SUPPLEMENTARY AGENDA 1

Distributed on 31 August 2018

INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 4 SEPTEMBER 2018

10.00am

Location Petersham Service Centre, 2-14 Fisher Street, Petersham

MEETING AGENDA – PRECIS
SUPPLEMENTARY ITEMS

The following report/s appear as late item/s with approval as information required for the preparation of the report/s was not available at the time of distribution of the Business Paper.

Traffic Matters

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Item No: **LTC0918 Item 18**

Subject: **Dixson Avenue, Dulwich Hill –Traffic Calming Design Plan 10005 – Intersection narrowing and threshold treatment at Old Canterbury Road (Ashfield Ward /Summer Hill Electorate/ Ashfield & Inner West LAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A detailed design plan for the proposed traffic calming improvements in Dixson Avenue, Dulwich Hill at its intersection with Old Canterbury Road, as part of the Dulwich Hill North LATM study implementation, was finalised and presented at the 7 August 2018 Traffic Committee meeting (LTC0818 Item 4) for approval. A resident of Dixson Avenue attended and objected to the proposal as it resulted in the loss of two parking spaces. The resident stated that there is the potential to retain one of the parking spaces if the kerb extension was reduced. The resident also attended Council's meeting of 28 August 2018 and Council resolved to resubmit the matter back to the Committee for consideration.

RECOMMENDATION

For the Traffic Committee to consider.

BACKGROUND

A report went to the 7 August 2018 Traffic Committee meeting recommending the approval of a detailed design plan for the proposed traffic calming improvements in Dixson Avenue, Dulwich Hill at its intersection with Old Canterbury Road, as part of the Dulwich Hill North LATM study implementation (Item 4). The detailed design plan was for the 'narrowing of the intersection and threshold treatment' as recommended in the Dulwich Hill North LATM study report that went to the 6 April 2017 Traffic Committee meeting and adopted by Council at its meeting 12 October 2017.

Design Plan No.10005, as presented at the 7 August 2018 Traffic Committee meeting, incorporated kerb extensions with a new at grade threshold in Dixson Street at its intersection with Old Canterbury Road, to improve motorists' visibility of pedestrians at his intersection. It was stated also that the associated signs and line markings will improve road safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent the intersection regarding the proposal. Several members of the public supported the design plan and one objected to the proposal citing that it results in the loss of two parking spaces when they consider there is the potential to retain one of the parking spaces if the kerb extension was reduced. The resident attended the 7 August 2018 Traffic Committee meeting and also Council's meeting of 28 August 2018 where Council resolved to resubmit the matter back to the Committee for consideration. An alternative plan was submitted by the resident to Council.

A copy of the report that went to the 7 August 2018 Traffic Committee meeting is attached at the end of this report for reference.

FINANCIAL IMPLICATIONS

Discussed in attached report.

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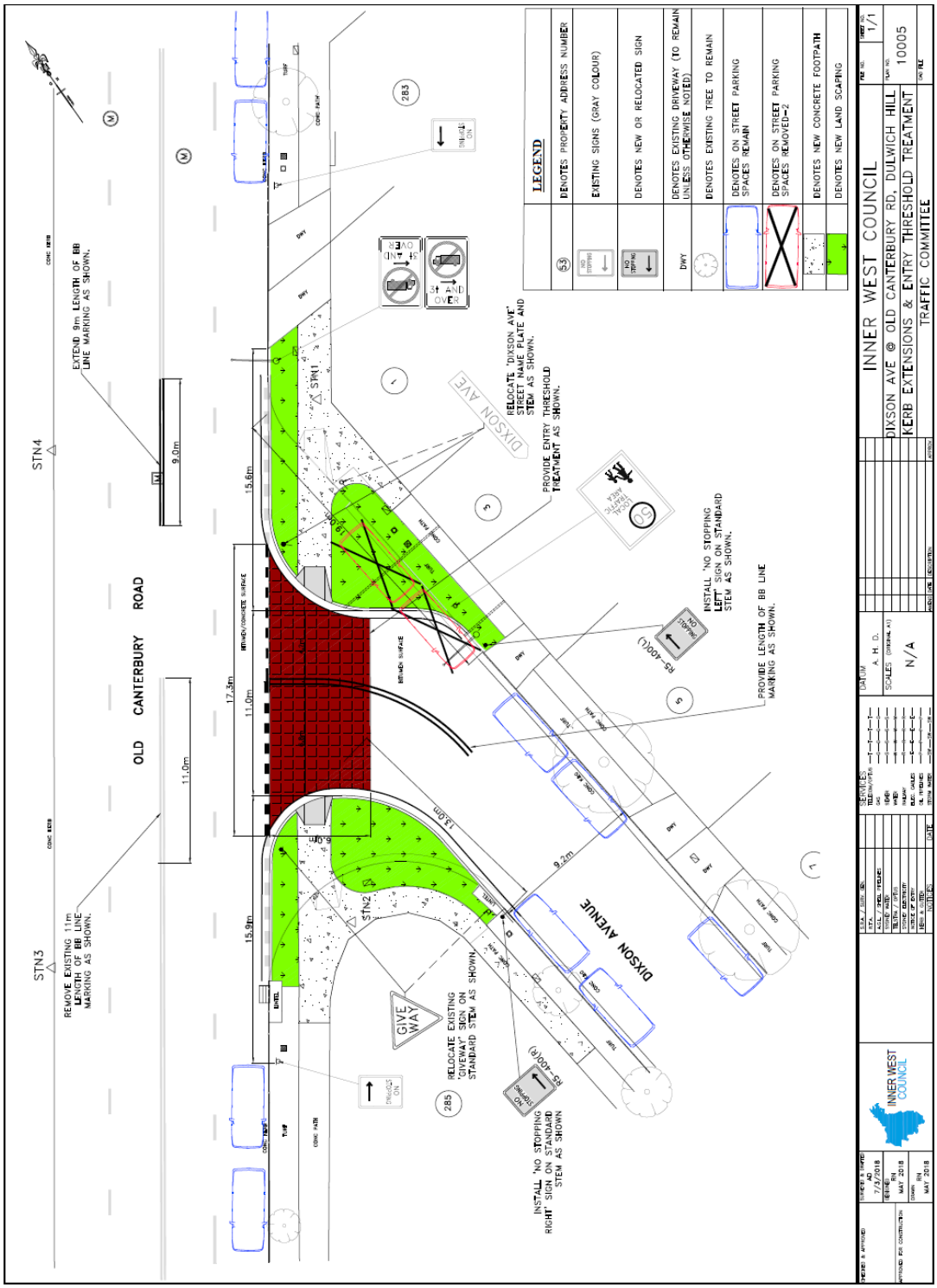
CONCLUSION

For the Traffic Committee to consider

Design Plan No.10005



Plan submitted to Council

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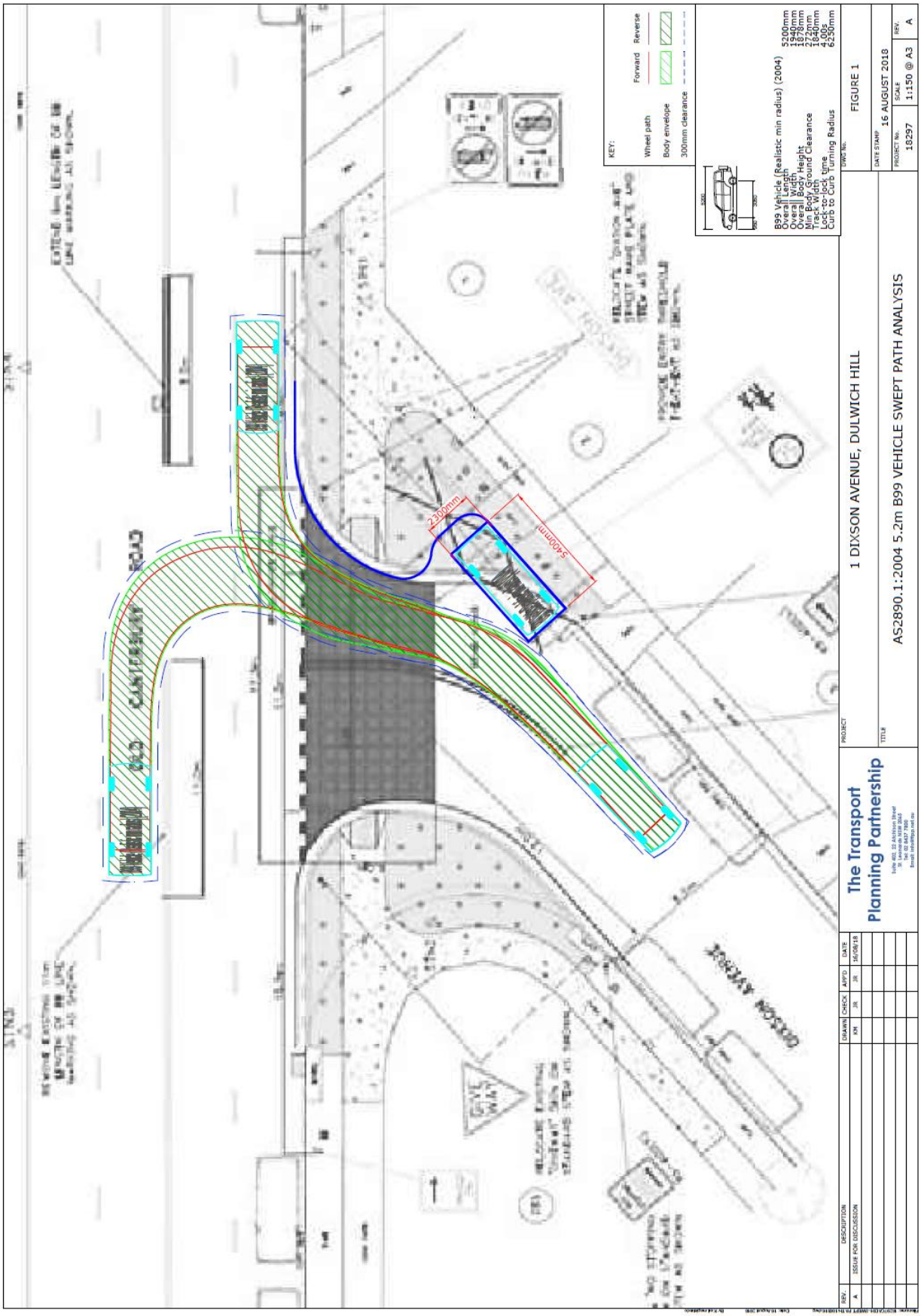


Item No: ***LTC0818 Item 4***

Subject: ***Dixson 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)***

Item 18

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

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

SUMMARY

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

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

RECOMMENDATION

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

BACKGROUND

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

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

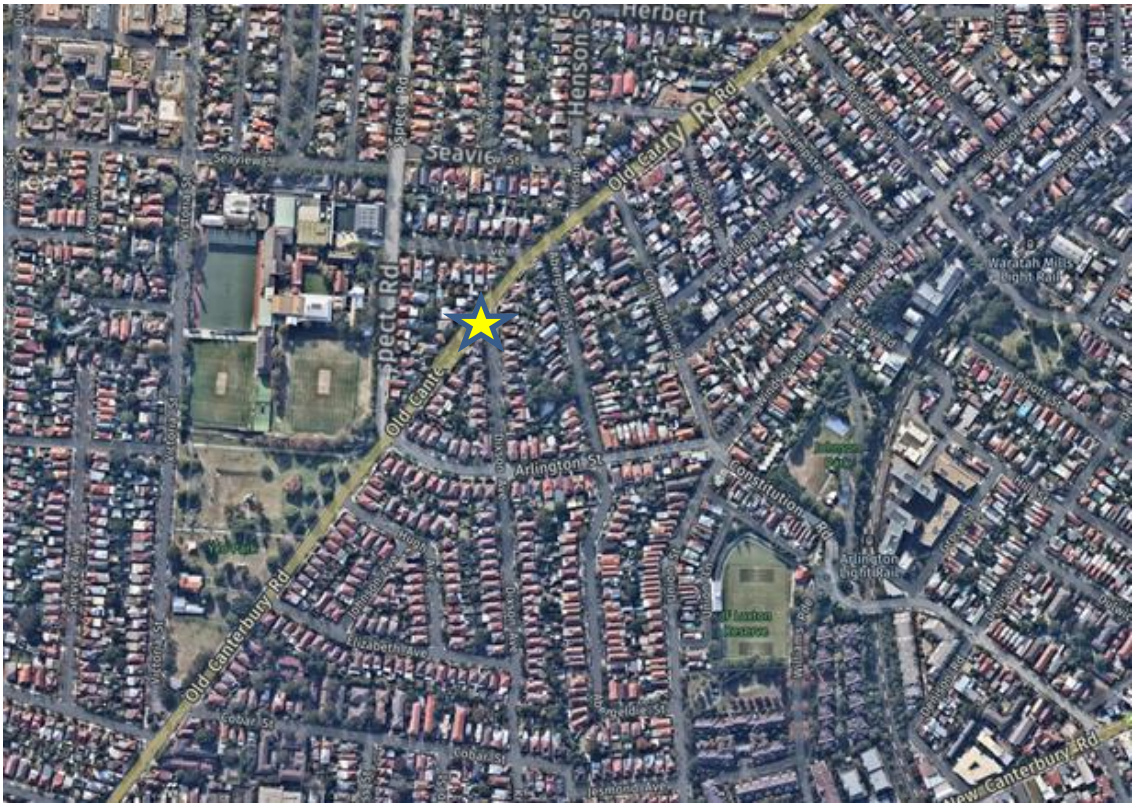
The detailed design plan for the works has now been finalised together with the accompanied consultation results and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

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

OFFICER COMMENTS

Site location & road network



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

Design plans - Plan No. 10005

The proposed scope of work includes the following:

- *Installing kerb extensions;*
- *Constructing an at-grade threshold to improve motorists' visibility of pedestrians;*
- *Providing kerb ramps and footpaths;*
- *Creating ground cover gardens on the kerb extensions to create a greener, more attractive area; and*
- *Installing associated signage, replacing any damaged signs and repairing faded road markings.*

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

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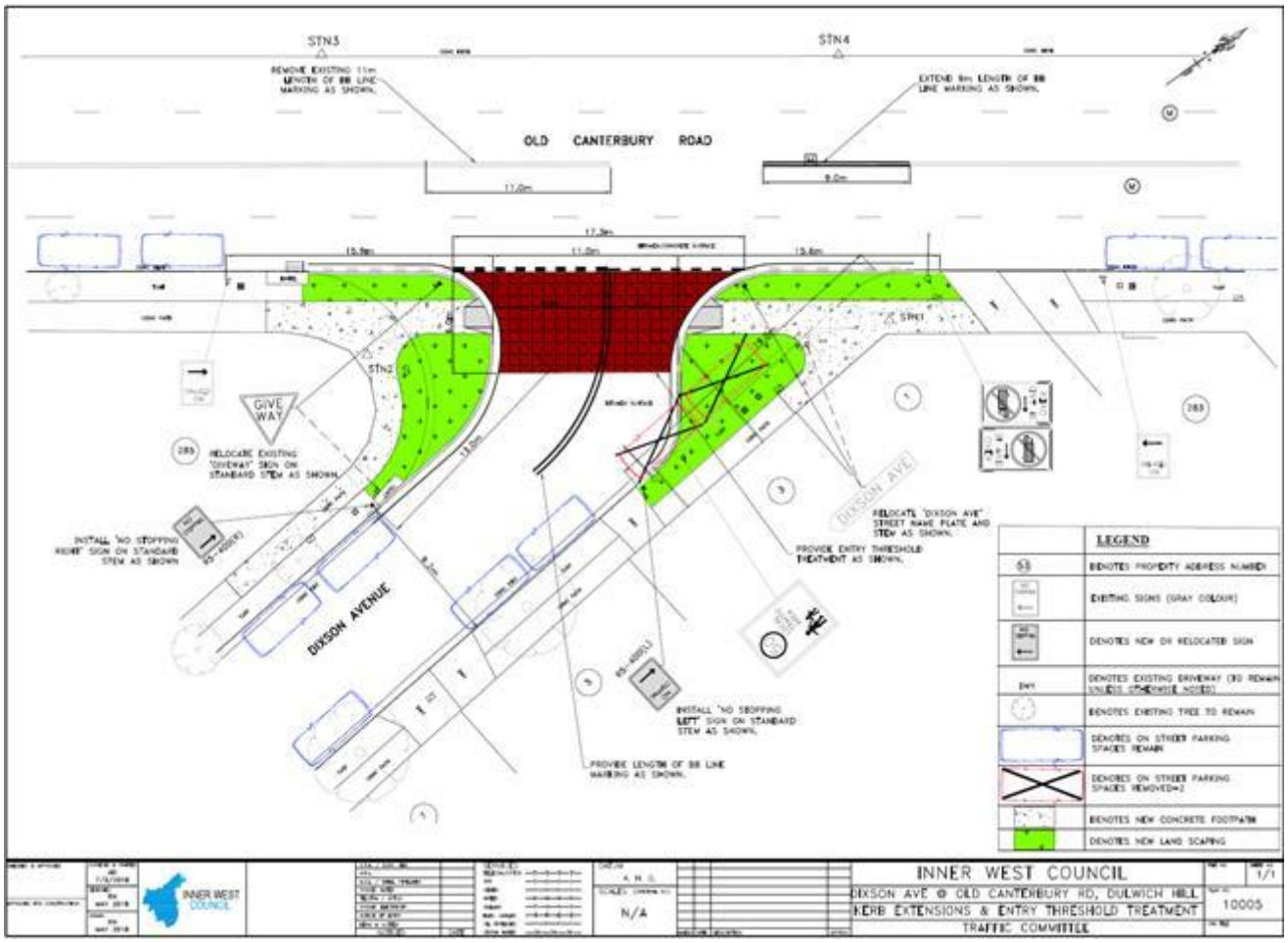
All current vehicular access to adjoining properties will be retained.



PUBLIC CONSULTATION

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

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

Residents' Comments	***Officer's Response***
Resident noted that the proposed plans are excellent and will provide improved pedestrian safety and traffic management.	*Received and noted. The resident supports the proposal.* *The proposal is an outcome of the recently approved Dulwich Hill North LATM study implementation and was the preferred treatment option identified for this location.*
Resident noted that parking in the street is an issue and at capacity, due to narrow driveways, and suggested if the design was reshaped it would allow for one less parking space to be lost. *The resident also noted that by restricting Dixson Avenue down to two lanes it would compound traffic congestion at the intersection particularly in peak times, as traffic wishing to turn right into Old*	*The design and location of the proposed kerb extensions and at-grade entry threshold retains vehicular access to adjoining properties and incorporates the minimum loss in on-street parking. The purpose of the treatment is to improve motorists' visibility of pedestrians and reduce the crossing distance for pedestrians improving overall pedestrian safety*

Residents' Comments	***Officer's Response***
Canterbury Road will hold up those motorists wishing to turn left. The resident suggested that the design could be amended to include a left hand turning lane out of Dixson Avenue.	*and traffic conditions at this location.* *The proposed road width at the intersection is wide enough for one vehicle to turn left while another vehicle turns right from Dixson Ave.*
Resident noted that they are fully supportive of the proposed changes to the crossing on Dixson Avenue at the intersection of Old Canterbury Road.	*Received and noted. The resident supports the proposal*
Resident agreed with the design plan	*Received and noted. The resident supports the proposal*
Resident noted that the current proposal is inadequate as the loss of 2 car parking spots is not acceptable and noted that more than one option should have been developed with alternative treatments such as; closing the road to all traffic, providing "No Left Turn from Old Canterbury Road and Dixson Avenue" restrictions or providing "Closed to entering traffic" restrictions.	*The purpose of the treatment is to improve motorists' visibility of pedestrians and reduce the crossing distance for pedestrians improving overall pedestrian safety and traffic conditions at this location.* *The design and location of the proposed kerb extensions and at-grade entry threshold retains vehicular access to adjoining properties and incorporates the minimum loss in on-street parking. 'No Stopping' zones are compliant to accommodate swept path constraints.*

CONCLUSION

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

ATTACHMENTS

Nil.

Item 19

Item No: **LTC0918 Item 19**

Subject: **Petersham Area M5 Extension of Permit Parking (Stanmore Ward/Summer Hill Electorate/Inner West LAC)**

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following representation to Council a proposal for an extension of the existing M5 permit parking area was circulated to residents for comment. Given the feedback from residents a revised proposal has been developed. The revised proposal addresses concerns raised by residents and offers a balanced approach to providing permit parking and unrestricted parking in the area.

RECOMMENDATION

THAT:

1. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (southern side) between property no. 93 and West Street;**

2. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (southern side) between Palace Street and Station Street;**

3. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (northern side) between property no. 92 and Station Street;**

4. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Wentworth Street (western side) between Brighton Street and the cul de sac;**

5. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on West Street (western side) between Brighton Street and the cul de sac; and**

6. **Implement Statutory No Stopping in conjunction with resident parking where required.**

BACKGROUND

Council is proposing to introduce 2P Permit Holders Excepted parking in a number of streets in Petersham as an extension to the existing M5 permit parking area. The proposals are detailed in **Table 1** below and illustrated in **Figure 1** below.

Table 1: Proposed restrictions

Convert unrestricted parking to '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5'	**1.** Brighton Street (southern side) between property no. 93 and West Street
	2. Brighton Street (southern side) between Palace Street and Station Street

	3. Brighton Street (northern side) between property no. 92 and Station Street
	4. Wentworth Street (western side) between Brighton Street and the cul de sac
	5. West Street (western side) between Brighton Street and the cul de sac
Implement Statutory No Stopping in conjunction with resident parking where required	

Council had developed a proposal which was circulated to affected residents for consideration,(see **Figure 1** below). Based on the responses from residents, a revised proposal has been developed which is illustrated in **Figure 2** below.

Figure 1: Original proposal for extension of M5 Permit parking area

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Figure 2: Proposal for extension to M5 Permit Parking area

Parking Surveys

Parking surveys were carried out in West Street, Brighton Street and Wentworth Avenue in October 2017. (See **Table 2** and **Table 3** and **Figure 3** below). The pattern of occupancy shows that West Street between Brighton Street and the cul de sac has a high occupancy during the weekday daytime hours.

Table 2: Parking Survey Results Tuesday 24 October 2017

Street Section ID	Tuesday 24th October 2017		8:00 AM		12:00 PM		4:00 PM		8:00 PM		Average Spaces Occupied 8:00am - 8:00pm	Max Spaces Occupied 8:00am - 8:00pm
	Description	Supply	Occ	%	Occ	%	Occ	%	Occ	%		
1	West St from bus stop to opposite Brighton St	7	4	57%	6	86%	3	43%	2	29%	4	6
2	West St from bus stop to Brighton St	4	1	25%	1	25%	0	0%	0	0%	1	1
3	Brighton St from West St to Wentworth St	8	5	63%	8	100 %	5	63%	6	75%	6	8
4	Wentworth St from Brighton St park entrance	15	6	40%	14	93%	14	93%	11	73%	11	14
5	Wentworth St from park entrance to Brighton St	15	8	53%	13	87%	13	87%	8	53%	11	13
6	Brighton St from Wentworth St to opposite The Avenue	21	18	86%	13	62%	19	90%	16	76%	17	19
7	Brighton St from The Avenue to West St	22	15	68%	13	59%	16	73%	15	68%	15	16
8	West St from Brighton St to end of street	8	8	100%	7	88%	7	88%	6	75%	7	8
9	West St (southern side)	11	10	91%	10	91%	11	100 %	11	100 %	11	11

Table 3: Parking Survey Results Thursday 26 October 2017

Street Section ID	Thursday 26th October 2017		8:00 AM		12:00 PM		4:00 PM		8:00 PM		Average Spaces Occupied 8:00am - 8:00pm	Max Spaces Occupied 8:00am - 8:00pm
	Description	Supply	Occ	%	Occ	%	Occ	%	Occ	%		
1	West St from bus stop to opposite Brighton St	7	3	43%	6	86%	3	43 %	0	0%	3	6
2	West St from bus stop to Brighton St	4	0	0%	0	0%	0	0%	0	0%	0	0
3	Brighton St from West St to Wentworth St	8	5	63%	8	100 %	7	88 %	5	63 %	6	8
4	Wentworth St from Brighton St park entrance	15	7	47%	10	67%	12	80 %	11	73 %	10	12
5	Wentworth St from park entrance to Brighton St	15	7	47%	13	87%	7	47 %	11	73 %	10	13
6	Brighton St from Wentworth St to opposite The Avenue	21	11	52%	13	62%	16	76 %	14	67 %	14	16
7	Brighton St from The Avenue to West St	22	12	55%	16	73%	16	73 %	20	91 %	16	20
8	West St from Brighton St to end of street	8	8	100%	7	88%	7	88 %	6	75 %	7	8
9	West St (southern side)	11	11	100%	11	100 %	10	91 %	10	91 %	11	11

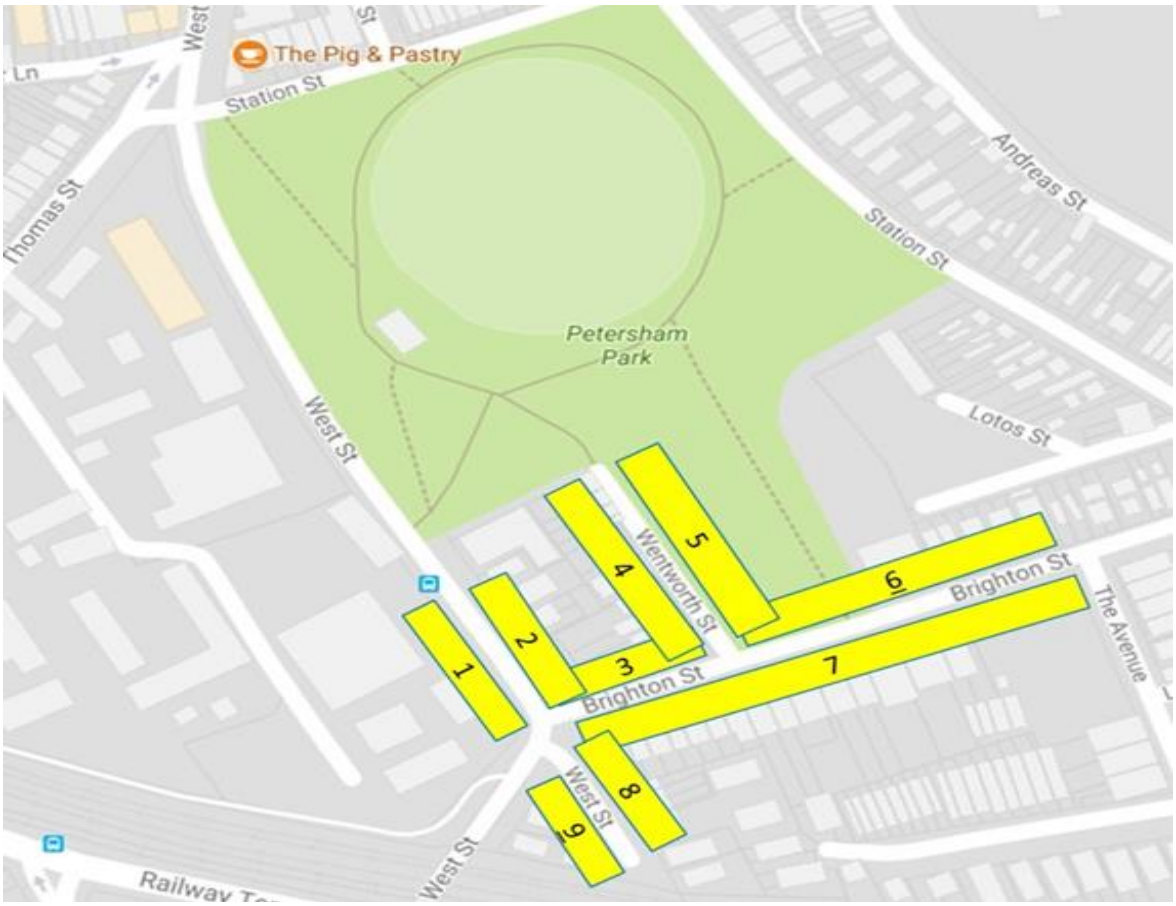


Figure 3: Map showing parking survey references

Parking surveys carried out in The Avenue and Station Street as part of the Petersham Parking Study which was endorsed by Council in October 2016, showed that parking occupancy in The Avenue and Station Street were between 50% and 75% during the weekday daytime hours and as a result no recommendations were made at that time to introduce permit parking in those streets. Given the proposal to extend permit parking in nearby streets, the

option was presented to the residents to participate in the scheme but there is insufficient support from residents for that at this time.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the 'No Parking' signage can be funded from Council's signs and line markings budget.

PUBLIC CONSULTATION

One hundred and sixty four (164) letters were sent to owners and occupiers in the affected area of on 7 July 2018 with a closing date for submissions being 10 August 2018. A map of the distribution of the surveys is shown in **Figure 4** below.

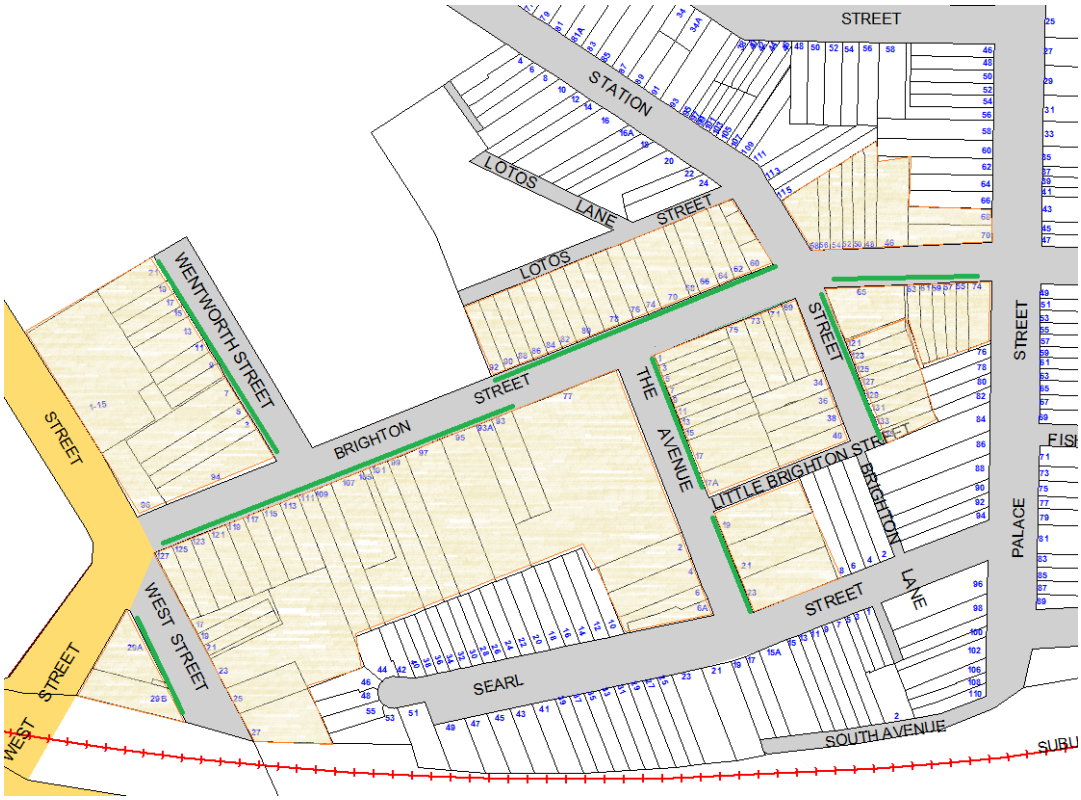


Figure 4: Map of survey distribution

Council's guidelines for determining whether a proposal is supported sufficiently are that, "There should be a response rate of 30% of surveys sent out with 65% respondents supporting the proposal." Thirty (33) responses were received. There were twenty one (21) respondents in favour and twelve (12) respondents opposed.

One hundred and five (105) properties were canvassed as part of the consultation. The thirty three (33) responses represent a response rate of 32% which meets the criteria for consideration of a permit parking scheme.

Twenty one (21) of the thirty three (33) respondents supported the proposals, resulting in a 64% support rate, which is very close to the required 65%.

Reponses to the proposal were split with a low level of responses and support from residents of The Avenue and Station Street. There was a higher level of response and support from residents of West Street, Wentworth Street and Brighton Street (particularly in the western end). Details of the percentage of support from the respondents for each subject street are illustrated in **Table 4** below,

Table 4: Total households and % of support by street

	# Households	Total households responding	% of responses in support	% of responses against
Brighton Street (btwn Station St @ West St	42	13	9 (69%)	4 (31%)
Brighton Street (btwn Station St @ Palace St	7	1	0	1 (100%)
West Street	8	4	3 (75%)	1 (25%)
Wentworth Street	10	6	6 (100%)	0
The Avenue	17	3	2 (66%)	1 (33%)
Station Street	12	6	1 (16%)	5 (84%)

The pattern of response is reflected in the revised proposal illustrated in **Figure 1**.

Reasons given for supporting the proposal are that there is a high demand during the daytime weekday hours from the St Vincent's de Paul complex at 2C West Street, Lewisham creating demand in the cul de sac of West Street, Wentworth Avenue and Brighton Street.

The reasons given for objecting to the proposal especially by residents in The Avenue and Station Street were that permit parking would impact on visitors and make it difficult for multiple car households.

By providing a revised proposal which caters for an extension of permit parking to address the area where there is a demand and support, but only introducing it on one side of the road; there is a balance of restricted and unrestricted parking which will allow for visitors, and residents who either are not eligible or choose not to participate in the scheme.

CONCLUSION

Following representations from the community, Council has undertaken consultation and parking surveys in the relevant streets. The original proposal (**Figure 2**) was not supported by residents of Station Street and The Avenue. A revised proposal (**Figure 1**)has been developed which addresses the concerns of respondents and provides both continuity of conditions with permit parking conditions in nearby streets in the M5 permit parking area; as well as providing a balance of unrestricted areas for those who are either not eligible or do not wish to participate in a permit parking scheme. With the majority of streets now surrounding The Avenue and Station Street being treated with 2P resident parking restrictions it is possible that 'Knock on' effects may eventually lead to Council Officers to undertaking a review of parking in these two streets. However, any review should be undertaken at least 6 months following implementation of the proposed restrictions within this report.

ATTACHMENTS

Nil.

Item 21

Item No: **LTC0918 Item 20**

Subject: **Seaview Street and Yeo Avenue, Ashfield - Installation of statutory 'No Stopping' restrictions. (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Statutory 10 metre length 'No Stopping' restrictions are proposed on the Seaview Street corners of the intersection of Seaview Street and Yeo Avenue, Ashfield. The signage would assist to regulate parking and improve sight view and vehicle access in and out of Yeo Avenue.

RECOMMENDATION

THAT:

1. **A 10m length 'No Stopping' zone be installed on the southern side of Seaview Street, west of Yeo Avenue; and**

2. **A 10 m length 'No Stopping' zone be installed on the southern side of Seaview Street, east of Yeo Avenue.**

BACKGROUND

Council has received complaints by residents with vehicles parking too close to the intersection of Seaview Street and Yeo Avenue, Ashfield.

This illegal parking behavior obstructs sight view as well as access into and out of Yeo Avenue, Ashfield.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The safety problem stems with vehicles parking to close to the Seaview Street corners of the intersection. Council Rangers have identified this to be a continuous problem and have requested that the corners of the intersection be signposted.

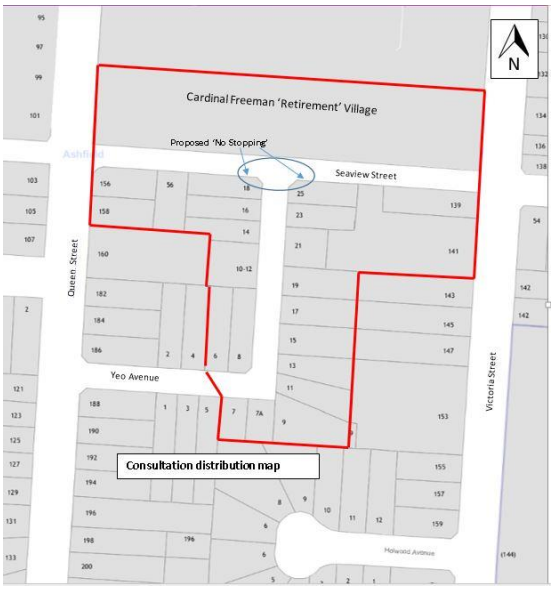
In order to alleviate the sight visablity and maneuvring space issues, it is proposed to signpost statutory 'No Stopping' zones at the following locations:

- The southern side of Seaview Street, west of Yeo Avenue (10 m 'No Stopping')
- The southern side of Seaview Street, east of Yeo Avenue (10 m ' No Stopping')

The proposal is shown on the follwing plan:

PUBLIC CONSULTATION

26 residences were letter boxed dropped, and 3 non-residing owners were mailed out in the area as shown in the distribution area Fig 2.



The following submissions were made.

Key responses from residents	Officers comments
The problem revolves around workers and visitors from the Cardinal Freeman parking illegally and in locations denying the opportunity for residents to park on-street. (3) Respondents raise concern or non-support of signposting the corners of the intersection. The problem is only temporary with the worker parking situation. Residents should not be punished with the imposition of signposting, as a result of worker/visitor parking in the area. Restrict parking, but issue residents permits to avoid fines or leave as is. Rather than erect unsightly signposting, apply enforcement under the road rules, or provide physical landscaping islands to the corners.	Irrespective whether the problem of parking is temporary or permanent, immediate signposting is required to resolve a road safety issue. No legal parking is removed with the inclusion of statutory 'No Stopping' restrictions. Any means to introduce other parking restrictions in the area would require all corners of intersections to be sign posted as 'No Stopping'. Council Rangers, following initial enforcement/monitoring of the area, have requested signposting of the intersection. Signposting is considered most effective and of less expense in controlling the parking in the area.
(3) Respondents accept or support the need to signpost the Seaview Street corners of the intersection but request that the Yeo Street corners not be signposted for the sake of parking.	The safety problem mainly stems with vehicles parking to close to the Seaview Street corners of the intersection. Motorists if observed to park too close to the intersection in Yeo Avenue will do so at their own risk. Council Ranger discretion would be used under the circumstance. If a problem evenuates at these corners, than Council will similarly signpost these corners under notification to residents.
(1) Respondent supports the inclusion of 'No Stopping' to the intersection, however requests if the distance in Seaview Street, be increased to at least 20 metres, and similarly request increase of Ranger presence.	The increase of 'No Stopping' would involve removal of legal parking. This would not be in benefit to other residents for the sake of parking in the area. The 10 metres signposted in Seaview Street is considered adequate to improve sight view and manoeuvre around the intersection. There is no accident history at the intersection to warrant the increase of 'No Stopping'. A request will be made for ranger presence in the area.

Figure 2- Consultation Area

CONCLUSION

It is recommended that the southern side corners of Seaview Street, east and west of Yeo Avenue, Ashfield be signposted with 10 metre length statutory 'No Stopping' restrictions.

Item No: **LTC0918 Item 21**

Subject: **Eliza Street, Newtown – Temporary Road Closure For The Newtown Good Food Fair 2018 – Sunday 14 October 2018 (Stanmore Ward/Newtown Electorate/Inner West LAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

A Section 68 application has been submitted to Council by the Newtown Precinct Business Association (NPBA), in collaboration with Council's Economic Development Unit for the holding of the Newtown Good Food Fair in Eliza St, Newtown on Sunday 14 October 2018. The event will necessitate the temporary road closure of Eliza Street for the section between King Street and Lennox Street, Newtown from 6.00am to 8.00pm.

It is recommended that the proposed temporary road closure of Eliza Street on Sunday 14 October 2018 be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT:

1. **The proposed temporary road closure of Eliza Street, Newtown for the section between King Street and Lennox Street from 6:00am to 8.00pm on Sunday 14 October 2018 for the holding of the Newtown Good Food Fair be APPROVED subject to the approval of the Section 68 Development Application and the applicant complying with the following conditions:**

    a. **A fee of $1,578.50 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;**
    b. **The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions;**
    c. **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 the closure;**
    d. **A Road Occupancy License be obtained by the applicant from the Transport Management Centre (TMC);**
    e. **Notice of the proposed event is forwarded to the NSW Police Local Area Commander, Transit Systems, Fire & Rescue NSW and Ambulance Service of NSW;**
    f. **Advance notifications signs advising of the proposed road closure and new traffic arrangements to be strategically installed and maintained by the applicant at least two (2) weeks prior to the event;**
    g. **A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;**
    h. **All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closure at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses;**
    i. **Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads; and**

j. Water filled barriers be placed at the road closure to protect against any possible errant vehicles; and

2. The applicant be advised in terms of this report and that all costs for advertising the event and implementation of the road closure are to be borne by the applicant.

BACKGROUND

A development application has been previously submitted to Council by the Newtown Precinct Business Association (NPBA), in collaboration with Council's Economic Development Unit for the holding of the Newtown Good Food Fair in Eliza St, Newtown on three Sundays over a three year period i.e. 9 October 2016, 8 October 2017 and 4 October 2018. The event will necessitate the temporary road closure of Eliza Street for the section between King Street and Lennox Street, Newtown from 6.00am to 8.00pm. (Refer to the attached locality map).

The application is required to be referred to the Traffic Committee for consideration under the State Environmental Planning and Policy (Infrastructure) 2007.

FINANCIAL IMPLICATIONS

Costs will be borne by the applicant.

OFFICER COMMENTS

Eliza Street is a local road between King Street and Lennox Street, and is signposted as 'One Way' northbound with parking only permitted on the eastern side of Eliza Street. The street varies in width from approximately 5.5 metres at the King Street end to approximately 6.1 metres at the Lennox Street end.

The applicant has advised that Total Management Control will be contracted to coordinate and manage the road closure during the festival, inform RMS of the temporary road closure, supply them with the relevant traffic plans and accompanying information. Inner West Police Traffic Officers will be informed of the proposed temporary road closure and presented with the Risk Management, Contingency and Traffic Management Plans. Fire and Rescue NSW and Ambulance Service of NSW will also be informed of the temporary closure.

It is noted that road closure approval is on a yearly basis and this is the final approval of the three years granted through the development consent.

PUBLIC CONSULTATION

The proposed temporary road closure of Eliza Street is being advertised in the local newspaper for a period of 28 days and a Traffic Management Plan will be submitted to the RMS for consideration and approval. Affected residents and businesses will be notified two weeks prior to the event.

CONCLUSION

This is the third time the food festival is to be held by the Newtown Precinct Business Association in Eliza Street and previous festivals held in Eliza Street have been successful. It is recommended that Council approve the temporary road closure, subject to the conditions outlined in this report.

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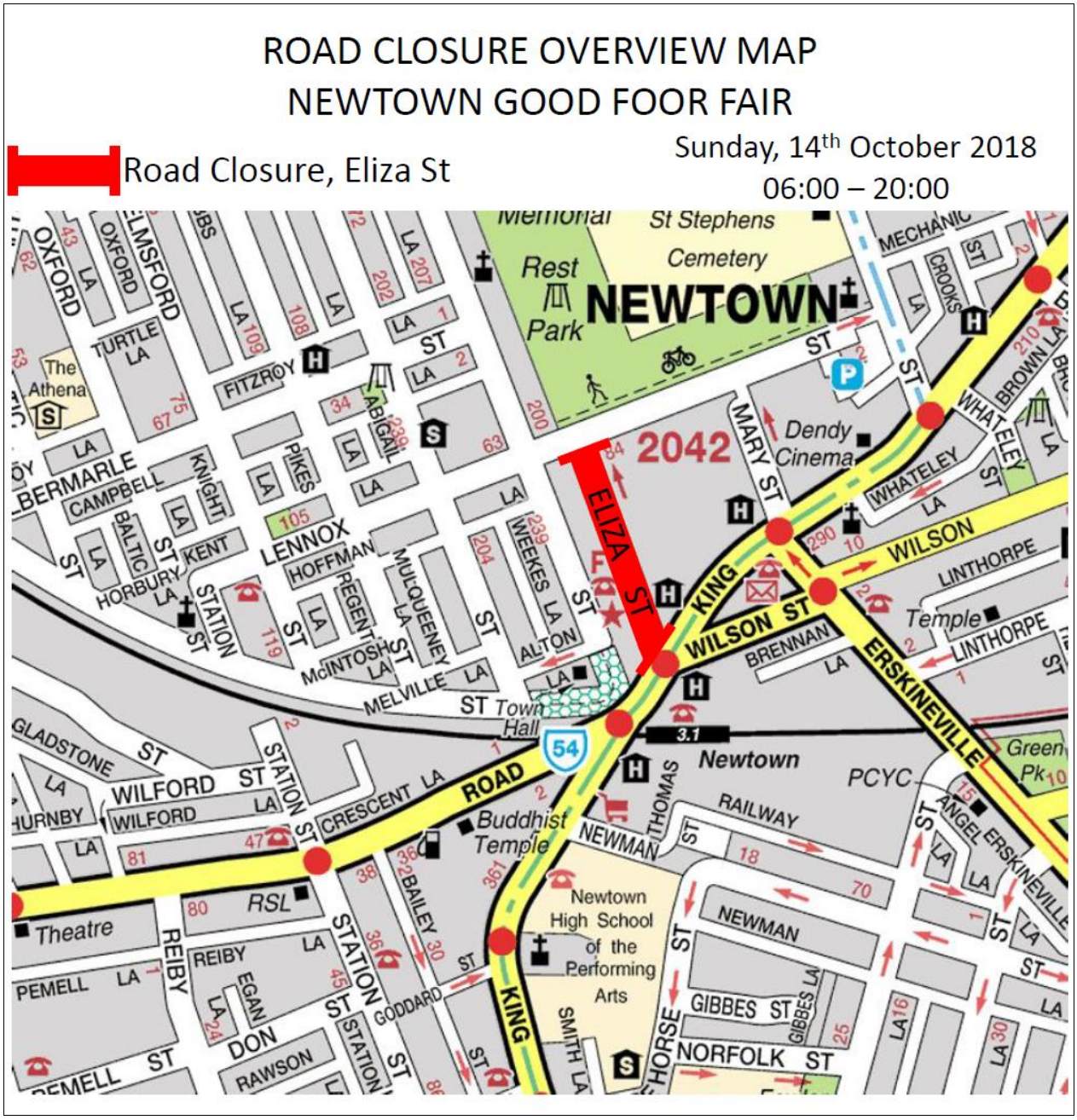
Locality Map – Temporary Road Closure



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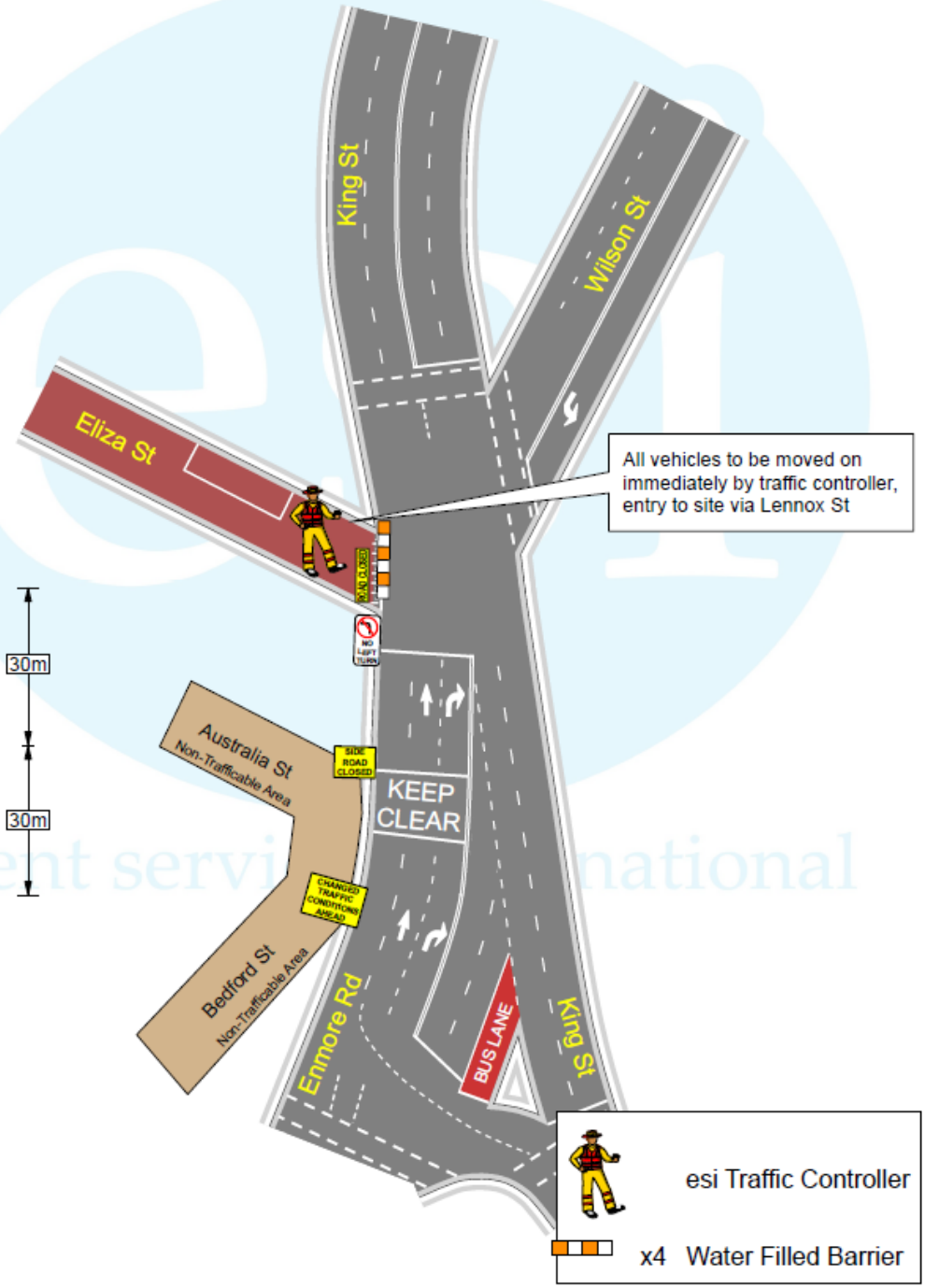

Eliza St at King St - Road Closure

N.B. NOT TO SCALE

Agency	Primary Task	Secondary Task	No. Staff	Date	Times	TCP
esi	Supply Signs, Implement Infrastructure	Man Closure	1	14th October 2018	Install- 06:00 Remove- 20:00	1

Newtown Good Food Fair - 14th October 2018

Version 1 - 10/07/2018

Drawn By; Matt Giles
RMS - Prepare a Work Zone Traffic Management Plan - Lic. 0024952469

Standard TCP Reference: N/A Custom TCP
Implemented By:

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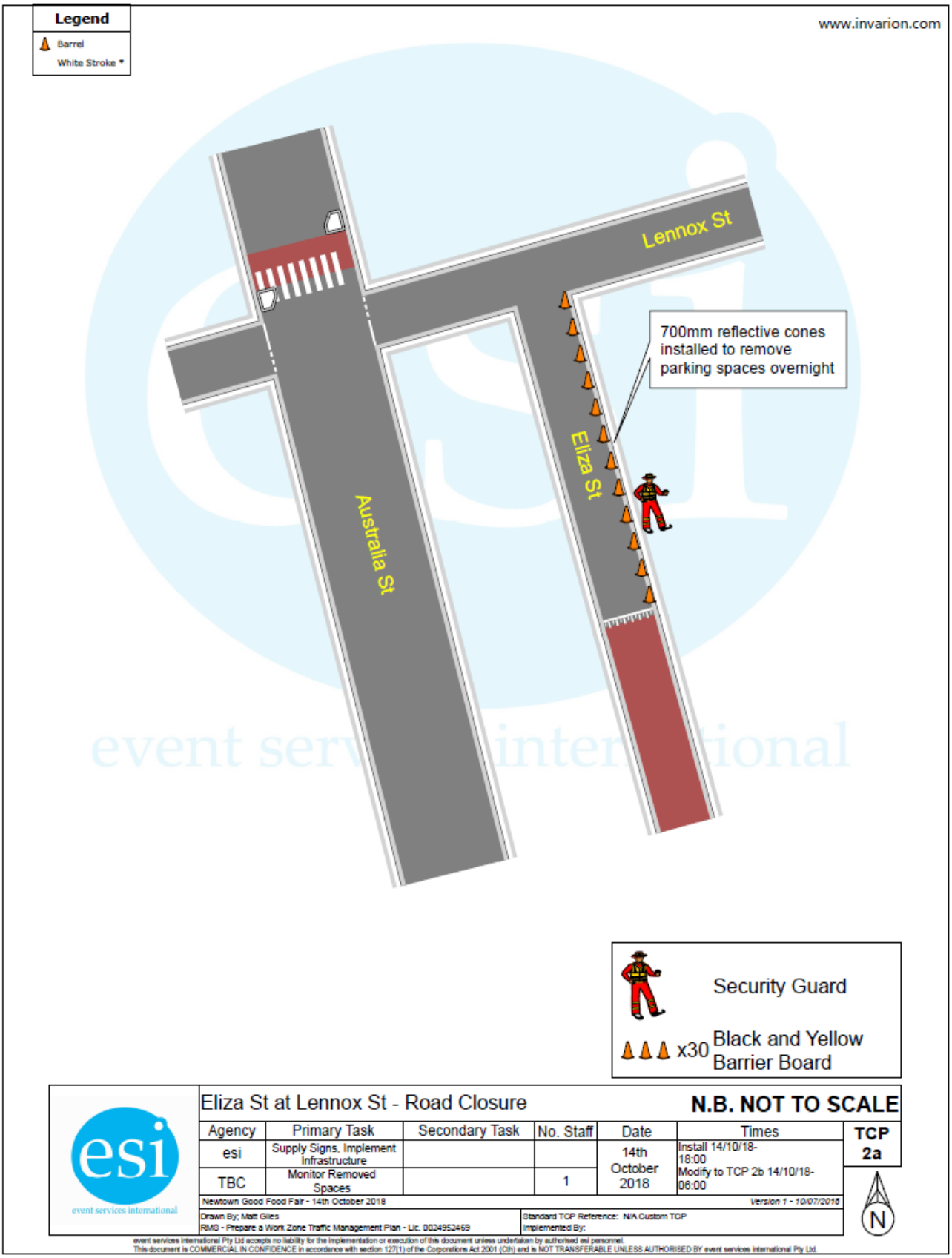
Legend
Barrel
White Stroke *
www.invarion.com
Lennox St
Eliza St
Australia St
700mm reflective cones installed to remove parking spaces overnight
Security Guard
x30 Black and Yellow Barrier Board
esi
event services international
Eliza St at Lennox St - Road Closure
N.B. NOT TO SCALE
Agency
Primary Task
Secondary Task
No. Staff
Date
Times
esi
Supply Signs, Implement Infrastructure
14th October 2018
Install 14/10/18-18:00
Modify to TCP 2b 14/10/18-06:00
TBC
Monitor Removed Spaces
1
TCP 2a
Newtown Good Food Fair - 14th October 2018
Version 1 - 10/07/2018
Drawn By: Matt Giles
RMS - Prepare a Work Zone Traffic Management Plan - Lic. 0024952469
Standard TCP Reference: N/A Custom TCP
Implemented By:
N
event services international Pty Ltd accepts no liability for the implementation or execution of this document unless undertaken by authorised esi personnel.
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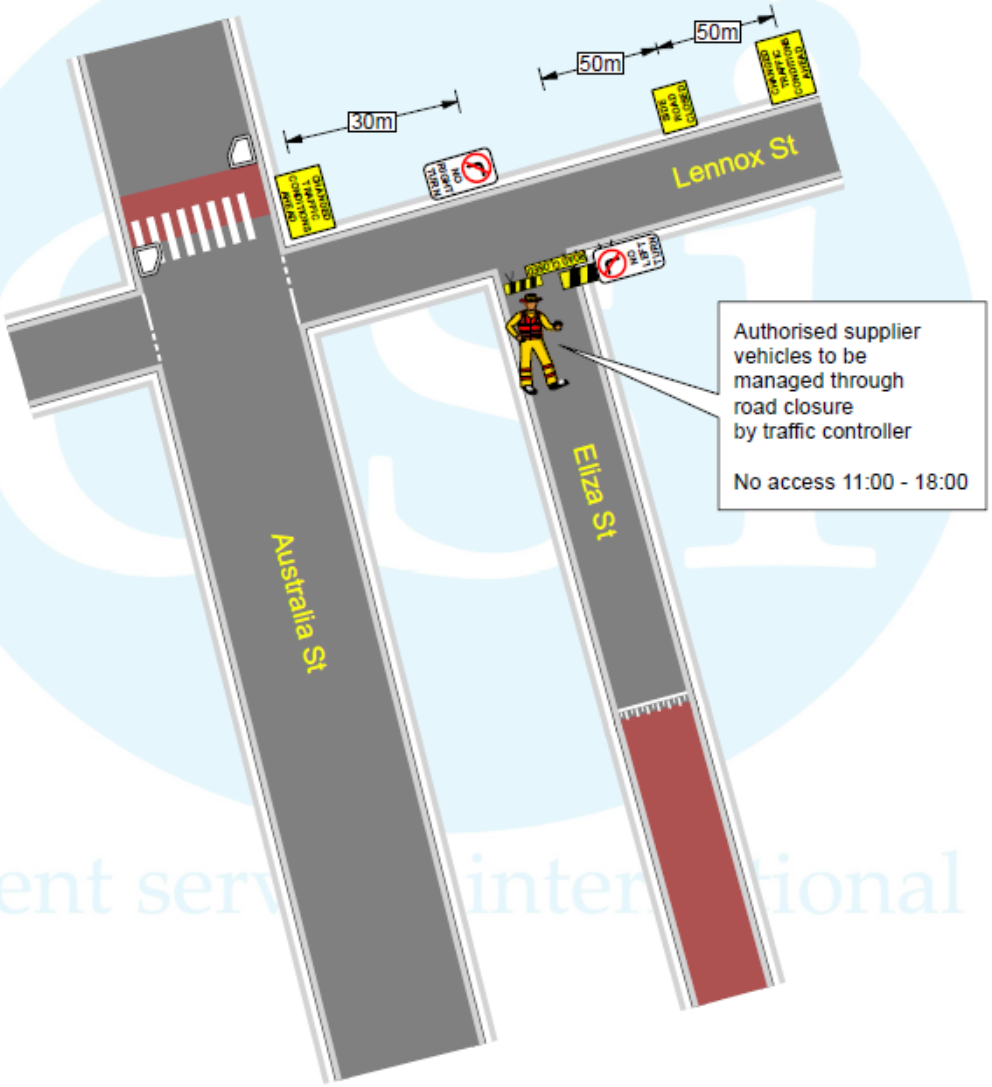

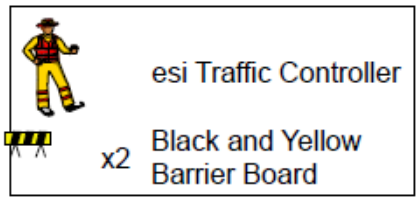

Eliza St at Lennox St - Road Closure

N.B. NOT TO SCALE

Agency	Primary Task	Secondary Task	No. Staff	Date	Times	TCP 2b
esi	Supply Signs, Implement Infrastructure	Man Closure	1	14th October 2018	Install- 06:00 Remove- 20:00	

Newtown Good Food Fair - 14th October 2018 — Version 1 - 10/07/2018

Drawn By: Matt Giles
RMS - Prepare a Work Zone Traffic Management Plan - Lic. 0024952469

Standard TCP Reference: N/A Custom TCP
Implemented By:

N

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Resident Notification

Temporary Road Closure of Eliza Street, Newtown on Sunday, 14 October 2018 from 6am to 8pm

Dear resident,

Eliza Street will be temporarily closed to traffic from King Street to Lennox Street on Sunday, 14th October from 6am to 8pm.

The road is closed to hold the Newtown Good Food Fair on Eliza St.

During the closure, traffic controllers will be in attendance at Lennox St and King St to provide access to residents and business operators of the affected area. Please see map for details.

Should you require access you will be walked through the event site.

For any concerns on the day of the event please contact the Site Supervisor on 0418 427 449

If you would like any further details please contact Simon Shaw, Coordinator on 0450 900 381

Neighbourhood Notification

Temporary Road Closure of Eliza Street, Newtown on Sunday, 14 October 2018 from 6am to 8pm

Dear neighbour,

Eliza Street will be temporarily closed to traffic from King Street to Lennox Street on Sunday, 14th October from 6am to 8pm.

The road is closed to hold the Newtown Good Food Fair on Eliza Street.

The Newtown Good Food Fair will operate from 11am – 6pm.

For any concerns on the day of the event please contact the Site Supervisor on 0418 427 449

If you would like any further details please contact Simon Shaw, Coordinator on 0450 900 381

ATTACHMENTS

Nil.