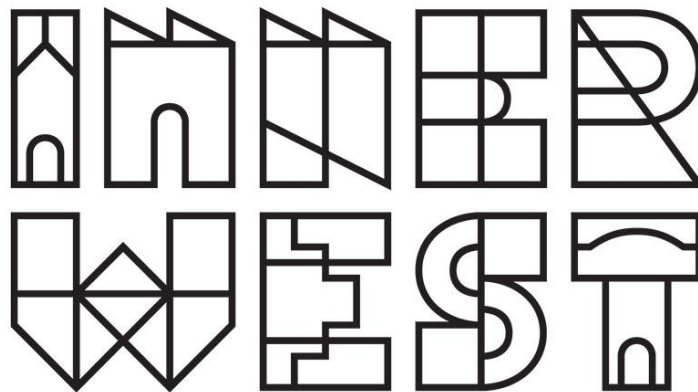


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MAY 2020

The May 2020 meeting of the Inner West Local Traffic Committee will be held electronically with the Agenda emailed to Members for review. All comments are requested to be returned to Council by 5.00pm Tuesday 5 May 2020.

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.

AGENDA

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Traffic Matters

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Parking Matters

Nil at the time of printing.

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held electronically in April 2020**

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
Sgt John Micallef	NSW Police – Burwood Police Area Command
Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
Tanmila Samin Islam	Transport for NSW (TfNSW)

OFFICERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition
Adrian Prichard	Transit Systems
Clr Maghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward
Manod Wickramasinghe	IWC's Traffic and Transport Services Manager
Christina Ip	IWC's Business Administration Officer

VISITORS

Nil.

APOLOGIES:

Nil.

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee Meeting held on Monday, 2 March 2020 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The minutes of the Local Traffic Committee meeting held on Monday, 2 March 2020 are awaiting adoption.

EMAIL CONFIRMATION OF OFFICER'S RECOMMENDATION:

The representative for NSW Police – Inner West supported the Officer's recommendations for the items in their PAC.

The Transit Systems representative supported all the Officer's recommendations.

LTC0420 Item 1 Minor Traffic Facilities

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 following disabled parking zones be removed as they are no longer required:
 - a) 6m 'Disabled Parking' zone in front of No. 47 Alfred Street, Rozelle;
 - b) 6m 'Disabled Parking' zone in front of No. 24 and 26 Cannon Street, Stanmore;
 - c) 6m 'Disabled Parking' zone in front of No. 15 Tamar Street Marrickville;
 - d) 6m 'Disabled Parking' zone in front of No. 5 Isabella Street, Balmain; and
 - e) 6m 'Disabled Parking' zone in front of No. 29 Phillip street Newtown.
2. The following 'Disabled Parking' zones be approved and installed:
 - a) 6m 'Disabled Parking' zone be installed in front of No. 18 Carrington Street, Summer Hill;
 - b) 6.0m 'Disabled Parking' zone and 'No Stopping (right)' zone at a statutory distance from Bruce Street be installed in front of No. 143 Albany Road, Stanmore; and
 - c) 6.0m 'Disabled Parking' zone be installed in front of No. 38 Albert Street, Leichhardt.
3. The following 'Works Zone' zones be approved and installed:
 - a) 30m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the southern side of Gladstone Street, in front of No. 2-2A Gladstone Street, Newtown, for 12 weeks;
 - b) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the eastern side of Elswick Street, in front of No. 73 Elswick Street, Leichhardt, for 12 weeks;
 - c) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the northern side of Piper Street, on the side boundary of No. 2 Lonsdale Street, Lilyfield, for 12 weeks;
 - d) 10m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the south-eastern side of Wardell Road, in front of No. 166 Wardell Road, Marrickville, for 12 weeks;
 - e) 12.5m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the north-western side of High Street, in front of No. 39 High Street, Marrickville, for 12 weeks; and
 - f) 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the northern side of Meeks Road, in front of No. 141 Meeks Road, Marrickville,

for 12 weeks.

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT:

1. The following disabled parking zones be removed as they are no longer required:
 - a) 6m 'Disabled Parking' zone in front of No. 47 Alfred Street, Rozelle;
 - b) 6m 'Disabled Parking' zone in front of No. 24 and 26 Cannon Street, Stanmore;
 - c) 6m 'Disabled Parking' zone in front of No. 15 Tamar Street Marrickville;
 - d) 6m 'Disabled Parking' zone in front of No. 5 Isabella Street, Balmain; and
 - e) 6m 'Disabled Parking' zone in front of No. 29 Phillip street Newtown.
2. The following 'Disabled Parking' zones be approved and installed:
 - a) 6m 'Disabled Parking' zone be installed in front of No. 18 Carrington Street, Summer Hill;
 - b) 6.0m 'Disabled Parking' zone and 'No Stopping (right)' zone at a statutory distance from Bruce Street be installed in front of No. 143 Albany Road, Stanmore; and
 - c) 6.0m 'Disabled Parking' zone be installed in front of No. 38 Albert Street, Leichhardt.
3. The following 'Works Zone' zones be approved and installed:
 - a) 30m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the southern side of Gladstone Street, in front of No. 2-2A Gladstone Street, Newtown, for 12 weeks;
 - b) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the eastern side of Elswick Street, in front of No. 73 Elswick Street, Leichhardt, for 12 weeks;
 - c) 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the northern side of Piper Street, on the side boundary of No. 2 Lonsdale Street, Lilyfield, for 12 weeks;
 - d) 10m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the south-eastern side of Wardell Road, in front of No. 166 Wardell Road, Marrickville, for 12 weeks;
 - e) 12.5m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be installed on the north-western side of High Street, in front of No. 39 High Street, Marrickville, for 12 weeks; and
 - f) 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am - 1.00pm Sat' be

installed on the northern side of Meeks Road, in front of No. 141 Meeks Road, Marrickville, for 12 weeks.

For motion: Unanimous

LTC0420 Item 2 Dobroyd Parade to Hawthorne Parade bicycle contraflow

SUMMARY

Detailed design plans have been prepared for a contra-flow bicycle facility between Dobroyd Parade and Hawthorne Parade, Haberfield. Consultation with affected residents and owners was undertaken on the draft detailed design plans in February and March 2020. It is recommended that the detail design plans are approved for construction.

Officer's Recommendation

THAT:

1. The proposed diversion plan for pedestrian and cyclists for future works along the Bay Run be noted; and
2. The plan (Attachment 1) for a contra-flow cycle facility in the one-way link road between Dobroyd Parade and Hawthorne Parade, Haberfield be approved for construction and be implemented in advance of the Bay Run works.

DISCUSSION

Clr da Cruz asked whether detailed plans for the pedestrian crossing point on Boomerang Street at Robson Park were available. Council Officers advised that detailed design plans will be prepared and brought back to a future Local Traffic Committee meeting. Detailed plans will also be prepared for other treatments required to facilitate the proposed Bay Run diversions.

The Burwood PAC representative supported the recommendation and stated that all roads that are currently being altered to facilitate these temporary changes should be fully reinstated to vehicle traffic use. Council Officers advised that the intention is to retain the contraflow arrangements on a permanent basis. This will provide a better-connected cycle network and will not affect existing vehicle flows. Noting the comments from Burwood PAC, Council Officers will have the treatments reviewed following the Bay Run works.

The representative for the Inner West Bicycle Coalition raised concern about safety for pedestrians and cyclists at the intersection of Timbrell Drive/Mortley Avenue/City West Link due to the narrow footpaths, lack of pedestrian crossing facilities on the northern-eastern arm of the intersection and absence of bike lanterns.

Concern was also raised about the lack of safety barriers along City West Link, which might protect users of the Bay Run from vehicles leaving the City West Link.

The representative for the Inner West Bicycle Coalition commented that they support the contra-flow as a permanent facility. In addition, the representative requested central line marking in Tillock Street to provide traffic separation near its junction with Crescent Street.

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT:

1. The proposed diversion plan for pedestrian and cyclists for future works along the Bay Run be noted; and
2. The plan (Attachment 1) for a contra-flow cycle facility in the one-way link road between Dobroyd Parade and Hawthorne Parade, Haberfield be approved for construction and be implemented in advance of the Bay Run works.

For motion: Unanimous

LTC0420 Item 3 Greenway on-road cycle route

SUMMARY

Detailed design plans have been prepared for Greenway On-Road works. The detailed design plans are based on the Greenway Concept Designs endorsed by Council in May 2019. Consultation was undertaken across the corridor during the Concept Design phase. Specific consultation to affected residents and owners was undertaken on the draft detailed design plans. It is recommended that the detail design plans are approved for construction.

Officer's Recommendation

THAT the detailed design plans (Attachment 1) for the Greenway on-road works be approved for construction

DISCUSSION

The TfNSW representative stated that 'Give Way' priorities must be set, with signage, at the raised intersections of Windsor Lane/Weston Street and Channel Street/Weston Street, Dulwich Hill. The Committee members agreed to add this requirement to the recommendation

The representative for the Member for Balmain asked whether the type of vegetation proposed for the garden beds, had the potential to obscure motorists' sightlines. Council Officers advised that low vegetation such as grasses and prostrate shrubs are proposed in garden beds on approach to pedestrian crossings. These garden beds will be monitored and regularly maintained by Council.

The representative for the Member for Balmain also asked if cyclists are obliged to dismount before using the designated bicycle crossing lanes and if the proposed cyclist crossing would be the same height as the pedestrian crossing.

The Transport for NSW representative confirmed that this crossing treatment would provide priority for pedestrians and mounted cyclists, at the same time, over vehicles. Council Officers advised that the proposed bicycle crossing on Ewart Street and Hercules Street will be at the same height as the adjacent pedestrian crossing.

The representative for the Member for Balmain also expressed concern that oncoming vehicles will conflict with cyclists using the crossing unless the driver sees signage that makes the crossing priority clear (e.g. 'Give Way' signage) and noted that a State-wide public education campaign may also be required.

COMMITTEE RECOMMENDATION

THAT:

- a. the detailed design plans (Attachment 1) for the Greenway on-road works be approved for construction; and
- b. the Give Way priority at the intersection of Windsor Lane/Weston Street & Channel Street/Weston Street, Dulwich Hill be signposted.

For motion: Unanimous

LTC0420 Item 4 Probert Street, Newtown – Proposal for Car Share Parking Space (Damum – Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

A request has been received from a GoGet Car Share representative for the installation of an on-street dedicated 'Car Share' parking space in the vicinity of the intersection of Probert Street and Bishopgate Street, Newtown for an existing floating car share vehicle in the area.

Officer's Recommendation

THAT a 6 metre 'No Parking Authorised Car Share Vehicles Excepted' restriction be installed on the western side of Probert Street, adjacent to property No. 34 Bishopgate Street, Newtown.

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT a 6 metre 'No Parking Authorised Car Share Vehicles Excepted' restriction be installed on the western side of Probert Street, adjacent to property No. 34 Bishopgate Street, Newtown.

For motion: Unanimous

LTC0420 Item 5 Victoria Road, Marrickville – Temporary relocation of Taxi Zone during Marrickville Metro Expansion Works (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

A request has been received from MLA Transport Planning for the temporary relocation of the existing Taxi Zone in Smidmore Street to Victoria Road, Marrickville outside the northern entrance to Marrickville Metro during Marrickville Metro Expansion works. The relocation will be temporary from early 2020 for a period of approximately 9 months, until the new permanent Taxi Zone is relocated on the south side of Smidmore Street within the new one-way system proposed for Smidmore Street, Marrickville.

Officer's Recommendation

THAT the temporary relocation of the 'Taxi Zone' and associated signage from the northern side of Smidmore Street (outside Marrickville Metro) to the southern side of Victoria Road, Marrickville, replacing 25m of the existing '2P 8.30am–6pm Mon-Fri; 8.30am-12.30pm Sat' parking restrictions be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT the temporary relocation of the 'Taxi Zone' and associated signage from the northern side of Smidmore Street (outside Marrickville Metro) to the southern side of Victoria Road, Marrickville, replacing 25m of the existing '2P 8.30am–6pm Mon-Fri; 8.30am-12.30pm Sat' parking restrictions be approved.

For motion: Unanimous

LTC0420 Item 6 Richardsons Crescent, Marrickville - Proposed Pedestrian (zebra) Crossing - Design Plan 10116 (Midjuburi - Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)

SUMMARY

Council has approved the provision of a pedestrian (zebra) crossing on Richardsons Crescent, Marrickville (adjacent to Mackey Park) to provide a safer crossing environment for pedestrians, particularly school children. A detailed design plan has been finalised for the proposed pedestrian crossing on Richardsons Crescent, at the existing kerb blisters.

Officer's Recommendation

THAT the detailed design plan for the proposed pedestrian (zebra) crossing, associated line marking and signage on Richardsons Crescent, Marrickville (western leg), at the existing kerb blisters (as per attached Design Plan 10116) be APPROVED.

DISCUSSION

The TfNSW representative commented that the width of the pedestrian crossing was not provided in the design and stated that it must be 3.6m wide. Council Officers confirmed that the pedestrian crossing width will be 3.6m.

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the proposed pedestrian (zebra) crossing, associated line marking and signage on Richardsons Crescent, Marrickville (western leg), at the existing kerb blisters (as per attached Design Plan 10116) be APPROVED.

For motion: Unanimous

LTC0420 Item 7 Elizabeth Street, Ashfield-Proposed Upgrade of Existing Pedestrian Crossing- DA Condition Under Re-Development of the Ashfield Aquatic Centre (160-178 Elizabeth Street, Ashfield) (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Under condition of Development Consent, the existing crossing outside the current re-development of Ashfield Aquatic Centre, premises 160-178 Elizabeth Street, is proposed to be upgraded to improve pedestrian safety in the area for patrons attending the pool and the community in general.

Officer's Recommendation

THAT the detailed design plan for the proposed upgrade of the existing at-grade pedestrian (zebra) crossing in Elizabeth Street, Ashfield outside the Ashfield Aquatic Centre 160-178 Elizabeth Street, to a raised pedestrian (zebra) crossing (as per plan 387086-MMD-00-CC-DR-C-8015 Rev (D)), be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the proposed upgrade of the existing at-grade pedestrian (zebra) crossing in Elizabeth Street, Ashfield outside the Ashfield Aquatic Centre 160-178 Elizabeth Street, to a raised pedestrian (zebra) crossing (as per plan 387086-MMD-00-CC-DR-C-8015 Rev (D)), be approved.

For motion: Unanimous

LTC0420 Item 8 James Street, Summer Hill - Temporary Full Road Closure for substation electrical conduit connection (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

An application has been received for the temporary full road closure of James Street, Summer Hill, between Henson Street and Old Canterbury Road from 15 May to 28 June 2020, between 7.00am-5.00pm Mon-Sat, to carry out major (high voltage) HV underground electrical conduit connection to a new Zone Substation being constructed on the corner of James Street and Old Canterbury Road.

Officer's Recommendation

THAT the proposed temporary full road closure of James Street (between Henson Street and Old Canterbury Road), Summer Hill, for major electrical conduit works be approved from 15 May to 28 June 2020, between 7.00am-5.00pm Mon-Sat (with an additional 2 week contingency period thereafter); subject to, but not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Area Commander, Fire &

Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders; and

3. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

Clr da Cruz requested that footpaths be clear of obstructions and trip hazards (e.g. detour signage and witches hats) and that appropriate pedestrian detours be set up.

Council Officers advised that they will work with the applicant to ensure pedestrian detours are established (if required) and to ensure pedestrians are not obstructed or exposed to trip hazards as part of the works.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of James Street (between Henson Street and Old Canterbury Road), Summer Hill, for major electrical conduit works be approved from 15 May to 28 June 2020, between 7.00am-5.00pm Mon-Sat (with an additional 2 week contingency period thereafter); subject to, but not limited to, the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including the NSW Police Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

LTC0420 Item 9 Terry Street, Rozelle - Proposed extension of on-street bicycle path (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has finalised a design plan for the proposed extension of an on-street bicycle path on Terry Street, between Victoria Road and Margaret Street, Rozelle to improve road safety for road users.

Officer's Recommendation

THAT the detailed design plan (Design Plan No.10123) for the proposed extension of the on-street cycle path on Terry Street, between Victoria Road and Margaret Street, Rozelle be approved.

DISCUSSION

The Inner West Bicycle Coalition representative requested consideration of a widened up-hill cycle lane (to 1.7m); further consideration into the transition of the uphill cycle lane with the Terry Street roundabout; and review of the integration of the down-hill cycle lane with the Victoria Road shared path.

Council officers will separately review this request.

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT the detailed design plan (Design Plan No.10123) for the proposed extension of the on-street cycle path on Terry Street, between Victoria Road and Margaret Street, Rozelle be approved.

For motion: Unanimous

LTC0420 Item 10 Intersection of Cecil Street and Chandos Street, Ashfield - 'No Stopping' restrictions to corners (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has investigated resident complaints regarding vehicles continuously parking too close to the corners of the intersection of Chandos Street and Cecil Street, Ashfield.

Officer's Recommendation

THAT:

1. 10 metres of 'No Stopping' restriction be placed on the northern side of Cecil Street, east of Chandos Street, Ashfield;
2. 8.5 metres of 'No Stopping' restriction be placed on the southern side of Cecil Street, east of Chandos Street, Ashfield (up to the existing street tree);
3. 8.0 metres of 'No Stopping' restriction be placed on the eastern side of Chandos Street, north of Cecil Street (up to the existing street tree), followed by 'No Stopping Australia Post Vehicles Excepted' between 8.0m and 17.8m north of Cecil Street; and
4. 10.0 metres of 'No Stopping' restriction be placed on the eastern side of Chandos Street, south of Cecil Street.

DISCUSSION

The Burwood PAC representative requested that all proposed 'No Stopping' restrictions be placed at the statutory 10m distance from the corners. Council Officers advised that the signs were recommended at 8.5m on the southern side of Cecil Street, east of Chandos Street and at 8m on Chandos Street, north of Cecil Street to avoid placing them behind the mature street trees. Council Officers advised that the presence of the tree will still prevent parking within 10m of the intersection (as per TfNSW standards) but the sign would be more conspicuous to motorists if placed prior to the tree.

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT:

1. 10 metres of 'No Stopping' restriction be placed on the northern side of Cecil Street, east of Chandos Street, Ashfield;
2. 8.5 metres of 'No Stopping' restriction be placed on the southern side of Cecil Street, east of Chandos Street, Ashfield (up to the existing street tree);
3. 8.0 metres of 'No Stopping' restriction be placed on the eastern side of Chandos Street, north of Cecil Street (up to the existing street tree), followed by 'No Stopping Australia Post Vehicles Excepted' between 8.0m and 17.8m north of Cecil Street; and
4. 10.0 metres of 'No Stopping' restriction be placed on the eastern side of Chandos Street, south of Cecil Street.

For motion: Unanimous

LTC0420 Item 11 Hercules Street, Ashfield-Timed extension of disabled parking zone (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has received requests to have the existing (2 space) disabled parking zone on the eastern side of Hercules Street, south of Brown Street, Ashfield extended in time to operate from 10.00am-8.00pm Mon-Sun" instead of "10.00am-6.00pm Mon-Sun".

Officer's Recommendation

THAT the existing 'Disabled Parking 10.00am-6.00pm Mon-Sun' zone (2 spaces) on the eastern side of Hercules Street, Ashfield, south of Brown Street, be modified to 'Disabled Parking 10.00am-8.00pm Mon-Sun'.

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT the existing 'Disabled Parking 10.00am-6.00pm Mon-Sun' zone (2 spaces) on the eastern side of Hercules Street, Ashfield, south of Brown Street, be modified to 'Disabled Parking 10.00am-8.00pm Mon-Sun'.

For motion: Unanimous

LTC0420 Item 12 Darling Street, Balmain - Proposed 'No Stopping' Restriction at Intersection with Ann Street (Baludarri-Balmain Ward/ Balmain Electorate/Leichhardt PAC)

SUMMARY

Concerns have been raised regarding illegal parking within the statutory 10m 'No Stopping' zone, restricting the visibility of vehicles turning onto Darling Street from Ann Street, Balmain.

Officer's Recommendation

That the statutory 10m 'No Stopping' zone be signposted on the southern side of Darling Street, east of Ann Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

That the statutory 10m 'No Stopping' zone be signposted on the southern side of Darling Street, east of Ann Street.

For motion: Unanimous

LTC0420 Item 13 Balmain Road, Lilyfield (between Perry Street and Lilyfield Road) - Proposed Bus Zones (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)

SUMMARY

Transit Systems, in consultation with Transport for NSW, has advised Council that three new bus zones are proposed to be installed on Balmain Road, Lilyfield (between Perry Street and Lilyfield Road) to provide improved service coverage and improvements to the reliability of bus services.

Officer's Recommendation

THAT the following restrictions be installed:

1. 18m 'Bus Zone' on the western side of Balmain Road, Lilyfield (north of Lilyfield Road – adjacent to the driveway of 115 Lilyfield Road);
2. 24m 'Bus Zone' on the western side of Balmain Road, Lilyfield (south of Perry Street – opposite Point Street); and
3. 18m 'Bus Zone' on the eastern side of Balmain Road, Lilyfield (south of Edward Street) followed by a 6m 'Disabled Parking space immediately to the south.

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

THAT the following restrictions be installed:

1. **18m 'Bus Zone' on the western side of Balmain Road, Lilyfield (north of Lilyfield Road – adjacent to the driveway of 115 Lilyfield Road);**
2. **24m 'Bus Zone' on the western side of Balmain Road, Lilyfield (south of Perry Street – opposite Point Street); and**

3. 18m 'Bus Zone' on the eastern side of Balmain Road, Lilyfield (south of Edward Street) followed by a 6m 'Disabled Parking space immediately to the south.

For motion: Unanimous

General Business

LTC0420 Item 14 Request for shared path on Parramatta Road, Leichhardt

The representative for the Inner West Bicycle Coalition requested that, in response to the death of a cyclist on Parramatta Road, Leichhardt, Transport for NSW be asked to investigate a shared path on Parramatta Road between Crystal Street and Railway Street as this is the narrowest section of Parramatta Road.

This concluded the business of the meeting.

Item No: LTC0520 Item 1

Subject: WARREN ROAD, MARRICKVILLE - IMPLEMENTATION OF ONE-WAY TRAFFIC (MIDJUBURI - MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

Prepared By: Sunny Jo - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Transport for NSW has given in principle support for the Traffic Management Plan (TMP) for the one-way westbound traffic in Warren Road between Carrington and Illawarra Roads. Additional changes at the traffic signals are required at the Warren Road and Illawarra Road intersection in addition to changes to signage and linemarking and it is recommended that this work be listed in Council's future Capital Works Program.

RECOMMENDATION

THAT:

1. It be noted that Transport for NSW has given in principle support for the Traffic Management Plan (TMP) of the one-way westbound traffic changes in Warren Road between Carrington Road and Illawarra Road, Marrickville;
2. Traffic signal works at the intersection of Warren Road and Illawarra Road and one-way westbound conversion of Warren Road, be listed in Council's future Capital Works Program with an estimated project cost of \$120,000;
3. The one-way westbound traffic restrictions including associated signposting and linemarking (Attachment 2 & 3) in Warren Road between Carrington Road and Illawarra Road, Marrickville be approved and installed in conjunction with the planned traffic signal works at the intersection of Warren Road and Illawarra Road;
4. It be noted that Renwick Street has been included in Council's *Slow Down in My Street* and *Speed Radar* programs, including the installation of edge lines in Renwick Street; and
5. The 3t Truck Load Limit be removed in Renwick Street as part of the One-way implementation in Warren Road.

BACKGROUND

The Traffic Committee at its meeting held 5 August 2019 considered a report on the Warren Road traffic study to improve traffic flow and safety in Warren Road, Marrickville and recommended that:

1. A westbound one-way traffic movement in Warren Road between Carrington Road and Illawarra Road, be supported "in-principle".
2. Council Officers continue to liaise with RMS and provide any further information requested to assist their review of the TMP.
3. A further report be provided to the Traffic Committee once RMS review of TMP is completed.

OTHER STAFF COMMENTS

Following Council's support for the one-way proposal, a TMP was submitted to Transport for NSW (formerly RMS) for consideration (**Attachment 1**). This included SIDRA intersection modelling at Warren Road/Illawarra Road and Illawarra Road/Renwick Street intersections. TfNSW has assessed the TMP and has raised no objections to the one-way arrangement.

The changes required to implement the one-way traffic changes include modification to the signalised intersection of Warren Road and Illawarra Road and changes to linemarking and signage in Warren Road.

The proposed linemarking and signage changes are shown in **Attachments 2 and 3** and include:

- Removal of 'No Parking 9am-4.30pm Mon-Fri' restrictions on south side of Warren Road, reinstating approximately 24 spaces of unrestricted parking;
- Full-time 'No Parking' zone opposite driveways to industrial property 47 Warren Road, to retain truck access;
- Installation of one-way signs and removal of signs facing eastbound traffic in Warren Road;
- Linemarking to discourage right turns from Excelsior Parade to Warren Road; and
- Removal of 3t GVM Truck Load Limit in Renwick Street.

It should be noted that a site trial was organised for a 13.3m length Woolworths delivery truck in August 2019 under traffic control and Police notification to observe the left turn movement from Warren Road to Illawarra Road southbound, followed by the left turn to Renwick Street, and the through movement past the existing roundabout at Excelsior Parade. No access issues were identified during the trial and Woolworths Group has indicated support for the one-way restrictions and changes to the truck route.

As previously reported to the LTC, road safety education measures and linemarking are proposed in Renwick Street, including *Slow Down in My Street* and *Speed Radar* programs. The existing 3t GVM Truck Load Limit will need to be lifted in Renwick Street; however, until the one-way proposal is implemented in Warren Road, it is proposed that the load limit remain.

A recent review of the reported crashes in Warren Road indicates no new crashes were reported between January 2018 and December 2019. Local residents however reported a number of additional tow-away crashes and incidents during these periods.

PUBLIC CONSULTATION

Consultation was undertaken in June 2019 and provided three options to the community to improve traffic flow and safety in Warren Road. The community supported the one-way westbound traffic option with a 72.8% support rate.

FINANCIAL IMPLICATIONS

The project cost estimate for the signage and linemarking, traffic signal improvements, and notification is \$120,000 and is proposed to be included in Council's future works program.

ATTACHMENTS

1. [↓](#) Warren Road - TMP
2. [↓](#) Warren Road - Linemarking Plan
3. [↓](#) Warren Road - signage plan

Traffic Management Plan

Warren Road, Marrickville

One way westbound proposal from Carrington Road to Illawarra Road

A. Description or detailed plan of proposed measures

In response to community concerns, a traffic study undertaken by Inner West Council presented three options for Warren Road between Illawarra Road to Carrington Road, Marrickville. Community Engagement on the three options were undertaken in June and July 2019 and concluded with a 71% level of support for the one way westbound option for Warren Road between Illawarra Road and Carrington Road.

Warren Road is a local road with a width of 8.3m between kerbs between Illawarra Road and Carrington Road. The road is surrounded by low density houses and medium density residential units, with industrial units positioned towards the eastern end. There are several retail and commercial units near the Illawarra Road, with a Woolworths supermarket loading dock approximately 50m east of Illawarra Road. The road features five (5) speed humps installed at regular intervals. Parking is generally permitted on both sides of the road between Illawarra Road and Excelsior Parade. An existing weekday park time restrictions are currently in place along the south side of Warren Road east of Excelsior Parade.

The proposed one way section of Warren Road and surrounding road network is shown in Figure 1.



Figure 1: One way proposal in Warren Road and surrounding road network

B. Identification and assessment of impact of proposed measures

The proposed one way westbound traffic changes in Warren Road will alter the traffic patterns within the surrounding road network. The proposed measures will result in the following changes:

- Prevent through vehicles from the western approach and left turning from the northern approach at the Warren Road and Illawarra Road signalised intersection
- Truck deliveries to the Woolworths loading dock and commercial, retail, industrial units in Warren Road between Illawarra Road and Carrington Road cannot drive eastbound, and exit Warren Road by either turning left or right at Illawarra Road.
- Prevent right turns at Excelsior Parade at Warren Road
- Prevent left turns at Ivanhoe Street at Warren Road

As a result of the proposed measures, the eastbound traffic in Warren Road west of Illawarra Road will be diverted to Renwick Street, Grove and Ruby Streets, and Schwebel Street.

Traffic Counts were conducted in Warren Road, Grove Street, and Renwick Street with the results presented in Table 1.

Street	At/Between	Road Classification	Year Count Taken	Volume (AADT)	85 th Percentile Speed (km/h)	Proportion of HV %
Carrington Road	Richardsons Crescent and Renwick Street	Collector	2019	14,563	41.6	5.4
Carrington Road	Ruby Street and Schwebel Street	Collector	2019	11,146	53.5	6.1
Cary Street	Carrington Road and Excelsior Parade	Local	2006	1,517	45.7	1.5
Excelsior Parade	Warren Road and Renwick Street	Local	2018	1,684	38.9	2.2
Grove Street	Illawarra Road and Ivanhoe Street	Local	2019	706	49	3.9
Harriet Street	Mid block	Local	2017	352	47.9	4.2
Illawarra Road	Wharf Street and Cooks River	Regional	2017	14,511	52.2	3.1
Ivanhoe Street	Warren Road and Ruby Street	Local	2019	485	18.1	1.0
Renwick Street	Illawarra Road and Excelsior Parade	Local	2018	4,629	51.5	2.3
Renwick Street	Ivanhoe Street and Carrington Road	Local	2018	4,407	57.2	3.7
Richardsons Crescent	Between Unwins Bridge Road and Roundabout	Regional	2018	12,717	50.4	4.5
Ruby Street	Carrington Road and Junction Street	Local	2017	580	43.6	3.5
Schwebel Street	Leofrene Avenue and Ivanhoe Street	Local	2015	1,679	44.3	2.6
Schwebel Street	High Street and Junction Street	Local	2015	1,634	50.0	2.4
Warren Road	Illawarra Road and Excelsior Parade	Local	2018	3,853	34.1	3.2
Warren Road	Ivanhoe Street and Carrington Road	Local	2018	2,930	44.3	6.1
Warren Road	Roach Street and Illawarra Road	Local	2019	5,759	47.3	5.0

Table 1: Traffic count data

Additional weekday peak hour traffic volume collected from vehicle counts and from the traffic count data is illustrated in Figure 2 and 3.

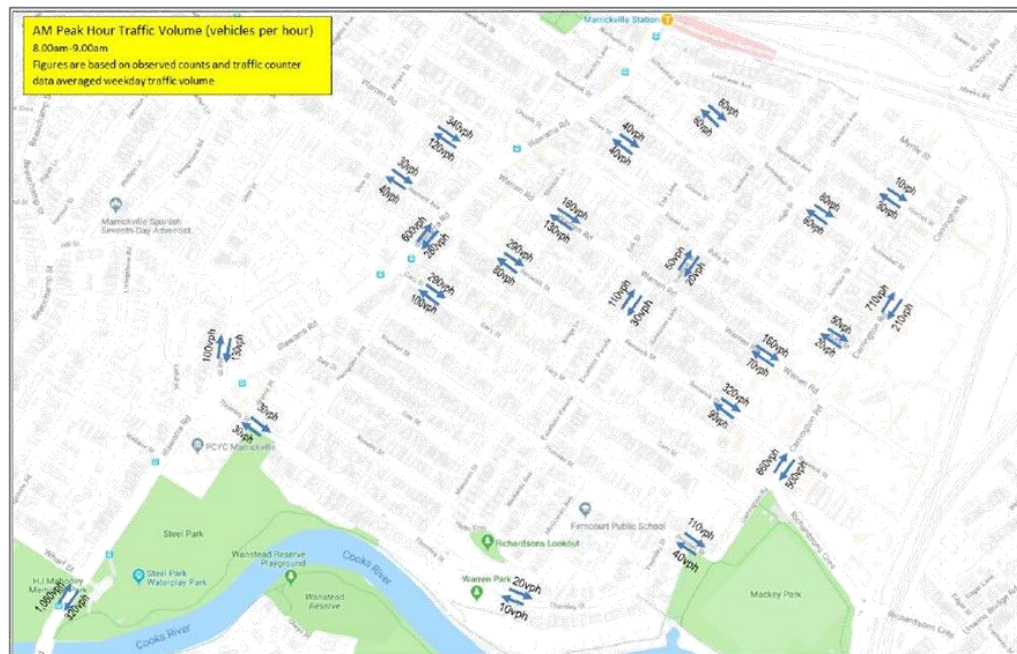


Figure 2: AM Peak Hour Traffic Volumes



Figure 3: PM Peak Hour Traffic Volumes

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

The proposed measures will result in a change of traffic flow in the order of 160vph (vehicles hour hour) and 110vph during the weekday AM and PM peak hour respectively. It is expected that the eastbound traffic will be diverted to mostly to Renwick Street and partly Grove and Schwebel Streets.

Renwick Street currently carries a high level of traffic, however considering its 12.8m road width and the absence of an east-west collector road in the wider area, additional traffic loading in Renwick Street can be accommodated compared to Warren Road, Grove Street/Ruby Street, or Schwebel Street.

Under the current proposal, additional local area traffic management treatments such as edge lines and mid-block speed radar signs are proposed in Renwick Street.

D. Assessment of public transport services affected

Warren Road is not a public bus route and the proposal should not affect public transport.

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

The proposed measures will result in minor detour of emergency vehicles requiring travelling through Renwick Street and Excelsior Street, or Grove Street and Ivanhoe Street. Emergency vehicles are exempt from the NSW Road Rules and may be able to access destinations in Warren Road in any direction in case of emergency, depending on the destination and time of day.

The proposal will require heavy vehicles to exit Warren Road at Illawarra Road, and will require changes at the signalised intersection, including the setback of Stop lines in Illawarra Road on both approaches to facilitate truck turning movements. Modifications to the traffic signal design and layout is expected to be submitted for consideration and approval.

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

It is understood that there are currently no proposed developments in the short term within Warren Road that would be adversely impacted by proposed measures.

In 2017 a Planning Proposal was submitted for 4-38 Carrington Road, where approximately 78,700m² General Industrial IN1 zoned land was proposed to be changed to a B2 Local Centre zoning, comprising of the following mixed uses:

- 2,616 residential units
- Commercial 10,257m² GFA
- Retail (supermarket) 2,000m² GFA and specialty retail 5,049m² GFA

The planning proposal was deferred pending Council's release of the Local Strategic Planning Statement (LSPS) and Council's Local Environmental Plan (LEP). Any future traffic and transport movements will need to be planned around the proposed one way changes in Warren Road.

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

It is anticipated that there will be no adverse impacts on adjoining council areas as a result of the proposed one way in Warren Road.

H. Public consultation process

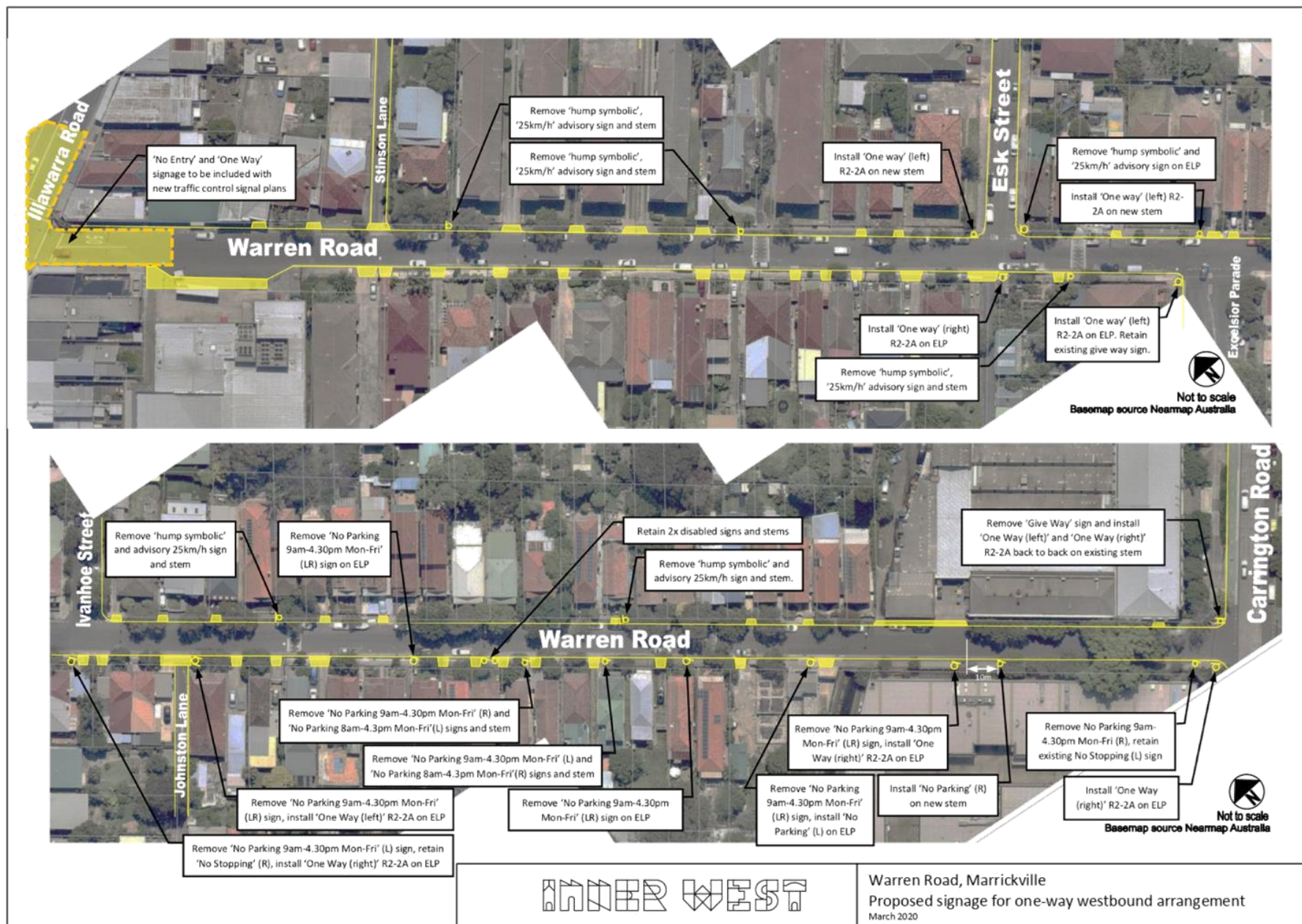
Public consultation has been undertaken in June 2019 on three traffic options for Warren Road, including the proposed one way changes. Residents and business operators bounded by Carrington Road, Illawarra Road, Cooks River and the Sydenham-Bankstown railway line were advised of the traffic study and three options for Warren Road. The three options presented were:

- Option A: One way westbound in Warren Road between Illawarra and Carrington Roads
- Option B: Weekday part time parking restriction on south side of Warren Road, angle parking in Grove Street
- Option C: Provide short sections of passing bays

Additional industrial properties in Warren Road east of Carrington Road and west of Illawarra Road were invited to participate in the online survey in Council's *Your Say Inner West*. At closing a total of 353 submissions were received, with 110 submissions received from Warren Road residents and businesses. The survey results indicated 71% support for option A.

As required under the Roads Act 1993, Council published notifications in the Inner West Courier on Tuesday 9 July 2019. The closing date for the notifications was 8 August 2019.





Item No: LTC0520 Item 2

Subject: HORTON STREET, MARRICKVILLE BETWEEN AMY STREET AND ILLAWARRA ROAD - TEMPORARY FULL ROAD CLOSURE FOR STREET PARTY - SATURDAY 31 OCTOBER 2020 BETWEEN 2.00 AND 7.00PM (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

An application has been received from a resident for the temporary full road closure of Horton Street, Marrickville between Amy Street and Illawarra Road for a period of five hours on Saturday, 31 October 2020 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 Horton Street, Marrickville between Amy Street and Illawarra Road for a period of five hours on Saturday, 31 October 2020 between 2.00 and 7.00pm 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:

1. Latest government and health advice on covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
2. 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;
3. The applicant is to set out the road closure as per the attached typical Traffic Control Plan (TCP) and a 4-metre wide emergency vehicle access be maintained through the closed road areas during the course of the event; and
4. 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 volume; 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."

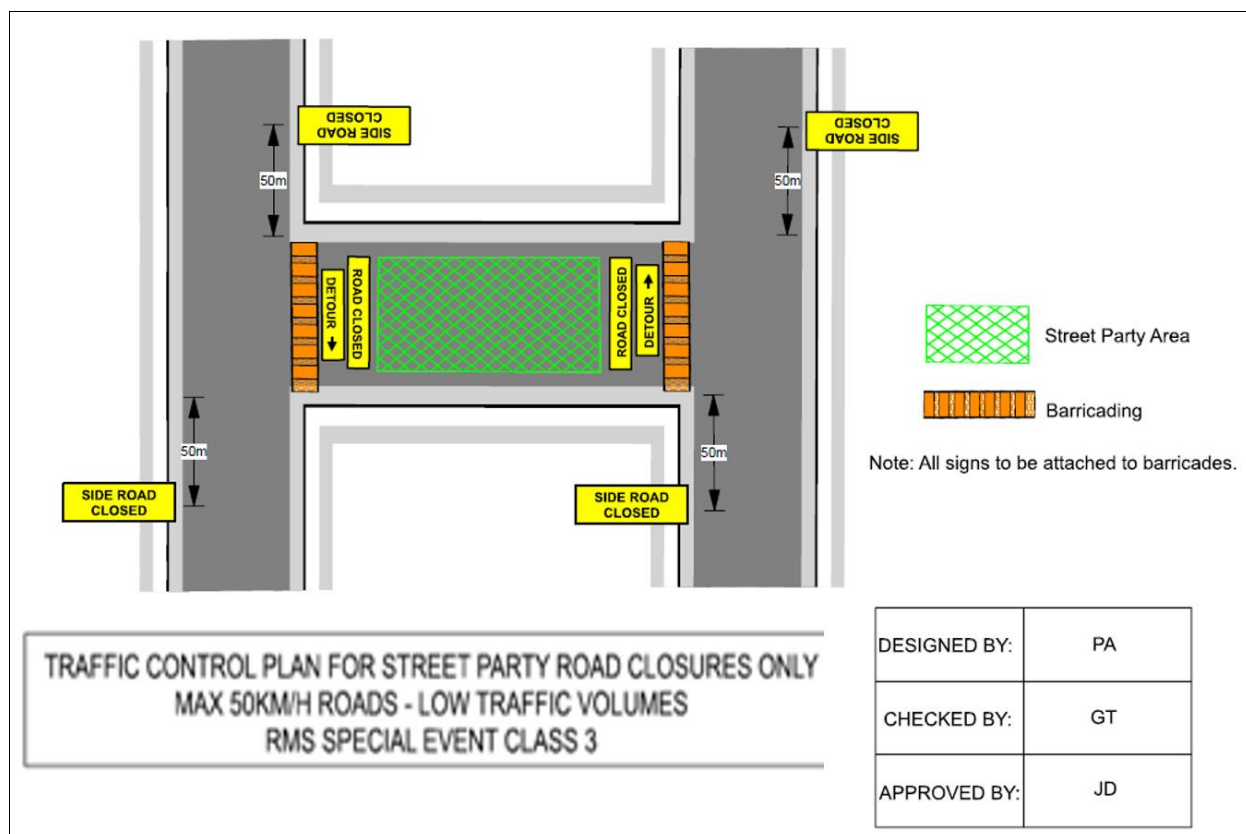
FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

Horton Street is a local road carrying around 450 vehicles per day. It is a two-way road with one travel lane in each direction, in addition to kerbside parking lanes. Parking is unrestricted along both sides of the road and there have been no RMS recorded crashes for last five years.

According to the RMS 'Guide to Traffic and Transport Management for Special Events' a small street party is considered as a 'Class 3' event. Impacts of the road closure for the event are considered minimal. Vehicular access for residents/businesses is to be maintained during the closure, where possible. A typical 'standard' Traffic Control Plan (TCP) for the Closure is reproduced below.



PUBLIC CONSULTATION

The proposed temporary full road closure of Horton Street, Marrickville between Amy Street and Illawarra Road for a period of five hours on Saturday 31 October 2020 has been advertised.

ATTACHMENTS

Nil.

Item No: LTC0520 Item 3
Subject: SMIDMORE STREET, MARRICKVILLE – MARRICKVILLE METRO EXPANSION WORKS - PROPOSED SHARED ZONE AND ONE-WAY TRAFFIC RESTRICTIONS
— (MIDJUBURI – MARRICKVILLE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

MLA Transport Planning (MLATP) has submitted plans as part of the Marrickville Metro Expansion works for the proposed '10km/h Shared Zone'; one-way traffic arrangements; and parking changes in Smidmore Street, Marrickville.

RECOMMENDATION

THAT

1. The proposed changes to traffic and parking conditions in Smidmore Street, Marrickville (between Murray Street and the site access) as per plans submitted by MLATP (80216045-CV-1BPD-02-061-062-02-061 – Revision 6) be approved including:
 - a. '10km/h Shared Zone' incorporating a westbound one-way section in Smidmore Street, Marrickville (between Murray Street and the site access), subject to separate approval of the '10km/h Shared Zone' and TMP from Transport for NSW (including notification requirements);
 - b. Roundabout located midblock in Smidmore Street, Marrickville between: the site access; one-way section of Smidmore Street; and the two-way section of Smidmore Street;
 - c. associated changes to signage and line marking in Smidmore Street be approved including 'Bus Zones', 'No Stopping' zones, 'No Parking' zones, 'Taxi Zones' and '2P' parking restrictions.
2. The proposed Taxi Zone in Smidmore Street as shown on the submitted plans (80216045-CV-1BPD-02-061-062-02-061 – Revision 6) be extended by 6m (one space) into the adjacent proposed '2P' zone on the southern side of Smidmore Street.

BACKGROUND & OTHER STAFF COMMENTS

The proposed expansion of Marrickville Metro Shopping Centre was first granted planning approval in March 2012. Following this, there were several subsequent approved modifications. In October 2017, a Section 75W (S75W) application was submitted to the Department of Planning and Environment (DPE) seeking approval to refine and enhance the approved development. The S75W modification included the following proposals as relevant to this Local Traffic Committee report:

- Smidmore Street is to be converted to one-way between Murray Street and the site access with the Smidmore Street access permitting left in traffic movements from Smidmore Street and right out traffic movements to Smidmore Street.

- a '10km/h Shared Zone' on Smidmore Street connecting the new pedestrian entrance to the existing Centre.
- A roundabout at the existing shopping centre vehicular entry/egress point is proposed to facilitate U-turns for eastbound vehicles who do not wish to enter the existing shopping centre carpark and to allow taxis to access the designated parking

These proposals seek to reduce vehicle volumes in Smidmore Street to facilitate a reinvigorated public domain and pedestrian friendly environment.

It is noted that a '10km/h Shared Zone' is a Transport for NSW sanctioned speed management device. As such, TfNSW require any proposed 'Shared Zones' to comply with the criteria set out for a shared zone. The applicants report on the Shared Zone is shown in **Attachment 3**.

Additionally, the following parking changes are proposed as per **Attachment 1**:

- relocation of 'Taxi Zone' to the southern side of Smidmore Street west of the site access;
- relocation of the existing 'Bus Zone' to the southern side of Smidmore Street, west of Murray Street;
- Provision of '2P 8:30am-6pm Mon-Fri; 8:30am-12:30pm Sat' restrictions on the southern side of Smidmore Street, west of the proposed 'Taxi Zone'.

The applicant notes that:

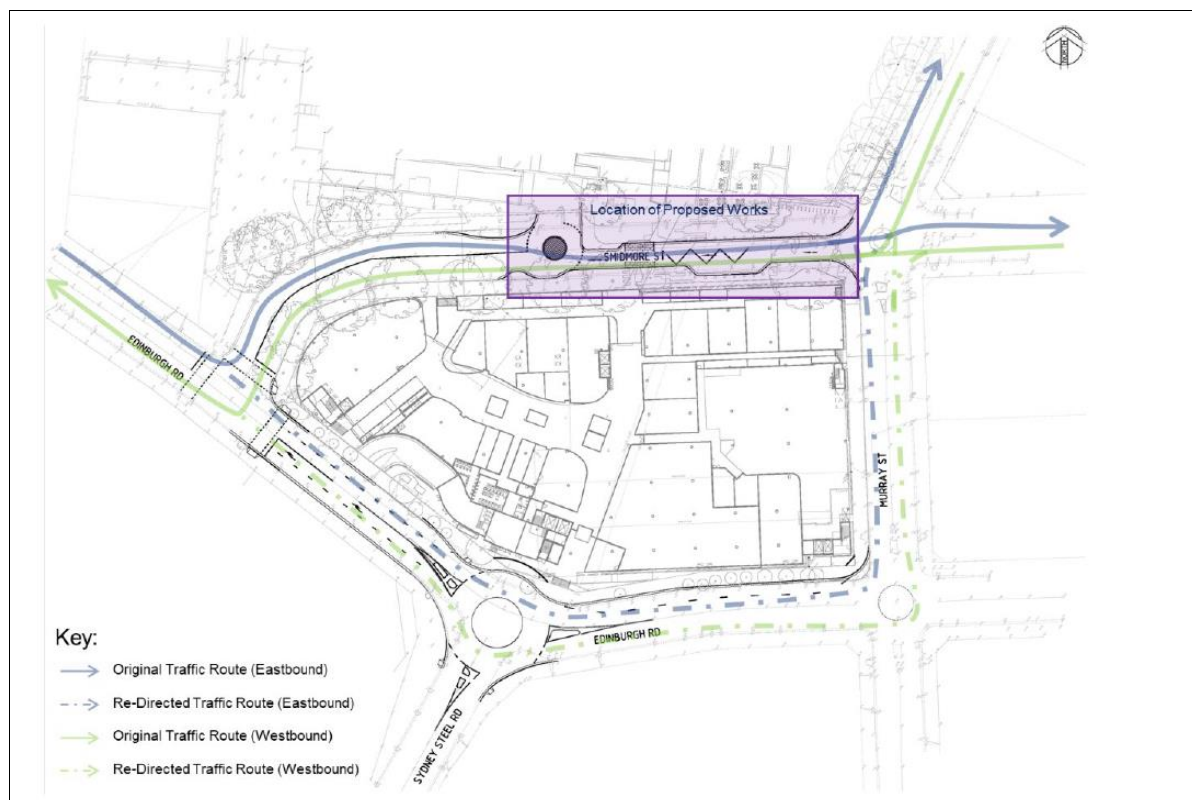
- *"Appropriate pedestrian notification around the proposed shared zone is shown on the signage and line marking plan"* and
- *"These details are as per RMS standards for shared zones. This includes signage delineating the start and end of the shared zone. Longitudinal line marking is shown to additionally highlight the edge of the nominated vehicle pathway. Other methods are also proposed such as changes in pavement, removal of street kerbs and inclusion of bollards."*

Traffic Management Plan

The Traffic management Plan (TMP) is provided in **Attachment 2**. The proposed one-way arrangement on Smidmore Street will result in previous eastbound through traffic being re-distributed via Edinburgh Road and Murray Street as shown by the following plan.

A separate report will be provided to the Traffic Committee regarding proposed changes to Edinburgh Road and Murray Street associated with the development.

The TMP states that "The modelling results indicate that the Smidmore Street intersections and the intersections along the diverted route would continue to have satisfactory operation following the completion of the proposed development."



FINANCIAL IMPLICATIONS

All works and costs of implementation works associated with the Shared Zone proposal will be borne by the applicant.

CONSULTATION

The 'Shared Zone' proposal was part of the development assessment which was previously advertised. Further notification with the immediate and wider community will be undertaken prior to final TfNSW approval.

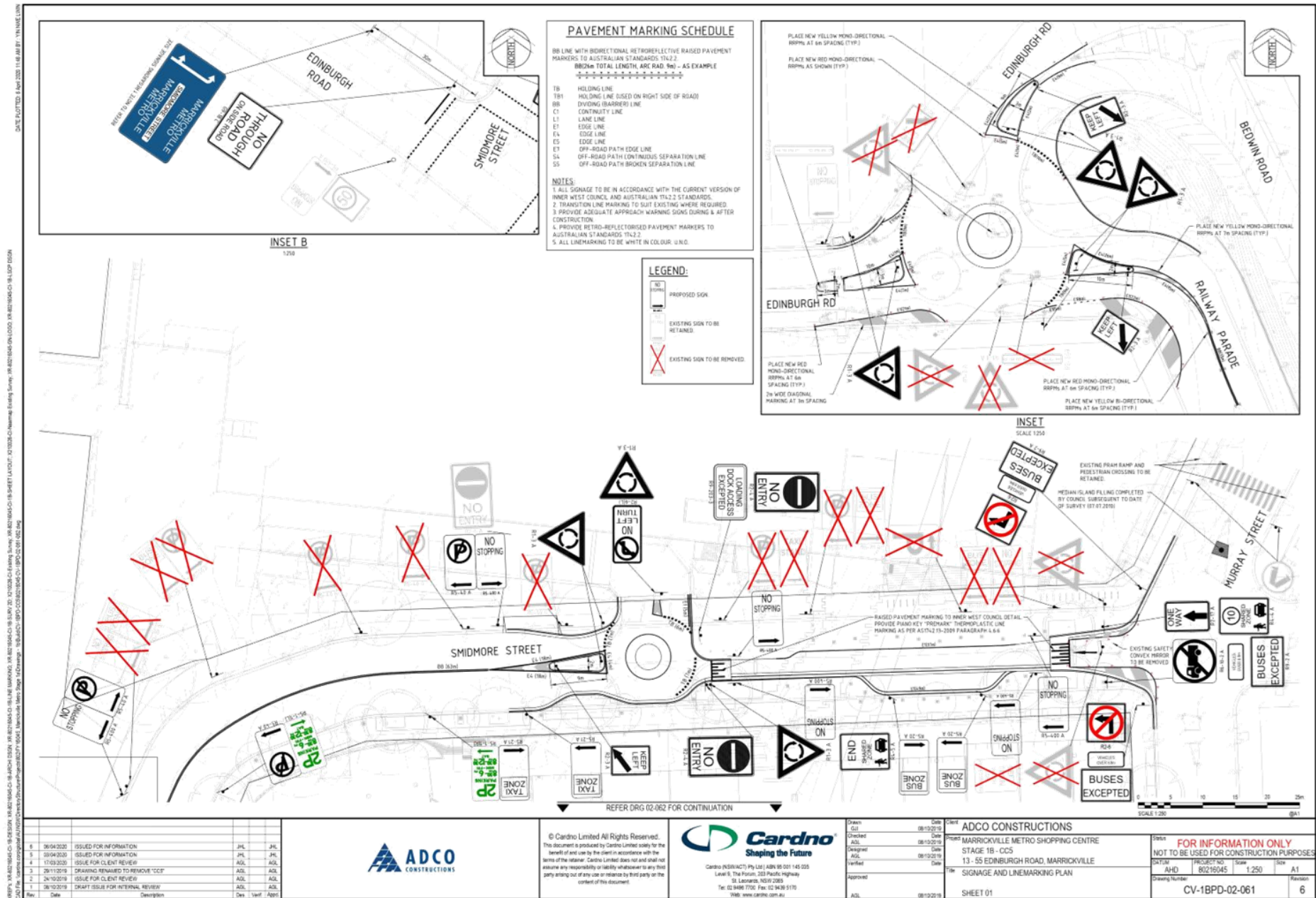
The Taxi Council has requested that the proposed 'Taxi Zone' on the southern side of Smidmore Street be extended to provide an additional parking space to cater for the demand to be generated by the development.

CONCLUSION

It is recommended that the proposed treatments including the implementation of the '10km/h Shared Zone' in Smidmore Street and one-way restrictions be supported in principle and submitted to TfNSW (RMS) for their concurrence.

ATTACHMENTS

1. [Signage and Linemarking Plan](#)
2. [Traffic Management plan](#)
3. [Shared Zone report](#)





Smidmore St, Marrickville Proposed Upgrades

Traffic Management Plan



Smidmore St, Marrickville Proposed Upgrades

Traffic Management Plan

Issue: B-Final

Date: 7 April 2020

Client: Adco Constructions

Reference: 20008



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Appendices

A. Approved Stamped Plans
B. Smidmore St Proposed Works Civil Plans
C. Swept Path Diagrams

1. Introduction

This traffic management plan (TMP) has been prepared by MLA Transport Planning (MLA) in relation to proposed road upgrade works on Smidmore Street, Marrickville between Murray Street and the existing car park access to the Marrickville Metro Shopping Centre. Figure 1.1 shows the location of proposed upgrade works.

Figure 1.1: Location of Proposed Upgrade Works



At present, Smidmore Street permits traffic flows in both directions. Pedestrian facilities on Smidmore Street includes controlled pedestrian crossings at its intersection with Edinburgh Road and a refuge island constructed as part of the roundabout at Murray Street.

The proposed upgrade works involves:

- conversion of road arrangements to permit traffic flow in the westbound direction only
- installation of a shared zone, and
- installation of a new roundabout at the car park access.

The proposed upgrade works are required as part of the proposed expansion to the Marrickville Metro Shopping Centre. The overall redevelopment of the Marrickville Metro Shopping Centre including the proposed upgrade works on Smidmore Street



have been approved by the Department of Planning & Environment in MP 09_0191 (as modified).

The approved stamped plans detailing the proposed upgrade works on Smidmore Street to which this TMP is related to are contained in Appendix A of this document.

No work is proposed on the remaining section of Smidmore Street (i.e. to the west of the car park access) in front of the shopping centre.

2. Detailed Plan of Proposed Measures

Is a detailed plan of the proposed measures necessary?

Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

The proposed upgrade works have been designed by the consultant civil engineer Cardno and are presented in their drawings:

- Drawing No. 80216045-CV-1BPD-02-015 Rev 3 Siteworks Plan Sheet 01, and
- Drawing No. 80216045-CV-1BPD-02-061 Rev 3 Signage and Linemark Plan Sheet 01.

The drawings are contained in Appendix B of this document.

3. Identification and Assessment of Impact of Proposed Measures

Is a detailed assessment necessary?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

The proposed one-way arrangement on Smidmore Street will result in some traffic being re-diverted to alternate traffic routes as shown in Figure 3.1.

Figure 3.1: Diverted Traffic Routes



Traffic impact of the proposed upgrade works on Smidmore Street has been assessed by consultant TTPP in their traffic and transport assessment report (Ref: 16065r01v02_171013 Marrickville Metro dated 13 October 2017) which accompanied the project application to the Department of Planning & Environment. The TTPP's assessment included traffic modelling of the nearby intersections using both VISSIM and SIDRA modelling software.

The VISSIM modelling results are presented in Table 3.1 and Table 3.2 as well as in Figure 3.2 and Figure 3.3 below.

Table 3.1: VISSIM Traffic Modelling Results for Thursday Evening Peak Period

Intersection	Control	Existing Condition		Post Development	
		Delay	LoS	Delay	LoS
Campbell St-Bedwin Rd	Signals	22	B	23	B
Edgeware Rd-Edinburgh Rd	Priority	49	D	65	E
Edgeware Rd-Smidmore St	Priority	5	A	4	A
Edgeware Rd-Wells St	Priority	2	A	5	A
Edgeware Rd-Victoria St	Priority	25	B	35	C
Alice St- Edgeware Rd-Llewellyn St	Signals	30	C	30	C
Enmore Rd- Stanmore Rd	Signals	30	C	30	C
Edinburgh Rd-Railway Parade	Roundabout	6	A	15	B
Victoria Rd-Murray St	Priority	2	A	4	A
Murray St-Edinburgh Rd	Roundabout	5	A	7	A
Murray St-Smidmore St	Roundabout	13	A	3	A
Enmore Rd-Llewellyn St	Signals	13	A	13	A
Enmore Rd-Addison Rd	Signals	20	B	20	B
Edinburgh Rd-Sydney Steel St	Priority	5	A	10	A
Edinburgh Rd-Smidmore Rd	Signals	10	A	12	A
Edinburgh Rd-Fitzroy St	Roundabout	8	A	7	A
Enmore Rd-Victoria Rd	Priority	7	A	8	A
Victoria Rd-Edinburgh Rd	Signals	10	A	11	A
Cook Rd-Victoria Rd	Priority	29	B	23	B
Victoria Rd-Chapel St	Priority	14	A	75	F
Victoria Rd-Chalder St	Priority	29	C	25	B
Victoria Rd-Mitchell St	Priority	0	A	0	A
Victoria Rd-Sydenham Rd	Signals	21	B	21	B
Fitzroy St- Sydenham Rd	Priority	78	F	82	F
Shirlow St-Sydenham Rd	Priority	0	A	0	A
Murray St Car Park Access	Priority	4	A	5	A
Smidmore St Car Park Access	Priority	2	A	2	A
Edinburgh Rd Car Park Access	Priority	NA	NA	4	A

Source: TTPP

Table 3.2: VISSIM Traffic Modelling Results for Saturday Peak Period

Intersection	Control	Existing Condition		Post Development	
		Delay	LoS	Delay	LoS
Campbell St-Bedwin Rd	Signals	17	D	19	B
Edgware Rd-Edinburgh Rd	Priority	52	D	62	E
Edgware Rd-Smidmore St	Priority	5	A	7	A
Edgware Rd-Wells St	Priority	27	B	24	B
Edgware Rd-Victoria St	Priority	57	E	47	D
Alice St- Edgware Rd-Llewellyn St	Signals	29	B	34	C
Enmore Rd- Stanmore Rd	Signals	22	B	34	C
Edinburgh Rd-Railway Parade	Roundabout	8	A	17	B
Victoria Rd-Murray St	Priority	21	B	20	B
Murray St-Edinburgh Rd	Roundabout	8	A	8	A
Murray St-Smidmore St	Roundabout	4	A	4	A
Enmore Rd-Llewellyn St	Signals	13	A	12	A
Enmore Rd-Addison Rd	Signals	20	B	19	B
Edinburgh Rd-Sydney Steel St	Priority	7	A	17	B
Edinburgh Rd-Smidmore Rd	Signals	9	A	21	B
Edinburgh Rd-Fitzroy St	Roundabout	11	A	13	A
Enmore Rd-Victoria Rd	Priority	3	A	5	A
Victoria Rd-Edinburgh Rd	Signals	9	A	15	A
Cook Rd-Victoria Rd	Priority	12	A	19	B
Victoria Rd-Chapel St	Priority	14	A	46	D
Victoria Rd-Chalder St	Priority	14	A	11	A
Victoria Rd-Mitchell St	Priority	2	A	1	A
Victoria Rd-Sydenham Rd	Signals	24	B	26	B
Fitzroy St- Sydenham Rd	Priority	31	C	41	C
Shirlow St-Sydenham Rd	Priority	0	A	0	A
Murray St Car Park Access	Priority	3	A	9	A
Smidmore St Car Park Access	Priority	2	A	20	B
Edinburgh Rd Car Park Access	Priority	NA	NA	8	A

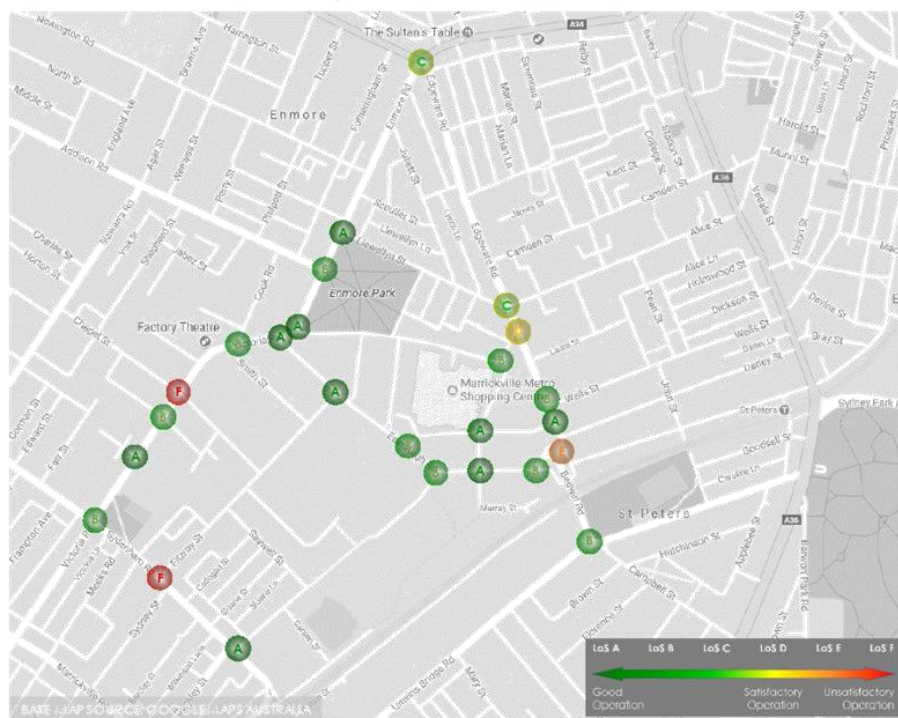
*Weekend parking ban on the southbound Edgware Road between Victoria Road and Alice Street

Source: TTPP

Figure 3.2: Existing Condition VISSIM Traffic Modelling Results



Figure 3.3: Post Development VISSIM Traffic Modelling Results



Source: TTPP

Under post development traffic conditions, the majority of assessed intersections would continue to operate satisfactorily following the completion of the proposed expansion. The exceptions are at the following three intersections:

- Sydenham Road-Fitzroy Street
- Chapel Street-Victoria Road, and
- Bedwin Road-Edgeware Road-Edinburgh Road.

In relation to the Sydenham Road and Fitzroy Street intersection, it is noted that this intersection would operate with similar performance to existing conditions albeit with an additional four seconds delays. This would only occur in the Thursday peak period.

The Chapel Street and Victoria Road intersection is expected to operate at a LoS F during the Thursday evening peak period. However, assessment of the detailed results indicates that the vehicle movement that is expected to operate at LoS F only contains a volume of one vehicle per hour. The remaining intersection movements are operation at a LoS B or better. In this regard, the operation of Chapel Street and Victoria Road is considered acceptable.

The intersection of Bedwin Road, Edgeware Road and Edinburgh Road is expected to be operating at a LoS E in the post development situation, where it is LoS D in the existing situation. The future intersection is impacted by the right turn from Edinburgh Road to Bedwin Road, which is expected to increase in delay from 49 seconds to 65 seconds. The remaining approaches are however expected to operate at a LoS A. In addition, it is noted that there is an alternative access route for this movement. Instead of turning right into Bedwin Road from Edgeware Road, it is possible to continue down Railway Parade to travel beneath Bedwin Road and then turn left into Bedwin Road. It is expected that if the right turn movement continue to be delayed traffic would choose the alternative routes to avoid this delay.

In addition to the VISSIM traffic model, TTPP also conducted SIDRA modelling of the Edinburgh Road intersections including Smidmore Street, the proposed Edinburgh Road access and Sydney Steel Road. These intersections were assessed as a network. The results are presented in Table 3.3 and Table 3.4.

Table 3.3: Edinburgh Rd SIDRA Modelling Results for Thursday Evening Peak Period

Intersection	Control	Existing Condition		Post Development	
		Delay	LoS	Delay	LoS
Edinburgh Rd-Smidmore St	Signals	15	B	17	B
Edinburgh Rd Proposed Access	Priority	-	-	6	A
Edinburgh Rd-Sydney Steel Rd	Priority	10	A	14	A

Source: TTPP

Table 3.4: Edinburgh Rd SIDRA Modelling Results for Saturday Peak

Intersection	Control	Existing Condition		Post Development	
		Delay	LoS	Delay	LoS
Edinburgh Rd-Smidmore St	Signals	17	B	40	C
Edinburgh Rd Proposed Access	Priority	-	-	7	A
Edinburgh Rd-Sydney Steel Rd	Priority	10	A	16	B

Source: TTPP

The modelling results indicate that the Smidmore Street intersections and the intersections along the diverted route would continue to have satisfactory operation following the completion of the proposed development.

Appendix C contains the swept path diagrams.

4. Measures to Ameliorate the Impact of Re-Assigned Traffic

Is an assessment required?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

This has been addressed in TTPP's traffic and transport assessment as part of the project application submission to the Department of Planning & Environment as discussed above.

The TTPP's assessment report indicates that the Smidmore Street intersections would continue to have satisfactory operation following the completion of the proposed development. As such, traffic measures will not be required to ameliorate the re-assigned traffic.

5. Assessment of Affected Public Transport Services

Is an assessment required?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

The approval MP 09_0191 includes the relocation of the bus stop and taxi stand. Following the completion of the proposed development, the bus stop will be relocated to be on the northern side of Edinburgh Road near Murray Street and the taxi stand will be relocated to be on the southern side of Smidmore Street in front of the new Centre.

However, the upgrade works on Smidmore Street will require the temporary relocation of the bus stop and taxi stand for a period of up to nine months. After which, the bus stop and taxi rank will be relocated permanently to their respective location as approved in MP 09_0191.

MLA has consulted the relevant bus operators (State Transit Authority and Transit Systems) and NSW Taxi Council in relation to the temporary location of the bus stop and taxi stand. They have endorsed the temporary bus stop/taxi stand locations. In addition, Inner West Council has also approved the temporary relocation of the bus stop. An additional application to the Inner West Council will be submitted seeking approval for the temporary taxi stand on Victoria Road.

6. Details of Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians

Are these details required?	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Emergency vehicles access has been maintained. These vehicles will be able to continue to travel along Smidmore Street in the westbound direction.

Heavy vehicle access has been maintained. Signs prohibiting heavy vehicles longer than an Australian Standard 8.8m from entering Smidmore Street from Murray Street will be installed. However, the Smidmore Street intersection with Murray Street will have adequate intersection area to permit the turning of heavy vehicles up to an Australian Standard 12.5m heavy rigid vehicle.

It is noted that Smidmore Street at present does not have any facilities for cyclists. However, they will be permitted to use the shared zone being constructed as part of the upgrade works on Smidmore Street.

Pedestrian access has been improved through the provision of the shared zone.

The details are presented in the civil plans contained in Appendix B.

7. Assessment of Effect on Existing and Future Developments with Transport Implications in the Vicinity of the Proposed Measures

Is an assessment required?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

The proposed works on Smidmore Street will not have any impacts on the access to existing and future developments in the vicinity.

8. Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas

Is an assessment required?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

There will be no impacts on traffic movements in adjoining Council areas. The proposed works is located entirely within the administrative area of Inner West Council.

9. Public Consultation Process

Is a public consultation process required?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

MLA has consulted the following authorities and stakeholders:

- Inner West Council
- State Transit Authority
- Transit Systems, and
- NSW Taxi Council.

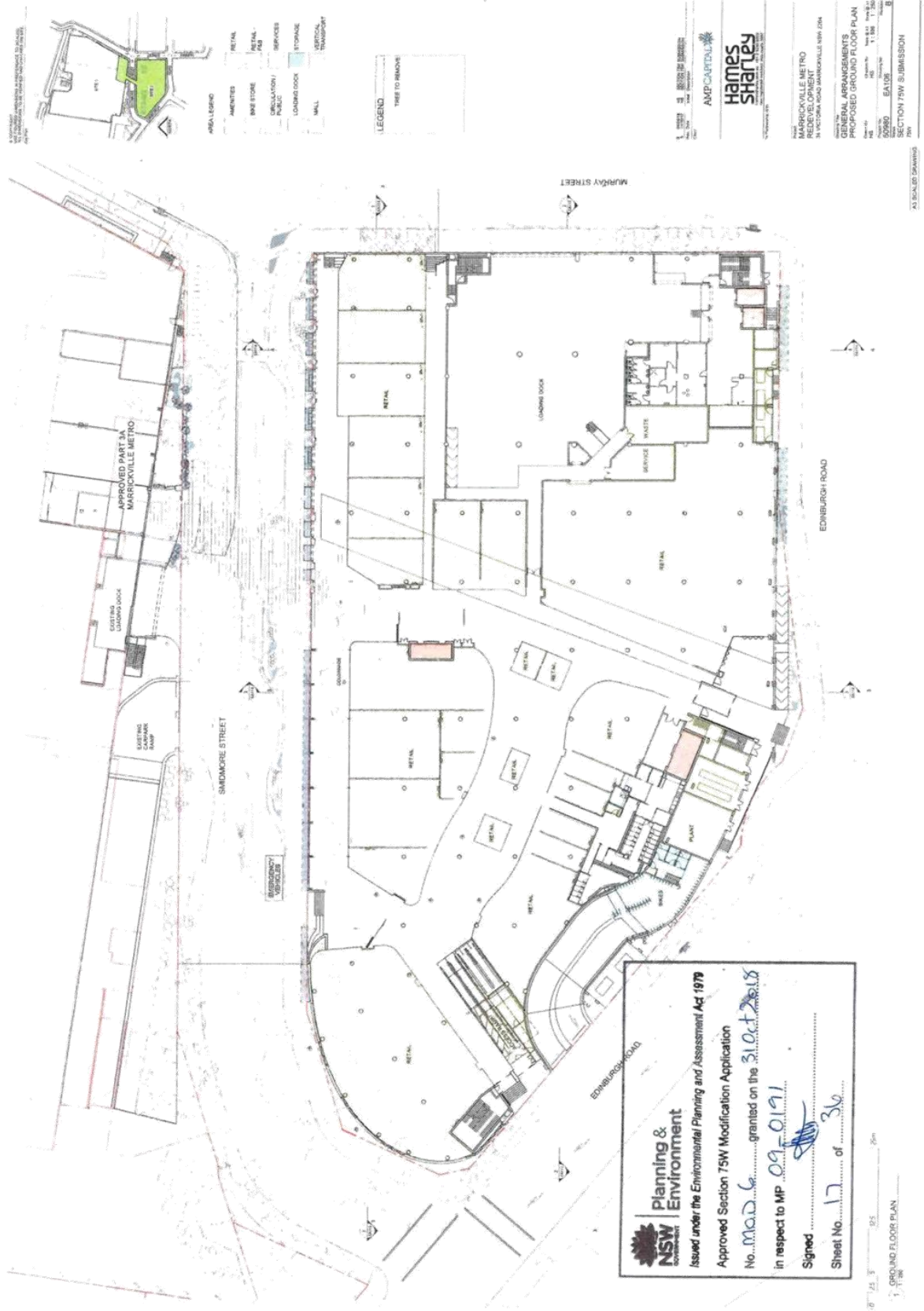
The above authorities and stakeholders have endorsed the temporary relocation of the bus stop and taxi stand.

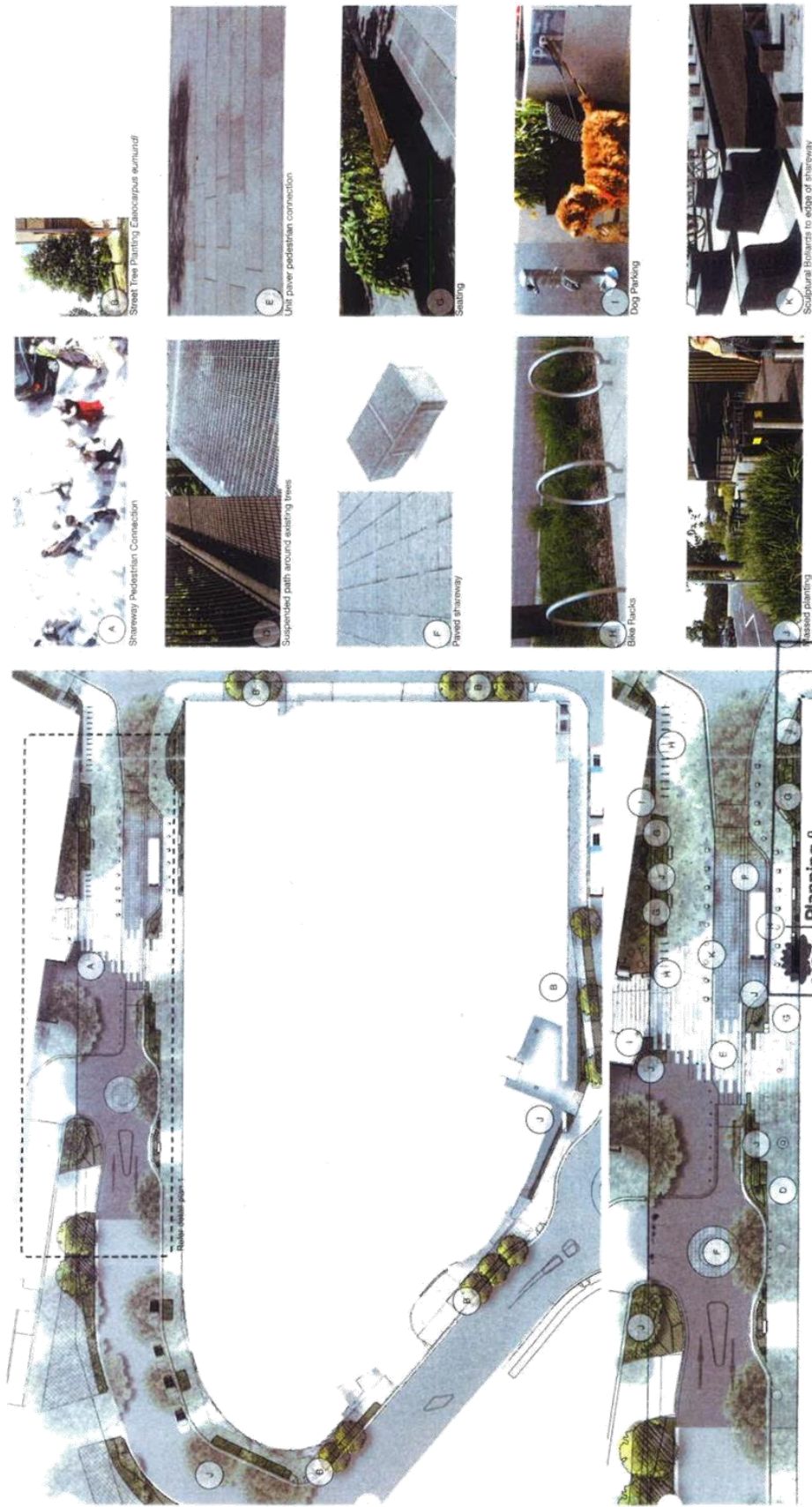
In relation to consultation of local residents and businesses, it is noted that the proposed works have been approved by the Department of Planning & Environment (the approved stamped plans by the Department are provided in Appendix A). As such it is will not be necessary to consult the local residents and businesses again.



Appendix A

Approved Stamped Plans





Detail Plan 1 - Smidmore Street

NOT FOR CONSTRUCTION

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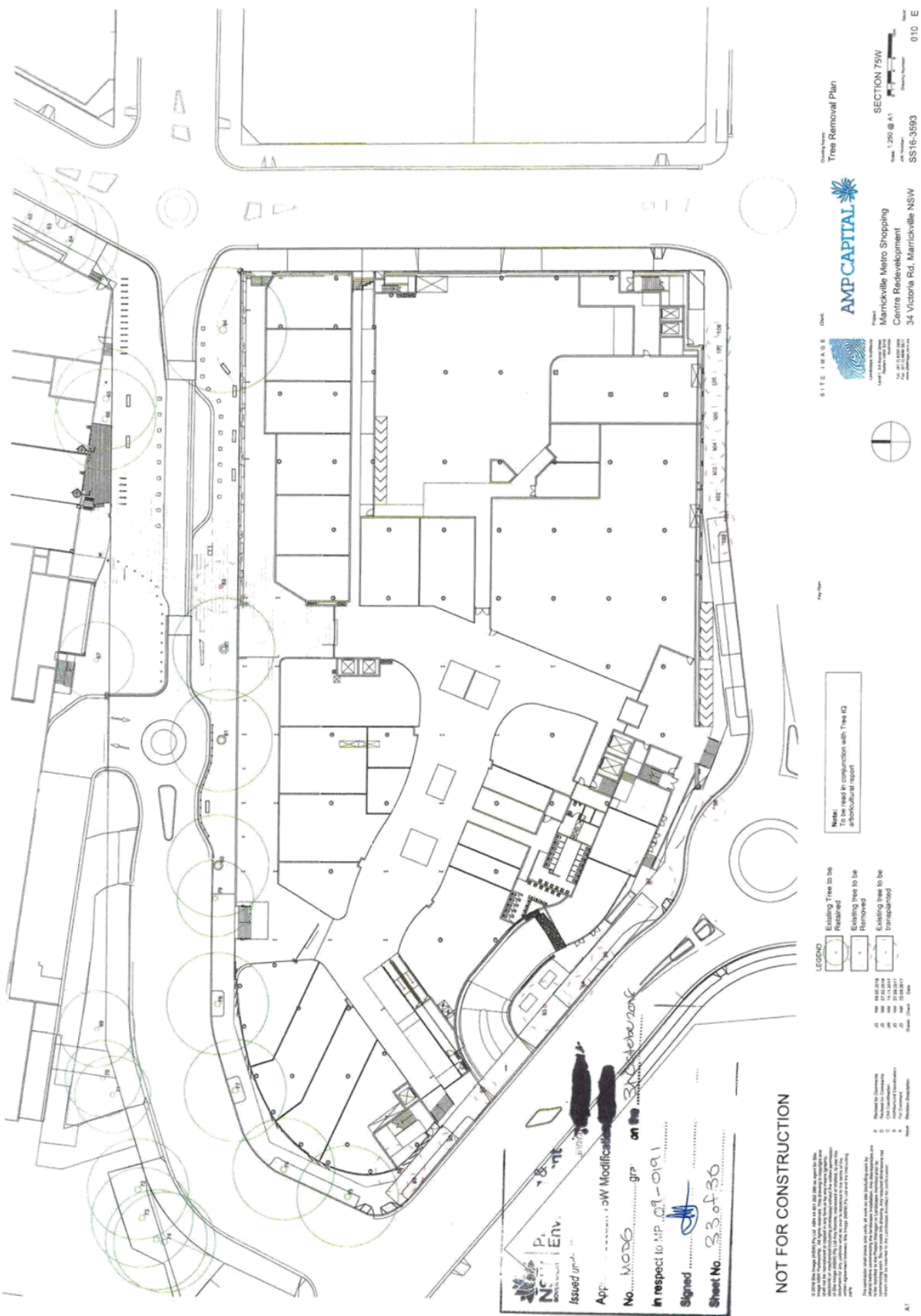
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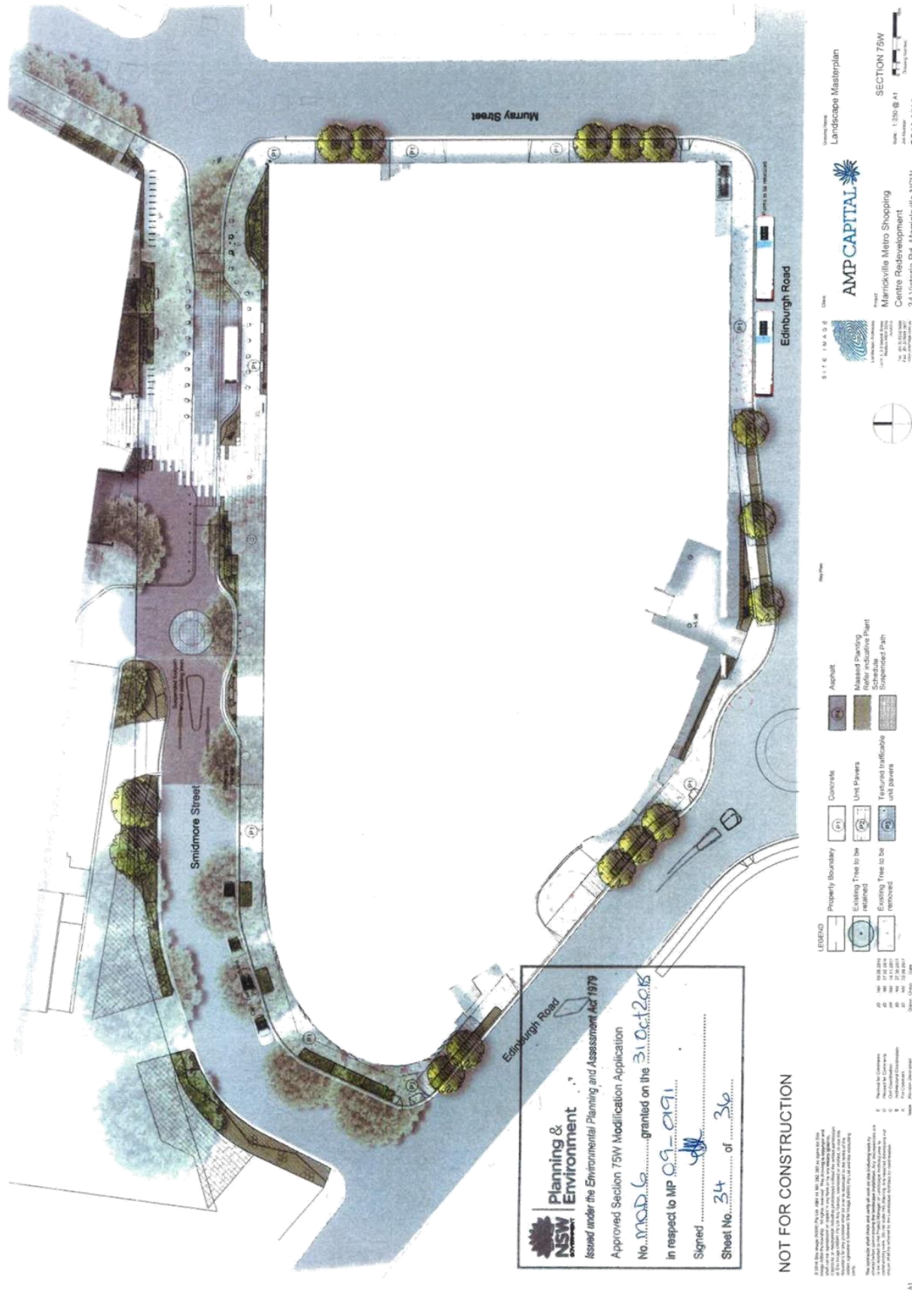
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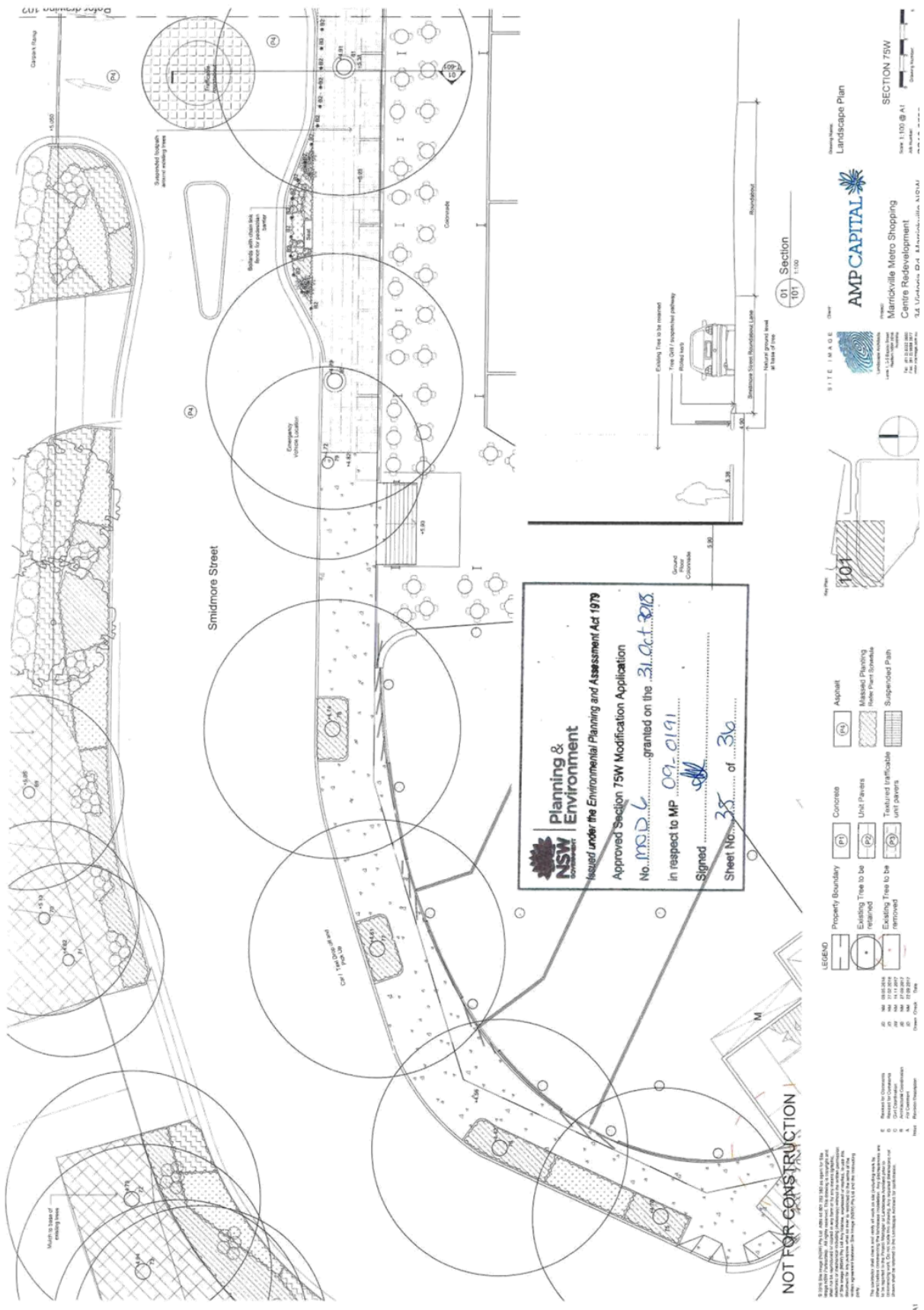
NSW Planning & Environment
 Issued under the Environmental Planning and Assessment Act 1979
 Approved Section 75W Modification Application
 No. MOD 6 granted on the 31 Oct 2018
 In respect to MP 09-2191
 Signed [Signature]
 Sheet No. 32 of 36

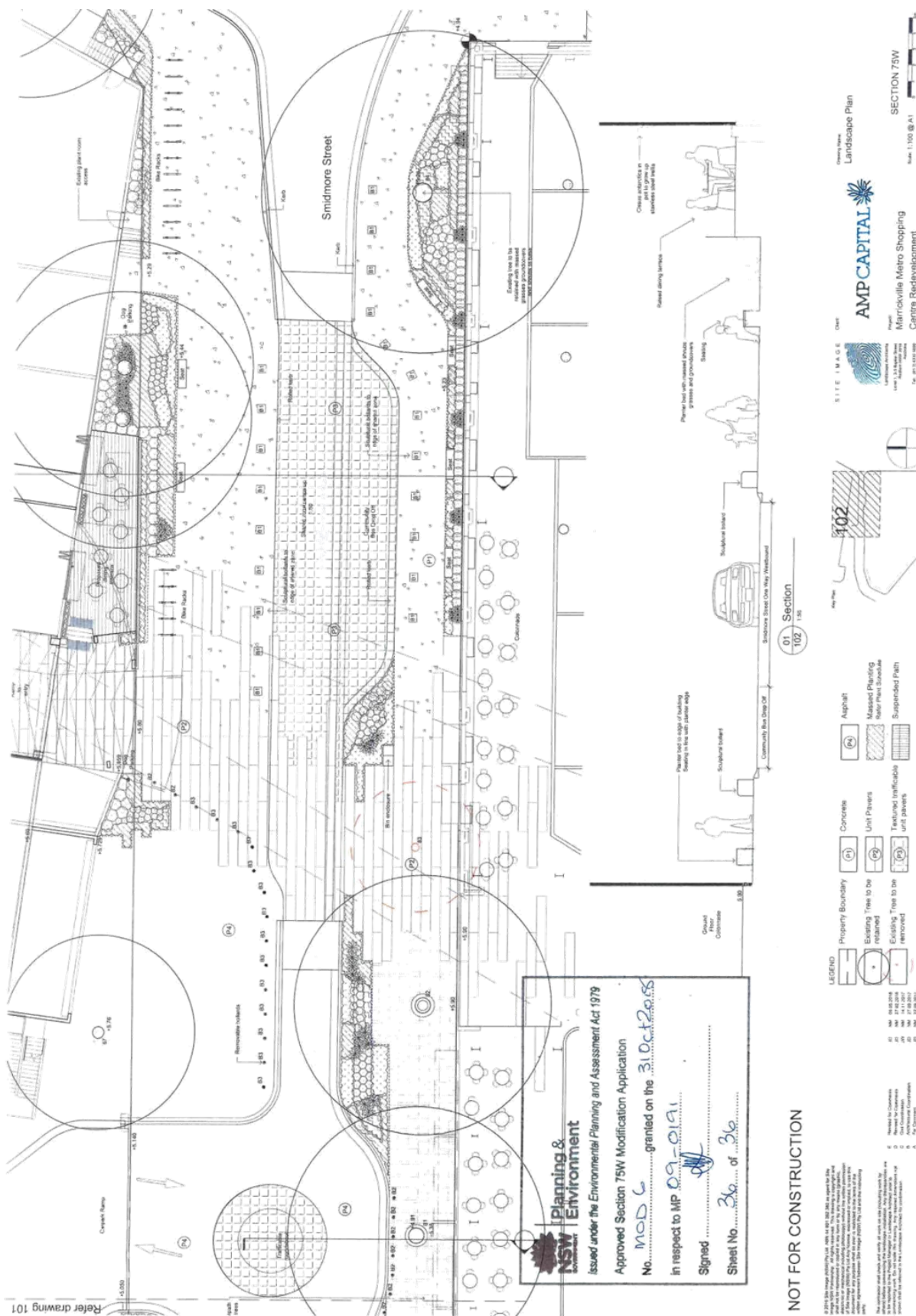
AMP CAPITAL
 Project: Marnixville Metro Shopping Centre Redevelopment
 Client: AMP Capital
 Date: 10/10/2018
 Version: 1.0
 Drawn: [Name]
 Checked: [Name]
 Approved: [Name]

SECTION 75W
 Landscape Character Plan





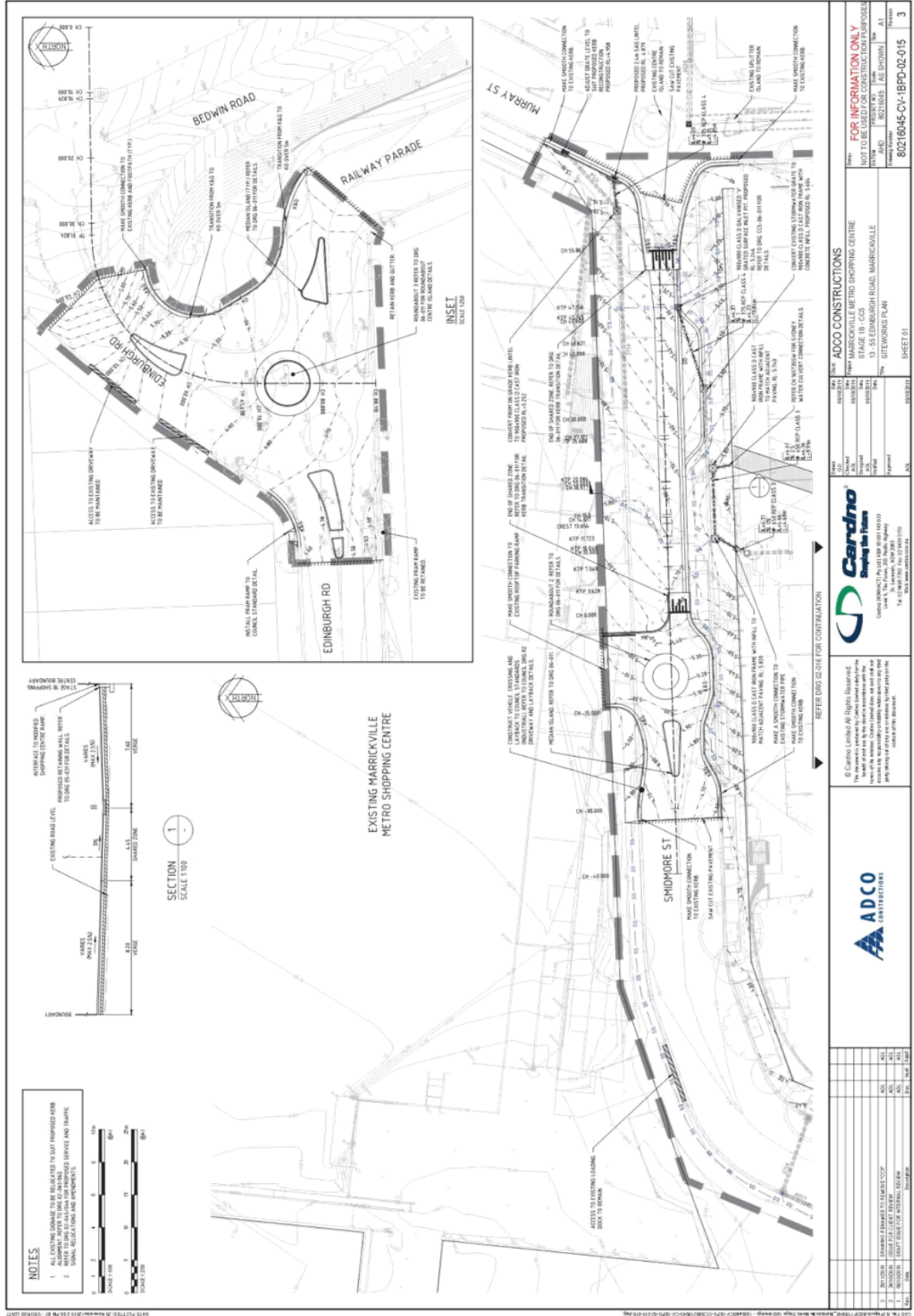


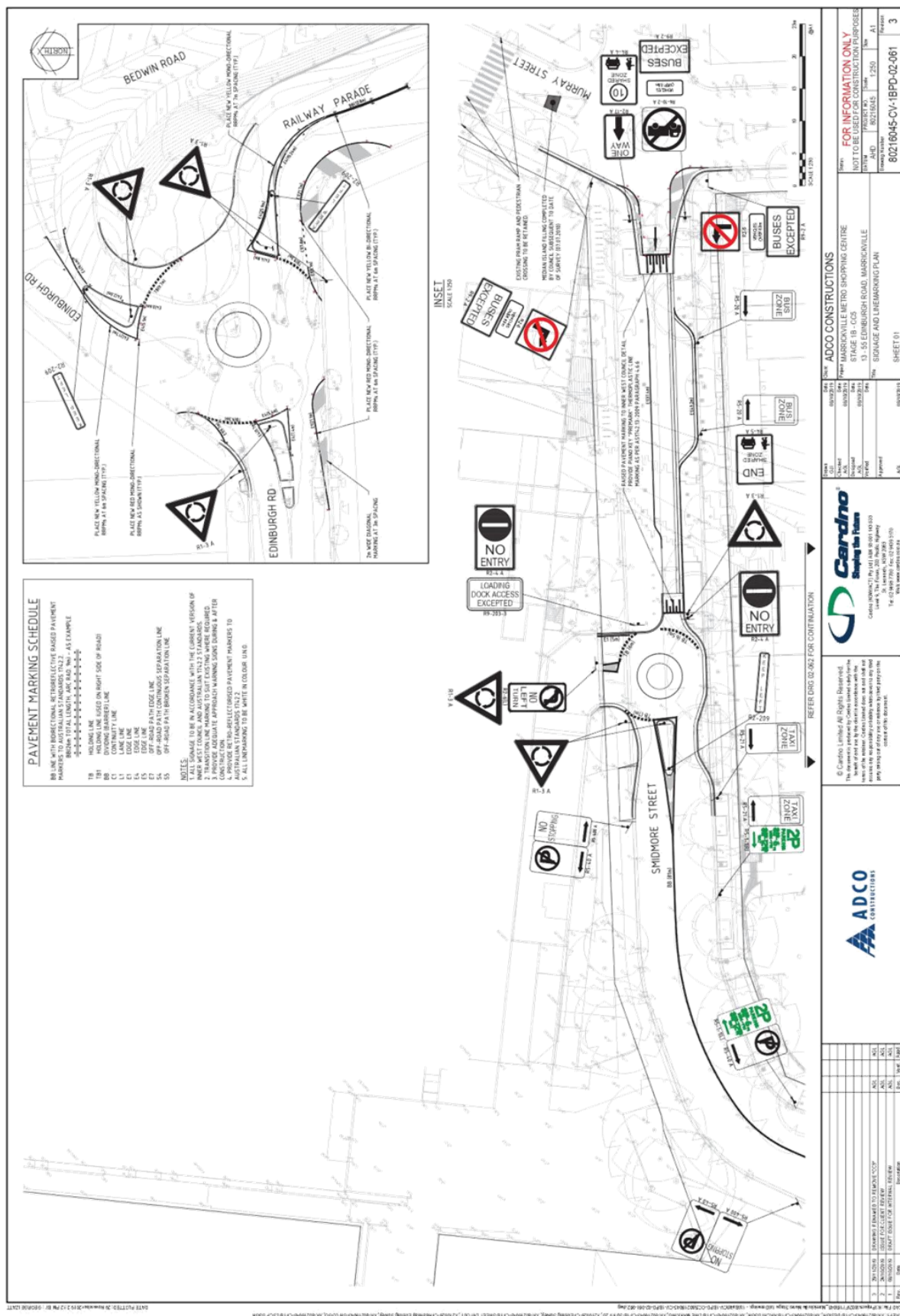




Appendix B

Smidmore St Proposed Works Civil Plans

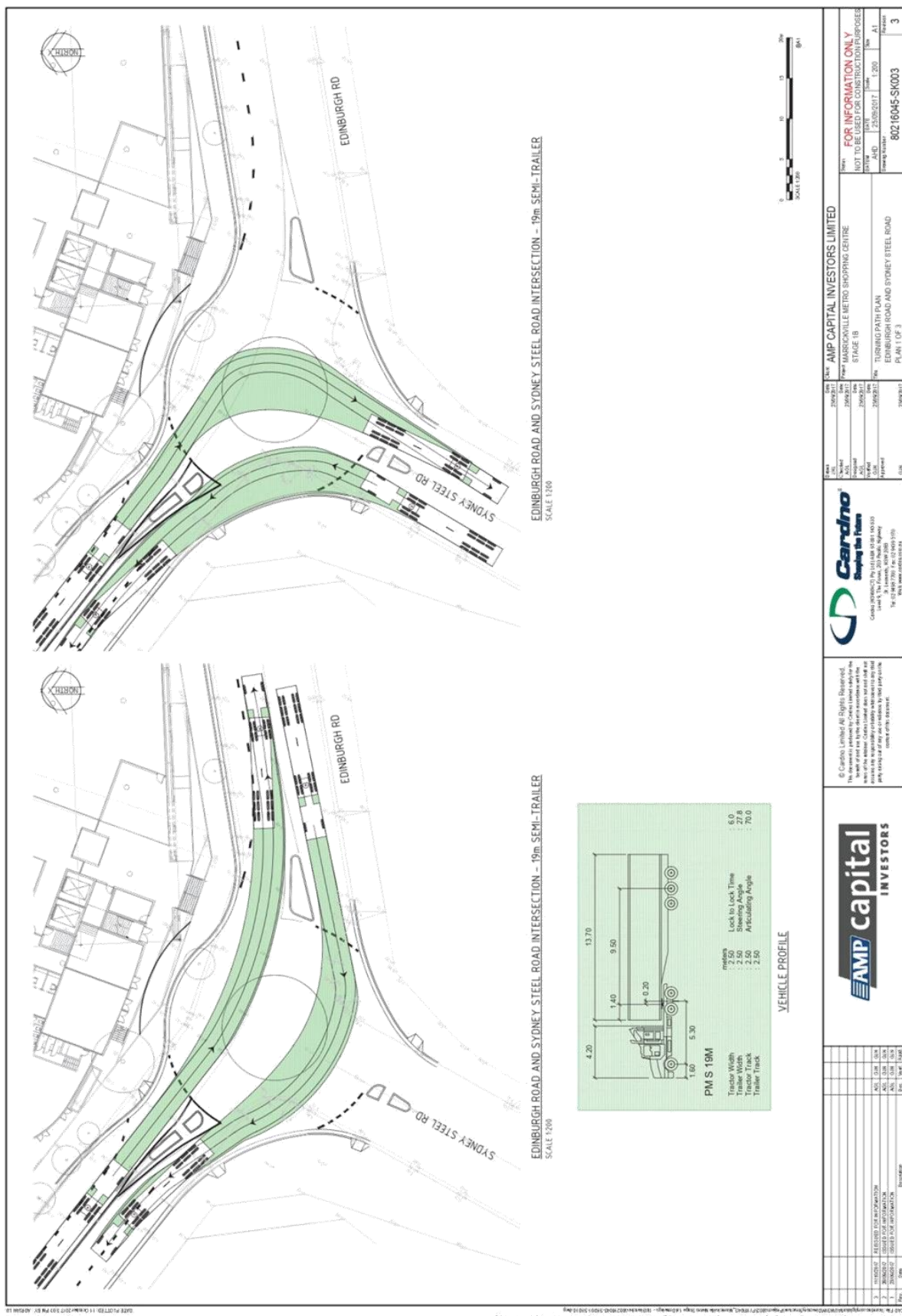


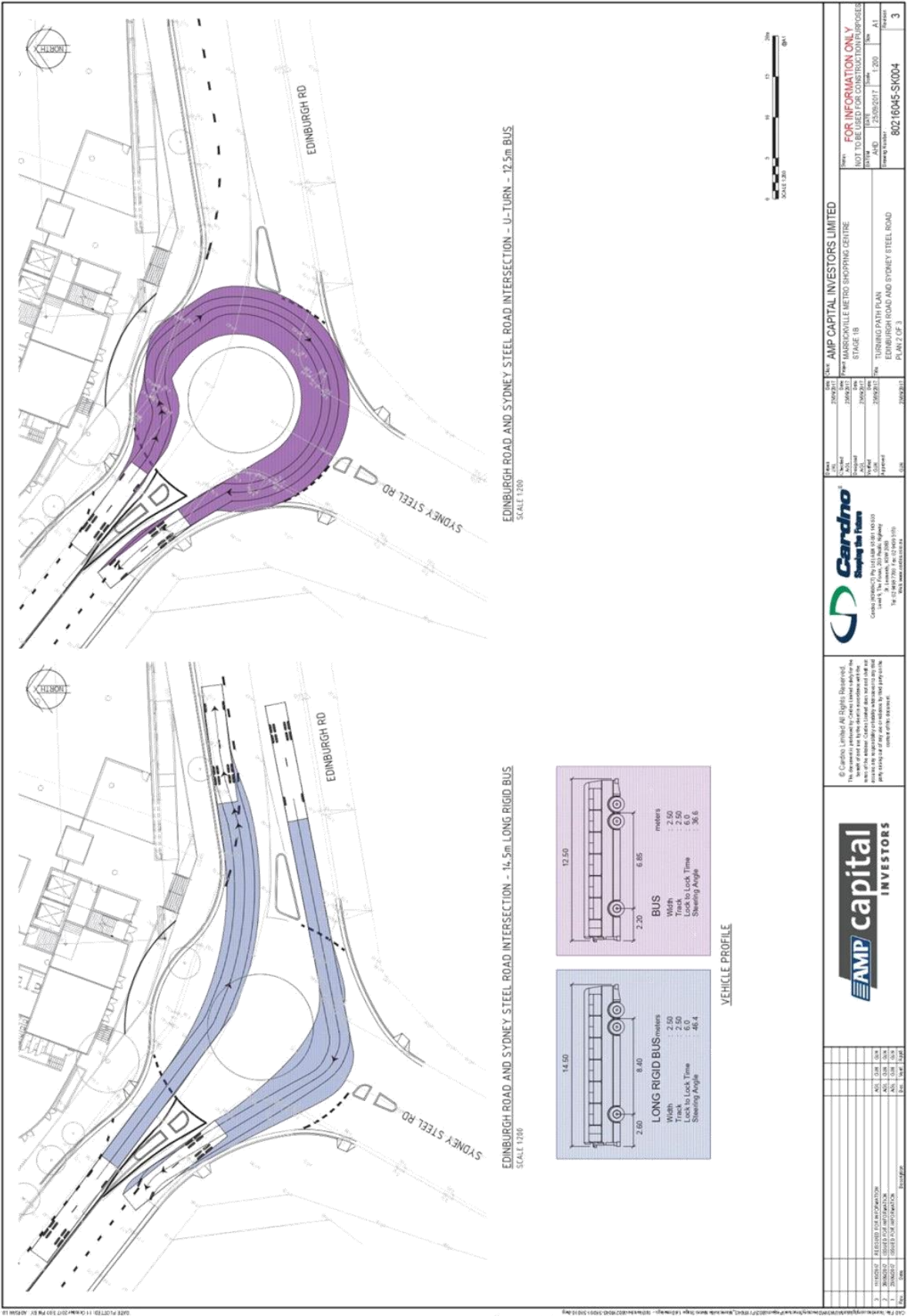


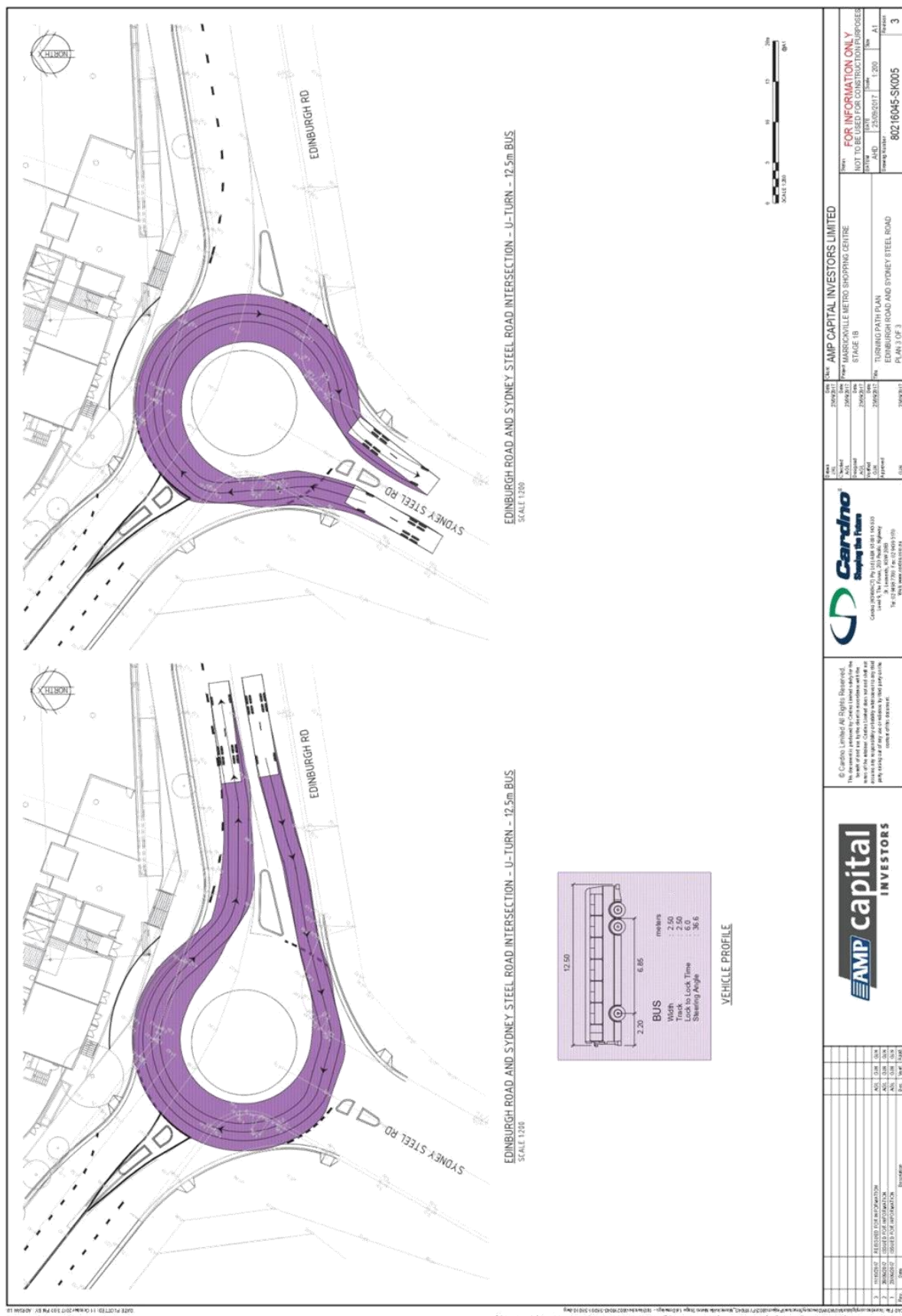


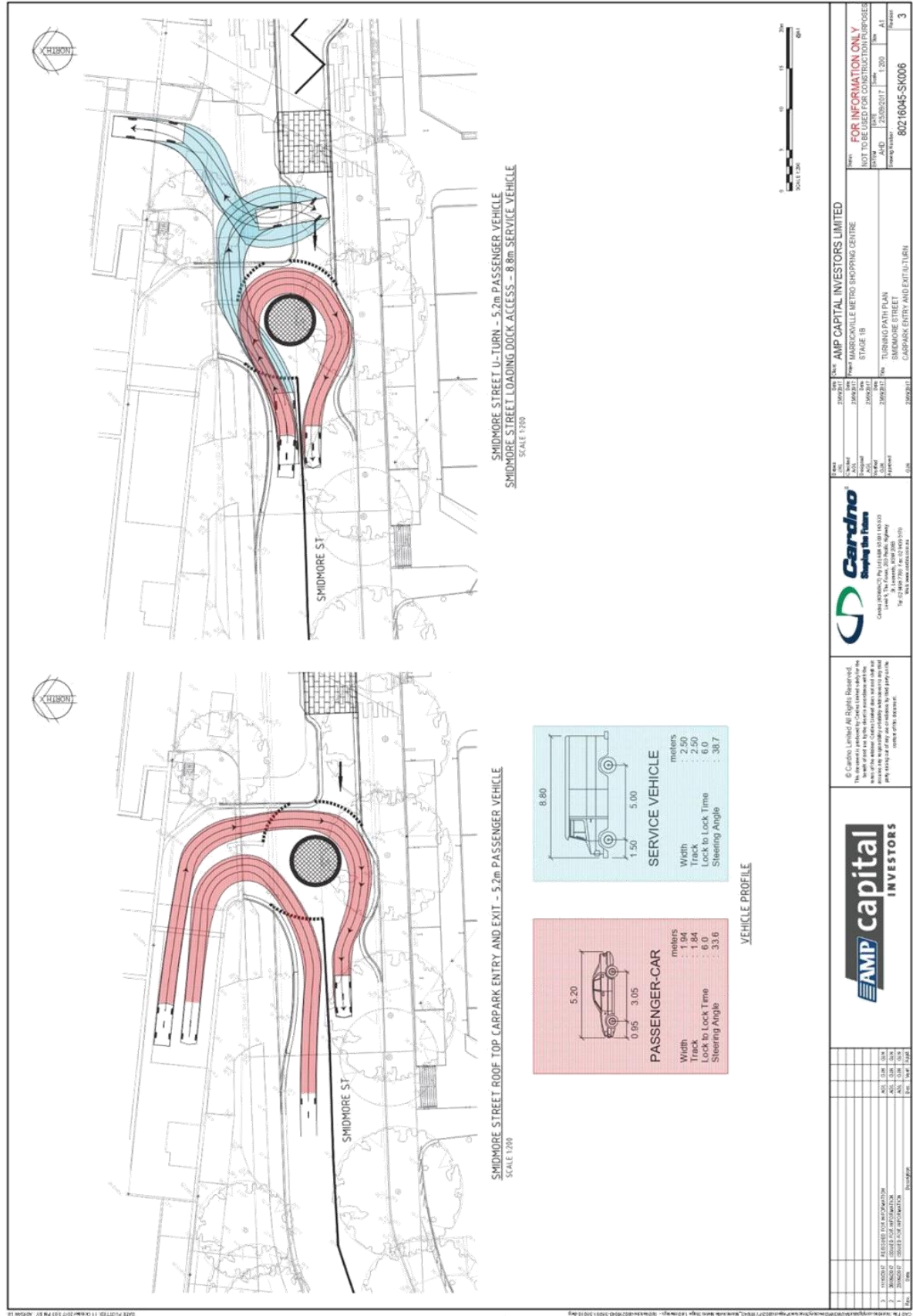
Appendix C

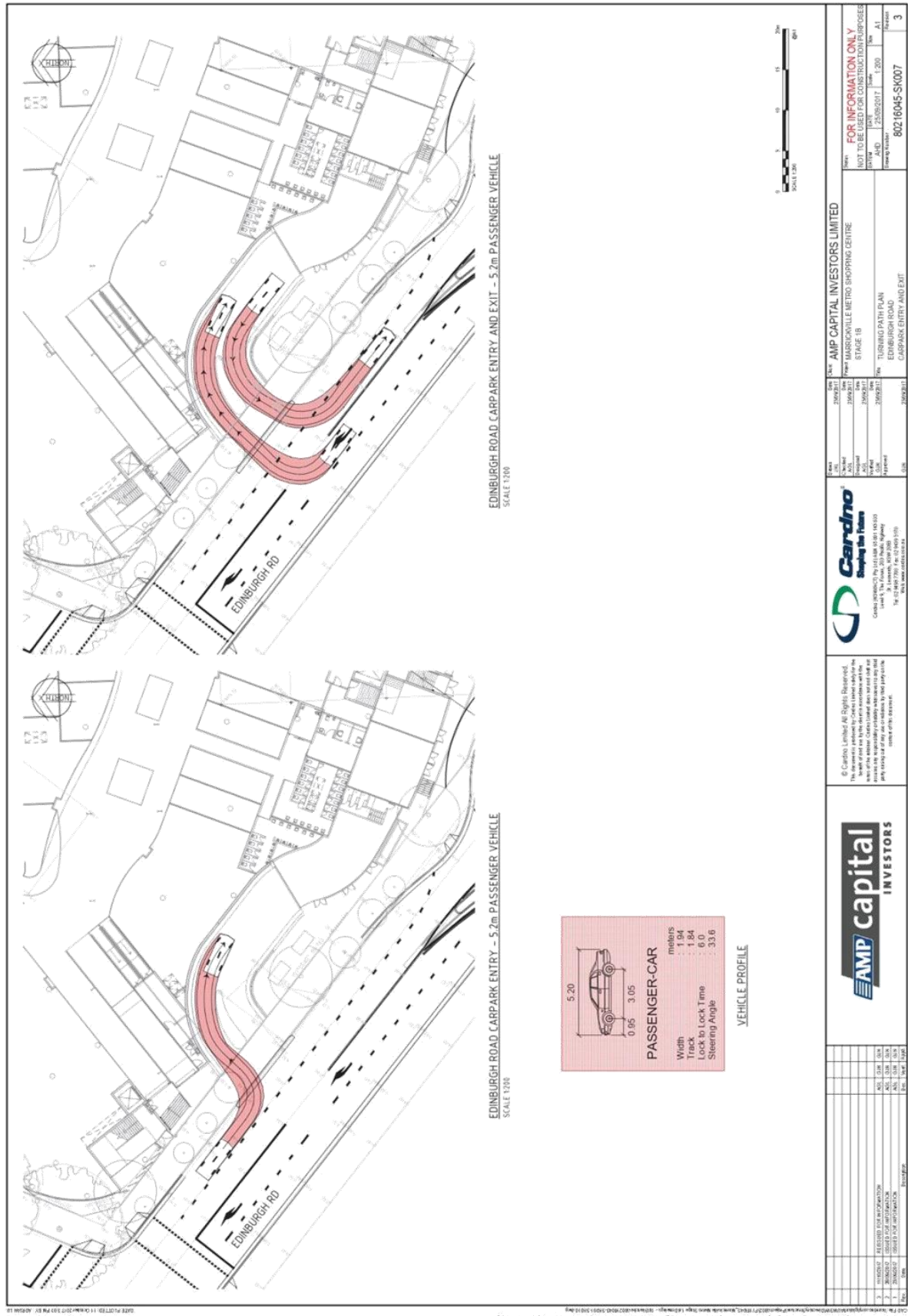
Swept Path Diagrams

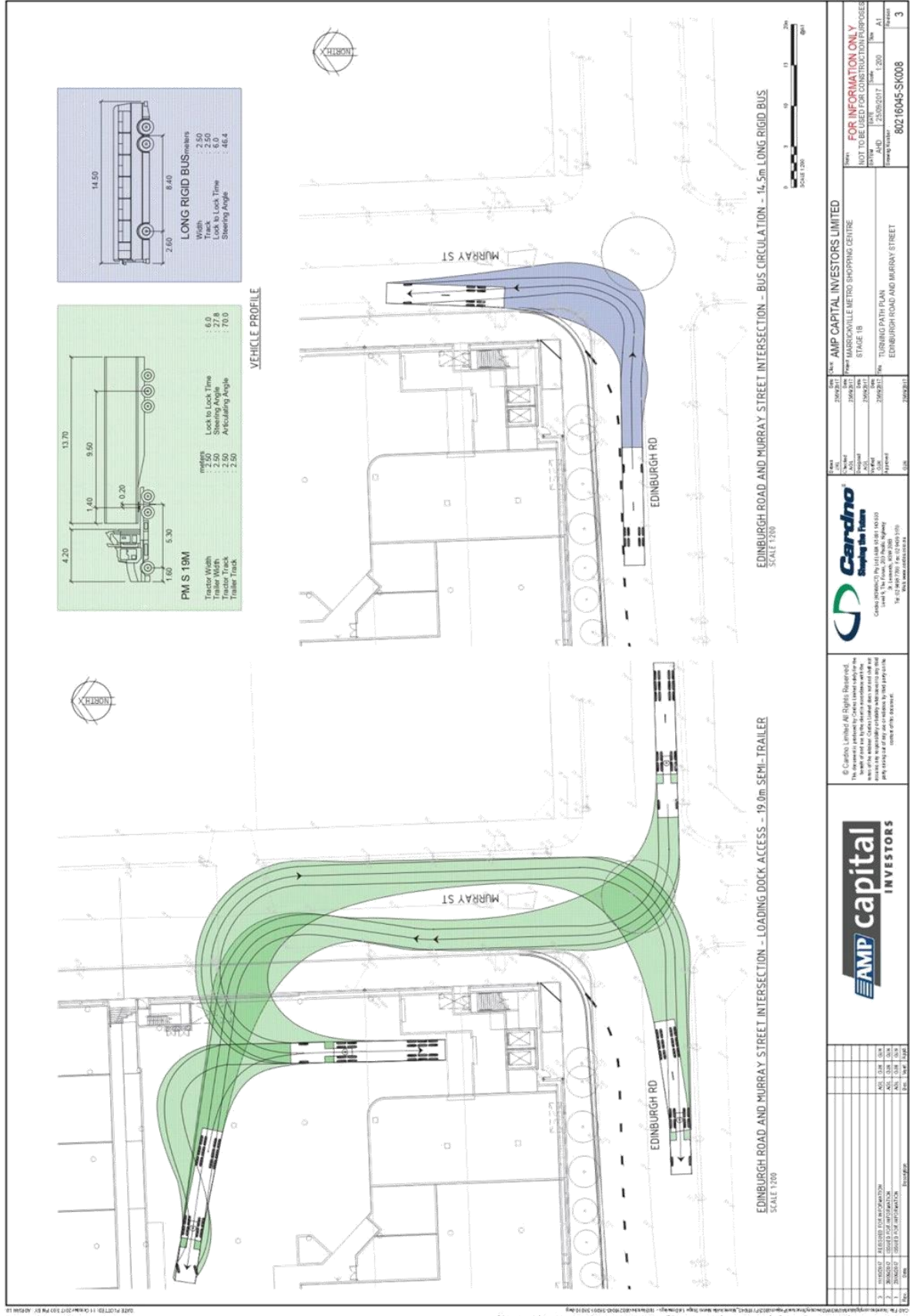




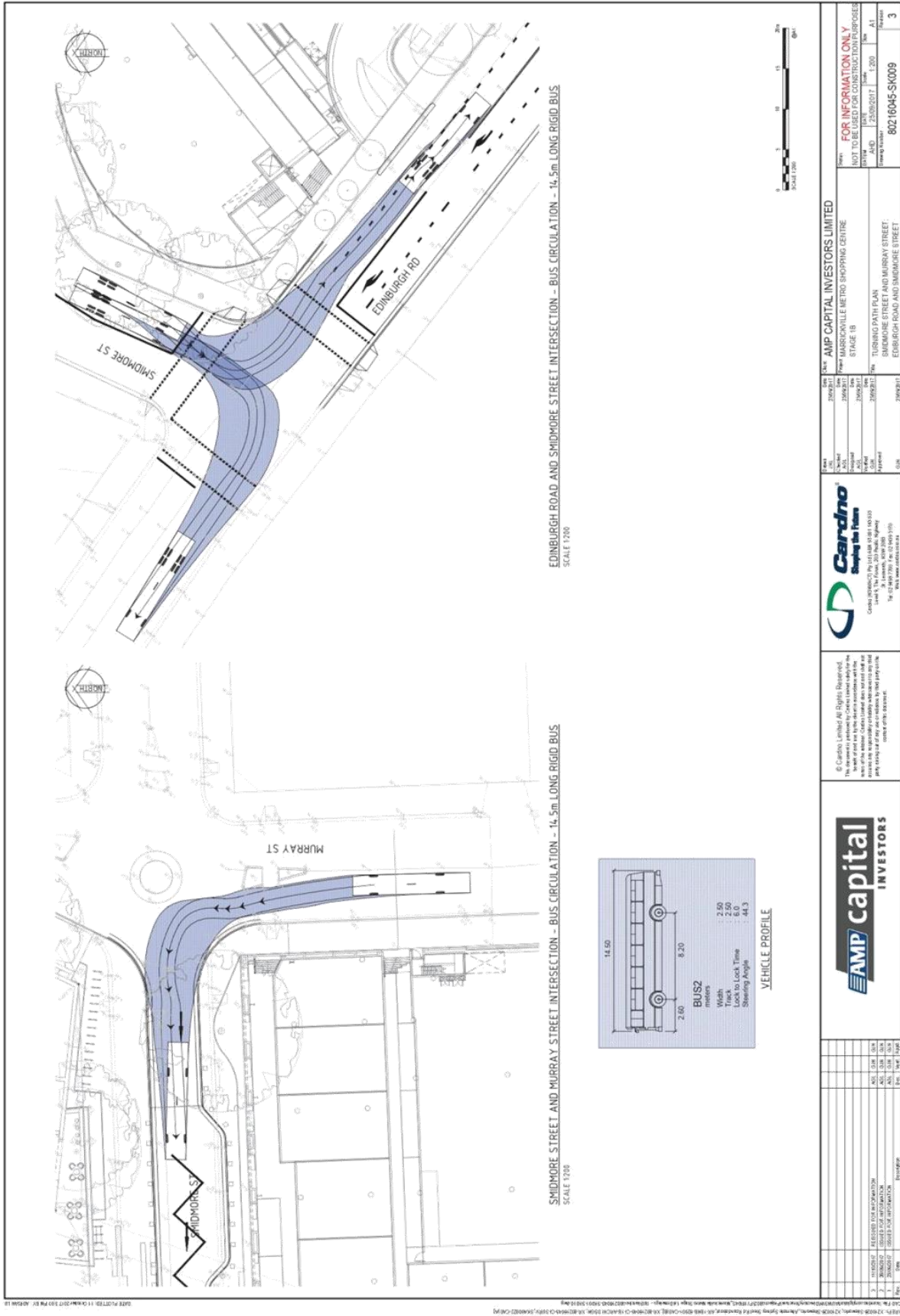








				AMP CAPITAL INVESTORS LIMITED From: MURDOCHVILLE METRO SHOPPING CENTRE STAGE 1B TURNING PATH PLAN EDINBURGH ROAD AND MURRAY STREET		FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION DATE: 25/05/2017 AND: 25/05/2017 Project No: 80216045-SK008 Page: 3	
Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008	Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008	Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008	Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008	Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008	Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008	Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008	Date: 25/05/2017 Drawn: 25/05/2017 Checked: 25/05/2017 Approved: 25/05/2017 Scale: 1:200 Project: 80216045-SK008





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Our Ref: 20008

7 April 2020

ADCO Constructions Pty Ltd
Level 2, 7-9 West Street
NORTH SYDNEY NSW 2060

Attention: Mr Jeff Kingston

Dear Jeff,

**RE: MARRICKVILLE METRO SHOPPING CENTRE STAGE 1B PROPOSED EXPANSION
PROPOSED SMIDMORE STREET SHARED ZONE**

MLA Transport Planning (MLA) prepares this report in response to a Transport for New South Wales' (TfNSW, formerly Roads and Maritime Services, RMS) request for additional information in relation to the above proposed shared zone.

Background

In February 2020, MLA prepared a traffic management plan (TMP) for the upgrades of Smidmore Street between Murray Street and the existing car parking access as part of the proposed expansion at Marrickville Metro Shopping Centre. The Smidmore Street upgrades include converting Smidmore Street from a two-way road to a one-way road (in the westbound direction), installing a shared zone and installing a new roundabout at the car park access.

The upgrade of Smidmore Street is conditioned in the approval MP 09_0191 (as modified) granted by the Department of Planning and Environment.

The TMP was submitted to Inner West Council and TfNSW. TfNSW has requested for a separate report to be provided addressing the following issues:

- 7-day mid-block traffic volume and speed counts
- how pedestrian safety and priority will be achieved
- proposed entrance and exit treatments
- Signage and line marking

MLA Transport Planning
Zenith Towers, Level 20, Tower A, The Zenith
821 Pacific Highway
Chatswood NSW 2067



- proposed pavement surface
- vehicle mix
- consideration of mobility and vision impaired
- lighting and drainage, and
- road safety audit of the proposed road arrangements.

This report responds to the above request.

Traffic Volume and Speed Data

TfNSW requested for 7-day traffic volume and speed data be conducted for the site. MLA considers such data will not provide any beneficial information to assist TfNSW in assessing the proposed upgrade works for the following reasons.

The current social distancing measures imposed by the Government and enforced by NSW Police to combat the Co-VID19 pandemic means that traffic data collected from surveys in this social distancing period will not be presentative of the typical day to day traffic patterns. Such traffic surveys will be wasteful of resources.

In addition, traffic that currently uses Smidmore Street is generating by the car park access which permits traffic movements in all directions. The proposed upgrade works includes the conversion of the eastern section of Smidmore Street (between Murray Street and the car park access) from a two-way road into a one-way road permitting traffic in the westbound direction. As a consequent of the proposed one-way arrangement, future traffic flow on the eastern section where the upgrade works are proposed will have significantly less traffic in the future.

Furthermore, there is an existing bus stop on Smidmore Street which will generate additional traffic movements in additional to the car park traffic generation. The bus stop will be relocated to Edinburgh Road as part of the proposed expansion of Marrickville Metro Shopping Centre. As such, any traffic flows due to bus movements will also be removed from Smidmore Street in the future.

Moreover, the upgrade works on the eastern section of Smidmore Street also involve the installation of a shared zone. The proposed shared zone will result in the eastern section of Smidmore Street being heavily treated and traffic calmed including the introduction of a 10km/hr speed limit and threshold treatments with landscape area such that it will deter passing traffic from entering the area. As such, future traffic flows will be significantly reduced.



Notwithstanding the above, peak hour intersection counts conducted in June 2017 as part of the development application have been reviewed and presented in Figure 1 and Table 1 below.

Figure 1: Surveyed Peak Hour Traffic Movement Flows

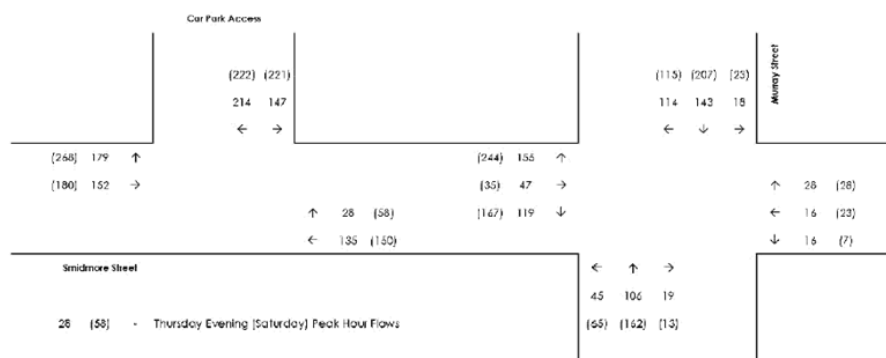


Table 1: Surveyed Peak Hour Two-way Midblock Traffic Flows

	Eastbound	Westbound	2-Way Combined
Thursday Evening Peak Period	321	163	484
Saturday Peak Period	446	208	654

From above, it can be seen that the peak hour two-way flows on the eastern section of Smidmore Street were approximately 484 vph and 654 vph during the Thursday evening peak period and Saturday peak period respectively.

As the proposed upgrade works involved converting the eastern section of Smidmore Street into a one-way road, the existing traffic will be removed completely as will the westbound passing traffic. The future traffic flows in Smidmore Street are expected to be less than 100 vph during the peak periods.

Pedestrian Safety and Priority

The proposed shared zone has been designed in accordance with TfNSW *Design and Implementation of Shared Zones Technical Direction TTD 2016/001*. This includes:

- removal of kerb and gutter delineation to the sense of pedestrian priority by notifying drivers of a different driving environment
- provision of appropriate signage (Figure 2), line marking to delineate and enhance changes in street environment and priority, and



- provision of significant different pavement surfaces treatment (colour, texture and materials) to other nearby roads and streets to highlight differences in the street environment.

Entrance and Exit Treatments

The proposed design introduces threshold treatments, signage, line marking and streetscapes to highlight the change in the street environment, signal that vehicles are to give way to pedestrians and to assist in traffic calming. Please refer to the civil and landscaping documentation in Attachment One and Attachment Two respectively for more information.

The proposed entrance and exit treatments are consistent with requirements set out in the TfNSW Technical Direction TDT 2016/001.

Signage and Line Marking

Signs consistent with those shown in Figure 2 have been proposed to signal to drivers that they are entering a different road environment and they are required to give way to pedestrians.

Figure 2: Proposed Shared Zone Signage



The signage together with threshold treatment at the entry and exit of the shared zone to lift the shared zone above other nearby roads will further re-enforce to drivers the present of pedestrians in a different road environment.



Proposed Pavement Surface

See Site Image Landscape plan in Attachment Two for more information.

Vehicle Mix

The future vehicle mix is expected to contain predominantly light vehicles e.g. passenger vehicle, light commercial vans and utility vehicles.

Service vehicles accessing the existing loading docks will do so using Smidmore Street via Edinburgh Road. It will not be possible for service vehicles to access the eastern section of Smidmore Street due to the significant reduction in the road carriageway width and geometry along Smidmore Street.

Consideration of Mobility and Vision Impaired

The proposed design is in accordance to AS 1428.4.1 Design for Access and Mobility and is reflected in the proposed streetscape such as ramps, walkways, footpaths and road cross-falls.

Lighting and Drainage

The street lighting to Smidmore Street has been designed to comply with Lighting Subcategory P2 of AS1158.3.1. Subcategory P2 was selected based on a "High" Pedestrian Activity for Mixed Vehicular and Pedestrian Traffic in local road reserve areas (the three possible criteria being either Low, Medium or High). This level of illumination will ensure that the high volume of pedestrians and drivers along Smidmore Street will have sufficient illumination to be able to navigate and move safely along the roadway.

In relation to drainage, the proposed road grading collects stormwater in a proposed dish drain within the road carriageway of the Smidmore Street shared zone. There is a series of proposed and existing stormwater pits which convey stormwater into the existing underground stormwater network. The proposed development will be able to accommodate the 1% AEP flood extents as per the flood report by Hydrostorm.

The design team has taken into consideration the high level of pedestrian and bicycle traffic when selecting the appropriate stormwater grates and locations. The proposed design has mitigated the risks of clashes, tripping hazards and extensive ponding depths where possible.



Road Safety Audit

The Road Safety Audit has been conducted by AMWC. Their RSA report and the responses from the design team is provided in Attachment Three of this report.

Yours sincerely,

Michael Lee
Director

Encl. Attachment One – Cardno Civil Design Plan
Attachment Two – Site Image Landscape Plan
Attachment Three – AMWC RSA



Attachment One

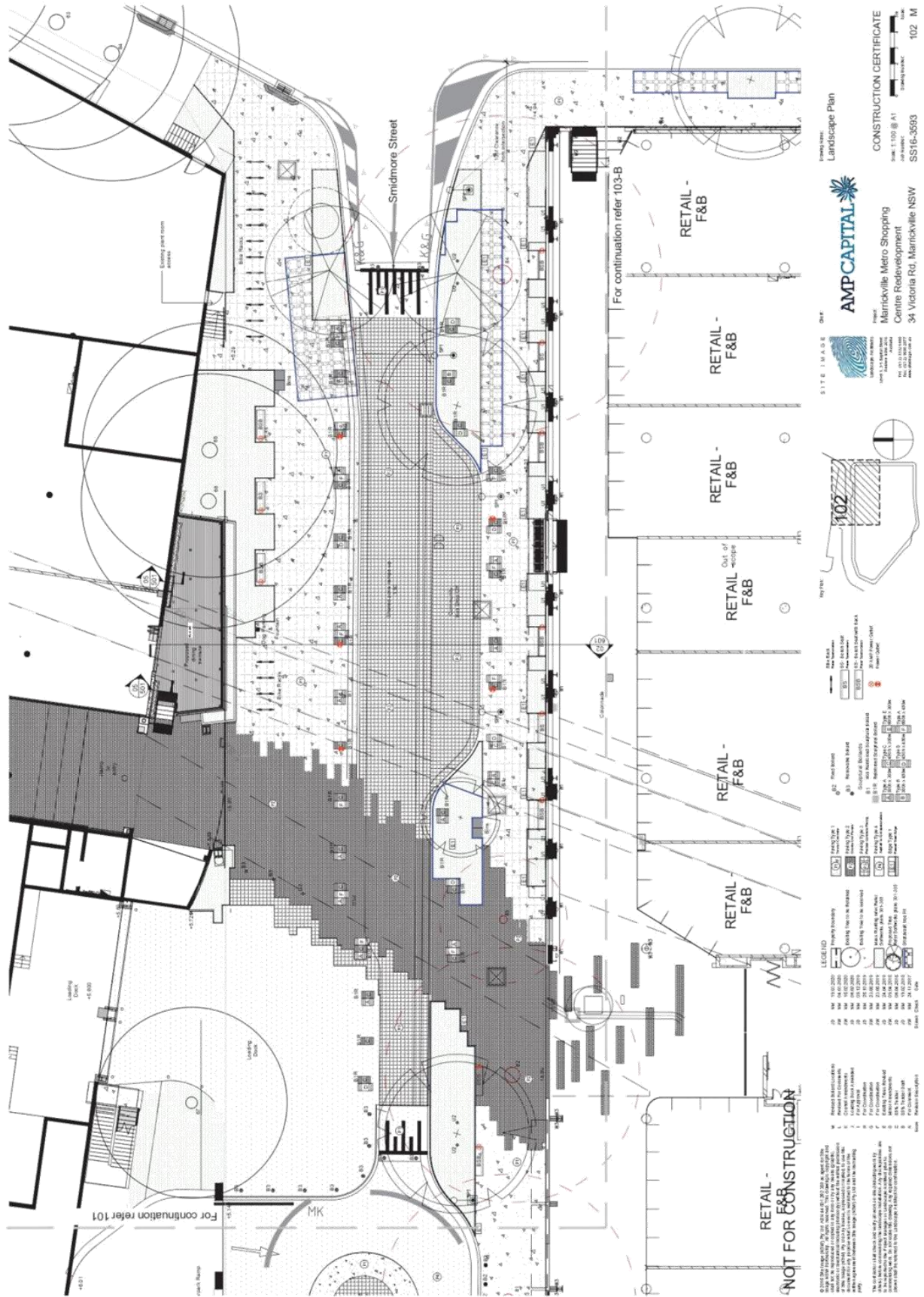
Cardno Civil Design Plan





Attachment Two

Site Image Landscape Plan





Attachment Three

AMWC RSA

Marrickville Metro – Smidmore Shared Zone

Road Safety Audit

Detail Design Stage

8th April 2020

JN20048_Report01 Rev02 - Cardno Marrickville Shared

On Behalf of

Cardno NSW/ACT



604, 11 Chandos St
St Leonards
NSW, 2065

0405 345 124
admin@amwc-rsa.com
www.amwc-rsa.com
ABN 13 619 698 985

NSW RSA Register Details

Final Signoff Date	08/04/2020
Title of Audit	Marrickville Metro – Smidmore Shared Zone
Location of Audit	Marrickville
Project Description (max 300 char)	The aim of this project is to upgrade the Marrickville Metro Shopping Centre
Purpose of Audit (max 300 char)	The aim of this Road Safety Audit (RSA) is to assess the detail design plans of the Smidmore Shared Zone in the context of the existing conditions, and the interface between existing and proposed works
State of Audit	NSW
Stage of Audit	Detail Design Stage
Client Company	Cardno NSW/ACT
Client Contact	Adrian Lu
Client Phone	(02) 9024 7046
Client Email	adrian.lu@cardno.com.au
Audit Team Lead	Aaron Walton
Audit Team Member	Asith Nagodavithane

Table of Contents

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6 Audit Team	2
7 Audit Program	2
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9 Audit Findings	4
10 Formal Statement	14

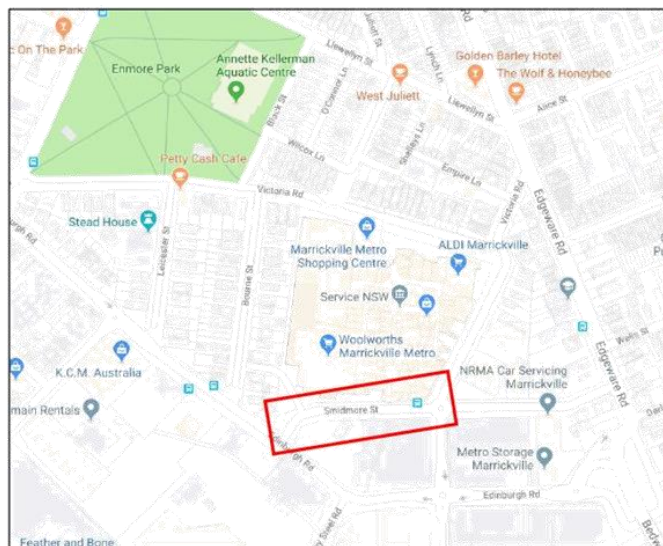
1 Project Description

The aim of this project is to upgrade the Marrickville Metro Shopping Centre from 22,000m² to 33,000m². As part of the upgrade there will be a new shared pedestrian zone along Smidmore Street, including Shopping Centre Access point upgrades, landscaping and upgrades to the intersections at Edinburgh Street and Murray Street.

The aim of this Road Safety Audit (RSA) is to assess the detail design plans of the shared zone in the context of the existing conditions, and the interface between existing and proposed works.

2 Study Area

The general audit location is shown below.



Source – Google Maps

3 Auditable Data

The following data was referenced during the audit:

- > 80216045-CV-1BPD-02-061-062-02-061 Signage and Linemarking Plan Sheet 01 (Rev 4 – 17/03/2020)
- > 80216045-CV-1BPD-02-061-062-02-062 Signage and Linemarking Plan Sheet 02 (Rev 4 – 17/03/2020)
- > SS17-3593_102_M Landscape Plan (Rev M – 19/03/2020)
- > SS17-3593_502_H Landscape Details (Rev H – 01/04/2020)

4 Audit Stage

A Detail Design Stage Audit was carried out on 5th April 2020 including a desktop assessment of the auditable data and a site visit of proposed works during day and night conditions. At the time of the site visit weather was clear and traffic was light.

The audit was generally undertaken in accordance with 'TfNSW Guidelines for Road Safety Audit Practices (2011)' and 'Austroads: Guide to Road Safety Part 6 and Part 6a (2019)'.

5 Exclusions

This audit covers the safety, functionality and arrangement of the shared zone only. Any additional works adjoining the shared zone have not been assessed. Any data provided adjoining the shared zone has not been assessed.

No Lighting or Drainage Plans were provided to the audit team.

6 Audit Team

The audit team and client details are shown below.

Table 6-1 Audit Team & Client Details

Role	Name	
Client (Sponsor)	Cardno NSW/ACT	
Client Contact	Adrian Lu	Civil Engineer
Client Email	adrian.lu@cardno.com.au	
Lead Auditor	Aaron Walton	Level 3 Auditor - RSA-02-0501
Lead Auditor Email	admin@amwc-rsa.com	
Team member	Asith Nagodavithane	Level 2 Auditor - RSA-02-1034

7 Audit Program

The audit program details are shown below.

Table 7-1 Audit Program

Activity	Date	Attendees
Opening Meeting	03/04/2020	Aaron Walton, Adrian Lu
Site Inspection	05/04/2020	Aaron Walton, Asith Nagodavithane
Draft Report	07/04/2020	RSA Report (DRAFT for comment)
Completion Meeting	08/04/2020	Aaron Walton, Joshua Lim
Final Report	08/04/2020	RSA Report (Final for issue)

8 Audit Risk Assessment Technique

For each of the safety issues identified, the level of risk with each has been determined. The tables below are extracted from Austroads: Guide to Road Safety Part 6 and Part 6a (2019) and have been used in the assessment of risk for this audit.

Table 8-1 Incident Frequency

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year
Occasional	Once every five or ten years
Improbable	Less often than once every ten years

Table 8-2 Incident Severity

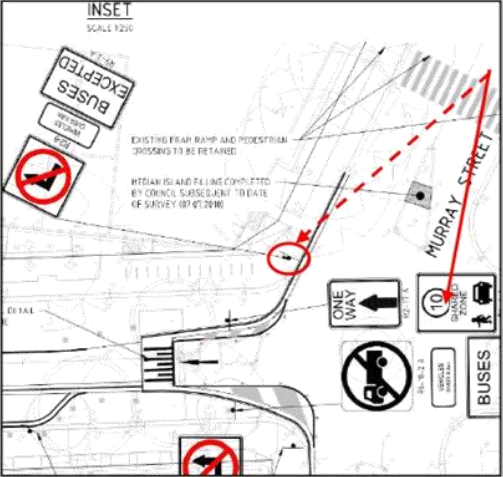
Severity	Description	Examples
Catastrophic	Likely multiple deaths	<ul style="list-style-type: none"> > High-speed, multi-vehicle crash on freeway. > Car runs into crowded bus stop. > Bus and petrol tanker collide. > Collapse of bridge or tunnel.
Serious	Likely death or serious injury	<ul style="list-style-type: none"> > High or medium-speed vehicle/vehicle collision. > High or medium-speed collision with a fixed roadside object. > Pedestrian or cyclist struck by a car.
Minor	Likely minor injury	<ul style="list-style-type: none"> > Some low-speed vehicle collisions. > Cyclist falls from bicycle at low speed. > Left-turn rear-end crash in a slip lane.
Limited	Likely trivial injury or property damage only	<ul style="list-style-type: none"> > Some low-speed vehicle collisions. > Pedestrian walks into object (no head injury). > Car reverses into post.

Table 8-3 Resulting Level of Risk Matrix

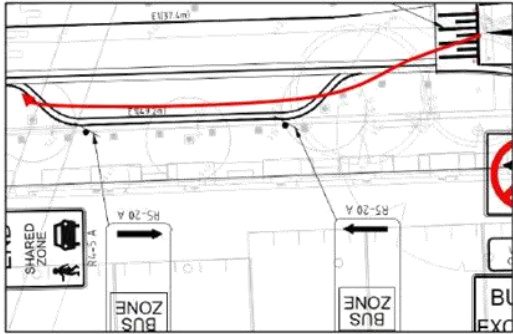
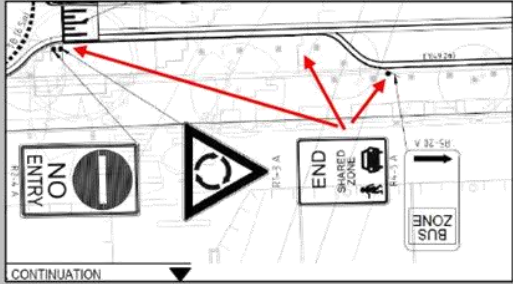
	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

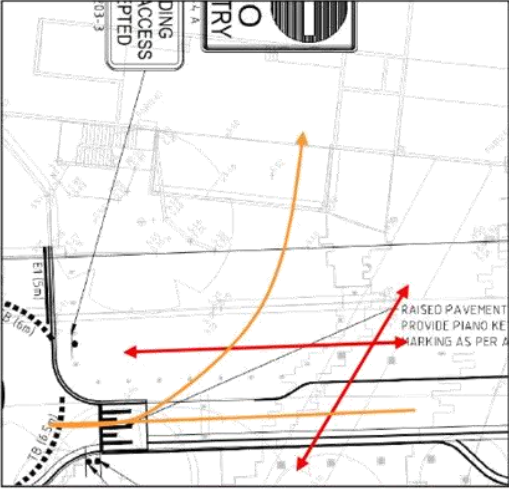

9 Audit Findings

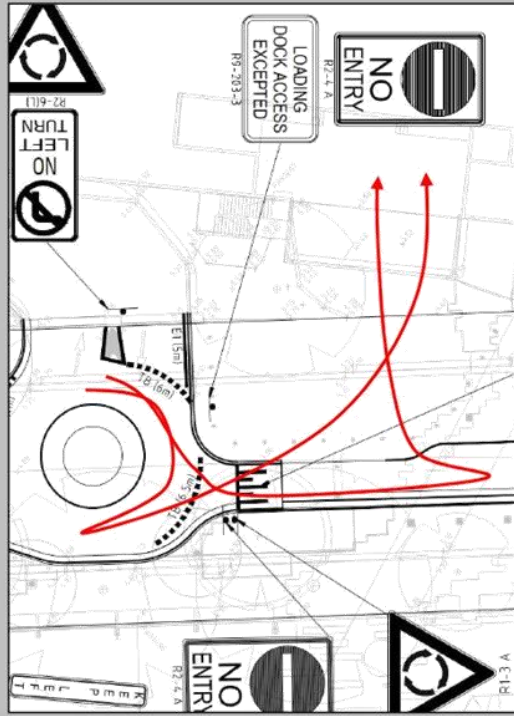
Table 9-1 Audit Findings

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
1. Sign Location Sheet 061	<p>There is proposed signage (No Right Turn, etc) on the right-hand side of the carriageway for southbound vehicles, approx. 15m from the driver.</p> <p>There is a risk that a large vehicle may not sight the shared zone vehicle restriction until they are at the entry. Motorist may then attempt to continue through the shared zone resulting in collisions with pedestrians; or may attempt to reverse back into the roundabout resulting in collisions with pedestrian or other vehicles.</p> 	Occasional	Serious	High	The proposed signage has been relocated to the left-hand side of the carriageway for southbound vehicles. See revised signage and linemarking plan.

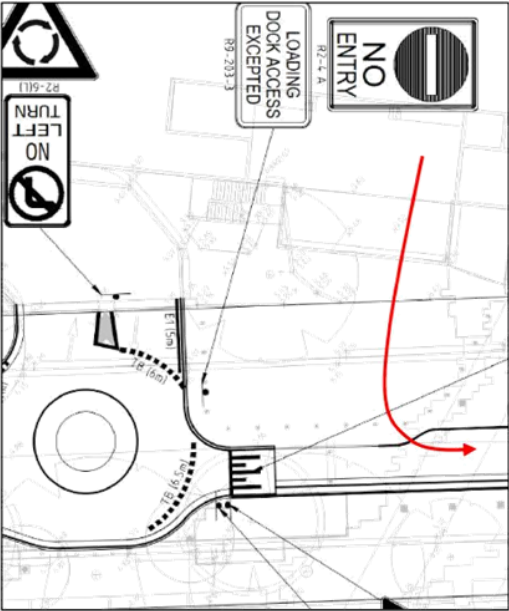
Road Safety Audit
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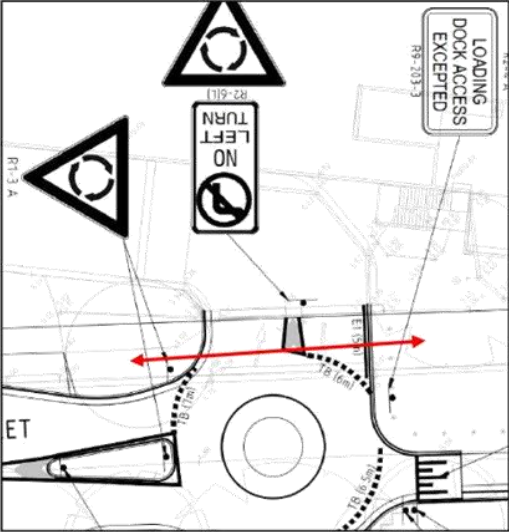
Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
2. Bus Bay Sheet 061	<p>There is insufficient length provided in the bus bay to accommodate any bus that attempts to make use of the 'Bus Zone' signed location.</p> <p>There is a risk that a turning vehicle may cross onto the pedestrian area resulting in pedestrian-vehicle collisions.</p> 	Occasional	Serious	High	<p>The bus bay provided is used to accommodate a community bus sized at ~ 6m. A turn path analysis has been provided to show that the bus bay length is adequate. See SK-050.</p> <p>"Buses Excepted" signage has been removed to avoid any confusion.</p>
3. Sign Location Sheet 061	<p>There is an "end shared zone" sign without a location. It is unclear to the audit team where this sign is to be located.</p> <p>There is a risk that the sign may be installed at a location before pedestrians would consider the shared path to end, i.e. before differing pavement type ends, resulting in pedestrian-vehicle collisions.</p> 	Improbable	Serious	Medium	<p>The "end shared zone" sign is to be placed on the same pole as the roundabout signage. See signage and linemarking plan.</p>

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
4. Loading Dock 4 Access Sheet 061	<p>There is a loading dock within the pedestrian zone.</p> <p>There is a risk that a manoeuvring vehicle may impact a pedestrian.</p>  	Probable	Serious	Intolerable	<p>There are fixed and removable bollards that are placed around the area of interest to prevent unauthorised vehicles from mounting onto the area.</p> <p>At times where vehicles need to access the loading dock, only the required removable bollards will be retracted for the specific period of time.</p> <p>The area has different pavement type to highlight to the pedestrian that the area is different to the surrounding pedestrian friendly areas. See attached SK-051 and landscaping plan for more detail.</p> <p>Also refer to attached AMP loading dock management plan (dated April 2018) that was approved as part of DA MOD6 for the existing dock on Smidmore street and Operational Delivery Management Plan that was approved by council in October 2019 which addresses all of the docks across the entire site.</p>


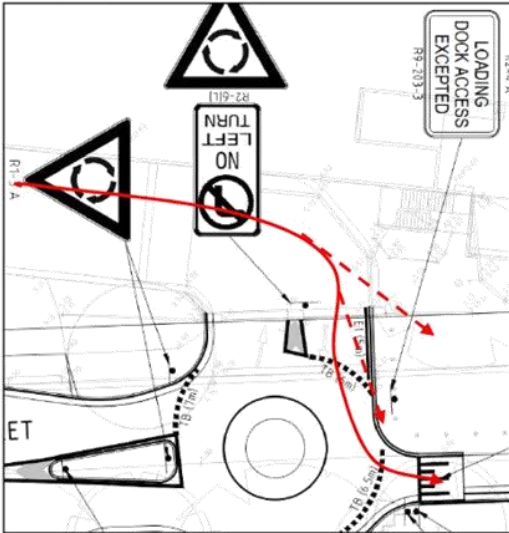
Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
5. Loading Dock 4 Signage Sheet 061	<p>There is a 'loading dock access excepted' sign on approach to a one-way street.</p> <p>There is a risk that a vehicle accessing the loading dock may encounter oncoming traffic resulting in head on collisions, or a one way vehicle may attempt reversing movements in pedestrian zone resulting in pedestrian-vehicle collisions, or a vehicle accessing the loading dock may attempt reversing movements into the roundabout resulting in collisions with vehicles or pedestrians.</p> 	Occasional	Serious	High	<p>As mentioned in Item 4, the area has fixed and removable bollards.</p> <p>Where the vehicle is required to access and exit the loading dock, only the appropriate bollards will be removed to direct them to access and exit out through a specified location. This will prevent collision between vehicles that are accessing the loading dock and oncoming vehicles.</p> <p>See attached SK-051.</p>

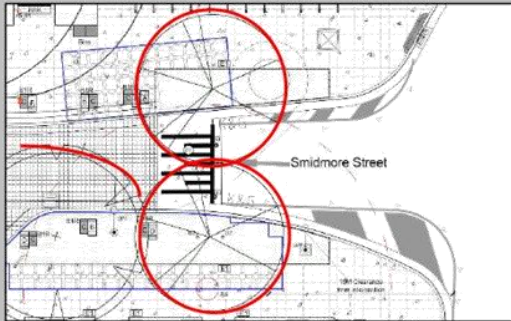

Road Safety Audit
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Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
6. Loading Dock 4 Exit Sheet 061	<p>There is no indication provided to a vehicle leaving the loading dock that they are on a one-way street.</p> <p>There is a risk that a vehicle accessing the loading dock may encounter oncoming traffic resulting in head on collisions, or a one way vehicle may attempt reversing movements in pedestrian zone resulting in pedestrian-vehicle collisions, or a vehicle accessing the loading dock may attempt reversing movements into the roundabout resulting in collisions with vehicles or pedestrians.</p> <p>This risk is increased given the two-way entry permitted to the loading dock.</p> 	Improbable	Serious	Medium	See response for Item 5.



Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
7. Pedestrian Connectivity Sheet 061	<p>There is an existing pedestrian crossing, signage and line marking that is to be removed.</p> <p>There is a risk that pedestrian may still require connectivity across this access point resulting in collisions with vehicles.</p> <p>This risk is increased given the sight distance restrictions to pedestrians due to infrastructure, and the proposed signage that may block existing pedestrian signage.</p>  	Probable	Serious	Intolerable	<p>The existing pedestrian crossing in front of the carpark ramp is proposed to be removed.</p> <p>The footpath on the northern verge of Smidmore St (west of the carpark ramp) will also be removed to ensure pedestrians travel along the southern footpath to avoid potential clashes.</p> <p>See attached landscaping plans.</p>

Road Safety Audit
Marrickville Metro – Smidmore Shared Zone


Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
8. Sign Location Sheet 061	<p>There is proposed signage at the carpark exit (No Left Turn, etc) on the right-hand side of the lane for exiting vehicles.</p> <p>There is a risk that a motorist may not sight the turn restriction due to existing signage, infrastructure, the angle of the vehicle and the distance from the intersection. Motorist may then attempt to turn into the shared zone resulting in collisions with pedestrians or head on collisions with other vehicles.</p>  	Improbable	Serious	Medium	<p>The proposed signages at the carpark exit have been moved to the left-hand side of the lane for exiting vehicles.</p> <p>Additional "right turn arrow" linemarking has been added to prevent vehicles from turning into the shared zone.</p> <p>See attached signage and linemarking plan.</p>

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
9. Vegetation Sheet 102	<p>There is vegetation proposed to be overhanging across the carriageway.</p> <p>There is a risk that overhanging branches may impact vehicles resulting in property damage or injury to vehicle occupants.</p> <p>There is a risk that vegetation may block sight to pedestrians, or at night vegetation may block lighting to the shared zone, resulting in pedestrian-vehicle impacts.</p> 	Occasional	Serious	High	<p>Smidmore Street was already lined by trees prior to the development. The new trees being planted have been selected by council to replace the trees that had to be removed. Council will maintain the trees just as they do other street side trees in the area.</p> <p>Specifically, the trees referenced here are Agathis robusta Kauri Pine and Corymbia maculata Spotted Gum. These are narrow canopy with branches ascending towards the top of the trees with clear understories.</p> <p>The street trees are specified for supply as advance specimens which will ensure low juvenile growth is not an issue for the obstruction of sightlines.</p> <p>Growth in the width of the canopy with to a point of overhanging the road would not be expected until a time (if at all) when the height is well above that of a vehicle or pedestrian.</p>
10. Bus stop, taxi stop, bus layover Existing Conditions	<p>It is unclear to the audit team to the relocation of bus stops, taxi stops, or bus layover areas. On site all mentioned road uses were observed within the limit of works. No further assessment has been carried out.</p> 	Note			<p>Bus stop has been relocated to Edinburgh Rd near Murray St intersection. See signage and linemarking plan DRG 02-062 for revised location.</p>

Road Safety Audit
Marrickville Metro – Smidmore Shared Zone

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
11. Pedestrian Hazards Existing Conditions	<p>There is existing pedestrian pavement that is damaged, path width restricted, or poles in the pedestrian path.</p> <p>There is a risk that a pedestrian may trip/fall on hazards in the pedestrian path.</p> 	Occasional	Limited	Low	ASSET owner, Inner West Council has been made aware of the damage to rectify. See attached correspondence "Request REQ2020-034930 Footpath Damaged lodged"
12. Pedestrian Crossing Lighting Existing Conditions	<p>The existing pedestrian crossing lighting on Murray Street north of Smidmore Street is not functioning and the lantern is not directed towards the crossing.</p> <p>There is a risk at night that a motorist may not see a pedestrian resulting in vehicle-pedestrian collisions.</p> 	Occasional	Serious	High	ASSET owner, Inner West Council has been made aware of the damage to rectify. See attached correspondence "Advice regarding Non-functioning Lighting"

Road Safety Audit
Marrickville Metro – Smidmore Shared Zone

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
13. Damaged Signage and Line Marking Existing Conditions	<p>There is damaged signage and faded/missing line marking on the Northbound and Westbound approach to the roundabout at Murray Street and Smidmore Street.</p> <p>There is a risk that a motorist may not comprehend the approaching intersection configuration and fail to give way to other vehicles resulting in side impact collisions</p> 	Occasional	Serious	High	ADCO will install this requirement into our Project Management Plan. Also, ADCO will reinstate the existing signage and line marking at that intersection and 30m approaching the intersection including street cleaning, straighten bent signs, replace broken signage, temporary line marking.

10 Formal Statement


We, the undersigned, declare that we have reviewed the site and data listed in this report and identified the safety and operational deficiencies above.

It should be noted that while every effort has been made to identify potential safety hazards, no guarantee could be made that every deficiency has been identified.

A project sponsor is under no obligation to accept the findings outlined in this audit report. This report simply provides the opportunity to review potential safety issues highlighted by the auditors.

This audit will be recorded on the NSW Register of Road Safety Auditors and the project sponsor should expect email notification from the register to confirm the audit has been carried out.

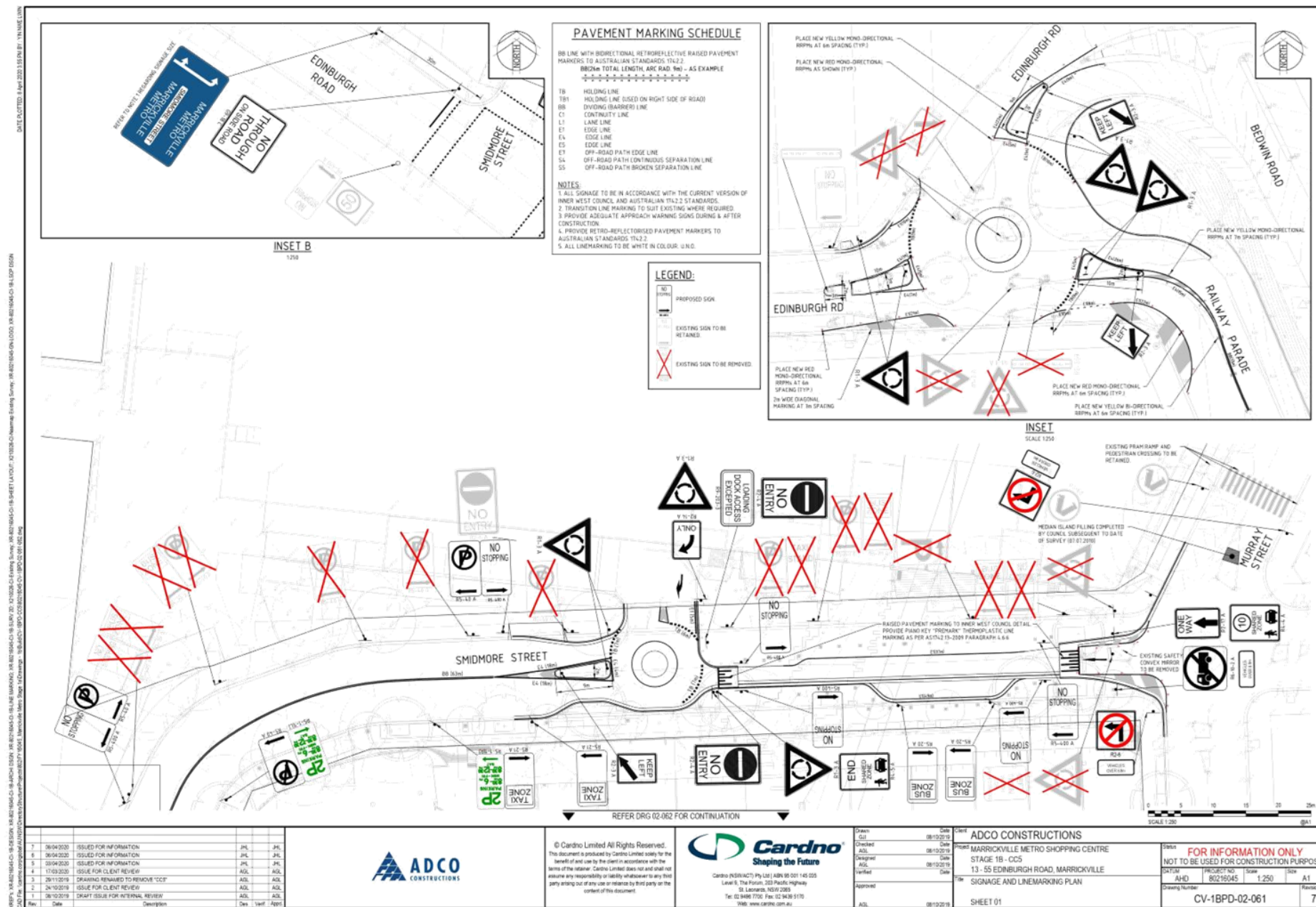
We recommend that points of concern be investigated, and necessary corrective actions undertaken.

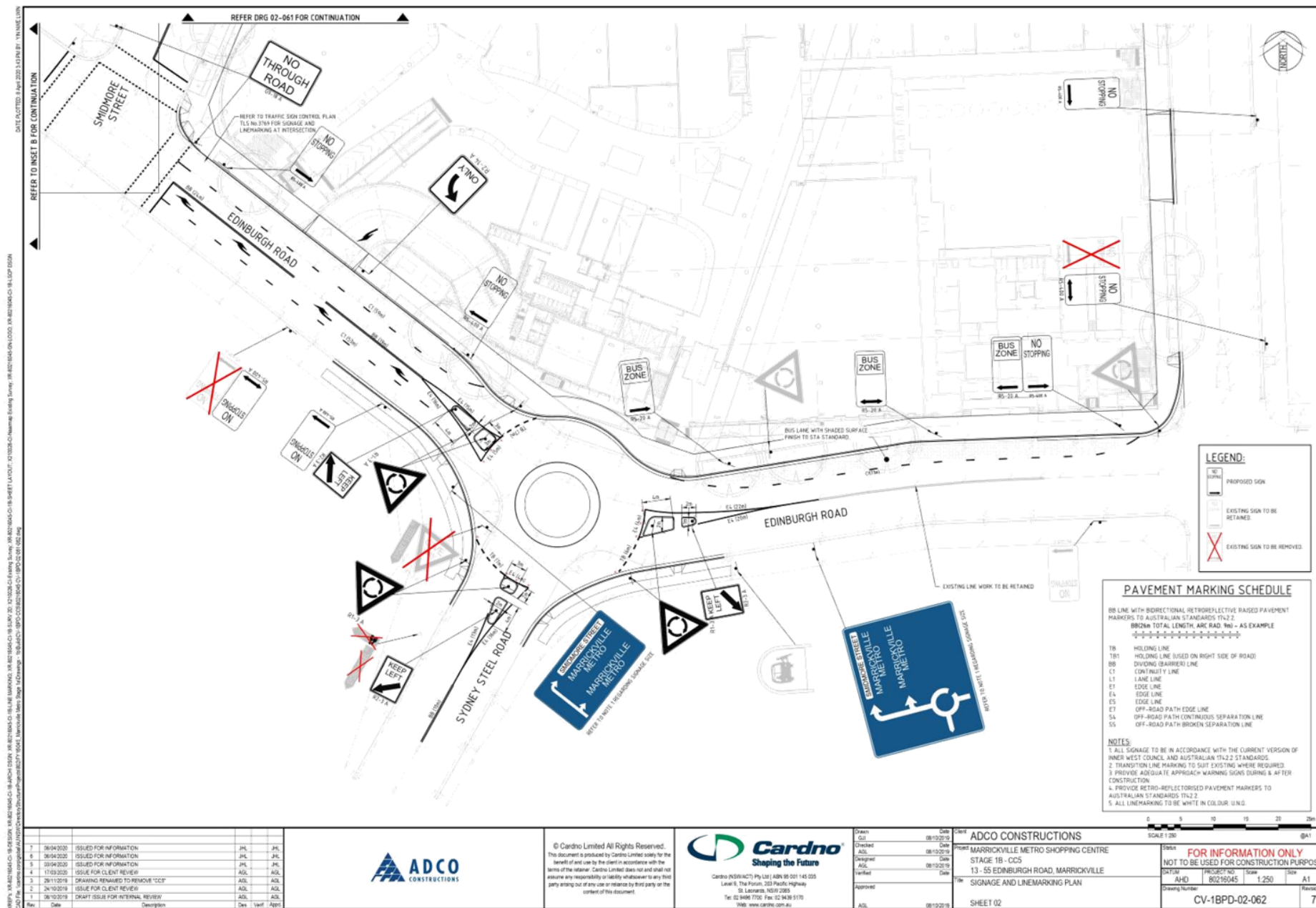


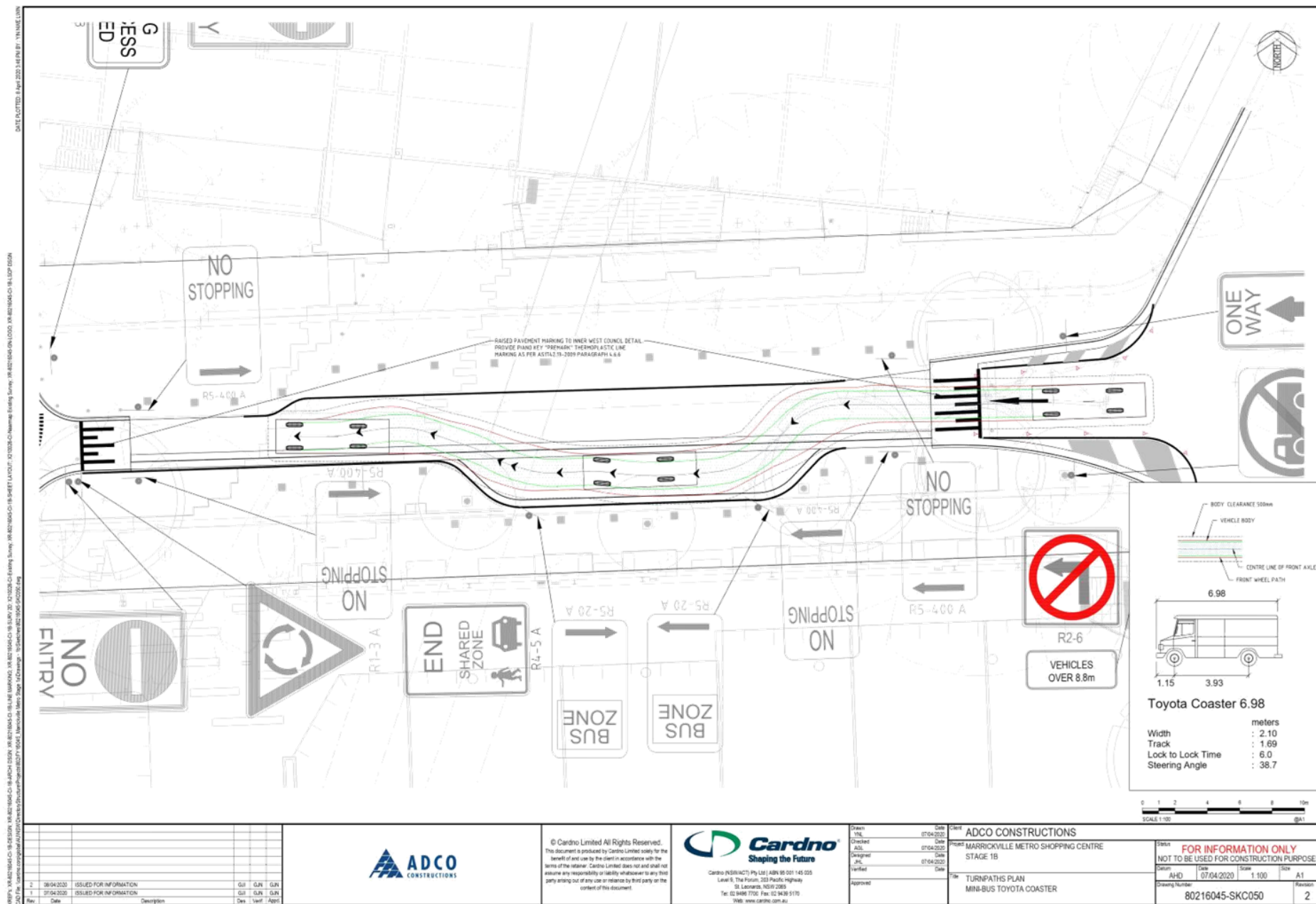
Aaron Walton
Level 3 Road Safety Auditor
Team Leader

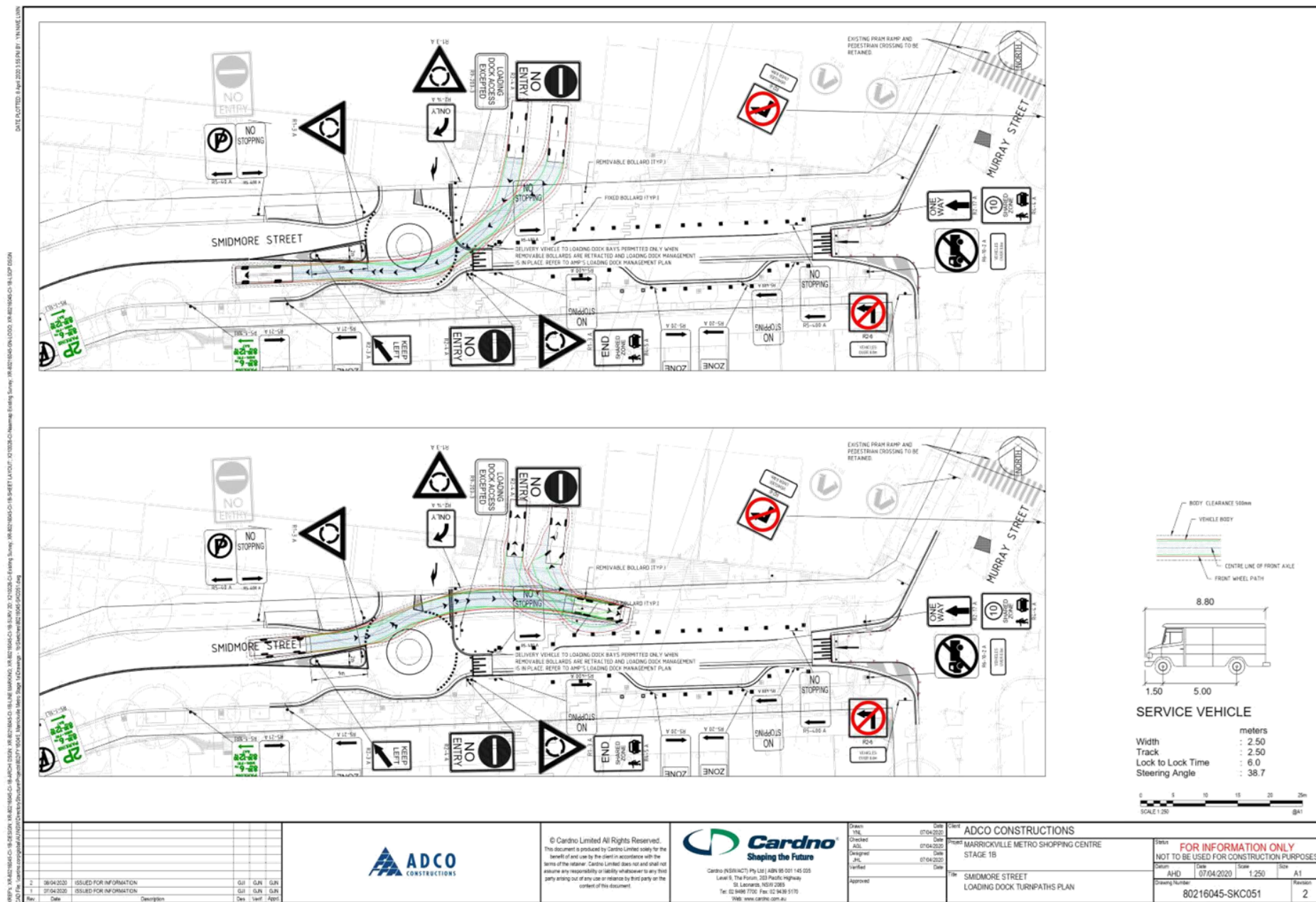


Asith Nagodavithane
Level 2 Road Safety Auditor
Team Member









> Marrickville Metro



Management Plan for Dock 4 Smidmore Street

APRIL 2018

AMP CAPITAL INVESTORS

This paper has been prepared for NSW Department of Planning and Environment
Marrickville in support of the S75W submission (MP 09_0191 MOD 6).

1. Existing and Future Dock Locations

Marrickville Metro is currently serviced via 5 docks as identified on the plan in Appendix A.

- Dock 1 is located on the northern side of the property and is accessed via Murray street.
- Dock 2 is located on Murray street and is dedicated to Aldi supermarket and Panetta's Fruit and Vegetable store.
- Dock 3 is located on Murray street and is used by specialty retailers.
- Dock 4 is located on Smidmore street midway between the block. It is approximately 50 metres from Murray street intersection and 100 metres from Edinburgh Road. It is 100m from the nearest residential house.
- Dock 5 is located Smidmore street and is dedicated to Kmart and Woolworths.

All of the above docks will continue to operate in the same locations post completion of the Stage1B development.

Post Stage 1B Development

The new building bounded by Smidmore street, Murray Street and Edinburgh Roads will be serviced via a new dock (Dock 6) located on Murray Street.

Post Stage 2 Development

The stage 2 development includes the demolition of docks 1,2,3 and 4 and consolidation into a new dock on Murray street.

2. Delivery volumes

A survey of dock 1, 2, 3, 4 was completed by GTA Traffic consultants to assess the vehicle movements. The survey was conducted on two consecutive Thursdays and Fridays on the basis that these are typically the busiest days.

The survey demonstrated the following vehicle movements per day.

	Thursday	Friday
Dock 1	14 to16	13 to 17
Dock 2	25 to 32	23 to 29
Dock 3	74 to 83	72 to 80
Dock 4	32 to39	36 to47

Although not surveyed, dock 5 is dedicated to Kmart and Woolworths and would typically have 4 truck movements per day.

3. Existing Permitted Loading Hours

Under the current DA approval, loading hours for all docks in the existing centre and the new building for stage 1B are limited to between 7am to 7pm (DA condition F5).

4. Management of Loading Docks

Dock management is carried out by the shopping centre security personnel.

Deliveries of all goods materials and equipment are made at the closest loading dock as designated by shopping centre security. Materials and equipment is delivered via the rear access doors of individual tenancies where possible. Transport of goods through the public malls during peak trading hours is not permitted. Any large deliveries of materials and equipment to the site must be advised to Security.

Parking is not permitted in loading docks.

5. Retailer Handbook

Marrickville Metro already has a Retailer Handbook which is used to inform retailers of the management practices in the centre and to remind them of their obligations.

As part of the stage 1B construction, AMP propose to expand the existing manual to include the following:

- Permitted delivery times.
- Preferred delivery dock allocation for each retailer
- Any dock specific instructions (eg dock 4).
- Retailer obligations
- The need for all heavy vehicles to utilise Edinburgh Road as the primary route before turning into Murray street or Smidmore street.

6. Audit of Dock 4 Vehicle Movements

A survey of vehicle movements for loading dock 4 was conducted during the week of 15th March 2018 to Wednesday 21st March 2018. The results are shown in the table below.

	Thur 15/3/18	Fri 16/3/18	Sat 17/3/18	Sun 18/3/18	Mon 19/3/18	Tue 20/3/18	Wed 21/3/18	Total	%
Car / Van	29	32	26	19	24	31	48	209	66%
6.5m truck	21	13	3	1	12	9	14	73	23%
8.8m truck	4	9	2	2	3	3	4	27	9%
12.5m truck	0	3	0	0	4	1	0	8	3%
Total	54	57	31	22	43	44	66	317	100%

- 89% of the vehicle movements are cars, vans or small (6.5m) trucks.
- 9% of vehicle movements are 8.8m trucks, equating to 27 movements per week.

- 3% are 12.5m trucks equating to 8 movements per week.
- There were no vehicles larger than 12.5m.

7. Proposed Design of Dock 4

The proposed dock 4 design is shown appendix B.

The dock is designed to be visually and physically separated from the public domain connecting the existing centre and the expansion. The public domain is pedestrian centric and comprises a mix of pedestrian only and shared zone, but is envisaged to be seamless throughout, but delineated by the use of ground material and colour contrasting colours. The loading dock falls within this strategy. The loading dock has a surface of dark grey Tarmac, which specifies it as a vehicular centric area and contrast visually with the pedestrian area to the east. This area is also physically separated by bollards with chains spanning between them to endeavour to prevent people entering this zone.

Some of the bollards will be removable to allow for the loading dock to be managed and coordinated with the surrounding pedestrian movement.

8. Proposed Operational Management of Dock 4

Given the close proximity of dock 4 to the pedestrian entry of the shopping centre it is important that careful consideration is given to the operational management so as to mitigate any risks.

The following is proposed:

- All vehicles will approach from Edinburgh Road and travel east along Smidmore street.
- Loading hours for dock 4 be amended to 5am till 11am. The early opening time can be justified by the docks mid-block location in Smidmore street, well away from neighbouring residential housing.
 - The Marshall Day Acoustics report titled "Marrickville Metro Loading Dock 4 Revised Operating Hours" dated 20th April 2018 presents the results of an acoustic analysis and concludes the following: *"MDA has conducted an assessment of the noise compliance associated with the operation of Loading Dock 4 at Marrickville Metro Shopping Centre during the sought 0500 to 1100hrs extension of hours period. Noise from all loading dock activities and delivery vehicles has been considered. Based on the delivery vehicle volumes, worst case scenario and loading dock assumptions in Section 5.1, noise from operation of Loading Dock 4 during the sought extension of hours has been demonstrated as being capable of compliance with the applicable NSW EPA's INP noise criteria."*

- Dock 4 is already equipped with CCTV that ensures all vehicle movements to be recorded.
- The Retailer Hand Book will be updated to confirm the delivery dock allocated for each tenant. This will result in the number of 8.8m or 12.5m trucks using dock 4 reducing to approximately 4 per day. These will be scheduled for delivery prior to 9am.
- Prior to 9am, delivery trucks will have normal access to dock 4.
- At 9am every morning centre management security guards will install bollards and chains adjacent to dock 4 to separate the dock from the main pedestrian thoroughfare. Drivers of delivery cars, vans and (small) 6.5m trucks will continue to have normal access to the dock. If trucks of 8.8m or longer arrive, they will be required to contact centre management security guards to have the bollards temporarily removed. The security guards will supervise the safe reversal of the truck and then immediately reinstate the bollard. The trucks will be capable of safely exiting the site with the bollards still in place.
- Vehicles that arrive after 11am will not be permitted to access dock 4.

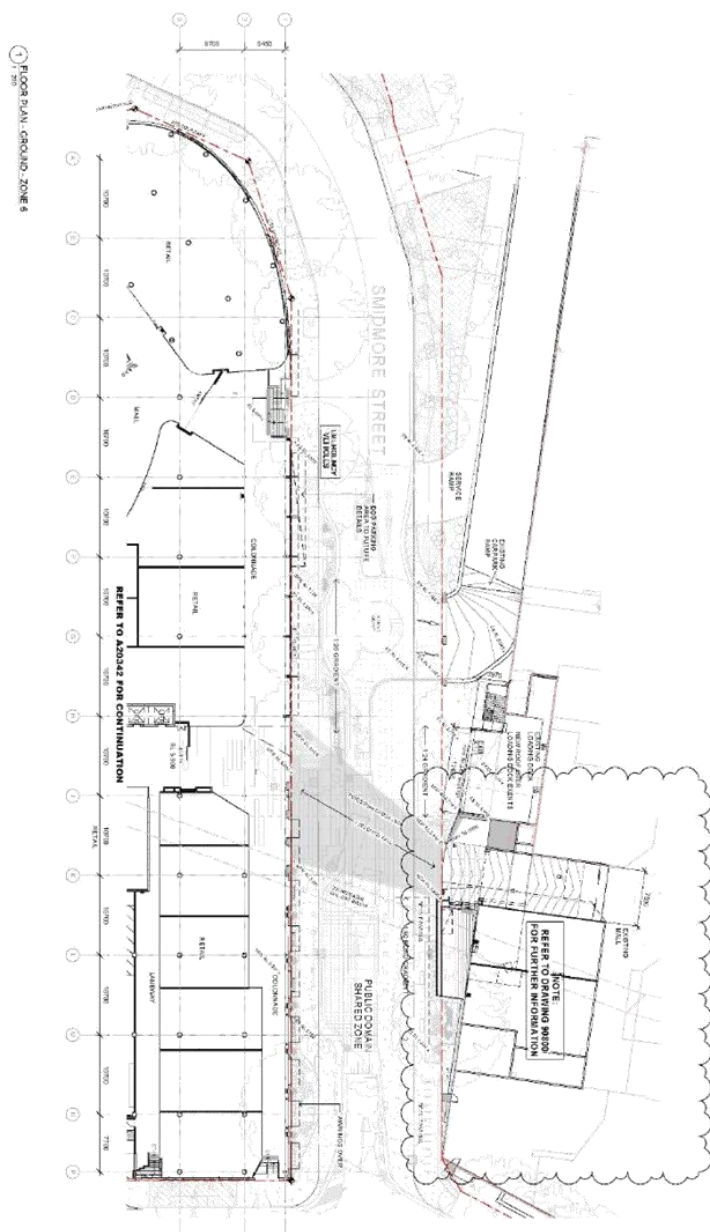
Appendix A – Dock Locations

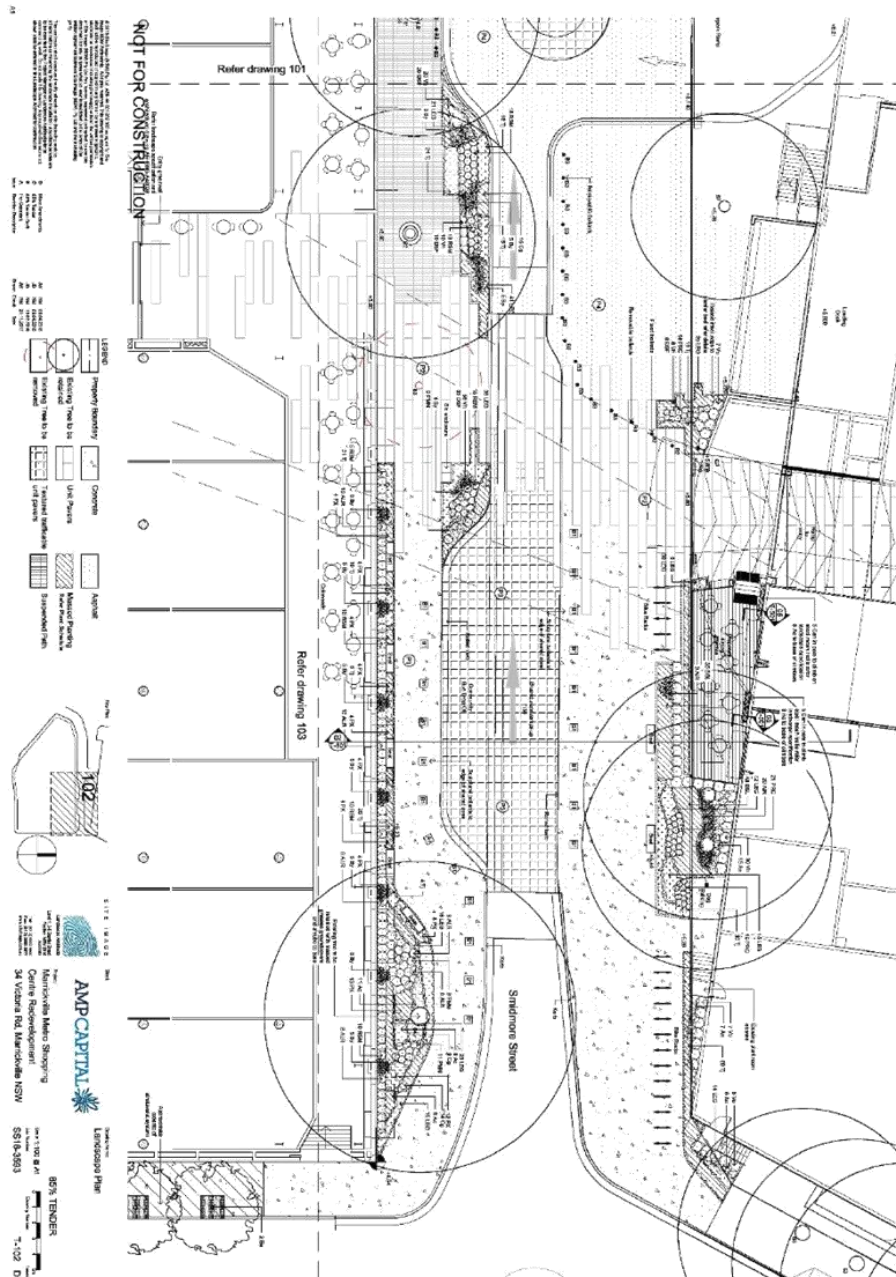


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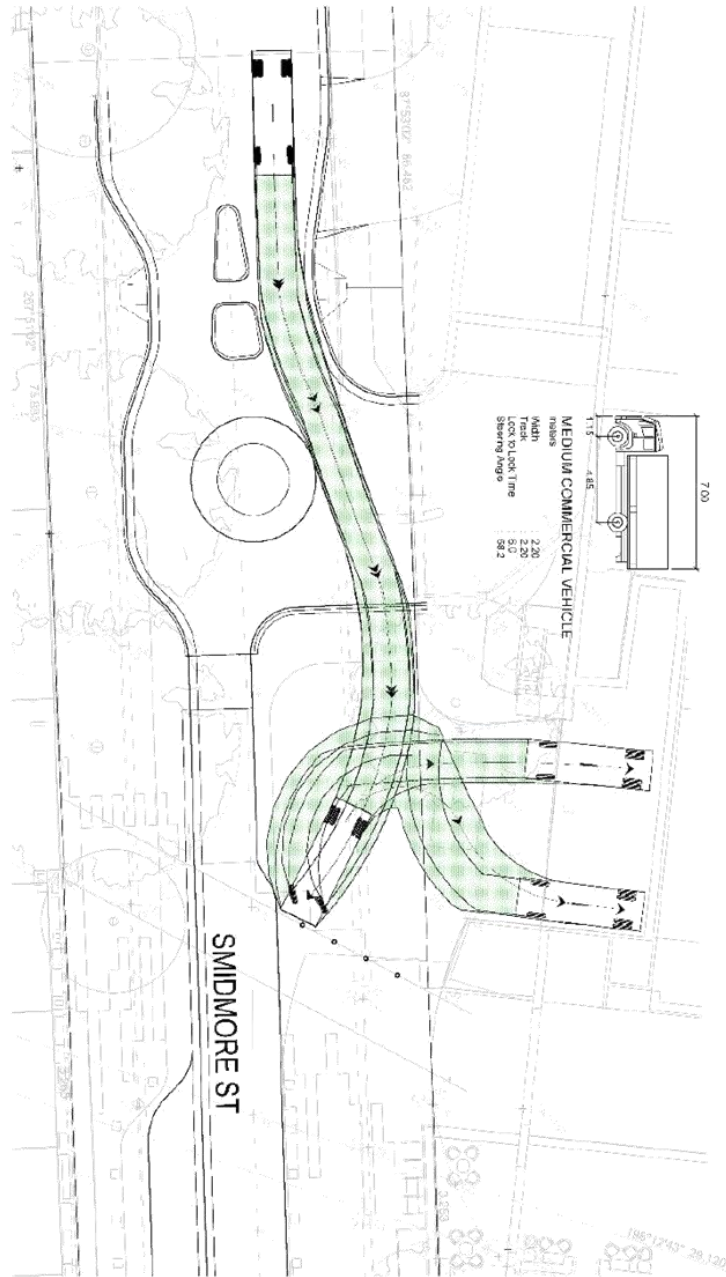
Appendix B – Proposed Design of Dock 4

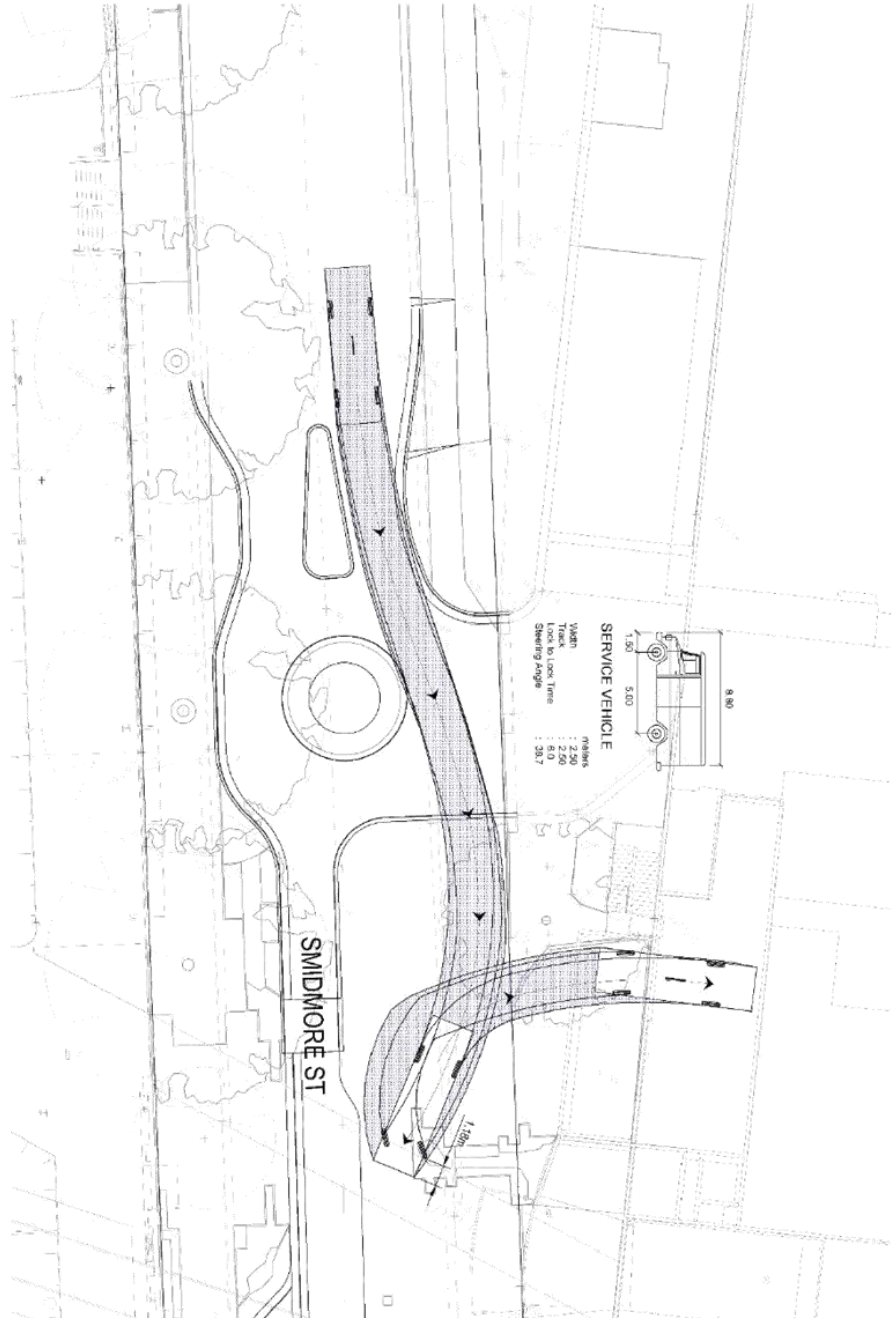




Appendix C – Vehicle Turning Circles









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Appendix D – Dock Location Post Stage 2 Development

Item 3

Attachment 3



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Item 3

Attachment 3

Marrickville Metro Shopping Centre – Operational Delivery Management Plan

Date Prepared: 24 August 2019

Version: 04

Preamble

In March 2012, a Major Project Application (MP09_0191) was approved by the then Department of Planning and Infrastructure (now referred to as Department of Planning and Environment, DP&E) permitting the Marrickville Metro Shopping Centre on the subject site to be redeveloped to include an additional level of retail floorspace and a corresponding increase of onsite car parking provision, and the construction of a new building comprising two levels of retail uses with two levels of parking on a new site across the road from the existing Centre at 13-15 Edinburgh Road, Marrickville.

Following the original approval, several modification applications were lodged and approved by DP&E, with the most recent modification approved in October 2018.

The approved development was to be carried out in three stages as follow:

- Stage 1A – façade works on Victoria Road including traffic management works on Victoria Road
- Stage 1B – construction of new building on the Edinburgh Road site providing an additional 11,000m² of gross lettable floor area and façade works to the Smidmore Street frontage, and
- Stage 2 – refurbishment and additions to the existing Centre to provide an additional 6,800m² of gross lettable floor area.

The approval includes Condition #16 which requires an Operational Delivery Management Plan (ODMP) to be prepared, as stated below:

"C16. Prior to the commencement of Stage 1, the proponent shall prepare and obtain Council approval for an Operational Delivery Management Plan for the existing and proposed loading docks. This Plan shall be prepared in consultation with the Council and, as a minimum, address the following:

- *Predicted delivery and service traffic volumes, times, types and routes.*

- Access arrangements and traffic control for delivery and service vehicles including those over 6m in length.
- Traffic management works and signage to prevent vehicles over 6m in length from accessing and leaving the shopping centre via the intersection of Victoria Road and Murray Street. This requirement is also set out in Condition B15(f) and requires Local Area Traffic Committee approval.
- Driver education to ensure that drivers are advised of loading dock operating times, directed to the correct loading dock for their deliveries; and directed via a route that does not involve access to or from the shopping centre via the intersection Victoria and Murray Street.
- Timing of implementation of the Plan for the existing and proposed loading docks across both Stages 1B and 2.

Six months and again at 18 months after commencement of operations of Stage 2, the proponent shall investigate and report to Council the effectiveness of the Plan, and undertake any reasonable improvements required by Council to give full effect to the required outcome at no cost to the Council."

TTPP has prepared this ODMP which is applicable to the new loading dock in the new building on the Edinburgh Road site. Although this ODMP contains some information pertaining to the existing provisions of loading bay at the existing Centre, the ODMP will be updated to include the operation of the future docks at the existing Centre site once it is redeveloped in Stage 2.

Consent conditions stipulating specific requirements for the approved development will prevail over any conditions herein.

Scope & Application of the Operational Delivery Management Plan

It is the intent of this ODMP to outline the long-term operation and management of the loading area and associated service vehicle facilities for the Marrickville Metro Shopping Centre.

It recognises that these procedures may need to adapt to changing circumstances.

Therefore, the ODMP may be varied from time to time in order to account for changes to the site, altered traffic conditions and/or on or off-site operational imperatives. Any changes to this ODMP should be subject to approval from Centre Management and the relevant consent authorities. Any approved changes are to be reflected in the lease agreements via the Retailer Handbook (see later).

In addition, as required in Condition #16, effectiveness of this Plan should be investigated at six months and 18 months after the commencement of Stage 2 development. Any proposed changes arising from these reviews are to be incorporated into this ODMP as required.

Management of Loading Docks

Dock management is carried out by the shopping centre security personnel.

Deliveries of all goods materials and equipment are made at the closest loading dock as designated by shopping centre security. Materials and equipment are delivered via the rear access doors of individual tenancies where possible. Transport of goods through the public malls during peak trading hours is not permitted. Any large deliveries of materials and equipment to the site must be advised to Security.

Security personnel will also be responsible for ensuring the loading docks are suitable for use, rectification of any safety issues, general management of the loading dock to assist in avoiding any adverse impacts on external roads.

The contact details of the Centre security personnel will be displayed in each dock.

Parking is not permitted in loading docks.

Retailer Handbook

Marrickville Metro has a Retailer Handbook which is used to inform retailers of the management practices at the Centre and their obligations under the lease agreements.

The Handbook is to include management measures and conditions associated with the use of the loading dock as outlined in this ODMP. As a minimum, the Handbook is to include the following:

- permitted delivery times
- preferred delivery dock allocation for each retailer
- any dock specific instructions
- retailer obligations
- the need for all heavy vehicles to utilise Edinburgh Road as the primary route before turning into Murray street or Smidmore street
- designated truck routes
- protocols when entering and exiting the loading dock (e.g. pedestrians are to have priority), and
- protocols for noise emission minimisation.

Loading Bay Provisions

The existing Centre has a total of 15 loading bays. These loading bays can accommodate service vehicles of various sizes.

In addition, it is noted as part of Stage 2 development a new "super dock" is proposed to replace Loading Docks 1 to 4 which will provide a better loading facility for the Centre.

The proposed loading dock within Stage 1B building will accommodate a total of seven loading bays. All the new loading bays have been designed in compliance with design requirements set out in Australian Standard AS2890.2:2002.

A summary of the capacity of existing and new loading docks is presented in Table 1.

Table 1: Loading Dock Capacity

Loading Dock	No. of Bays
Existing Loading Dock	
- Dock 1	1 (Various Sizes)
- Dock 2	2 (Various Sizes)
- Dock 3	4 (Various Sizes)
- Dock 4	4 (Various Sizes)
- Dock 5	4 (Various Sizes)
Stage 1B Loading Dock (Combined Dock)	2 x cars/delivery vans (5.4m long) 1 x medium rigid truck (8.8m long) 3 x heavy rigid trucks (12.5m long) 1 x semi-trailer (19.0m long)

Loading Dock Hours of Operation

Condition #F5 of the approval requires that no loading or unloading activities to take place between the hours of 7:00pm and 7:00am on any day, except for Loading Dock 4 where loading and unloading activities are to occur only during the hours between 5:00am and 11:00am.

In order to minimise noise emissions to the adjoining developments during late evening and early morning periods and to comply with Condition #F5, loading activities will only be permitted during the following periods:

- All loading docks except Loading Dock 4:
 - All Days – 7:00am to 7:00pm
- Loading Dock 4:
 - All days – 5:00am to 11:00am.

Loading activities shall not be permitted outside of these periods.

No overnight truck parking shall be permitted within the loading and associated areas.

In addition, it is noted that the approval also imposes certain restrictions on the operation of Dock 4. The approval stipulates that deliveries by large service vehicles (longer than an 8.8m long rigid truck) to Loading Dock 4 are to occur before 9:00am. Deliveries by large service vehicles after 9:00am are to be conducted under pre-booked arrangements with security personnel from the Centre.

The Centre Security personnel shall not permit access to the loading docks and/or receive deliveries outside of the above operating times for the loading dock.

Availability of Loading Dock

The loading dock shall be available for use by all tenants. Coordination of the loading requirements shall be undertaken and managed by the Centre Security personnel to ensure a loading bay is available.

Loading within Site

All loading activities associated with the site must be conducted within the confines of the site at all times and must not obstruct other public roadway including pedestrian footpaths.

Loading bays should be exclusively used for loading and unloading of goods only. Storage of goods within loading bays are to be prohibited.

Service Vehicle Frequency

The number of service vehicles and types that will service the Centre is presented in Table 2.

Table 2: Expected Number of Service Vehicles (No. of Vehicles per Day)

Service Vehicle Types	Existing Centre	Stage 1B Building	Total
19.0m Articulated Vehicle	4	10	14
12.5m Heavy Rigid Vehicle	8	13	21
8.8m Medium Rigid Vehicle	21	5	26
6.4m Small Rigid Vehicle	25	5	30
Commercial Van	84	35	119
Total	142	68	210

In summary, a total of 210 deliveries per day are expected comprising predominantly small rigid vehicles and vans.

Vehicles Queuing

Coordination of the loading requirements shall be undertaken and managed by the Centre Security Manager such that the loading docks have the capacity to accommodate service vehicles as required.

Delivery vehicles shall not be permitted to park/queue on public areas including driveways across pedestrian footpaths.

Service Vehicle Routes

Service vehicles to the development should use the arterial road network wherever possible so to minimise the impact of service vehicles on local streets within the vicinity of the site. Service vehicles are to avoid local residential streets except where necessary.

It is noted that an existing sign is located at Murray Street north approach at Victoria Road-Murray Street intersection indicating that vehicles over 6m in length are prohibited from turning left into Victoria Road, as shown in Figure 1.

Additionally, vehicles over 3 tonne GVM are restricted to travel along Edgeware Road, as shown in Figure 2.

Figure 1: No Left Turn sign at Victoria Road-Murray Street intersection



Figure 2: Truck Restriction sign along Edgeware Road



With regards to the above and other vehicle restrictions within the vicinity of the Centre, the designated truck routes are as follows:

- Approach Route
 - Option 1 – Southbound along Princes Highway then left turn into May Street to access Bedwin Road via a right turn and then from Bedwin Road, turn left into Edinburgh Road. Trucks accessing Loading Docks 1 to 3 and the new loading dock are to turn right at Murray Street. Trucks accessing Loading Docks 4 and 5 are to turn right at Smidmore Street.
 - Option 2 – Southbound along Enmore Road then turn left into Edinburgh Road. Trucks going to Loading Docks 4 and 5 are to turn left into Smidmore Street. Trucks accessing the new loading dock and existing Loading Docks 1 to 3 are to turn left at Murray Street.
 - Option 3 – From Stanmore Road or Enmore Road, travel southbound along Edgeware Road (slight left to continue along Edgeware Road) then turn right into Railway Parade/Edinburgh Road via the railway underpass to access either Murray Street or Smidmore Street.
 - Option 4 – From Princes Highway left turn into Railway Road then continue travelling along Sydenham Road (via Buckley Road, Gleeson Avenue and Railway Parade) before turning right at Victoria Road then turn right at Edinburgh Road. A possible alternative route is turn right from Sydenham Road into Fitzroy Street before turning right into Edinburgh Road. Trucks going to Loading Docks 4 and 5 are to turn left into Smidmore Street. Trucks accessing the new loading dock and existing Loading Docks 1 to 3 are to turn left at Murray Street.

- Departure Route

- Option 1 – From the Centre, travel southbound along Murray Street/Smidmore Street then turn right to Edinburgh Road before turning right to Enmore Road and continue travelling northbound towards Enmore Road or turn left to Stanmore Road.
- Option 2 – From the Centre, travel southbound along Murray Street/Smidmore Street then turn left to Edinburgh Road before turning right to Bedwin Road then turn right to Unwins Bridge Road. Turn left to Railway Road then turn left or right to Princes Highway.
- Option 3 – From the Centre, travel southbound along Murray Street/Smidmore Street then turn left to Edinburgh Road before turning right to Bedwin Road. Then continuing to travel southbound along Campbell Street from Bedwin Road before turning left or turn into Princes Highway (subject to restrictions on turn movements from Campbell Street onto the Princes Highway).

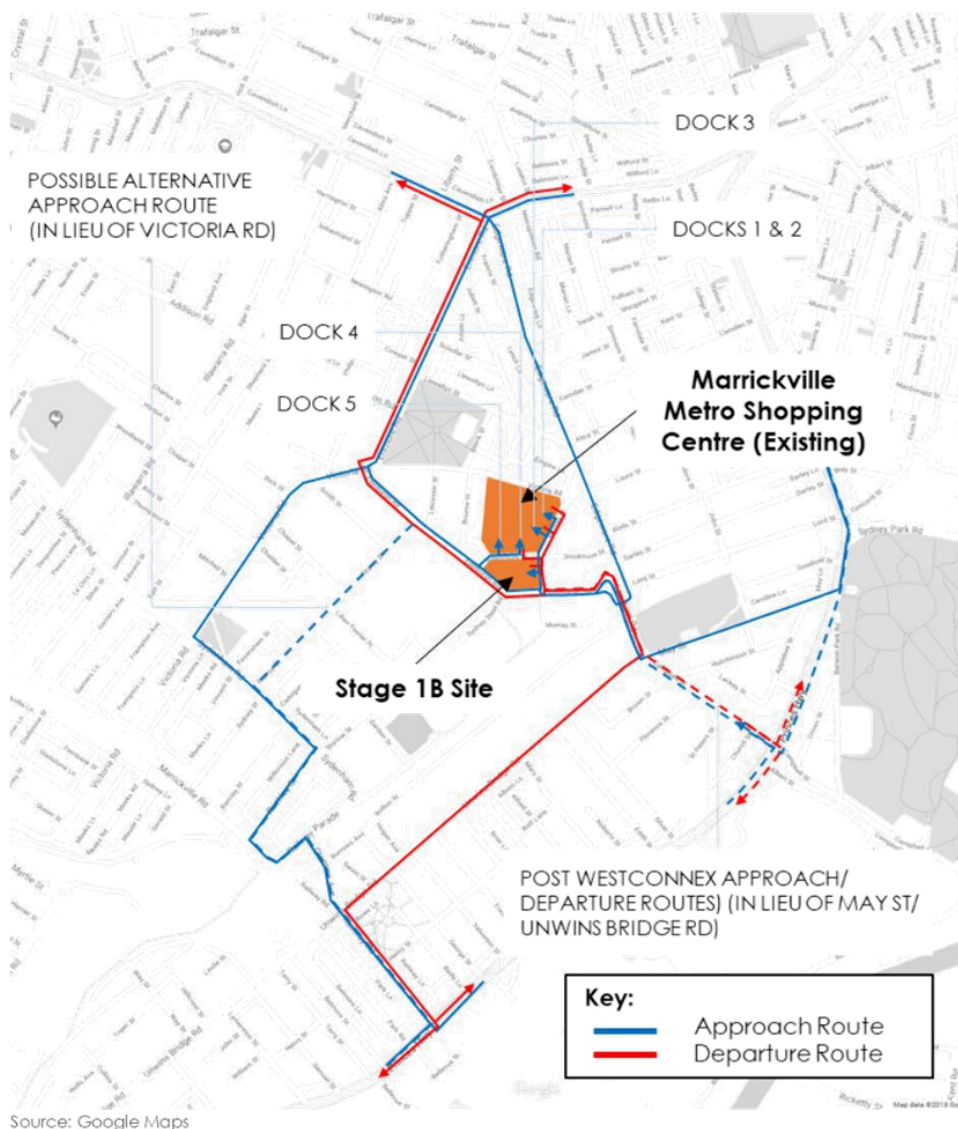
Departure route Option 2 shall be used between the hours of 10:00pm and 6:00am (prior to the opening of the Campbell Street-Princes Highway intersection upgrade as part of the WestConnex Project). Option 3 shall be used between the hours of 6:00am and 10:00pm (following the completion of the Campbell Street-Princes Highway intersection upgrade).

The Centre Security Manager is to ensure that trucks drivers are aware of the recommended routes when accessing the site, as shown in Figure 3.

In addition, the operator/truck driver is to be advised of height constraints beneath any bridges along the approach/departure routes.

Separately, larger truck is to avoid using Unwins Bridge Road as left turn from Unwins Bridge Road into Railway Road is difficult for larger size vehicles.

Figure 3: Truck Access Routes



It is noted that Edgeware Road has a 3-tonne weight limit from 10:00pm to 6:00am.

Passenger type vehicles and commercial vans making deliveries to the Centre are permitted to use the local roads to access the loading docks and are not required to follow the designated truck routes.

Vehicle Access

Existing arrangements for existing loading docks are to remain in place until the redevelopment of the existing Centre in Stage 2. A review of the ODMP is to take place at this time.

To enhance safety at the existing docks (Docks 2 and 3), a sign is to be installed inside the loading dock near the exit and facing drivers leaving the loading dock. This sign is read "STOP – GIVE WAY TO PEDESTRIANS".

In addition, clear sight lines to pedestrians at all access driveways are to be maintained.

Protocols for Noise Emission Minimisation

All tenants should instruct their employees and/or service providers to observe care in the use and control of equipment (including shopping trolleys) in the loading dock and access areas so as not to cause or allow to be caused any unreasonable noise during the hours of operation of the loading dock and access areas.

Truck drivers are not to use their horns in the vicinity of the loading dock including as a means to communicate with staff within the loading dock e.g. to request for the door to the loading dock to be opened.

Waste Collection

Private contractors engaged to conduct waste collections for the site are required to abide by all of the conditions contained in this ODMP including using the recommended vehicle routes when accessing the site, reduce and minimise noise emission wherever possible, vehicles are not park/wait within the public roadway and all loading and unloading activities are conducted within the confines of the loading area.

Protocols to Manage and Address Complaints

All complaints relating to the misuse of the loading dock or non-compliance with this Plan are to be addressed to the Centre Security Manager, whose contact details will be available to all tenants and displayed within the loading dock.

The Centre Security Manager is to maintain a complaint register which will document:

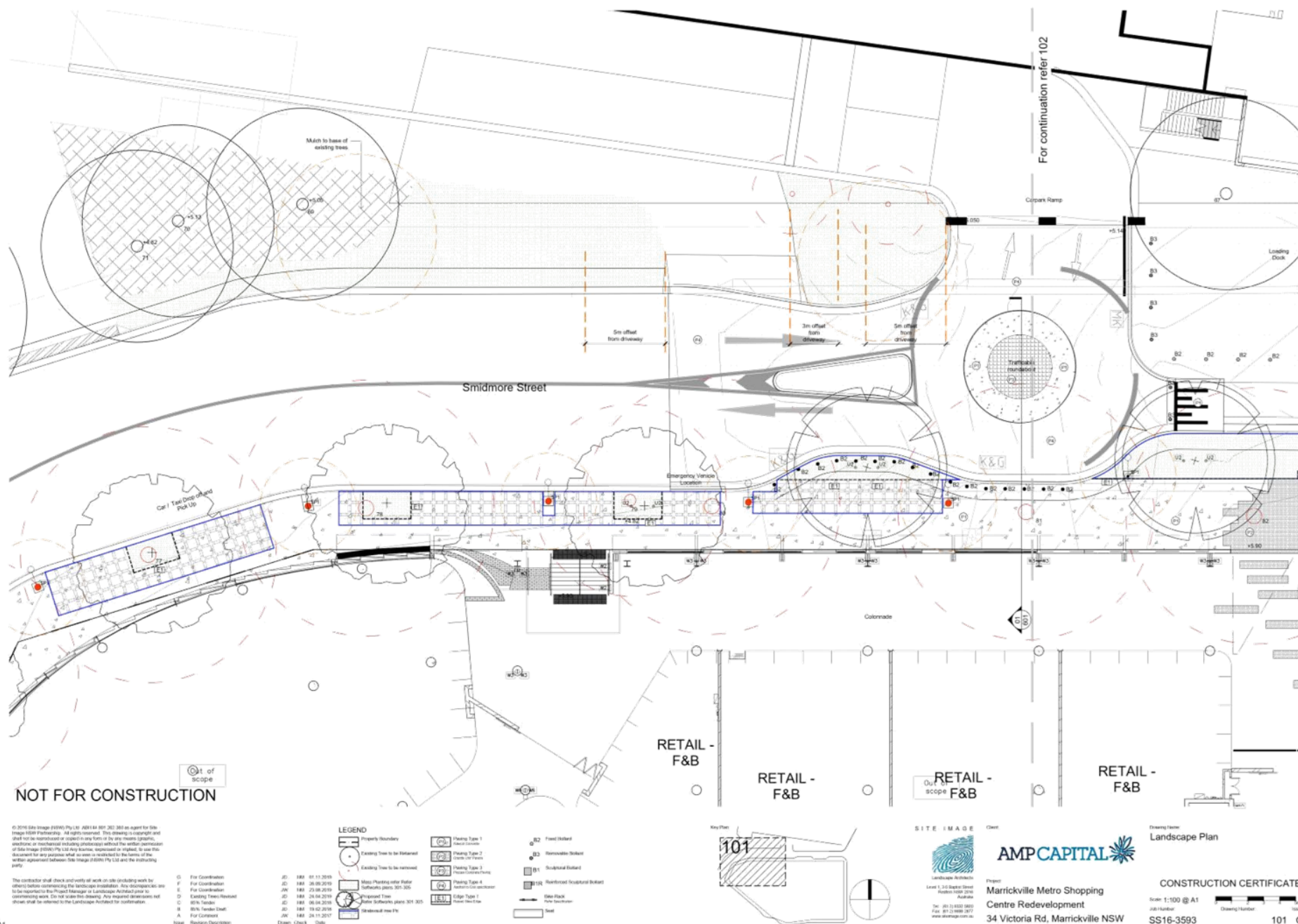
- contact details of the person who raised the complaint
- description of complaint
- mitigation strategy that was implemented to deal with complaint, if applicable
- status of issue raised by the complaint (i.e. addressed, on-going etc), and
- other notes as required.

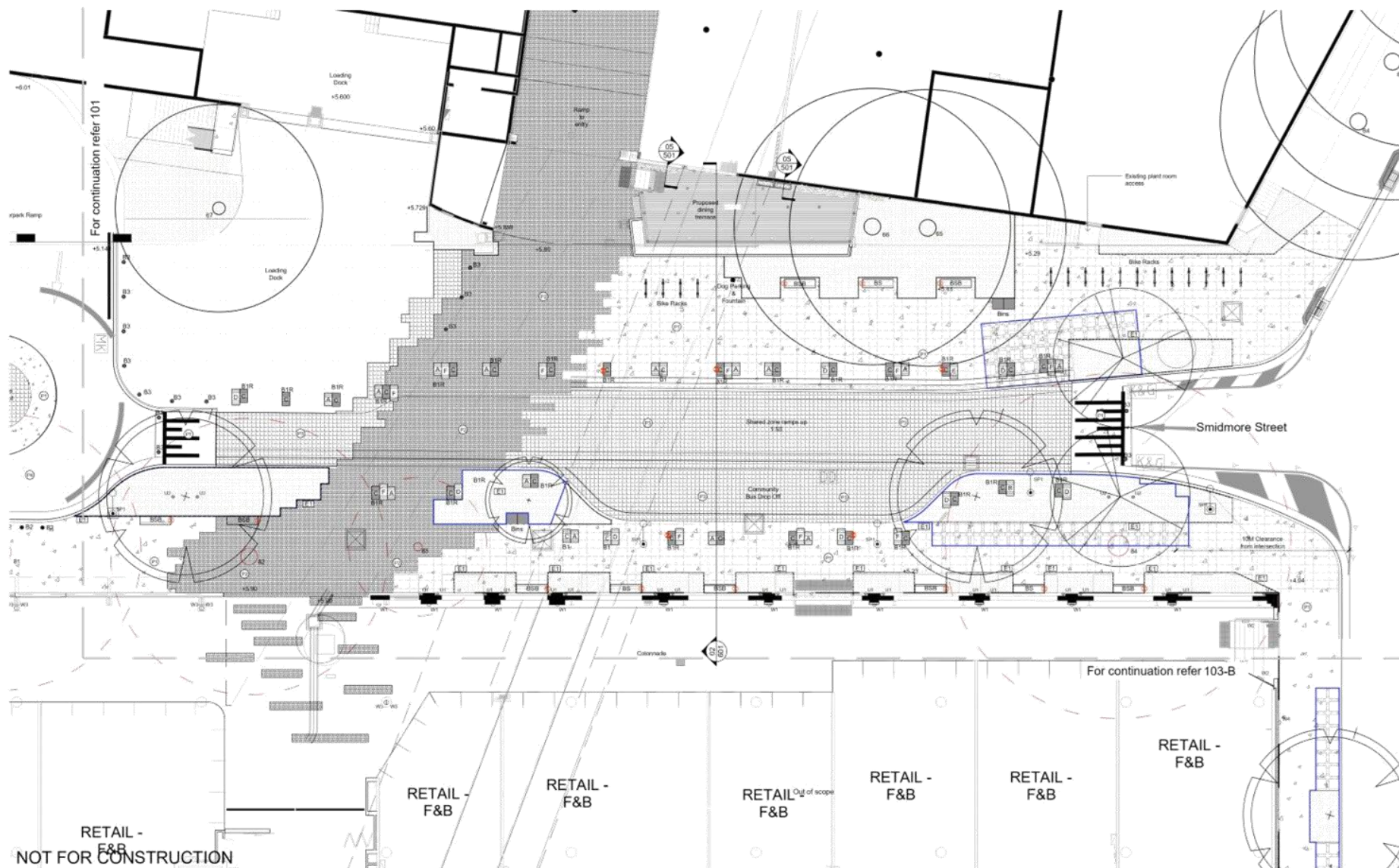
In addition, the Centre's website feedback page will be monitored for complaints. Any complaints received via the website are to be entered into the complaint register.

The Centre Security Manager is to address any on-going or reoccurring issues as raised by the complaints register, with coordination with Centre Management.

Implementation of the Operational Delivery Management Plan

All tenants and service vehicle drivers will be issued with a copy of the Retailer Handbook. This Handbook is to be updated annually and issued to tenants and their service providers. The Handbook will need to include details consistent with this ODMP – see section under the heading "Retailer Handbook" for further details.





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The contractor shall check and verify all work on site (including work by others) before commencing the development activities. Any discrepancies to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required documents not shown shall be referred to the Landscape Architect for confirmation.

M	Revised Rollout Location
L	Rollout For Comments
K	Council Amendments
J	Rollout Clock Amended
I	For Approval
H	For Consideration
G	For Consideration
F	For Consideration
E	Existing Trees Revised
D	Minor Amendments
C	85% Tender
B	85% Tender Draft
A	For Comments
Initials	Revision Description


Channel	Check	Date
JO	NM	19-02-2020
NM	NM	04-03-2020
NM	NM	18-02-2020
JO	NM	06-02-2020
JO	NM	15-12-2019
JO	NM	28-03-2019
NM	NM	23-08-2019
NM	NM	23-08-2019
JO	NM	24-08-2018
NM	NM	09-04-2018
JO	NM	06-04-2018
JO	NM	15-02-2018
NM	NM	24-11-2017

LEGEND

- Property Boundary
- Existing Tree to be Retained
- Existing Tree to be Removed
- Mass Planting (see Refer Software plans 2014-002)
- Proposed Tree (see Refer Software plans 2014-002)
- Shaded tree pit

	Paving Type 1 Random Granite
	Paving Type 2 Granite and Travertine
	Paving Type 3 Paved Outside Paving
	Paving Type 4 Asphalt in Street Direction
	Edge Type 1 Raised Steel Edge

B2 Fixed-Bolted
 B3 Reinforced Bolted
 Sculptural Bolted
 B1 Non-Reinforced Sculptural
 B1R Reinforced Sculptural
 Type A 300h x 300h Type C 450h x 300h
 Type B 300h x 450h Type D 450h x 450h



Black
Speedometer
Black Steel
Speedometer
Black Steel with Black
Speedometer
RPF Power Outlet
or Outlet

SITE IMAGE



Landschafts-Architektur
Luisel 9, 3345 Bielefeld
Hauptstr. 10
Aachen

Tele: +49 (0) 531 3330
Fax: +49 (0) 531 9556
www.landschaft.de

AMPC

Project:
**Marrickville M
Centre Redeve
34 Victoria R**

CAPITAL 
Metro Shopping
Development
d, Marrickville NSW

Drawing Name:
Landscape I

CONSTR

Scale: 1:100 @ A1

Job Number:
SS16-3593

Plan

CONSTRUCTION CERTIFICATE

Drawing Number: 10

02 M

Michael Lee

From: No Reply Inner West Council <NoReply@innerwest.nsw.gov.au>
Sent: Wednesday, 8 April 2020 1:29 PM
To: Jeff Kingston
Subject: Request REQ2020-034930 Footpath Damaged lodged

Follow Up Flag: Follow up
Flag Status: Flagged



Jeff Kingston
 jkingston@adcoconstruct.com.au

Our Reference: REQ2020-034930
 Date of Issue: 08/04/2020

Dear Jeff Kingston,

Thank you for your request regarding Footpath Damaged received on 08/04/2020.

Your request number is REQ2020-034930.

Your request has been forwarded to the relevant Council area and will be responded to within the next 10 working days.

Your Tracking Id is REQ2020-034930.QQD - [Track your request here](#)

If you have any further enquiries regarding this request, please contact us:

Online at: www.innerwest.nsw.gov.au
By email: Council@innerwest.nsw.gov.au
By phone: 02 9392 5000

Please quote the request number above in any communication.

Save time. Log it online

Log your next request online; anytime, anywhere, from any device. Simply go to www.innerwest.nsw.gov.au/request

Requests logged online are automatically directed to the relevant area within Council for a faster resolution.

Yours faithfully

Inner West Council

PO Box 14 Petersham 2049 | P 02 9392 5000 | E council@innerwest.nsw.gov.au
Customer Service Centres | Petersham 7-14 Fisher Street | Leichhardt 7-15 Vindmill Street | Ashfield 260 Liverpool Road

Michael Lee

From: Jeff Kingston <jkingston@adcoconstruct.com.au>
Sent: Wednesday, 8 April 2020 2:19 PM
To: maintain@innerwest.nsw.gov.au
Subject: Advice regarding Non-functioning Lighting

To whom it May Concern,

The existing pedestrian crossing lighting on Murray Street north of Smidmore Street is not functioning and the lantern is not directed towards the crossing and, as such, I believe that there is a risk at night that a motorist may not see a pedestrian resulting in vehicle-pedestrian collisions.

Regards,

Jeff Kingston
 Senior Project Engineer

ADCO Constructions Pty Ltd
 Level 2, 7-9 West Street, North Sydney NSW 2060
T 02 8437 5000
W www.adcoconstruct.com.au



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Item No: LTC0520 Item 4

Subject: FRANCIS STREET, ENMORE - IMPLEMENTATION OF ONE-WAY TRAFFIC (STANMORE-DAMUN WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

Prepared By: Sunny Jo - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

As per the approved Marrickville East Local Area Traffic Management (LATM) Plan, it is proposed that the traffic arrangement in Francis Street, Enmore be modified to one-way traffic between Lynch Avenue and Enmore Road to improve traffic flow and safety.

RECOMMENDATION

THAT:

1. The northbound one-way traffic in Francis Street, Enmore from Lynch Avenue to Enmore Road be approved as per the attached signage plan, subject to Transport for NSW approval of the Traffic Management Plan; and
2. Council notify residents of Francis Street and nearby streets of the changes and also through Variable Message Signs (VMS) prior to changes being implemented.

BACKGROUND & OTHER STAFF COMMENTS

Council is proposing to change the traffic arrangement in Francis Street, Enmore to one-way traffic between Lynch Avenue and Enmore Road. The purpose of changing the existing two-way traffic into a one-way northbound flow is to improve traffic flow and safety as there are very limited opportunities for two-way passing in Francis Street due to its narrow width and very high parking demand.

The proposal was part of the approved Marrickville East Local Area Traffic Management (LATM) Plan, which was on public exhibition for community comment in late 2016. The Marrickville East LATM was endorsed and approved by Council at its meeting on 28 February 2017.

Francis Street is a local street with a narrow road carriageway varying between 4.9m and 5.5m. The street is on a straight alignment and 250m in length, predominantly surrounded by residential terrace houses on both sides and provides vehicular access to the rear of properties in Edgeware Road. On street parking levels are very high throughout the day as a significant proportion of premises in this area do not have off-street parking spaces.

Street Name	Francis Street
Section	Between Lynch Avenue and Enmore Road
Carriageway width (m) kerb to kerb	4.9-5.5m
Carriageway type	Two-way road, single lane carriageway width with kerbside parking on west side
Classification	Local
Speed Limit	50km/h
85 th percentile speed (km/h)	32km/h (bidirectional, 2012 data)
Vehicles per day (AADT)	126 (bidirectional, 2012 data)

Reported crash history	Nil for the 5 year data ending in June 2018.
Heavy vehicle volume (%)	3
Parking arrangements	Unrestricted parking on west side, east side parking is prohibited by existing driveways.

Parking is permitted on the west side however two-way passing is difficult as there are only three possible locations with that can be used as a passing bay. Generally, the northern end provides some passing opportunities, however the two other locations are narrow driveways and impractical to use as a passing bay.

Francis Street was included in the Marrickville East LATM study that was undertaken in 2015. Under the study Francis Street was identified for a conversion to a northbound one-way traffic to eliminate vehicle conflicts in opposing directions, as the street has very few passing opportunities.

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to 311 recipients in Francis Street and neighbouring streets in February and March 2020.

A total of 30 submissions were received, including a petition with names from 17 properties in support of the one-way proposal. A total of 29 of the responses supported the proposal and one objected.

The main concerns from Francis Street and surrounding residents were regarding vehicular access from their garages and the safety travelling down the street. It was noted that one submission opposed the proposal due to the inconvenience of having to enter Francis Street from Lynch Avenue instead of Enmore Road, as the respondent resides closer to Enmore Road. A suggestion from the petition suggested the erection of speed humps in addition to the one-way traffic changes, which is primarily upon the potential collision of pedestrian and vehicle at excessive speed. Council's study conducted in 2012 suggested that 85th percentile travel speed is 32 km/h, which is lower than the local speed limit and appropriate for a laneway. Council will monitor traffic as the changes are implemented and undertake further action if necessary.

ATTACHMENTS

1. [Francis Street, Enmore - Signposting Plan](#)
2. [Traffic Management Plan](#)



Traffic Management Plan

Francis Street, Enmore

One way northbound proposal from Lynch Avenue to Enmore Road

A. Description or detailed plan of proposed measures

Francis Street was identified under the Marrickville East Local Area Traffic Management (LATM) study in 2015 to be converted to a one way northbound traffic from Lynch Avenue to Enmore Road. The study found low levels of traffic volume and speed in the street, however due to the narrow road width and high on-street parking demand there are very limited two-way passing opportunities and during community consultation of the study, a local resident suggested a northbound one-way traffic in the street to improve residential amenity and occasional rat running through the street. The proposal was included in the final LATM study for Marrickville East in 2017.

Francis Street is a local road predominantly surrounded by residential terrace houses, with most properties having no or a single off-street parking space. On-street parking is generally high throughout the day and there is high competition for parking in the general area.

The proposed one-way section of Francis Street between Lynch Avenue and Enmore Road including the surrounding road network is shown in Figure 1.

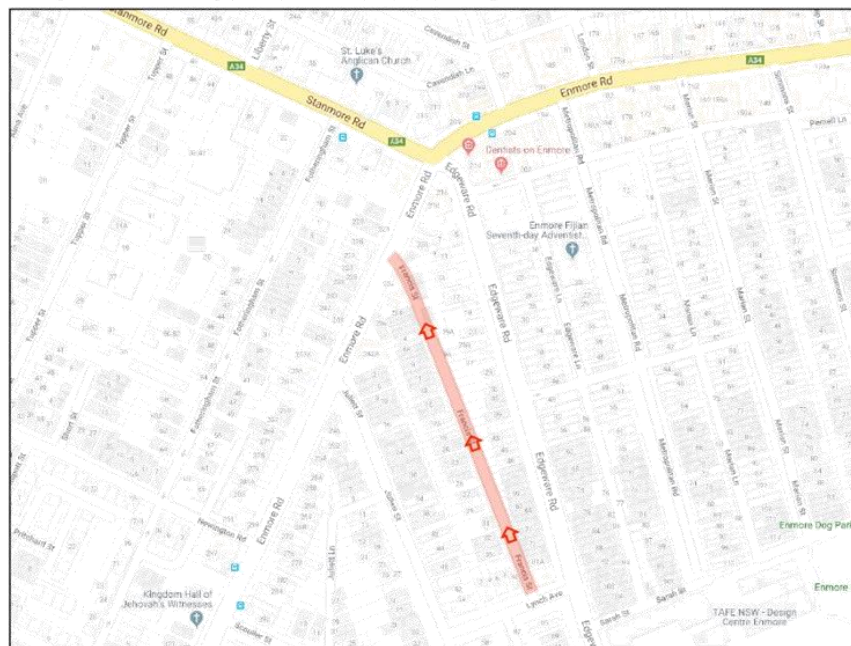


Figure 1: One way proposal in Francis Street and surrounding road network

B. Identification and assessment of impact of proposed measures

The proposed one way northbound traffic changes in Francis Street will affect local residential traffic patterns. Entry from Enmore Road into Francis Street will be prohibited, and vehicular access will be through Juliett Street and Lynch Avenue or through Edgeware Road and Lynch Avenue.

During the 2015 study the bidirectional traffic volume of Francis Street was found to be 126 vehicles per day, and the combined 85th percentile speed was 32km/h.

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

The one way traffic flow and detours through adjacent residential roads is considered minimal and impact to residential amenity is considered minimal.

D. Assessment of public transport services affected

Francis Street is not a public bus route and the proposal should not affect public transport.

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

The proposed measures should not affect emergency vehicles access. Emergency vehicles are permitted to travel in either direction in a case of an emergency. Francis Street is not a bicycle route, however Juliett Street and Lynch Avenue are identified as an on-road bicycle route. Pedestrian access is provided via a footpath on the west side of Francis Street and the proposal should not have any impacts to pedestrian movements.

Existing residential bins to Francis Street residents on the west side of Francis street can be serviced by northbound waste trucks, while properties to the immediate east of Francis Street can be suitably serviced by waste trucks in Edgeware Road.

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

There are currently no proposed developments in the short term within the surrounding area that would be adversely impacted by proposed measures.

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

There will be no impacts on adjoining council areas as a result of the proposed one way in Francis Street.

H. Public consultation process

The one way traffic proposal in Francis Street was included along other proposed treatments in a public exhibition of the Marrickville East LATM study in 2015. At the close of the exhibition period 4 submissions were received regarding Francis Street:

- restrict resident parking only on Francis St

- request speed hump
- Support one-way
- Support one-way

A letter outlining the above proposal was mailed out to 311 recipients in Francis Street and neighbouring streets in February and March 2020. The results from the public consultation are outlined in the following table.

Road Name	Yes	No	Unsure	Subtotal
Edgeware Road	9	1	0	10
Francis Street	16	0	0	16
Lynch Avenue	1	0	0	1
Anonymous	3	0	0	3
Total	29 (96.7%)	1 (3.3%)	0	30

A total of 30 submissions were received, including a petition with names from 17 properties in support of the one-way proposal. This indicates a response rate of 9%.

The main concerns from Francis Street and surrounding residents were regarding vehicular access from their garages and the safety travelling down the street. It was noted that one submission opposed the proposal due to the inconvenience of having to enter Francis Street from Lynch Avenue instead of Enmore Road, as the respondent resides closer to Enmore Road. A suggestion from the petition suggested the erection of speed humps in addition to the one-way traffic changes, which is primarily upon the potential collision of pedestrian and vehicle at excessive speed. Council's study conducted in 2012 suggested that 85th percentile travel speed is 32 km/h, which is lower than the local speed limit and appropriate for a laneway. Council will monitor traffic as the changes are implemented, and undertake further action if necessary.