

AGENDA



INNER WEST **COUNCIL**

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 4 NOVEMBER 2019

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**
Minutes of 8 October 2019 Local Traffic Committee Meeting 6
- 4 Matters Arising from Council's Resolution of Minutes**
- 5 Part A – Items Where Council May Exercise Its Delegated Functions**

Traffic Matters

ITEM	PAGE #
LTC1119 Item 1 Minor Traffic Facilities (All Wards/All Electorates/All PACS)	27
LTC1119 Item 2 Terrace Road / Ness Avenue, Dulwich Hill – Temporary full road closures of rail underpass just north of the roundabout at Ewart Street (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)	33
LTC1119 Item 3 Queen Street at Hanks Street & Queen Street at Griffiths Street, Ashfield - Proposed Improved Traffic Calming at the intersections including Speed cushions (Design Plans 10082_A & 10102) (Djarrawunang - Ashfield Ward / Summer Hill Electorate / Burwood PAC)	56
LTC1119 Item 4 St Davids Road/Kingston Street and Ramsay Street, Haberfield - Proposed Speed Cushions (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)	65
LTC1119 Item 5 Short Street, Birchgrove - Christmas Street Party (Road Occupancy) (Baludarri-Balmain/Balmain Electorate/Leichhardt PAC)	68
LTC1119 Item 6 Marrickville Lane at Silver Street, Marrickville - Proposed upgrading of Alex Trevallion Plaza including a new raised threshold design with associated signage and line marking (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)	71
LTC1119 Item 7 Chelmsford Street, Newtown - Installation Of 8 Metre Length 'Loading Zone' With Day and Time Restrictions on The Eastern Side of the Street just South of McIntosh Lane (Damum - Stanmore Ward / Newtown Electorate / Inner West PAC)	77
LTC1119 Item 8 John Street, Newtown between Lord Street and the Railway Line – Temporary Full Road Closure for Street Party on Sunday 8 December 2019 (Damum-Stanmore Ward / Newtown Electorate / Inner West PAC)	81
LTC1119 Item 9 Unnamed Laneway between May Street and The Boulevard, Lilyfield - Christmas Street Party (Road Occupancy) (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	85
LTC1119 Item 10 Burrows Avenue, Sydenham – Temporary Full Road Closures 2020 - Sydney Metro Sydenham Station and Junction (SSJ) Works (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)	88

LTC1119 Item 11	Saywell Street, Marrickville – Proposed Temporary Full Road Closure for Heaps Gay Street Festival on Saturday 18 January 2020 and Community Beer Fest on Sunday 19 January 2020 (Midjuburi – Marrickville Ward / Summer Hill Electorate / Inner West PAC)	92
LTC1119 Item 12	Smidmore Street, Marrickville – Temporary relocation of Bus Zones during Marrickville Metro Expansion Works – (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)	111
LTC1119 Item 13	Allen Street and Elswick Street, Leichhardt - Proposed Speed Cushions And Kerb Blister (Gulgadya - Leichhardt Ward / Balmain Electorate / Leichhardt PAC)	119
LTC1119 Item 14	Illawarra Road, Marrickville; Dudley Street, Dulwich Hill and (Lower) Railway Parade, Sydenham - Bus Replacements during major Rail Shutdown, Temporary Parking Changes during T3 Line Upgrade for Sydney Metro (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)	123
LTC1119 Item 15	Temporary Road Closure to Carryout Road Restoration on White Street, Lilyfield, Whites Creek Lane and Arguimbau Street, Annandale (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)	132
LTC1119 Item 16	James Street, Leichhardt - Christmas Street Party (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)	136
LTC1119 Item 17	Boomerang Street and Crescent Street, Haberfield - Proposed Intersection Treatment (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)	139
LTC1119 Item 18	Anthony Street, Croydon – Temporary Road Closure for Christmas Street Party (Gulgadya-Leichhardt Ward/Strathfield Electorate/Burwood PAC)	144
LTC1119 Item 19	Ewart Street, Dulwich Hill - Proposed Painted Chevron Island (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West PAC)	152
LTC1119 Item 20	D3 Iron Cove to Anzac Bridge – Regional Cycleway Design (Gulgadya-Leichhardt and Baludarri-Balmain Wards/Balmain Electorate/Leichhardt PAC)	155

Parking Matters

ITEM		PAGE #
LTC1119 Item 21	Proposed Permit Parking Restrictions - Railway Terrace, Lewisham (Damun-Stanmore Ward/Summer Hill Electorate/Inner West PAC)	206
LTC1119 Item 22	McKell Street, Birchgrove - Proposed 'No Parking' and 'No Stopping' Restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	208
LTC1119 Item 23	Trafalgar Lane, Annandale - Proposed 'No Parking' Restriction (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	211
LTC1119 Item 24	Trafalgar Street, Annandale - Motorbike Parking (Gulgadya - Leichhardt Ward / Balmain Electorate / Leichhardt PAC)	214

Nil at time of printing.

6 Part B - Items for Information Only

ITEM	PAGE #
LTC1119 Item 25 Outstanding Actions from July 2018 to date (All Wards/All Electorates/All PACs)	217

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held at Petersham Service Centre on 8 October 2019**

Meeting commenced at 10.05am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Clr Victor Macri	Councillor – Midjuburi-Marrickville Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
LSC Marina Nestoriaros	NSW Police – Leichhardt Police Area Command
Nazli Tzannes	Roads and Maritime Services

OFFICERS IN ATTENDANCE

Asith Nagodavithane	Transit Systems – Inner West Bus Services
Colin Jones	Inner West Bicycle Coalition
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward
John Stephens	IWC's Traffic and Transport Services Manager
Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Christina Ip	IWC's Business Administration Officer

VISITORS

Andrew Zhou	Item 11 – Consultants
Anthony Leung	Item 11 – Consultants

APOLOGIES:

Cathy Edwards-Davis	IWC Director Infrastructure
---------------------	-----------------------------

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

Minutes of the Local Traffic Committee Meeting held on Monday, 2 September 2019 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

ADDENDUM:

The Minutes of the Local Traffic Committee Meeting held on Monday, 2 September 2019 were adopted by Council later on 8 October 2019.

LTC1019 Item 1 Minor Traffic Facilities (All Wards/All Electorates/All PACS)

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' zone in front of No.50 Redmond Street, Leichhardt, be removed as the zone is no longer required;
2. The 6m 'Disabled Parking' zone in front of No.21 Red Lion Street, Rozelle, be removed as the zone is no longer required, and the previous Ticket parking restrictions be reinstated;
3. The 6m 'Disabled Parking' zone in front of No.8 Hugh Avenue, Dulwich Hill, be removed as the zone is no longer required;
4. A 6m 'Disabled Parking' zone be installed in front of No.26 Robert Street, Marrickville;
5. A 6m 'Disabled Parking' zone be installed in front of No.22 Bright Street, Marrickville;
6. A 6m 'Disabled Parking' zone be installed in front of No.3/2 Ewenton Street, Balmain East;
7. A 6.0m 'Disabled Parking' zone be installed in front of No.11 Bruce Street, Stanmore;
8. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed at the front of No.6 Woodland Street, Marrickville, for 12 weeks; and
9. A 26m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in Barwon Park Road at the rear of Nos.44-46 Princes Highway, St Peters for 12 weeks.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' zone in front of No.50 Redmond Street, Leichhardt, be removed as the zone is no longer required;
2. The 6m 'Disabled Parking' zone in front of No.21 Red Lion Street, Rozelle, be removed as the zone is no longer required, and the previous Ticket parking restrictions be reinstated;
3. The 6m 'Disabled Parking' zone in front of No.8 Hugh Avenue, Dulwich Hill, be removed as the zone is no longer required;
4. A 6m 'Disabled Parking' zone be installed in front of No.26 Robert Street, Marrickville;
5. A 6m 'Disabled Parking' zone be installed in front of No.22 Bright Street, Marrickville;

6. A 6m 'Disabled Parking' zone be installed in front of No.3/2 Ewenton Street, Balmain East;
7. A 6.0m 'Disabled Parking' zone be installed in front of No.11 Bruce Street, Stanmore;
8. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed at the front of No.6 Woodland Street, Marrickville, for 12 weeks; and
9. A 26m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in Barwon Park Road at the rear of Nos.44-46 Princes Highway, St Peters for 12 weeks.

For motion: Unanimous

LTC1019 Item 2 Wells Street, Annandale - Christmas Street Party (Road Occupancy) (Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received an application for approval of an annual Christmas street party in Wells Street between Booth Street and Collins Street, Annandale to be held on Sunday, 1 December 2019 between 4:00pm and 7:00pm.

Officer's Recommendation

THAT the temporary road closure of Wells Street, Annandale between Booth Street and Collins Street, to conduct an annual Christmas Street Party on Sunday, 1st December 2019, from 4:00pm - 7:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

1. That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through Wells Street, Annandale between Booth Street and Collins Street;
2. The occupation of the road carriageway must not occur until the road has been physically closed; and
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the temporary road closure of Wells Street, Annandale between Booth Street and Collins Street, to conduct an annual Christmas Street Party on Sunday, 1st December 2019, from 4:00pm - 7:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

1. That an unencumbered passage minimum of 4.0m wide be available for

emergency vehicles through Wells Street, Annandale between Booth Street and Collins Street;

2. The occupation of the road carriageway must not occur until the road has been physically closed; and
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

For motion: Unanimous

LTC1019 Item 3 Burrows Avenue, Sydenham – Temporary Full Road Closures - Sydney Metro Sydenham Station and Junction (SSJ) Works – Amendment to approved road closure dates (Midjumburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Notice of amendments for the temporary full road closure of Burrows Avenue, between Hogan Avenue and Gleeson Avenue, Sydenham have been received from Sydney Metro Sydenham Station and Junction (SSJ) Group. Due to project work requirements additional closure dates have been proposed in addition to the previously approved full road closures. The street will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents. It is recommended that the proposed additional temporary full road closures be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of Burrows Avenue, between Hogan Avenue and Gleeson Avenue, Sydenham on Friday, 18th October to Monday, 21st October 2019 (approved contingency date Friday, 25th October to Monday, 28th October 2019) and between Monday, 9th December to Friday, 27th December 2019 (approved contingency date Friday, 13th to Monday, 16th December 2019) be approved, in order to carry out upgrading works at Sydenham Station subject to, but not limited to, the following conditions:

1. The application and TMP be submitted to RMS for its approval;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services 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 stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee noted that the Member for Heffron, Ron Hoenig MP wishes to express, once again, his concerns about the decision to manage pedestrian movements during the Sydney Metro construction work around Sydenham Station with pedestrian refuges, rather than

marked zebra pedestrian crossings.

See Item 21 for more detail on this discussion.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Burrows Avenue, between Hogan Avenue and Gleeson Avenue, Sydenham on Friday, 18th October to Monday, 21st October 2019 (approved contingency date Friday, 25th October to Monday, 28th October 2019) and between Monday, 9th December to Friday, 27th December 2019 (approved contingency date Friday, 13th to Monday, 16th December 2019) be approved, in order to carry out upgrading works at Sydenham Station subject to, but not limited to, the following conditions:

- 1. The application and TMP be submitted to RMS for its approval;**
- 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services 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 stakeholders; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

LTC1019 Item 4 Evans Street and Roseberry Street, Balmain - Proposed Kerb Blister Islands and Garden Beds (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Detailed design plan has been finalised for the proposed intersection treatment at Evans Street and Roseberry Street, Balmain. The proposal includes installing kerb blister islands and garden beds and associated signposting and line marking at the intersection of Evans Street and Roseberry Street to prevent trucks from colliding with an existing balcony that extends over the public footpath on the corner of Evans Street and Roseberry Street, Balmain. 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

Officer's Recommendation

THAT the detailed design plan for the kerb blister islands, garden beds and associated signposting and line marking at the intersection of Evans Street and Roseberry Street, Balmain (as per the attached plan No.10069_A) be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the kerb blister islands, garden beds and associated signposting and line marking at the intersection of Evans Street and Roseberry Street, Balmain (as per the attached plan No.10069_A) be approved.

For motion: Unanimous

LTC1019 Item 5 Garnet Street, Dulwich Hill – Temporary Full Road Closure of Rail Overbridge south of Hampden Street/The Parade and north of Floss Street/Ewart Street - Sydney Metro (SSJ) early enabling works on T3 Line (Djarrawunang-Ashfield Ward / Summer Hill Electorate/ Inner West PAC)

SUMMARY

An application has been received from Sydney Metro (SSJ) for the temporary full road closure of the rail over bridge on Garnet Street, just south of Hampden Street/The Parade and north of Floss Street/Ewart Street, Dulwich Hill for a 25 day period scheduled for Friday, 27 December 2019 to Friday, 24 January 2020 (contingency period of 7 days to Friday, 31 January 2020) in order to carry out early enabling works on the Rail Overbridge. The road will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of the rail over bridge on Garnet Street, just south of Hampden Street/The Parade and north of Floss Street/Ewart Street, Dulwich Hill for a 25 day period scheduled for Friday, 27 December 2019 to Friday, 24 January 2020 (contingency period of 7 days to Friday, 31 January 2020) be approved, in order to carry out early enabling works on the rail over bridge subject to, but not limited to, the following conditions:

1. The application and TMP be submitted to RMS for its approval;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services 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 stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The representative for Transit Systems requested 5 weeks notice of the road works and advised that a temporary bus stop must be provided close to Hurlstone Park Station. Council Officers will raise these requests with Sydney Metro.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of the rail over bridge on Garnet Street, just south of Hampden Street/The Parade and north of Floss Street/Ewart Street, Dulwich Hill for a 25 day period scheduled for Friday, 27 December 2019 to Friday, 24 January 2020 (contingency period of 7 days to Friday, 31 January 2020) be approved, in order to carry out early enabling works on the rail over bridge subject to, but not limited to, the following conditions:

1. The application and TMP be submitted to RMS for its approval;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services 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 stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC1019 Item 6 Queen Street at Arthur Street & Norton Street, Croydon - Proposed Traffic Calming at the intersections including Kerb Blisters (Design Plans 10095 & 10096) (Djarrawunang - Ashfield Ward/ Summer Hill Electorate/ Burwood PAC)

SUMMARY

Design plans have been prepared for proposed speed cushions and splitter islands on Queen Street, Arthur Street and Norton Street, Ashfield. The proposed works received funding from the RMS Blackspot Program and the works will improve traffic conditions and road safety at these locations.

Consultation was undertaken with nearby owners and occupiers of properties in Queen Street, Arthur Street and Norton Street regarding the proposal. It is recommended that the proposed detailed design plan be approved.

Officer's Recommendation

THAT the detailed design plans for the proposed intersection improvements along with associated signage and line marking at Queen Street and Arthur Street, Croydon (Design Plan No.10095) and Queen Street at Norton Street, Croydon (Design Plan No.10096) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plans for the proposed intersection improvements along

with associated signage and line marking at Queen Street and Arthur Street, Croydon (Design Plan No.10095) and Queen Street at Norton Street, Croydon (Design Plan No.10096) be APPROVED.

For motion: Unanimous

LTC1019 Item 7 Highway Avenue, Ashfield - Temporary Road Closure For Christmas Street Party (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council seeks the support of the committee for a temporary full road closure of Highway Avenue Ashfield, between Walter Street and Frederick Street, to conduct an annual Christmas Street party on Saturday, 7 December 2019.

Officer's Recommendation

THAT the temporary full road closure of Highway Avenue, Ashfield, between Walter Street and Frederick Street, to conduct an annual Christmas Street Party on Saturday 7th December 2019, from 5.00pm to 9.00pm be approved, subject to the conditions as detailed on the Street Party Application Form as well as the following additional conditions:

1. That an unencumbered passage (minimum 4.0m wide) be made available for emergency vehicles through the closed section of Highway Avenue, Ashfield;
2. The occupation of the road carriageway must not occur until the road has been physically closed; and
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the temporary full road closure of Highway Avenue, Ashfield, between Walter Street and Frederick Street, to conduct an annual Christmas Street Party on Saturday 7th December 2019, from 5.00pm to 9.00pm be approved, subject to the conditions as detailed on the Street Party Application Form as well as the following additional conditions:

1. That an unencumbered passage (minimum 4.0m wide) be made available for emergency vehicles through the closed section of Highway Avenue, Ashfield;
2. The occupation of the road carriageway must not occur until the road has been physically closed; and
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision

for stakeholders.

For motion: Unanimous

**LTC1019 Item 8 Dalhousie Street, (Ramsay Street - Waratah Street), Haberfield –
Local Road Project (Gulgadya - Leichhardt Ward / Summer Hill
Electorate / Burwood PAC)**

SUMMARY

A review of the detailed design plan has been finalised for the proposed road reconstruction of Dalhousie Street from Ramsay Street to Waratah Street. The proposal includes resurfacing of road, reconstruction of footpath, kerb and gutter, kerb extensions and associated signposting and line marking. Consultation was undertaken with the owners and occupiers of properties adjacent to the proposal. A summary of the consultation results are presented in this report for consideration.

Officer's Recommendation

That the detailed design plan for resurfacing of road, reconstruction of footpath, kerb and gutter, kerb extensions, and associated signposting and line marking in Dalhousie Street, Haberfield between the section of Ramsay Street to Waratah Street (as per attached plan No.10055) be approved.

DISCUSSION

The representative for Transit Systems requested that all bus stops be DDA compliant following works. In addition, Transit Systems requested that no additional trees be planted within the bus zones if it is between the footpath and kerb as it will be difficult for bus drivers to pull into the bus stop.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan for resurfacing of road, reconstruction of footpath, kerb and gutter, kerb extensions, and associated signposting and line marking in Dalhousie Street, Haberfield between the section of Ramsay Street to Waratah Street (as per attached plan No.10055) be approved.

For motion: Unanimous

**LTC1019 Item 9 Red Lion Street, Rozelle - Annual Road Occupancy (Street Party)
(Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

SUMMARY

This report seeks approval for the temporary road closure of Red Lion Street, Rozelle to facilitate the annual 'Christmas Street Party' event that has been successfully conducted since 2009.

Officer's Recommendation

THAT The temporary road closure of Red Lion Street, Rozelle, between Darling Street and Evans Street, to conduct an annual Christmas Street Party on Saturday, 14th December 2019, from 5:00pm – 12:00 midnight, be approved, subject to the conditions as set out as per

the Street Party Application Form as well as the following additional conditions:

- a. That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through the closed section of Red Lion Street, Rozelle;
- b. The occupation of the road carriageway must not occur until the road has been physically closed;
- c. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT The temporary road closure of Red Lion Street, Rozelle, between Darling Street and Evans Street, to conduct an annual Christmas Street Party on Saturday, 14th December 2019, from 5:00pm – 12:00 midnight, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a. That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through the closed section of Red Lion Street, Rozelle;
- b. The occupation of the road carriageway must not occur until the road has been physically closed;
- c. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders.

For motion: Unanimous

LTC1019 Item 10 George Street at Treadgold Street South, Leichhardt - Proposed 'Give-Way' control (Gulgadya - Leichhardt Ward / Balmain Electorate / Leichhardt PAC)

SUMMARY

The T-intersection of George Street and Treadgold Street South, Leichhardt does not currently have signposted intersection control. This report recommends installing 'Give-Way' control at the intersection.

Officer's Recommendation

That 'Give-Way' control be signposted and line marked in George Street, Leichhardt immediately south of Treadgold Street South for northbound motorists.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That 'Give-Way' control be signposted and line marked in George Street, Leichhardt immediately south of Treadgold Street South for northbound motorists.

For motion: Unanimous

LTC1019 Item 11 Draft Croydon Parking Study (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

The Croydon Parking Study reviewed the location, supply, demand and distribution of both short and long stay parking, residential, employee and commuter parking. The work consisted of examining existing conditions including parking data, community submissions, and examining on-street as well as private off-street parking. A community survey was also undertaken to gauge the parking issues faced by different users. With consideration for future developments and access to public transport, including Burwood Council's own parking strategy, a parking management strategy was then developed for the Croydon area.

Officer's Recommendation

THAT:

1. The Committee endorse the Draft Croydon Parking Study including Stage 1 and 2 of the parking management strategy for community consultation; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions and the results be reported back to the Committee.

DISCUSSION

Public speakers: Anthony Leong and Andrew Zhou, GTA Consultants, attended at 10.09am

Mr Leong and Mr Zhou outlined the key findings and recommendations following their study into parking in Croydon. The speakers stated that, after discussions with Council, it was decided that Stage 1 and 2 of the parking management strategy is proposed to be implemented simultaneously before the completion of the Ashfield Aquatic Centre. It was proposed that a review of the scheme will be undertaken after implementation to assess the scheme's effectiveness and the impacts to parking after the opening of the aquatic centre.

(Mr Leong and Mr Zhou left at 10.17am)

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The Committee endorse the Draft Croydon Parking Study including Stage 1 and 2 of the parking management strategy for community consultation; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions and the results be reported back to the Committee.

For motion: Unanimous

**LTC1019 Item 12 Hawthorne Parade, Haberfield - Proposed '2 hour' Parking Zone
(Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)****SUMMARY**

Council has received requests to implement time-restricted parking directly in front of the Children's playground in Richard Murden Reserve to restrict long stay parking by non-resident vehicles that utilise the light rail.

Officer's Recommendation

THAT the existing fourteen indented (14) rear-to-kerb unrestricted parking bays on the eastern side of Hawthorne Parade between Turner Avenue and Barton Avenue, Haberfield be restricted as '2P 8am-10pm'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing fourteen indented (14) rear-to-kerb unrestricted parking bays on the eastern side of Hawthorne Parade between Turner Avenue and Barton Avenue, Haberfield be restricted as '2P 8am-10pm'.

For motion: Unanimous

**LTC1019 Item 13 Hearn Street, Leichhardt - Proposed 'No Parking' restriction
(Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)****SUMMARY**

Council has received concerns from a resident of South Avenue, Leichhardt regarding an ongoing problem with obstructed driveway access in the closed-end of Hearn Street due to parked vehicles.

Officer's Recommendation

THAT a 28.6m 'No Parking' restriction be installed along the northern closed end of Hearn Street, Leichhardt, between the rear driveway of No.81 Catherine Street and driveway of No.33 Hearn Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 28.6m 'No Parking' restriction be installed along the northern closed end of Hearn Street, Leichhardt, between the rear driveway of No.81 Catherine Street and driveway of No.33 Hearn Street.

For motion: Unanimous

LTC1019 Item 14 Smith Street, Marrickville - Proposed Extension of Permit Parking Area M19 (Midjumburi- Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)**SUMMARY**

Following representations to Council, a proposal for an extension of the existing M19 permit parking restrictions was distributed to residents of Smith Street for comment. Given the feedback from residents, a revised proposal has been developed. The revised proposal addresses concerns raised by residents whilst offering a balanced approach to providing permit parking and unrestricted parking in the area.

Officer's Recommendation

THAT implementation of a 35m '2P 8.30am-6.30pm Monday to Friday Permit Holders Excepted Area M19' parking restriction on Smith Street (southern side) between property No.2 and No.22 Smith Street, Marrickville be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT implementation of a 35m '2P 8.30am-6.30pm Monday to Friday Permit Holders Excepted Area M19' parking restriction on Smith Street (southern side) between property No.2 and No.22 Smith Street, Marrickville be APPROVED.

For motion: Unanimous

LTC1019 Item 15 Victoria Road, Marrickville - Proposed 1P Restrictions (Midjumburi- Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)**SUMMARY**

Following representations from a small business owner in Victoria Road, Marrickville; Council is proposing to implement a 12 metre section of '1P 9am – 3.30pm Monday to Friday' restrictions. The restrictions are proposed for the section of roadway directly outside 266 & 268 Victoria Road, Marrickville and in close proximity to a number of other small businesses in this section of Victoria Road. Small business owners have supported the proposal as a means to create parking turnover.

Officer's Recommendation

THAT a 12m '1P 9.00am – 3.30pm Monday to Friday' parking restriction be installed outside Nos.266 & 268 Victoria Road, Marrickville (eastern side) in conjunction with the existing 'No Parking 3.30pm – 7.00pm Monday to Friday' restriction be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 12m '1P 9.00am – 3.30pm Monday to Friday' parking restriction be installed outside Nos.266 & 268 Victoria Road, Marrickville (eastern side) in conjunction with the existing 'No Parking 3.30pm – 7.00pm Monday to Friday' restriction be approved.

For motion: Unanimous

LTC1019 Item 16 Wooley Lane, Marrickville – Proposed 6 metre Extension to Existing ‘NO PARKING’ Restriction (Midjuburi - Marrickville Ward / Newtown Electorate / Inner West PAC)

SUMMARY

A resident of Church Street, Marrickville has raised concerns with vehicles parked in Wooley Lane opposite their driveway/garage which has resulted in restricted vehicular access into and out of their off-street parking space. The resident has requested an extension of the full time ‘No Parking’ restrictions in the laneway to a position opposite to the resident's driveway. Surrounding local residents have been notified of the proposal to extend the existing 12 metre length of ‘No Parking’ restriction in Wooley Lane, at the rear of property No.376 Illawarra Road (eastern side) by 6 metres south towards Church Street, Marrickville to improve vehicular access to resident's off-street parking. It is recommended that this proposal be approved.

Officer's Recommendation

THAT:

1. The installation of a 6 metre extension to the existing full-time ‘No Parking’ zone on the eastern side of Wooley Lane, southward of the existing restrictions to the driveway at the rear of property Nos.380-382 Illawarra Road, Marrickville be APPROVED, in order to provide unobstructed vehicular access to resident's off-street car parking; and
2. The applicant, responders and Council's Parking Officers be advised of Council's decision.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of a 6 metre extension to the existing full-time ‘No Parking’ zone on the eastern side of Wooley Lane, southward of the existing restrictions to the driveway at the rear of property Nos.380-382 Illawarra Road, Marrickville be APPROVED, in order to provide unobstructed vehicular access to resident's off-street car parking; and
2. The applicant, responders and Council's Parking Officers be advised of Council's decision.

For motion: Unanimous

LTC1019 Item 17 Valley Street, Balmain - Proposed Marked Car Parking Bays (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received safety concerns from a resident regarding restricted vehicular access

for emergency vehicles near the closed-end of Valley Street, Balmain due to vehicles parking away from the kerb line and limiting the available travel lane width.

Officer's Recommendation

THAT a linemarked parking bay (11.9m x 1.8m) be installed in front of Nos.10 and 12 Valley Street, Balmain, between the existing 'No Parking' restrictions.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a linemarked parking bay (11.9m x 1.8m) be installed in front of Nos.10 and 12 Valley Street, Balmain, between the existing 'No Parking' restrictions.

For motion: Unanimous

LTC1019 Item 18 Chester Street at Gehrig Lane, Annandale - Proposed 'No Stopping' zone extension (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received a request from a resident to extend the existing 'No Stopping' zone in Chester Street, south of Gehrig Lane, Annandale to prevent vehicles from illegally parking across the driveway of No.72 Pymont Bridge Road, Annandale.

Officer's Recommendation

THAT the existing 6.8m 'No Stopping' zone be extended to 11.7m on the eastern side of Chester Street, north of Pymont Bridge Road, Annandale.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 6.8m 'No Stopping' zone be extended to 11.7m on the eastern side of Chester Street, north of Pymont Bridge Road, Annandale.

For motion: Unanimous

LTC1019 Item 19 White Street, Lilyfield - Part Time 'No Parking' Restriction (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Concern has been raised regarding vehicle parking in a location where a driveway was recently removed and new kerb and gutter was constructed. This has resulted in obstructed delivery access to the adjacent property. Council is proposing to introduce part time 'No Parking' restriction to alleviate the concern.

Officer's Recommendation

THAT:

1. An 8m 'No Parking 7:30am–6:00pm Mon-Fri' restriction be installed on the eastern side of White Street extending north from the southern boundary of No.1 and No.5 White Street, Lilyfield (in place of the driveway that was removed);
2. The existing part time 'No Parking 8:30am-6:00pm Mon-Fri' zone on the western side of White Street outside Nos.1-5 Moore Street be modified to a 'No Parking 7:30am-6:00pm Mon-Fri' restriction; and
3. A 12m 'No Stopping' restriction be installed on the eastern side of White Street, north of Moore Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. **An 8m 'No Parking 7:30am–6:00pm Mon-Fri' restriction be installed on the eastern side of White Street extending north from the southern boundary of No.1 and No.5 White Street, Lilyfield (in place of the driveway that was removed);**
2. **The existing part time 'No Parking 8:30am-6:00pm Mon-Fri' zone on the western side of White Street outside Nos.1-5 Moore Street be modified to a 'No Parking 7:30am-6:00pm Mon-Fri' restriction; and**
3. **A 12m 'No Stopping' restriction be installed on the eastern side of White Street, north of Moore Street.**

For motion: Unanimous

LTC1019 Item 20 Westbourne Lane, Stanmore – Request for 'No Parking' Restrictions (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Representations have been received from a local resident for the installation of 'No Parking' restrictions in Westbourne Lane, Stanmore as vehicular access is often blocked by parked vehicles in the laneway and the resident cannot access their off-street parking facilities. Residents in the mid-section of the laneway, between Cannon Lane and Charles Street, were notified that Council is proposing to install a 6 metre length of 'No Parking' restrictions on the north side of Westbourne Lane, between the garage and gate behind No.47 Westbourne Street, to improve access to off-street parking for an adjacent resident. It is recommended that the proposal be approved and a minimum period of time being six months following installation elapse prior to the consideration of any future extension of the proposed zone.

Officer's Recommendation

THAT:

1. The installation of a 6 metre long full-time 'No Parking' restriction on the northern side of Westbourne Lane, between Cannon Lane and Charles Street, Stanmore (between the garage and gate behind No.47 Westbourne Street opposite the rear of No.156 Albany Road) be APPROVED, in order to provide unobstructed vehicular access to the off-street car parking spaces;
2. Any future extension(s) to the proposed restrictions not be investigated until at least a minimum of 6 months from the date of installation of the proposed 'No Parking' restriction; and
3. The applicant, responders and Council's Parking Officers be advised of Council's decision.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. **The installation of a 6 metre long full-time 'No Parking' restriction on the northern side of Westbourne Lane, between Cannon Lane and Charles Street, Stanmore (between the garage and gate behind No.47 Westbourne Street opposite the rear of No.156 Albany Road) be APPROVED, in order to provide unobstructed vehicular access to the off-street car parking spaces;**
2. **Any future extension(s) to the proposed restrictions not be investigated until at least a minimum of 6 months from the date of installation of the proposed 'No Parking' restriction; and**
3. **The applicant, responders and Council's Parking Officers be advised of Council's decision.**

For motion: Unanimous

LTC1019 Item 21 Burrows Avenue and Hogan Avenue, Sydenham – Sydney Metro SSJ Works – Temporary traffic control arrangements – Pedestrian safety issues (Midjumburi - Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Pedestrian safety concerns have been raised in relation to the temporary traffic control arrangements, by Sydney Metro SSJ's Group Sydenham Station construction works, on Burrows Avenue and Hogan Avenue, Sydenham at Council's Local Traffic Committee meeting on 3 June 2019 and at Council's Ordinary Meeting on 27 August 2019. This report addresses the issues raised.

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The Committee noted that the Member for Heffron, Ron Hoenig MP acknowledges that his

requests for temporary marked zebra pedestrian crossings were rejected because vehicle and pedestrian numbers did not meet RMS warrants, but were close to meeting the warrants. It is Mr Hoenig's view that the nature of the heavy construction work, the new pedestrian overpass and the possible increase in pedestrian movements during the construction period support the need for temporary zebra crossings on Burrows Avenue and Hogan Avenue. He also noted that a permanent crossing on Burrows Avenue is proposed on completion of the Sydney Metro station construction.

The RMS representative stated that RMS will obtain a full report from Sydney Metro to confirm whether a temporary marked pedestrian crossing would be warranted. The RMS representative advised that pedestrian refuges can be safer than marked crossings as pedestrians have a perception that they have right of way at a marked crossing and as a result, do not check traffic before crossing. Accidents are more frequent at marked pedestrian crossings than at pedestrian refuges for this reason.

COMMITTEE RECOMMENDATION

THAT:

1. **this report be received and noted.**
2. **The RMS representative be requested to report back to the Committee on the outcome of her review on whether a temporary marked pedestrian crossing would be warranted in Burrows Avenue, Sydenham.**

For motion: Unanimous

LTC1019 Item 22 Review into Simplification of Parking Signs (All Wards / All Electorates / All LACs)

SUMMARY

Council has requested a report to review how Council can simplify parking signs throughout the municipality and be brought to the Traffic Committee for its consideration. This report reviews two examples of complex signs and identifies the opportunities and constraints in simplifying those signs in line with RMS requirements. To effectively simplify signage through the municipality, a decision must be made to reduce the types of parking zones in affect along any one section of kerb space. However, this would come at the cost of providing flexibility of parking spaces within the Inner West LGA.

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted.

For motion: Unanimous

LTC1019 Item 23 Long Walk Home - Special Event (Baludarri-Balmain Ward / Balmain Electorate / Leichhardt PAC)**SUMMARY**

The Wayside Chapel has partnered with IAG to host a mass participation walking event, Long Walk Home, to be held on Friday, 29 November 2019 at various locations in Sydney, starting from Parramatta Park, Parramatta passing through Victoria Road, Rozelle and concluding at Fitzroy Garden, Kings Cross. The event is in its second year of operation and the applicant seeks approval for 2019.

Officer's Recommendation

THAT the Wayside Chapel Long Walk Home event to be held from 5:00pm Friday, 29 November 2019 be supported, subject to a current Public Liability Insurance Policy which includes Inner West Council being an interested party and submitted by the event organiser prior to the event.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the Wayside Chapel Long Walk Home event to be held from 5:00pm Friday, 29 November 2019 be supported, subject to a current Public Liability Insurance Policy which includes Inner West Council being an interested party and submitted by the event organiser prior to the event.

For motion: Unanimous

General Business**LTC1019 Item 24 Request to make unnamed laneway in Leichhardt resident access only**

The Police representative advised that residents raised concerns with construction noise and heavy vehicle activity from the redevelopment of the aged care facility (Harold Hawkins) at the laneway parallel to Norton Street between Marion Street and Allen Street. The concerned residents requested that the laneway permanently be accessible only to residents. Transit Systems advised that the 'Works Zone' for the aged care facility can be relocated to Norton Street as the bus stop on Norton Street can be temporarily decommissioned for the 'Works Zone'. It was noted that an application to relocate the 'Works Zone' has not been submitted to Council yet.

LTC1019 Item 25 Signalised crossing at corner of Pyrmont Bridge Road and Parramatta Road, Camperdown

A resident has raised concerns regarding the signalised pedestrian crossing at the corner of Pyrmont Bridge Road and Parramatta Road, Camperdown. The resident reported that near misses at the crossing have occurred due to motorists either ignoring or not seeing the left turn holding signal from Parramatta Road and turning into Pyrmont Bridge Road when pedestrians are crossing. Council has forwarded the resident's concerns to Police and RMS for enforcement action and investigation into the signal phasing at the intersection.

LTC1019 Item 26 Proposed changes to parking in Jubilee Place, Balmain

Clr Macri raised concerns residents are having with Police proposing to implement a 'No Parking' zone on the southern side of Jubilee Place, Balmain and converting some parking spaces into Police parking. The Committee was advised that Jubilee Place is Crown Land managed by Police and that Police need more road space to manoeuvre their vehicles and wide tow boats to the Marine Area Command facility. Council is currently undertaking community consultation and a report will be presented to the Committee to approve signage.

LTC1019 Item 27 Trailers parked on Darley Road, Leichhardt

The representative for the Member for Balmain advised that a number of trailers, including some burnt out trailers, are still parked on Darley Road, Leichhardt following the implementation of parking restrictions in the street. Council Officers advised that Council Rangers have made numerous attempts to contact the owners of the trailers and continue to do so. Council Rangers will be notified of the burnt out trailers.

LTC1019 Item 28 Committee thanks Ryan Horne

The Committee thanked Ryan Horne, former RMS representative to Inner West Council, for his assistance to Council and the Committee over the years and wished him well in his new position with Transport for NSW.

Meeting closed at 11.03am.

This page has been left intentionally blank.

Item No: LTC1119 Item 1

Subject: MINOR TRAFFIC FACILITIES (ALL WARDS/ALL ELECTORATES/ALL PACS)

Prepared By: Davide Torresan - Coordinator - Road Access Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

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

RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' zone in front of No.33 Annesley Street, Leichhardt, be removed as the zone is no longer required;
 2. The 6m 'Disabled Parking' zone in front of No.15 Cook Street, Rozelle, be removed as the zone is no longer required;
 3. The 6m 'Disabled Parking' zone in front of No.228 Trafalgar Street, Annandale, be removed as the zone is no longer required;
 4. The 6m 'Disabled Parking' zone in front of No.117 Lilyfield Road, Lilyfield, be removed as the zone is no longer required;
 5. The 6m 'Disabled Parking' zone in front of No.85 Trafalgar Street, Annandale, be removed as the zone is no longer required;
 6. The 6m 'Disabled Parking' zone in front of No.41 Springside Street, Rozelle, be removed as the zone is no longer required;
 7. The 6m 'Disabled Parking' zone in front of No.32 Pigott Street, Dulwich Hill, be removed as the zone is no longer required;
 8. A 6m 'Disabled Parking' zone be installed in front of No.280 Sydenham Road, Marrickville, subject to RMS approval;
 9. A 10m 'No Stopping' restriction be installed on the northern side of Silver Street, east of Florence Street followed by a 6m 'Disabled Parking Zone' in front of No.63 Silver Street, St Peters; and
 10. A 10m 'No Stopping' restriction be installed on the southern side of Lord Street, west of Hawthorne Parade followed by a 6m 'Disabled Parking Zone' on the side boundary of No.78 Hawthorne Parade, Haberfield.
-

BACKGROUND

Requests have been received from residents within the Local Government Area (LGA) for the provision of mobility parking spaces outside their residence. It is recommended that the following 'Mobility Parking' spaces be approved as the applicant's current medical conditions warrant the provision of these spaces and they have constrained or no off-street parking opportunities. For the mobility parking space requests, a copy of the RMS disability parking permit and a medical certificate in support of the applications was submitted to Council.

The Disabled Parking Zones recommended for approval are installed under the following conditions:

1. The operation of the Disabled Parking Zone is valid for two (2) years from the date of installation.
2. The Disabled Parking Zone will be scheduled for review within two (2) years of the date of installation, then every twelve (12) months thereafter. The purpose of the reviews is to confirm that circumstances have not changed and as a result, the applicant may be requested to furnish a medical certificate and current Mobility Parking Scheme Permit to demonstrate the need for the continuation of the Mobility Parking Zone.
3. The Disabled Parking Zone is not exclusively reserved for the use of the applicant. It may also be used by any holder of a valid Mobility Parking Scheme Permit.
4. There is an obligation on the applicant to advise Council if circumstance change.

There are no applications for 'Works Zones' to be considered in this report.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

1. Removal of 'Disabled Parking' restriction – No.33 Annesley Street, Leichhardt

A resident has advised that the 'Disabled Parking' zone in front of No.33 Annesley Street, Leichhardt, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.33 Annesley Street, Leichhardt, be removed.

2. Removal of 'Disabled Parking' restriction – No.15 Cook Street, Rozelle

A resident has advised that the 'Disabled Parking' zone in front of No.15 Cook Street, Rozelle, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.15 Cook Street, Rozelle, be removed.

3. Removal of 'Disabled Parking' restriction – No.228 Trafalgar Street, Annandale

A resident has advised that the 'Disabled Parking' zone in front of No.228 Trafalgar Street, Annandale, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.228 Trafalgar St, Annandale, be removed.

4. Removal of 'Disabled Parking' restriction – No.117 Lilyfield Road, Lilyfield

A resident has advised that the 'Disabled Parking' zone in front of No.117 Lilyfield Road, Lilyfield, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.117 Lilyfield Road, Lilyfield, be removed.

5. Removal of 'Disabled Parking' restriction – No.85 Trafalgar Street, Annandale

A resident has advised that the 'Disabled Parking' zone in front of No.85 Trafalgar Street, Annandale, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.85 Trafalgar Street, Annandale, be removed.

6. Removal of 'Disabled Parking' restriction – No.41 Springside Street, Rozelle

A resident has advised that the 'Disabled Parking' zone in front of No.41 Springside Street, Rozelle, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.41 Springside Street, Rozelle, be removed.

7. Removal of 'Disabled Parking' restriction – No.32 Pigott Street, Dulwich Hill

A resident has advised that the 'Disabled Parking' zone in front of No.32 Pigott Street, Dulwich Hill, is no longer required. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.32 Pigott Street, Dulwich Hill, be removed.

8. Installation of 'Disabled Parking' Restriction – No.280 Sydenham Road, Marrickville

The resident of No.280 Sydenham Road, Marrickville, has requested the installation of 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does not have an off street parking facility. The applicant does not require the use of wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.280 Sydenham Road, Marrickville, subject to RMS approval.



No.280 Sydenham Road, Marrickville

9. Installation of 'Disabled Parking' Restriction – No.63 Silver Street, St Peters

The resident of No.63 Silver Street, St Peters, has requested the installation of 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does not have an off street parking facility. The applicant requires the use of wheelchair; however, they have advised Council that they do not need the installation of a kerb ramp adjacent to the 'Disabled Parking' zone. It is also noted there is a kerb ramp at the intersection near the proposed 'Disabled Parking' zone.

It is recommended that a 'No Stopping (arrow left)' sign be installed at a statutory distance of 10m and a 6m 'Disabled Parking' zone be installed in front of No.63 Silver Street, St Peters, on the northern side of Silver Street, east of Florence Street.



No.63 Silver Street, St Peters

10. Installation of 'Disabled Parking' Restriction – No.78 Hawthorne Parade, Haberfield

The resident of No.78 Hawthorne Parade has requested the installation of a 'Disabled Parking Zone' at the Lord Street frontage (2nd parking space from Hawthorne Parade) of the resident's property. A site investigation has revealed the property does not have an off street parking facility. The applicant does not require the use of wheelchair.

It is recommended that a 'No Stopping (arrow left)' sign be installed at a statutory distance of 10m and a 6m 'Disabled Parking' zone be installed on the side boundary of No.78 Hawthorne Parade, Haberfield on the southern side of Lord Street, west of Hawthorne Parade.



No.78 Hawthorne Parade, Haberfield

Technical Standards

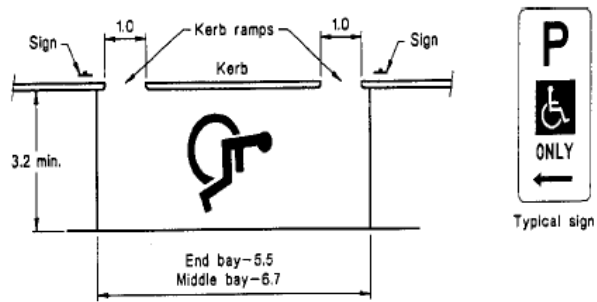
Australian Standard AS2890.5-1993 "On-Street Parking" states the following in regards to the provision of parking for people with a disability:

- "Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –*
- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
 - ii. Kerb ramps as shown in Figure 4.2(a) are also provided".*

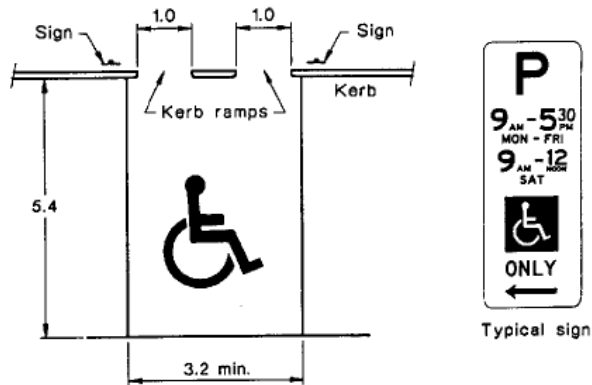
It should be noted that due to the limited width of streets around the LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin such as reserving on-street parking. As such, they are only proposed where required for wheelchair access at the cost of the applicants.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having a RMS mobility permit.



(a) On-street parallel parking space


(b) On-street angle parking space
DIMENSIONS IN METRES

NOTES:

- 1 Two 1.0 m kerb ramps as specified in AS 1428.1, should be provided at the locations shown. Two or more adjacent disabled spaces will normally require only one ramp each.
- 2 Parking space may be delineated by yellow broken lines. International access symbol may be painted in yellow within the parking space.

DIMENSIONS IN METRES

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE
PUBLIC CONSULTATION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1119 Item 2

Subject: TERRACE ROAD / NESS AVENUE, DULWICH HILL – TEMPORARY FULL ROAD CLOSURES OF RAIL UNDERPASS JUST NORTH OF THE ROUNDABOUT AT EWART STREET.
(DJARRAWUNANG-ASHFIELD WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An application has been received from Sydney Metro (SSJ) for the temporary full road closures of the rail underpass on Terrace Road / Ness Avenue just north of the roundabout at Ewart Street, Dulwich Hill for a 24 hour period on Sunday 22 December 2019 (contingency day Monday 23 December 2019) and for two 48 hour periods on Saturday 4 January to Sunday 5 January 2020 (contingency day Monday 6 January 2020) and Saturday 7 March to Sunday 8 March 2020 (contingency day Monday 9 March 2020) in order to carry out further early enabling works on the Rail bridge. The road will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT the proposed temporary full road closure of the rail underpass on Terrace Road / Ness Avenue just north of the roundabout at Ewart Street, Dulwich Hill for a 24 hour period on Sunday, 22 December 2019 (contingency day Monday, 23 December 2020) and for two 48 hour periods on Saturday, 4 January to Sunday, 5 January 2020 (contingency day Monday, 6 January 2020) and Saturday, 7 March to Sunday, 8 March 2020 (contingency day Monday, 9 March 2020) be approved, in order to carry out early enabling works on the rail bridge subject to, but not limited to, the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- b) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services 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 stakeholders; and**
- c) The occupation of the road carriageway must not occur until the road has been physically closed.**

BACKGROUND

Southwest metro early works are now underway between Sydenham and Campsie to convert the existing rail to metro standards in preparation for the opening of Sydney Metro City & Southwest in 2024. The joint venture currently delivering the Sydney Metro upgrade to Sydenham Station (SSJ), John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd, has been appointed to undertake early works along the T3 Bankstown Line like site geotechnical investigations, early design, and enabling works such as surveying and utilities investigations. Work also includes station and bridge investigations and the installation of cable routes, retaining walls and security fencing within the rail corridor.

As part of the Southern Corridor – Bankstown Line early investigation activities, SSJ are about to undertake work to the Terrace Road / Ness Avenue rail overbridge which will require the use of an elevated work platform (EWP) and mobile crane and this will require a full lane closure of both lanes at the Terrace Road / Ness Avenue, Dulwich Hill underpass.

Traffic movements will be managed in accordance with the submitted TMP and TCP and Traffic controllers will be on duty to assist both pedestrians and vehicle movements. Pedestrian/cyclist access will be maintained.

It is noted that the works will be carried out to coincide with Bankstown line possession weekends and SSJ will be working for the whole weekend periods.

Community notification by Sydney Metro (SSJ) will include:

- Residents within a 200m radius of the work area will have a targeted door knock completed 7 days prior to work commencing.
- A notification will be distributed via letterbox drop and email no later than 7 days prior to work commencing.
- A door knock of local businesses with the potential to be impacted will be carried out no later than 14 days before work commences.

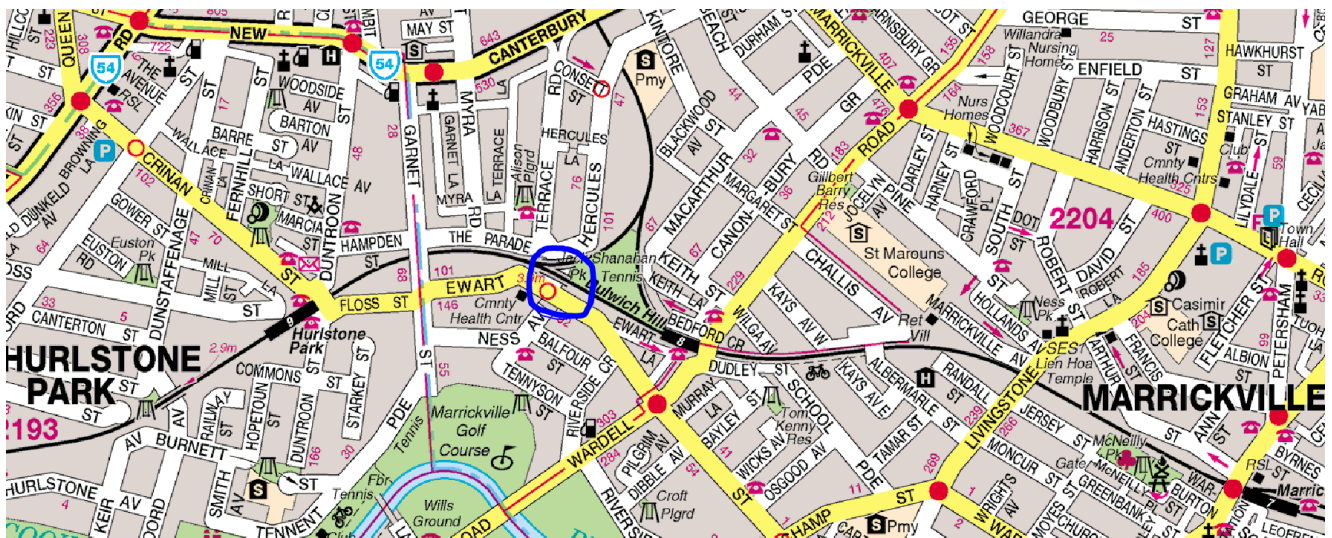
FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closures. The fee includes advertising the proposal in accordance with the Roads Act 1993.

OFFICER COMMENTS

Site location

Terrace Road, between The Parade and Consett Street, carries around 1,388 vehicles per day. At the railway overbridge the width of the road is approximately 9 metres in width. It is noted that the full road closure will divert traffic to either Garnet Street in the west or Wardell Road in the west.





Looking north and looking south respectively at the underpass

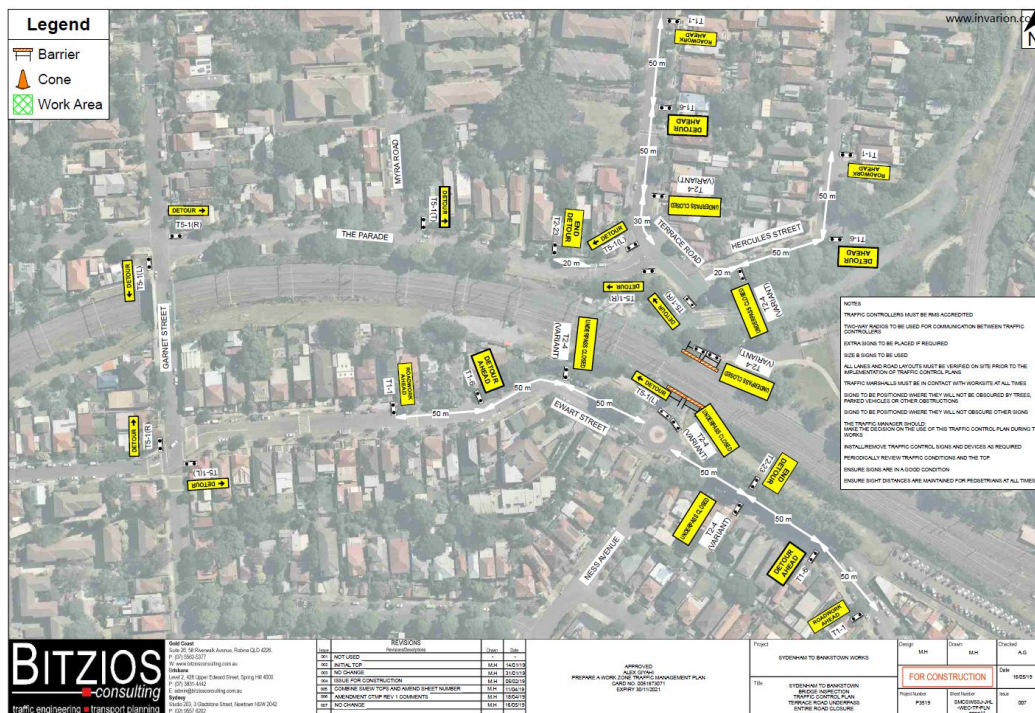


Street Name	Terrace Road
Section	Between The Parade and Conssett Street
Carriageway Width (m)	12.4 generally and 9.0 at underpass
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides. At underpass one travel lane in each direction.
Classification	Local
Speed limit	50.0
85th Percentile Speed (km/h)	51.8
Vehicles Per Day (vpd)	1,388
Reported Crash History (July 2013 – June 2018)	3 injury crashes and one tow-away crash in locality of underpass/roundabout. The tow-away involved a car losing control at the underpass. Two of the 3 injury crashes involved motorcyclists going off the road and the other crash involved a cyclist being injured while making a U-turn. RUM codes – 81, 70, 88 and 40.
Heavy Vehicle Volume (%)	2.9
Parking Arrangements	No parking at underpass and unrestricted parking along each side of Terrace Road.

Impact of the temporary full road closure is minimal:

- The proposed detour route involves vehicles travelling via The Parade, Garnet Street, and Ewart Street. It is probable that Garnet Street would be the bottleneck for this trip, as it is a narrow street with kerbside parking in place on both sides of the road.
- Vehicles will be detoured via The Parade, Garnet Street, and Ewart Street shown in the TCP.
- No public transport routes use Terrace Road. Route 418 uses Garnet Street. There may be some minor delays due to the increase in traffic on Garnet Street.
- Emergency vehicles will be detoured via The Parade, Garnet Street, and Ewart Street shown in the TCP.

The Traffic Management Plan (TMP) is attached at the end of this report and the Traffic Control Plan (TCP) submitted by the applicant is shown below and also reproduced in the TMP attached.



PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

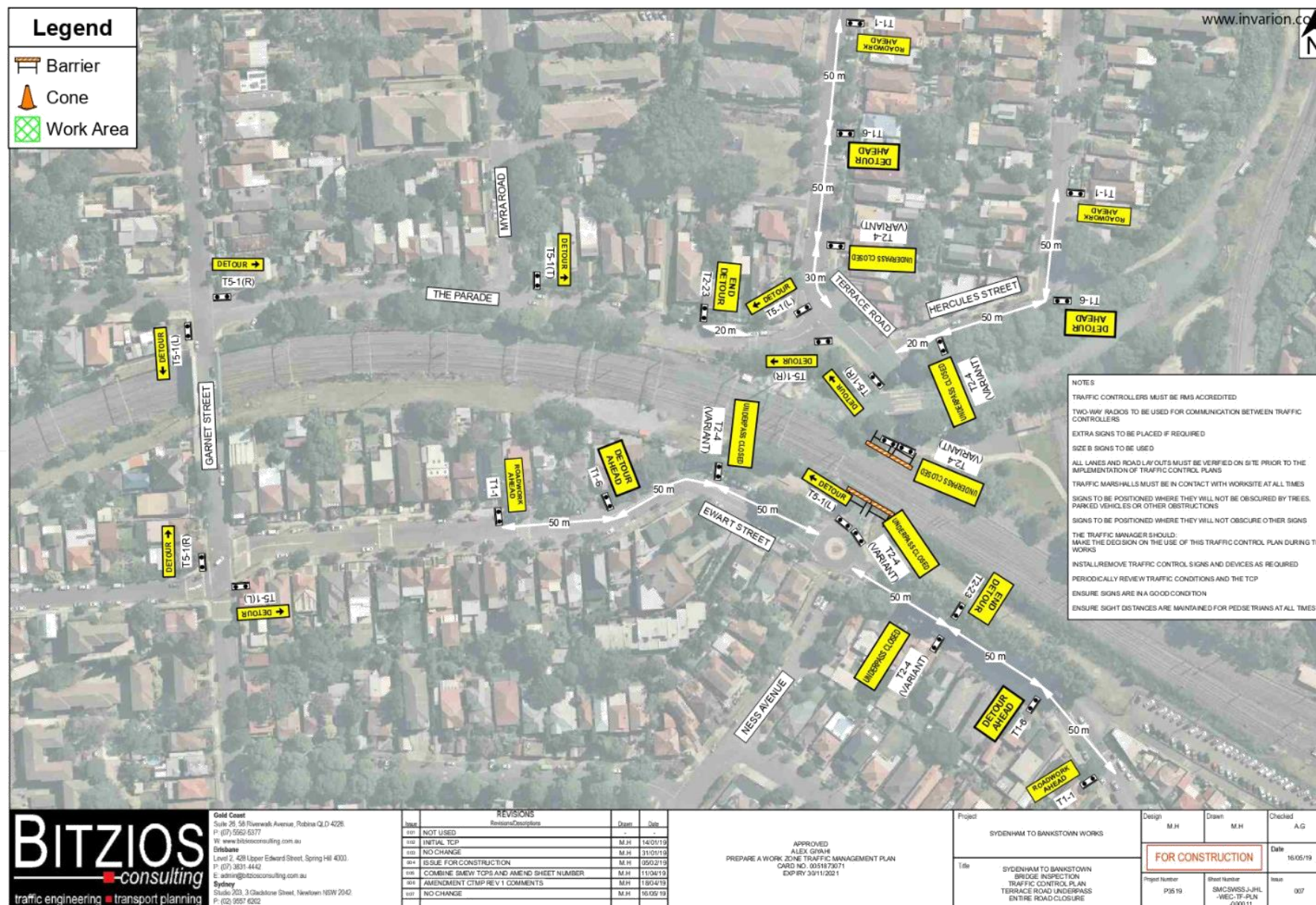
The proposed road closure has been advertised in the local newspaper in accordance with the Roads Act 1993.

CONCLUSION

It is recommended that the proposed temporary full road closure be approved, subject to but not limited to the conditions outlined in this report.

ATTACHMENTS

1. [SMCSWSSJ-JHL-WEC-TF-PLN-000011_Ver1](#)
2. [P3519.001R Terrace Road Ness Full Road Closure TMP](#)





Sydney Metro City & Southwest

Traffic Management Plan for Temporary Closure of Terrace Road for the Southwest Metro Upgrade Project

John Holland Laing O'Rourke Joint Venture
100a Marrickville Road
Marrickville NSW 2204

Printed copies of this document are uncontrolled


**JOHN
HOLLAND**
Sydney Metro City & Southwest: Traffic Management Plan

About this release

Document Number: SMCSWSSJ-JHL-WEC-TF-PLN-0000 Edition 1 / Revision 0

Title: Traffic Management Plan

Author: Tom Wheatley, Bitzios Consulting

Ed 1 / Rev 0	26 August 2019	New Plan	Project Manager
Issue	Date	Revision Description	Authorised by

Management Review

See Section 9 for details

Planned Review Date	Scope	Review By	Review Record Ref no. Date
26 August 2020		Project Manager and Interface Manager	
26 August 2021			
26 August 2022			

Endorsement of TMP

Project Manager

Date

/ /

Interface Manager

Date

/ /

Date

Table of Contents

Management Review	2
Endorsement of TMP	2
1. Overview	6
Scope of this Plan	6
John Holland Laing O'Rourke Joint Venture's Authority:	6
JHLOR JV's Objectives	6
2. Management of the TMP	6
3. Implementation	7
4. Traffic Control Plans	7
4.1 For Services requiring a Non-Standard TCP:	7
5. Responsibilities	8
Project Manager	8
JHLOR JV's Interface Manager	8
JHLOR JV's Site Supervisor	8
Traffic Management Sub-contractor	10
6. Traffic Controllers	10
7. Plant and Equipment	10
8. Time Management	11
9. Out-of-Working Hours Contacts	11
10. Reviewing this Traffic Management Plan	11
11. Proposed Traffic Management	12
A. Description or detailed plan of proposed measures.	12
B. Identification and assessment of impact of proposed measures.	12
C. Measures to ameliorate the impact of re-assigned traffic.	12
D. Assessment of public transport services affected.	12
E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.	12
F. Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures.	13
G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.	13
H. Public consultation process.....	14


**JOHN
HOLLAND**
Sydney Metro City & Southwest: Traffic Management Plan

Appendix A -	Traffic Controllers' Tickets	15
Appendix B -	Not Used	16
Appendix C -	Hold points.....	16
Appendix D -	JHLOR JV Traffic Control Plans for Routine Work under the Terrace Road Closure	17
Appendix E -	to L – Not used.....	18
Appendix M -	Definitions	18
Last page.....		18

Item 2
Attachment 2

Sydney Metro City & Southwest: Traffic Management Plan



[THIS PAGE DELIBERATELY BLANK]



1. Overview

Scope of this Plan

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the provision for access to properties located within the limits of the Terrace Road (Ness Avenue) closure, the design, construction, maintenance and removal of any necessary temporary roadways and detours, the provision of traffic controllers, the installation of temporary signs, road markings, lighting and safety barriers.

It also covers maintenance of the existing road corridor, including the existing road and road shoulder that may be used for the temporary diversion of traffic, over the duration of the Terrace Road closure.

John Holland Laing O'Rourke Joint Venture's Authority:

Holland Laing O'Rourke Joint Venture (JHLOR JV) is authorised by the Roads Regulation 2008 to appoint traffic controllers and direct traffic and is registered under the RMS's Registration Scheme Category G.

JHLOR JV's Objectives

JHLOR JV's objectives with respect to the Traffic Management Plan ("TMP") are to:

- Ensure the safety of its employees, contractors, the general public, RMS and Council personnel, pedestrians, cyclists and traffic,
- Keep traffic delays to a minimum,
- Maintain satisfactory property access,
- Minimise disruption to businesses,
- For works near speed cameras, traffic lights & traffic counters etc:
 - Inform the RMS Representative and
 - Not damage the equipment,
 - Make suitable arrangements where required.
- When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
- Minimise disturbance to the environment,
- Design temporary roadways and detours in accordance with RMS Traffic Control at Work Sites Manual and
- Meet the requirements of RMS G10 Traffic management, RMS G11M Road Occupancy Provisions and the RMS Traffic Control at Work Sites Manual.

2. Management of the TMP

JHLOR JV has warranted that it will provide people, materials, resources and systems to properly perform the Services including related traffic management.

Council and the RMS require the people to be competent, experienced and qualified to carry out the Services.

The Southwest Metro Upgrade Project key personnel for traffic management are shown in the table below.

Name	Position	Phone Number
Paul Fields	Project Manager	0438 792 797
Paul Dalziel	Interface Manager	0437 475 070
Andrew Osborn Luke Curley	Site Supervisor	0438-977-2740 0419 816 166
Traffic Group Australia (staff name to be confirmed)	Traffic Controller (Blue Card)	TBC
Traffic Group Australia (staff name to be confirmed)	Implement TCPs (Yellow Card)	TBC
Traffic Group Australia (staff name to be confirmed)	Prepare a Work Zone Traffic Management Plan	TBC

3. Implementation

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

Before the Routine Services or any Ordered Work begins the Project Manager will carry out Risk Assessment (see Risk Management Plan) and develop treatments and Plans to eliminate or mitigate hazards.

4. Traffic Control Plans

JHLOR JV will implement approved Traffic Control measures for any Services which disrupt free traffic movement. These measures will include Traffic Control Plans ("TCP") and Vehicle Movement Plans as required and will encompass vehicle movement and pedestrian movement for both construction resources and the general public. Any property accesses affected by the construction activities will also be identified on the TCPs.

For all planned and scheduled works under the contract JHLOR JV will prepare Traffic Control Plans as follows:

4.1 For Services requiring a Non-Standard TCP:

Non-Standard TCPs will be signed off by a person who has qualified in the RMS "Design and Audit Traffic Control Plans" course (i.e. holds a current "Orange" ticket) and is experienced in the design and implementation of traffic management plans.



Sydney Metro City & Southwest: Traffic Management Plan

Work will not begin until the Council has approved the non-standard TCP.

JHLOR JV Hold Point

Process Held: Services requiring a non standard TCP.

Submission Details: Non-standard TCP as described above

Release of Hold Point: The Council's approval of JHLOR JV's non-standard TCP.

5. Responsibilities

The principle responsibilities and authorities of JHLOR JV staff with respect to traffic management are:

Project Manager

The Project Manager is responsible for ensuring traffic management:

- Is properly planned, organised, directed and controlled,
- Is properly resourced with people, equipment, facilities and systems and
- Meets the requirements of the contract including RMS Specifications G10 and G11,
- Complies with all other legislation and
- Is achieving its objectives

The Project Manager's responsibilities remain with him / her, however, the Project Manager has delegated as follows:

JHLOR JV's Interface Manager

The Interface Manager has delegated authority from, and responsibility to, the Project Manager for:

- The selection of any Traffic Control subcontractors,
- Ensuring that processes and control systems needed are established, implemented and maintained,
- Liaison with regulatory agencies regarding requirements for approvals, licences, permits and authorities,
- Arranging and approving training,
- Ensuring that the requirements of all the plans are properly implemented,
- Annually reviewing the continuing suitability, adequacy, and effectiveness, of all the plans and
- Community Relations including addressing complaints.

JHLOR JV's Site Supervisor

JHLOR JV's Site Supervisor has delegated authority from, and responsibility to, JHLOR JV's Project Manager for:

- Determination of traffic control at the work sites.
When selecting a standard TCP or designing a Non-Standard TCP, he / she will ensure the following are considered:
 - The signing-off of Non-Standard TCPs by a person who has qualified in the RMS "Design and Audit Traffic Control Plans" course (i.e. holds a current "Orange" ticket) and is experienced in the design and implementation of traffic management plans,
 - Traffic Controllers,
 - Diversions, side tracks and/or detours as required,
 - Temporary warning signs,
 - Signs and devices,
 - Adequate delineation for night/wet conditions,
 - Special lighting when required,
 - Access ways to be kept clear for emergency vehicles and over-dimensional vehicles,
 - Temporary speed zones as required (and approved),
 - Vehicle Movement Plans (including specified locations for on-site parking, and consideration of pedestrian movement for workers, the public including children and disabled persons, bicycles, buses and light rail where applicable).
 - Set up diversions when required in consultation with Police when necessary,
 - Possible impact on main arterial roads,
 - Traffic impact for work near traffic lights,
 - Temporary delineation, barriers and signs until permanent measures are completed. All temporary measures will be maintained in an effective condition while in use and removed when permanent devices are complete including the removal of temporary raised pavement markers and temporary linemarking.
 - Position cones and early warning signs when required,
 - Sign sizes that are appropriate for the conditions,
 - Portable traffic signs if required,
 - Flashing traffic signs if required,
 - Place signs with regard to: Sight distance, motorists approaching at high speed, queue lengths, visibility, shade and light glare,
 - Ensuring only undamaged or non-defective signs are used and
 - Ensuring consideration of the needs of:
 - Pedestrians (including those who are disabled),
 - Cyclists,
 - Business and property owners and
 - School crossings and bus routes.
- Ensuring the TCP is approved,
- Preparing and submitting Hold Point Forms, Road Occupancy License applications and & *Directions to Restrict* applications 10 working days before the Services are due to begin,
- Allocation of all resources required for the implementation of all the plans,
- Ensuring that control measures are maintained and that work-in-progress is inspected,
- Identifying training needs and arranging for employees and subcontractors to attend the training,
- Ensuring subcontractors/suppliers have suitable qualifications and experience and
- Carrying out and recording weekly inspections and verifications to demonstrate compliance of the Services.


**JOHN
HOLLAND**

Sydney Metro City & Southwest: Traffic Management Plan

Traffic Management Sub-contractor

The Traffic Management Sub-contractor has:

- Qualified in the "Prepare a Work Zone Traffic Management Plan" course [NOTE: It is a Contract requirements that whoever selects and modifies TCPs has this ticket]

and has delegated authority from, and responsibility to, the Site Supervisor for:

- Implementing the Traffic Management Plan and the Traffic Control Plan on site,
- Maintaining the TCP,
- Assessing and monitoring subcontractor's capabilities and performance in respect of site activities,
- Ensuring the safe passage of traffic at all times,
- Ensuring everyone on site is inducted and wears the appropriate approved clothing and
- Driving through the site to inspect the traffic control layout, recording any deficiencies and the action taken to rectify them.

6. Traffic Controllers

JHLOR JV will ensure any subcontractor undertaking traffic control is registered under the RMS's Registration Scheme Category G "Traffic Control".

All traffic controllers used by JHLOR JV have completed RMS accredited Traffic Controller training.

A list of their names, ticket numbers and ticket expiry dates is at Appendix A.

Traffic Controllers will carry their tickets with them.

Traffic Controllers will wear high-visibility outer garments complying with RMS OH&S Policy [4.0 Personal Protective Equipment](#) and bearing the words "Authorised Traffic Controller" and the RMS logo (logo patch supplied by the RMS).

7. Plant and Equipment

All vehicles used in traffic control operations will be equipped with the appropriate vehicle mounted warning devices in accordance with the RMS Traffic Control at Work Sites Manual.

During daytime, plant and equipment working in a position adjacent to traffic and having a projection beyond the normal width of the item, for example, a grader blade, will have a fluorescent red flag attached to the outer end of the projection. During poor light conditions or at night, an additional traffic controller with an illuminated red wand will direct traffic around such plant and equipment.

During night time, where traffic is permitted to use the whole or portion of the existing road, all plant items and similar obstructions will be removed from the normal path of vehicles, to provide a lateral clearance of at least 6 m where practicable, with a minimum clearance of 1.2 m.

Plant and equipment, within 6 m of the normal path of vehicles, will be lit by not less than two yellow steady lamps suspended vertically from the point of the obstruction nearest to a

traffic lane, and one yellow steady lamp at each end of the obstruction on the side furthest away from the traffic lane.

8. Time Management

The JHLOR JV aims to meet its time related obligations. Among them are:

- Notifying emergency services and relevant sections of the community and transport industry of work which results in significant traffic disruption. Provide to the RMS a draft of an appropriate advertisement 3 weeks before the proposed placement of the advertisement. See RMS M1 Clause 4.3.2.
- Notifying residents and businesses affected by disruption to property access or by night works in built-up areas. A letter will:
 - be "letter-box-dropped" at least three Business Days before the proposed date and
 - detail the dates and times of the proposed access restrictions and contact details. See RMS M1 Clause 4.3.4.
- Performing work and Services only in the times permitted.
- Lodging early as possible (at worst no less than 10 Business Days before the work) a road occupancy application. See RMS G10 (2.2). Noting, however, the exemptions for emergencies and hazards set down at RMS G10 (4.2).
- Promptly advising the TMC of delays to traffic which are, or are anticipated to be, longer than 15 minutes.

9. Out-of-Working Hours Contacts

See contact details in Section 2.

10. Reviewing this Traffic Management Plan

JHLOR JV will review the Traffic Management Plan to ensure it is appropriate and is being implemented effectively. Changes may arise from a change of scope, RMS or Council audits, RMS or Council comments or from opportunities for improvement.

The Plan will then be updated to reflect any changes which have occurred.

The revised document and the input which led to the revisions will be reviewed by JHLOR JV's Project Manager, approved by him/her and then forwarded to the RMS or Council Representative for his/her record.

The planned target dates (or frequencies) at which the TMP will be subject to formal review and the personnel who will participate in the review are identified in the table at Management Review at the beginning of this plan. Council's Contract Manager will maintain records of any review.


**JOHN
HOLLAND**

Sydney Metro City & Southwest: Traffic Management Plan

11. Proposed Traffic Management

A. Description or detailed plan of proposed measures.

Refer to the attached TCP for detail of the proposed closure and diversion route for vehicles. See below for the diversion route for emergency vehicles, heavy vehicles, cyclists and pedestrians.

B. Identification and assessment of impact of proposed measures.

Traffic counts were undertaken at the Ewart Street/Terrace Road intersection. The data indicated that:

- A maximum of 529 vehicles per hour in the AM peak 406 vehicles per hour in the PM peak used the underpass
- Northbound movements were higher in the AM, and southbound movements were higher in the PM
- Most southbound bridge vehicle movements turned left to head east on Ewart Street
- The majority of northbound bridge vehicle movements turned right onto Terrace Road from Ewart Street westbound.

The proposed detour route involves vehicles travelling via The Parade, Garnet Street, and Ewart Street. It is expected that Garnet Street would be the bottleneck for this trip, as it is a narrow street with kerbside parking in place on both sides of the road.

While traffic counts were not undertaken at Garnet Street, it is expected that this road would experience relatively low traffic volumes as it is one of many left-only links to New Canterbury Road. Vehicles wishing to head east on New Canterbury Road would most likely approach from Crinan Street.

Garnet Street is therefore expected to have sufficient capacity for the road closure.

The signposted diversion route is 700m long and is about 2 minutes driving time according to Google Maps.

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

Only local traffic is affected. The diversion route is relatively short (700m). No additional measures are proposed other than the signposting of the alternative route to provide clear guidance to drivers.

The State arterial road network will not experience any increase in traffic due to the diversion.

D. Assessment of public transport services affected.

No public transport routes use Terrace Road. Route 418 uses Garnet Street. There may be some minor delays due to the increase in traffic on Garnet Street.

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

The alternative route for emergency vehicles when Terrace Road is closed is via The Parade, Garnet Street, and Ewart Street as shown in Figure 11.1 and on the TCP.

Heavy vehicles are able to follow the same signposted diversion route, as shown on the TCP.

The suggested alternative route for pedestrians is the same as for vehicles via The Parade, Garnet Street, and Ewart Street as shown in Figure 11.1. The route is 700m.

VMS sign boards are to be installed on approaches to the bridge advising of the proposed closure at least 1 week before the closure date.

Traffic controllers are required at each end of the Terrace Road closure during construction hours.

The alternative route for pedestrians (including cyclists) and emergency services vehicles is shown in Figure 11.1.

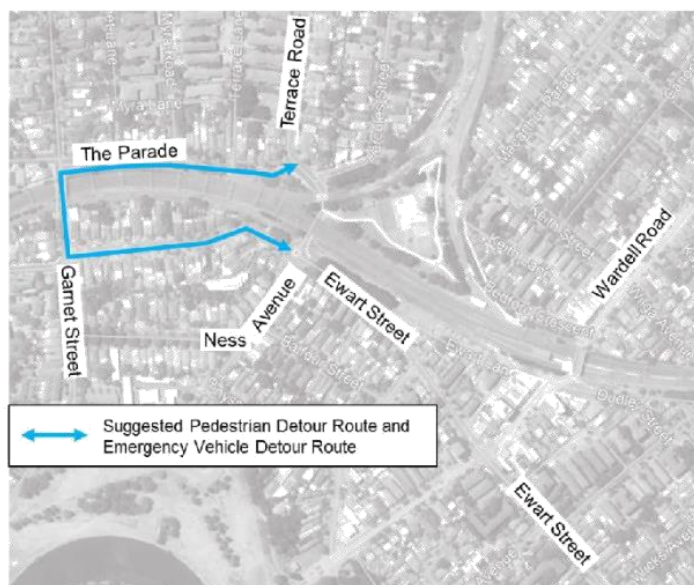


Figure 11.1 Alternative Route for Pedestrians and Emergency Services

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

As the works are temporary there is no ongoing effect on development. However, notification requirements are noted in Section 8.

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

The work is fully contained within Inner West Council area. However, the diversion route uses about 120m of Garnet Street, which is on the boundary of the adjoining Canterbury-Bankstown Council area. This will have negligible impact on the traffic movements in the adjoining Council area beyond the diversion route.

**JOHN
HOLLAND**

Sydney Metro City & Southwest: Traffic Management Plan

H. Public consultation process.

As the works are temporary there is no need to consult with the public directly affected by the proposed measures. However, notification requirements are noted in Section 8.

Item 2**Attachment 2**



Appendix A - Traffic Controllers' Tickets

Surname	First Name	Council or Contractor Name	Certificate Number	Expiry Date


**JOHN
HOLLAND**
Sydney Metro City & Southwest: Traffic Management Plan

Appendix B - Not Used

Appendix C - Hold points

Reference RMS Doc [Clause no]	Type RMS or JHLOR JV Hold	Process Held	Submission Details
M1 (4.3.2)	RMS Hold	Services which significantly disrupt traffic	Appropriate advertisement 3 weeks before
M1 (4.3.3)	JHLOR JV Hold	Services which significantly disrupt access	Letter box drop 3 Business Days before
RMS G10 (2.2)	RMS Hold	Road Occupancy	ROL Application 10 Business Days before
This Traffic Management Plan Clause:			
1	RMS Hold	Work near Speed Cameras, Traffic Counters etc.	Inform the RMS Representative
3	JHLOR JV Hold	Any Ordered Work	Risk Assessment and Treatment and Plans
4	JHLOR JV Hold	Ordered Work which disrupts traffic	Non standard relating to the work TCP
6	JHLOR JV Hold	Traffic Controller's engagement as such	Subcontractor registered under Scheme G traffic Controller has current ticket

Appendix D - JHLOR JV Traffic Control Plans for Routine Work under the Terrace Road Closure

TCP Number	Location	Description of Control
<i>SMCSWSSJ-JHL-WEC-TF-PLN-000011</i>	Terrace Road (Ness Avenue) underbridge, Dulwich Hill - Entire Road Closure	Implement detour via Garnet Street bridge.

**JOHN
HOLLAND**

Sydney Metro City & Southwest: Traffic Management Plan

Appendix E - to L – Not used

Appendix M - Definitions

JHLOR JV has adopted the Definitions set out in Clause 1.3 of RMS Specification G10 Traffic Management.

Last page

Item No: LTC1119 Item 3

Subject: **QUEEN STREET AT HANKS STREET & QUEEN STREET AT GRIFFITHS STREET, ASHFIELD - PROPOSED IMPROVED TRAFFIC CALMING AT THE INTERSECTIONS INCLUDING SPEED CUSHIONS (DESIGN PLANS 10082_A & 10102) (DJARRAWUNANG - ASHFIELD WARD / SUMMER HILL ELECTORATE / BURWOOD PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Design plans have been prepared for proposed traffic calming and speed cushions along Queen Street at Hanks Street and Griffiths Street, Ashfield. The proposed works received funding from the RMS Blackspot Program and the works will improve pedestrian and motorists' safety and addresses residents' concerns about speeding, driver behaviour and pedestrian safety at these locations.

Consultation was undertaken with nearby owners and occupiers of properties in Queen Street, Hanks Street and Griffiths Street regarding the proposals. A revised plan was prepared for the roundabout at Queen Street/Hank Street after considering feedback from residents. It is recommended that the proposed detailed design plans be approved.

RECOMMENDATION

THAT the detailed design plans for the proposed intersection improvements along with associated signage and line marking at Queen Street and Hanks Street, Ashfield (Design Plan No.10082_A) and Queen Street at Griffiths Street, Ashfield (Design Plan No.10102) be APPROVED.

BACKGROUND

The community has raised concerns in relation to the existing 4-leg roundabouts at the intersections of Queen Street with Hanks Street and Griffiths Street. Vehicles were reported to be speeding through the roundabouts and failing to give way. The proposed speed cushions will physically reduce vehicle speeds on approaches to the roundabouts and pedestrian crossing points of the intersections. The kerb blister islands and rumble bars will assist and direct vehicles over the speed cushions.

A Blackspot submission was made in 2018 for funding to upgrade the intersections and was successful. Design Plans were prepared and sent out to nearby residents. Following completion of the resident consultation process, Council Officers have considered community feedback and have incorporated amendments into the original consultation plan that was sent to residents on 13 September 2019 for the Queen Street at Hanks Street, Ashfield proposal.

Council Officers have made the following changes to the original design plan sent out:-

- The previously proposed pedestrian refuge islands have been removed and replaced with rumble bars; see the attached revised plan 10082_A.
- The previously proposed 'No Stopping' signs and chevron line markings have been removed.

As a result of this amended road safety proposal, there is no net loss in on-street parking.

FINANCIAL IMPLICATIONS

The estimated cost of the project is approximately \$98,250 and the projects have been fully funded in the 2019/2020 financial year under the RMS Blackspot Program.

OFFICER COMMENTS

Site Location & Road Network

Both intersections are 4-leg roundabouts and are approximately 100 metres apart. The original concerns at the intersections were that the sight lines to the approaches were affected by building and property fence and tree line obstructions close to the corners. Motorists either failed to Give Way or ignored the Give Way control. The wide nature of the roundabouts suit large vehicles manoeuvring them; however, encourages cars to speed through them. There is a slight angle deviation and crest rise in the road to the south of Griffiths Street from the roundabout at Queen Street and there is a slight dip into the roundabout (Queen Street and Hanks Street) from both approaches in Queen Street which adds to downhill speeding to the roundabout.

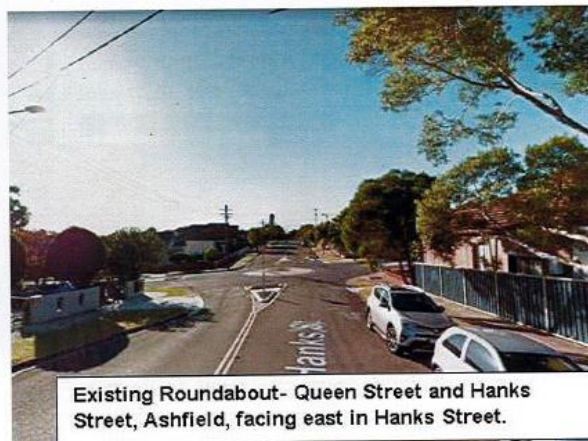
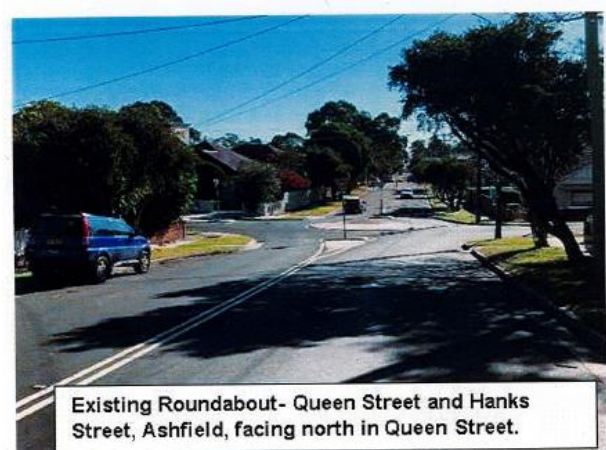
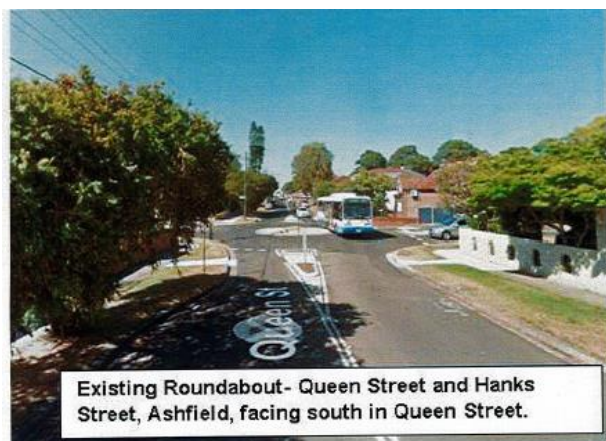


A summary of the traffic data is provided in the table below:

Street Name	Queen Street	Queen Street
Section	Intersection with Hanks Street	Intersection with Griffiths Street
Carriageway Width (m) kerb to kerb	13.0	13.0
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.	Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides.

Classification	Local	Local
Speed limit	50	50
85 th Percentile Speed (km/h)	-	-
Vehicles Per Day (vpd)	-	-
Reported Crash History (July 2013 – June 2018)	3 injury crashes 2x RUM 10 (Cross Traffic) 1x RUM 3 (Other Pedestrian)	2 injury crashes and 2 tow-away 3 x RUM 10 (cross traffic) 1 x RUM 30 (rear end)
Heavy Vehicle Volume (%)	-	-
Parking Arrangements	Unrestricted parking along Queen Street, both north and south of junction with Hanks Street.	Unrestricted parking along Queen Street, both north and south of junction with Griffiths Street.

Queen Street at Hanks Street, Ashfield



Queen Street at Griffiths Street, Ashfield



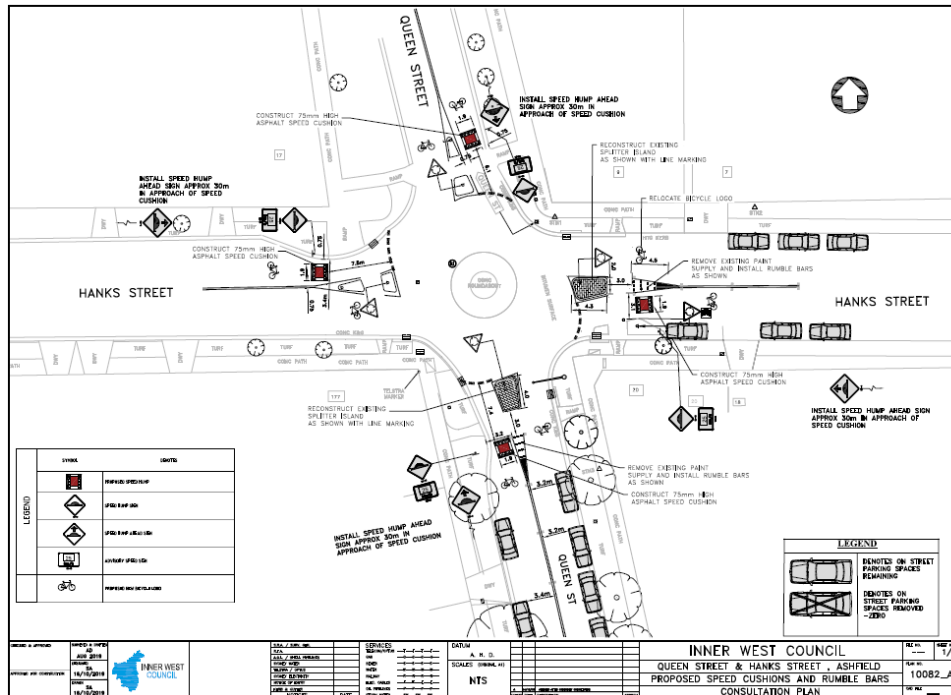
Design Plans 10082_A and 10102

Council is planning improvements in Queen Street at Hanks Street intersection as well as in Queen Street at Griffiths Street intersection. Detailed design plans for the proposed intersection treatment and associated signage and line marking at Queen Street and Hanks Street (Design Plan 10082_A – **Attachment 1**), and the proposed intersection treatment and associated signage and line marking at Queen Street and Griffiths Street (Design Plan 10102 – **Attachment 2**) are submitted for consideration.

The following works are proposed and are illustrated on the attached plans:

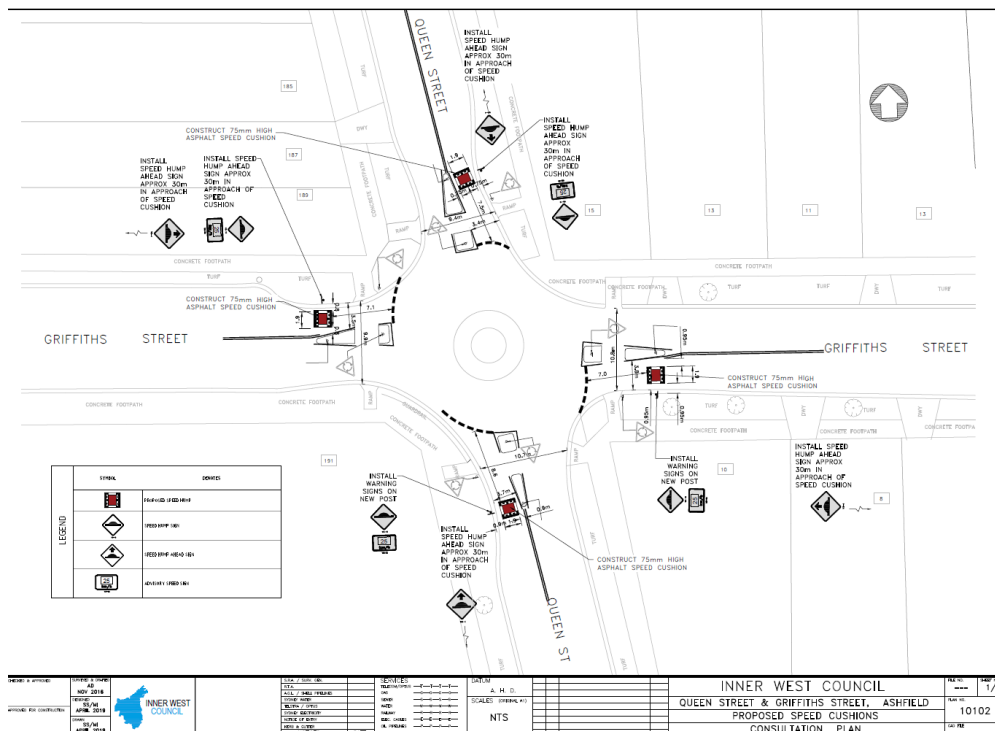
1. Queen Street and Hanks Street, Ashfield - PLAN NO. 10082_A

- Install rumble bars in splitter island south side on Queen Street.
- Install rumble bars in splitter island east side on Hanks Street.
- Provide speed cushions on Hanks Street and Queen Street on approach to roundabout.
- Implement new linemarking and signage to facilitate better traffic flow and for pedestrian safety.



2. Queen Street and Griffiths Street, Ashfield – PLAN NO. 10102

- Provide speed cushions in Griffiths Street and Queen Street on approach to roundabout.
- Implement signage to facilitate better traffic flow and for pedestrian safety.

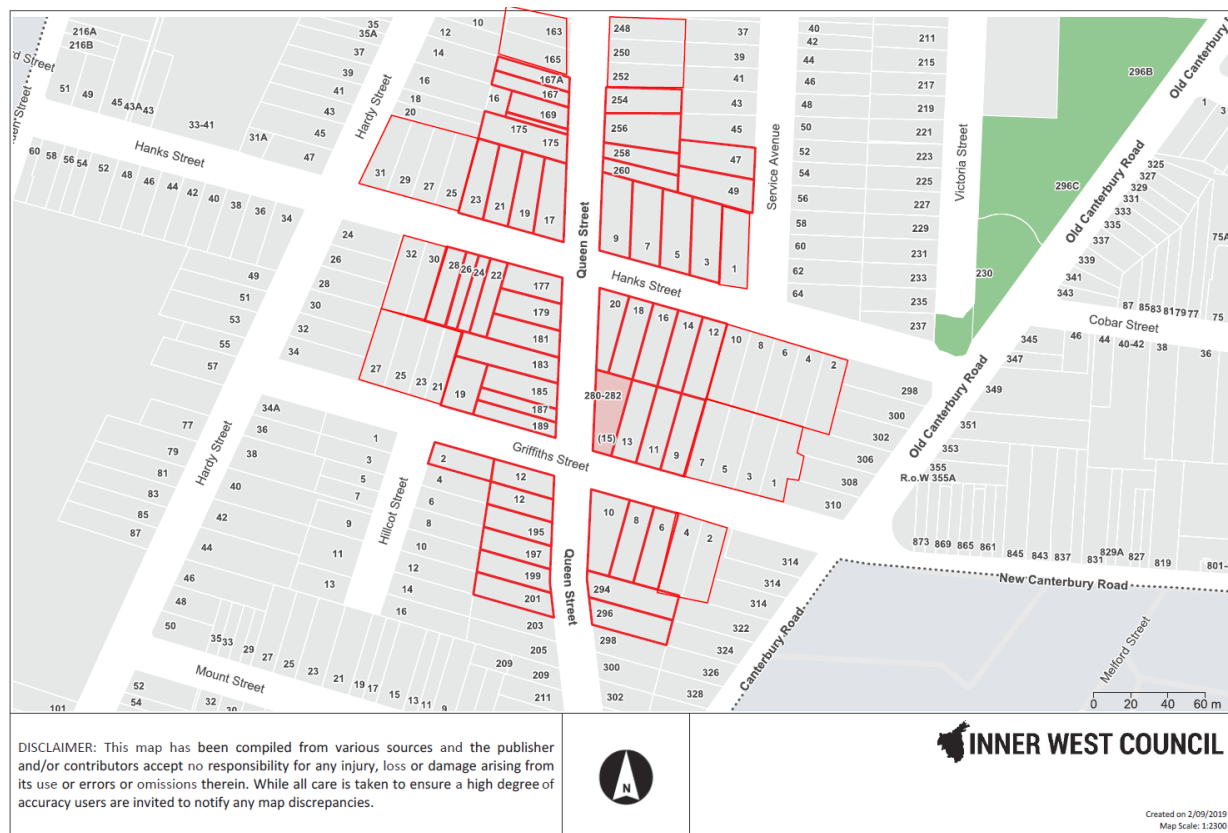


Both proposals will result in no loss of legal parking spaces in Queen Street, Hanks Street and/or Griffiths Street.

PUBLIC ENGAGEMENT

A consultation letter as well as a copy of the design plans (Plan 10082 and Plan 10102) for the traffic calming works at the intersections of Queen Street at Hanks Street and Queen Street at

Griffiths Street was sent out on 13 September and the submission period was closed on 30 September. A total of 69 letters were distributed as per the consultation map shown below.



Sixteen (16) residents signed the petition against original plan number 10082. Four (4) car parking spaces on-street would have been removed. Following completion of the resident consultation process, Council Officers considered community feedback and incorporated amendments into the original consultation plan that was sent to residents on 13 September 2019 – Plan 10082_A.

Residents' Comments	Officer's Response
<p>Petition - We the residents of Queen and Hank Street Ashfield oppose the proposed changes in our street. We believe that these new changes only adversely affect the Character of the street that some residents have grown up too or chosen to reside in. We believe reducing the width the streets only hampers the flow of traffic which is a problem in itself for residents exiting from their homes in the morning and afternoon travelling to and from work. Finally the No stopping signage in front of some homes is a major Concern as this will reduce the available parking that are of benefit for residents and the greater community which readily use it. Hurlstone Park Vietnamese Church located at 12 Griffith Street is an example which uses available parking in these streets hence limiting any available parking will become an inconvenience for everyone. We believe the negative repercussions of the proposed changes outweigh the very little benefit which has</p>	<p>The previously proposed pedestrian refuge islands have been removed and replaced with rumble bars; see the attached revised plan 10082_A.</p> <p>The previously proposed 'No Stopping' signs and chevron line markings have been removed.</p> <p>As a result of this amended road safety proposal, there is no net loss in on-street parking.</p>

prompted us to take this stance.

The speeding mainly occurs with the cars coming down Queen street, towards Hanks Street from the Griffiths street intersection. The cars tend to not slow down when approaching the roundabout and go straight through without looking. Many times I've seen near miss accidents.

I've attached a marked up 10082 plan showing the relocation of the "No Stopping" signs on the other side of my driveway please. This will ensure no cars temporarily block my driveway.

I strongly support the proposed change at these two locations.

I recommend that the proposed speed cushions be of high quality strength, to minimise both the cost and disruption of long term maintenance.

I would very much appreciate the addition of some landscape improvements, where possible

Noted.

Plan number 10082 has been amended. As a result of this amended road safety proposal, there is no net loss in on-street parking.

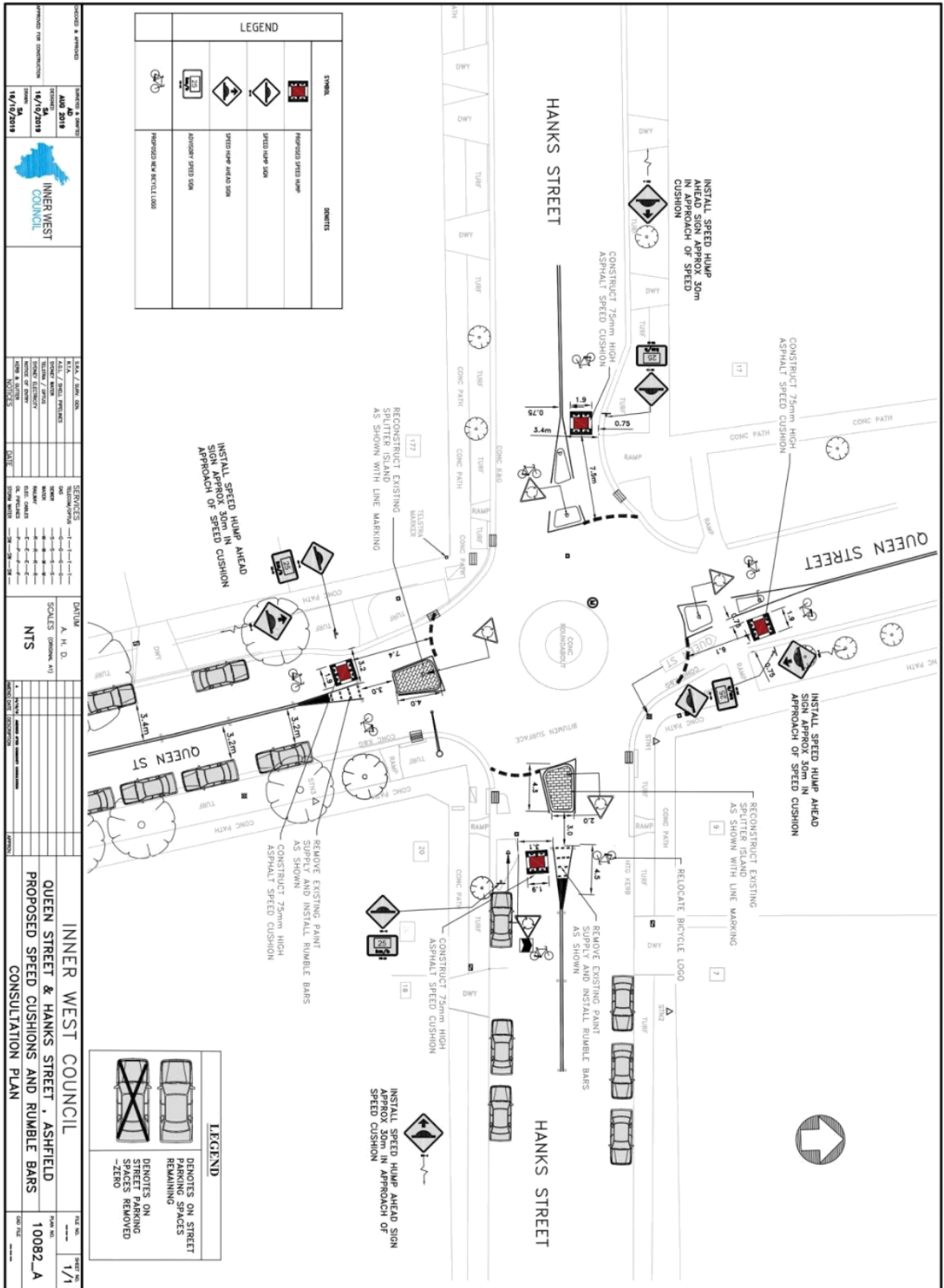
Noted.

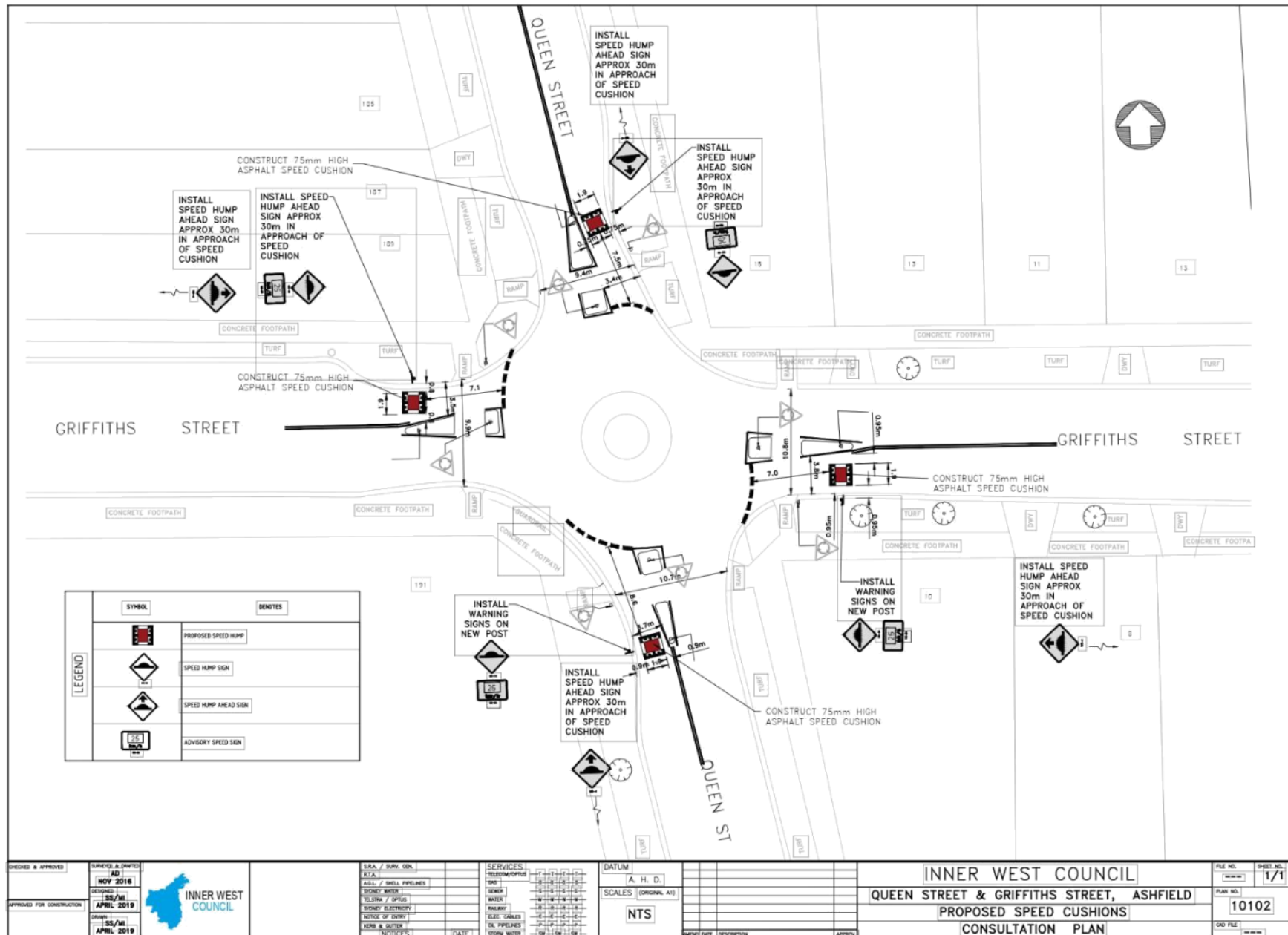
CONCLUSION

It is recommended that the detailed design plans of the proposed intersection treatments on Queen Street at Hanks Street and Queen Street at Griffiths Street and all associated signage and linemarking be approved to improve safety at these intersections.

ATTACHMENTS

1. [Queen and Hanks Traffic calming improvements_10082_A](#)
2. [Queen and Griffiths Traffic calming improvements_10102](#)





Item No: LTC1119 Item 4

Subject: ST DAVIDS ROAD/KINGSTON STREET AND RAMSAY STREET,
HABERFIELD - PROPOSED SPEED CUSHIONS (GULGADYA-LEICHHARDT
WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: David Yu - 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 intersection treatment at St Davids Road/Kingston Street and Ramsay Street, Haberfield.

As part of the Traffic Capital Works Program, Council has prepared a design plan indicating speed cushions and a kerb blister for the roundabout at Ramsay Street and St Davids Road/Kingston Street, Haberfield. The intention of the proposal is to slow traffic and improve road safety for pedestrians and motorists at the intersection.

Consultation was undertaken with owners and occupiers of properties in Ramsay Street, St Davids Road and Kingston Street regarding the proposal. A summary of the consultation result is presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the detailed design plan (Design Plan No.10107) for the installation of speed cushions, a kerb blister, and associated signs and line markings for the roundabout at Ramsay Street and St Davids Road/Kingston Street, Haberfield be approved.

BACKGROUND

Residents have raised concerns regarding speeding at the roundabout and a review of 5 years (2014 to June 2018) of reported RMS crash data revealed that there have been four (4) collisions at this location. Council has subsequently received funding through the 2019/20 Australian Government's Black Spot Program for the proposed traffic improvement works.

Site location & Road Network

Street Name(s)	Ramsay Street, St Davids Road and Kingston Street, Haberfield
Section	Intersection
Traffic Volume	-
Recorded Accident History (5 year)	4
Recorded 85% speed	-
Speed Limit	50km/h
Carriageway width	Ramsay Street – 12.8m St Davids Road – 12.8m Kingston Street - 12.3m
Carriageway Type	Ramsay Street – Two way with kerb side parking on both sides of the street St Davids Road - Two way with kerb side parking on both sides of the street Kingston Street - Two way with kerb side parking on both sides of the street

Council has received funding of \$35,300 through the 2019/20 Australian Government's Black Spot Program to construct the proposed works this financial year subject to final funding allocation.

The updated detailed design plan shown in **Attachment 1** outlines the proposed works at the intersection and includes the following treatments:

- Installation of four asphalt speed cushions on all approaches to the roundabout ;
- Construction of a landscaped kerb blister on Ramsay Street (on the eastern approach to the intersection);
- Installation of associated signs and line-marking

This proposal will not result in the loss of any on-street parking spaces.

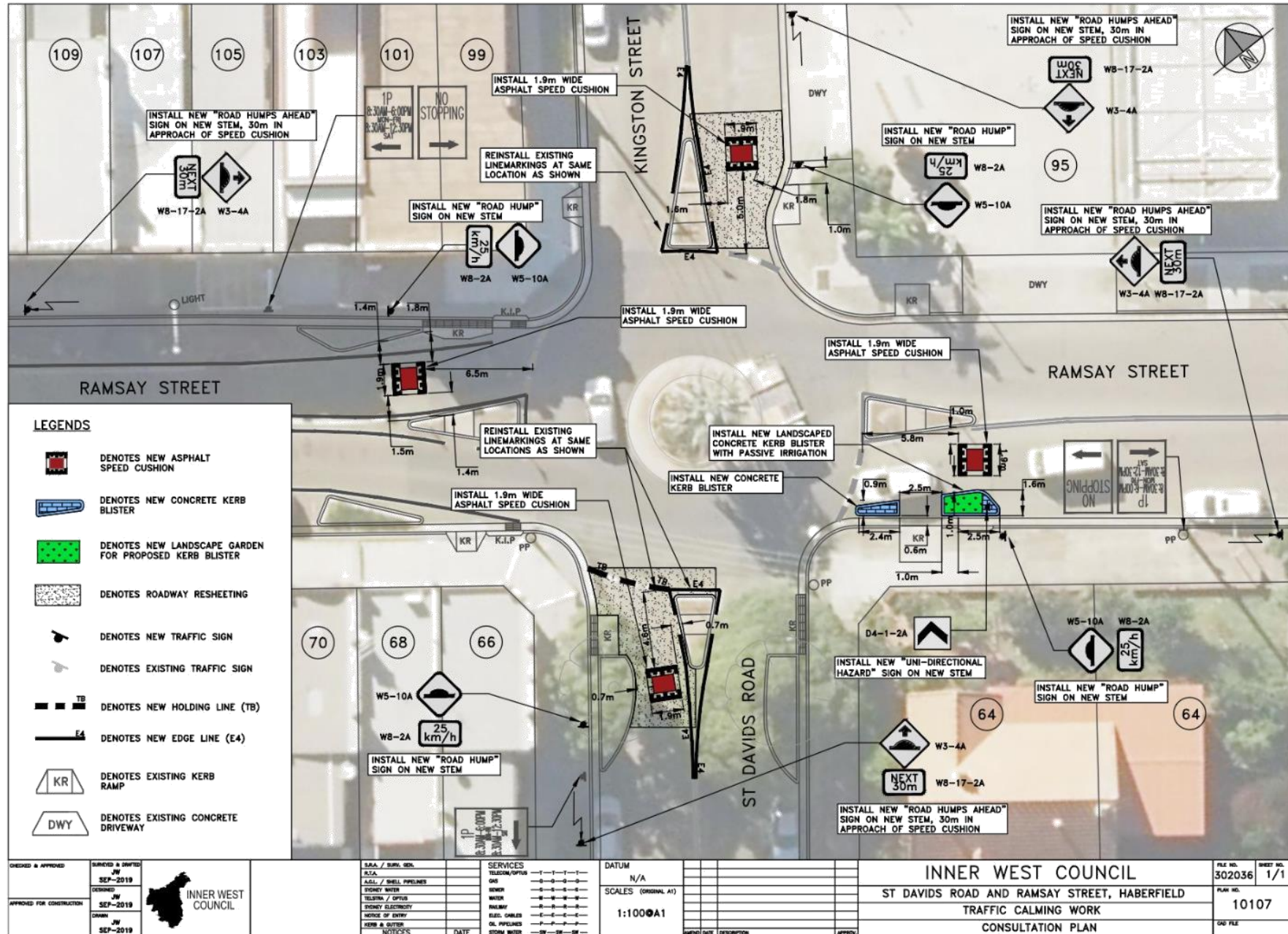
A letter outlining the proposal was mailed out to the affected properties (41 properties) in Ramsay Street, St Davids Road and Kingston Street, Haberfield, requesting residents' views regarding the proposal (as indicated on the following plan).



No responses were received regarding the proposal.

It is recommended that the detailed design plan (Design Plan No.10107) for the speed cushions, kerb blister, and associated signs and line markings at the roundabout be approved.

1. [Download](#) Detailed Design Traffic Calming Measures - Ramsay Street, St Davids Road and Kingston Street, Haberfield



Item No: LTC1119 Item 5

Subject: **SHORT STREET, BIRCHGROVE - CHRISTMAS STREET PARTY (ROAD OCCUPANCY) (BALUDARRI-BALMAIN/BALMAIN ELECTORATE/LEICHHARDT PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received an application for approval of an annual Christmas street party in Short Street between Curtis Road and Spring Street, Birchgrove to be held on Saturday, 14 December 2019 between 6:30pm and 11:30pm.

RECOMMENDATION

THAT the temporary road closure of Short Street, Birchgrove between Curtis Road and Spring Street, to conduct an annual Christmas Street Party on Saturday, 14 December 2019, from 6:30pm - 11:30pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a. That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through Short Street, Birchgrove between Curtis Road and Spring Street;
- b. The occupation of the road carriageway must not occur until the road has been physically closed; and
- c. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

BACKGROUND

Council has received an application for approval of an annual Christmas street party in Short Street between Curtis Road and Spring Street from a resident of Short Street, Birchgrove.

The street party is proposed to be held on Saturday, 14 December 2019 between 6:30pm and 11:30pm. The applicant is seeking permission for a temporary full road closure of Short Street between Curtis Road and Spring Street, similar to previous years' events.

Site Location & Road Network

Street Name(s)	Short Street, Birchgrove
Section	Between Curtis Road and Spring Street
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	40km/h
Carriageway width	Approx. 6.7m
Carriageway Type	Two-way street with kerb-side parking on both sides
Road Classification (State, Regional, Local)	Local

The Traffic Control Plan for the Closure is attached.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

This is an annual event and no significant issues have occurred in the past.

According to the RMS 'Guide to Traffic and Transport Management for Special Events' a small street party is considered as a 'Class 3' event.

Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- The party is to be held outdoors for fewer than 100 people.
- No temporary structures or jumping castles are to be erected.
- Participants are to bring their own food and drinks, and food and drinks are not for sale.
- There will be no performers or amplified music involved.

For approved street parties and subject to availability Council will provide barricades and 'Road Closed' signs subject to the street party coordinator arranging collection from and return to Council's Summer Hill depot.

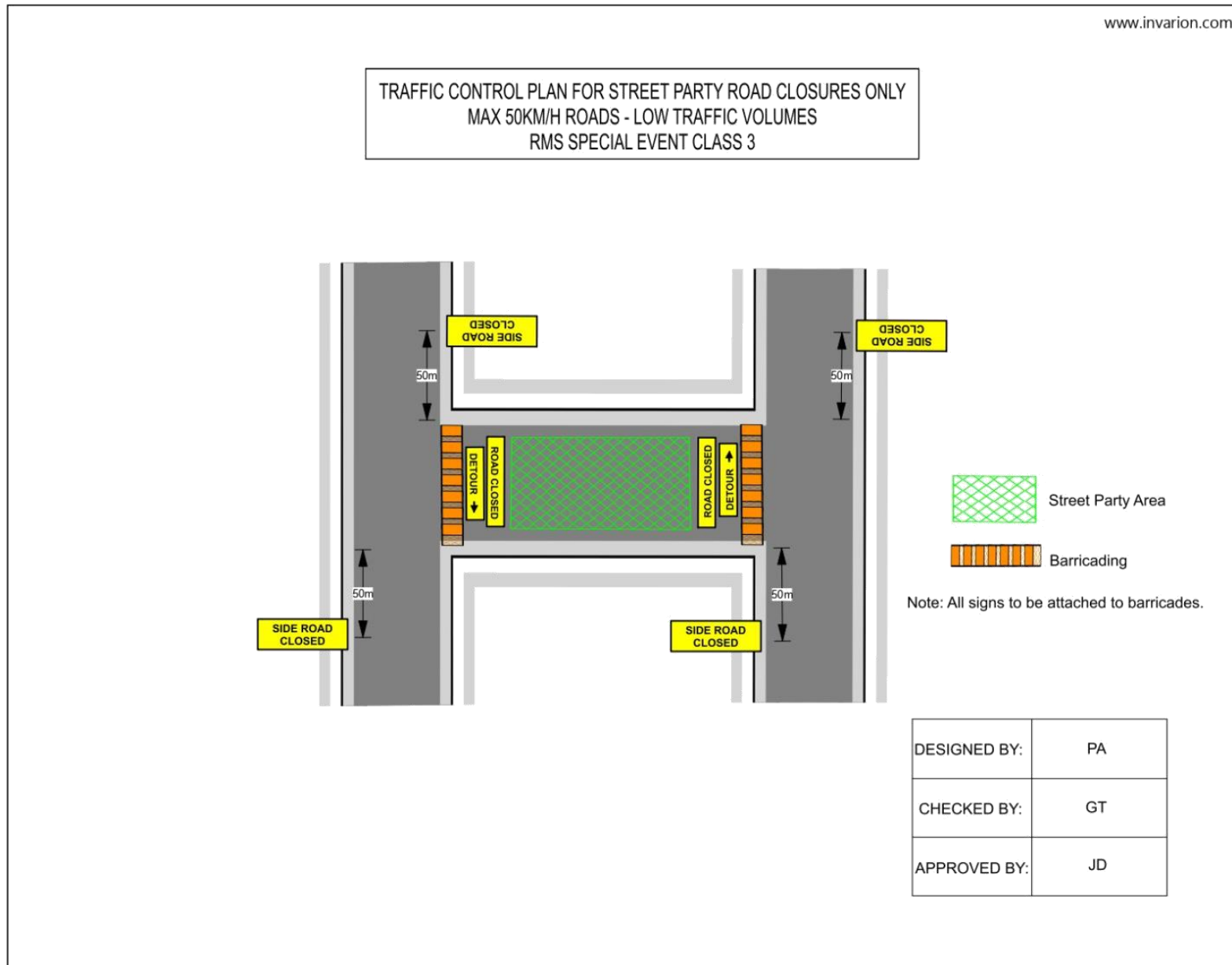
PUBLIC CONSULTATION

The proposed closure of Short Street, Birchgrove between Curtis Road and Spring Street is currently being advertised in the local newspaper for a period of 28 days commencing Tuesday, 29th October 2019.

No responses were received to date.

ATTACHMENTS

1. [↓](#) Standard Street Party TCP



Item No: LTC1119 Item 6

Subject: MARRICKVILLE LANE AT SILVER STREET, MARRICKVILLE - PROPOSED UPGRADING OF ALEX TREVALLION PLAZA INCLUDING A NEW RAISED THRESHOLD DESIGN WITH ASSOCIATED SIGNAGE AND LINE MARKING. (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council is planning improvements to Alex Trevallion Plaza. The proposed works were informed by community feedback received during the engagement of the Marrickville Town Centre public domain master plan. As part of the upgrade Council is proposing to provide a raised threshold in Marrickville Lane at Silver Street to improve pedestrian safety. There will be no parking loss. It is recommended that the proposed upgrading of Alex Trevallion Plaza and associated signposting and line-marking in Marrickville Lane at Silver Street, Marrickville (as per the attached Plan No.10104) be approved.

RECOMMENDATION

THAT the detailed design plan for the proposed upgrading of Alex Trevallion Plaza and associated signposting and linemarking in Marrickville Lane at Silver Street, Marrickville (as per Design Plan No.10104) be APPROVED.

BACKGROUND

In November 2016 Inner West Council completed community engagement about streetscape upgrades in the Marrickville Town Centre and Alex Trevallion Plaza was identified for future upgrading works.

The Marrickville Town Centre is focused around the intersection of Marrickville and Illawarra Roads and the surrounding laneways. It also includes the section of Petersham Road from Marrickville Town Hall to Illawarra Road.

Council is now planning improvements to Alex Trevallion Plaza. As part of the upgrade Council is also proposing to provide a raised threshold in Marrickville Lane at Silver Street, to improve pedestrian safety. There will be no parking loss.

These works are expected to be built in this financial year subject to final approval and budget allocations. Residents will be notified before any work starts in the street.

FINANCIAL IMPLICATIONS

Funding of \$800,000 for the upgrade has been allocated in Council's Town Centre Capital Works Program.

OFFICER COMMENTS:

Site location & road network

Alex Trevallion Plaza is bounded by Marrickville Road to the north and Silver Street to the south, Marrickville. Marrickville Lane runs parallel with Marrickville Road south of the Plaza. Marrickville Lane provides rear access to many commercial properties fronting Marrickville Road. A recent inspection of the site revealed many delivery vehicles parked along the

northern side of the lane, ranging in size from small delivery vans up to semi-trailer size, and all engaged in loading or unloading.



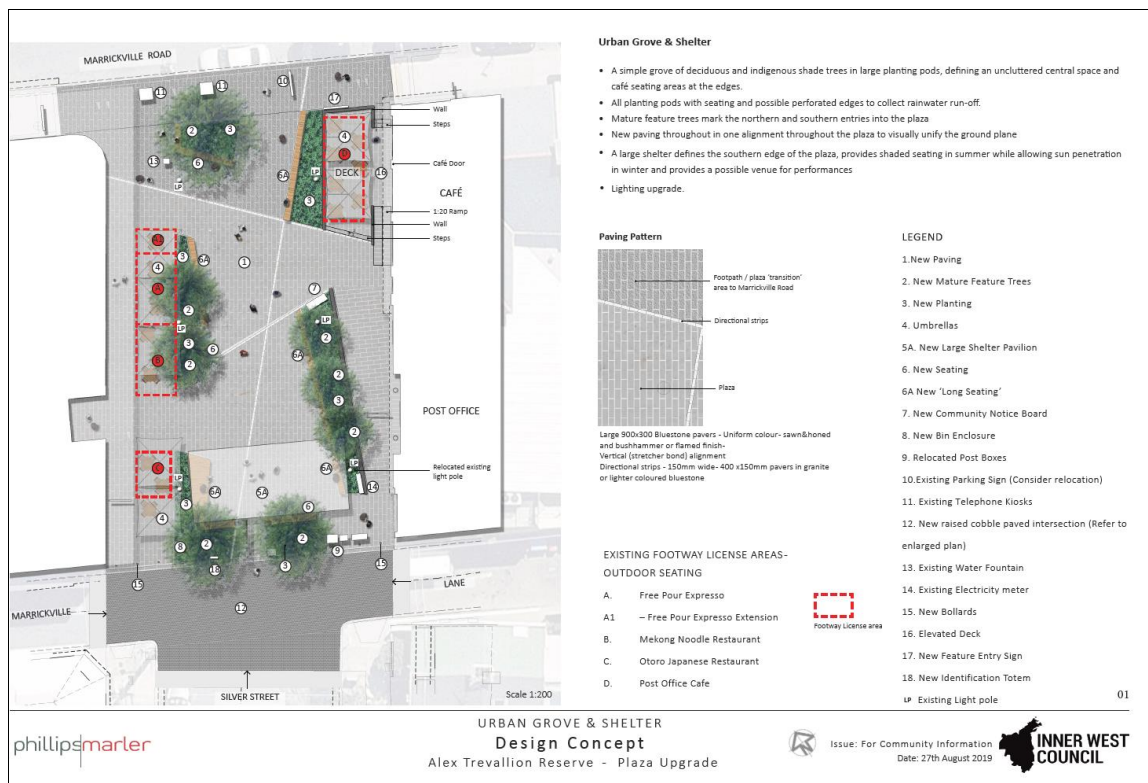
Street Name	Marrickville Lane, Marrickville
Section	Between Gladstone Street and Silver Street
Carriageway Width (m)	4.5
Carriageway Type	One-way road with one travel lane in westward direction
Classification	Local
Speed limit	50.0
85th Percentile Speed (km/h)	34
Vehicles Per Day (vpd)	198
Reported Crash History (July 2013 – June 2018)	No crashes
Heavy Vehicle Volume (%)	4.2
Parking Arrangements	'No Parking' restrictions along southern side and northern side has 'No Parking restrictions / Mail Zone and some 'loading' zones on the north western section of laneway towards Illawarra Road

Alex Trevallion Plaza Upgrade Proposal

Concept improvements Council is planning to Alex Trevallion Plaza are shown in the diagrams below:



Artist impression of the upgraded Plaza



Concept design of Alex Trevallion Plaza

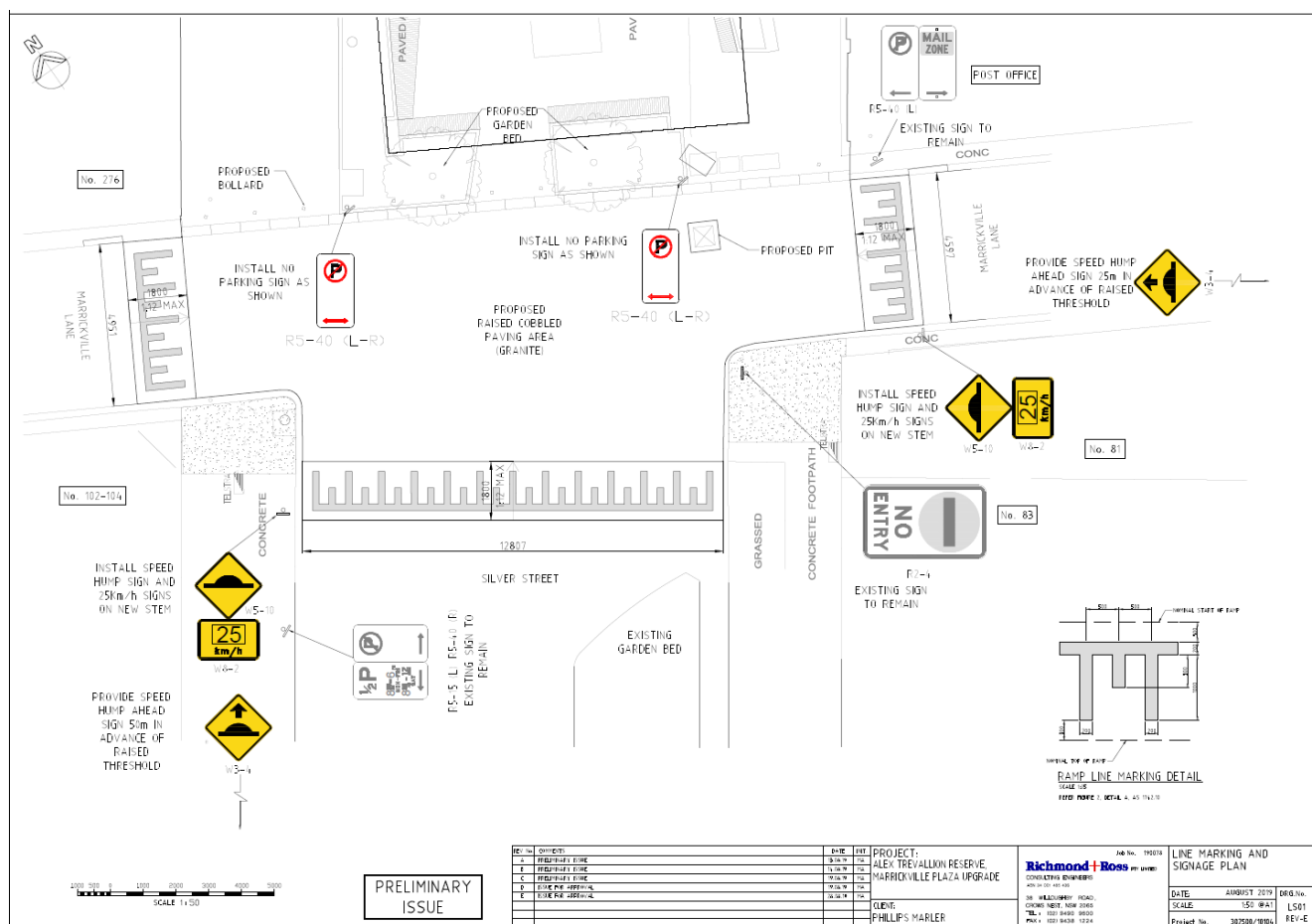
The proposed changes will create a more pleasant environment for pedestrians and improve the existing streetscape. The proposed improvements include:

- New paving
- Installing more seating
- Removing existing shelters and installing a new shelter
- Constructing ramp access to Post Café

- Removing existing raised garden beds and providing in-ground landscaped garden beds
- Replacing existing trees with indigenous shade trees within the garden beds
- Installing passive irrigation for trees and landscaping
- Upgrading the lighting
- Relocating amenities such as bins and electricity meters
- Relocating the drainage pits and pipes in Marrickville Lane
- New pavement line marking and signage in Marrickville Lane and Silver Street as required

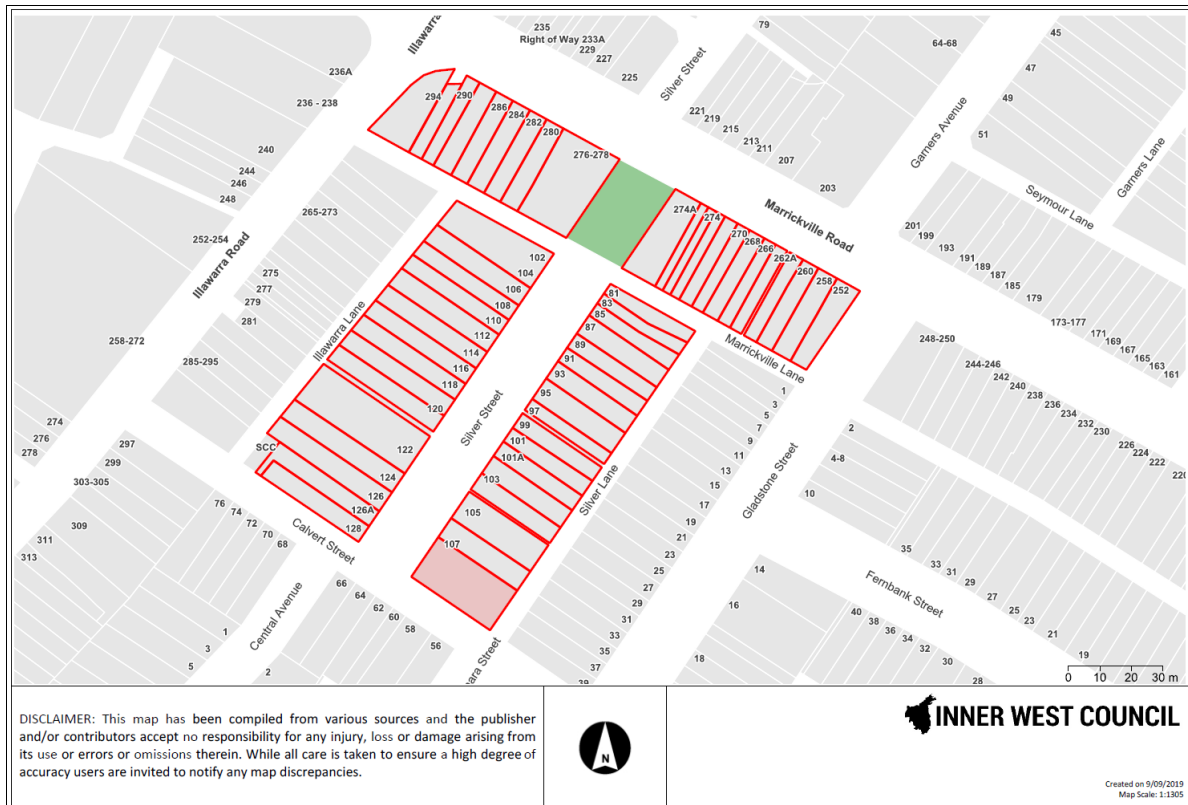
Signage and Linemarking Plan – Raised threshold – Marrickville Lane at Silver Street

As noted, part of the upgrade Council is proposing includes a raised threshold in Marrickville Lane at Silver Street, levelling the surfaces to improve pedestrian safety. The associated signposting and line-marking in Marrickville Lane at Silver Street, Marrickville (Design Plan No.10104) is shown below and attached at a larger scale at the end of this report.



PUBLIC CONSULTATION

A consultation letter for the Alex Trevallion Plaza project was sent out on 9 September and closed on 18 October. A letter as well as a copy of the design plans were sent to the local residents in Silver Street, Marrickville Lane and adjacent to the Alex Trevallion Plaza (see consultation map below). A total of 100 letters were distributed. The Chamber of Commerce Marrickville and Australia Post were also sent the consultation material for comment. The consultation material was also put on the Your Say Inner West website.



Ten (10) responses were received regarding this proposal to date. Generally, acceptance of the proposal is positive and comments are not 'traffic' related but are more general aesthetic related comments about the plaza proposal.

CONCLUSION

It is recommended that the detailed design plan (Plan No.10104) for the associated signposting and linemarking of the raised threshold in Marrickville Lane at Silver Street, Marrickville as part of the proposed upgrading of Alex Trevallion Plaza be approved.

ATTACHMENTS

1. [Alex Trevallion Reserve and Marrickville Lane final Linemarking and Signage Plan 280819](#)

Item No: LTC1119 Item 7

Subject: CHELMSFORD STREET, NEWTOWN - INSTALLATION OF 8 METRE LENGTH 'LOADING ZONE' WITH DAY AND TIME RESTRICTIONS ON THE EASTERN SIDE OF THE STREET JUST SOUTH OF MCINTOSH LANE (DAMUM - STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A request has been received for a 'Loading Zone' in Chelmsford Street, Newtown to facilitate with loading and unloading at Nos.43-45 Bedford Street, Newtown. It is recommended that an 8 metre length (currently within statutory 'No Stopping' zone) be designated with 'Loading Zone 8.00am – 5.00pm Monday – Friday' restrictions (unrestricted outside nominated days and times) on the eastern side of Chelmsford Street commencing 6 metres south from its intersection with McIntosh Lane be approved, in order to provide loading / unloading facilities for Nos.43-45 Bedford Street, Newtown and local businesses.

RECOMMENDATION

THAT:

1. The installation of an 8 metre 'Loading Zone 8.00am – 5.00pm Monday – Friday' restriction (unrestricted outside nominated days and times) on the eastern side of Chelmsford Street commencing 6 metres south from its intersection with McIntosh Lane, Newtown be approved, in order to provide loading / unloading facilities for Nos.43-45 Bedford Street, Newtown and local businesses; and
2. 'No Stopping' restrictions be placed at either end of the 'Loading Zone'.

BACKGROUND

Council is proposing to introduce a time restricted section of 'Loading Zone' in Chelmsford Street, Newtown to reduce traffic congestion and improve business deliveries with an on-street loading/unloading facility.

The proposal is for the provision of a 'Loading Zone 8.00am-5.00pm Mon- Fri' eight (8) metres in length on the east side of Chelmsford Street commencing 6 metres south of McIntosh Lane, Newtown and outside the 'Loading Zone' hours the area reverts back to unrestricted parking. 'No Stopping' is proposed at either side of the loading zone (i.e. between the loading zone and adjacent intersections) in keeping with the Road Rules (Refer to the plan below).

At present, the Asylum Seekers Centre (ASC) is located at Nos.43-45 Bedford Street, Newtown and as McIntosh Lane is too narrow for loading / unloading activities there is no viable location other than that proposed to service the premises and/or other local businesses.



Improving access in Chelmsford Street, Newtown

The ASC's hours of operation are 9.00am to 5.00pm, Monday to Friday. The centre does not open on Saturdays or Sundays. During the 2018/2019 financial year the centre served 1000 hot meals per month and provided more than 4000 bags of food and essentials per month to 2000 households. During the week ASC receives a myriad of donations and deliveries during their operational hours. The size of vehicles delivering goods vary greatly ranging from cars to refrigerated trucks and anything in between, and a dedicated loading area would ease present difficulties experienced by donors and distributors alike.

FINANCIAL IMPLICATIONS

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

OFFICERS COMMENTS

Chelmsford Street is approximately 6.4 metres wide, with unrestricted parking permitted on the east side and '2P 8.00am-10.00pm Permit Holders Excepted – Area M3' parking restrictions on the western side. Refer to photographs below.

Street Name	Chelmsford Street
Section	Between McIntosh Lane and Bedford Street
Carriageway Width (m)	6.4
Carriageway Type	Two-way narrow road with parking on both sides
Classification	Local
85th Percentile Speed (km/h)	31.3
Vehicles Per Day (vpd)	260
Reported Crash History (July 2013 – June 2018)	Nil
Heavy Vehicle Volume (%)	4.1
Parking Arrangements	Unrestricted parking on east side and '2P 8.00am-10.00pm Permit Holders Excepted – Area M3' on west side



An inspection of the site has shown that there was a possibility of installing 'Loading Zone' restrictions in Chelmsford Street adjacent to Nos.43-45 Bedford Street, Newtown. The proposal for the provision of a 'Loading Zone 8.00am-5.00pm Mon- Fri' eight (8) metres in length on the east side of Chelmsford Street commencing 6 metres south of McIntosh Lane, Newtown is reasonable especially when the loading zone would revert to unrestricted parking outside those hours. 'No Stopping' is proposed to be installed at either end of the loading zone (i.e. between the loading zone and adjacent intersections) in keeping with the Road Rules.

General guidelines for parking in a 'Loading Zone' include that only drivers of vehicles principally constructed for carrying goods may park their vehicle in the loading zone. These vehicles may stop for up to 30 minutes if they are being loaded or unloaded. A station wagon or a three-wheeled goods vehicle may stop for up to 15 minutes. The driver of any other vehicle may only stop to pick up or set down passengers at the kerb. Hours of operation may apply to some signs. This means restrictions apply for those times only.

CONSULTATION

Notification letters were hand delivered to 44 owners/occupiers as detailed in the plan below. Submission period ended on 18 October 2019. No responses were received.



CONCLUSION

It is recommended that an 8m 'Loading Zone 8am-6pm Mon-Fri' to be installed on the eastern side of Chelmsford Street, Newtown and 'No Stopping' restrictions be placed at either end of the 'Loading Zone' (i.e. between the loading zone and adjacent intersections) in keeping with the Road Rules.

Installation Diagram



ATTACHMENTS

Nil.

Item No: LTC1119 Item 8

Subject: JOHN STREET, NEWTOWN BETWEEN LORD STREET AND THE RAILWAY LINE – TEMPORARY FULL ROAD CLOSURE FOR STREET PARTY ON SUNDAY 8 DECEMBER 2019
(DAMUM-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An application has been received from a resident for the temporary full road closure of John Street, Newtown between Lord Street and the railway line for a period of two hours on Sunday, 8 December 2019 in order to hold a street party. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT the proposed temporary full road closure of John Street, Newtown between Lord Street and the railway line on Sunday, 8 December 2019 between 3:00pm and 5:00pm be APPROVED, in order to hold a street party, subject to the conditions of approval as set out in the Street Party Application Form and the following conditions:

- a) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- b) The applicant is to set out the road closure as per the attached typical Traffic Control Plan (TCP);
- c) A 4-metre wide emergency vehicle access be maintained through the closed road areas during the course of the event; and
- d) The occupation of the road carriageway must not occur until the road has been physically closed.

BACKGROUND

Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties. For approved street parties and subject to availability Council will provide barricades and 'Road Closed' signs subject to the street party coordinator arranging collection from and return to Council's Summer Hill depot.

Council's Neighbourhood Street Party Guidelines state, in relation to road closures, that:

"As a guide, to be eligible for a road closure to hold a neighbourhood street party your street:

- Must be a local residential street block, cul-de-sac or laneway,*
- Must not carry significant traffic volumes,*
- Must not be a major transport route or contain bus routes,*
- Must not provide access to railway stations and associated parking,*

- *Must not block access to shopping centres, carparks or interfere with commercial or business operations.*

Neighbourhood street parties are non-commercial events and the following activities are prohibited:

- *The erection of temporary structures, jumping castles or other entertainment devices,*
- *The sale of food or drink or fundraising*
- *Live performers or amplified music*
- *Road closure and road occupation after dark."*

According to the RMS 'Guide to Traffic and Transport Management for Special Events' a small street party is considered as a 'Class 3' event.

FINANCIAL IMPLICATIONS

Nil. The street party coordinator will bear all costs associated with the road closure.

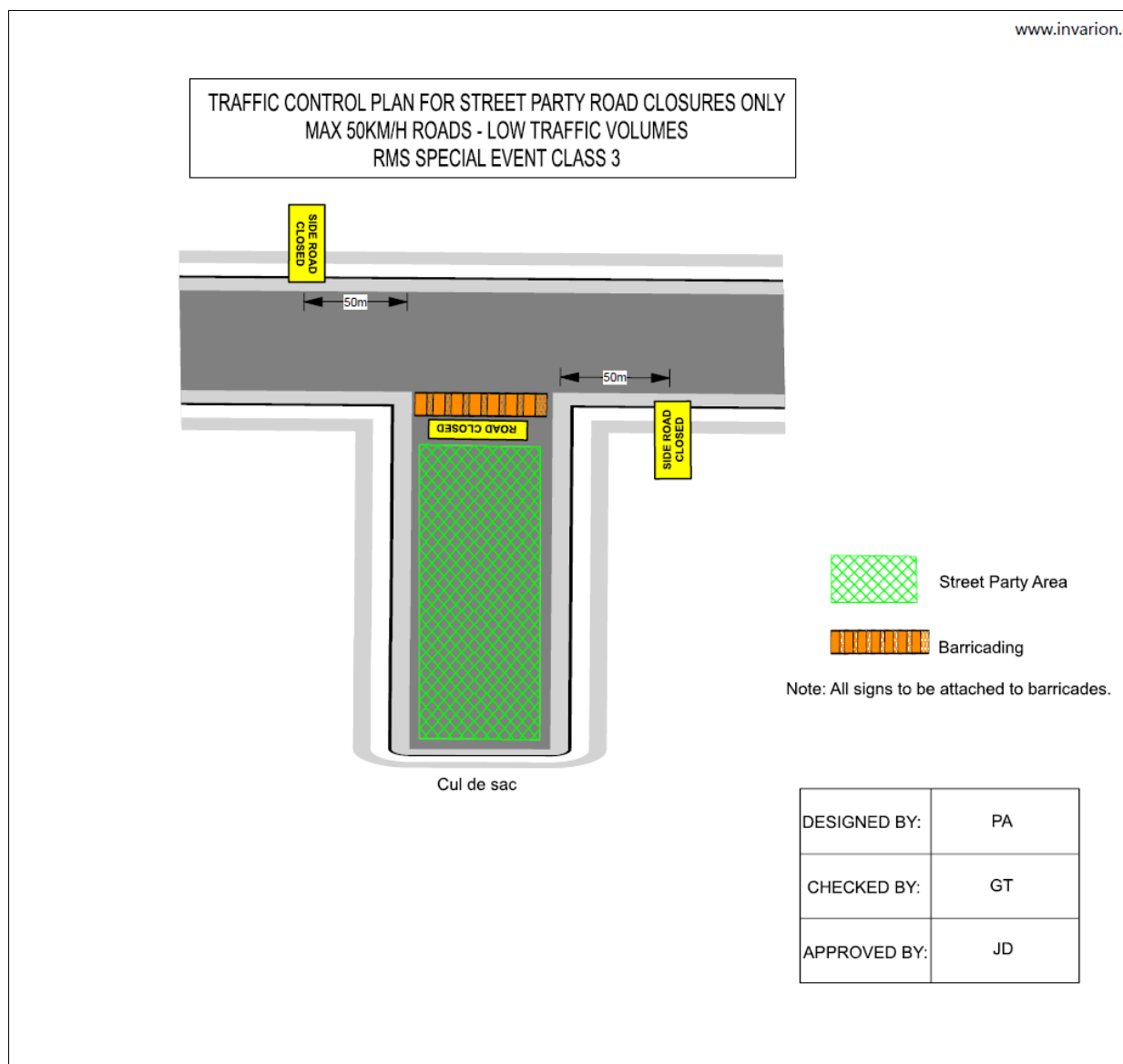
OFFICER COMMENTS

The section of John Street, Newtown between Lord Street and the railway line is a short cul-de-sac and carries negligible traffic. Some local parking occurs in the cul-de-sac and at present the parking is unrestricted (refer to the attached locality map).

Locality map – John Street, Newtown



A typical 'cul-de-sac' Traffic Control Plan (TCP) for the Closure is reproduced below:



PUBLIC CONSULTATION

The proposed closure of John Street, Newtown between Lord Street and the railway line is being advertised in the local newspaper for a period of 28 days commencing Tuesday, 8 October 2019. To date no submissions have been received.

The applicant is responsible to notify all affected residents and/or businesses in writing at least 14 days prior to the commencement of the road closure.

CONCLUSION

It is recommended that the proposed temporary full road closure be approved, subject to the recommended conditions outlined in this report as well as all standard road closure conditions pertaining to street parties outlined on the application form.

A full list of the standard conditions of approval as detailed in the application form for road closures for street parties is reproduced below.

Standard Conditions of Approval – as per the Road Closure Application for Street Parties

Approval, if granted, will be subject to the following conditions:

1. The applicant is responsible for:
 - a) implementing the approved road closure.
 - b) ensuring the area utilised for the street party is fit for purpose,
 - c) ensuring the event is managed and run in a safe manner,
 - d) ensuring risk management mitigation measures are implemented.
2. The Street Party is to be limited to fewer than 100 people.
3. No temporary structures or jumping castles or other entertainment devices are to be erected.
4. Participants are to bring their own food and drinks. The sale of food and drink is prohibited.
5. Fundraising is prohibited
6. Live performers or amplified music is prohibited.
7. Road occupation and road closure must only occur during approved hours and must cease prior to sunset.
8. The road closure must be implemented and maintained by erecting signs and barriers in accordance with the approved Traffic Control Plan.
9. The applicant must complete the online Party Registration on the NSW Police website at least 72 hours prior to the event.
10. The applicant must comply within any conditions set down, or instructions given by, any authorised agency or its authorised officers including but not limited to Police, Transport for NSW and Council.
11. All affected properties within or directly affected by the road closure must be notified of the road closures and activities at least 14 days prior to commencement of the road closure. Any concerns or requirements raised by business proprietors, residents or other occupants must be reasonably resolved or accommodated.
12. The use of any equipment or activities to be conducted in conjunction with the road closures must not result in any "offensive noise" as defined by the [Protection of the Environment Operations Act 1997](#)
13. Public Liability Insurance:
 - a) While Council has Public Liability Insurance to provide relevant cover for a neighbourhood street party on Council land, organisers of events should consider if they need to take out any further insurances for the event. Council cannot assist with this determination, and organisers are encouraged to discuss this with their insurance provider.
 - b) Should the organiser hire third-party equipment or services for use during the proposed street party, the third-party's Public Liability Insurance, for an amount not less than \$20,000,000 for each supplier, must be provided to Council with this application.
14. The public areas to be used for the activities must be maintained in a clean & tidy condition.
15. The applicant may be required to reimburse Council for costs incurred by the Council as a result of a failure to comply with any condition of approval or damage to Council assets.
16. Any other conditions that may be imposed as part of the consent.

ATTACHMENTS

Nil.

Item No: LTC1119 Item 9

Subject: UNNAMED LANEWAY BETWEEN MAY STREET AND THE BOULEVARDE, LILYFIELD - CHRISTMAS STREET PARTY (ROAD OCCUPANCY) (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received an application for approval of an annual Christmas street party in the Unnamed Laneway between May Street and The Boulevarde, Lilyfield to be held on Saturday, 21 December 2019 between 4:00pm and 10:00pm.

RECOMMENDATION

THAT the temporary road closure of the Unnamed Laneway, Lilyfield between May Street and The Boulevarde (section at the rear of Nos.355-367 Balmain Road), to conduct an annual Christmas Street Party on Saturday, 21 December 2019, from 4:00pm - 10:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum of 3.0m wide be available for emergency vehicles through the Unnamed Laneway, Lilyfield between May Street and The Boulevarde;
- b) The occupation of the road carriageway must not occur until the road has been physically closed; and
- c) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

BACKGROUND

Council has received an application for approval of an annual Christmas street party in the Unnamed Laneway between May Street and The Boulevarde from a resident of Balmain Road, Lilyfield.

The street party is proposed to be held on Saturday, 21 December 2019 between 4:00pm and 10:00pm. The applicant is seeking permission for a temporary full road closure of the Unnamed Laneway between May Street and The Boulevarde, similar to previous years' events.

Site Location & Road Network

Street Name(s)	Unnamed Laneway, Lilyfield
Section	Between May Street and The Boulevarde
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	50km/h

Carriageway width	Approx. 3.0m
Carriageway Type	Laneway with 'No Parking' restrictions on both sides
Road Classification (State, Regional, Local)	Local

The Traffic Control Plan (TCP) for the temporary road closures is shown in **Attachment 1**.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

This is an annual event and no significant issues have occurred in the past.

According to the RMS 'Guide to Traffic and Transport Management for Special Events' a small street party is considered as a 'Class 3' event.

Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- The party is to be held outdoors for fewer than 100 people.
- No temporary structures or jumping castles are to be erected.
- Participants are to bring their own food and drinks, and food and drinks are not for sale.
- There will be no performers or amplified music involved.

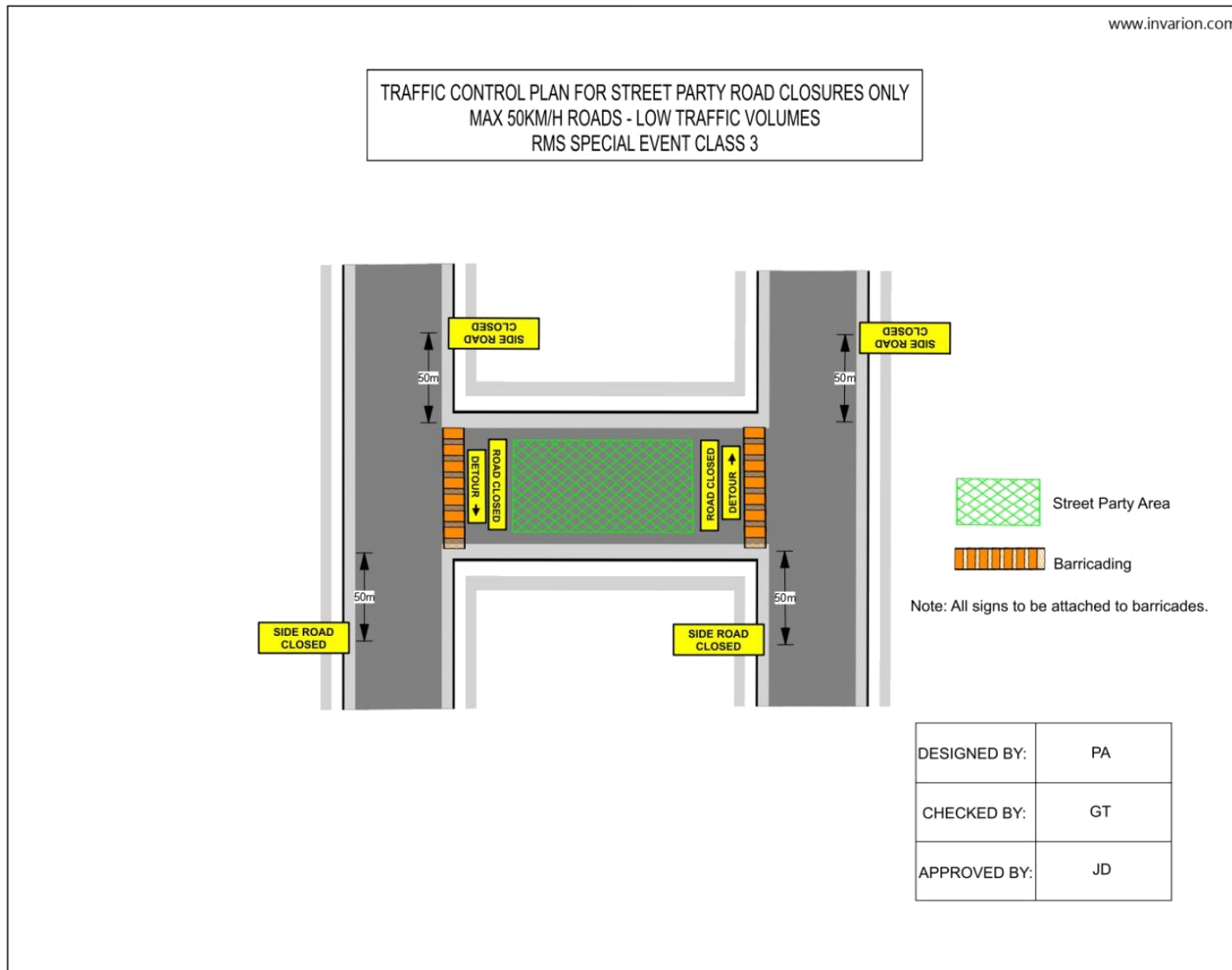
For approved street parties and subject to availability Council will provide barricades and 'Road Closed' signs subject to the street party coordinator arranging collection from and return to Council's Summer Hill depot.

PUBLIC CONSULTATION

The proposed closure of the Laneway, Lilyfield between May Street and The Boulevarde is currently being advertised in the local newspaper for a period of 28 days commencing Tuesday, 29th October 2019.

ATTACHMENTS

1. [Download](#) Standard Street Party TCP



Item No: LTC1119 Item 10

Subject: **BURROWS AVENUE, SYDENHAM – TEMPORARY FULL ROAD CLOSURES 2020 - SYDNEY METRO SYDENHAM STATION AND JUNCTION (SSJ) WORKS.(MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An application has been received from Sydney Metro Sydenham Station and Junction (SSJ) for the temporary full road closure of Burrows Avenue, between Hogan Avenue and Gleeson Avenue, Sydenham from Monday 10 February to Monday 17 February 2020 (contingency days 18 to 20 February 2020); Friday 21 February to Monday 24 February 2020 (contingency days 25 February to 2 March 2020); Monday 16 March to Monday 23 March 2020 (contingency days 24 to 31 March 2020); and Monday 6 April to Monday 13 April 2020 (contingency days 14 to 27 April 2020) in order to carry out upgrading works at Sydenham Station. The avenue will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT the proposed temporary full road closure of Burrows Avenue, between Hogan Avenue and Gleeson Avenue, Sydenham from Monday 10 February to Monday 17 February 2020 (contingency days 18 to 20 February 2020); Friday 21 February to Monday 24 February 2020 (contingency days 25 February to 2 March 2020); Monday 16 March to Monday 23 March 2020 (contingency days 24 to 31 March 2020); and Monday 6 April to Monday 13 April 2020 (contingency days 14 to 27 April 2020) be approved, in order to carry out upgrading works at Sydenham Station subject to the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- b) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services 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 stakeholders; and**
- c) The occupation of the road carriageway must not occur until the road has been physically closed.**

BACKGROUND

John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd are currently undertaking major railway work at Sydenham as part of Sydney Metro, including the upgrade of Sydenham Station. The station will be fully upgraded with a new aerial concourse over the existing platforms including lifts, stairs and level access between the platforms and trains.

The project is working within a live rail environment. For the safety of workers and customers a number of activities can only be carried out when trains are not operating. The project therefore relies on Sydney Trains rail shutdown weekends to deliver these activities.

To facilitate the crane placements, temporary full road closures are required on Burrows Avenue between Hogan Avenue and Gleeson Avenue, Sydenham during the following periods in the New Year:

- Monday 10 February to Monday 17 February 2020 (contingency days 18 to 20 February 2020);
- Friday 21 February to Monday 24 February 2020 (contingency days 25 February to 2 March 2020);
- Monday 16 March to Monday 23 March 2020 (contingency days 24 to 31 March 2020); and
- Monday 6 April to Monday 13 April 2020 (contingency days 14 to 27 April 2020)

Traffic movements will be managed in accordance with the attached TMP and TCP. Traffic controllers will be on duty to assist both pedestrians and vehicle movements. Access to private property will be maintained at all times. Access to and from Bolton Street will be available via Hogan Avenue.

FINANCIAL IMPLICATIONS

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

OFFICER COMMENTS

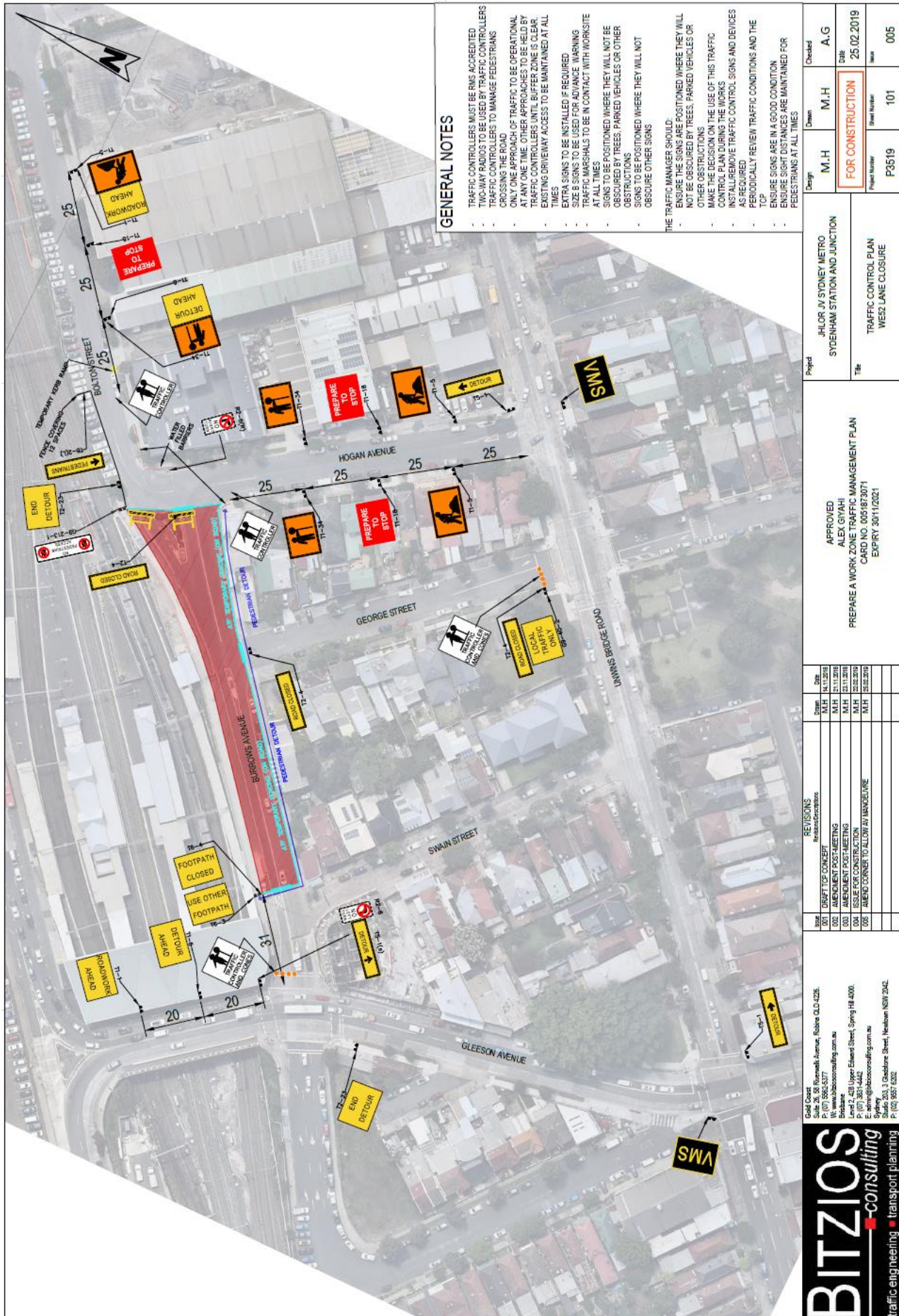
The site location is on the south side of Sydenham Railway Station and Burrows Avenue is a local road.



Street Name	Burrows Avenue
Section	Between Gleeson Avenue and George Street
Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85 th Percentile Speed (km/h)	47.5
Vehicles Per Day (vpd)	7,296
Reported Crash History (July 2011 - June 2016)	No RMS recorded crashes.
Heavy Vehicle Volume (%)	5.1
Parking Arrangements	Various on northern side of the road since Sydney Metro SSJ construction works being carried out. Southern side of the road consists of 'No Parking' restrictions with a section of '2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat' restrictions.

The Traffic Management Plan (TMP) will be tabled at the meeting and the Traffic Control Plan (TCP) is reproduced below.

Item 10



Vehicular access for local residents/businesses and emergency services will be maintained during the closure, where possible. Authorised traffic controllers will be on-site during the time

of the road closure and are to be positioned at the closure points when required to provide vehicular access to local residents/businesses and ensure the safety of motorists and pedestrians.

Night work operations are necessary to get the required works completed during rail shutdown weekends. Residents within 100 metres of Sydenham Station will be notified prior to the road closure and a VMS board will be installed notifying road users of the road closure. In addition, Sydney Metro will be door knocking residents along Hogan Avenue/George Street/Swain Street including business owners along Hogan Avenue and Bolton Street.

Noise assessment will be carried out in accordance with the NSW Interim Construction Noise Guidelines and where required additional mitigation measures will be offered to identified sensitive receivers.

PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

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

CONCLUSION

It is recommended that the proposed temporary full road closures be approved, subject to but not limited to the conditions outlined in this report.

ATTACHMENTS

Nil.

Item No: LTC1119 Item 11

Subject: SAYWELL STREET, MARRICKVILLE – PROPOSED TEMPORARY FULL ROAD CLOSURE FOR HEAPS GAY STREET FESTIVAL ON SATURDAY 18 JANUARY 2020 AND COMMUNITY BEER FEST ON SUNDAY 19 JANUARY 2020
(MIDJUBURI – MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Saywell Street, Marrickville to hold street party style events for the community, known as 'Heaps Gay Street Festival', on Saturday, 18 January between the hours of 1.00pm to 11.00pm and a Community Beer Fest event on Sunday, 19 January 2020 between the hours of 1.00pm to 10.00pm. The erection of the stage, stalls and associated works will include the temporary full-road closures of Saywell Street, Marrickville between Cadogan Street and Shirlow Street from 7:00pm Friday, 17 January to 7:00am Monday, 20 January 2020.

It is recommended that Council endorse the temporary full road closures of Saywell Street, Marrickville from Friday 17 January to 7:00am Monday 20 January 2020, subject to the applicant complying with the conditions within this report; applying to the RMS for consent to close the subject road, a Road Occupancy License being obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate stakeholders and authorities including emergency services.

RECOMMENDATION

THAT the proposed temporary full road closure of Saywell Street between Cadogan Street and Shirlow Street, Marrickville from 7.00pm Friday 17 January to 7:00am Monday 20 January 2020, be APPROVED, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- c) The occupation of the road carriageway must not occur until the road has been physically closed; and
- d) The applicant be advised in terms of this report and that all costs for the event and implementation of the road closure are to be borne by the applicant.

BACKGROUND

Council has received an application under Section 68 of the Local Government Act 1993 to use Saywell Street, Marrickville to hold street party style events for the community, known as 'Heaps Gay Street Festival', on Saturday 18 January 2020 between the hours of 1.00pm to

11.00pm and Community Beer Fest event on Sunday 19 January 2020 between the hours of 1.00pm to 10.00pm.

The erection of the stage, stalls and associated works will include the temporary full-road closures of Saywell Street, Marrickville between Cadogan Street and Shirlow Street from 7:00pm Friday 17 January 2020 to 7:00am Monday 20 January 2020.

The 'Heaps Gay Street Festival' is a community event in a New Orleans style street party with family friendly music and entertainment and a number of licenced food and beverage stalls. The event will aim to attract approximately 3,000 attendees, staff and performers to the area on the day.

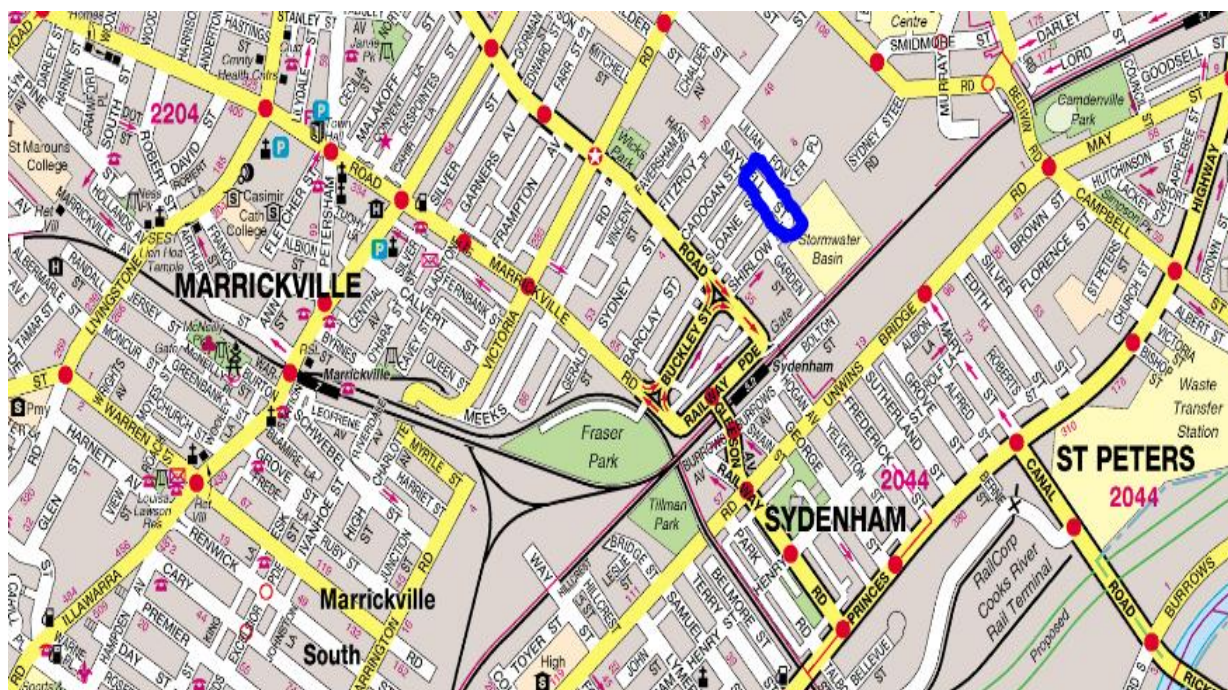
FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant has to pay the fee for the temporary full road closure. This fee includes the cost of an advertisement in accordance with the Roads Act 1993.

It is noted that a fee of \$1,625.90, in addition to the application fee of \$155.00, for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges.

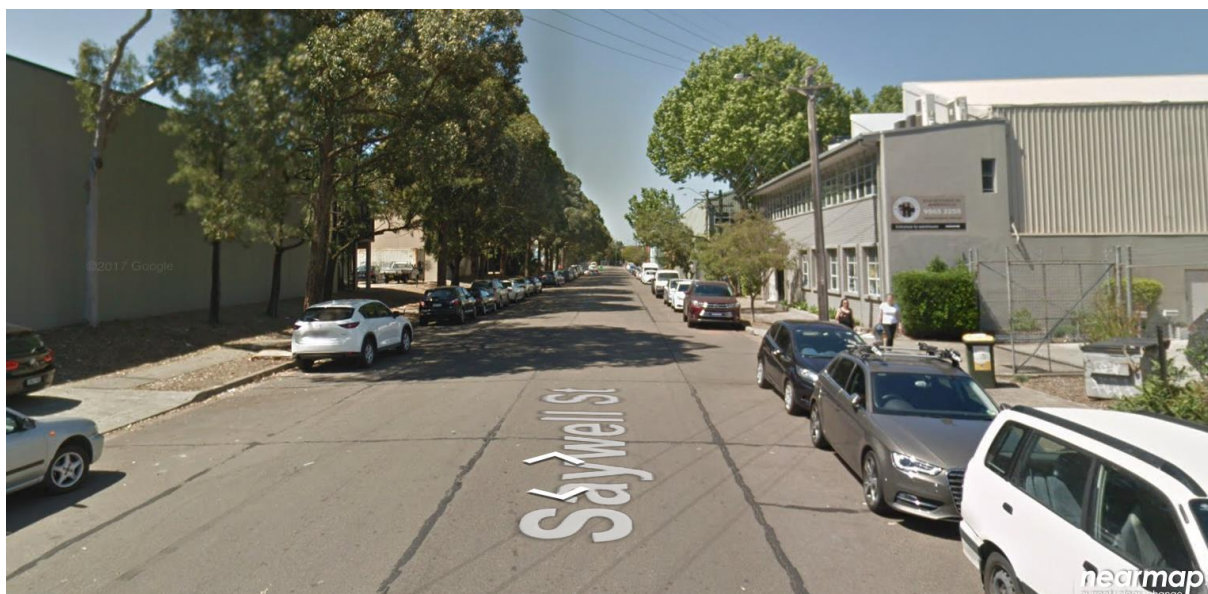
OFFICER COMMENTS

Site location & road network



Street Name	Saywell Street	Shirlow Street
Section	Shirlow Street to Cadogan Street	Saywell Street to Garden Street
Carriageway Width (m)	7.3	5.5
Carriageway Type	Two-way road with one travel lane in each direction, in	One-way road with one travel lane with north-eastbound

	addition to kerbside parking lanes.	traffic flow.
Classification	Local	Local
85th Percentile Speed (km/h)	-	33.1
Vehicles Per Day (vpd)	-	492
Reported Crash History (July 2012 – June 2017)	One tow-away out of control incident between 2 trucks and car just west of Sloane Street – RUM 87	No crashes recorded.
Heavy Vehicle Volume (%)	-	13.8
Parking Arrangements	Both sides of the road consist of unrestricted parking.	North side of the road consists of unrestricted parking. South side of the road consists of 'No Parking' restrictions.

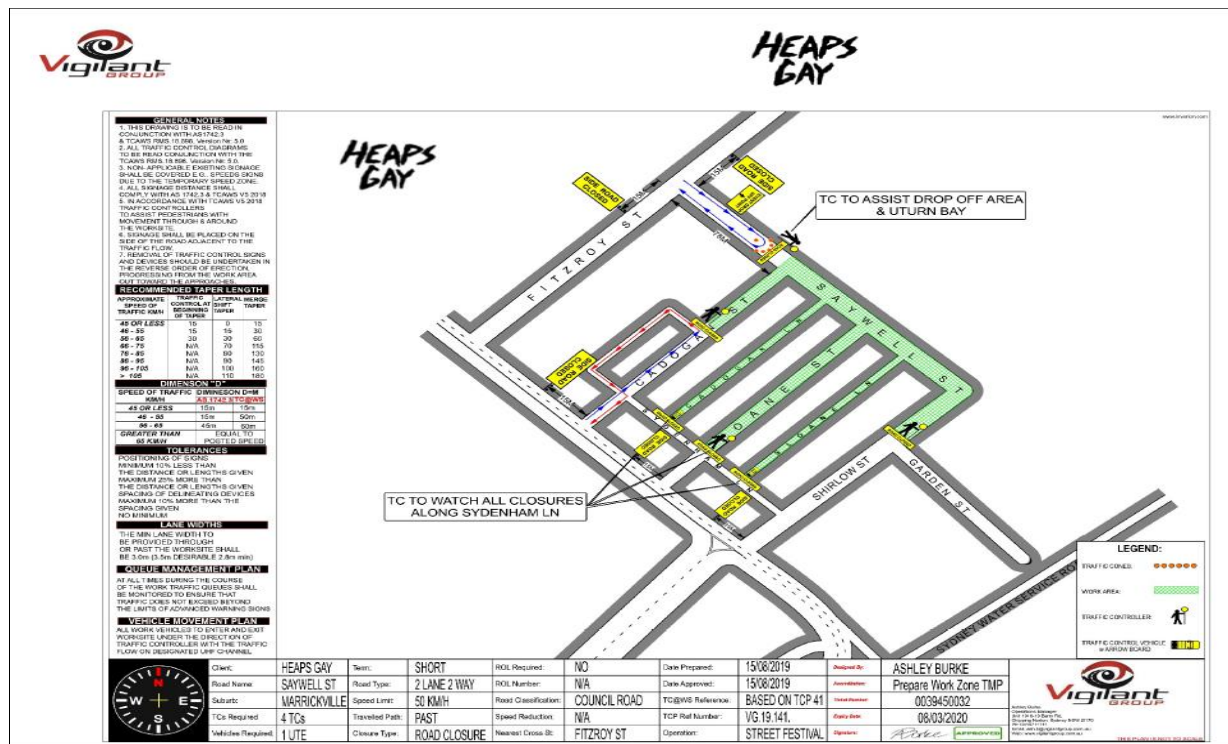


Saywell Street looking south from Fitzroy Street, Marrickville



Saywell Street looking north from Shirlow Street

The Applicant has advised that Saywell Street will be closed to traffic thoroughfare so the event can successfully occur and has supplied a TCP (VG.19.141) showing extent of the full road closure and detours (reproduced below and attached in the TMP).



Saturday business hours closures:

1. Saturday closures have been reduced to allow free flowing access for businesses & residents within the affected area.
2. Saywell St closed from Shirlow st x Garden St to Cadogan St
3. A Drop off area will operate along Saywell st between Cadogan St to Fitzroy St.
4. Shirlow St x Garden St. (Access for VIPs, Artists, Event Staff & Emergency Vehicles)
5. Saywell St Closed at Garden st for BOH

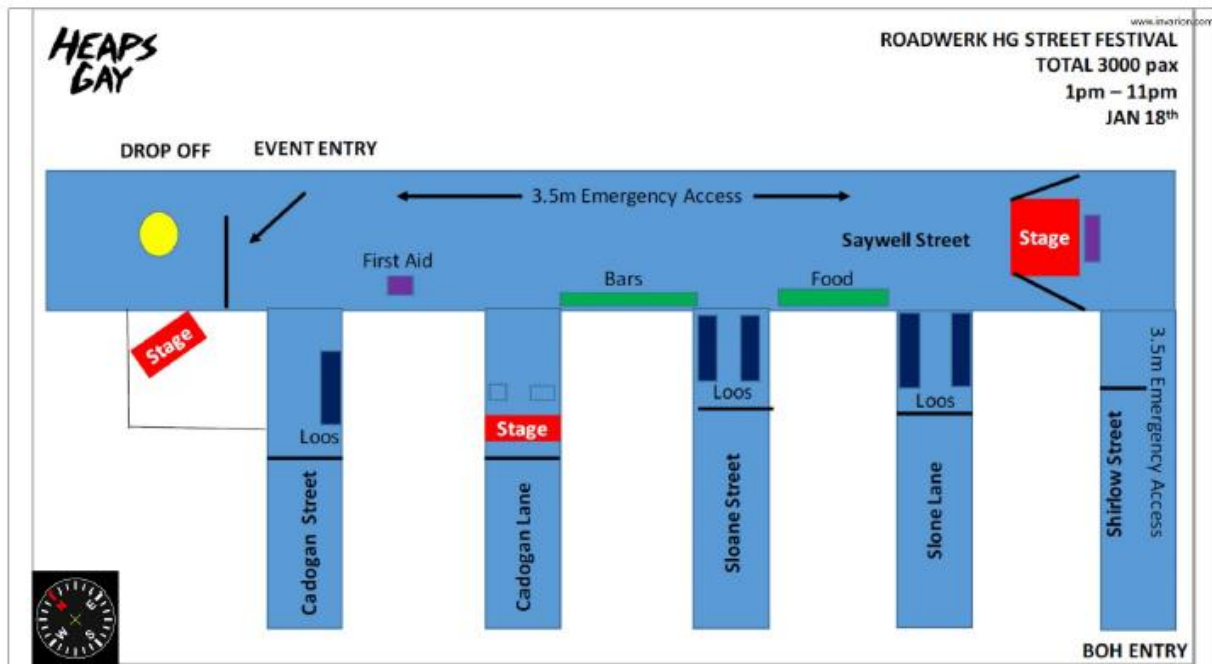
Saturday outside of business hours closures:

1. Saywell St closed from Shirlow st x Garden St to Fitzroy St
2. A Drop off area will operate along Saywell st between Cadogan St to Fitzroy St.
3. Shirlow St x Garden St. (Access for VIPs, Artists, Event Staff & Emergency Vehicles)
4. Saywell St Closed at Garden st for BOH
6. No Access to the Event Area from Sydenham Ln, Shirlow st, Sloane Ln, Sloane St, Cadogan Ln & Cadogan St for Security measures & congestion control.

The proposed street closure is from 7pm on Friday 17 January 2020 which will be after close of business for all of the businesses on Saywell Street until 7am on Monday 20 January 2020.

The applicant will liaise closely with the businesses on Saywell Street to ensure they will not require access over the proposed weekend. However, if they do require access, the applicant can facilitate this between the hours of 6am and the midday via Saywell on any days required.

Site layout will be as shown in the diagram reproduced below:



The main entrance to the event site for attendees will be from Fitzroy Street. Emergency access will be from both Saywell and Shirlow Streets. All emergency routes will be manned by security, regularly checked for obstructions and will be lit in periods of darkness.

Directional signage to the event will be provided in the surrounding streets and at Sydenham train station. The event site and all access pathways will be illuminated in periods of darkness for safety and security reasons. All contractors will be given a schedule for arrival and departure in order to prevent congestion on site and ensure the smooth running of the work program.

A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event. Special Event advance notice signs will be strategically installed at least two (2) weeks prior to the event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking signs within the area of the event on the evening of the day prior to the event date.

Impacts on Parking and Vehicular access

The proposed road closure will have an impact on approximately 60 plus on-street car parking spaces along both sides of Saywell Street during the event. Given that Saywell Street abuts mainly commercial properties the on-street parking demand on the weekends is significantly lower than weekdays. It should be noted that there are three residential properties in Shirlow Street, and these properties will have access during the temporary road closure period. Access through the rear of these properties in Sloane Lane will still be retained during that weekend. In September 2019 all adjoining residential and commercial properties have been notified by the applicant of the proposed event and regarding parking and access needs to their properties so they can be accommodated by the applicant.

Impacts on traffic

Saywell Street carries a low volume of traffic and therefore the diverted traffic will have no major impacts on surrounding road network. The event will be held on the weekend when lower than weekday traffic volumes are expected.

Public Transport

The subject site has access to public transport services, with Sydenham Railway Station being located within a 200 metre radius from the site and bus routes (Route M30, 418, 425) operating along Marrickville Road, Railway Parade and Gleeson Avenue.

PUBLIC CONSULTATION

As noted the Applicant has very early on notified all commercial properties and residents in the locality about the upcoming event to access their access needs over the weekend early in the New Year of 2020 and accommodate access as required.

The proposed temporary full road closure for the events was advertised in the local paper for a period of 28 days. The advertising period commenced on 24 September 2019 and concluded on 22 October 2019. No submissions were received.

A Traffic Management Plan is to be submitted to the RMS for consideration and approval.

CONCLUSION

It is recommended that Council endorse the temporary full road closure of Saywell Street, Marrickville from Friday 17 January to 7:00am Monday 20 January 2020 subject to complying with the conditions within this report; applying to the RMS for consent to close the subject road, a Road Occupancy License being obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate stakeholders and authorities including emergency services.

ATTACHMENTS

1. [↓](#) HEAPS GAY STREET PARTY 2019 TMP V1.2



TRAFFIC MANAGEMENT PLAN
(TMP)

For

Heaps Gay Street Party

Saturday 18th January 2020



This TMP is prepared by Vigilant Group on behalf of Heaps Gay Pty Ltd

Document Ref # VG.19.141
Revision 1
Revision Date 26/09/2019



Contents

1. TMP Scope	3
2. TMP Project Summary and Details	3
3. Event Specific Scope	3
4. TMP Management	5
5. TMP Implementation	5
6. Traffic Control Plans (TCP)	5
7. Site Management	6
8. Risk Management	6
9. Consultation and Contacts List.....	8
10. TCP Attachments.....	8
11. TMP Approvals.....	9

Jan 2020

2



1. TMP Scope

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

2. TMP Project Summary and Details

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of the **Heaps gay** for their festival accordingly. The primary date/s that this TMP relates to is for the **18th of January**. The TMP will focus on **Saywell st**, between Fitzroy St and Shirlow St at Garden st to facilitate "The Festival boundary".

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which Saywell st will be completely closed to traffic so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the scope of the event and should not be directly applied to any other closure or management plan within the presiding area of the said area of control whether they appear rationally suitable or not.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

3. Event Specific Scope

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of Heaps Gay**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Saywell St** will be closed to traffic thoroughfare so the event as proposed can successfully occur.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan (TCP) titled **TCP #VG.19.141**

- o **Full Road Closure/s, & Detours Include:**
- o **Saturday business hours closures:**
 1. Saturday closures have been reduced to allow free flowing access for businesses & residents within the affected area.
 2. Saywell St closed from Shirlow st x Garden St to Cadogan St
 3. A Drop off area will operate along Saywell st between Cadogan St to Fitzroy St.
 4. Shirlow St x Garden St. (Access for VIPs, Artists, Event Staff & Emergency Vehicles)
 5. Saywell St Closed at Garden st for BOH
- o **Saturday outside of business hours closures:**
 1. Saywell St closed from Shirlow st x Garden St to Fitzroy St
 2. A Drop off area will operate along Saywell st between Cadogan St to Fitzroy St.

Jan 2020

3


**HEAPS
GAY**

3. Shirlow St x Garden St. (Access for VIPs, Artists, Event Staff & Emergency Vehicles)
4. Saywell St Closed at Garden St for BOH
6. No Access to the Event Area from Sydenham Ln, Shirlow St, Sloane Ln, Sloane St, Cadogan Ln & Cadogan St for Security measures & congestion control.

Primary Pedestrian Access Control

1. Pedestrian access will be provided from Fitzroy St at Shirlow St.
2. Traffic Controllers will be on point to assist & direct pedestrians towards the Event entry at Shirlow St.

Primary Hours of Control

The proposed measures as highlighted above will take effect between the following dates & the designated hours of effect are as follows:

- **Saturday 18th January 1pm – 11pm**
- **Bump out 23:00 until 09:00am Sunday the 20th**

All other times will be for Bump in & out

General Notes

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4
RMS Traffic Control at Worksites Manual v 4.0
RMS QA Specification G10 – Traffic Management Ed 5 rev 3
RMS G11 – Road Occupancy Provisions
AS 1742.3-2009 Manual of Uniform Traffic Control Devices

Jan 2020

4



4. TMP Objectives

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

4. TMP Management

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

5. TMP Implementation

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

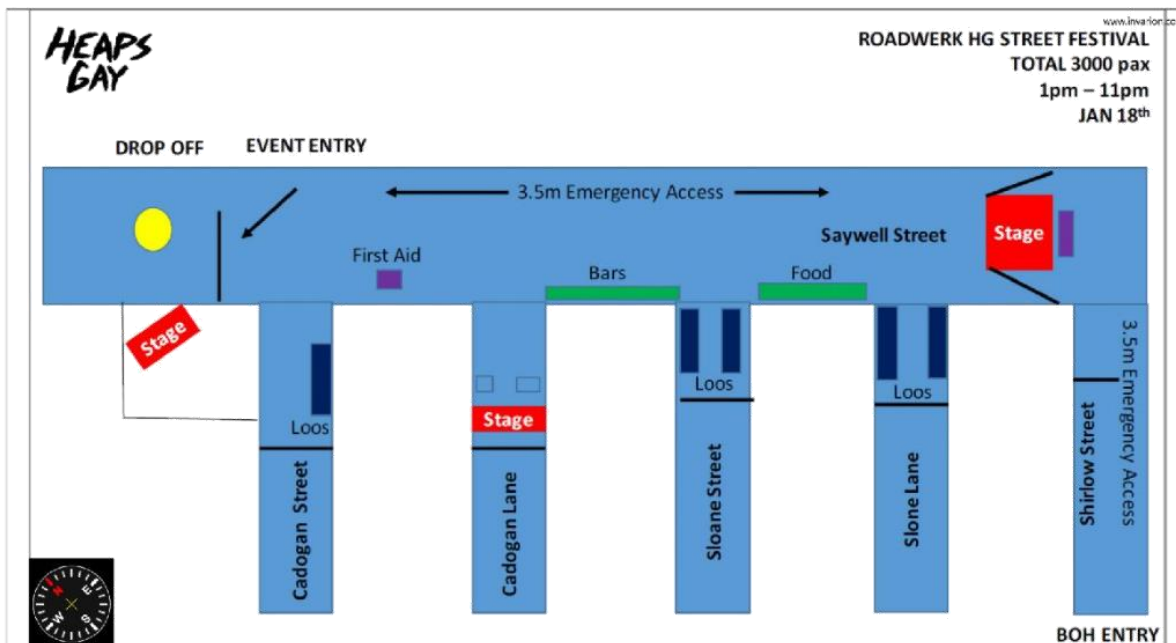
6. Traffic Control Plans (TCP)

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

At its core, any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.



7. Site Management



8. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant Group will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant Group Holistic Risk/Hazard and Verification Assessment:

Jan 2020

6


**HEAPS
GAY**

Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant Group to provide assistance as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Group

Jan 2020

7



9. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
Kat Dopper	Heaps Gay events	0438466269	Y
Casey Mitchell	Marrickville LAC	(02)95689252	Y
Ramie Abou Chakra	Vigilant Group	0431811489	Y

10. TCP Attachments

TCP No	Description	Version
VG.19.141	OVERALL TCP	1.0
VG.19.141.B	PEDESTRIAN MOVEMENT	1.0

Jan 2020

∞



**HEAPS
GAY**

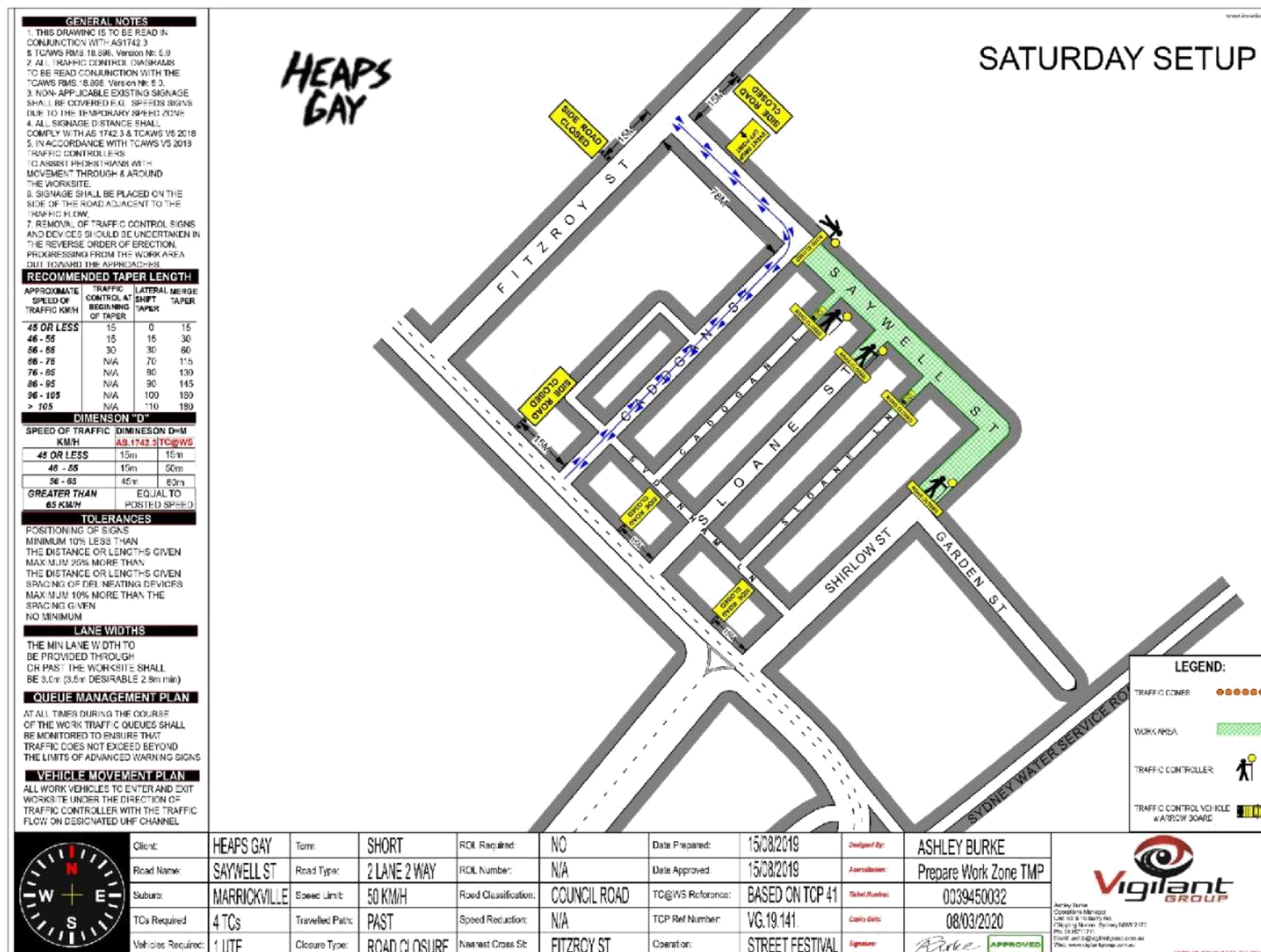
11. TMP Approvals

Endorsement by:

Name	Delegation	Signature	Date

Endorsement by:

Name	Delegation	Signature	Date



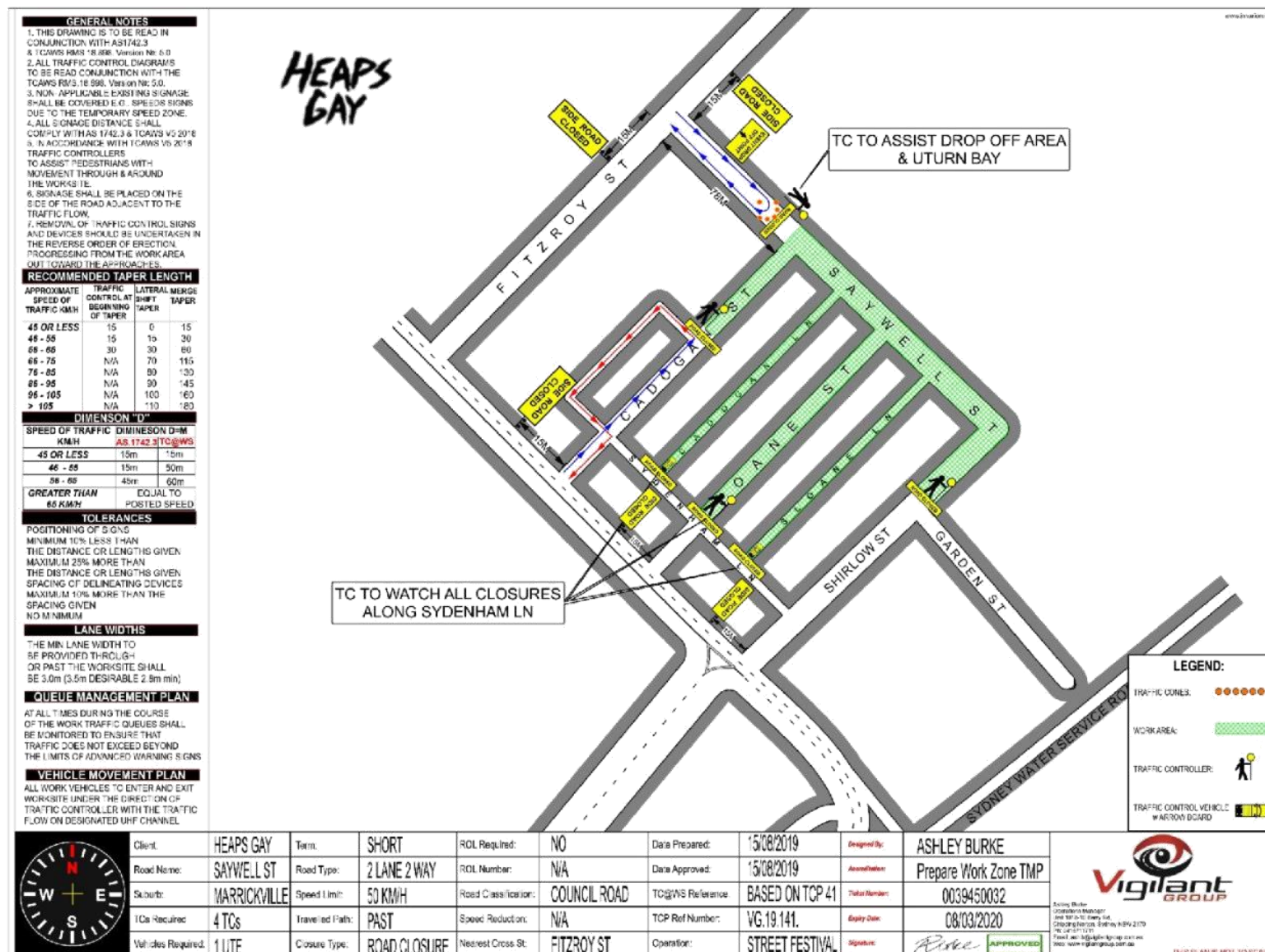


HEAPS GAY



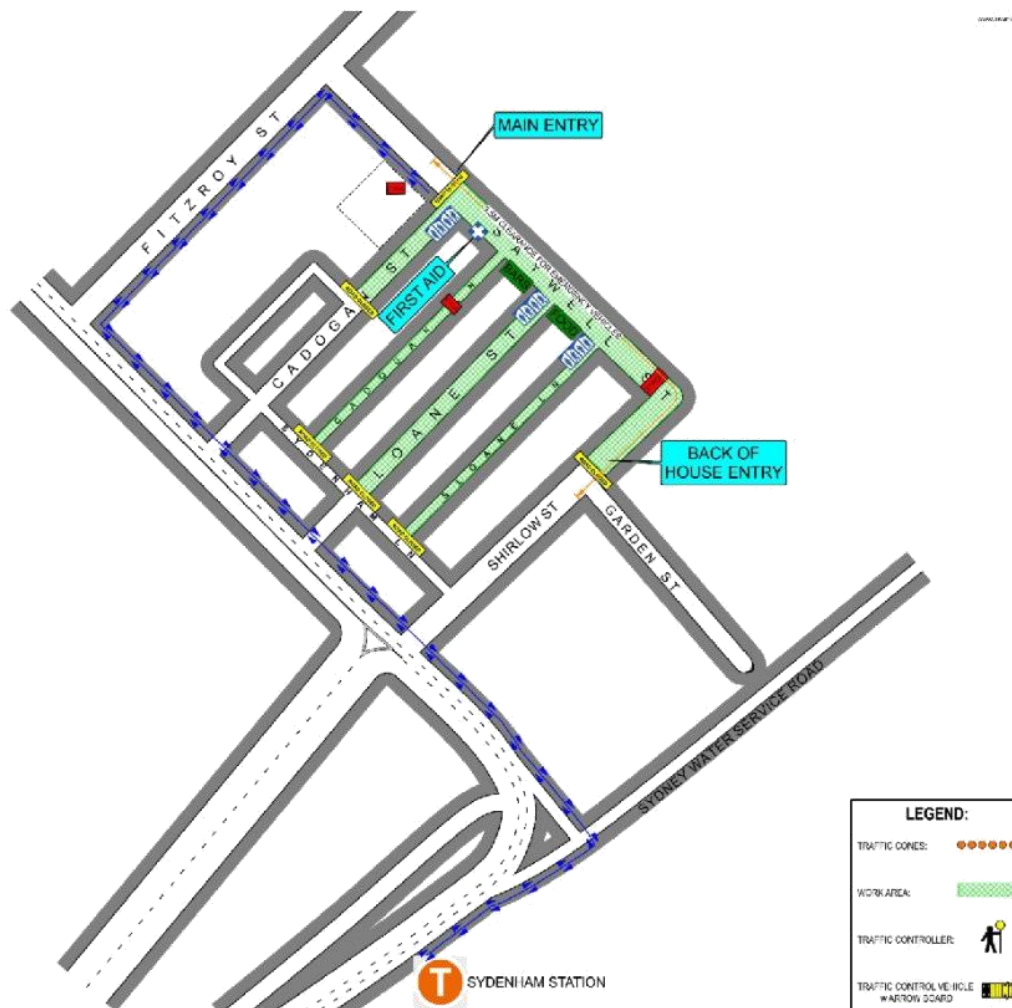


HEAPS
GAY




HEAPS GAY
HEAPS GAY

GENERAL NOTES	
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS 1742.3 & TC&WS RMS '18.005, Version No. 5.0	
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TC&WS RMS '18.005, Version No. 5.0	
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEED LIMIT SIGNS DUE TO THE TEMPORARY SPEED ZONE.	
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TC&WS RMS 2018	
5. IN ACCORDANCE WITH TC&WS RMS 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORK SITE	
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.	
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.	
RECOMMENDED TAPER LENGTH	
APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT SPLIT BEGINNING TAPER OF TAPER
45 OR LESS	15 0 15
46 - 55	15 15 30
56 - 65	30 30 60
66 - 75	N/A 75 115
76 - 85	N/A 85 130
86 - 95	N/A 95 145
96 - 105	N/A 105 190
> 105	N/A 110 190
DIMENSION "D"	
SPEED OF TRAFFIC KM/H	DIMENSION D=m
45 OR LESS	AS 1742.3 TC&WS
46 - 55	15m 15m
56 - 65	15m 50m
66 - 75	40m 50m
GREATER THAN 85 KM/H	EQUAL TO POSTED SPEED
TOLERANCES	
POSITIONING OF SIGNS	
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN	
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN	
SPACING OF DELINEATING DEVICES	
MAXIMUM 10% MORE THAN THE SPACING GIVEN	
NO MINIMUM	
LANE WIDTHS	
THE MIN. LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORK SITE SHALL BE 3.0m (5.3m DESIRABLE 2.8m min)	
QUEUE MANAGEMENT PLAN	
AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS	
VEHICLE MOVEMENT PLAN	
ALL WORK VEHICLES TO ENTER AND EXIT WORK SITE UNDER THE DIRECTION OF TRAFFIC CONTROL PER WITH THE TRAFFIC FLOW ON DESIGNATED J-WAY CHANNEL	



Client:	HEAPS GAY	Term:	SHORT	ROL Required:	NO	Date Prepared:	15/08/2019	Designed By:	ASHLEY BURKE
Road Name:	SAYWELL ST	Road Type:	2 LANE 2 WAY	ROL Number:	N/A	Date Approved:	15/08/2019	Approved:	Prepare Work Zone TMP
Suburb:	MARRICKVILLE	Speed Limit:	50 KM/H	Road Classification:	COUNCIL ROAD	TC&WS Reference:	BASED ON TCP 41	Local Number:	0039450032
TCs Required:	4 TCs	Travelled Path:	PAST	Speed Reduction:	N/A	TCP Ref Number:	VC:19.141.B	Display Date:	08/03/2020
Vehicles Required:	1 UTE	Closure Type:	Pedestrian Movements	Nearest Cross St:	FITZROY ST	Operation:	STREET FESTIVAL	Signatures:	<i>Alister</i> APPROVED

LEGEND:

TRAFFIC CONES: 

WORK AREA: 

TRAFFIC CONTROLLER: 

TRAFFIC CONTROL VEHICLE WARNING BOARD: 

Vigilant GROUP

ASHLEY BURKE
Operations Manager
Unit 12 & 13 Berrymore
Lansing Rd, Marrickville NSW 2150
Ph: (02) 9571 1111
Email: ash@vigilantgroup.com.au
Web: www.vigilantgroup.com.au

*THIS PLAN IS NOT TO SCALE

Item No: LTC1119 Item 12**Subject:** **SMIDMORE STREET, MARRICKVILLE – TEMPORARY RELOCATION OF BUS ZONES DURING MARRICKVILLE METRO EXPANSION WORKS – (MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)****Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services**Authorised By:** John Stephens - Traffic and Transport Services Manager

SUMMARY

Concept plans have been submitted to Council by TTPP for the temporary relocation of Bus Zones in Smidmore Street, Marrickville during Marrickville Metro Expansion works. The relocation will be temporary from 3 January 2020 for a 9 month period until the new permanent Bus Zone is built in Edinburgh Road, Marrickville. It is recommended that the proposed changes be approved in order to accommodate the temporary relocated 'Bus Zones' and that all works and costs associated with the relocated 'Bus Zones' and reinstatement of Council's original parking restrictions is to be borne by the Applicant.

RECOMMENDATION

THAT the plan for the temporary relocation of 'Bus Zones' including associated signs and line markings (i.e. attached concept plan, no. 16065 dated 26 July 2019, prepared by TTPP) be approved subject to the following conditions:

- a) The date of commencement of the temporary relocated 'Bus Zones' is from 3 January, 2020 for a nine month period;**
 - b) All works and cost of the supply, installation and removal of the signage associated with the 'Bus Zone' relocations is to be borne by the applicant;**
 - c) Council's existing signage to be reinstated in Smidmore Street, Marrickville at the end of the relocation by the applicant at their cost and to Council's Traffic Engineers satisfaction; and**
 - d) Notification of surrounding properties be undertaken at least 4 weeks prior to installation of the temporary 'Bus Zone'.**
-

BACKGROUND

In relation to the proposed relocation of the existing bus stops at Smidmore Street (in front of the Marrickville Metro Shopping Centre), the Applicant notes that the approval for the expansion of the Marrickville Metro Shopping Centre (MP09_0191 granted in March 2012 as modified) requires the removal of the existing bus stop on Smidmore Street and the construction of a new bus terminal in Edinburgh Road to replace the existing one on Smidmore Street. A '10km/h Shared Zone' on Smidmore Street has also been conditioned in the approval together with making Smidmore Street (between the car park access and Murray Street) one way westbound.

External construction activities and/or road works to upgrade Smidmore Street will require it to be partially closed. Works in Smidmore Street will occur over three stages across a period of nine months from 3 January 2020. In all stages, eastbound traffic on Smidmore Street will be maintained with westbound traffic to be diverted. In each stage, the width of the remaining eastbound carriageway on Smidmore Street is not sufficient to accommodate a parked bus adjacent to the bus stop while still permitting traffic to pass it. As such, the existing bus stop

and layover area on Smidmore Street will need to be temporary relocated elsewhere while the permanent bus stop on Edinburgh Road is being constructed.

It is proposed to temporarily relocate the bus stop to Smidmore Street just east of Murray Street. The proposed temporary bus stop locations are shown below.



The temporary bus stop will result in the loss of nine kerbside parking spaces (five on the northern side and four on the southern side) on Smidmore Street, Marrickville.

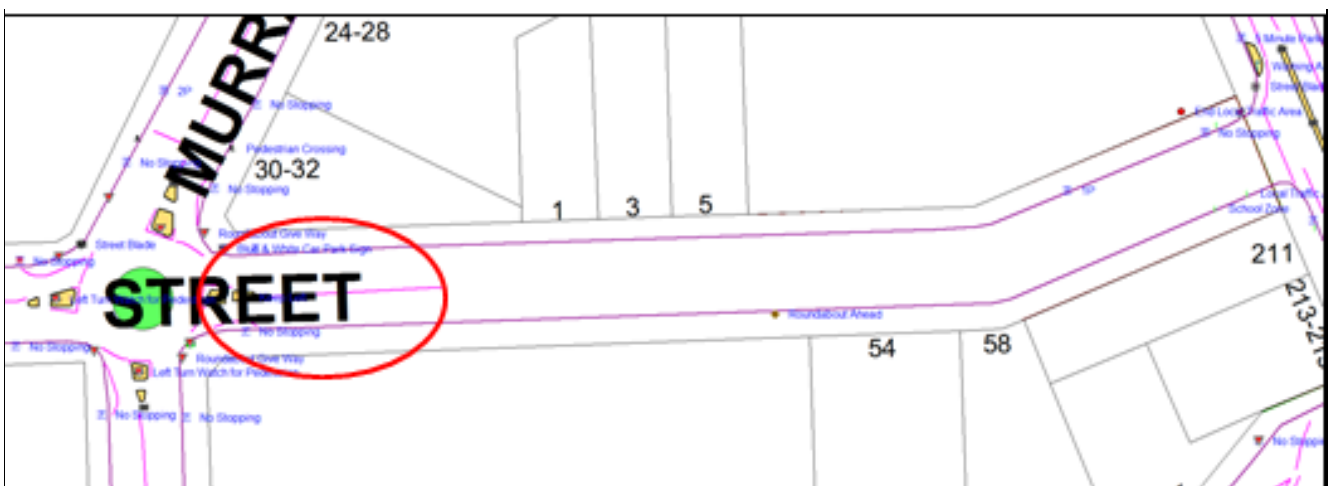
The affected bus services will be temporary re-routed. TTPP has consulted the bus operators (STA and Transit System) and they have endorsed the proposed relocation.

FINANCIAL IMPLICATIONS

All works and costs associated with the recommended temporary 'Bus Zone' relocation will be borne by the applicant as will the reinstatement of Council's existing regulatory signage at the end of the temporary relocation period.

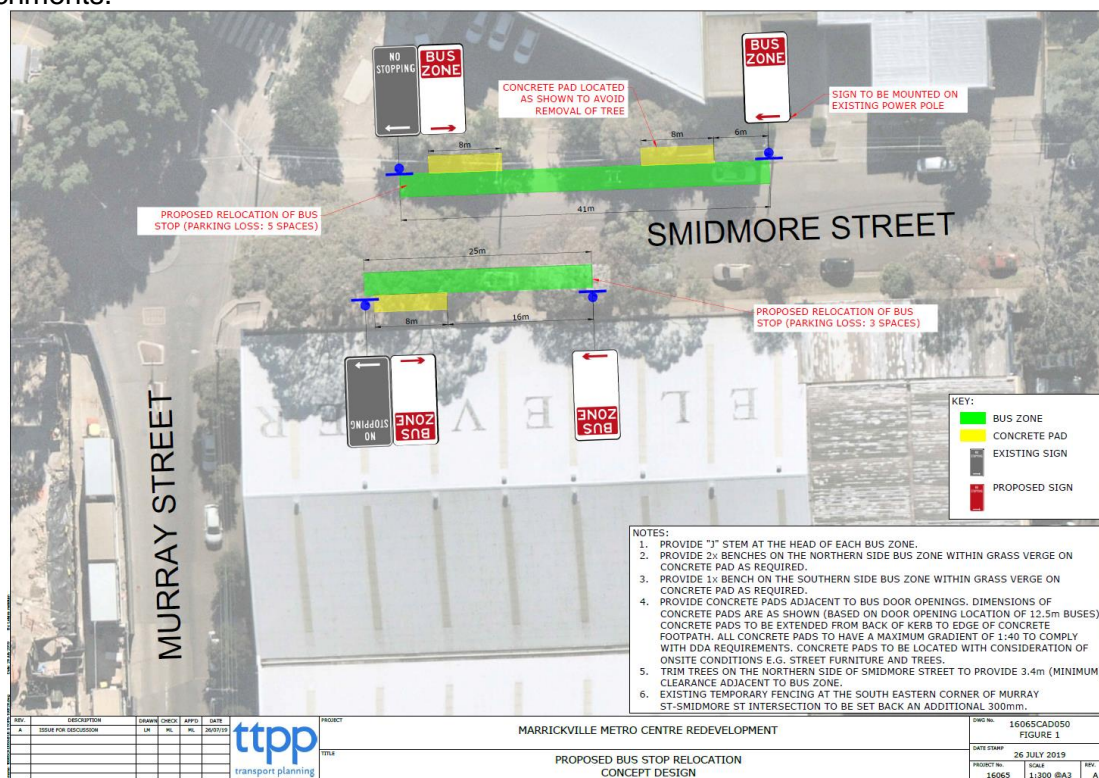
DISCUSSION

The site location is Smidmore Street between Edgeware Road and Murray Street, Marrickville. See following diagram.



Street Name	Smidmore Street, Marrickville
Section	Between Edinburgh Street and Murray Street
Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	36
Vehicles Per Day (vpd)	7,796
Reported Crash History (July 2013 - June 2018)	6 RMS recorded crashes at roundabout at Murray Street / Smidmore Street. 4 injury and 2 tow-away. One pedestrian RUM 2 and other five involved turning movements at roundabout – Rum 10x2, Rum 21, RUM 31 and RUM 40
Heavy Vehicle Volume (%)	3.9
Parking Arrangements	Unrestricted parking on both sides of Smidmore Street between Murray Street and Edgeware Road with the exception of 24 metres (4 car spaces) of 'P1 8.00AM – 4.00PM Monday to Friday' restrictions on the northern side of Smidmore Street, commencing from the existing 10 metre 'No Stopping' restriction west of Edgeware Road, Enmore.

The proposed temporary works involve relocating existing Bus Zones on the northern side of Smidmore Street between Edinburgh Street and Murray Street to the east of the roundabout at Smidmore Street/Murray Street as shown in the diagram below and reproduced in the attachments.



As noted the affected bus services will be temporary re-routed as shown in supplied documents by TTPP reproduced below.







Marrickville Metro Shopping Centre Proposed Expansion

Proposed Temporary Re-Routing of Bus Services Around Marrickville Metro

Presentation date: 18 September 2019
Project number: 16065



Legend:

-  Existing Bus Route
-  Redirected Bus Route
-  Existing Bus Stop
-  Existing Bus Stop Removed
-  Relocated Bus Stop
-  Existing Layover Area

Proposed Re-Routing of Services

Routes 308/352



Legend:

- Existing Bus Route (solid blue arrow)
- Redirected Bus Route (dashed blue arrow)
- Existing Bus Stop (blue dot)
- Existing Bus Stop Removed (blue 'X')
- Relocated Bus Stop (purple dot)
- Existing Layover Area (orange 'X')



Proposed Re-Routing of Services



Legend:

- Existing Bus Route
- Redirected Bus Route
- Existing Bus Stop
- Existing Bus Stop Removed
- Relocated Bus Stop
- Existing Layover Area

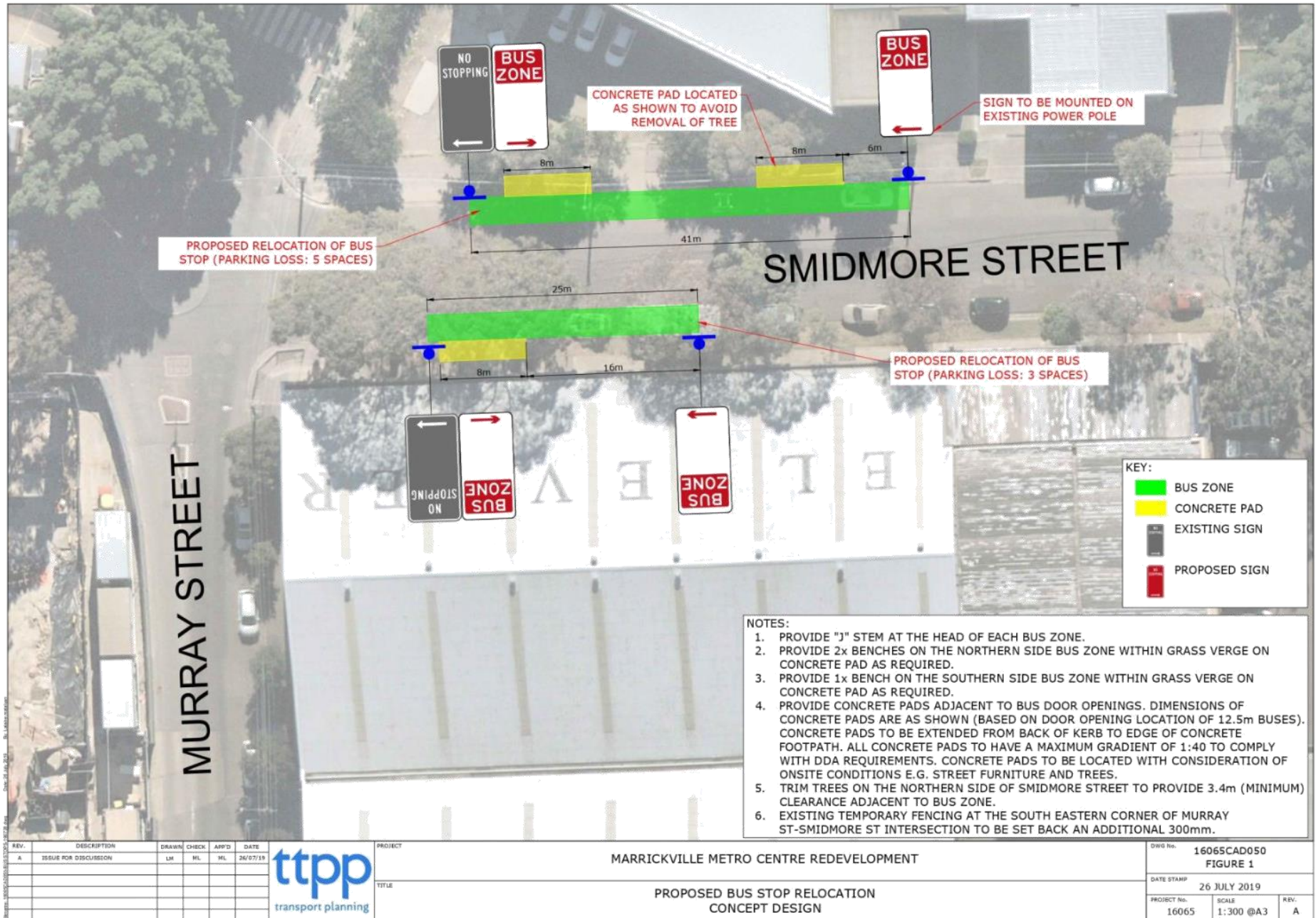
TTPP has consulted the bus operators (STA and Transit System) and they have endorsed the proposed relocation.

CONCLUSION

It is recommended that the proposed changes be approved in order to accommodate the temporary relocated 'Bus Zones' and that all works and costs associated with the relocated Bus Zones and reinstatement of Council's original parking restrictions is to be borne by the Applicant.

ATTACHMENTS

1. [16065CAD050-BUS STOPS-190726](#)



Item No: LTC1119 Item 13

Subject: **ALLEN STREET AND ELSWICK STREET, LEICHHARDT - PROPOSED SPEED CUSHIONS AND KERB BLISTER (GULGADYA - LEICHHARDT WARD / BALMAIN ELECTORATE / LEICHHARDT PAC)**

Prepared By: Brinthaban Baskaran - Graduate Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

As part of the Traffic Capital Works Program, Council has prepared a design plan (Attachment 1) to install speed cushions and a kerb blister on approach to the roundabout at Allen Street and Elswick Street, Leichhardt. The intention of the proposal is to slow traffic and improve road safety for pedestrians and motorists at the intersection.

Consultation was undertaken with owners and occupiers of properties in Allen Street and Elswick Street regarding the proposal. A summary of the consultation result is presented in this report for consideration.

RECOMMENDATION

That the detailed design plan of speed cushions, a kerb blister and associated signs and line markings on approach to the roundabout at Allen Street and Elswick Street, Leichhardt (as per attached plan No.10106) be approved.

BACKGROUND

The roundabout at the intersection of Allen Street and Elswick Street, Leichhardt has been identified as a location that requires traffic calming measures to improve safety at the intersection.

A review of 5 years (July 2012 to June 2017) of Road and Maritime Services (RMS) reported crash data revealed that there have been (3) injury crashes at the roundabout.

Council is proposing to install new speed cushions, kerb blister and associated signs and line markings at the roundabout of Allen Street and Elswick Street, Leichhardt to slow traffic and improve road safety for pedestrians and motorists at the intersection.

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

Site Location & Road Network

Street Name(s)	Allen Street and Elswick Street
Section	Intersection
Traffic Volume	Allen Street (Elswick Street to North Street) – 3,219 vpd (2018 Traffic Count) Elswick Street – data not available
Recorded Accident History (5 year)	2 (2013 Moderate injury) Allen St at Elswick St 1 (2013 Non-casualty) Allen St at Elswick St 1 (2014 Moderate injury) Allen St at Elswick St
Recorded 85% speed	Allen Street (Elswick Street to North Street) – 52.2km/h (2018 Traffic Count) Elswick Street – data no available
Speed Limit	50km/h
Carriageway width	Allen Street – approx 12.5m Elswick Street – approx. 12.3m

Carriageway Type	<p>Allen Street is two way with one travel lane and one bicycle lane in each direction and kerb side parking lanes</p> <p>Elswick Street is two way with one travel lane in each direction and kerb side parking lanes</p>
Road Classification (State, Regional, Local)	<p>Allen Street – Local road</p> <p>Elswick Street – Local road</p>

FINANCIAL IMPLICATIONS

Council has received funding of \$35,300 through the 2019/20 Australian Government's Black Spot Program to construct the proposed works this financial year.

OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on approach to the roundabout at Allen Street and Elswick Street, Leichhardt and includes the following treatments:

- Four asphalt speed cushions on all approaches to the roundabout
- Landscaped concrete kerb blister (eastern approach on Allen Street)
- Associated signs and line marking

These speed cushions will assist in reducing vehicular speeds approaching the roundabout noting that there is limited deflection achieved in the current roundabout layout.

This proposal will not result in the loss of any on-street parking spaces.

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected 53 properties in Allen Street and Elswick Street as indicated on the attached map below requesting residents' views regarding the proposal.

One property responded to the survey in support to the proposal, comments are summarised in the following table.



Residents' Comments	Officer Comments
<p>I would think the junction of Allen St and Flood St would take preference for an update. As this junction is very dangerous as the islands in the middle of the road are very small and it is a busy road.</p>	<p>There is no accident history which would warrant the need for traffic calming measures at the intersection of Allen Street and Flood Street.</p>
<p>I would also suggest as part of the works that the pavements and verges be upgraded with the digging up of the concrete verges and replaced with grass. A few trees would also go a long way to taking the heat out of the area. It is super-hot in summer with no shade.</p>	<p>This matter is outside the scope of this project and would need to be considered as a separate issue.</p>

CONCLUSION

It is recommended that the proposal for the speed cushions, a kerb blister and associated signs and line markings on approach to the roundabout at Allen Street and Elswick Street, Leichhardt (as per the attached plan No.10106) be approved.

ATTACHMENTS

1. [Download](#) Consultation Plan 10106-Allen Street, Leichhardt

Item No: LTC1119 Item 14**Subject:** ILLAWARRA ROAD, MARRICKVILLE; DUDLEY STREET, DULWICH HILL AND (LOWER) RAILWAY PARADE, SYDENHAM - BUS REPLACEMENTS DURING MAJOR RAIL SHUTDOWN, TEMPORARY PARKING CHANGES DURING T3 LINE UPGRADE FOR SYDNEY METRO. (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works at Sydenham Station will involve major rail shutdowns at the station over this coming Christmas – New Year period. This year buses will replace train services along the T3 line (closed between Campsie and Central Stations from 22 December 2019 to 5 January 2020) and along the T4 line (closed between Hurstville and Central Stations between 24 and 28 December 2019). To accommodate the increased bus movements and necessary holding areas some short term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Illawarra Road, Marrickville; Dudley Street, Dulwich Hill; and Railway Parade (lower section), Sydenham. It is recommended that no objections be raised, and Council approves the temporary short term parking changes at the identified locations during the rail shutdowns.

RECOMMENDATION

THAT this report be received and noted and the following temporary short term parking changes from Sunday 22 December, 2019 to Sunday 5 January 2020 be approved and implemented by TfNSW:

- a) The conversion of 15m (2 parking spaces) '1P 8:30am-6pm' and 10m (1 parking space) 'No Parking 8:30am-5pm Mon- Fri' on the western side of Illawarra Road, Marrickville to a 'Bus Zone 6am-10am', located south of the existing statutory 'Bus Zone' near the intersection with Warburton Street (reverting back to existing restrictions after 10am) be APPROVED, in order to provide a short term second bus bay with adequate draw-in length;
- b) The conversion of 12.5m (2 parking spaces) '1P 8:30am-6pm Mon – Fri and 8.30am-12.30pm Sat' on the southern side of Dudley Street, Dulwich Hill to a 'Bus Zone', located between Wardell Road and School Parade be APPROVED, in order to provide a short term second bus bay with adequate draw-in length;
- c) The conversion of 110m (39 parking spaces) '4P 8:30am – 6pm Mon – Fri' on the southern side of (Lower) Railway Parade, Sydenham to a 'Bus Zone' be APPROVED, in order to provide a short term bus layover area;
- d) All existing regulatory parking signage to be reinstated to the satisfaction of Council's Traffic Engineer at the end of the shutdown period; and
- e) The applicant and Council Parking Services team be advised in terms of this report.

BACKGROUND

The Sydney Metro City & Southwest Sydenham to Bankstown project will upgrade all 10 stations between Marrickville and Bankstown to meet metro standards before converting the T3 Bankstown Line to Metro operations.

During this possession, services on the T3 Bankstown Line and T4 (Illawarra) South Line will not operate for either part or the entirety of the line depending on the nature of construction works for the respective possession.

The first possession is scheduled from **Sunday 22 December 2019 to Sunday 5 January 2020**. During this period, replacement buses are required to maintain public transport connectivity for customers to impacted train stations.

During the railway conversion period, replacement bus services will cater for the transport needs of impacted customers on the T3 and T4 lines. These additional services will require temporary removal of parking spaces to facilitate the additional demand and increased frequency of buses within these precincts, including the creation of new bus stops, extension of existing bus stops, layover and standby facilities. The TfNSW project team has undertaken detailed analyses and planning to determine the preferred locations for temporary parking removal to cater for operational requirements.

Councils and State MPs have been notified. From mid-September TfNSW staff visited businesses immediately adjacent to the affected bus zones. Business and residents further away will receive letters. Marshalling/information staff will be located at all affected stations throughout the closures. Any additional changes will also be notified.

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

FINANCIAL IMPLICATIONS

Nil. There are no financial implications for Council associated with this matter.

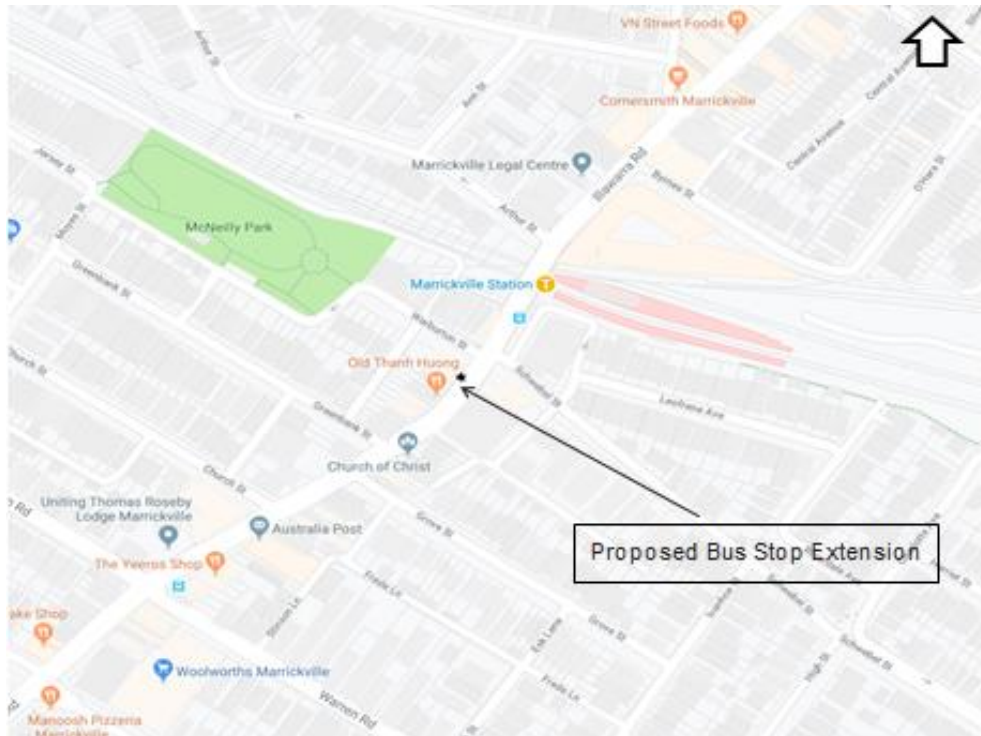
OFFICER COMMENTS

Each of the 3 locations will be detailed separately.

1. Illawarra Road, Marrickville

Illawarra Road is a Regional Road carrying approximately 16,000 vehicles per day (between Byrnes Street and Arthur Street, Marrickville). It is a two way with one travel lane in each direction, in addition to kerbside parking on both sides.

The 'Bus Zone' on the western side of Illawarra Road (between Greenbank Street and Warburton Street) will be extended by about 4 parking spaces (combination of 'IP' and 'No Parking' restrictions). The existing 'Bus Zone' on the eastern side is adequate. (Refer to the attached locality map and images).



Illawarra Road, facing north



Illawarra Road, facing south

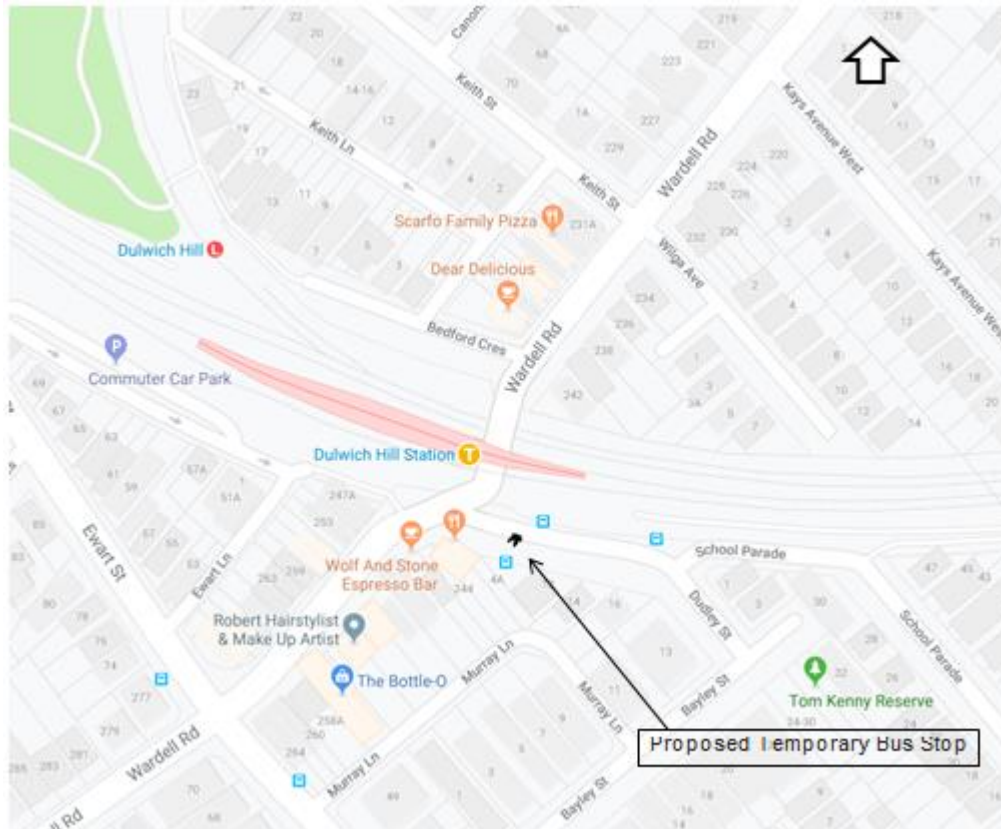
Installation Diagram



2. Dudley Street, Dulwich Hill

Dudley Street is a local street which carries around 1,600 vehicles per day. 'Bus Zones' are located on both sides of Dudley Street, east of Wardell Road and the Dulwich Hill Railway Station access.

The existing 'Bus Zone' on southern side of Dudley Street will be extended by 2 parking spaces ('1P' restrictions). This is adjacent to an existing temporary 'Works Zone' which will be removed. Dudley Street is a local road and parking is restricted on both sides between Wardell Road and School Parade. (Refer to the attached locality map and images).



Installation Diagram



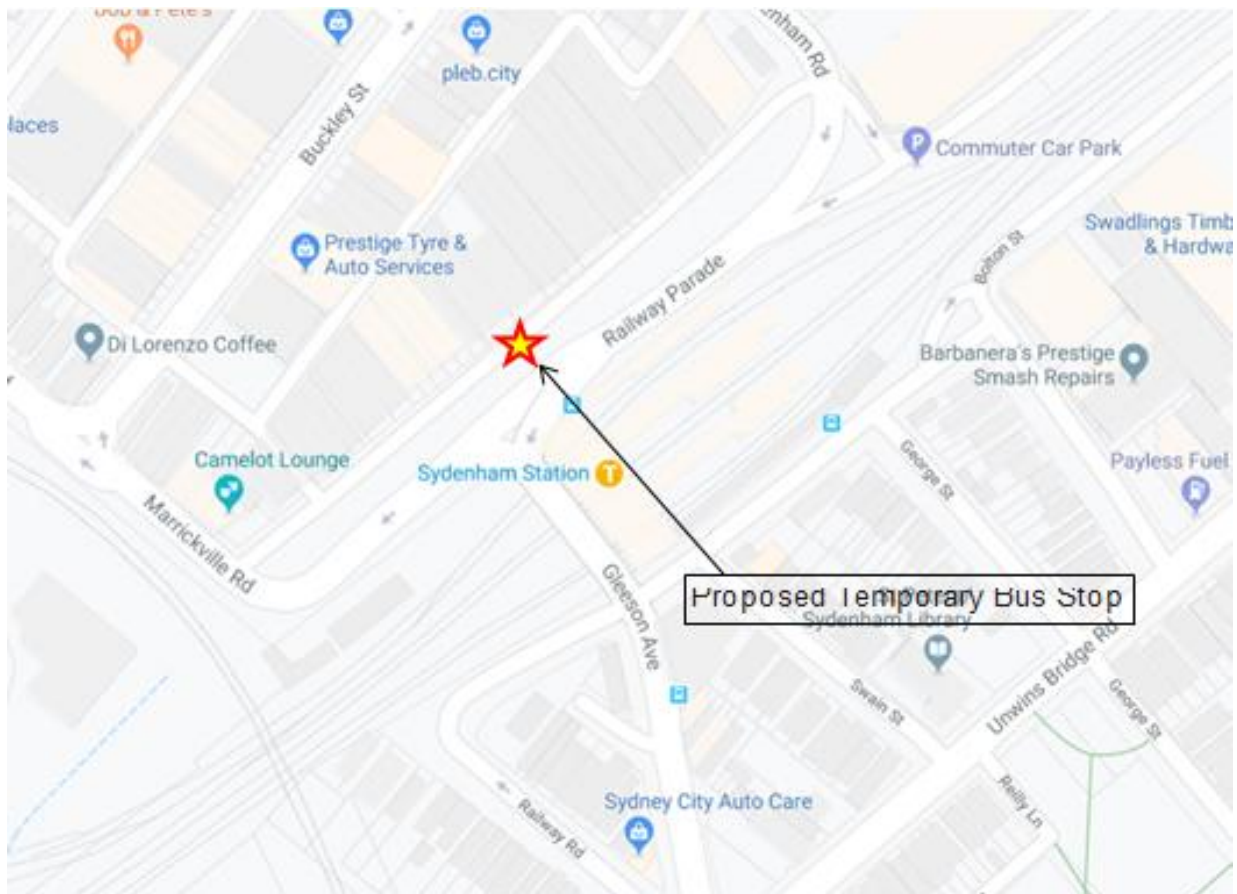
3. Railway Parade (lower), Sydenham

Railway Parade is a two-level street running north-south between Sydenham and Marrickville Roads. The upper section, which operates 'one-way' in a southerly direction, is part of the

main road system providing access to/from Gleeson Avenue (bridge over the Illawarra Railway line), Railway Road and Princes Highway. The lower section presently operates 'two-way' and provides front access to the commercial properties located along its western side. Almost the entire eastern side of this level is available for parking. (Refer to locality and aerial below.)

Railway Parade (lower) is 15.5m in width and classed a local road. Parking arrangements on the northern side of the road consists of '2P 8.30am-6pm Mon-Fri' parallel-to-kerb parking. Southern side of the road consists of sections of '4P 8.30am-6pm Mon Fri' 90 degree angle parking and unrestricted 90 degree angle parking.

(Lower) Railway Parade will be used for bus layover (subject to swept path assessments). Lower Railway Parade is a local road and parking is restricted on both sides between Marrickville Road and Sydenham Road. (Refer to the attached locality map and images).



Looking westward along (Lower) Railway Parade



Looking east along (Lower) Railway Parade

Installation Diagram



PUBLIC CONSULTATION

Community consultation was completed by TfNSW for the Sydenham to Bankstown Metro TTP for the 2019/2020 Christmas/ New Year period.

They received no site specific feedback from the community about any of the proposals. There was one generic comment received for the Inner West that was opposed to the metro service and the conversion of the line.

Consultation on the proposed temporary parking changes was undertaken between 9 and 23 September 2019. The objective of the consultation was to raise awareness of the proposed temporary parking changes needed to operate additional buses for T3 Bankstown Line customers.

Local businesses and residents were asked to provide their local knowledge to help the project team refine bus operations in and around station precincts. The consultation program consisted of the following activities:

- Media release / announcement
- Online project webpage with brochure, communication notification and FAQ
- Interactive online maps for the nine station locations

- Letter box dropped approximately 450 notifications to businesses and residents within 200-300m of the nine station locations
- Door knocked approximately 70 businesses within 100-250m of the nine station locations targeting local businesses directly impacted by the temporary kerbside changes.

Feedback from the consultation process is summarised in the Consultation Report and is reproduced below: The consultation report is attached at the end of this report.

3 Feedback			
Please note: we received three submissions for parking changes around Hurlstone Park station however no temporary parking changes have been proposed for Hurlstone Park therefore have not been captured below.			
Station precinct	Proposed temporary parking changes	Feedback received	TfNSW response
Dulwich Hill	Temporary bus zone is proposed at: <ul style="list-style-type: none"> Dudley Street (southern side), between Wardell Rd and School Pde, using approximately 13m of 1P parking to temporarily extend existing bus stop. 	Received one submission for Dulwich Hill: Verbatim: "Save T3 Bankstown Line - don't downgrade our train line. 91% of community opposed downgrading T3 into Metro (PIR Exhibition 2018)"	Feedback does not relate to temporary parking changes. Will forward feedback to Sydney Metro City and Southwest project team.
Marrickville	Proposed changes on the Illawarra Road between Warburton St and Greenbank St by: <ul style="list-style-type: none"> Extending the existing bus stop using approximately 15m of 1P parking zone Existing 1P will operate between 10:00am to 6:00pm Monday to Friday, and 8:30am to 6:00pm Saturday to Sunday Existing No Parking zone will operate from 10:00am to 5:00pm Monday to Friday 	Received one submission for Marrickville: Verbatim: "Save T3 Bankstown Line - don't downgrade our train line. 91% of community opposed downgrading T3 into Metro (PIR Exhibition 2018)"	Feedback does not relate to temporary parking changes. Will forward feedback to Sydney Metro City and Southwest project team.
Sydenham	A temporary bus zone is proposed at: <ul style="list-style-type: none"> Lower Railway Parade, southern side, using approximately 110m of 4P between 8:30am to 6pm Monday to Friday. 	Received one submission for Sydenham: Verbatim: "Save T3 Bankstown Line - don't downgrade our train line. 91% of community opposed downgrading T3 into Metro (PIR Exhibition 2018)"	Feedback does not relate to temporary parking changes. Will forward feedback to Sydney Metro City and Southwest project team.

CONCLUSION

It is recommended that Council approves the temporary short term parking changes at the identified locations during the rail shutdown period.

ATTACHMENTS

Nil.

Item No: LTC1119 Item 15

Subject: **TEMPORARY ROAD CLOSURE TO CARRYOUT ROAD RESTORATION ON WHITE STREET, LILYFIELD, WHITES CREEK LANE AND ARGUIMBAU STREET, ANNANDALE (BALUDARRI - BALMAIN WARD / BALMAIN ELECTORATE / LEICHHARDT PAC)**

Prepared By: Brinthaban Baskaran - Graduate Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An application has been received from Gledhill Constructions for the temporary full road closure for the following streets; White Street, Lilyfield between Moore Street and Ilka Street (frontage of house No.5-7 White Street), a portion of Whites Creek Lane and Arguimbau Street, Annandale (rear of house No.5-7 White Street) to carryout road/footpath restoration works from Thursday, 23 January 2020 to Friday, 14 February 2020 (with a contingency period of 2 weeks thereafter).

RECOMMENDATION

THAT the temporary road closure of White Street, Lilyfield between Moore Street and Ilka Street, in front of 5-7 White Street, Lilyfield and portion of Whites Creek Lane and Arguimbau Street, Annandale at the rear of 5-7 White Street, Lilyfield to carryout road/footpath restoration works from Thursday, 23 January to Friday, 14 February 2020 (with a contingency period of 2 weeks thereafter), be approved, subject to the conditions as set out as per the Road Closure Application Form as well as the following additional conditions:

- a) Applicant must obtain and hold a Road Opening Permit to undertake (any) work in the road closure section;
- b) The occupation of the road carriageway must not occur until the road has been physically closed; and
- c) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

BACKGROUND



FINANCIAL IMPLICATIONS

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

OTHER STAFF COMMENTS

The Traffic Control Plans submitted by the applicant are attached.

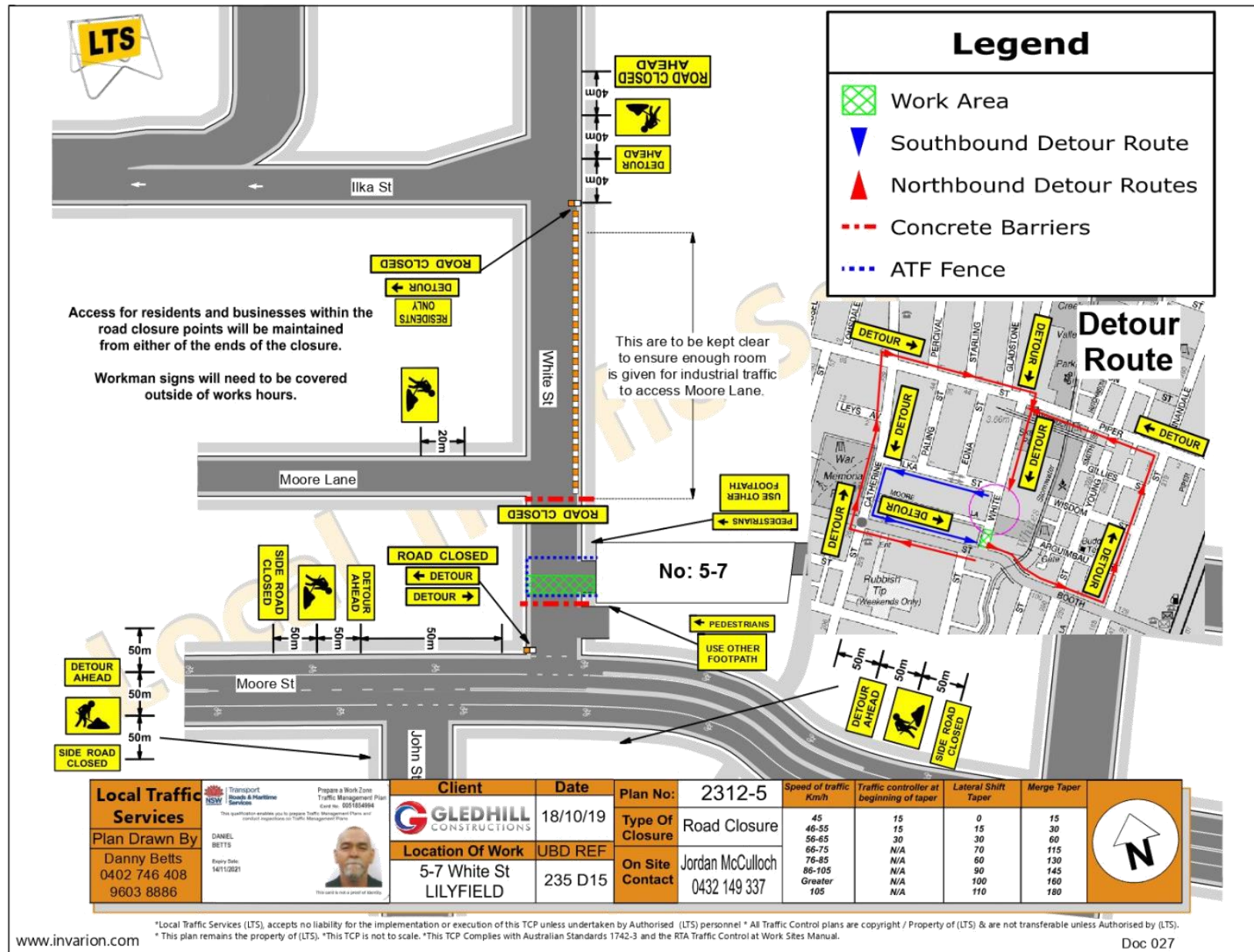
Vehicular access for local residents/businesses will be maintained during the closure, where possible. Authorised traffic controllers will be on-site during all shifts and are to be positioned at the closure points when required to provide vehicular access to local residents and ensure the safety of motorists and pedestrians.

PUBLIC CONSULTATION

The proposed closure of White Street, Lilyfield between Moore Street and Ilka Street (frontage of house No.5-7 White Street section), Whites Creek Lane between Moore Street and Arguimbau Street and Arguimbau Street between Whites Creek and Young Street, Annandale (rear of house No.5-7 White Street section) has been advertised in the local newspaper for a period of 28 days commencing Tuesday, 22nd October 2019. Any objections will be reported to the Council meeting scheduled for Tuesday, 26th November 2019.

ATTACHMENTS

1. [↓](#) Road Closure - White Street TCP
2. [↓](#) Road Closure - Whites Creek Lane and Arguimbau Street TCP





Item No: LTC1119 Item 16

Subject: JAMES STREET, LEICHHARDT - CHRISTMAS STREET PARTY
(GULGADYA - LEICHHARDT WARD/ BALMAIN ELECTORATE/
LEICHHARDT PAC)

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received an application for approval of an annual Christmas street party in James Street between William Street and Allen Street, Leichhardt to be held on Sunday, 15 December 2019 between 1:00pm and 8:00pm.

RECOMMENDATION

THAT the temporary road closure of James Street, Leichhardt between William Street and Allen Street, to conduct an annual Christmas Street Party on Sunday, 15 December 2019, from 1:00pm - 8:00pm, be approved, subject to the conditions as set out as per the Street Party Application Form as well as the following additional conditions:

- a) That an unencumbered passage minimum of 4.0m wide be available for emergency vehicles through James Street, Leichhardt between William Street and Allen Street;
- b) The occupation of the road carriageway must not occur until the road has been physically closed; and
- c) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.

BACKGROUND

The street party is proposed to be held on Sunday, 15 December 2019 between 1:00pm and 8:00pm. The applicant is seeking permission for a temporary full road closure of James Street between William Street and Allen Street, similar to previous years' events.

The Traffic Control Plan for the Closure is enclosed.

FINANCIAL IMPLICATIONS

The street party coordinator will bear all costs associated with the road closure.

OTHER STAFF COMMENTS

This is an annual event and no significant issues have occurred in the past.

According to the RMS 'Guide to Traffic and Transport Management for Special Events' a small street party is considered as a 'Class 3' event.

Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- The party is to be held outdoors for fewer than 100 people.
- No temporary structures or jumping castles are to be erected.
- Participants are to bring their own food and drinks, and food and drinks are not for sale.
- There will be no performers or amplified music involved.

For approved street parties and subject to availability Council will provide barricades and 'Road Closed' signs subject to the street party coordinator arranging collection from and return to Council's Summer Hill depot.

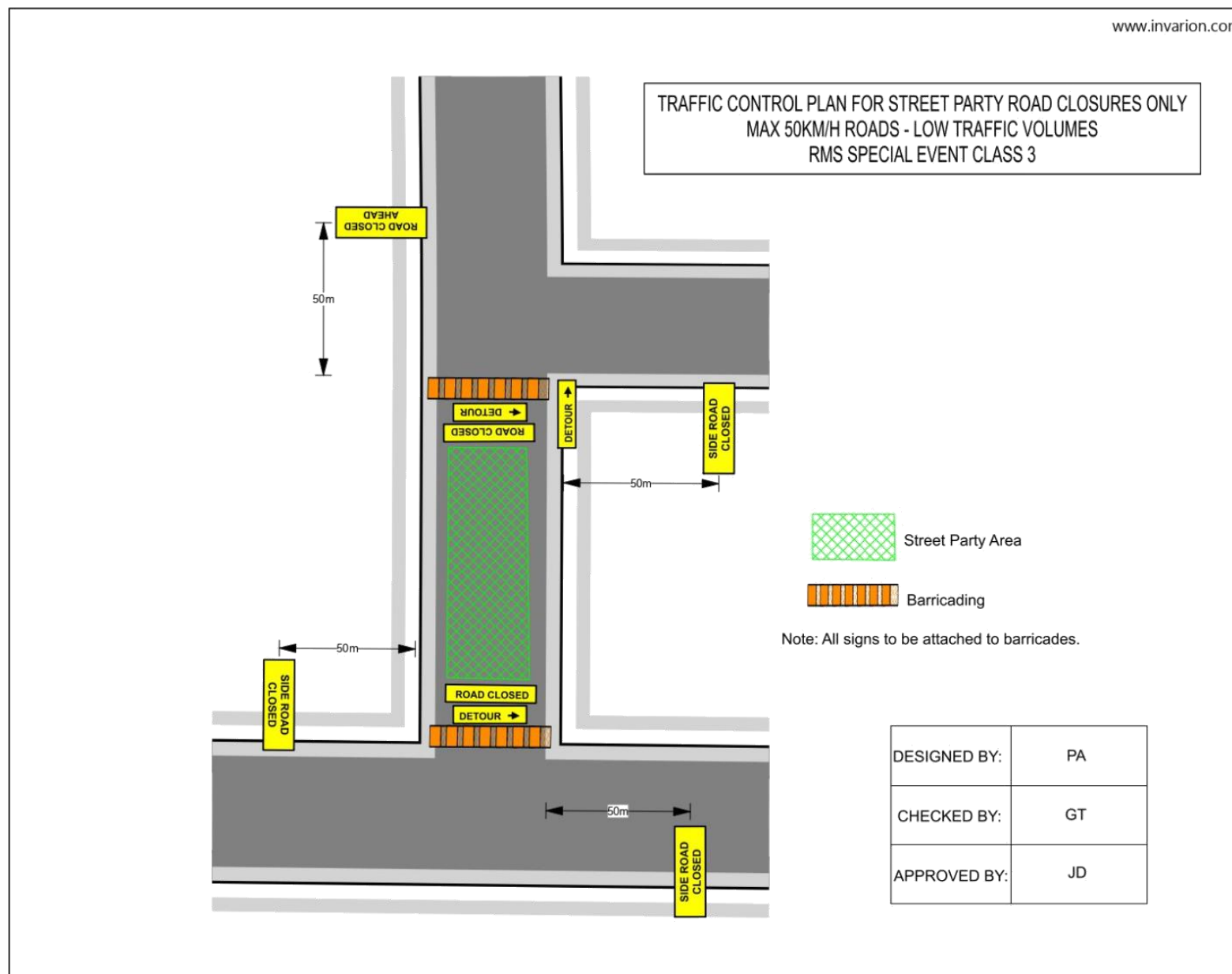
PUBLIC CONSULTATION

The proposed temporary road has been advertised in the local newspaper for a period of 28 days commencing Tuesday, 8th October 2019.

No responses were received at the time of finalising the report. Should any objections be received, they would be reported to Council's scheduled meeting on 26 November 2019.

ATTACHMENTS

1. [Download](#) Standard Street Party TCP (T-Intersection)



Item No: LTC1119 Item 17

Subject: **BOOMERANG STREET AND CRESCENT STREET, HABERFIELD -
PROPOSED INTERSECTION TREATMENT (GULGADYA-LEICHHARDT
WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A review of the detailed design plan has been finalised for the proposed intersection treatment at Boomerang Street and Crescent Street, Haberfield.

The proposal includes installing kerb extension, median island, pedestrian refuge island, kerb blister island and speed cushions in Boomerang Street to improve safety and reduce vehicular speeds in the street.

Consultation on two options 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:

- 1. Option B for the detailed design plan for the kerb extension, median island, pedestrian refuge island, kerb blister island, speed cushions and associated signposting and line marking in Boomerang Street and Crescent Street, Haberfield (as per the attached plan No.10074_B) be approved; and**
- 2. The existing 'Bus Zone' on the eastern side of Boomerang Street, south of Crescent Street be modified to 'Bus Zone Mon-Fri'.**

BACKGROUND

As part of the 2019/20 Traffic Facilities (LATM) Capital Works Program, Council is proposing to provide intersection treatments at the intersection of Boomerang Street and Crescent Street.

At the June 2019 Traffic Committee meeting, a previous proposal for kerb blister islands, speed cushions, pedestrian refuge (in Crescent Street) and associated signposting and linemarking at Crescent Street and Boomerang Street, Haberfield was deferred due to resident concerns regarding the loss of parking due to the placement of a pedestrian refuge in Crescent Street. Residents suggested relocating the pedestrian refuge into Boomerang Street as they had observed pedestrians crossing to and from Robson Park.

Subsequently, at the September 2019 Traffic Committee meeting, an updated proposal (**Attachment 2**) for kerb extension and speed cushions, and associated signposting and line-marking in Crescent Street and Boomerang Street, Haberfield was considered and deferred due to resident concerns regarding pedestrian safety crossing Boomerang Street.

The Committee recommended that the installation of a pedestrian refuge in Boomerang Street, south of Crescent Street be investigated and a revised plan of the intersection be brought back to the Committee.

An updated detailed design plan has been finalised for the proposed works together with community consultation and are presented in this report for consideration.

Site location & Road Network

Street Name(s)	Crescent Street and Boomerang Street, Haberfield
Section	Intersection
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	50km/h
Carriageway width	Crescent Street - 12.6m Boomerang Street - 11.6m
Carriageway Type	Boomerang Street - Two way with kerb side parking on both sides of the street Crescent Street - Two way with kerb side parking on both sides of the street

FINANCIAL IMPLICATIONS

Funding of \$40,000 has been allocated to this project for construction in the 2019/20 capital works program.

OTHER STAFF COMMENTS

The updated detailed design plan shown in **Attachment 1** outlines the proposed works at the Crescent Street and Boomerang Street intersection and includes the following treatments:

- Reconstruction of kerb ramps;
- Construction of a kerb extension on the north-east corner of the Crescent Street and Boomerang Street intersection;
- Extension of median island on northern side of Boomerang Street;
- Construction of pedestrian refuge Island and landscaped kerb blister Island on Boomerang Street;
- Installation of two asphalt speed cushions on both approaches of Boomerang Street at Crescent Street; and
- Installation of associated signage and line-marking.

There will be a loss of three (3) parking spaces on the western side of Boomerang Street (park side) associated with the proposal.

PUBLIC CONSULTATION

A letter outlining two (2) proposed options was mailed out to the affected properties (36 properties) in Crescent Street and Boomerang Street, Haberfield, requesting residents' views regarding the proposal (as indicated on the following plan).

Option A (Attachment 2) was the proposal reported at the September 2019 Local Traffic Committee and **Option B (Attachment 1)** is the proposal recommended in this report.



A total of two (2) responses were received, both in support of the proposal (Option B).

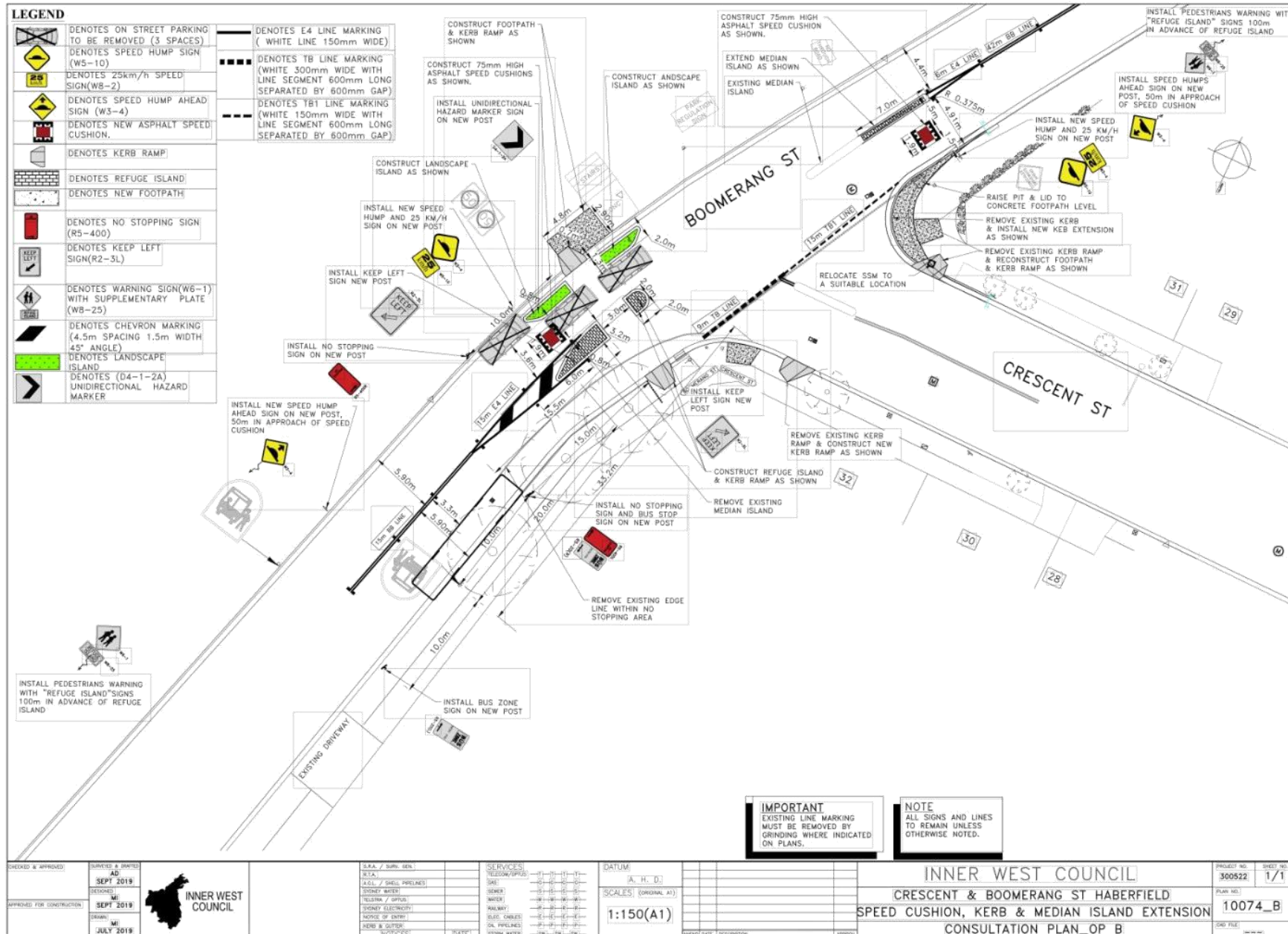
Residents' Comments	Officer Comments
There are no longer any bus stop signs along Boomerang Street, near the corner of Crescent Street. The bus stop signs have been removed but the poles are still in place and should be removed.	Transit Systems have advised that the bus stop on the eastern side will operate on Monday, Tuesday, Wednesday and Friday. To simplify the sign, it is proposed to modify the existing 'Bus Zone' to 'Bus Zone Mon-Fri'.

CONCLUSION

The updated proposal for the kerb extension, median island, pedestrian refuge island, kerb blister island, speed cushions and associated signposting and line marking in Boomerang Street and Crescent Street, Haberfield (as per the attached plan No.10074_B) has been developed to address previous comments raised by residents at the Traffic Committee meeting.

ATTACHMENTS

1. [Boomerang Street and Crescent Street, Haberfield - Updated Detailed Design Plan \(10074_B\)](#)
2. [Boomerang Street and Crescent Street, Haberfield - Updated Detailed Design Plan \(10074_A\)](#)



Item No: LTC1119 Item 18

Subject: **ANTHONY STREET, CROYDON – TEMPORARY ROAD CLOSURE FOR CHRISTMAS STREET PARTY (GULGADYA-LEICHHARDT WARD/STRATHFIELD ELECTORATE/BURWOOD PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council seeks the support of the Committee for a temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street party on Saturday, 21 December 2019.

RECOMMENDATION

THAT the temporary full road closure of Anthony Street, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on Saturday, 21 December 2019 from 3.00pm – 9.00pm, be approved, subject to the conditions as detailed on the Street Party Application Form as well as the following additional conditions:

- a) **That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Anthony Street, Croydon;**
- b) **The occupation of the road carriageway must not occur until the road has been physically closed; and**
- c) **All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders.**

BACKGROUND

Correspondence has been received from a resident on behalf of the Anthony Street residents requesting the temporary full road closure of Anthony Street, between Croydon Road and Etonville Parade to conduct an annual Christmas Street party on Saturday, 21 December 2019.

This event is held annually with road closure arrangements being no different to past years. The road closure is a category type “Class 3” minor event under the RMS “Guide to Traffic and Transport Management for Special Events”. Concurrence is only required from the Council and Police and that RMS be only notified of the event.

The above section of Anthony Street is a two way Local Road, divided in carriageway by a central landscape / parkland area and carries low volumes of traffic.

Street Name(s)	Anthony Street, Croydon.
Section	Between Croydon Road and Etonville Parade.
Traffic Volume (vehicles per day)-vpd	Less than 500
Recorded Accident History (5 year)	Nil
Recorded 85% speed	-
Speed Limit	50km/h

Carriageway width	Approx. 4.9m in each direction.
Carriageway Type	2 -way divided carriageway with wide landscape/parkland area in between. Kerb side parking both sides.
Road Classification (State, Regional, Local)	Local

Detour Routes

Detouring of traffic can be made via the surrounding streets of Croydon Road / Elizabeth Street and Etonville Parade / Hunt Street.

Resident access will be allowed from the Etonville Parade end of the closure.

A Traffic Control Plan and Traffic Management Plan are shown in **Attachment 2 and 3**.

FINANCIAL IMPLICATIONS

Council will supply material (signs and barricades) to the event organiser with the organiser arranging collection and return to Council's Summer Hill depot.

OTHER STAFF COMMENTS

This event is of similar arrangements as in previous years and approved by the Traffic Committee. Police and RMS have raised no objection in the past to the above special event road closure.

For this type Class 3 minor event the other conditions of the road closure are:

- Council supplies material (signs and barricades) for the event organiser to pick up or alternatively hire. The organiser is responsible to erect the signs and barricades according to the Traffic Control Plan (TCP), and arrange the management of the closure with RMS accredited traffic controllers. Council Rangers would be requested to oversee the event to assure that the traffic control arrangements are in order;
- Council's public liability insurance will cover such events provided all conditions of consent are complied with and the organiser submits a satisfactory completed risk management assessment with the application. Should third party service providers be engaged for the event, the organisers must ensure public liability insurance of not less than \$20 million is current for each provider and copies of such policies are submitted to Council;
- A clear passage of at least 4.0m is provided for emergency vehicle access. (Police condition);
- The organiser is responsible to arrange bins for litter control, and make the area neat and tidy following the re-opening of the road; and
- The organiser is responsible to dismantle the signs and barricades and be directed to deliver the material back to the Council Depot after the completion of the event.

PUBLIC CONSULTATION

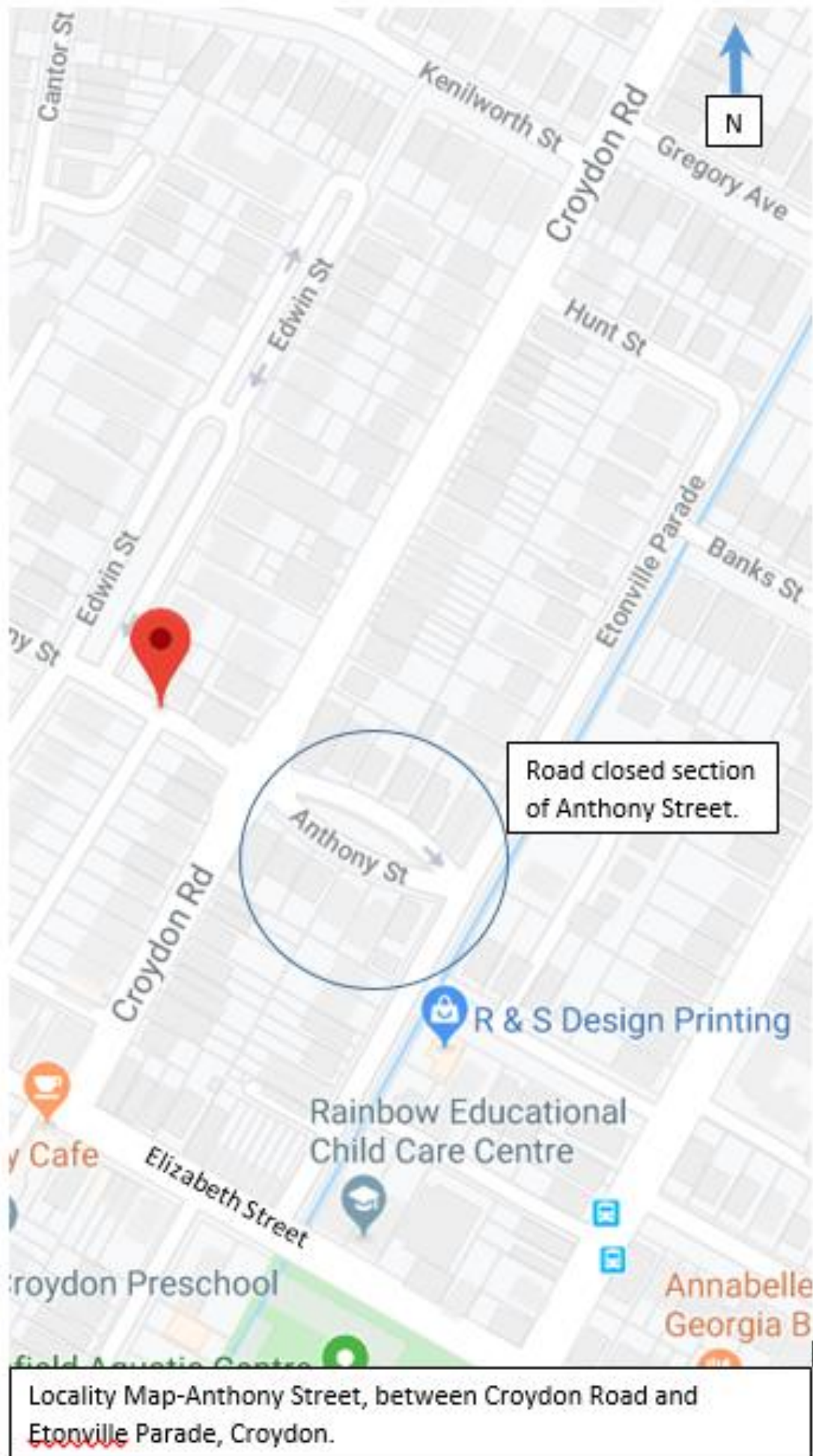
The organiser is responsible for notifying the residents/businesses in the area and emergency services at least 14 days prior to the event. Council has arranged advertisement of the temporary full road closure of Anthony Street in the local newspaper for a period of at least 28 days prior to the event. The proposal was advertised in the local paper on Tuesday 8 October 2019 and no comments have been received to date. Should any objections be received, they would be reported to Council's scheduled meeting on 26 November 2019.

CONCLUSION

It is recommended that support be provided for the temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on Saturday, 21 December 2019, from 3.00pm - 9.00pm. The closure will be subject to relevant conditions as imposed by Council together with any other conditions from the RMS and Police.

ATTACHMENTS

1. [↓](#) Locality Map
2. [↓](#) TMP
3. [↓](#) TCP



TRAFFIC MANAGEMENT PLAN
CLOSURE OF ANTHONY STREET, CROYDON, BETWEEN CROYDON ROAD AND ETONVILLE PARADE, FOR CHRISTMAS STREET PARTY
SATURDAY 21 DECEMBER 2019 FROM 3.00PM – 9.00PM

The use of the street would be for the residential community to conduct their annual Christmas Street party.

Note: This traffic management detail applies for this year's event and may be subject to alteration in future events. The event is similar to as in previous years as approved by the Traffic Committee.

A Description or detailed plan of proposed measures

Is a detailed plan of the proposed measures necessary?

No, a detailed plan of the proposed measures is not necessary. Anthony Street is a local road. The section between Croydon Road and Etonville Parade carries low volumes of traffic.

It is proposed to place portable Council barricades with "Road Closed" signs at Croydon Road and Etonville Parade. Locations will be manned to allow resident access if required. "Road Closed Ahead" signs will be placed in Anthony Street, west of Croydon Road to forewarn of road closure ahead and detour traffic away from the area. Traffic can also be re-directed around at the manned road closure position of Croydon Road and Etonville Parade.

A TCP plan showing this is attached.

B Identification and assessment of impact of proposed measures

Is a detailed assessment required?

No, a detailed assessment is not required. There will be little traffic in the above section of Anthony Street on the Saturday late afternoon/evening. Any traffic diversion can be made via Croydon Road, Elizabeth Street, Etonville Parade and Hunt Street, and will not have any noticeable impact on these roads.

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

Is an assessment required?

No, an assessment is not required. See comments in B) above.

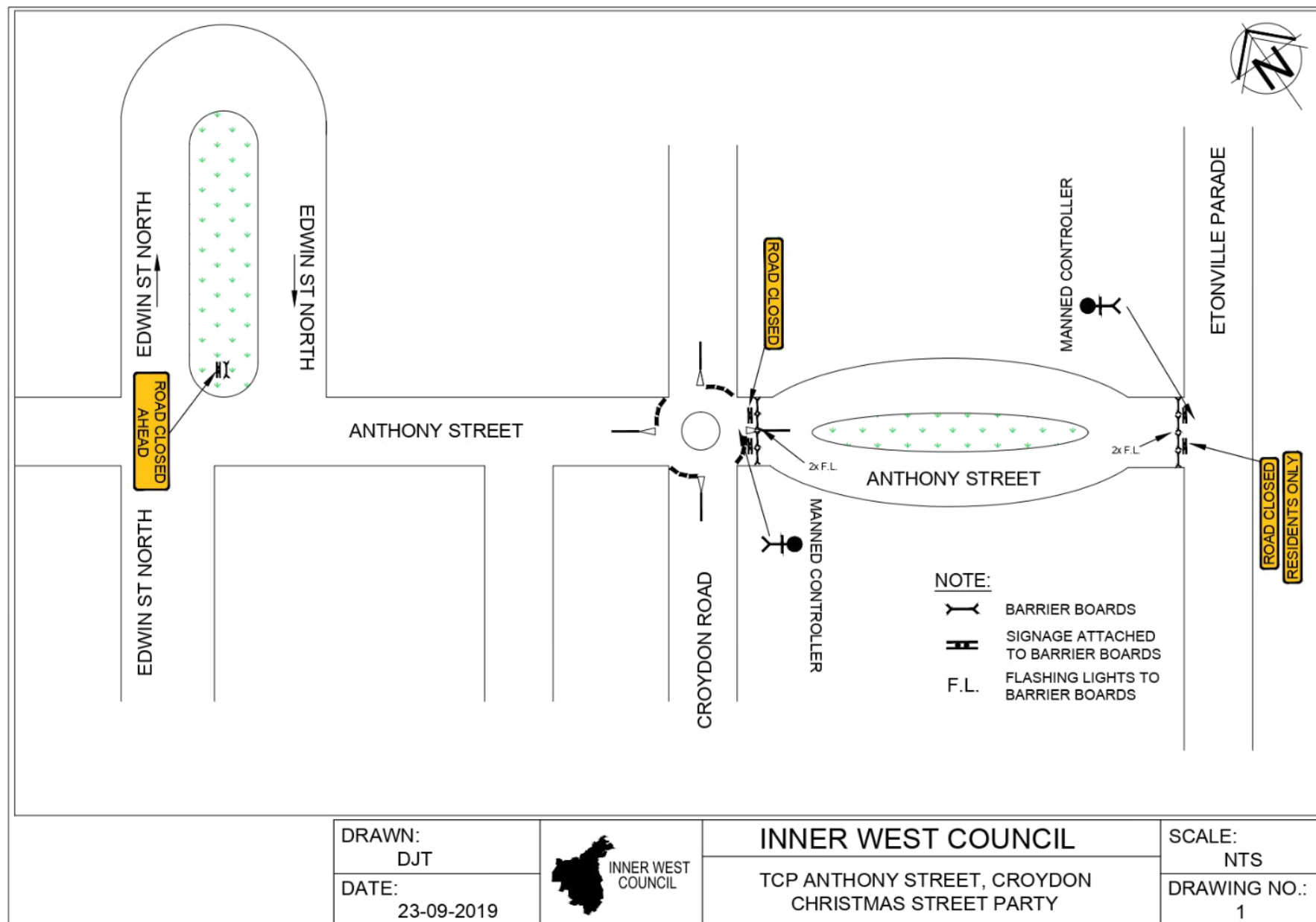
(2)

- D Assessment of public transport services affected.**
Is an assessment required?
- No, an assessment is not required. Anthony Street is not a bus route.
- E Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.**
Are these details required?
- No, these details are not required.
The barricades will be portable and can easily be moved should emergency vehicles require access. Pedestrians will be able to walk normally on the footpath or between the barricades. Cyclists will be able to negotiate the barricades. Heavy vehicles, if any, can detour via Croydon Road, Elizabeth Street, Etonville Parade and Hunt Street.
- F Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**
Is an assessment required?
- No, it is not applicable to this street closure for a Christmas Street party.
- G Assessment of effect of proposed measures on traffic movements in adjoining council areas.**
Is an assessment required?
- No, an assessment is not required.
The boundary with Burwood Council runs near Robinson Street (off Anthony Street) some 200 metres to the west of the proposed closed section of Anthony Street between Croydon Road and Etonville Parade. No traffic will be directed into streets under the control of Burwood Council.

H**Public Consultation Process**

Is a public consultation process required?

No, a public consultation process is not required. The closure is for 6 hours on a Saturday afternoon/evening for a Christmas street party. The event co-ordinator is responsible to notify affected residents/businesses and emergency services prior to the street closure.



Item No: LTC1119 Item 19

Subject: **EWART STREET, DULWICH HILL - PROPOSED PAINTED CHEVRON ISLAND (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)**

Prepared By: Scipio Tam - Engineer - Traffic and parking Services (South)

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council is proposing to install a painted chevron island on the northern side of Ewart Street, Dulwich Hill, immediately west of the entrance to Ewart Lane, to delineate the boundary between the pedestrian footpath and roadway.

RECOMMENDATION

THAT the proposed painted chevron island on the northern side of Ewart Street, Dulwich Hill, immediately west of the entrance to Ewart Lane, in order to delineate the boundary between pedestrian footpath and roadway, be APPROVED.

BACKGROUND

Council has recently undertaken maintenance works along Ewart Street, removing the existing grass verge on the northern side of Ewart Street, immediately west of the entrance to Ewart Lane and replacing the verge with an asphalt footpath along the boundary line. As the subject section of Ewart Street does not have any kerb & gutter to delineate the roadway from the footpath, a delineation treatment was then investigated.



Figure 1: Ewart Street – Before maintenance work to rehabilitate footpath along boundary line



Figure 2: Ewart Street – After maintenance work to rehabilitate footpath along boundary line

FINANCIAL IMPLICATIONS

The cost of the painted chevron island will be funded from Council's operating budget for signs and line marking.

OTHER STAFF COMMENTS

Street Name and Suburb	Ewart Street, Dulwich Hill
Section	At Ewart Lane
Carriageway Width (m)	13.3m
Carriageway Type	Two-way street
Classification	Local
85th Percentile Speed (km/h)	39.2 (2006)
Vehicles Per Day (vpd)	7301 (2013)
Reported Crash History (July 2013 - June 2018)	1 x RUM 00 (Pedestrian Collision – near side [2017])
Heavy Vehicle Volume (%)	2
Parking Arrangements	Unrestricted parking.

The concept plan below illustrates a proposed painted chevron island that would provide a separation between the footpath area and roadway as well as guiding vehicles away from pedestrian path and providing a traffic calming treatment at this location.



Figure 3: Ewart Street – Proposed painted chevron island – concept plan

With the grass verge removed along the boundary fence and replaced with asphalt, the footpath condition has been restored for pedestrian safety. It is proposed to provide a minimum footpath width of 1.5 metres alongside the chevron island.

It should be noted that the existing refuge island (adjacent to the proposed chevron island) is scheduled to be rehabilitated as part of the works.

PUBLIC CONSULTATION

Not applicable as public consultation was not required for linemarking at this location.

CONCLUSION

It is recommended that the Committee support the installation of a painted chevron island on the northern side of Ewart Street, Dulwich Hill, immediately west of the entrance to Ewart Lane, to provide separation between the pedestrian path and the roadway.

ATTACHMENTS

Nil.

Item No: LTC1119 Item 20**Subject:** **D3 IRON COVE TO ANZAC BRIDGE – REGIONAL CYCLEWAY DESIGN
(GULGADYA-LEICHHARDT & BALUDARRI-BALMAIN WARDS/BALMAIN
ELECTORATE/LEICHHARDT PAC)****Prepared By:** Stephen Joannidis - Urban Amenity Improvement - Delivery Manager**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

Council is proposing to upgrade cycle facilities in parts of Haberfield, Leichhardt, Lilyfield and Rozelle and along Lilyfield Road. Previous investigations and community engagements resulted in the concept option put forward by Council being largely rejected by the community. As a result, Council has re-engaged with the community to seek feedback on a number of alternatives so that Council can progress with an option that the community support.

In this instance, Council put forward two (2) options for consideration along Lilyfield Road, as follows:

- A. Provision of an on road cycle facility, comprising cycle lanes on sections with an uphill gradient and a mixed traffic profile where cyclists share the traffic lane with vehicles on downhill sections; and
- B. Provision of a bi-directional separated cycleway, comprising a number of one way sections of Lilyfield Road. This was the option previously consulted.

In addition, due to feedback about the steepness of Lilyfield Road at the western end, four supplementary routes were developed in collaboration with the local Bicycle User Groups and these were included in the engagement process to determine the community's preference for an alternative route with more gentle gradients. The supplementary routes were as follows:

1. Hawthorne Canal to Balmain Road;
2. Waratah Street to Balmain Road;
3. Charles Street to Henry Street; and
4. Maliyawul Street to Balmain Road.

Community feedback for Lilyfield Road was consistent with the previous engagement process, with Option A favoured and the implementation of one way sections unanimously objected to. Community feedback for the supplementary routes was mixed, with no option favoured in a majority and a significantly reduced number of respondents commenting when compared to Lilyfield Road. Whilst Route 4 was favoured in a small majority as part of the engagement process, Route 2 is favoured by the local Bicycle Users Groups and it is on this basis that both options are suggested for progression to the concept design stage and for further consultation following that.

RECOMMENDATION

THAT the Committee supports the progression of the project as follows:

- **Lilyfield Road – develop a concept design for Option A and re-engage with the community following development; and**
 - **Supplementary Routes – develop concept designs for Routes 2 and 4 and re-engage with the community following development.**
-

BACKGROUND

The proposed Regional Cycleway Route from Iron Cove to ANZAC Bridge, Rozelle along Lilyfield Road was identified in the Inner Sydney Regional Bike Plan and the former Leichhardt Council's 2016 Bike Plan as a route to be upgraded to a separated two-way cycleway.

Inner West Council commenced investigations and concept design for a separated cycleway along Lilyfield Road in late 2015. The route included a bi-directional separated cycleway along Lilyfield Road from the western bank of the pedestrian / cycle bridge over Hawthorne Canal to the overhead pedestrian / cycle bridge on Victoria Road, a length of approximately 2.7km.

In response to the level of resident and Bike User Group concern expressed during the last phase of community and stakeholder engagement undertaken between November 2017 and March 2018, Council resolved to develop a revised plan for the cycleway following investigation of several options.

This report outlines the outcomes of that further engagement process.

FINANCIAL IMPLICATIONS

The project is fully funded by the NSW Government and aims to increase safety for bike riders, pedestrians and motorists.

OFFICER COMMENTS:Lilyfield Road Cycleway and Supplementary Route Options

Following the previous engagement process, a feasibility assessment was carried out along Lilyfield Road to identify and assess a range of options that improve the cycle facilities along the road, as well as improving the safety for cyclists, pedestrians and motorists. The assessment identified the following options:

- A. Provision of an on road cycle facility, comprising cycle lanes on sections with an uphill gradient and a mixed traffic profile where cyclists share the traffic lane with vehicles on downhill sections; and
- B. Provision of a bi-directional separated cycleway, comprising a number of one way sections of Lilyfield Road. This was the option previously consulted.

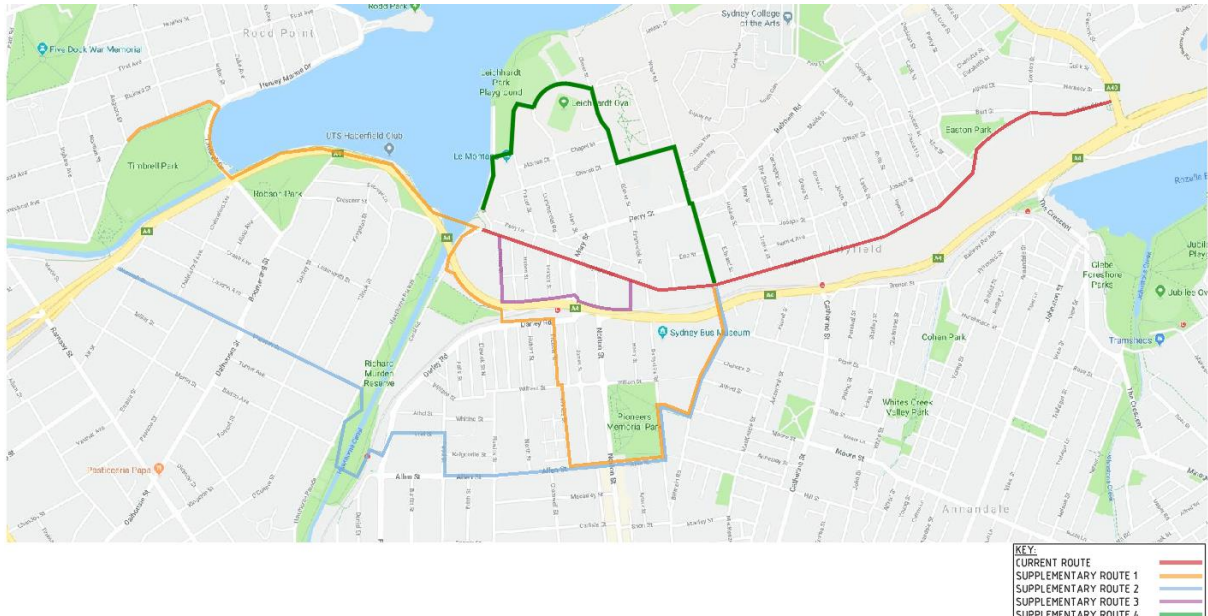
It is noted that Option A is essentially an upgrade of the existing provisions on site, with signage and line marking improvements, and switching the side of the road that the cycle lane is on in some sections to ensure that cyclists in the uphill direction benefit from such a facility. Option B is essentially the option that was included as part of the previous 2017 and 2018 engagement processes. Other options were considered, but were not put forward for a variety of reasons.

As part of the previous engagement, it was noted that the western section of Lilyfield Road was steep in an eastbound direction and that this may be an impediment to some cyclists. In collaboration with the local Bicycle User Groups, Council developed a number of supplementary routes that avoided the steep section of Lilyfield Road. Whilst these routes were often longer in terms of distance to be cycled, they offered an alternative to Lilyfield Road with gentler gradients.

The identified supplementary routes were as follows:

- 1. Hawthorne Canal to Balmain Road;
- 2. Waratah Street to Balmain Road;

3. Charles Street to Henry Street; and
4. Maliyawul Street to Balmain Road.



PUBLIC CONSULTATION

The options as identified for Lilyfield Road and the supplementary routes were put forward as part of the community engagement process and comment sought on the community's preference.

It was noted that a further engagement process would follow this one, whereby the concept designs resulting from the feedback received as part of this process, would be presented for further comment.

188 responses were received for this project. This included 162 responses via the Your Say Inner West project page and 26 responses via email directly to Council's Project Manager.

Of the 188 responses, 21 common and general points were raised directly related to the proposals as follows:

Lilyfield Road

1. Support Section 1 proposal;
2. Support Section 1 proposal with kerb separation;
3. Prefers Section 2, Option A;
4. Prefers Section 2, Option B;
5. Prefers section 3, Option A;
6. Prefers section 3, Option B;
7. Against all options with one way streets;
8. All plans unsuitable. Leave as is; and
9. Route needs to integrate with WestConnex parkland/ Rozelle goods line.

Supplementary Routes

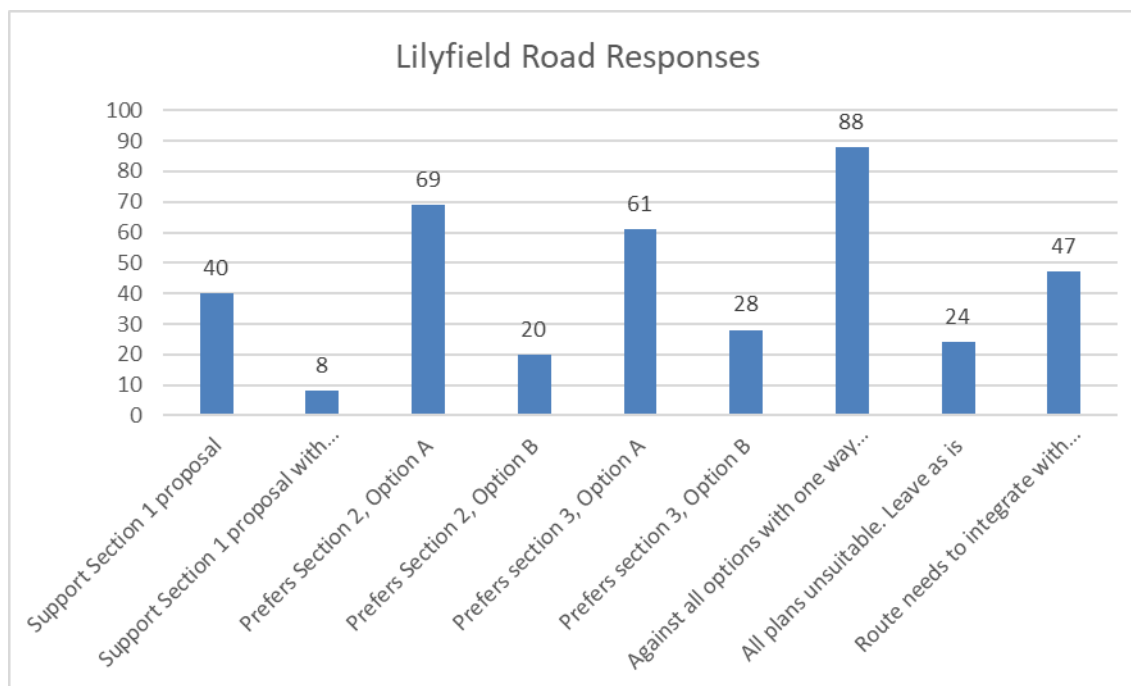
10. Prefers supplementary route through light rail tunnel instead of options proposed;
11. Supportive of supplementary routes;
12. Supplementary routes are preferred to Lilyfield Road;
13. For supplementary route 1;
14. For supplementary route 2;
15. For supplementary route 3;

16. For supplementary route 4;
17. Against supplementary route 1;
18. Against supplementary route 2;
19. Against supplementary route 3;
20. Against supplementary route 4; and
21. Against all supplementary routes.

It is noted that respondents typically offered more than one comment in each submission.

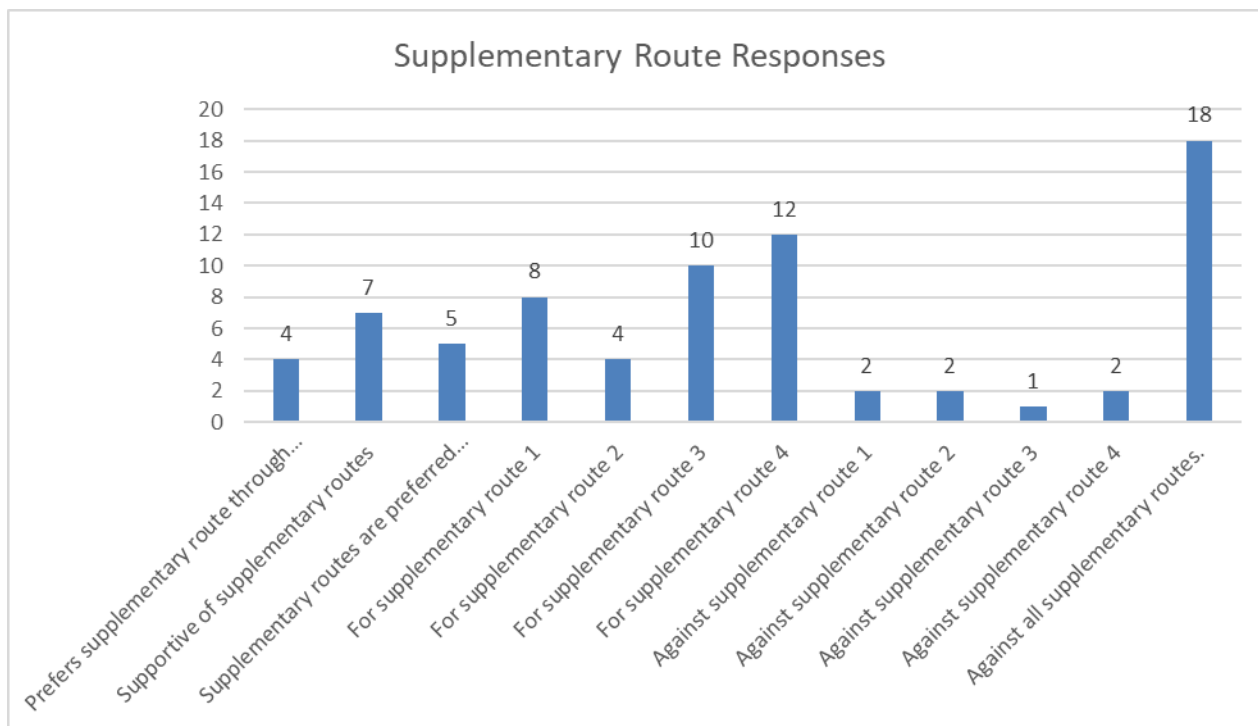
For Lilyfield Road, the responses were generally in favour of the on road cycle lane and mixed traffic options, with the only general issue receiving greater comment being the 88 respondents objecting to any option that resulted in one way sections of Lilyfield Road.

A common comment also related to coordination with WestConnex should be undertaken to ensure a link through the proposed parkland and connection to ANZAC Bridge. In relation to this, it is noted that Council is in communication with Transport for New South Wales, but final plans for the WestConnex works in the vicinity are not developed currently.



For the supplementary routes, response numbers were far less than those received related to Lilyfield Road. None of the four options was favoured in a majority, with the largest response being from respondents being against all the supplementary routes. In real terms, Route 4, connecting Maliyawul Street to Balmain Road, was the preferred supplementary option, with a minor majority.

It is noted that Route 2 is favoured by the local Bicycle User Groups.



In consideration of the supplementary routes to progress to the concept design stage and to further community engagement, it is suggested that both Route 2 and Route 4 are put forward. It is considered that these two routes best serve the community in providing an alternative to the steep section of Lilyfield Road between Charles Street and Mary Street as they service different sections of the adjacent suburbs.

Route 4, favoured by the community as part of the engagement process, services those connecting to and from Iron Cove and the Bay Run, and provides a link from the western end of Lilyfield Road, bypassing the steep gradient and connecting to Lilyfield Road at the Balmain Road intersection.

Route 2, favoured by the Bicycle User Groups, provides a link to and from the south and the Greenway. It provides a link to and from the Greenway, bypassing the steep section and connecting to Lilyfield Road at the Balmain Road intersection.

CONCLUSION

It is recommended that the Committee supports the progression of the project as follows:

- Lilyfield Road – develop a concept design for Option A and re-engage with the community following development; and
- Supplementary Routes – develop concept designs for Routes 2 and 4 and re-engage with the community following development.

ATTACHMENTS

1. [Community Engagement Outcomes Report](#)
2. [Lilyfield_Road](#)
3. [Supplementary_Routes](#)



Community Engagement Outcomes Report

Rozelle Regional Cycleway

Summary

The community engagement and public exhibition process took place from Monday, 26 August 2019 until Wednesday, 25 September 2019. The process included a letterbox drop, information provided on Council's Your Say website, drop in sessions, Council's social media pages and a media release.

Information released invited stakeholders to attend two drop in information sessions as follows:

- Wednesday, 4 September 2019 - 6.30pm to 8.30pm at Leichhardt Oval
- Saturday, 7 September 2019 – 2pm to 4pm at the Hawthorn Canal.

Over the course of the process, 188 responses were received from the community comprising 162 via Your Say Inner West and 26 emails sent directly to Council's Project Manager.

The engagement included consideration of two components of the Rozelle Regional Cycleway, being:

1. Lilyfield Road Cycleway – seeking feedback on possible options for cycle facility upgrades along Lilyfield Road
2. Supplementary Routes – seeking feedback on four alternative routes adjacent to Lilyfield Road that avoid the western end of the road due to previously noted concerns over the gradient of that section.

The results generally indicated:

Lilyfield Road

- Approximately 47% of respondents specifically objected to Option B involving making sections of Lilyfield Road one-way
- Approximately 35% of respondents specifically indicated a preference for Option A, being the provision of an on-road cycle lane on uphill sections and a mixed traffic facility where cyclists share the traffic lanes with vehicles on downhill sections.

Supplementary Routes

- Feedback on the supplementary routes was minimal, with no route heavily favoured, but 6.4% of respondents did favour Route 4, being the route connecting Maliyawul Street to Balmain Road.

Background

Council has previously developed concept designs and engaged the community on a proposed cycleway upgrade along Lilyfield Road. The results of that engagement indicated very little support for the design proposed. As a result, Council has re-engaged with the community and sought feedback on several different options that are feasible along the road to determine the communities favoured option to progress to future design stages.

In addition, due to feedback about the steepness of Lilyfield Road at the western end, four supplementary routes were developed in collaboration with the local Bicycle User Groups. These were included in the engagement process to determine the community's preference for an alternative route with more gentle gradients.

Engagement Methods

The following engagement methods were used:

- Online feedback form on yoursay.innerwest.nsw.gov.au
- Two onsite drop in sessions
- Letterbox drop to properties
- Workshop with local Bicycle User Groups.

Promotion

The engagement period was promoted via:

- Your Say Inner West project page and home page
- Letterbox drop
- Social media
- Council's website
- Media release
- Your Say Inner West Ecofest stall

Engagement outcomes

Who did we hear from?

188 responses were received for this project. This included 162 responses via Your Say Inner West and 26 responses via email directly to Council's Project Manager.

Whilst not all respondents indicated their location, the majority of respondents that did were from the local area of Lilyfield, Rozelle and Leichhardt. Responses were also received from residents of Croydon and Ashfield that use the route to commute to and from the Sydney CBD.

What did they say?

Of the 188 responses, the general points were as follows.

Lilyfield Road

- 40 respondents (21%) support the Section 1 proposal without changes, 8 respondents (4%) support the Section 1 proposal in conjunction with a separation kerb and the remaining 75% chose not to comment on this section
- For Section 2, 69 respondents (37%) support Option A, 20 respondents (11%) support Option B and the remaining 52% chose not to comment on this section
- For Section 3, 61 respondents (32%) support Option A, 28 respondents (15%) support Option B and the remaining 53% chose not to comment on this section
- 88 respondents (47%) specifically stated that they were against all options that involved one way sections of Lilyfield Road, the remaining 53% chose not to comment on this issue
- 24 respondents (13%) indicated that all plans were unsuitable and that Lilyfield Road should be left as is, the remaining 87% of respondents chose not to comment on this issue
- 47 respondents (25%) indicated that the proposals should be integrated with the WestConnex works and the proposed parkland, with the remaining 75% choosing not to comment on this issue.

Supplementary Routes

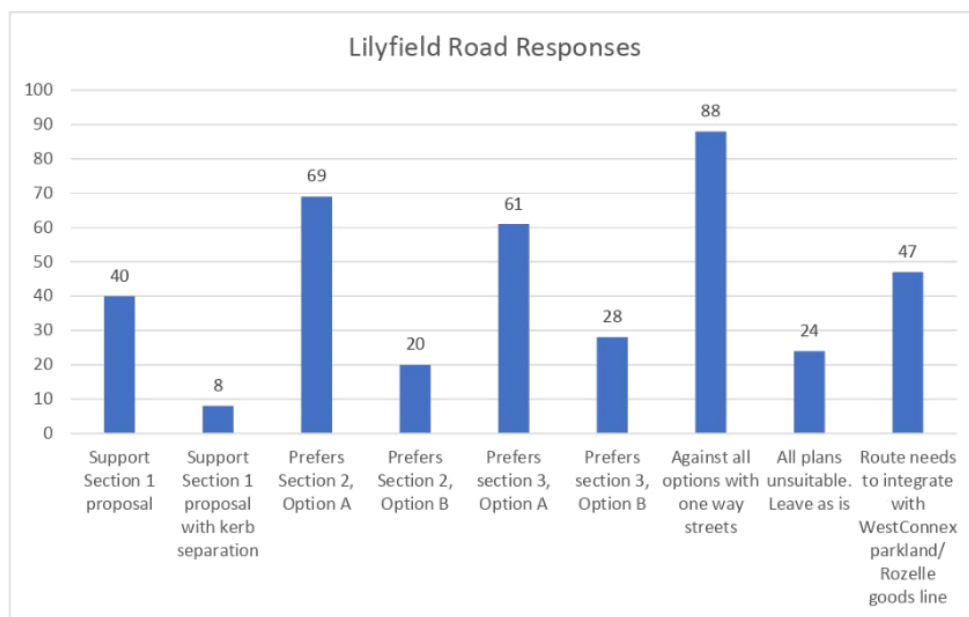
- 4 respondents (2%) prefers supplementary route through light rail tunnel instead of options proposed with 98% choosing not to comment on this issue
- 7 respondents (4%) were supportive of supplementary routes generally, with 96% choosing not to comment on this issue;
- 5 respondents (3%) preferred the supplementary routes preferred to Lilyfield Road, with 97% choosing not to comment on this issue
- 8 respondents (4%) supported supplementary route 1, 2 respondents (1%) did not support route 1 whilst the remaining 95% did not comment on this route
- 4 respondents (2%) supported supplementary route 2, 2 respondents (1%) did not support route 2 whilst the remaining 97% did not comment on this route
- 10 respondents (5%) supported supplementary route 3, 1 respondent (1%)

Page 3 of 5

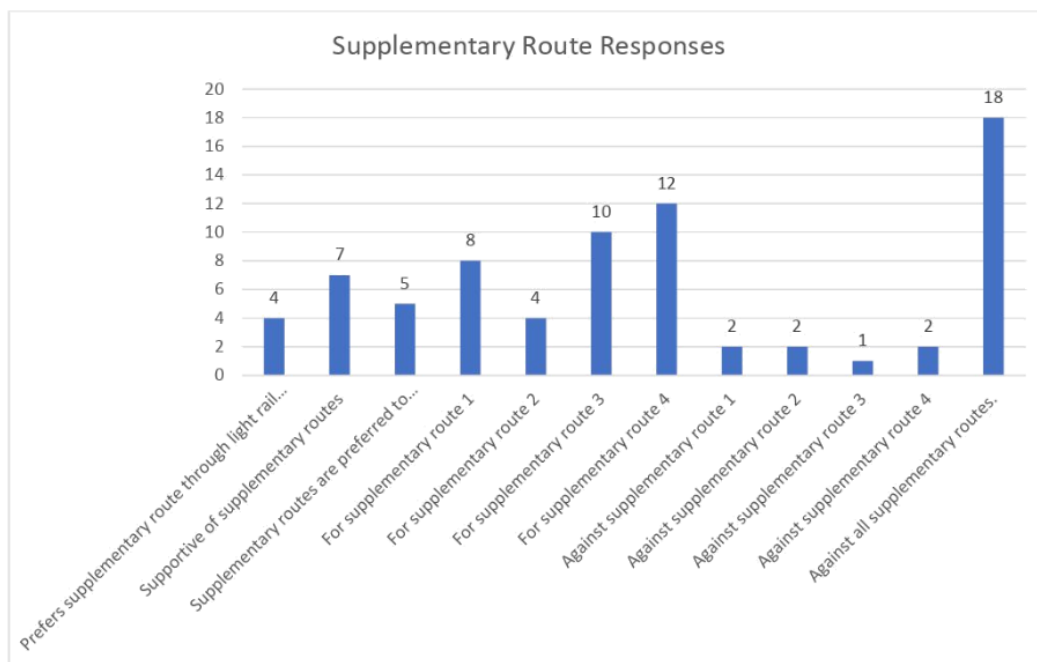
- did not support route 3 whilst the remaining 94% did not comment on this route
- 12 respondents (6%) supported supplementary route 4, 2 respondents (1%) did not support route 4 whilst the remaining 93% did not comment on this route
 - 18 respondents (10%) were against all supplementary routes, with the remaining 90% choosing not to comment on this issue.

It is noted that respondents typically commented on more than one route option in their response.

For Lilyfield Road, the responses were generally in favour of the on-road cycle lane and mixed traffic options. The main issue raised, by 47% (88 respondents), was in total opposition to one way sections of Lilyfield Road.



For the supplementary routes, response numbers were far less than those received related to Lilyfield Road. None of the four options were favoured in a majority, with the largest response being from respondents being against all the supplementary routes. In real terms, route 4, connecting Maliyawul Street to Balmain Road, was the preferred supplementary option.



Next Steps

The next steps in delivering the Rozelle Regional Cycleway will be to take the outcomes of the community engagement process and develop concept designs that incorporate the feedback received. The developed concept designs will then be presented to the community as part of a further engagement process for comment.

COMPLETE



D3 Iron Cove to Anzac Bridge Rozelle Regional Cycleway Design

Feasibility Report- Lilyfield Road Cycleway

Complete Urban Pty Ltd
Suite 3/10 Regent Street
Chippendale NSW 2008

Version 5: 8 August 2019



COMPLETE

CONTENTS

1	Introduction	2
2	Project Objectives and Design Principles	2
2.1	Objectives	2
2.2	Design Principles	3
3	Route Assessment Methodology and Considerations	3
3.1	Process	3
3.2	Assumptions	4
3.3	Cycle Facility Considerations	4
3.4	Pedestrian Considerations	4
3.5	Traffic Operation Considerations	4
3.6	Parking Considerations	4
3.7	Public Transport Considerations	4
3.8	Street Trees, Landscape and Public Open Space Considerations	4
3.9	Future Stages	4
4	Route Overview	5
4.1	Study Area	5
4.2	Existing Cycle Facilities on route	6
5	Proposed Concept Treatment Details	6
5.1	Treatment Components	6
5.1.1	Buffer-separated Shoulder Cycle Lane	6
5.1.2	Kerb-separated Cycle Lane	6
5.1.3	Mixed Traffic	7
5.2	Proposed Treatments	7
5.3	Treatment Details Along Lilyfield Road	8
5.3.1	Section 1: Hawthorne Canal to Norton Street	8
5.3.2	Section 2: Norton Street to Balmain road	8
5.3.3	Section 3: Balmain road to Victoria Road	9
6	The Next Steps	10
7	Appendix	10

Revision Control

Version	Description	Date	Prepared by
1	Feasibility Report	16.07.19	N Parish B Shrestha
2	Feasibility Report: Addition of appendix with summary of each section	29.07.19	N Parish B Shrestha
3	Feasibility Report	01.08.19	N Parish B Shrestha
4	Feasibility Report	05.08.19	N Parish B Shrestha
5	Feasibility Report	08.08.19	N Parish B Shrestha

COMPLETE URBAN

COMPLETE

1 INTRODUCTION

COMPLETE Urban Pty. Ltd. (COMPLETE) has been engaged by Inner West Council (IWC) to undertake a detailed route assessment and feasibility report of the proposed Regional Cycleway Route from Iron Cove to Anzac Bridge, Rozelle along Lilyfield Road. The regional cycleway was identified in the Inner Sydney Regional Bike Plan and former Leichhardt Council's 2016 Bike Plan as a route to be upgraded to a separated two-way cycleway. The project is fully funded by the NSW Government and aims to increase safety for bike riders, pedestrians and motorists. The route extends from Canal Road to Victoria and is approximately 2.7km long.

IWC had commenced investigations and concept design for a separated cycleway along Lilyfield Road in late 2015. The route included a bi-directional separated cycleway along Lilyfield Road from the western bank of the pedestrian/ cycle bridge over Hawthorne Canal to the overhead pedestrian/cycle bridge on Victoria Road. In response to the level of resident and bike user groups' concern expressed during the last phase of community and stakeholder engagement undertaken between November 2017 and March 2018, Council resolved to develop a revised plan for the cycleway following investigation of several options.



2 PROJECT OBJECTIVES AND DESIGN PRINCIPLES

2.1 OBJECTIVES

Inner West Council has the following primary objectives for this project:

- respect the communities along the route;
- generally satisfy relevant standards and guidelines for cycleways;
- respond to feedback received from community and stakeholder engagement processes;
- consider heritage issues;
- minimise and, where possible, replace any loss of on-street parking;
- cater for cyclists of all ages and abilities;
- achieve good connectivity to the existing and proposed pedestrian and cyclist facilities linking to the proposed cycleway;
- ensure opportunities for ease of connection to a future cycleway through the Rozelle Railyards are incorporated into the design with minimal future modification of the proposed cycleway;
- integrate with other strategies and proposals affecting or adjacent the route.
- obtain all required approvals from landowners, authorities, utilities and service providers;
- minimise additional traffic travelling time and congestion in the area. Avoid infiltration of any diverted/ re-routed traffic into minor residential streets;
- maintain access to property frontages, property functions, and driveways;
- minimise impacts on the natural ecosystem, heritage features, and existing utilities;
- provide a safe, enjoyable, and interesting cycleway that is responsive and integrated with the streetscape;
- develop a simple and unified range of construction elements and landscape features that are easily maintained;
- respond to the outcomes of previous community and stakeholder engagement and resolutions of the Local Traffic Committee meeting and Council;
- prepare detailed design plans, cost estimates and construction set-out files for the works (Future Stage).

COMPLETE

2.2 DESIGN PRINCIPLES

The following design principles are considered as part of the assessment to ensure that the developed options are appealing to existing cyclists and potential users thinking about cycling as an alternative mode of transport:

- **Coherence**

- The network should link to popular destinations and trip generators and to adjacent cycle routes in the area;
- The network should be continuous, and it should be clear where the route leads;
- Intersections should provide a clear path for bicycle riders and other road users, and
- The quality of the bicycle facilities should be consistent throughout the length of the route regardless of the bicycle facility typology.

- **Directness**

- The route should be as direct as safely practicable. Long detours and steep gradients should be avoided if possible;
- The route should take into account the slow speed of bike riders ascending compared to the high speed of bike riders descending; and
- Delays due to prolonged crossing times at major barriers or due to site constraints should be avoided and the route should allow for a safe comfortable and consistent operating speed throughout the length of the route.

- **Safety**

- The proposed bicycle route and facilities should be well designed and improve and enhance the road safety of bicycle riders, pedestrians and motorists;
- Intersections should be designed to explicitly include bicycles as well as other road user types; and
- Bicycle routes past bus stops should be designed for safe accommodation of riders, bus passengers, other pedestrians and vehicles.

- **Attractiveness**

- The bicycle route should fit into the surrounding environment so that the enjoyment of all road users is enhanced. Community support for cycling is greater if the activity is enjoyable and an attractive cycle facility aids enjoyment;
- Clear and well-placed signposting should indicate major destinations; and
- The route should feel safe and offer good personal security.

- **Comfort**

- The bicycle route must be easy to use for all types of riders. A smooth and well-maintained riding surface is essential for both comfort and safety;
- Depending on the speed and volume of other traffic (motor vehicles or pedestrians), some level of separation is often needed;
- Clearly marked bicycle facilities that allocate operating space to bicycle users are the most appropriate types of facilities on all but low volume and low speed roads; and
- Effective intersection treatments, providing a safe and direct crossing, is important for overall route comfort.

3 ROUTE ASSESSMENT METHODOLOGY AND CONSIDERATIONS

3.1 PROCESS

This report has been prepared in response to Council's request to prepare revised concept design to be used for public exhibition. The route assessment has been carried out utilising the following methodology:

- Site inspection of the proposed route and adjacent areas;
- Assessment and utilisation of the detailed survey of Lilyfield Road provided by Council;
- Site assessment and recording of site features, incorporating:
 - Existing road geometry, including measurement of key site features to assist in the evaluation of route options and bicycle facility typologies;
 - Existing traffic conditions, including identification of sections of high traffic/ pedestrian volumes, high traffic speeds, areas of traffic congestion etc.;
 - Existing kerbside parking provisions, including identification of areas of high parking utilisation, high parking turnover, location of existing bus stops/ mail zones etc.;
 - Existing pedestrian provisions, including areas of high pedestrian concentration, location of crossings and type of control, any areas of inadequate pedestrian storage space, locations of substandard kerb ramps potentially impacted by a cycle facility etc.;
 - Location and frequency of driveways and side roads along the proposed routes. In addition, assessment of the turning movements and usage (volume) associated with any side road and high use driveways;
 - Location and condition of any street trees and landscaping potentially impacted by a cycle facility; and
 - Location of any street furniture items potentially impacted by a cycle route.
- Preparation of a concept design feasibility report outlining the findings of the assessment process, including a recommended final concept design; and
- Stakeholder meeting with Council representatives to present and discuss the route assessment findings and preliminary design opportunities.

COMPLETE URBAN

COMPLETE

3.2 ASSUMPTIONS

The following assumptions are relevant to the preparation of this route assessment study:

- It is assumed that the minimum traffic lane width on roads with bus routes is 3.2m. This is the minimum requirement that has been permitted by the RMS and Sydney Buses on other routes COMPLETE has been involved in,
- Dimensions of parking spaces are based on AS2890.5; and
- Design proposals at signalised intersections are subject to approval from the RMS.

3.3 CYCLE FACILITY CONSIDERATIONS

Whilst the overall objective is to provide a safe and well-linked cycle facility that is attractive to new and existing cyclists, the cycle route and facility typology must be balanced against the greater needs of the road network, the general public, and the residents and businesses that are located along the route. In light of this, the developed options consider the potential implications of differing cycle facility typologies against existing traffic and parking provisions, public transport infrastructure, pedestrian facilities and existing landscaping/ street trees.

3.4 PEDESTRIAN CONSIDERATIONS

The assessment considers and identifies the existing pedestrian facilities and how potential cycle facilities would impact on those facilities.

3.5 TRAFFIC OPERATION CONSIDERATIONS

The assessment also considers the potential impacts of cycleway options on the existing traffic operation of the route and intersections along the route. Specific consideration of the number of traffic lanes (including short turning lanes at intersections), lane widths, traffic volumes (assessed as high, medium, low - not measured) and vehicle speeds (assessed – not measured).

Any changes at signalised intersections are likely to require additional assessment to meet the requirements of the RMS.

3.6 PARKING CONSIDERATIONS

The assessment considers the parking implications of the route alignment and the cycle facility typology options. Specific reference is made in relation to potential loss of parking.

3.7 PUBLIC TRANSPORT CONSIDERATIONS

Where public transport provisions are located on possible route alignment options, the assessment considers the effects of implementing a cycleway on the traffic lane widths and bus stop facilities. (It is noted that Sydney Buses Infrastructure Guide suggests minimum desirable lane widths for bus routes of 3.2m).

3.8 STREET TREES, LANDSCAPE AND PUBLIC OPEN SPACE CONSIDERATIONS

The assessment also considers the potential impact on existing landscaping and street tree installations and evaluated the potential landscape and open space losses incurred as a result of providing a cycle facility adjacent.

3.9 FUTURE STAGES

Following completion and endorsement of the concept design stage, and subject to Council's direction, COMPLETE will progress the project to the detailed design and for construction documentation stages.

COMPLETE URBAN

COMPLETE

4 ROUTE OVERVIEW

4.1 STUDY AREA

For the purposes of this report, Lilyfield Road has been divided to the following sections as shown in Figure 1 below:

1. Hawthorne Canal to Norton Street,
2. Norton Street to Balmain Road, and
3. Balmain Road to Victoria Road.

The treatment options considered for each of the sections are:

1. Improvements to existing on-road bicycle facilities, and
2. Provision of separated, bi-directional cycleway with one-way traffic flow.

According to WestConnex, the new **Rozelle Interchange** (located east of Lamb Street up to Victoria Road) will be located almost completely underground and is to include creation of up to 10 hectares of new publicly accessible open space within the Rozelle Rail Yards [1]. Also included in this open space is a pedestrian and cycle path system to link to the proposed Lilyfield Road cycleway.

Therefore, it is worth noting that consultation with WestConnex is needed to define the scope of Lilyfield Road cycleway.

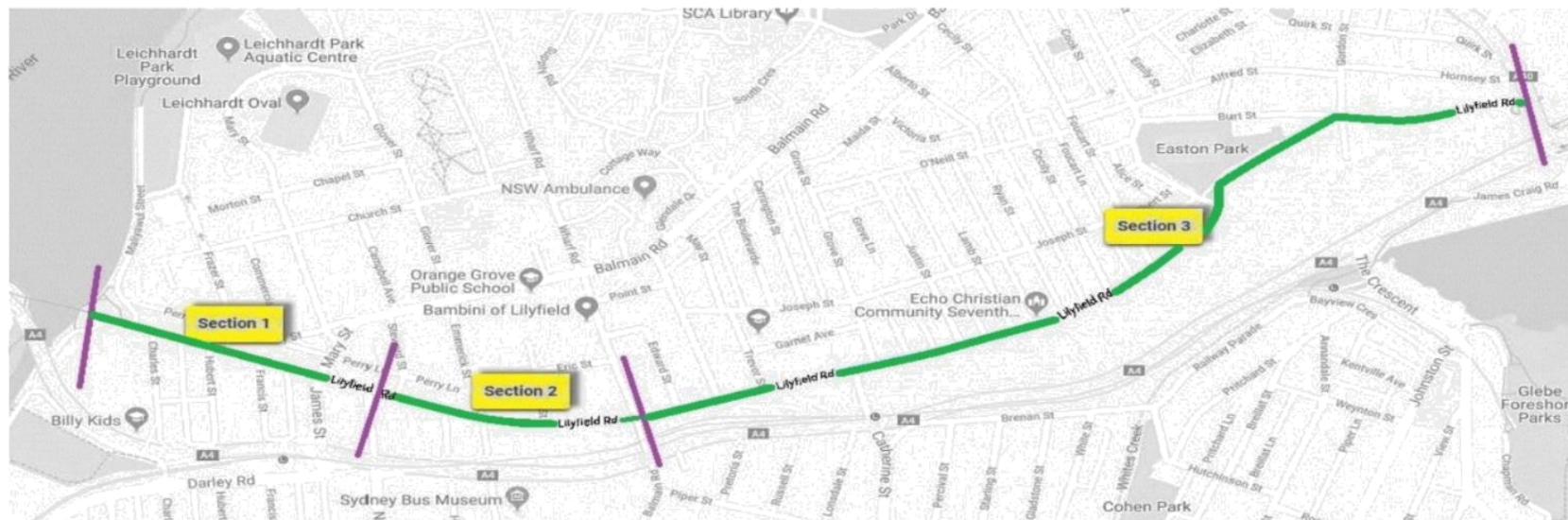


Figure 1 – Lilyfield Road section overview

[1]: WestConnex M4-M5 Link Concept Design, May 2017, p. 38- 44. URL: <https://www.westconnex.com.au/sites/default/files/M4-M5%20Link%20Concept%20Design%20-%20WCX%20website.pdf>

COMPLETE URBAN

IWC Rozelle Regional Cycleway Design – Feasibility Report

File Path: Z:\Projects\2974 IWC Rozelle Regional Cycleway Design\02 Activities\02-G Feasibility Report\Rozelle Regional Cycleway Design Feasibility Report_rev 5- Lilyfield Road.docx

Issue Details: Ver2 8/08/2019
Approved: NP
Page 5 of 10

COMPLETE

4.2 EXISTING CYCLE FACILITIES ON ROUTE

Section of Road	Existing cycle facilities
Canal Road to Charles Street	On-road cycle symbols (faded)- eastbound separated shoulder lane and westbound mixed traffic North of Canal Road links to existing 2.2m wide concrete bi-directional shared path along Maliyawul Street and into Leichhardt Park.
Charles Street to Hubert Street	On-road cycle symbols (faded)- eastbound shoulder lane (adjacent to parking lane) and westbound mixed traffic
Hubert Street to Francis Street (eastern)	On-road cycle symbols (faded)- eastbound shoulder lane (adjacent to parking lane) and westbound mixed traffic
Francis Street to James Street/ Mary Street	Eastbound shoulder lane changes to mixed traffic at the intersection
James Street/ Mary Street intersection	No linemarking/ priority for cyclists at the intersection
James Street/ Mary Street to Norton Street	No linemarking/ priority for cyclists at this location. Linemarking resumes east of Norton Street
Norton Street at Lilyfield Road	Clearly marked bicycle lanes both directions- westbound lane is crossing Norton Street and thus is marked green. Norton Street is mixed traffic area.
Norton Street to Henry Street	Eastbound cycle lane ends, and route is mixed traffic eastbound after crossing the mid-block raised pedestrian crossing
Henry Street to Balmain Road	Eastbound mixed traffic and westbound shoulder lane
Balmain Road to Denison Street	Eastbound mixed traffic and westbound shoulder lane
Denison Street to Gordon Street/ Burt Street	Eastbound shoulder lane and westbound mixed traffic
Gordon Street to Victoria Road	Eastbound shoulder lane and westbound mixed traffic

5 PROPOSED CONCEPT TREATMENT DETAILS

5.1 TREATMENT COMPONENTS

The following images demonstrate the different components of treatments proposed in this report.

5.1.1 BUFFER-SEPARATED SHOULDER CYCLE LANE

The cycle lane and the parking lane are separated by a gap 400mm – 600mm wide (called "buffer") to provide a clear space between cyclists and parked cars. This additional clearance is to allow for car door opening. The buffer gap may be painted with chevron (as shown in the image below) or left unpainted.



Location: Spring Street, Melbourne VIC

5.1.2 KERB-SEPARATED CYCLE LANE

A kerb (around 400mm wide and 150mm high) is used to separate cyclists from adjacent vehicular traffic or parked cars. Gaps are provided at intervals to allow for drainage.



Location: Liverpool Street, Town Hall NSW

COMPLETE URBAN

COMPLETE

5.1.3 MIXED TRAFFIC

In areas treated as mixed traffic, bicycle riders share lane space on the road with motor vehicles. The area is denoted by a bicycle symbol painted on the road pavement.



Location: Amherst Street, Cammeray NSW

5.2 PROPOSED TREATMENTS

Throughout all sections of the route, one or more of the following treatments are proposed:

Treatment 1: Buffer-separated shoulder cycle lane in one direction with mixed traffic on the other side of the road. The cycle lane is separated from the parking lane by a buffer (around 400mm – 600mm wide gap painted on the road between the parking lane and the cycle lane), while the other side of the road is treated as mixed traffic.

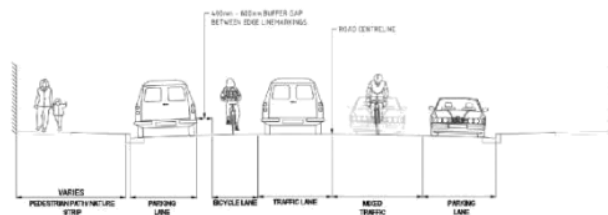


Figure 2.1: Treatment 1

Treatment 2: Kerb-separated cycle lane in one direction with mixed traffic on the other side of the road. The separated cycle lane is positioned between parking lane and kerb and is separated from the parking lane by a kerb around 400mm wide and 150mm high.

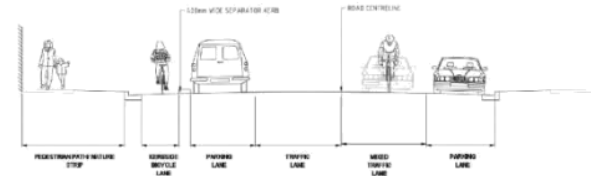


Figure 2.2: Treatment 2

Treatment 3: Kerb-separated cycle lane in one direction with mixed traffic on the other side of the road (with parking lane removed). This treatment method is similar to option 2 with the difference being that the parking lane is removed so the cycle lane is adjacent to traffic lane, separated by kerb, with mixed traffic on the other side of the road



Figure 2.3: Treatment 3

Treatment 4: Bi-directional kerb-separated cycleway- this layout consists of two-way cycleway separated from the adjacent traffic lane or parking lane by a minimum 400mm wide and 150mm high kerb.

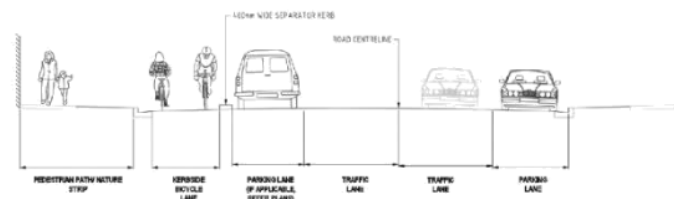


Figure 2.4: Treatment 4

COMPLETE URBAN

COMPLETE

Treatment 5: Bi-directional kerb-separated cycle lane with one-way vehicular traffic

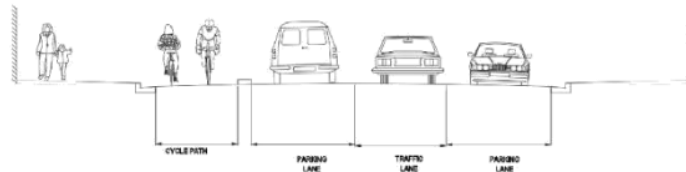


Figure 2.5: Treatment 5

5.3 TREATMENT DETAILS ALONG LILYFIELD ROAD

5.3.1 SECTION 1: HAWTHORNE CANAL TO NORTON STREET

5.3.1.1 Improvements to existing on-road bicycle facilities

Proposed treatment: Treatment 1 Eastbound

Noting that it is uphill eastbound, it is recommended that a buffer-separated cycle lane treatment be applied this direction. The westbound cycle route is then treated as mixed traffic.

Total cycle lane width: 1.5m (eastbound)

Separation: 0.6m buffer gap between cycle lane and parking lane

Total traffic lane: 6m (two-way)

Parking lane: 2.1m - 2.4m either side, loss of 4 parking spaces west of Mary Street (2 spaces either side of Lilyfield Road)

- Retain the existing uphill bike lane and downhill mixed traffic arrangement with minor deviations to existing linemarking. At the painted roundabout area near Canal Road, push back the stop line for vehicles, in order to continue the cycle lane westbound and to connect it to the existing cyclepath;
- Kerb returns at Charles Street are extended to slow vehicles, along with stop lines for vehicles departing Charles Street;
- Due to the steep longitudinal fall westbound, appropriate signs recommending caution are to be placed (e.g. "Steep Descent");
- Closer to the intersection at Mary Street, the cycle lanes are separated from traffic by a separator kerb since parking facilities are not required (or are removed) for a short distance (Refer Treatment 3);
- By removing the parking lane near James Street (west side), the westbound route can also be made a cycle lane (either kerb- or buffer-separated), at the loss of two parking spaces. Alternatively, the westbound parking lane can be retained by implementing mixed traffic treatment here considering the topography is downhill in that direction;

- The two northbound lanes at James Street are changed to only one left turn lane into Lilyfield Road since the parking lane is to be removed as mentioned above. Currently there are no pavement arrows on James Street northbound; and
- East of Mary Street: the kerb is indented to shift the parking lane closer to the property boundary, so an on-road cycle lane can be provided for eastbound cyclists. It is to be noted that this would require removal of 2-3 street trees, and relocation of a light/power pole and Sydney Water asset.

Alternatives considered:

- Treatment 2 Eastbound: The benefit of implementing this layout- i.e. cycle lane between kerb and parking lane and separated by kerb, is that the cyclists are not only protected from vehicular traffic, but also from drivers looking to park who may accidentally drive into the cycle lane. The separator kerb acts as a barrier thereby offering cyclists a safe environment;
- A disadvantage, however, is that this layout makes it difficult for passengers, especially those with disabilities, to access their property as they must step across the separator kerb and travel across the cycleway and over the kerb to get to the verge/ footpath; and
- East of Mary Street: cyclists may be diverted off-road via a shared path to bypass the parking spaces on the northern side. However, due to risk of collision with pedestrians, and the possible obstruction caused by the columns of the shop awnings, this option was not considered as effective as indenting the kerb. Additionally, cyclists may find it more convenient to continue travelling on the road rather than up a ramp on to a shared path for a short distance.

5.3.2 SECTION 2: NORTON STREET TO BALMAIN ROAD

5.3.2.1 OPTION A: Improvements to existing on-road bicycle facilities

Proposed treatment: Treatment 1 Eastbound

The layout of buffer-separated cycleway eastbound and mixed traffic westbound in the previous section can be continued in this section.

Total cycle lane width: 1.5m (eastbound)

Separation: 0.4m - 0.6m buffer gap between cycle lane and parking lane

Total traffic lane: 6.4m (two-way)

Parking lane: 2.1m - 2.3m either side, loss of 2 parking spaces near Derbyshire Road

- The existing refuge island at Norton Street is widened to provide more safety to pedestrians crossing the road. This widening also slows down cars turning right into Norton Street. New kerb ramps are constructed to align with the refuge;
- The cycle lane east of Norton Street would be of benefit to morning eastbound commuters and would also reduce conflict with cars cutting the corner of the bend near the crest; and
- Noting that the crest of this section is near the Rayner Street intersection, the cycle lane treatments are switched east of Rayner Street up to Balmain Road to provide a buffer-separated lane for westbound cyclists and a mixed traffic arrangement eastbound (Treatment 1 Westbound).

COMPLETE URBAN

COMPLETE

5.3.2.2 OPTION B: Kerb-separated bi-directional cycleway with one-way traffic flow eastbound

Proposed treatment: Treatment 5 on northern side of road

Total cycle lane width: 2.8m (bi-directional)

Separator kerb: 0.4m

Total traffic lane: approx. 6m from Balmain Road to Gordon Street, 4m (one-way) from Gordon Street to Victoria Road

Parking lane: 2.2m either side of road, no parking on southern side of the road from Justin Street to Gordon Road

In order to accommodate the separated cycleway, Norton Street is made one-way eastbound up to Balmain Road and all side streets to are linemarked to suit. Removing the westbound lane opens up opportunities for planting along the one-way street while still maintaining parking facilities. However, it is recommended that this treatment be reconsidered due to the following reasons:

- The detour route via Perry Street/ Mary Street/ James Street is long and prone to congestion- particularly during peak periods;
- Another point made by local residents was that the layout would cause accessibility issues for residents exiting from their car across the proposed cycle path and the verge and into their homes;
- Due to the shift in the road centreline along Lilyfield Road east of Norton Street, the right-turn angle is much sharper which makes it difficult for buses to turn right from Norton Street to Lilyfield Road and vice-versa; and
- Business owners in this area have objected to the removal of parking spaces near Mary Street, arguing that there already is a lack of parking in the area and removal of the four spaces near Mary Street makes it difficult for loading/unloading of goods

5.3.3 SECTION 3: BALMAIN ROAD TO VICTORIA ROAD

5.3.3.1 OPTION A: Improvements to existing on-road bicycle facilities

Proposed treatment: Treatment 1 Westbound

Upon switching the layout east of the crest at Rayner Street in the previous section, the layout from Balmain Road to Catherine Street consists of buffer-separated cycle lane westbound with mixed traffic eastbound. The layout is again changed near Justin Street to buffer-separated cycle lane eastbound and mixed traffic westbound.

Total cycle lane width: 1.5m (in the uphill direction)

Separation: 0.6m buffer gap between cycle lane and parking lane

Total traffic lane: 6.4m (two-way)

Parking lane: 2.1m - 2.3m either side, loss of 3 parking spaces near Catherine Street

- The few car parking spaces and the garden beds on the eastbound approach to Catherine Street can be replaced with a separated cycle lane;
- New raised crossing with gutter bridge flush with kerb, located east of Catherine Street- widened to accommodate pedestrian crossing and two cycle lanes;
- Kerb extensions at Catherine Street and at the northern kerb return on Lilyfield Road (near Grove Street). Extending the kerb near Grove Street allows minimum 3m wide shared path so cyclists can continue off the crossing;
- Kerb returns at Catherine Street are extended and new kerb ramp installed to allow connection to existing cycle path along Catherine Street;
- The existing eastbound cycle lane and westbound mixed traffic treatments from Denison Street to Victoria Road are retained due to the uphill topography eastbound; and
- As mentioned previously, liaison with WestConnex is required to identify how the proposed cyclepath within Rozelle Interchange is laid out to provide suitable transition from the proposed cycleway at Lamb Street. Continuing the cycle route within the Rozelle Interchange would bypass Lilyfield Road from Lamb Street to Victoria Road, thereby avoiding the need continue the cycleway east of Lamb Street.

Alternatives considered:

- Treatment 2 westbound from Catherine Street to Lamb Street- due to the southern side of Lilyfield Road in this section being mostly non-residential, the cycle lane can be positioned between the parking lane and the kerb to offer a safer cycling environment.

5.3.3.2 OPTION B: Kerb-separated bi-directional cycleway with one-way traffic flow westbound

Proposed treatment: Treatment 4 on southern side, changing to Treatment 5 after Gordon Street (one-way traffic westbound)

The bi-directional cycleway on the northern side of Lilyfield Road crosses the road via a crossing east of Edward Street.

Total cycle lane width: 2.2m – 2.4m (bi-directional)

Separator kerb: 0.4m

Total traffic lane: 6.6m (two-way)

Parking lane: 2 – 2.2m either side of road, loss of 2 parking spaces near Balmain Road, 34 spaces between Catherine Street and Lamb Street, and around 100 spaces from Lamb Street to Victoria Road.

Advantages of implementing treatment 4 for this section is that it provides a safe cycling environment. However, it makes it hard for cyclists to join the cycle lane from one of the side streets due to the obstruction caused by parked vehicles and the separator kerb.

Removal of the parking spaces near Balmain Road (north side) is likely to attract further criticism considering that one of the spaces is marked as a disabled use only and is for the adjacent property. Additionally, due to the bus stop located mid-block, changing the traffic flow to one lane only eastbound is likely to cause queues when buses stop for pick up/ drop off.

COMPLETE URBAN

COMPLETE

By removing the parking lane on southern side of the road from Catherine Street to Lamb Street, it is possible to accommodate a bi-directional cycleway and achieve a significant amount of planting on the southern side (east of Justin Street). However, locating planting areas close to kerb returns at intersections may obstruct driver sight lines.

Also in this proposal is the conversion of the road section between Gordon Street and Victoria Road to one-way traffic (eastbound only). This provides the opportunity to accommodate the bi-directional cycleway and retain parking (Treatment 5). This proposal had attracted much criticism from the stakeholders, and it was recommended that Council not go ahead with this treatment. The potential of "rat-running" in the side streets caused by this one-way restriction was the main concern, with residents stating that traffic calming treatments to reduce rat running in Hornsey Street and Quirk Street is likely to reduce amenity and parking in those streets and increase noise.

6 THE NEXT STEPS

Council has put together a three-phase process to develop the new design and will invite community input at each phase:

1. **Option investigation/development in a Feasibility Study report - Now**
2. **Concept development - Late 2019**
3. **Detailed design - Mid 2020**

It is recommended that the options identified in this report are consulted with the community and taken to Council Traffic Committee meetings and for discussion with the relevant stakeholders, namely the Inner West Bicycle Coalition and relevant Bicycle User Groups.

The feedback provided will be considered when providing a recommendation of the preferred option which will then be presented at Council's Local Traffic Committee (LTC). The recommendation of the LTC will then be considered by Council and, following Council's decision, phase two will commence with further community engagement.

7 APPENDIX

Please see the Lilyfield Road section summaries in the Appendix below.



COMPLETE URBAN

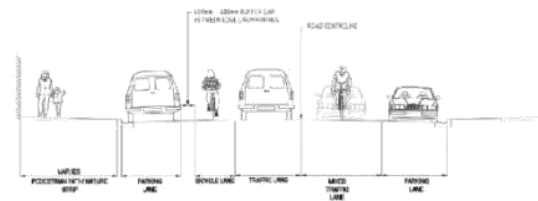
LILYFIELD ROAD SECTION 1

FROM CANAL ROAD TO NORTON STREET



Section features:

- The crest for this section is located at Norton Street- the grade is quite steep uphill from start of the section at Canal Road up to the end at Norton Street. This uphill topography continues eastward on to the next section;
- The cycleway connects to the Bay Run which is a major attraction in the area for tourists, cyclists, and fitness enthusiasts alike;
- Intersection with Dobroyd Parade, Canal Road and Maliyawul Street links quality open space and provides good visual amenity; and
- The side streets do not have any facilities for cyclists.



OPTION: IMPROVEMENTS TO EXISTING ON-ROAD BICYCLE FACILITIES

TREATMENT: BUFFER-SEPARATED CYCLE LANE EASTBOUND, MIXED TRAFFIC WESTBOUND

Advantages:

- Mixed traffic downhill to provide enough road width on the other direction to accommodate a separated bicycle lane;
- Kerb extensions at Charles Street to slow turning vehicles at that intersection; and
- Immediately east of Mary Street, the nature strip is narrowed to indent the kerb and parking lane. This allows cyclists to continue on-road without any loss to the existing parking availability.

Disadvantages:

- Cyclists face a steep climb from Hawthorne Canal up to James Street, which may deter inexperienced cyclists from using the route;
- The route is almost entirely on-road which is not encouraging to less experienced cyclists;
- Loss of 2 parking spaces at the James Street intersection (either side of Lilyfield Road); and
- Some trees need to be removed and assets relocated in order to indent the kerb east of Mary Street.

LILYFIELD ROAD SECTION 2

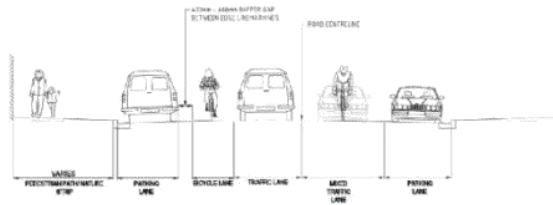
FROM NORTON STREET TO BALMAIN ROAD



Source: SIX Maps

Section features:

- The uphill topography continues from the previous section. The crest is at Rayner Street after which the grade is downhill eastbound;
- Existing trees within the road corridor along Lilyfield Road provide excellent shade and visual amenity; and
- The bicycle shop at James Street/ Mary Street intersection has potential to be used as a cycle hub, allowing for journey facilities such as information, bottle refill, rest stop, etc.



OPTION A: IMPROVEMENTS TO EXISTING ON-ROAD BICYCLE FACILITIES

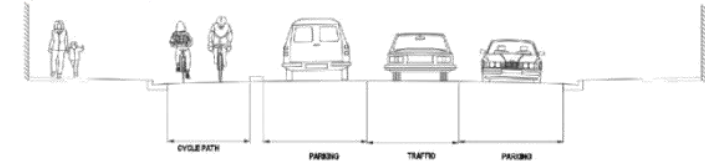
TREATMENT: BUFFER-SEPARATED CYCLE LANE EASTBOUND, MIXED TRAFFIC WESTBOUND (TREATMENTS SWITCH SIDES AFTER CREST AT RAYNER STREET)

Advantages:

- Wider refuge at Norton Street provides more safety to cyclists and pedestrians crossing Norton Street; and
- By implementing mixed traffic downhill (westbound direction), a cycle lane can be assigned uphill (eastbound) with minimal loss of parking.

Disadvantages:

- Loss of 1 parking space at the Balmain Road intersection (westbound); and
- The route is almost entirely on-road which is not encouraging to less experienced cyclists.



OPTION B: KERB-SEPARATED BI-DIRECTIONAL CYCLEWAY NORTHERN SIDE OF LILYFIELD ROAD WITH ONE WAY TRAFFIC FLOW EASTBOUND

Advantages:

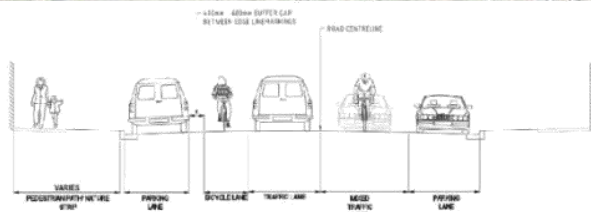
- As mentioned in the previous section, the separated cycleway provides cyclists with a safe cycling area away from vehicular traffic; and
- Plenty of planting opportunities upon removal of the westbound traffic lane.

Disadvantages:

- Implementing one-way traffic in the eastbound direction causes inconvenience to residents. Additionally, the detour route via Perry Street/ Mary Street/ James Street is long and prone to congestion- particularly during peak periods;
- Due to the shift in the road centreline along Lilyfield Road east of Norton Street, the right-turn angle is much sharper which makes it difficult for buses to turn right from Norton Street to Lilyfield Road and vice-versa; and
- The cycleway located between the kerb and the parking lane will create a barrier to businesses from stopping to load/unload.

LILYFIELD ROAD SECTION 3

FROM BALMAIN ROAD TO VICTORIA ROAD



OPTION A: IMPROVEMENTS TO EXISTING ON-ROAD BICYCLE FACILITIES

TREATMENT: BUFFER-SEPARATED CYCLE LANE WESTBOUND, MIXED TRAFFIC EASTBOUND (TREATMENTS SWITCH SIDES AFTER CREST AT JUSTIN STREET)

Advantages:

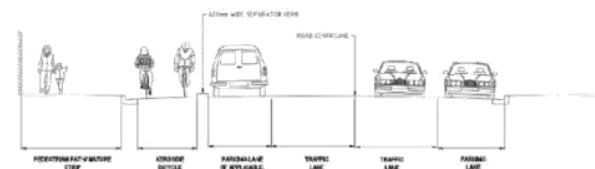
- Removal of the garden bed at the Catherine Street intersection allows placement of a cycle lane eastbound;
- Raised crossing is modified to allow cyclists to cross Lilyfield Road; and
- Minimal loss of parking due to most of the treatments being retained. However, parking at the non-residential side of Lilyfield Road (near Denison Street) may be removed to accommodate separated cycle lane.

Disadvantages:

- This section of the road, like the other sections, is on-road and may not attract less experienced cyclists.

Section features:

- With the crest located at Balmain Road, this section of Lilyfield Road is downhill eastbound with the low point at Justin Street;
- Intersection at Catherine Street provides easy access to the Light rail;
- With WestConnex's proposed Rozelle Interchange, the area around Easton Park and Rozelle Rail Yards has the opportunity to provide vast open green space and excellent amenities such as a watercourse, community gardens, waterside walks, cycle bridge, sports fields and synthetic play fields, etc;
- Existing trees within the road corridor along Lilyfield Road provide excellent shade and visual amenity; and
- The footbridge over Victoria Road, which is outside the current project scope, is a critical link to the city. This bridge is currently under proposal to be modified to better facilitate pedestrian and cyclist crossing.



OPTION B: KERB-SEPARATED CYCLEWAY NORTHERN SIDE OF LILYFIELD ROAD (CYCLEWAY CROSSES TO SOUTHERN SIDE VIA CROSSING NEAR EDWARD STREET) WITH ONE WAY TRAFFIC FLOW WESTBOUND BETWEEN GORDON STREET AND VICTORIA ROAD

Advantages:

- The provision of a physically separated cycleway between the parking lane and the kerb places cyclists away from the risk of colliding with vehicular traffic; and
- There is potential for lots of planting, following removal of parking spaces from Justin Street to Gordon Street, and implementation of one-way from Gordon Street to Victoria Road

Disadvantages:

- As mentioned above, this option requires removal of several parking spaces; and
- Implementation of the one-way eastbound treatment from Gordon Street to Victoria Road will have impacts on Hornsey Street and Quirk Street due to rat running in those streets. Changing the direction to westbound is still likely to impact side streets, in addition to general inconvenience caused to local residents.

COMPLETE



D3 Iron Cove to Anzac Bridge Rozelle Regional Cycleway Design

Feasibility Report
- Supplementary Routes

Complete Urban Pty Ltd
Suite 3/10 Regent Street
Chippendale NSW 2008

Version 6: 8 August 2019



COMPLETE

CONTENTS

1	Introduction	1	4.5.1	General	15
2	Project Objectives and Design Principles	1	4.5.2	Treatments Identified	15
2.1	Objectives	1	4.5.3	Existing Cycle Facilities on Route	16
2.2	Design Principles	1	4.5.4	Existing Connectivity Issues	16
3	Route Assessment Methodology and Considerations	2	4.5.5	Pedestrian Considerations	16
3.1	Process	2	4.5.6	Traffic Operation Considerations	17
3.2	Assumptions	2	4.5.7	Parking Considerations	17
3.3	Cycle Facility Considerations	2	4.5.8	Public Transport Factors	17
3.4	Pedestrian Considerations	2	4.5.9	Street Trees, Open Space and Landscape Considerations	17
3.5	Traffic Operation Considerations	3	4.5.10	Drainage and Service Conflicts	17
3.6	Parking Considerations	3	4.5.11	Advantages and Disadvantages of the Supplementary Route	17
3.7	Public Transport Considerations	3	4.6	Supplementary Route 4 – Maliyawul Street to Balmain Road	18
3.8	Street Trees, Landscape and Public Open Space Considerations	3	4.6.1	General	18
3.9	Future Stages	3	4.6.2	Treatments Identified	19
4	Proposed Supplementary Route Options	3	4.6.3	Existing Cycle Facilities on Route	19
4.1	Study Area	3	4.6.4	Existing Connectivity Issues	19
4.2	Community Feedback	5	4.6.5	Pedestrian Considerations	19
4.3	Supplementary Route 1 – Hawthorne Canal to Balmain Road	5	4.6.6	Traffic Operation Considerations	19
4.3.1	General	5	4.6.7	Parking Considerations	19
4.3.2	Treatments Identified	6	4.6.8	Public Transport Factors	20
4.3.3	Existing Cycle Facilities on Route	7	4.6.9	Street Trees, Open Space and Landscape Considerations	20
4.3.4	Existing Connectivity Issues	8	4.6.10	Drainage and Service Conflicts	20
4.3.5	Pedestrian Considerations	8	4.6.11	Advantages and Disadvantages of the Supplementary Route	20
4.3.6	Traffic Operation Considerations	9	5	The Next Steps	20
4.3.7	Parking Considerations	9	6	Appendix	21
4.3.8	Public Transport Factors	9		Revision Control	
4.3.9	Street Trees, Open Space and Landscape Considerations	9			
4.3.10	Drainage and Service Conflicts	9			
4.3.11	Advantages and Disadvantages of Route Option	9			
4.4	Supplementary Route 2 – Waratah Street to Balmain Road	10			
4.4.1	General	10			
4.4.2	Treatments Identified	10			
4.4.3	Existing Cycle Facilities on Route	12			
4.4.4	Existing Connectivity Issues	13			
4.4.5	Pedestrian Considerations	13			
4.4.6	Traffic Operation Considerations	13			
4.4.7	Parking Considerations	13			
4.4.8	Public Transport Factors	13			
4.4.9	Street Trees, Open space and Landscape Considerations	14			
4.4.10	Drainage and Service Conflicts	14			
4.4.11	Advantages and Disadvantages of the Supplementary Route	14			
4.5	Supplementary Route 3 – Charles Street to Henry Street	15			

Version	Description	Date	Prepared
1	Feasibility Report	19.07.19	N Parish M Owen
2	Feasibility Report	26.07.19	N Parish M Owen
3	Feasibility Report	31.07.19	N Parish M Owen
4	Feasibility Report	01.08.19	N Parish M Owen
5	Feasibility Report	02.08.19	N Parish M Owen
6	Feasibility Report	08.08.19	N Parish M Owen

COMPLETE URBAN

SYDNEY
P: +61 2 9282 9000
F: +61 2 9282 9277

GOLD COAST
P: +61 7 5533 5555
F: +61 7 5580 8088

LONDON
P: +44 (0)207 430 6985
F: +44 (0)207 421 8199

www.completeurban.com.au
admin@completeurban.com.au

**ARCHITECTURE
LANDSCAPE
ENGINEERING
MANAGEMENT**

COMPLI

COMPLETE

1 INTRODUCTION

COMPLETE Urban Pty. Ltd. (COMPLETE) has been engaged by Inner West Council to undertake a detailed route assessment and feasibility report of the proposed Regional Cycleway Route from Iron Cove to Anzac Bridge, Rozelle along Lilyfield Road. As part of the project, additional supplementary routes are being considered to complement the main Lilyfield Road link due to the grade issues on Lilyfield Road that are identified as a barrier for some cyclists.

Several routes have been assessed, the majority of which were identified by the local Bicycle User Groups (BUGs) as potential options for consideration that provided better conditions for cyclists. Three (3) of the identified routes were included in the original project brief, whilst a fourth was identified at the initial stakeholders' meetings to commence the project.

The project is broken into stages, the first being the assessment of the routes and development of concept design treatment types. Future stages, involving detailed assessment, engineering survey, detailed design and for construction documentation is subject to Council approval and dependent on the findings of the supplementary route selection process and development of a suitable concept design.

2 PROJECT OBJECTIVES AND DESIGN PRINCIPLES

2.1 OBJECTIVES

Inner West Council has the following primary objectives for this section of the project:

- scope existing bicycle infrastructure;
- determine feasibility to improve one of the identified cycle route options;
- provide bicycle infrastructure on the selected route that, as far as practicable, meets user needs by providing a safe, comfortable and convenient route for bike riders and connects to intersecting bicycle routes and local destinations whilst maintaining, and preferably enhancing, the amenity of the study area for users and residents;
- work closely with Council staff, the community and other stakeholders including bicycle user groups to include local knowledge;
- undertake detailed surveys, analysis and investigation of the selected route as required to evaluate design treatments types (Future Stage); and
- prepare detailed design plans, cost estimates and construction set-out for cycling infrastructure along the route (Future Stage).

2.2 DESIGN PRINCIPLES

The following design principles are considered as part of the assessment to ensure that the developed options are appealing to existing cyclists and potential users thinking about cycling as an alternative mode of transport:

- Coherence
 - The network should link to popular destinations and trip generators and also to adjacent cycle routes in the area;
 - The network should be continuous and be clear where the route leads;
 - Intersections should provide a clear path for bicycle riders and other road users; and
 - The quality of the bicycle facilities should be consistent throughout the length of the route regardless of the bicycle facility typology.
- Directness
 - The route should be as direct as safely practicable. Long detours and steep gradients should be avoided if possible;
 - The route should take into account the slow speed of bike riders ascending compared to the high speed of bike riders descending; and
 - Delays due to prolonged crossing times at major barriers or due to site constraints should be avoided and the route should allow for a safe comfortable and consistent operating speed throughout the length of the route.

COMPLETE

- Safety
 - The proposed bicycle route and facilities should be well designed and improve and enhance the road safety of bicycle riders, pedestrians and motorists;
 - Intersections should be designed to explicitly include bicycles as well as other road user types;
 - Bicycle routes past bus stops should be designed for safe accommodation of riders, bus passengers, other pedestrians and vehicles.
- Attractiveness
 - The bicycle route should fit into the surrounding environment so that the enjoyment of all road users is enhanced. Community support for cycling is greater if the activity is enjoyable and an attractive cycle facility aids enjoyment;
 - Clear and well placed signposting should indicate major destinations;
 - The route should feel safe and offer good personal security.
- Comfort
 - The bicycle route has to be easy to use for all types of riders. A smooth and well maintained riding surface is essential for both comfort and safety;
 - Depending on the speed and volume of other traffic (motor vehicles or pedestrians), some level of separation is often needed;
 - Clearly marked bicycle facilities that allocate operating space to bicycle users are the most appropriate types of facilities on all but low volume and low speed roads; and
 - Effective intersection treatments, providing a safe and direct crossing, is important for overall route comfort.

3 ROUTE ASSESSMENT METHODOLOGY AND CONSIDERATIONS

3.1 PROCESS

This report has been prepared in response to Council's request to assess the potential bicycle route options for the Rozelle Regional Cycleway Route D3, connecting Iron Cove and Anzac Bridge. The route assessment has been carried out utilising the following methodology:

- Site inspection of the proposed route, supplementary routes and adjacent areas;
- Site assessment and recording of site features, incorporating:
 - Existing road geometry, including measurement of key site features to assist in the evaluation of route options and bicycle facility typologies;
 - Existing bicycle routes;
 - Existing traffic conditions, including identification of sections of high traffic / pedestrian volumes, high traffic speeds, areas of traffic congestion etc.;
 - Existing kerb side parking provisions, including identification of areas of high parking utilisation, high parking turnover, location of existing bus stops / mail zones etc.;

- Existing pedestrian provisions, including areas of high pedestrian concentration, location of crossings and type of control, any areas of inadequate pedestrian storage space, locations of substandard kerb ramps potentially impacted by a cycle facility etc.;
- Location and frequency of driveways and side roads along the proposed routes. In addition, assessment of the turning movements and usage (volume) associated with any side road and high use driveways;
- Location and condition of any street trees and landscaping potentially impacted by a cycle facility; and
- Location of any street furniture items potentially impacted by a cycle route.
- Preparation of a concept design feasibility report outlining the findings of the assessment process, including a recommended final concept design; and
- Stakeholders including Bicycle User Groups (BUGs) meeting with Council representatives to present and discuss the route assessment findings and preliminary design opportunities.

3.2 ASSUMPTIONS

The following assumptions are relevant to the preparation of this route assessment study:

- The existing geometry and dimensions are based on assessment of the provided GIS and cadastral information, aerial photography and site assessments and measurements undertaken by COMPLETE; and
- Being a supplementary route that compliments the main regional route along Lilyfield Road, it is assumed that the bicycle facilities provided will be largely on road, on quieter streets, and mixed traffic or shoulder lane in typology. It is not expected that the supplementary routes will include significant civil works, major parking loss, street tree impact or service implications required by typologies such as a bi-directional separated cycleway.

3.3 CYCLE FACILITY CONSIDERATIONS

Whilst the overall objective is to provide a safe and well linked cycle facility that is attractive to new and existing cyclists, the cycle route and facility typology must be balanced against the greater needs of the road network, the general public and the residents and businesses that are located along the route. In light of this, the developed treatment types consider the potential implications of differing cycle facility typologies against existing traffic and parking provisions, public transport infrastructure, pedestrian facilities and existing landscaping / street trees.

Attendees at a recent stakeholder engagement meeting commented that cyclists are unaware of the routes they can take from Lilyfield Road. A suggestion was made to implement signposting at the foot of Lilyfield Road from the Bay Run. The signage could indicate the various routes to the city and the difficulty of each route.

3.4 PEDESTRIAN CONSIDERATIONS

The assessment considers and identifies the existing pedestrian facilities and how potential cycle facilities would impact on those facilities.

COMPLETE

3.5 TRAFFIC OPERATION CONSIDERATIONS

The assessment also considers the potential impacts of cycleway treatments on the existing traffic operation of the route and intersections along the route. Specific consideration of the number of traffic lanes (including short turning lanes at intersections), lane widths, traffic volumes (assessed as high, medium, low - not measured) and vehicle speeds (assessed - not measured).

Any changes at signalised intersections are likely to require additional assessment to meet the requirements of the RMS.

3.6 PARKING CONSIDERATIONS

The assessment considers the parking implications of the route alignment and the cycle facility typology treatments. Specific reference is made in relation to potential loss of parking.

3.7 PUBLIC TRANSPORT CONSIDERATIONS

Where public transport provisions are located on possible route alignment options, the assessment considers the effects of implementing a cycleway on the traffic lane widths and bus stop facilities. (It is noted that Sydney Buses Infrastructure Guide suggests minimum desirable lane widths for bus routes of 3.2m).

3.8 STREET TREES, LANDSCAPE AND PUBLIC OPEN SPACE CONSIDERATIONS

The assessment also considers the potential impact on existing landscaping and street tree installations and evaluated the potential landscape and open space losses incurred as a result of providing a cycle facility adjacent.

3.9 FUTURE STAGES

Following completion and endorsement of the concept design stage, and subject to Council's direction, COMPLETE will progress the project to the detailed design and for construction documentation stages.

4 PROPOSED SUPPLEMENTARY ROUTE OPTIONS

4.1 STUDY AREA

The Regional Bicycle Route considers the route corridor from Hawthorne Canal to Victoria Road via Lilyfield Road, providing links from The Greenway and The Bay Run to Victoria Road and The Anzac Bridge.

Figure 1 below indicates the main regional cycle route along Lilyfield Road and also other key nodes in the vicinity that connect to the route.

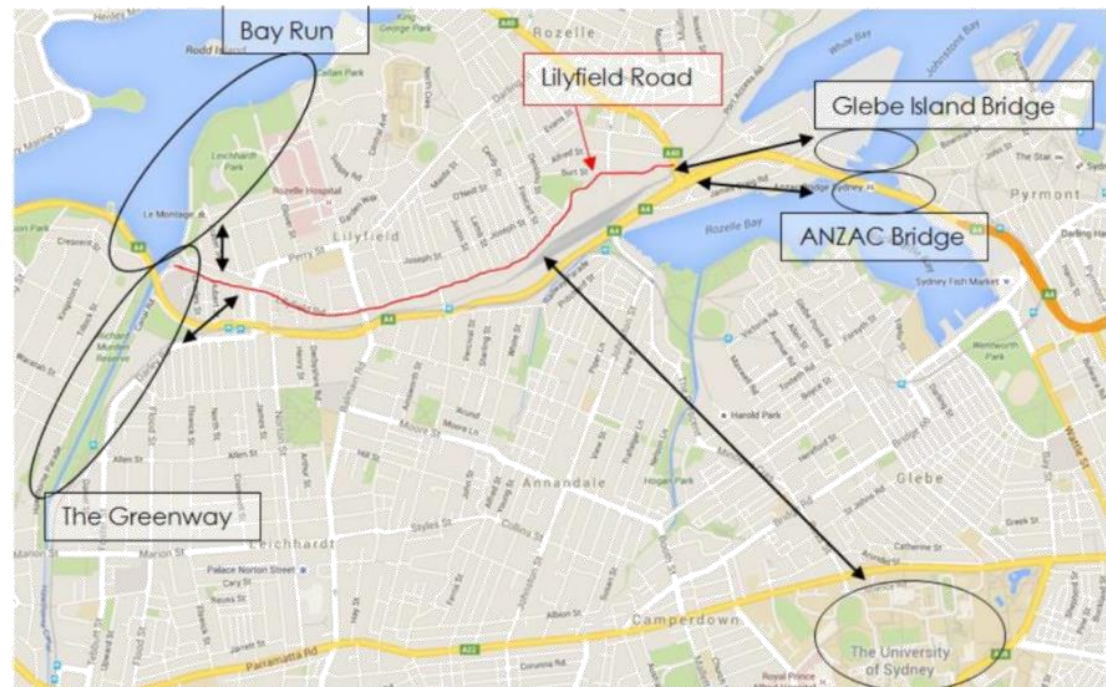


Figure 1 – Identified links to Lilyfield Road

COMPLETE

The four (4) main supplementary routes considered are highlighted in figure 2 below and are described as follows:

- Supplementary Route 1 – Hawthorne Canal to Balmain Road
 - o starts at Canal Road where the Maliyawul Street shared path ends, heads along Charles Street and Darley Road before heading south on Francis Street. The route then travels along Allen Street and north through Derbyshire Road before cutting through to Balmain Road and heading northbound until reaching Lilyfield Road.
- Supplementary Route 2 – Waratah Street/Dobroyd Parade intersection and heads east before cutting through Richard Murden Reserve and Hawthorne Canal reserves. The route then travels east through Lyall Street and Allen Street and north along Derbyshire Road before cutting through to Balmain Road via the Moore Street Cycleway and heading northbound until reaching Lilyfield Road.
- Supplementary Route 3 – Charles Street to Henry Street
 - o begins at the Charles Street/ Lilyfield Road intersection and head south along Charles Street until reaching the dead end. Off-road pathways traverses east between the sound barrier wall and residential property fencing until reaching James Street. The route then travels adjacent City West Link Road before travelling behind the noise barrier wall and traversing north along Henry Street until connecting with Lilyfield Road.
- Supplementary Route 4 – Maliyawul Street to Balmain Road
 - o begins at Maliyawul Street and traverses north along Frazer Street and Mary Street, skirting around Leichhardt Oval before heading south on Glover Street, east along Church Street and south along Wharf Road and Balmain Road before reaching Lilyfield Road.

D3 IRON COVE TO ANZAC BRIDGE, ROZELLE (LILYFIELD ROAD) CYCLEWAY
CONCEPT ROUTES



Figure 2 – Supplementary Route Options

COMPLETE

4.2 COMMUNITY FEEDBACK

Previous community engagement for the Lilyfield Road cycleway occurred between May 2016 and February 2018. After each phase, the feedback provided was taken into consideration for the next design stage.

Of the feedback received, it was heavily suggested that alternative routes to the main route on Lilyfield Road also be considered. Concerns raised on the main proposed route included the multiple intersections and steep sections along Lilyfield Road which were considered unsafe by residents.

Local bicycle user groups, in consultation with other stakeholders, developed the supplementary routes considered in this report.

4.3 SUPPLEMENTARY ROUTE 1 – HAWTHORNE CANAL TO BALMAIN ROAD

4.3.1 GENERAL

Supplementary Route 1 starts at Canal Road, traverses relatively quiet residential streets with the exception of Darley Road and ends at the Lilyfield Road/ Balmain Road intersection as shown in figure 3.

The alternative route is 2.2km long, which bypasses 870m of Lilyfield Road, resulting in an increased travel distance of approximately 1.3km for Supplementary Route 1.

The route connects to the Bay Run in the west as well as Maliyawul Street bi-directional shared path in the north.

The route is relatively flat, with the exception of:

- 85m uphill gradient at Darley Street between Hubert Street and Francis Street, eastbound;
- 500m slight uphill gradient on Francis Street southbound;
- 290m slight uphill gradient, Allen Street eastbound; and
- 175m uphill gradient on Allen Street (east of Norton Street) eastbound.

Note the road widths stated below are approximate values based on onsite measurements.



Figure 3 - Supplementary Route Option 1

COMPLETE

4.3.2 TREATMENTS IDENTIFIED

Canal Road – 9m wide

Preferred Treatment

- Mixed traffic on Canal Road due to low traffic volumes, low vehicle speeds and short distance between the bi-directional shared path along Maliyawul Street and the bi-directional shared path under City-West Link Road bridge; and
- Install on road cycle symbols.

Charles Street – 5.5-6m wide

Preferred Treatment

- Mixed traffic and on road cycle symbols.

Other Treatments Considered

- Shared path on northern side of Charles Street – issues with sign structures, services and tree loss on verge; and
- Cyclists could access the shared path alongside the adjacent Blackmore Oval which connects to Charles Street. This would require an access ramp from the shared path to Charles Street at an appropriate location.

Note:

- Large vehicles use Charles Street to access nearby film studio warehouses. The volume of such vehicles is unknown.

Darley Road – 12-14m wide (10m wide at signalised crossing with kerb buildouts)

Preferred Treatment

- Eastbound cycle lane along Darley Road (uphill) and mixed traffic westbound (downhill). There is sufficient width for 2 parking lanes, 2 traffic lanes and a shoulder cycle lane. A narrow median (similar to existing) could be installed to restrict turning movements, however the existing median would be demolished from its current location in order to accommodate eastbound cycle lane; and
- Additional directional/wayfinding signage installed at Darley Road/ Francis Street intersection.

Other Treatments Considered

- Shared path on north side of Darley Road with cycle lane provisions at signalised crossing opposite Dan Murphy's. This treatment would result in some tree loss and pole relocation, and it is noted that a shared path across a high volume driveway is undesirable and
- Extend kerb buildouts from signalised crossing on south side to Francis Street to build a cycleway path with ramp on Francis Street. This treatment has potential for tree and parking loss.

Francis Street – 12.3-12.5m wide

Preferred Treatment

- Southbound cycle lane and mixed on road northbound lane. Use line marking to define and delineate parking lanes.

Other Treatment Considered

- On road cycle lanes and marked parking lanes (between on road trees) – may not be feasible as the minimum road width required for 2 shoulder cycle lanes, 2 parking lanes and 2 traffic lanes are 12.6m;
- Bi-directional shared path – involves removal of multiple mature trees;
- Bi-directional on-road cycleway on one side of road – eliminating half the parking available on Francis Street;
- Mixed traffic and on road cycle symbols in both directions; and
- Widening of gap between garden beds at Francis Street (south). Existing gap is approximately 1.5m.

Francis Street/ William Street intersection

Preferred Treatment

- Direction signage and additional line marking to clarify route; and
- Kerb blisters/extensions to reduce road width and reduce vehicle speeds.

William Street

Preferred Treatment

- Lane and centre line marking;

Allen Street – 12.6-13.3m wide

Preferred Treatment

- Retain existing cycle lanes adjacent parking lane. Add linemarking as necessary to clarify lanes and where possible increase cycle lane width from existing the 1.2m to 1.5m and/or mark a buffer zone between cycle lane and parking lane;
- Bus stops need to be taken into account during cycle lane development and marking; and
- Install appropriate signage.

Allen Street (east of Norton Street) – 6.5m wide

Preferred Treatment

- Existing on road cycle symbols remain; and
- Install appropriate signage.

COMPLETE

Derbyshire Road – 6.4m wide

Preferred Treatment

- Existing two on road cycle symbols remain – add several more along length of road;
- Parking restrictions on street near raised threshold to improve visibility for cyclists travelling out of the Moore Street Cycleway shared path and to increase space for vehicles turning around on the street due at the dead end; and
- Install appropriate signage.

Other Treatments Considered

- Extend path on park side to create bi-directional shared path, requires relocation of existing power poles.

Balmain Road – 9.5-9.9m wide

Preferred Treatment

- Retain on road cycle symbols;
- Convert existing path to shared path with additional signage between Moore Street Cycleway and City West Link Road;
- Additional signage at City West Link intersection to improve existing discontinuity on cycleway;
- Convert the three existing pedestrian crossings into shared crossings at Balmain Road/ City West Link Road intersection;
- Convert existing path on the east side of Balmain Road bridge to shared path. Width is 2.2-3.3m wide with shared path 'end' signs at the corner of Lilyfield Road and Balmain Road. There is currently a short section of barrier protection at the south east corner of the bridge which may be moved or expanded; and
- Install off ramp at the corner of Lilyfield Road and Balmain Road for cyclists to access Lilyfield Road.

Other Treatments Considered

- Widen bridge to accommodate shared path on west side of bridge and relocate existing power poles and traffic light poles. Cost prohibitive.
- On road cycle symbols for the full length mixed traffic. This could be considered in conjunction with the preferred treatment type for more confident cyclists.

4.3.3 EXISTING CYCLE FACILITIES ON ROUTE

Location	Existing cycle facilities
Canal Road (north of City-West Link Road overpass)	On-road cycle symbols (faded). North of this section links to existing 2.2m wide concrete bi-directional shared path along Maliyawul Street and into Leichhardt Park.

Location	Existing cycle facilities
Shared path connecting Canal Road (north and south sections) under City-West Link Rd overpass	AC 2.5m wide bi-directional shared path. South of the overpass, the path splits allowing users to enter Charles St (on road via ramp) or continue south along Canal Road (using bi-directional shared path and then on road until Hawthorne Canal Reserve).
Charles Street	Shared zone (10km/hr) with cycle symbols on road until speed hump. 40km/hr area for remainder of road. Shared path from Blackmore Oval meanders until adjacent Charles Street with ramp onto road before light rail bridge.
Charles Street	Connection to pedestrian overpass (supplementary route 3) ramp.
Darley Road	On-road cycle symbols around roundabout. 1.5m wide pedestrian concrete footpath adjacent Darley Road with 3.82-4.2 m wide verge. Signalised 4.67m wide crossing with kerb blisters in front of Dan Murphy's. Wide parking lane to accommodate cyclists travelling westbound along Darley Road.
William Street	On-road cycle symbols. Francis and William Street intersections do not align.
Allen Street	On-road shoulder cycleway in both directions with green coating at intersections. Cycle lanes end just south of Allen Street/ Norton Street intersection. Adjacent 2.54m wide parking lane.
Allen Street (south) /Norton Street intersection	On-road cycle symbols on approach to intersection. Green coated cycle lane on Norton Street on approach to intersection to allow for right hand turn cycle movements onto Allen Street.
Allen Street (north of Norton Street intersection)	Short section of cycle only road with kerb build outs for pedestrians travelling along eastern side of Norton Street. Narrow road with on-road cycle symbols. Parking allowed on both sides of Allen Street.
Derbyshire Road	On-road cycle symbols.

COMPLETE

Location	Existing cycle facilities
	Road is narrow road with parking allowed on eastern side only.
Moore Street West	Raised section on Derbyshire Road leading onto 4.6m wide bi-directional shared path Existing wayfinding signage on Derbyshire Road directing cyclists onto path.
Moore Street West Cycleway	5-6m wide bi-directional shared path (note: lots of school kids crossing the path to get from school to oval located opposite). Shared path signage.
Balmain Road	Wide footpath with a designated cycle ramp at signalised Balmain Road/Moore Street intersection. Wayfinding signage for cyclists at intersection. On road cycle symbols. Extra wide parking lane to accommodate cyclists using the road shoulder at Balmain Road southbound opposite the school sports oval.
Balmain Road/Bus depot	Specific cycle traffic light at major bus depot intersection Cycle 'cross with care' signs at secondary bus depot intersection.
Balmain Road.	Shoulder lane on east side of Balmain Road (in sections). On road cycle symbols on western side of Balmain Road No cycle facilities on Balmain Road between City West Link Road and Lilyfield Road. Way finding signage provided at Lilyfield Road intersection. North of Lilyfield Road intersection there are on-road cycle symbols. Further north there is a shoulder cycle lane on both directions with adjacent parking lane.
City-West Link Road	Shoulder cycle lane westbound from Beames Street.
Various	Wayfinding signage at some parts of route

4.3.4 EXISTING CONNECTIVITY ISSUES

Currently, cyclists are not aware of this potential route due to lack of directional or wayfinding signage. The installation of signage is recommended at the following locations:

- Darley Road directing riders towards Francis Street;
- Francis Street; and
- William Street / Francis Street intersection.

There is an existing permanent roadblock located at Francis Street (south of William Street) with a 1.48m wide gap between two raised garden beds. The width is sufficient to allow a cyclist to pass.

The Balmain Road/City-West Link intersection southbound has no pedestrian traffic signals meaning three stages of signalised crossings are required to cross City-West Link Road if one wishes to use the existing east side path.

Balmain Road bridge between A4/City-West Link and Lilyfield Road is a very busy section of road with two lanes in each direction with no additional shoulder width permissible. The north bound path ranges from 1.65-3.5m in width and the southbound path ranges from 2.24-3.35m wide. The traffic light pole and power pole located at south west corner of Balmain Road/Lilyfield Road creates a pinch point.

4.3.5 PEDESTRIAN CONSIDERATIONS

Existing pedestrian infrastructure along route:

- Shared path around Blackmore Oval, adjacent Charles Street;
- Footpath under light rail bridge on Charles Street on both sides;
- Footpath on both sides of Darley Road;
- Footpath on both sides of Francis Street;
- Footpath on both sides of Allen Street;
- Footpath on west side of Derbyshire Road;
- Shared path on Moore Street Cycleway; and
- Footpath on both sides of Balmain Road.

4.3.5.1 Pedestrian Areas

A signalised pedestrian crossing with sufficient pedestrian storage including 4.67m wide pram ramps and kerb buildouts is located on Darley Street in front of Dan Murphy's. The crossing connects to a path which leads to Leichhardt North light rail station.

There is a high volume of school kids which cross Moore Street Cycleway to get from the school to the sports oval located opposite. High volumes of pedestrians and school kids also occur at the bus stop on Balmain Road in front of the school sports oval during AM/PM peak school times and during special events.

Moderate and continuous volumes of pedestrians are present on Norton Street due to proximity to medical centre, bus stops, public park, shops and cafes.

Potential cycle facilities will have minimal impact to the existing pedestrian facilities. There may be an increase in bicycle volumes which would impact pedestrians using the Moore Street Cycleway shared path as well as those using the footpath along the eastern side of Norton Street crossing Allen Street.

COMPLETE

4.3.6 TRAFFIC OPERATION CONSIDERATIONS

Darley Road connects to a signalised intersection with access to A4/City-West Link Road and has a moderate volume of continuous traffic.

Turning right to enter Francis Street from Darley Road may be an issue for cyclists particularly as there is an incline and moderate volume of westbound vehicles exiting the City-West Link Road.

Francis Street and William Street intersection have small volumes of low-speed traffic as these are residential streets.

Care must be taken when travelling along Allen Street and crossing Norton Street due to the high volume of turning movements at the intersection, multiple bus stops, pedestrian activity, a pedestrian crossing and roadside parking within the vicinity.

Vehicle maneuverability on Allen Street (east of Norton Street) can be difficult as parking is permitted on both sides of the narrow road.

Derbyshire Road is quiet during the day but may have high traffic volumes around AM/PM peak school times. A number of school children ride bikes to school as evidenced by the bike racks located on campus which were full.

The Leichhardt bus depot has a high volume of vehicles entering and exiting the facility via three intersections located on Balmain Road. One is a signalised crossing and the secondary access points have multiple warning signs for cyclists using the adjacent shared path.

High volumes of traffic along Balmain Road due to the connectivity with City-West Link Road and Lilyfield Road. Both intersections are signalised. City West Link Road has a sign posted speed of 70km/hr whilst Lilyfield Road has a sign posted speed of 50km/hr.

4.3.7 PARKING CONSIDERATIONS

Existing parking availability on route:

- Parallel and 90-degree parking on Canal Road;
- No parking permitted on Charles Street;
- Parallel parking on both sides of Darley Street;
- Parallel parking on both sides of Francis Street;
- Parallel parking on both sides of Allen Street;
- Parking permitted on eastern side of Derbyshire Road only; and
- Parking permitted on eastern side of Balmain Road only until City-West Link Road intersection.

There is high parking utilisation on Derbyshire Road although turnover is low as it is most likely used by teachers from the adjacent high school during the weekdays.

4.3.8 PUBLIC TRANSPORT FACTORS

An overhead footbridge bridge links Charles Street to Leichhardt North light rail station over City-West Link Road, allowing for a north-south pedestrian link over the City West Link Road.

Bus stops are located on Allen Street outside of a medical centre and in front of the sports oval on Balmain Road. It is assumed that there will be a high volume of school children during AM and PM peak times at the bus stop on Balmain Road due to the close proximity with the local high school.

4.3.9 STREET TREES, OPEN SPACE AND LANDSCAPE CONSIDERATIONS

There are various trees planted along the route which requires attention when considering route options. Medium sized gum trees are located along the verges in Charles Street. Located in the road and verge along Francis Street are mature paper bark trees. Young and mature trees are also planted in the verges of Allen Street.

The proposed route is located adjacent the following open spaces:

- Blackmore Oval;
- Pioneers Memorial Oval; and
- Sydney Secondary College sports oval.

Minimal potential landscape and open space losses will be incurred as a result of providing a cycle facility adjacent.

4.3.10 DRAINAGE AND SERVICE CONFLICTS

Location	Drainage/ service conflict type
Darley Road at signalised intersection	Traffic signals box located on footpath

4.3.11 ADVANTAGES AND DISADVANTAGES OF ROUTE OPTION

4.3.11.1 Advantages

The route has one the shortest distance of uphill gradients for cyclists travelling eastwards from the options considered. Most of the streets used as part of the route are relatively quiet and some have existing cycle infrastructure.

The route has a smaller detour than options 2 and 4 and connects points of interest including Leichhardt North light rail station, the businesses and services located on Norton Street, Pioneers Memorial Park, Sydney Secondary College Leichhardt Campus and bus depot.

4.3.11.2 Disadvantages

Cyclists are required to make several right hand turns when wishing to travel eastwards at busy intersections including Darley Street and Francis Street, and Allen Street and Norton Street as well as navigating the major intersection at City West Link Road and Balmain Road.

COMPLETE

4.4 SUPPLEMENTARY ROUTE 2 – WARATAH STREET TO BALMAIN ROAD

4.4.1 GENERAL

Supplementary Route 2 starts at the intersection of Waratah Street and Dobroyd Parade, traverses quiet residential streets and a section of the Greenway and ends at the Lilyfield Road/ Balmain Road intersection as shown in figure 4.

Supplementary Route 2 is 6km long, which bypasses 870m of Lilyfield Road and 3.4km of the Bay Run / Henley Marine Drive section, resulting in an increased travel distance of 1.7km for Supplementary Route 2.

The route has varying grades including:

- 460m uphill gradient, Waratah Street eastbound;
- 150m uphill gradient, Waratah Street westbound;
- 250m uphill gradient, Waratah Street westbound;
- 135m uphill gradient, Lyall Street eastbound;
- 145m uphill gradient, Flood Street southbound;
- 120m uphill, Allen Street westbound;
- 290m slight uphill gradient, Allen Street eastbound; and
- 175m uphill gradient on Allen Street (east of Norton Street) eastbound.

4.4.2 TREATMENTS IDENTIFIED

Dobroyd Parade/Waratah Street

- Shared path at the end of Dobroyd Street which extends to Waratah Street with off-ramps on both streets.

Waratah Street – 12.5m wide

Preferred Treatment

- Eastbound cycle lane (uphill) from Dobroyd Parade to Dalhousie Street roundabout with mixed traffic westbound; and
- Westbound cycle lane (uphill) from Dalhousie Street roundabout to Hawthorne Parade with mixed traffic eastbound.

Other Treatments Considered

- On road cycle lanes and adjacent marked parking lane with provisions at narrowed sections on the carriageway (to join existing cycle lane sections) – may not be feasible as the absolute minimum road width required for 2 shoulder cycle lanes, 2 parking lanes and 2 traffic lanes are 12.6m.

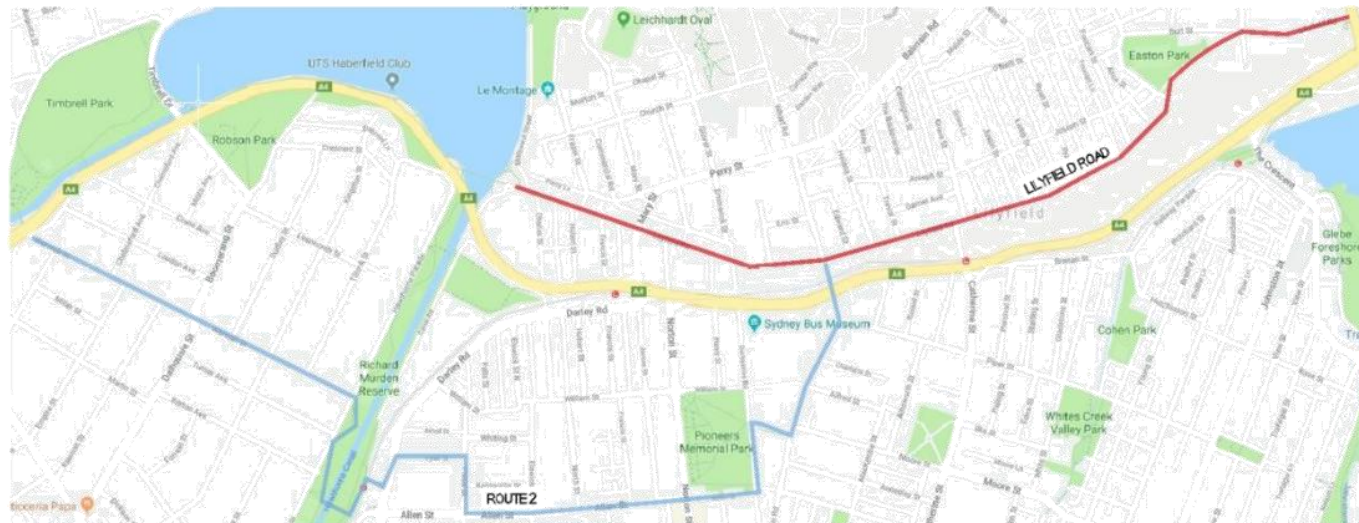


Figure 4 - Supplementary Route Option 2

COMPLETE

Hawthorne Parade – 8.5m wide between kerb ramps

- Upgrade refuge on north side of Waratah Street/ Hawthorne Parade roundabout intersection.

Richard Murden Reserve

- 2-2.4m wide shared path remains.

Hawthorne Canal Reserve

Suggested Treatment

- Widen/ improve existing 1.8m wide shared path near pedestrian tunnel.

Darley Road – 12.2-12.5m wide

Preferred Treatment

- Retain 90 degree car parking and add 'rear to kerb' signage;
- Retain existing on road cycle symbols; and
- Increase size of pedestrian refuge opposite Lyall Street and align with gap in end treatment. Refuge is currently 2m wide.

Lyall Street – 12m wide

Preferred Treatment

- Covert 90 degree parking to kerb side parking and install eastbound cycle lane (going uphill) and mixed traffic westbound (downhill).

Other Treatments Considered

- Lyall Street/ Flood Street intersection - remove kerb side median island.

Flood Street – 12.9m wide

Preferred Treatment

- Directional signage to direct cyclists onto Lyall Street;
- Install cycle signage to increase awareness for motorists; and
- Increase width of cycle lanes to 1.5m where possible.

Other Treatments Considered

- At roundabout, install shared path on verge corners to avoid cyclists in the roundabout. Most likely insufficient room and a somewhat undesirable treatment type; and
- At roundabout, extend on road cycle lane on approaches up to the intersection. This is likely to result in some parking loss and there are advantages of cyclists being in lane at roundabouts to ensure that vehicles observe them and don't reduce cyclist space with traversing the roundabout.

Allen Street – 12.6-13.3m wide

Preferred Treatment

- Retain existing cycle lanes adjacent parking lane. Add linemarking as necessary to clarify lanes and where possible increase cycle lane width from existing the 1.2m to 1.5m and/or mark a buffer zone between cycle lane and parking lane;
- Bus stops need to be taken into account during cycle lane development and marking; and
- Install appropriate signage.

Allen Street (east of Norton Street) – 6.5m wide

Preferred Treatment

- Existing on road cycle symbols remain; and
- Install appropriate signage.

Derbyshire Road – 6.4m wide

Preferred Treatment

- Existing two on road cycle symbols remain – add several more along length of road;
- Parking restrictions on street near raised threshold to improve visibility of cyclists travelling out of the Moore Street cycleway path and to increase space for vehicles turning around on the street due at the dead end; and
- Install appropriate signage.

Other Treatments Considered

- Extend path on park side to create bi-directional shared path – requires relocation of existing power poles.

Balmain Road – 9.5-9.9m wide

Preferred Treatment

- Retain on road cycle symbols;
- Convert existing path to shared path with additional signage between Moore Street shared path and City West Link Road;
- Additional signage at City-West Link intersection to improve existing discontinuity on cycleway;
- Convert the three existing pedestrian crossings into shared crossings at Balmain Road/ City West Link Road intersection;
- Convert existing path on the east side of Balmain Road bridge to shared path. Width is 2.2-3.3m wide with shared path 'end' signs at the corner of Lilyfield Road and Balmain Road. There is currently a short section of barrier protection at the south east corner of the bridge which may be moved or expanded; and
- Install off ramp at the corner of Lilyfield Road and Balmain Road for cyclists to access Lilyfield Road.

COMPLETE

Other Treatments Considered

- Widen bridge to accommodate shared path on west side of bridge and relocate existing power poles and traffic light poles. Likely cost prohibitive; and
- On road cycle symbols. This could be considered in conjunction with the preferred treatment type for more confident cyclists.

4.4.3 EXISTING CYCLE FACILITIES ON ROUTE

Location	Existing cycle facilities
Waratah Street	On road cycle symbols
Waratah Street/ Boomerang Street	Wide landing area at median island for crossing. Multiple on road cycle symbols
HN 49 Waratah Street	Road narrows due to kerb buildouts with adjacent green coated shoulder 1m wide cycle lanes
Richard Murden Reserve	2m wide AC shared path
Hawthorne Canal	4.18m wide pedestrian bridge with lighting
Hawthorne Canal Reserve	1.8-2.1m wide AC shared path with underpass crossing light rail tracks.
Darley Road	2.5m wide AC shared path until the reserve meets the road. On road cycle symbols and way finding signage.
Darley Road	3m wide bi-directional shared path. Additional shared path leads to Hawthorne light rail station. Small median island to facilitate crossing Darley Road.
Flood Street	On-road shoulder cycleway in both directions with green coating at intersections. Cycle lane ends on approach to roundabout. Cyclists directed onto traffic lane with on road symbols.
Allen Street	On road cycle symbols at Flood Street/Allen Street roundabout with wayfinding signage. On-road shoulder cycleway in both directions with green coating at intersections. Cycle lanes end just south of Allen Street/ Norton Street intersection. Adjacent 2.54m wide parking lane.
Allen Street (south) /Norton Street intersection	On-road cycle symbols on approach to intersection.

Location	Existing cycle facilities
	Green coated cycle lane on Norton Street on approach to intersection to allow for right hand turn cycle movements onto Allen Street.
Allen Street (north of Norton Street intersection)	Short section of cycle only road with kerb build outs for pedestrians travelling along eastern side of Norton Street. Narrow road with on-road cycle symbols. Parking allowed on both sides of Allen Street.
Derbyshire Road	On-road cycle symbols. Road is narrow road with parking allowed on eastern side only.
Moore Street West	Raised section on Derbyshire Road leading onto 4.6m wide bi-directional shared path Existing wayfinding signage on Derbyshire Road directing cyclists onto path.
Moore Street Cycleway	5-6m wide bi-directional shared path (note lots of school kids crossing the path to get from school to oval located opposite). Shared path signage.
Balmain Road	Wide footpath with a designated cycle ramp at signalised Balmain Road/Moore Street intersection. Wayfinding signage for cyclists at intersection. On road cycle symbols. Extra wide parking lane to accommodate cyclists using the road shoulder.
Balmain Road/Bus depot	Specific cycle traffic light at major bus depot intersection Cycle 'cross with care' signs at secondary bus depot intersection.
Balmain Road.	Shoulder lane on east side of Balmain road (in sections). On road cycle symbols on western side of Balmain Road No cycle facilities on Balmain Road between City West Link Road and Lilyfield Road. Way finding signage provided at Lilyfield Road intersection. North of Lilyfield Road intersection there are on-road cycle symbols. Further north there is a shoulder cycle lane on both directions with adjacent parking lane.
City-West Link Road	Shoulder cycle lane westbound from Beames Street.
Various	Wayfinding signage at some parts of route

COMPLETE

4.4.4 EXISTING CONNECTIVITY ISSUES

There is limited capacity at the refuge islands located at the Dalhousie-Boomerang/Waratah Street roundabout intersection. The most suitable refuge island is located at the Boomerang Street/Waratah Street due to the larger size and installation of holding rails.

The end of Dobroyd Parade is blocked off for vehicular access, with a 1.95m concrete footpath path connecting to Waratah Street. Currently, there is no ramp for cyclists to exit onto road to Waratah Street.

A small pedestrian refuge is located between north and southbound lanes at Darley Road to access Lyall Street. Cyclists may be uncomfortable stopping at this refuge as the width is a maximum of 2m.

A dead end located at the western end of Lyall Street due to a raised garden bed. Spaces of 3.47m and 3.42m between edge of garden bed and property boundaries to allow for pedestrian and cycle movements.

4.4.5 PEDESTRIAN CONSIDERATIONS

Existing pedestrian infrastructure along route:

- Footpath on both sides of Waratah Street.
- Pedestrian crossing located in front of Dobroyd Point Primary School.
- Shared path along Richard Murden Reserve/Hawthorne Parade.
- Shared path along Hawthorne Canal Reserve.
- Bi-separational shared path at Darley Road which begins near the roundabout intersection with Allen Street.
- Footpath on both sides of Lyall Street.
- Footpath on both sides of Flood Street.
- Footpath on both sides of Allen Street.
- Footpath on west side of Derbyshire Road
- Shared path on Moore Street Cycleway
- Footpath on both sides of Balmain Road

4.4.5.1 Pedestrian Areas

There is a high volume of pedestrians between Boomerang Street and Dudley Street because of shops and a popular café in the vicinity.

There is a high volume of school kids which cross Moore Street Cycleway to get from school to the sports oval located opposite. High volumes of pedestrians and school kids also occur at the bus stop on Balmain Road in front of the school sports oval during AM/PM peak school times and during special events.

Moderate and continuous volumes of pedestrians are present on Norton Street due to proximity to medical centre, bus stops, public park, shops and cafes.

Potential cycle facilities will have minimal impact to the existing pedestrian facilities. There may be an increase in bicycle volumes which would impact pedestrians using the shared path on Richard Murden Reserve/Hawthorne Canal reserve, the Moore Street Cycleway shared path as well as those using the footpath along the eastern side of Norton Street crossing Allen Street.

4.4.6 TRAFFIC OPERATION CONSIDERATIONS

Darley Road has a moderate and continuous volume as it connects to a signalised intersection with access to A4/City-West Link Road.

Care must be taken when travelling along Allen Street and crossing Norton Street due to a high volume of turning movements at the intersection, multiple bus stops, pedestrian activity, a pedestrian crossing and roadside parking within the vicinity.

Vehicular maneuverability on Allen Street (north of Norton Street) may be difficult as parking was permitted on both sides despite the narrow road.

Derbyshire Road is quiet during the day but may have high traffic volumes around AM/PM peak school times. A number of school children ride bikes to school as evidenced by the bike racks located on campus which were full.

The Leichhardt bus depot has a high volume of vehicles entering and exiting the facility via three intersections located on Balmain Road. One is a signalised crossing and the secondary access points have multiple warning signs for cyclists using the adjacent shared path.

High volumes of traffic along Balmain Road due to connectivity with City-West Link Road and Lilyfield Road. Both intersections are signalised. City-West Link Road has a sign posted speed of 70km/hr whilst Lilyfield Road has a sign posted speed of 70km/hr.

The Balmain Road bridge between A4/City-West Link and Lilyfield Road is a very busy section of road with two lanes in each direction and no additional shoulder width permissible.

4.4.7 PARKING CONSIDERATIONS

Existing parking availability on route:

- Kerb side parking along Waratah Street.
- Kerb side parking and marked parking spaces at Hawthorne Parade.
- Darley Road has 90 degree parking and kerb side parking.
- Lyall Street has kerb side and angled parking.
- Kerb side parking in parking lane along Flood Street.
- Kerb side parking in parking lane along Allen Street.
- Parallel parking on both sides of Allen Street east of Norton Street.
- Parking permitted on eastern side of Derbyshire Road only.
- Parking permitted on eastern side of Balmain Road only until City-West Link Road intersection.

There is high parking utilisation on Derbyshire Road although turnover is low as it is most likely used by teachers from the adjacent high school. A high turnover of parked vehicles would occur at the vicinity of Dobroyd Point Public School during AM/PM peak drop off times. High parking turnover also occurs on Waratah Street between Boomerang Street and Dudley Street due to cafes and shops.

4.4.8 PUBLIC TRANSPORT FACTORS

Bus stops are located at Leichhardt Congregational Church, Allen Street, the corner of Allen Street and North Street, on Allen Street outside of medical centre and in front of the sports oval on Balmain Road.

COMPLETE

There are also two light rail stops in the vicinity; Hawthorne at the centre of Hawthorne Canal Reserve, with a direct path to Darley Road and Marion located at the southern end of the reserve.

4.4.9 STREET TREES, OPEN SPACE AND LANDSCAPE CONSIDERATIONS

Young and mature trees are planted in the verges of Waratah Street, Lyall Street, Flood Street and Allen Street.

Trees are sparsely located in Richard Murden Reserve and the existing shared path in Hawthorne Canal Reserve is heavily treed with a high volume of leaf fall covering the path.

Route located adjacent open space reserves including:

- Richard Murden Reserve (The Greenway)
- Hawthorne Canal Reserve (The Greenway)
- Pioneers Memorial Oval
- Sydney Secondary College sports oval

Minimal potential landscape and open space losses will be incurred as a result of providing a cycle facility adjacent.

4.4.10 DRAINAGE AND SERVICE CONFLICTS

Location	Drainage/ service conflict type
Corner of Waratah Street and Alt Street	Electrical Box
HN 67 Rawson Street	Electrical Box
Corner of Waratah Street and Hawthorne Parade	Electrical Box
Lyall Street dead end	Drainage pits located at dead end due to low point.
Corner of Allen Street and Flood Street	Above ground Telecom pillar

4.4.11 ADVANTAGES AND DISADVANTAGES OF THE SUPPLEMENTARY ROUTE

4.4.11.1 Advantages

The route travels through part of the Greenway reserve and connects points of interest including Leichhardt North light rail station, the businesses and services located on Norton Street, Pioneers Memorial Park, Sydney Secondary College Leichhardt Campus and bus depot.

4.4.11.2 Disadvantages

The longest route of the options considered which also does not link to the Bay Run. The existing Henley Marine Drive pedestrian bridge is an inadequate linkage to Timbrell Park/ the Bay Run for cyclists due to the narrow width of the crossing.

Multiple raised crossings and road narrowing sections along Waratah street. Only a couple have cycleway provisions.

The route also consists of multiple right hand turns and has various uphill gradients which are not ideal for cycleway provisions, especially when the purpose of the supplementary route is to avoid the uphill gradient on Lilyfield Road.

COMPLETE

4.5 SUPPLEMENTARY ROUTE 3 – CHARLES STREET TO HENRY STREET

4.5.1 GENERAL

Supplementary Route 3 starts at the intersection of Lilyfield Road and Charles Street, traverses quiet residential streets and the existing thoroughfares adjacent the sound barrier wall before ending at the Lilyfield Road/ Henry Street intersection as shown in figure 5.

Supplementary Route 3 is 0.81km long, which bypasses 500m of Lilyfield Road, resulting in an increased travel distance of approximately 300m for Supplementary Route 3.

The route connects to the Bay Run in the west as well as Maliyawul Street bi-directional shared path in the north.

The route has varying grades including:

- 130m uphill gradient, Charles Street southbound;
- 80m uphill gradient, Charles Street northbound; and
- 80m uphill gradient on Henry Street northbound.

4.5.2 TREATMENTS IDENTIFIED

Charles Street – 12m wide

Preferred Treatment

- Southbound shoulder cycle lane and mixed traffic westbound with an off road connection to the path at the south end of Charles Street.

Other Treatments Considered

- Separated bi-directional cycleway;
- Convert to shared path from Fairlight Street intersection on raised footpath;
- Widen and convert existing footpath adjacent HN 85 Charles Street to shared path; and
- On road cycle lanes and adjacent marked parking lane– may not be feasible as the minimum road width required for 2 shoulder cycle lanes, 2 parking lanes and 2 traffic lanes are 12.6m.

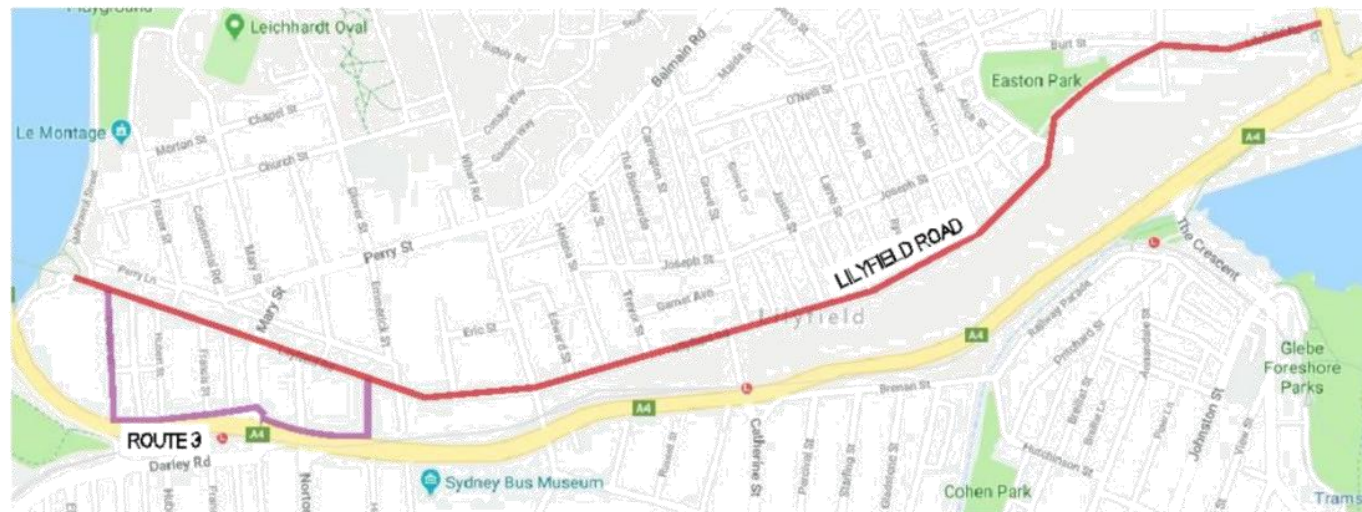


Figure 5 - Supplementary Route Option 3

COMPLETE

Hubert Street – 4.1m wide

Preferred Treatment

- Widen and convert existing footpath between Hubert Street and Francis Street to shared path.

Other Treatments Considered

- Kerb ramp to transition from path to road and remove tree roots; and
- Mixed on road traffic with on road cycle symbols, although connection to and from existing shared paths at each end is more complicated.

Wragge/Francis Street – 5.3m wide

Preferred Treatment

- Mixed on road traffic with on road cycle symbols; and
- Kerb ramp to transition from path to road. Remove garden bed and tree. Assess of the street light can remain in existing position.

Other Treatments Considered

- Remove/reposition sound walls for a more direct route – cost prohibitive.

City West-Link Road

Preferred Treatment

- Increase size of traffic island at City West Link and James Street intersection and install cycle and pedestrian crossing lanterns and cycle lanes adjacent pedestrian crossing (7m crossing distance); and
- Widen and convert existing footpath between Norton Street and Henry Street to shared path.

Other Treatments Considered

- Relocate light pole on the corner of City-West Link Road and Norton Street; and
- Remove/reposition sound walls for a more direct route – cost prohibitive.

Henry Street – 12.1-12.6m wide

Preferred Treatment

- Convert 90 degree parking to parallel parking with an on road cycle lane uphill (towards Lilyfield Road); and
- Widen existing bridge over drainage channel.

Other Treatments Considered

- Widen existing bridge over drainage channel; and
- Mixed on road traffic with on road cycle symbols.

4.5.3 EXISTING CYCLE FACILITIES ON ROUTE

Location	Existing cycle facilities
Lilyfield Road/Charles Street intersection	Shoulder cycle lane along Lilyfield Road eastbound (uphill). On road cycle symbols for westbound direction
Charles Street-Hubert Street path	Narrowest reserve width at 2.9m. 1.33m wide footpath
Hubert Street-Francis Street path	Reserve and existing footpath is a minimum 2.55m
Wragge Street-James Street path	Pedestrians directed onto James Street/City West Link intersection via pedestrian crossing. Small island with traffic lights
City Link West Road path. Between James Street and Norton Street	3.1m wide path with occasional light pole which narrows path down to 2.25m
City Link West Road path. Between Norton Street and Henry Street.	3.3m wide concrete path with narrows to 1.94m. Two right angled corners due to brick and steel structure. Maneuverability may be difficult if multiple users are at the same location.
Henry Street	Two paths connecting City West Link path to Henry Street. The eastern path is 1.6m wide and located adjacent a fence and drainage channel. The western path is 1.77m wide and
Henry Street	Access to paths via adjacent concrete driveways

4.5.4 EXISTING CONNECTIVITY ISSUES

At the end of Charles Street, maneuverability is tight at the connection between the elevated path ramp and perpendicular footpath.

The path between Wragge Street and James Street has two right angled corners in the footpath due to the brick barrier walls. This is also the case adjacent City-West Link Road when accessing the Henry Street/ Derbyshire Road footpath.

4.5.5 PEDESTRIAN CONSIDERATIONS

Existing pedestrian infrastructure along route:

- Footpath on east side of Charles Street. Footpath on west side of Charles Street from HN 90.
- Elevated 3m wide footpath section on Charles Street south of Fairlight Street intersection.
- 1.3m wide footpath along the side of HN 85 Charles Street.
- 1.2m wide footpath on south side of Hubert Street.
- 1.2m wide footpath between Hubert and Francis Street.

COMPLETE

- No footpath on Wragge Street.
- Footpath between Wragge and James Street.
- Footpath along City-West Link Road, narrowest section at 1.94m wide.
- Footpath behind barrier wall between City West Link Road and Henry Street.

The Balmain Road/City-West Link intersection southbound has no pedestrian traffic signals meaning three stages of signalised crossings are required to cross City-West Link Road.

Potential cycle facilities will have some impact to the existing pedestrian facilities. There may be an increase in bicycle volumes which would impact pedestrians using the existing footpaths which are proposed to be converted to shared paths.

4.5.6 TRAFFIC OPERATION CONSIDERATIONS

At Charles Street, an industrial driveway is present with heavy vehicles utilising this access point. A crest of a hill is located at the Charles Street/Fairlight Street intersection causing a potential visibility issue.

A section of the route is adjacent City-West Link Road between James Street and Henry Street. The road is a major thoroughfare with a sign posted speed limit of 70km/hr.

A number of signalised crossings are located on the route including the James Street/City-West Link Road intersection at the median island and Norton Street/ City-West Link intersection. A zebra crossing is located at James Street/ City-West Link on the slip lane.

4.5.7 PARKING CONSIDERATIONS

Existing parking availability on route:

- Charles Street is a wide road with parking on both sides.
- No parking available at Hubert Street.
- No parking available at Wragge Street.
- No parking available along City-West Link Road.
- Parking at 90 degrees along east side and parallel parking along west side of Henry Street.

4.5.8 PUBLIC TRANSPORT FACTORS

There are no bus stops along this route.

An overhead footbridge bridge links Charles Street to Leichhardt North light rail station over City-West Link Road providing a north-south connection over the City West Link Road.

4.5.9 STREET TREES, OPEN SPACE AND LANDSCAPE CONSIDERATIONS

Mature gum trees are located along the eastern side of Charles Street and in Henry Street parking lanes and along the verge.

Buttress tree roots are present alongside of No. 85 Charles Street and Hubert Street-Francis Street path. The tree roots are causing existing footpath uplift at the City Link West Road-Henry Street path.

An informal reserve is located adjacent Henry Street.

Small landscape and open space losses will be incurred as a result of providing a cycle facility particularly at Hubert Street and around the barrier walls at Wragge Street/ James Street and City-West Link Road towards Henry Street.

4.5.10 DRAINAGE AND SERVICE CONFLICTS

Location	Drainage/ service conflict type
HN 84 Charles Street	Small electrical box
Corner of HN 85 Charles Street	Small electrical box
Charles Street-Hubert Street path	Large electrical box
Hubert Street behind HN 85 Charles Street	Potential drainage issue. Low point on corner with water collected from both directions of Hubert Street and alleyway.
Corner of HN 73 Hubert Street	Small electrical box
Corner of HN 133 Francis Street	Small electrical box
Corner of James Street	RMS small traffic signal box
Henry Street (south end)	Large electrical box
Henry Street (south end)	Drainage inlet pit. Low point on road. Would most likely connect to underlying drainage channel.
Henry Street/Lilyfield Road intersection	Large electrical box
Henry Street	Large electrical unit adjacent 1.9m wide footpath.

4.5.11 ADVANTAGES AND DISADVANTAGES OF THE SUPPLEMENTARY ROUTE

4.5.11.1 Advantages

Route 3 is the shortest route of the options considered with the majority of the length off road and the remainder using quiet roads with low traffic volumes and vehicle parking turnover.

COMPLETE

4.5.11.2 Disadvantages

Should the route be selected, the installation of lighting would be required. There may also be community concerns for safety as the potential for passive surveillance is limited and conflicts with the principles of CPTED (Crime Prevention Through Environmental Design).

The position of some power poles may cause constraints along sections of the route as well as the potential removal of the existing 90 degree brick barrier walls to allow for smoother movements for cyclists. These changes to the existing infrastructure are costly and may prove difficult to implement. The alteration to the existing barrier walls may impact the noise acoustics for the properties surrounding the areas affected and would require assessment.

4.6 SUPPLEMENTARY ROUTE 4 – MALIYAWUL STREET TO BALMAIN ROAD

4.6.1 GENERAL

Supplementary Route 4 starts at Maliyawul Street, travels along streets adjacent recreational and parkland facilities before ending at the Lilyfield Road/ Balmain Road intersection as shown in figure 6.

Supplementary Route 4 is 2.9km long, which bypasses 870m of Lilyfield Road, resulting in an increased travel distance of approximately 2km for Supplementary Route 4.

There are varying grades on the route:

- 410m uphill gradient, Frazer Street northbound;
- 215m uphill gradient, Mary Street southbound;
- 150m uphill gradient, Glover Street southbound;
- 150m uphill gradient, Church Street eastbound;
- 230m uphill gradient, Wharf Road southbound; and
- 165m uphill gradient, Balmain Road northbound.

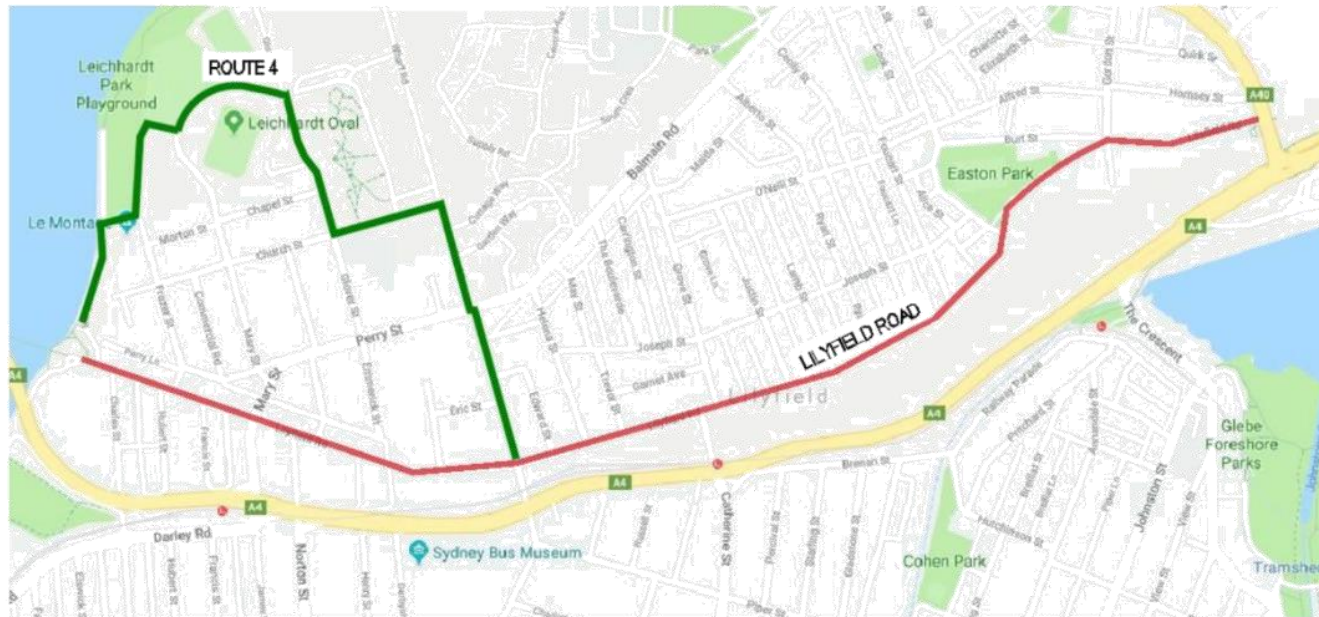


Figure 6 - Supplementary Route Option 4

COMPLETE

4.6.2 TREATMENTS IDENTIFIED

Frazer Street/ Le Montage carpark

- Mixed traffic with on road cycle symbols; and
- Installation of rear to kerb parking signs for the existing 90 degree car parking. This reduces the likelihood of vehicles exiting a car park in a reversing direction and in turn reduces potential conflicts with cyclists.

Frazer Street

Preferred Treatment

- Mixed traffic with on road cycle symbols;
- Centreline marking to delineate traffic lanes and where vehicles should be positioned.

Other Treatments Considered

- Cycle lane uphill with mixed traffic downhill (likely parking loss).

Mary Street

Preferred Treatment

- Mixed traffic with on road cycle symbols;
- Centreline marking to delineate traffic lanes and where vehicles should be positioned.

Other Treatments Considered

- Widening of existing footpath to become bi-directional shared path.

Glover Street

- Widening of existing footpath to become bi-directional shared path.

Church Street

- Mixed traffic with on road cycle symbols due to narrow one-way street and minimal verge width.

Wharf Street

- Mixed traffic with on road cycle symbols due to narrow street and minimal verge width.

Balmain Road

- Southbound lane may have sufficient width for a cycle lane adjacent parking lane

Install wayfinding and directional signage at intersections along the route.

4.6.3 EXISTING CYCLE FACILITIES ON ROUTE

Location	Existing cycle facilities
Maliyawul Street	Bi-directional shared path with designated cycle ramp for on road access
Mary Street	On road cycle symbols
Glover Street	On road cycle symbols
Balmain Road	On road cycle symbols
	Northbound and southbound cycle lanes with green coating at intersections between HN 278 Balmain Road and Edward Road

4.6.4 EXISTING CONNECTIVITY ISSUES

The majority of the route involves mixed traffic including some sections uphill. Cyclists would be required to navigate the busy Wharf Road/ Balmain Road intersection without dedicated provisions for crossing.

If starting at Maliyawul Street, the route involves predominantly left hand turns. The two right hand turns required are on low speed streets which are relatively quiet unless a sporting event is held in the vicinity.

4.6.5 PEDESTRIAN CONSIDERATIONS

Existing pedestrian infrastructure along route includes:

- Bi-directional shared path on Maliyawul Street connecting to the Bay Run;
- 1.5m wide footpath on Mary Street; and
- 1.5-2.5m wide footpath on Glover Street.

Potential cycle facilities will have minimal impact to the existing pedestrian facilities as the majority of the route is on road. There may be an increased volume of bicycles using the existing shared path along Maliyawul Street.

4.6.6 TRAFFIC OPERATION CONSIDERATIONS

There are two one way streets for vehicles along the route. Frazer Street is one way for vehicles travelling northbound and Church Street is one way only for vehicles travelling westbound, meaning contra flow cyclists will be required.

4.6.7 PARKING CONSIDERATIONS

Existing parking availability on route:

- 90 degree parking on Maliyawul Street;
- Road side parking on Frazer Street;
- Nine 90 degrees signposted front to kerb parking on Frazer Street;
- 90 degree signposted rear to kerb parking on Mary Street at Aquatic Centre;
- Off road 90 degree parking bay Mary Street;

COMPLETE

- Kerb side parking along Glover Street;
- Kerb side parking on south side of Church Street;
- Kerb side parking on east side of Wharf Road;
- Indented kerb side parking bay on the east side of Balmain Road; and
- Kerb side parking on Balmain Road on west side until approach to intersection.

4.6.8 PUBLIC TRANSPORT FACTORS

There are no public transport bus stops along route. However, there may be community busses to gain access to health service providers on Glover Street, Church Street and Wharf Street.

4.6.9 STREET TREES, OPEN SPACE AND LANDSCAPE CONSIDERATIONS

The route is located adjacent various open space and recreational areas including:

- Hippo Park
- Leichhardt Aquatic Park
- Leichhardt Oval #2

Minimal potential landscape and open space losses will be incurred as a result of providing a cycle facility adjacent.

4.6.10 DRAINAGE AND SERVICE CONFLICTS

Several services are located on the road verges and is expected to have minimal impact on the identified cycle way provision treatment types.

4.6.11 ADVANTAGES AND DISADVANTAGES OF THE SUPPLEMENTARY ROUTE

4.6.11.1 Advantages

The streets on the route are relatively quiet when no sporting activities are occurring. Another advantage is the existing cycle shoulder lanes located on Balmain Road.

The route connects to the Sydney branch of the University of Tasmania which is located on Church Street and Wharf Road.

4.6.11.2 Disadvantages

Disadvantages include the multiple speed cushions along the route at Mary Street and Glover Street, and the potential conflicts where 90 degree parking is provided adjacent sections of mixed traffic on the route.

Whilst not observed, weekend sporting activities is likely to increase traffic and parking demand in the area which may adversely impact cyclist safety, particularly in and around high turnover parking locations.

5 THE NEXT STEPS

The next stage will involve community consultation and further stakeholder involvement. The feedback will be considered when providing a recommendation of the preferred option and will be presented at Council's Local Traffic Committee (LTC). The recommendation of the LTC will then be considered by Council. Following Council's decision, Phase two will commence with further community engagement.

Council has put together a three phase process to develop the new design. The community will be invited to input feedback at each phase:

1. Option investigation/development in a Feasibility Study report - **Now**
2. Concept development - **Late 2019**
3. Detailed design - **Mid 2020**

COMPLETE**6 APPENDIX**

Please see the Supplementary Route summaries below.

SUPPLEMENTARY ROUTE 1



HAWTHORNE CANAL TO BALMAIN ROAD

Route (heading east)

- Canal Road where the shared path at Maleny Street ends
- Charles Street
- Darley Road
- Francis Street
- Allen Street
- Derbyshire Road
- Moore Street Cycleway
- Balmain Road
- Balmain Road/Lilyfield Road intersection

General Description

Supplementary Route 1 starts at Canal Road and ends at the Lilyfield Road/ Balmain Road intersection.

The route is 2.2km long, which bypasses 870m of Lilyfield Road, resulting in an increased travel distance of approximately 1.3km for Supplementary Route 1. The route connects to the Bay Run in the west and Maleny Street bi-directional shared path in the north.

Features

Public Transport links include Leichhardt North light rail station and bus stops at Allen Street and Balmain Road.

Areas of open spaces adjacent the route include Blackmore Oval, Pioneers Memorial Oval and Sydney Secondary College sports oval.

Points of interest along the route comprise of Leichhardt North light rail station, overhead footbridge at Charles Street, businesses and services located on Norton Street, Pioneers Memorial Park, Sydney Secondary College Leichhardt Campus and Transit Systems Leichhardt bus depot.

Major Existing Cycle Facilities On Route

- Bi-directional shared path under City West Link Bridge
- On-road shoulder cycle lanes in both directions at Allen Street
- Moore Street West Cycleway
- Shared path on west side of Balmain Road
- Occasional on road cycle symbols and wayfinding signage

Advantages and Disadvantages of Route

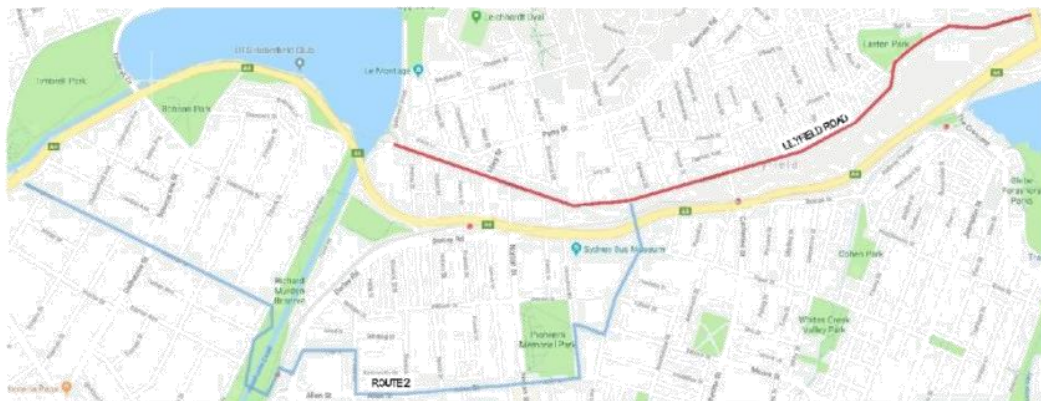
Advantages

- The route is relatively flat and traverses quiet residential streets;
- Of all options considered, the route has one the shortest distance of uphill gradients for cyclists travelling eastwards and has a shorter detour than options 2 and 4;
- Connects to the existing facilities at the Bay Run and Maleny Street shared path;
- Some sections of the proposed route have existing cycle infrastructure; and,
- Minimal potential landscape and open space losses incurred if cycle facilities are provided.

Disadvantages

- Cyclists are required to make several right hand turns when travelling eastwards at Darley Street, Francis Street and Allen Street;
- The route includes the major intersection at City West Link Road and Balmain Road;
- Treatment types are limited when addressing Balmain Road bridge;
- Trees are planted along the verges and in the road way in several streets may limit the treatment types;
- Care must be taken when travelling along Allen Street and crossing Norton Street due to the high volume of turning movements at the intersection, multiple bus stops, pedestrian activity, a pedestrian crossing and roadside parking within the vicinity;
- Two sections of road which require attention are Darley Road which has an incline and high traffic volumes, and Balmain Road due to the very high traffic volumes and constraints at the bridge leading to the intersection of Balmain Road and Lilyfield Road; and,
- The existing permanent roadblock located at Francis Street with a 1.48m wide gap between two raised garden beds.

SUPPLEMENTARY ROUTE 2



WARATAH STREET TO BALMAIN ROAD

Route (heading east)

- Waratah Road
- Richard Murden Reserve
- Hawthorne Canal Reserve
- Darley Road
- Lyall Street
- Flood Street
- Allen Street
- Derbyshire Road
- Moore Street Cycleway
- Balmain Road
- Balmain Road/Lilyfield Road intersection

General Description

Supplementary Route 2 starts at the intersection of Waratah Street and Dobroyd Parade and ends at the Lilyfield Road/ Balmain Road intersection.

The route is 6km long, which bypasses 870m of Lilyfield Road and 3.4km of the Bay Run / Henley Marine Drive section, resulting in an increased travel distance of 1.7km for Supplementary Route 2. The route connects to the Henley Maine Drive footbridge across Dobroyd Parade to Timbrell Park reserve in the west.

Features

On the route, bus stops are located at the corner of Flood Street and Allen Street, Leichhardt Congregational Church, on Allen Street outside a medical centre and on Balmain Road in front of the sports oval.

Two light rail stops are in the vicinity; Hawthorne at the centre of Hawthorne Canal Reserve, with a direct path to Darley Road and Marion located at the southern end of Richard Murden Reserve.

Areas of open spaces along the route such as Richard Murden Reserve and Hawthorne Canal Reserve (both are part of The Greenway), Pioneers Memorial Park and Sydney Secondary College sports oval.

The route connects to points of interest including Hawthorne light rail station, businesses and services located on Norton Street, Pioneers Memorial Park, Sydney Secondary College Leichhardt Campus and Transit Systems Leichhardt bus depot.

Major Existing Cycle Facilities on Route

- Short sections of cycle lanes on Waratah Street in both directions
- Shared path at Richard Murden Reserve and Hawthorne Canal Reserve
- Darley Road shared path
- On-road shoulder cycle lanes in both directions at Flood Street and Allen Street
- Moore Street West Cycleway
- Shared path on west side of Balmain Road
- Occasional on road cycle symbols and wayfinding signage

Advantages and Disadvantages of Route

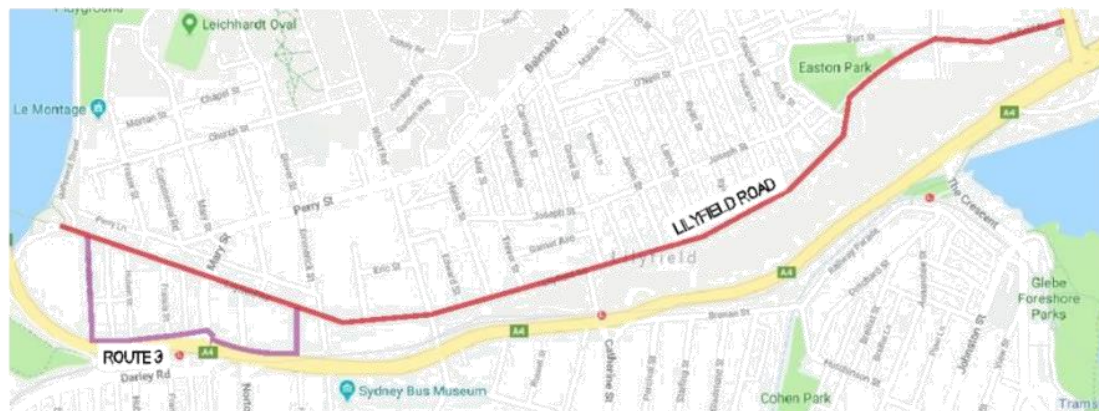
Advantages

- Some sections have existing cycle infrastructure;
- The route travels through part of The Greenway reserve and connects to points of interest; and,
- Minimal potential landscape and open space losses will be incurred as a result of providing a cycle facility adjacent.

Disadvantages

- The longest route of the options considered and does not formally link to the Bay Run. The existing Henley Marine Drive pedestrian bridge is an inadequate linkage to Timbrell Park/ the Bay Run for cyclists due to the narrow width of the crossing;
- The route consists of multiple right hand turns and has various uphill gradients which are not ideal for cycleway provisions. The long uphill section of Waratah Road is not significantly dissimilar to Lilyfield Road to warrant the additional distance that the route would require to avoid the main route;
- Cyclists are required to cross the Dalhousie Street /Waratah Street roundabout intersection;
- Cyclists have to cross Darley Road to access Lyall Street. A small refuge is located on Darley Road which may be uncomfortable for cyclists waiting to cross;
- Care must be taken when travelling along Allen Street and crossing Norton Street due to a high volume of turning movements at the intersection, multiple bus stops, pedestrian activity, a pedestrian crossing and roadside parking within the vicinity; and,
- The Balmain Road bridge has no additional shoulder width permissible and high volumes of traffic.

SUPPLEMENTARY ROUTE 3



CHARLES STREET TO HENRY STREET

Route (heading east)

- Charles Street
- Hubert Street
- Francis Street/ Wragge Street
- City West Link Road
- Henry Street

General Description

Supplementary Route 3 starts at the intersection of Lilyfield Road and Charles Street before ending at the Lilyfield Road/ Henry Street intersection.

The route is 0.81km long, which bypasses 500m of Lilyfield Road, resulting in an increased travel distance of approximately 300m for Supplementary Route 3.

The route connects to the Bay Run in the west as well as Maliyawul Street bi-directional shared path in the north.

Features

An overhead footbridge bridge links Charles Street to Leichhardt North light rail station providing a north-south connection over the City West Link Road.

There is an informal reserve is located adjacent Henry Street.

Major Existing Cycle Facilities on Route

Currently, there are no existing cycle specific facilities on this route. There is potential for the existing pedestrian footpaths to be widened to form shared paths between Charles Street and Hubert Street, Wragge Street and James Street as well as City West Link Road to Henry Street.

Advantages and Disadvantages of Route

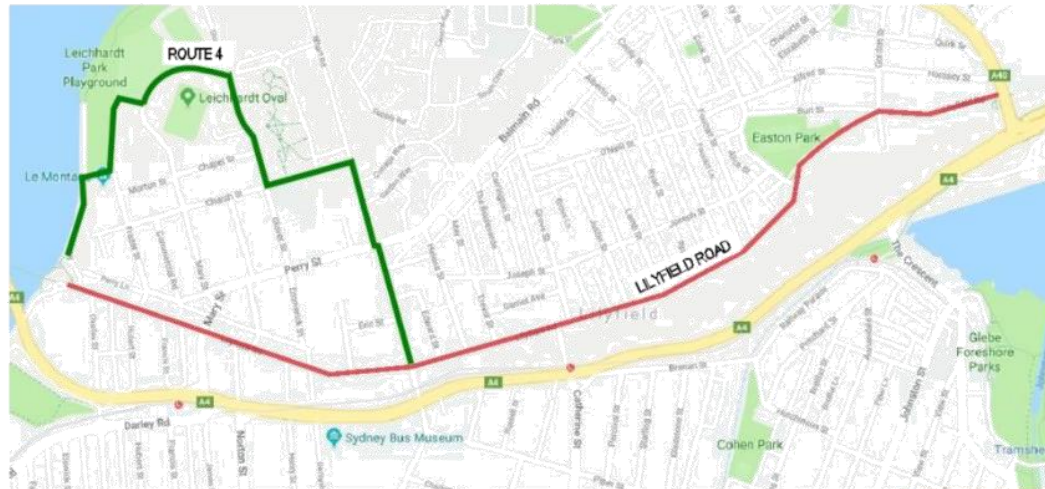
Advantages

- The majority of the route is off-road;
- Route 3 is the shortest route of the options considered; and,
- Consists of quiet residential streets with low traffic volumes and vehicle parking turnover.

Disadvantages

- Two sections of the route have right angled turns due to the brick barrier walls which may be difficult to navigate for cyclists;
- If the pedestrian paths were converted to shared paths, the increased bicycle volumes may impact pedestrians using these paths;
- A crest is located at the Charles Street/Fairlight Street intersection potentially causing visibility issues;
- A section of the route is adjacent City-West Link Road between James Street and Henry Street. The road is a major thoroughfare with a sign posted speed limit of 70km/hr;
- Multiple signalised crossings are located on the route including the James Street/City-West Link Road intersection at the median island and Norton Street/ City-West Link intersection. A zebra crossing is located at James Street/ City-West Link on the slip lane. These crossings will require upgrading;
- Mature gum trees are located in parking lanes and along the verge at Henry Street, reducing road width and limiting treatment types;
- Buttress tree roots have caused sections of the existing footpath to uplift;
- Limited space for treatments between sound barrier wall, property boundaries and adjacent utilities including power poles; and,
- The installation of lighting would be required. There may also be community concerns for safety as the potential for passive surveillance is limited and conflicts with the principles of CPTED.

SUPPLEMENTARY ROUTE 4



MALIYAWUL STREET TO BALMAIN ROAD

Route (heading east)

- Maliyawul Street
- Frazer Street
- Mary Street
- Glover Street
- Church Street
- Wharf Road
- Balmain Road

General Description

Supplementary Route 4 starts at Maliyawul Street, travels along streets adjacent recreational facilities and parklands before ending at the Lilyfield Road/ Balmain Road intersection.

The route is 2.9km long, which bypasses 870m of Lilyfield Road, resulting in an increased travel distance of approximately 2km for Supplementary Route 4.

This route was suggested by local BUGs (Bicycle User Groups) during a recent stakeholder meeting.

Features

There are two one way streets for vehicles along the route. Frazer Street is one way for vehicles travelling northbound and Church Street is one way only for vehicles travelling westbound, meaning eastbound cyclists will be required to travel contra flow.

Whilst there are no public transport bus stops along the route, there are several bus stops for community busses to gain access to health service providers on Glover Street, Church Street and Wharf Street.

The route is located adjacent various open space and recreational areas including Hippo Park, Leichhardt Aquatic Park and Leichhardt Oval #2 as well as the Sydney branch of the University of Tasmania.

Major Existing Cycle Facilities on Route

- A bi-directional shared path with cycle-only off ramp at Maliyawul Street
- On-road shoulder cycle lanes in both directions on Balmain Road

Advantages and Disadvantages of Route

Advantages

- The streets on the route are relatively quiet when no sporting activities are occurring;
- Minimal potential landscape and open space losses will be incurred if providing cycle facility adjacent;
- If starting at Maliyawul Street, the route involves predominantly left hand turns. The two right hand turns on the route are on quiet and low speed streets;
- Potential cycle facilities will have minimal impact to the existing pedestrian facilities as most of the proposed route is on road;
- Part of the route uses an existing bi-directional shared path which connects to the Bay Run; and,
- Existing cycle shoulder lanes are located on Balmain Road.

Disadvantages

- Multiple speed cushions are present along the route at Mary Street and Glover Street;
- Potential conflicts where 90 degree vehicle parking (some of which is signposted front to kerb) is provided adjacent sections of mixed traffic on the route;
- Weekend sporting activities are likely to increase traffic and parking demand in the area which may adversely impact cyclist safety, particularly around high turnover parking locations;
- The majority of the route proposed involves mixed traffic including sections uphill, some which are quite prolonged; and,
- Cyclists would be required to navigate the busy Wharf Road/ Balmain Road intersection without dedicated provisions for crossing.

Item No: LTC1119 Item 21

Subject: **PROPOSED PERMIT PARKING RESTRICTIONS - RAILWAY TERRACE, LEWISHAM (DAMUN-STANMORE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following representations, Council is proposing to implement permit parking restrictions in the section of Railway Terrace, Petersham between Hunter Street and West Street to provide additional parking opportunities for residents. Given that Railway Terrace is a classified State Road, the proposal is subject to RMS approval.

RECOMMENDATION

THAT implementation of '2P 8:30am - 6:00pm Monday to Friday Permit Holders Excepted Area M7' restrictions in Railway Terrace, Lewisham (southern side) between West Street and Hunter Street be supported in principle and forwarded to RMS for consideration and approval.

BACKGROUND

There are six residential dwellings in the subject section of Railway Terrace, Petersham adjacent to the existing M7 permit parking area. Given that there is an existing permit parking area, there is an opportunity for Council to extend the restrictions to provide the residents with additional parking opportunities. The location near Petersham railway station, parking being available on one side of the street only, and the permit parking restrictions in nearby streets indicates that parking in the area is constrained. Given the constraints, implementation of the permit parking as proposed is in keeping with Council and RMS permit parking guidelines. The proposal is illustrated in **Figure 1** below.

Street Name and Suburb	Railway Terrace, Petersham
Section	Between West Street and Hunter Street
Carriageway Width (m)	11 metres (approx.)
Carriageway Type	Two-way Street
Classification	State Road
85th Percentile Speed (km/h)	50km/h
Vehicles Per Day (vpd)	20,911 vpd
Reported Crash History (July 2014 - June 2018)	2016 - Minor injury; rear-ender-outside Property # 7 Railway Terrace
Heavy Vehicle Volume (%)	Class 1 vehicles 92.8% (% heavy vehicles not available)
Parking Arrangements	Unrestricted parking.



Figure 1: Permit Parking Proposal

FINANCIAL IMPLICATIONS

Cost of signage can be covered from Council's operational budget for signs and lines.

PUBLIC CONSULTATION

Following receipt of a petition from four of the six affected households in Railway Terrace, letters were sent to affected residents seeking feedback on the proposal to install permit parking restrictions in Railway Terrace between Hunter Street and West Street. Two submissions were received, both supporting the proposal.

Feedback	Officer's Comment
Strongly support proposal. I have to carry supplies from nearby streets when commuters take all the spots	Both submissions support proposal which will result in increased opportunities for residents to park near their homes.
Commuters park in front making it impossible to park for shopping, I have to carry shopping for a block	

CONCLUSION

Given that a petition has been received and that there are no objections, the proposal for an implementation of permit parking in Railway Terrace between West Street and Hunter Street, is supported in principle, subject to RMS consideration and approval.

ATTACHMENTS

Nil.

Item No: LTC1119 Item 22

Subject: **MCKELL STREET, BIRCHGROVE - PROPOSED 'NO PARKING' AND 'NO STOPPING' RESTRICTIONS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

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

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received concerns from residents of McKell Street, Birchgrove regarding vehicle accessibility issues and sightline issues at the horizontal curve in McKell Street when vehicles park on both sides of the street.

RECOMMENDATION

THAT:

1. A 32.3m 'No Parking' restriction be installed along the northern side of McKell Street, Birchgrove, between No.29 and No.33 McKell Street; and
2. A 15.7m 'No Stopping' restriction be installed along the southern side of McKell Street, Birchgrove east of No.2 McKell Street.

BACKGROUND

Council has received concerns from residents of McKell Street, Birchgrove regarding vehicle accessibility issues around the bend when vehicles park on both sides of the street.

Site Location & Road Network

Street Name(s)	McKell Street, Birchgrove
Section	Between Church Street and Yeend Street
Traffic Volume	836 (2016)
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	26km/h (2016)
Speed Limit	40km/h
Carriageway width	Approx. 7.8m
Carriageway Type	Two way street with kerb-side parking on both the northern and southern side
Road Classification (State, Regional, Local)	Local

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

It was initially proposed to install a 32.3m 'No Parking' restriction along the northern side of McKell Street, Birchgrove between No.29 and No.33 McKell Street as shown on the following plan.



PUBLIC CONSULTATION

A letter outlining the initial proposal was mailed out to the affected 160 properties in Mckell Street, Birchgrove requesting residents' views regarding the proposal.

Nine 9 responses were received with 3 in support and 6 in general support with request for changes.



Residents' Comments	Officer Comments
<p>Council should consider installing a similar 'No Parking' restriction on the southern side of Mckell Street as parking under the large tree, especially in the vicinity of the road bend, obscures view of oncoming traffic.</p> <p>(5 similar comments)</p>	<p>Council's modified proposal seeks to install a 15.7m 'No Stopping' restriction along the southern side of Mckell Street, Birchgrove.</p>

MODIFIED PROPOSAL

Council is proposing to modify the consulted proposal to address the additional concerns raised by the affected residents regarding parked vehicles on the southern side of the bend resulting in visibility issues and an inadequate travel lane width.

In order to alleviate this issue, it is proposed install a 32.3m 'No Parking' restriction along the northern side of Mckell Street, Birchgrove between No.29 and No.33 Mckell Street and a

15.7m 'No Stopping' restriction along the southern side of McKell Street, Birchgrove east of No.2 McKell Street.

The modified proposal is shown on the plan below.



ATTACHMENTS

Nil.

Item No: LTC1119 Item 23**Subject:** TRAFALGAR LANE, ANNANDALE - PROPOSED 'NO PARKING' RESTRICTION (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

Council has received concerns from residents of Nelson Street, Annandale regarding vehicles parking on the western side of Trafalgar Lane, Annandale and subsequently obstructing rear driveway access for properties No.154 – No.168 Nelson Street.

RECOMMENDATION

THAT the existing 'No Parking' restriction on the western side of Trafalgar Lane, Annandale, north of Booth Lane be extended by 46m to include the rear of boundaries of Nos.143-149 Trafalgar Street.

BACKGROUNDSite Location & Road Network

Street Name(s)	Trafalgar Lane, Annandale
Section	Between Booth Lane and Piper Street
Traffic Volume	220 (2017)
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	25.5km/h (2017)
Speed Limit	50km/h
Carriageway width	Approx. 5m
Carriageway Type	Two way street
Road Classification (State, Regional, Local)	Local

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Council is proposing to extend the existing 'No Parking' zone on the western side of Trafalgar Lane, Annandale, north of Booth Lane by 46m to ensure unobstructed rear driveway access for properties No.154 – No.168 Nelson Street.

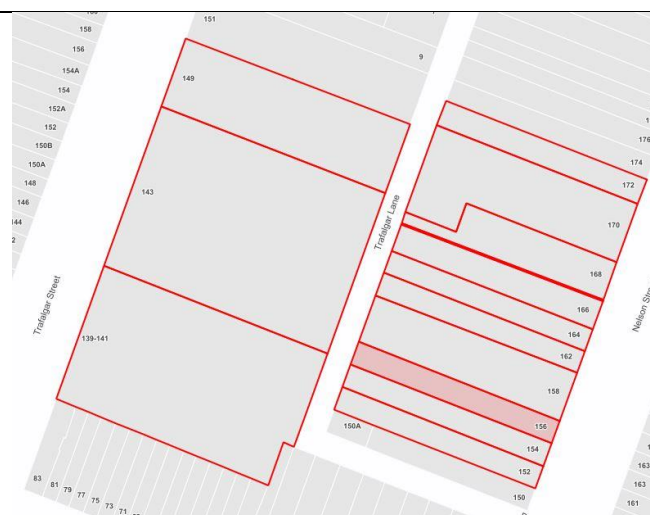
The proposal is shown on the following plan.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected 17 properties in Nelson Street and Trafalgar Lane, Annandale, requesting residents' views regarding the proposal.

4 responses were received with 2 in support, 1 in general support with request for changes and 1 in objection.



Residents' Comments	Officer Comments
<p>The extension of the existing 'No Parking' zone will result in more cars illegally parking in the visitor parking spaces in our apartment complex. The cost of towing becomes the responsibility of the residents.</p>	<p>This is a matter for the body corporate to enforce illegally parked vehicles on the private property.</p>
<p>Council should also install a 'No Parking' restriction on the eastern side of Trafalgar Lane.</p> <p>Vehicles constantly park so close to the corner of Trafalgar Lane and Booth Lane,</p>	<p>Council's Parking Services team will be advised so that they can arrange appropriate enforcement of illegal parking behaviour at this location.</p> <p>The installation of a 'No Stopping' and 'No Parking' restrictions along the eastern side of</p>

<p>restricting sightlines.</p> <p>As residents of Trafalgar Lane who have driveway access on the western side, we have the same restricted vehicular access issues due to parked vehicles on the opposite side.</p>	<p>Trafalgar Lane will be investigated as a separate matter as any potential loss of on-street parking will need to be consulted with affected residents.</p>
---	---

ATTACHMENTS

Nil.

Item No: LTC1119 Item 24

Subject: TRAFALGAR STREET, ANNANDALE - MOTORBIKE PARKING
(GULGADYA - LEICHHARDT WARD / BALMAIN ELECTORATE /
LEICHHARDT PAC)

Prepared By: Brinthaban Baskaran - Graduate Traffic Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received concerns regarding blocked vehicular access and obstructed sightlines to the driveway of No.33-37 Trafalgar Street, Annandale. In order to prevent vehicles impeding driveway access and sightlines whilst making use of the short kerb space, it is proposed to convert the existing 2.2m unrestricted parking space into a 2.2m 'Motor Bike Only' parking between No.33-37 Trafalgar Street, Annandale and the garden bed to the south.

RECOMMENDATION

THAT the existing 2.2m unrestricted kerb space between the driveway of No.33-37 Trafalgar Street, Annandale and the garden bed to the south be signposted as a 2.2m 'Motor Bike Only' parking space.

BACKGROUND

The existing 2.2m kerb space between No.33-37 Trafalgar Street and the garden bed to the south is insufficient to accommodate a standard size vehicle without impeding driveway access and sightlines to No.33-37 Trafalgar Street.

Site Location & Road Network

Street Name(s)	Trafalgar Street
Section	Midblock
Traffic Volume	Not available
Recorded Accident History (5 year)	Nil
Recorded 85% speed	Not available
Speed Limit	50km/h
Carriageway width	Approx. 12.3m
Carriageway Type	Two way with one travel lane in each direction and kerb side parking lane
Road Classification (State, Regional, Local)	Local road

FINANCIAL IMPLICATIONS

Nil.

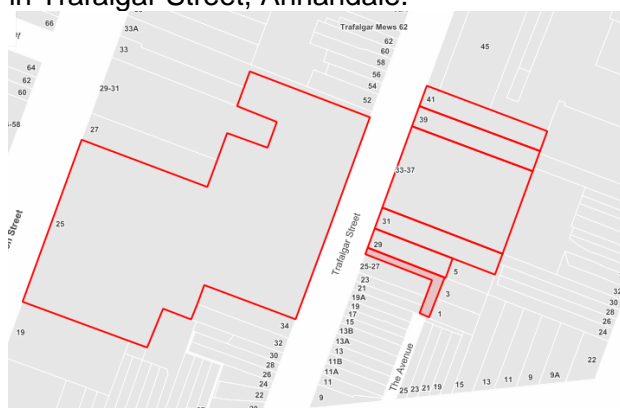
OTHER STAFF COMMENTS

In order to prevent vehicles impeding driveway access and obstructing sightlines whilst making use of this redundant space, it is proposed to install a 2.2m 'Motor Bike Only' parking zone as detailed on the following plan.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (33 properties) in Trafalgar Street, Annandale.



Four responses were received, two in support and two in objection of the proposal.

Residents' Comments	Officer Comments
The parking spot takes small cars quite easily but not four-wheel drive. Maybe we could have lines painted on the road to stop over parking by large vehicles as a safety measure but no need to stop a small car parking. (2 similar comments)	The existing 2.2m kerb space is insufficient to accommodate a standard size vehicle.
No resident/parents who pick up their kids from school uses motorbike. Each house in No.33-37 has a double garage meaning we do not need the motor bike parking space. (2 similar comments)	Installing a motorbike parking space will maximise use of this redundant 2.2m kerb space whilst providing parking for motorbikes and scooters.
Completely support the proposal as it improves the visibility when exiting the carpark driveway onto Trafalgar St would help prevent serious accidents.	Noted.

Item 24

<p>When we exit the driveway and turn right it is impossible to see oncoming traffic due to a car parked in the first car space to the right of the driveway.</p> <p>Could this parking spot be changed into a 'No Stopping' zone or install a mirror so that drivers exiting this driveway have visibility</p>	<p>There is no proposal to remove parking to the right of the driveway.</p> <p>The proposed treatment is preferred as it still retains on-street parking for another vehicle user group. Convex mirrors are not provided for private driveways. Also, they provide distorted vehicle distance and approach speed because of their convex nature.</p>
<p>Council in recent months has put not one but two poles blocking access for a car to park in this space. The second one was completely unnecessary and makes it more difficult for a car to park.</p>	<p>The bollards were installed to prevent illegal parking over the garden bed and overhanging into the driveway.</p>

ATTACHMENTS

Nil.

Item No: LTC1119 Item 25

Subject: **OUTSTANDING ACTIONS FROM JULY 2018 TO DATE
(ALL WARDS/ALL ELECTORATES/ALL PACS)**

Prepared By: Scipio Tam - Engineer - Traffic and parking Services (South)

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A review of Traffic Committee recommendations adopted by Council has been undertaken to provide a report on any outstanding actions for the Committee's consideration. The period of review was from July 2018 to date.

RECOMMENDATION

THAT this report be received and noted.

BACKGROUND

The Committee's Chair, Councillor Macri had requested for a report on matters outstanding arising from Committee recommendations adopted by Council.

The review has revealed four outstanding actions to be completed and their status details are provided in the attached table.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

A table listing the Items is provided below, including staff comment.

Item No.	LTC Meeting	Council Meeting	Location	Description	Action	Comment
LTC0319 Item 10	Monday, 4 March 2019	Tuesday, 26 March 2019	Fitzroy Lane, Newtown	Fitzroy Lane, Newtown - Proposed parking restrictions (Damun Ward/Newtown Electorate/Inner West PAC)	The Traffic Committee reviewing the decision in Item 10 in six months' time;	Resident issues within the laneway have appeared to have settled since initial changes to laneway. No concerns have been raised within the last 4-5 months. The matter will be

						reported to the December meeting.
LTC0319 Item 30	Monday, 4 March 2019	Tuesday, 26 March 2019	Intersection of Chandos Street and Parramatta Road, Ashfield	Councillor da Cruz raised concerns for a driveway located at the Chandos Street and Parramatta Road intersection that is not compliant with AS2890.1. Council Officers to investigate	Matter has been referred to WestConnex to investigate and action.	
LTC0819 Item 1	Monday, 5 August 2019	Tuesday, 27 August 2019	Warren Road, Marrickville	Warren Road Traffic Study (Midjuburi - Marrickville Ward/Summer Hill Electorate/ Inner West PAC	A further report be provided to the Traffic Committee once RMS review of TMP is completed. (Requires RMS approval of TMP prior to any further action from Council)	Awaiting RMS approval of TMP, including review of traffic modelling results, prior to any further action from Council.
LTC0919 Item 18	Monday, 2 September 2019	Tuesday, 8 October 2019	Ramsay Street, Haberfield	Ramsay Street, Haberfield – Review of Timed Parking	Request tabled from Ramsay Street Medical Centre to review timed parking in Gillies Avenue and Ramsay Street, Haberfield. The Businesses along this section of the shopping strip are predominantly medical. The timed parking is underutilised	Scheduled for an investigation into this matter.

					<p>as 1 hour is inadequate for medical wait times.</p> <p>Council Officers advised that they will consider a turnover occupancy survey.</p>	
--	--	--	--	--	---	--

PUBLIC CONSULTATION

Not applicable.

CONCLUSION

Report to be received and noted.

ATTACHMENTS

Nil.