Date: 09/10/2014
Total Amount Due: \$2,945.91

Print Date: 9/10/2014

808-C600115886-P601212504-1

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2.3 Police

Evidence of a completed notice to hold a Public Assembly will be inserted in due time.



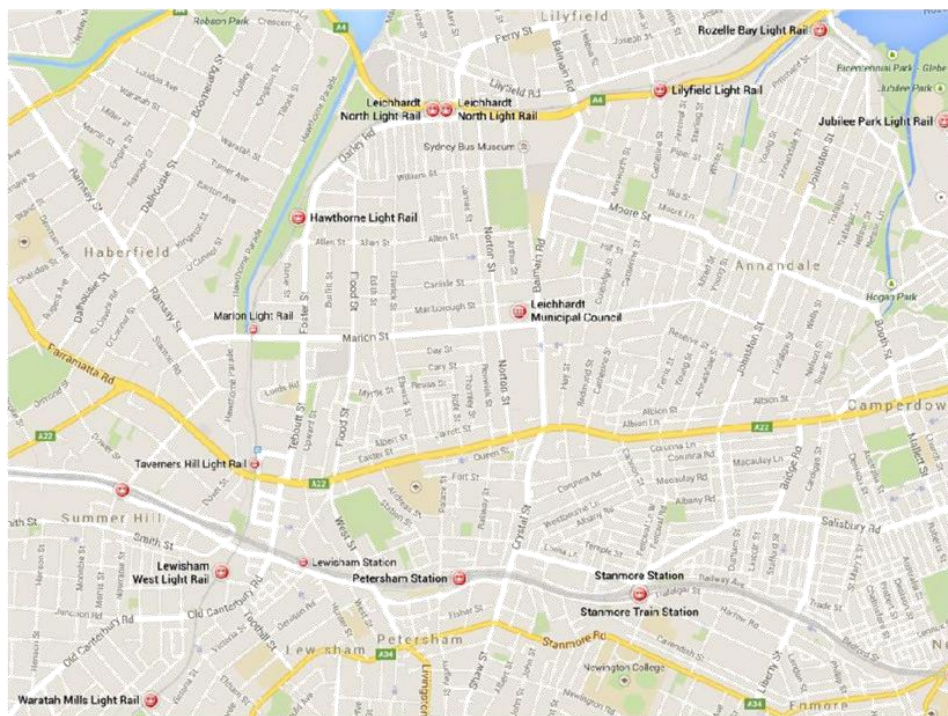
2.4 NSW Fire & Rescue and NSW Ambulance

Assure will be available to distribute copies of the final TMP to local NSW Fire & Rescue representative and NSW Ambulance Service (on the designated NSW Ambulance events e-mail address). Emergency services are advised to access the event site via Marlborough Street, Carlisle Street, Macauley Street and Short Street. Access via Norton Street is limited due to Water filled barriers being in place (Cnr of Norton and Marion and Cnr of Norton and William).

3: TRAFFIC & TRANSPORT MANAGEMENT

3.1 The Route and Locations

The event location is within walking distance of the T2 Inner West & South Line (Petersham Station) and the L1 Light Rail (Leichhardt North and Hawthorne).





3.2 Parking

Driving to the event will not be advertised as an option. All event communications will promote use of public transport. Any patrons who choose to drive to the event will have to find on-street parking, which is relatively limited at the local area, first-come - first-served basis. The Leichhardt Council website also specifies a number of other options including:

- 10 spaces in the Council Carpark in Renwick St, Leichhardt.
- 48 space in the Cinema Carpark in Norton St, Leichhardt.
- 340 spaces (First two hours free) in the Norton Plaza Carpark in Norton St, Leichhardt.
- 87 spaces (4 Disabled Parking spaces) in the Council Carpark in Norton St, Leichhardt.
- 61 spaces (incl. 1 Disabled Parking space) in the Council Carpark in Hay St, Leichhardt

Preferential residential parking will be made available via special pass on the 'road closed section of the surrounding side streets

3.3 Construction, Traffic Calming & Traffic Generating Developments

Assure undertook inspections of the roads considered in this document. Assure did not identify any traffic calming devices that may adversely affect traffic operations for this event.

Assure will rely on IE and LMC for information on planned activities in the local area/venue that may impact on the event traffic planning. Assure will check www.livetraffic.com closer to the event dates for any scheduled roadwork's or special events.

3.4 Trusts, Authorities, or Government Enterprises

Not applicable.

3.5 Impact on/of Public Transport

Sydney Buses (Leichhardt Depot) are requested to re route bus services affected by the road closures on the day of the days of each Festa event (Sunday, 23rd October 2016, Sunday, 22nd October 2017, Sunday, 28th October 2018 and Sunday, 27th October 2019 and Sunday, 25th October 2020 inclusive.)

It is expected that services 436 - Chiswick/Rodd Point and the City (Circular Quay), 438 - Abbotsford and the City (Circular Quay), 439 - Mortlake and the City (Circular Quay) and 440 - Rozelle and the City (Circular Quay) will be affected during the event period.

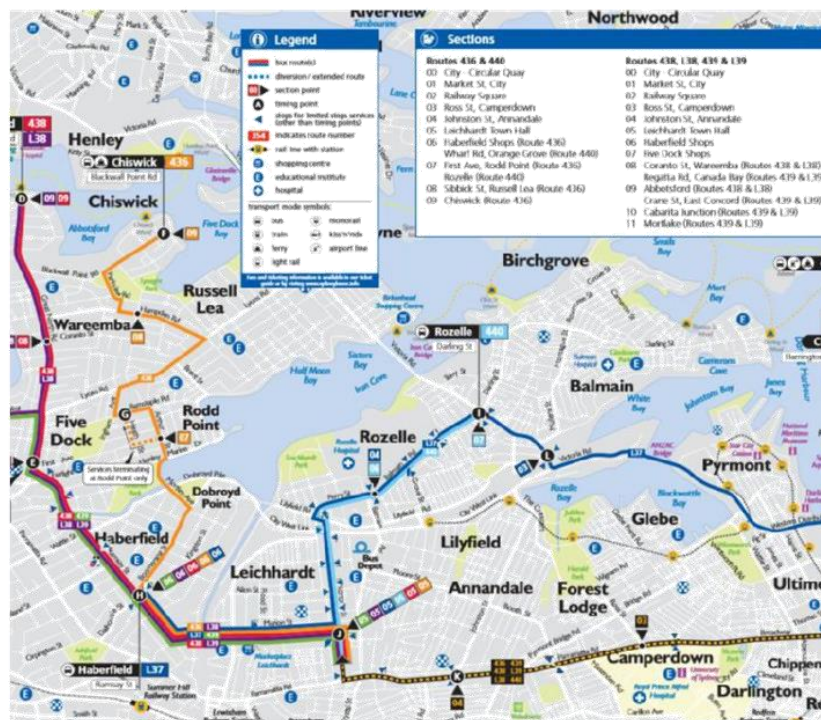
Temporary Bus Zones to accommodate 2 buses will be established on both sides of William Street between Norton Street and James Street. Barricades will be in place within 10m at the south eastern corner of the Flood/William Street Intersection.

Revised Bus routes and times will be advertised via The Courier, La Fiamma, Ciao Newspaper and the Norton Street Italian Festa website. IE will consult with Sydney Buses to determine the feasibility of the proposed measures.

Affected bus routes are shown below.

Assure Event Safety Services - trading name of Australian Concert and Entertainment Security Pty Ltd
ABN 16 002 990 794 | ACN 002 990 794 | NSW ML No. 404776913 | ASIAL Member 003749 | INTIS 90024
Document: IE - TMP - Norton Street Italian Festa - V1 - 2015 | Date: 4/06/2015

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3.6 Reopening Roads after Moving Events

The nominated Traffic Consultant (Leichhardt Council) will undertake a thorough inspection of the closed sections of public road and ensure that it is safe to open the road - they should check that:

1. All physical obstructions (e.g. event equipment) are removed from the road,
2. Workers, tools/equipment are well off the road and aware that the road will be reopened,
3. No spills or other changes present a hazard for road users.

3.7 Traffic Management Requirements Unique to this Event

There are no unique requirements (as defined on p.55 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.4, August 2, 2006).

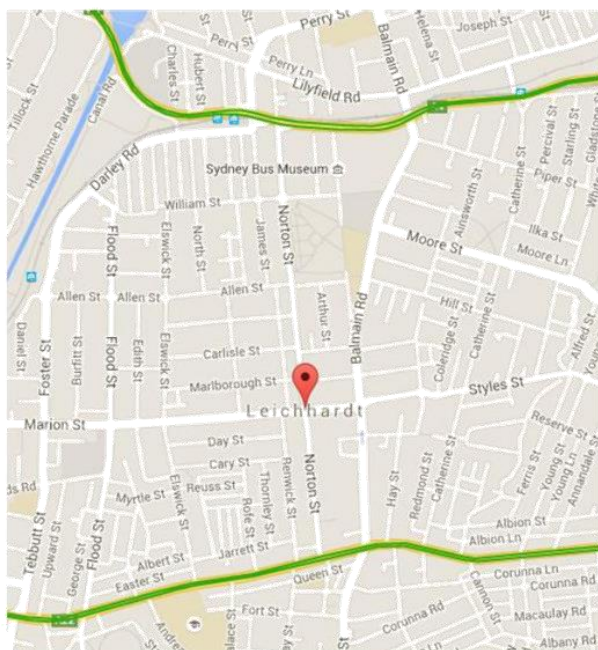
3.8 Contingency Plans

Contingency plans will be added following stakeholder consultation in due time. One contingency considered at time of writing is: higher-than-expected crowds. In the interest of public safety, it is likely that NSW Police Force would respond with additional road closures. In response to such situation, IE would use all available advertising resources to message patrons that the event is at capacity, while reducing the 'attractors' such as stage performance delays etc. to trigger crowd dispersion and reduction of crowding.

3.9 Heavy Vehicle Impacts

No impact on heavy vehicles is anticipated. Assure checked the Heavy vehicle impact via

<http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>.



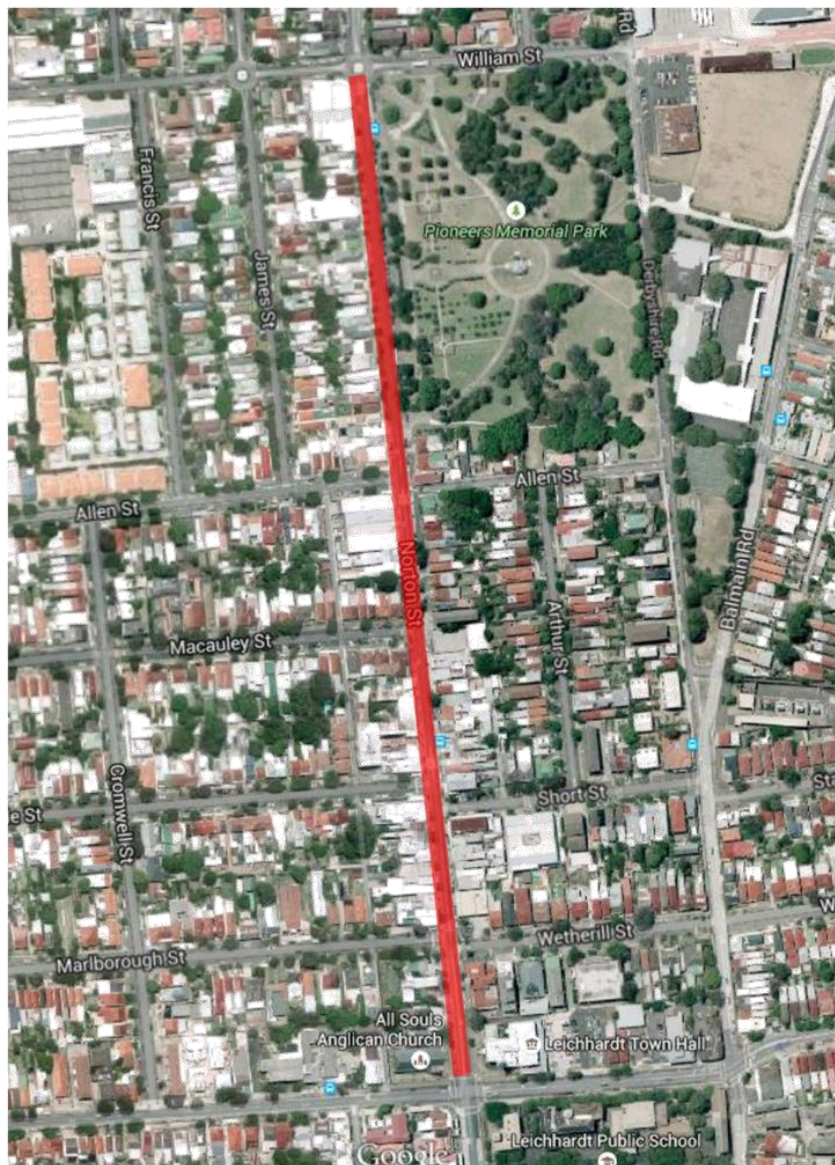
Assure Event Safety Services - trading name of Australian Concert and Entertainment Security Pty Ltd
ABN 16 002 990 794 | ACN 002 990 794 | NSW ML No. 404776913 | ASIAL Member 003749 | NTIS 90024
Document: IE - TMP - Norton Street Italian Festa - V1 - 2015 | Date: 4/06/2015

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3.10 Special Event Clearways (SEC)

Impact Exhibitions has requested the provision of a "Special Event Clearway" restriction from 0300 hrs to 2000 hrs on the date of each event (Sunday, 23rd October 2016, Sunday, 22nd October 2017, Sunday, 28th October 2018 and Sunday, 27th October 2019 and Sunday, 25th October 2020 inclusive) on Norton Street from Marion to William Street (pictured below). Impact Exhibitions requests that the RMS provides "Special Event Clearway" signage and two towing vehicles from 0430 hrs to 0930 hrs on the day of each event.





4: MINIMISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for Local Residents and Businesses

Access for local residents and business will be granted via Macauley Street (from Norton Street to Cromwell Street and Wetherill Street (from Norton Street to Balmain Road). Both streets will function as two way roads to facilitate access for residents and businesses.

4.2 Advertising Traffic Management Arrangements

IE will advertise as directed by LMC. Assure does not believe that broad advertising is required as the proposed arrangements should not greatly impact any local businesses or residents.

4.3 Special Event Warning Signs

Assure recommends to IE that custom corflute signs are designed and erected on street poles along Norton Street at least 1 week prior to the event. These signs will serve to advise locals of the road closures and shall be designed so they are readable, have key information (dates and times) and contact number for enquiries. Additional signage will be arranged by Leichhardt Municipal Council at road closure locations to advise motorists of closures.

4.4 Permanent Variable Message Signs [PVMS]

No PVMS support necessary.

4.5 Portable Variable Message Signs [VMS]

Assure does not recommend any VMS for this event.



APPENDIX

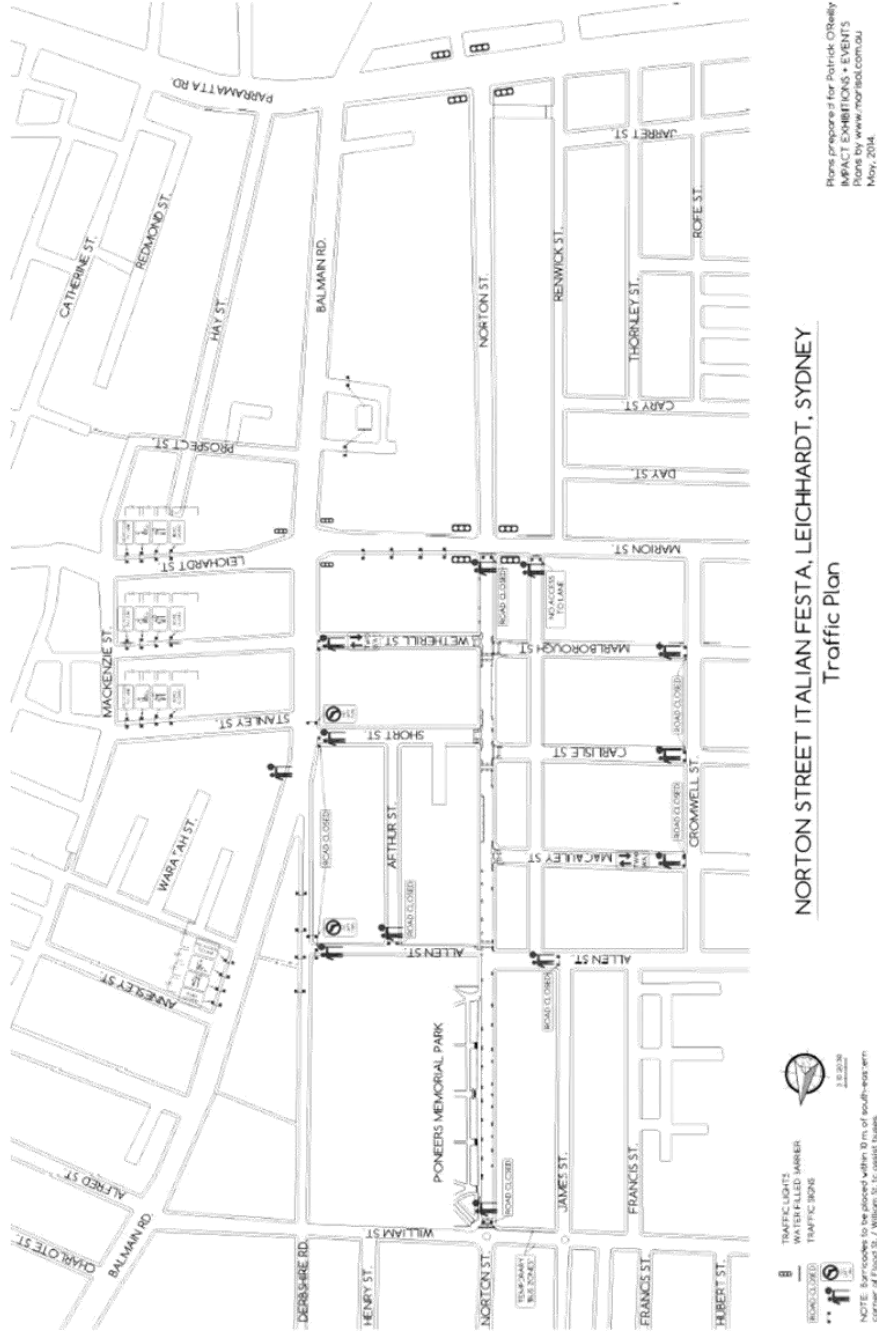
1 – Bus Zones William Street, between Norton and James Street (marked in Red)



Assure Event Safety Services - trading name of Australian Concert and Entertainment Security Pty Ltd
ABN 16 002 990 794 | ACN 002 990 794 | NSW ML No. 404776913 | ASIAL Member 003749 | NTIS 90024
Document IE - TMP - Norton Street Italian Festa - V1 - 2015 | Date: 4/06/2015

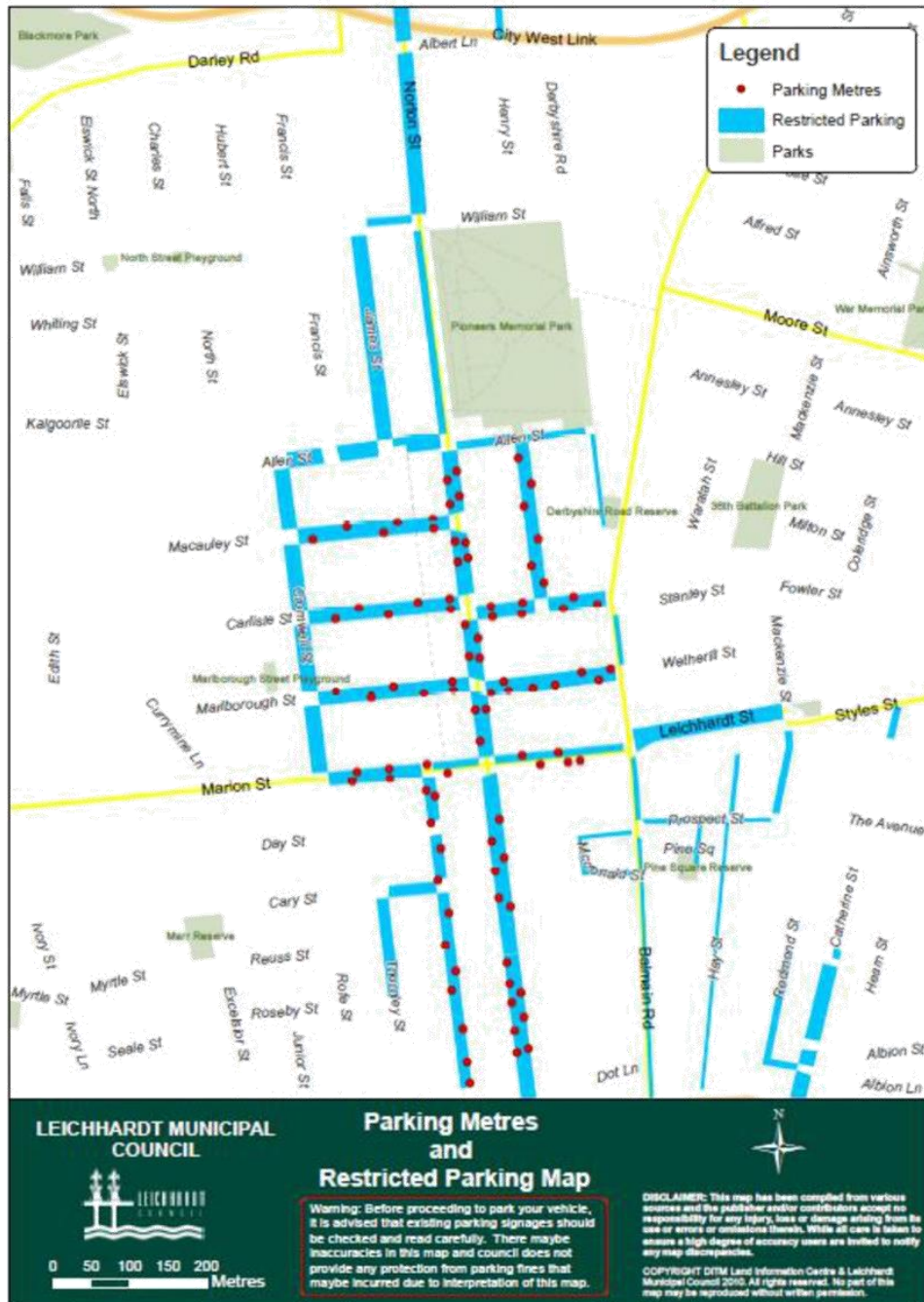


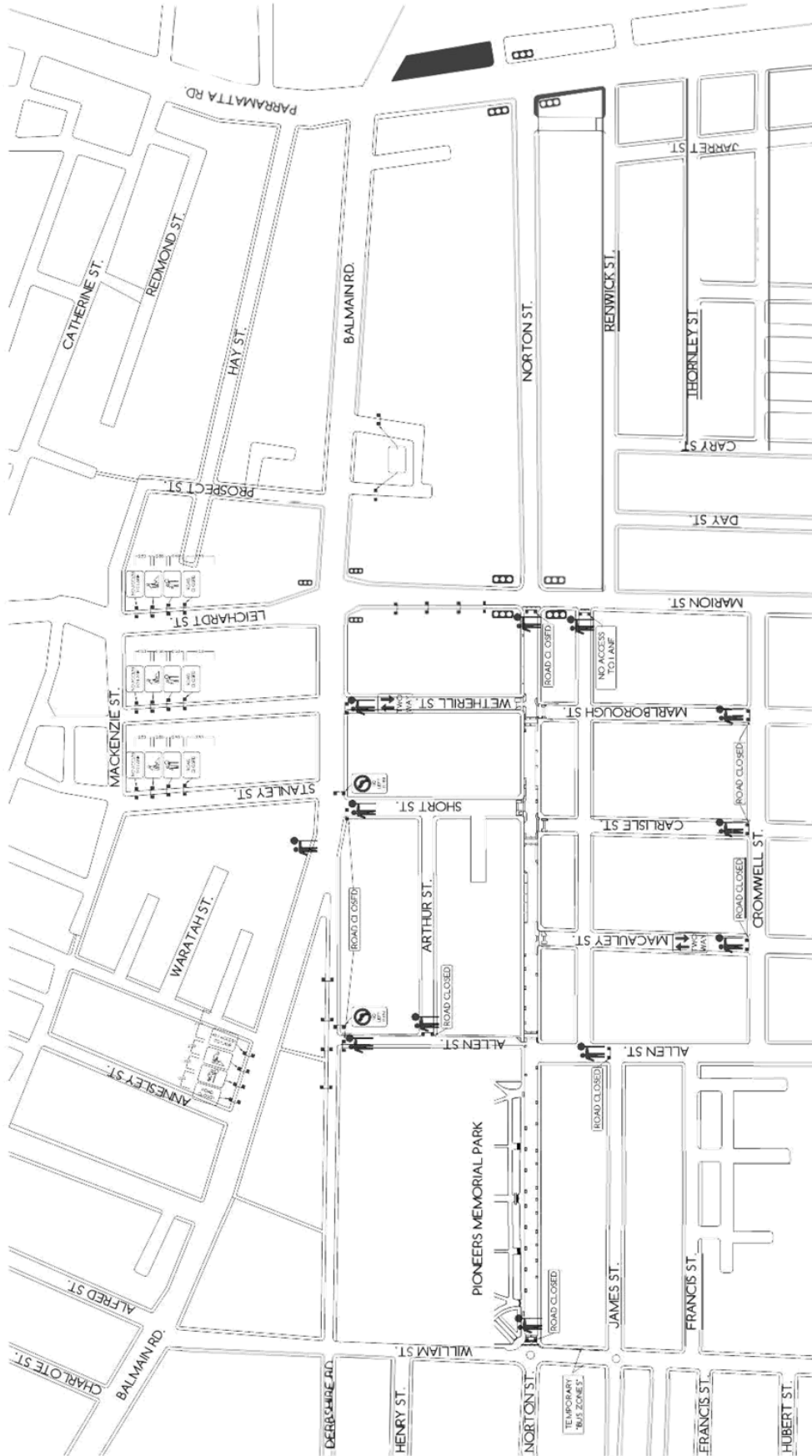
2 – Traffic Implementation Overview



Assure Event Safety Services - trading name of Australian Concert and Entertainment Security Pty Ltd
ABN 16 002 990 794 | ACH 002 990 794 | NSW ML No. 40476913 | ASIAL Member 003749 | INTIS 90024
Document: IE - TMP - Norton Street Italian Festa - V1 - 2015 | Date: 4/06/2015

3 – Parking Metres Map





 TRAFFIC LIGHTS
 WATER FILLED BARRIER
 TRAFFIC SIGNS
 ROAD CLOSED
 TEMPORARY BUS ZONES

NOTE: Barricades to be placed within 10 m. of south-eastern corner of Flood St / William St. to assist buses.

3 10 20 18

NORTON STREET ITALIAN FESTA, LEICHDART, SYDNEY
2016 Traffic Control Plan

Plans prepared for Patrick O'Reilly
IMPACT EXHIBITIONS • EVENTS
Plans by www.morisd.com.au