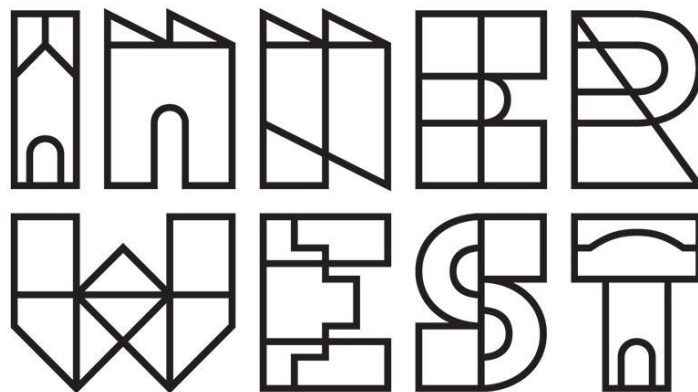


# AGENDA

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## LOCAL TRAFFIC COMMITTEE MEETING

**JUNE 2020**

**The June 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 Monday 1 June 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

- |          |  |             |
|----------|--|-------------|
| <b>1</b> | <b>Apologies</b>   |             |
| <b>2</b> | <b>Disclosures of Interest</b>   |             |
| <b>3</b> | <b>Confirmation of Minutes</b>   | <b>Page</b> |
|          | Minutes of 4 May 2020 Local Traffic Committee Meeting                    | <b>5</b>    |
| <b>4</b> | <b>Matters Arising from Council's Resolution of Minutes</b>              |             |
| <b>5</b> | <b>Part A – Items Where Council May Exercise Its Delegated Functions</b> |             |

### Traffic Matters

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LTC0620 Item 3	Smidmore Street, Marrickville – Marrickville Metro Expansion Works – Temporary Full Road Closure for a Two Week Period – To Undertake Road Upgrade Works (Midjuburi – Marrickville Ward / Newtown Electorate / Inner West PAC)	58

### Parking Matters

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### Late Items

Nil at time of printing.

### **6 Part B - Items for Information Only**

Nil at the time of printing.

**7 Part C - Items for General Advice**

Nil at the time of printing.

**8 General Business**

**9 Close of Meeting**



**Minutes of Local Traffic Committee Meeting  
Held electronically and via Skype on 4 May 2020**

**Skype meeting commenced at 10.00am**

**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
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Maryanne Duggan	Representative for Jodi McKay MP, Member for Strathfield
Sgt John Micallef	NSW Police – Burwood Police Area Command
SC Anthony Kenny	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
Cathy Edwards-Davis	IWC's Director Infrastructure
Manod Wickramasinghe	IWC's Traffic and Transport Services Manager
George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Sunny Jo	IWC's Traffic and Parking Planner
Christina Ip	IWC's Business Administration Officer

**VISITORS**

Robert Lewis	Item 3 and Item 5 – AMP Capital
Aaron Todd	Item 3 and Item 5 – Adco Constructions
Jeff Kingston	Item 3 and Item 5 – Adco Constructions
Michael Lee	Item 3 and Item 5 – MLA
Adrian Lu	Item 3 and Item 5 – Cardno
Joshua Lim	Item 3 and Item 5 – Cardno

**APOLOGIES:**

Nil.

**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

The minutes of the Local Traffic Committee Meeting held in April 2020 were confirmed.

## **MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

The Local Traffic Committee recommendations of its meeting held in March and April 2020 were adopted at Council's meeting held on 28 April 2020.

### **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 representative for NSW Police – Burwood confirmed the minutes of the previous meeting in April 2020 and provided no further comments as the items did not relate to the Burwood Police Area Command.

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

### **LTC0520 Item 1 Warren Road, Marrickville - Implementation of one-way traffic (Midjumburi - Marrickville Ward/Summer Hill Electorate/Inner West PAC)**

#### **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.

#### **Officer's 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.

#### **DISCUSSION**

The TfNSW representative requested that part 3 of the recommendation include "subject to TfNSW approval of the TMP and TCS design". This is to allow Council officers to finalise the

Traffic Signal design to meet TfNSW requirements and incorporate it into the TMP for final approval. The Committee agreed with this amendment to the recommendation.

The TfNSW representative also recommended that the treatments proposed on Renwick Street be highlighted as part of the TMP.

The Inner West Bicycle Coalition requested that the recommendation include provision for two-way cycle traffic through the proposed one-way section. The Committee members agreed to include relevant 'Bicycles Excepted' signs along the one-way section of Warren Road.

### **COMMITTEE 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 (bicycles excepted) 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, subject to TfNSW approval of the TMP and TCS design;
4. The 'one-way' and 'No Entry' signs be signposted with 'bicycles excepted' restrictions; and
5. 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
6. The 3t Truck Load Limit be removed in Renwick Street as part of the One-way implementation in Warren Road.

**For motion:** Unanimous

**LTC0520 Item 2 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 (Midjumburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

### **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.

### **Officer's Recommendation**

1. 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:
2. Latest government and health advice on covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
4. 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
5. The occupation of the road carriageway must not occur until the road has been physically closed.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation

### **COMMITTEE RECOMMENDATION**

1. **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:**
2. **Latest government and health advice on covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;**
3. **All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;**
4. **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**
5. **The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion: Unanimous**

**LTC0520 Item 3 Smidmore Street, Marrickville – Marrickville Metro Expansion Works - Proposed Shared Zone and One-way traffic restrictions – (Midjuburi – Marrickville Ward / Newtown Electorate / Inner West PAC)**

**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.

**Officer's 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.

**DISCUSSION**

Clr Macri requested an outline of the consultation completed to date on these proposed changes. The proponent advised that extensive consultation had been completed to date as this proposal was part of the Development Application approval this included a public advertising period of 4 weeks and stakeholder engagement with community liaison groups, local transport groups and the Department of Planning. Further notification is also being undertaken as part of the Traffic Management Plan for adoption by TfNSW.

The Inner West Bicycle Coalition representative and the representative for the Member for Balmain requested that the recommendation include provision for two-way cycle traffic through the proposed one-way section at Smidmore Street.

The consultants confirmed that the carriageway in the proposed Shared Zone in Smidmore Street is 5m wide which can accommodate a vehicle passing through whilst allowing cyclists to pass through in both directions. The Committee members agreed to have a 'No Entry, Bicycles Excepted' sign at the western end of Smidmore Street to allow for two-way bicycle traffic.

Clr da Cruz asked whether there are appropriate traffic calming measures along the Shared Zone to prevent motorists from hitting pedestrians on the footpath. Clr da Cruz also asked whether closing off Smidmore Street to motor vehicles was considered before proposing the 'One Way' restrictions and 10km/h Shared Zone.

Council Officers advised that consideration was given to closing Smidmore Street but in order to provide a balance between maintaining some access and reducing through-traffic in Smidmore Street, a one-way '10km/h Shared Zone' proposal was selected as the most appropriate treatment. This treatment also allows for a community bus drop off zone directly in front of the centre. Council Officers further advised that the shared zone has been designed in accordance with current TfNSW guidance and will include a 10km/h speed limit; raised pavement to be level with footpath level; and surface treatments to indicate a change in road environment. Bollards are also provided to separate the 'Shared Zone' carriageway from the general footpath. A road safety audit has also been completed and is attached to the Traffic Committee report.

### **COMMITTEE 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.**
3. **A 'No Entry, Bicycles Excepted' sign at the western end of Smidmore Street to allow for two-way bicycle traffic be approved as an addition to the submitted plan by MLATP (80216045-CV-1BPD-02-061-062-02-061 – Revision 6)**

**For motion: Unanimous**

### **LTC0520 Item 4 Francis Street, Enmore - Implementation of One-way traffic (Stanmore-Damun Ward / Newtown Electorate / Inner West PAC)**

#### **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.

### **Officer's 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.

### **DISCUSSION**

The Inner West Bicycle Coalition requested that the recommendation include provision for two-way cycle traffic through the proposed one-way section. The Committee members agreed to include relevant 'Bicycles Excepted' signs along the one-way section of Francis Street.

### **COMMITTEE RECOMMENDATION**

THAT:

1. The northbound one-way traffic (bicycles excepted) 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;
2. The 'one-way' and 'No Entry' signs be signposted with 'bicycles excepted' restrictions; and
3. Council notify residents of Francis Street and nearby streets of the changes and also through Variable Message Signs (VMS) prior to changes being implemented.

**For motion:** Unanimous

### **LTC0520 Item 5 Edinburgh Road, Marrickville – Marrickville Metro Expansion Works - Traffic Changes (Midjumburi – Marrickville Ward / Heffron Electorate / Inner West PAC)**

### **SUMMARY**

MLA Transport Planning (MLATP) has submitted plans as part of the Marrickville Metro Expansion works for Edinburgh Road-Sydney Steel Road roundabout; Edinburgh Road and Railway Terrace roundabout re-design; Parking restriction changes on Edinburgh Road and Murray Street; permanent bus stops on Edinburgh Road; and Edinburgh Road right turn access into new (Stage 1B) building.

### **Officer's Recommendation**

THAT the proposed changes to traffic and parking conditions in Edinburgh Road and Murray Street, Marrickville as per plans submitted by MLATP (CV-1BPD-02-061 and CV-1BPD-02-062) be approved including; Edinburgh Road-Sydney Steel Road roundabout design; Edinburgh Road-Railway terrace roundabout re-design; implementation of 'No Stopping'

restrictions on eastern side of Murray Street (between Edinburgh Road and Smidmore Street); 'No Stopping' restriction north side of Edinburgh Road between the proposed new bus zone and Smidmore Street ; 'No Stopping' restrictions on the south side of Edinburgh Road between Smidmore Street and Sydney Steel Street; and linemarking and other supporting regulatory signage subject to the following condition:

- a) The proposed 60.2m 'Bus Zone' (plan CV-1BPD-02-062) on north side of Edinburgh Road (between Sydney Steel Street and Murray Street) be reduced to 56m;
- b) The 'No Stopping' restriction for the departure side of proposed refuge/splitter island on Edinburgh Road (located east of Sydney Steel Street) be increased from 6.4m to 10.4m to comply with pedestrian refuge standards; and
- c) The existing bus stop, shelter and supporting infrastructure on the southern side of Edinburgh Road (immediately east of Sydney Steel Road) be relocated at the applicants cost and to Council satisfaction.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation

### **COMMITTEE RECOMMENDATION**

**THAT the proposed changes to traffic and parking conditions in Edinburgh Road and Murray Street, Marrickville as per plans submitted by MLATP (CV-1BPD-02-061 and CV-1BPD-02-062) be approved including; Edinburgh Road-Sydney Steel Road roundabout design; Edinburgh Road-Railway terrace roundabout re-design; implementation of 'No Stopping' restrictions on eastern side of Murray Street (between Edinburgh Road and Smidmore Street); 'No Stopping' restriction north side of Edinburgh Road between the proposed new bus zone and Smidmore Street ; 'No Stopping' restrictions on the south side of Edinburgh Road between Smidmore Street and Sydney Steel Street; and linemarking and other supporting regulatory signage subject to the following condition:**

- a) **The proposed 60.2m 'Bus Zone' (plan CV-1BPD-02-062) on north side of Edinburgh Road (between Sydney Steel Street and Murray Street) be reduced to 56m;**
- b) **The 'No Stopping' restriction for the departure side of proposed refuge/splitter island on Edinburgh Road (located east of Sydney Steel Street) be increased from 6.4m to 10.4m to comply with pedestrian refuge standards; and**
- c) **The existing bus stop, shelter and supporting infrastructure on the southern side of Edinburgh Road (immediately east of Sydney Steel Road) be relocated at the applicants cost and to Council satisfaction.**

**For motion: Unanimous**

### **General Business**

#### **LTC0420 Item 6 Request to restore bus stop in Circular Quay for Inner West bus routes**

Clr Macri tabled a petition for the restoration of inner-west bus services to their full length from Kingsgrove to Circular Quay. The bus services were terminated early at Martin Place during construction of the CBD Light Rail and has not been restored since its completion. The matter was referred to TfNSW and Transit Systems for consideration.



**LTC0420 Item 7 Request to install right turn arrow at Croydon Road intersection**

The Office of Jodi McKay MP received representation from a constituent requesting that TfNSW and Council reconsider installing a right turn arrow from Croydon Road onto Parramatta Road, since WestConnex has eased congestion in Parramatta Road in the Croydon area. Council Officers advised that TfNSW under their Bus Priority Infrastructure Program is currently consulting and reviewing this intersection in addition to Bus Stops in Croydon Road. A report regarding the signposting changes on Croydon Road will be brought back through the Traffic Committee.

**LTC0420 Item 8 Stormwater drain maintenance on Railway Terrace, Lewisham**

The Inner West Bicycle Coalition representative asked for a progress update for the maintenance of the depressed stormwater drain on Railway Terrace near Old Canterbury Road, Lewisham. It was noted that the works has been added to the TfNSW works program. TfNSW will follow up and provide a response.

**LTC0420 Item 9 Request to reduce Bus Stop on Marrickville Road, Marrickville**

A number of businesses have requested for the Bus Zone on Marrickville Road, between Frampton Avenue and Victoria Road, be reduced to allow additional parking for customers. Council Officers will investigate reducing the length of the Bus Stop and reinstating the parking space that previously existed in that section of Marrickville Road.

**LTC0420 Item 10 Update on angle parking proposal in Hubert Street, Lilyfield**

The representative for the Member for Balmain asked for an update to the proposal for angle parking in Hubert Street, Lilyfield. Council Officers advised that consultation for angle parking was undertaken last year; however, the proposal did not receive sufficient support from residents to proceed. Council's consultants have been asked to investigate angle parking as part of a wider parking study in the area.

**LTC0520 Item 11 Illuminated sign outside Haberfield Rowers Club**

The representative for the Member for Balmain stated that the illuminated sign outside Haberfield Rowers Club is a source of glare when travelling east along City West Link and makes it difficult for motorists to see the road ahead. TfNSW was asked to investigate whether this roadside sign complies with relevant Australian Standards and whether it was approved. Cllr Macri stated that this issue can be raised with Compliance to check if the sign was approved.

**LTC0520 Item 12 Local road network improvements in Haberfield, Ashfield and Leichhardt**

The Inner West Bicycle Coalition representative asked Council to notify the community of the TfNSW proposal to improve the local road network in Haberfield, Ashfield and Leichhardt to encourage submissions. Cllr da Cruz advised that the project is linked on Council's Have

Your Say website and notifications have been sent to households by TfNSW.

**LTC0520 Item 13 Request to extend automatic pedestrian signal crossings to key intersections in the Inner West**

The representative for the Member for Newtown requested that automated pedestrian signal call buttons, that are currently operating in the vicinity of health precincts, be rolled out to intersections around transport hubs and shopping precincts to further minimise the spread of COVID-19. Council will make representations to TfNSW on this matter.

Skype meeting closed at 11.14am.

**Item No:** LTC0620 Item 1

**Subject:** CROYDON ROAD, CROYDON- BUS PRIORITY INFRASTRUCTURE PROGRAM PARRAMATTA ROAD INTERSECTION IMPROVEMENTS (GULGADYA-LIECHHHART WARD/ SUMMER HILL ELECTORATE/ BURWOOD PAC)

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

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Transport for NSW (TfNSW) proposes to undertake improvements to the intersection of Parramatta Road, Arlington Street and Croydon Road to help improve turning paths and reduce conflict and congestion for buses and general traffic at this intersection. The proposal would also improve intersection capacity and efficiency, particularly on Croydon Road on the approach to the intersection, so vehicles can make better use of the lanes at the intersection.

Under this program, Bus stops either side of Croydon Road, just south of Parramatta Road, and Bus stops either side of Croydon Road at Australia Street will be amalgamated from 4 down to 2 stops. Lane and centerline marking will be extended in Croydon Road from Parramatta Road up to West Street and existing part-time 'No Stopping' restriction operational times will be extended.

## RECOMMENDATION

**THAT support be given for the following changes in Croydon Road, Croydon, in line with the RMS plan 2019/000987 as shown in Attachment 2.:**

1. The Bus Stop (ID 213235) on the western side of Croydon Road, 30 metres south of Parramatta Road, be removed and the area be replaced with 'No Stopping' restrictions;
2. The Bus Stop (ID 213234) on the western side of Croydon Road, opposite Australia Street, be removed;
3. The Bus Stop (ID 213236) on the eastern side of Croydon Road, 65 metres south of Parramatta Road, be removed and the area be reassigned with 'No Parking' restrictions;
4. The Bus Stop (ID 213237) on the eastern side of Croydon Road, just north of Australia Street, be removed;
5. A 10 metre 'No Stopping' zone be installed on the eastern corner side of Croydon Road, north of Australia Street;
6. That a new 24m 'Bus zone' and 10m statutory 'No Stopping' be provided on the western side of Croydon Road, just south of Dalmar Street;
7. That a new 18.5m 'Bus zone' and 10m statutory 'No Stopping' zone be provided on the eastern side of Croydon Road, just south of Sunbeam Avenue;
8. The pedestrian (arm) crossing to the signals at the intersection of Croydon Road and Parramatta Road be widened, re-surfaced and re-line marked;
9. The part-time 'No Stopping' on the western side of Croydon Road, between Dalmar

Street and Sophia Lane, be extended to operate in time from '6.30am-9.30am., 3.30pm-6.30pm M-F' to '6.00am-6.00pm M-F'; and

10. The existing lane marking (L1) and (BB) centerlines in Croydon Road be extended from Parramatta Road towards West Street.

## BACKGROUND

The scope of works and consultation carried out with the community on the proposal is shown in the Project Overview, in **Attachment 1**.

It is stated in the overview that "*Traffic congestion at the intersection causes delays to buses and general traffic during peak hours, especially exiting the side roads onto Parramatta Road. Buses turning right from Croydon Road into Parramatta Road experience delays due to the queuing of vehicles in Croydon Road and the need to wait for vehicles to travel through the intersection from Arlington Street, as there is no dedicated right turn lane and traffic signal phase. The close proximity of two bus stops on Croydon Road on the approach to Parramatta Road contribute to congestion and delays in this location*".

Arlington Street is within the City of Canada Bay LGA. This report only considers the proposed changes in Croydon Road.

Croydon Road is a local (collector) road linking traffic between Elizabeth Street and Parramatta Road, with volumes (Average Annual Daily Traffic) ranging from 8,000-10,000 vehicles per day. The road is approx. 9.8-10.1 metres wide, with unrestricted parking generally on both side of the road. The 85<sup>th</sup> percentile speeds are below or within tolerance of the speed limit being 50kph, and traffic is controlled with an array of traffic calming devices along Croydon Road.

## FINANCIAL IMPLICATIONS

All programmed works will be carried out by the TfNSW.

## OTHER STAFF COMMENTS

Various key issues as addressed under the Project overview and in reference made to the RMS Plan DS2019/000987 as shown in **Attachment 2** are as follows:

- Under the original scope of works, dedicated right turn lanes and right turn signal arrows were proposed from Arlington Street and Croydon Road into Parramatta Road. Further investigations revealed that the through traffic movements were heavier than right turn movements from both Arlington Street and Croydon Road. A dedicated right turn lane out of Croydon Road into Parramatta Road is not feasible as it removes a through lane. Furthermore, the existing narrow lane widths do not allow for a diamond signal phase (i.e. simultaneous right turn movements from both Arlington Street and Croydon Road.)

Under a revised (reduced) scope of works, the existing traffic signal phasing and lane configuration of the intersection will remain the same. TfNSW may further investigate additional 'green' time out of Croydon Road.

- The 4 bus stops to be removed are located on the:
  - Western side of Croydon Road, approx. 30 metres south of Parramatta Road - This Bus zoned is proposed to be replaced with "No Stopping" in order to provide two lane traffic flow in the northbound direction

- Eastern side of Croydon Road, approx. 65m south of Parramatta Road - This Bus zoned stop is proposed to be replaced by 'No Stopping'. However, it is recommended that the area be made 'No Parking' to be consistent with existing 'No Parking' north and south of this area.
- Western side of Croydon Road, opposite Australia Street – As part of the bus stop amalgamation
- Eastern side of Croydon Road, just north of Australia Street – As part of the bus stop amalgamation
- The 2 new Bus stops are to be located on the:
  - Western side of Croydon Road, just south Dalmar Street.
  - Eastern side of Croydon Road, just south of Sunbeam Avenue.

The new Bus stops will be located and spaced about 400 metres apart from adjoining Bus Stops, which is acceptable in a walking catchment time of 5 minutes in accordance with *Sydney's Bus Future*.

The loss of parking due to the installation of the 2 new Bus stops will generally be offset by the addition of parking at the 2 Bus stops proposed to be removed in the vicinity of Australia Street.

- Further to the revised scope of works:
  - the pedestrian (arm) crossing to the signals at the intersection of Croydon Road and Parramatta Road will be improved for pedestrian safety by widening, resurfacing and re-line marking the crossing.
  - the existing part-time 'No Stopping' on the western side of Croydon Road, between Dalmar Street and Sophia Lane will be extended to operate from '6.30am-9.30am., 3.30pm-6.30pm M-F' to '6.00am-6.00pm M-F' to improve traffic flow to Parramatta Road and relieve traffic congestion in the area.
  - the existing lane marking (L1) and (BB) centrelines in Croydon Road will be extended towards West Street to improve traffic lane control and guidance to/from Parramatta Road.
- It is further recommended that:
  - 10 metres of 'No Stopping' restriction be installed on the eastern side of Croydon Road, north of Australia Street, to ensure no vehicles park illegally at this corner once the Bus Stop is removed from this location.
  - 10 metres of 'No Stopping' restriction be installed on the eastern side of Croydon Road, south of Sunbeam Avenue in line with the new Bus zone at this location. This is not evident on the TfNSW plan.

## PUBLIC CONSULTATION

The TfNSW undertook community consultation on both the original and revised (reduced) scope of works. TfNSW informed over 1100 residents/businesses with around 25 responses received. The Project Overview (**Attachment 1**) details summaries of the customer feedback on both the original and revised scope of works, and advices on the differences between the original and revised scope of works.

From the feedback, TfNSW inform that there was a general support on the revised scope of works. Update information was provided by TfNSW to the community informing of the scope of works in November 2019 and April 2020. This information is shown in **Attachments 3 and 4**.

## CONCLUSION

In view of the above, and in reference to the RMS plan 2019/000987, the proposed changes along Croydon Road, Croydon are recommended to improve the capacity, efficiency of traffic flow, bus operation and pedestrian safety at the intersection of Croydon Road and Parramatta Road.

#### ATTACHMENTS

1. [↓](#) Project Overview for proposed changes in Croydon Road, Croydon.
2. [↓](#) RMS Plan DS2019/000987
3. [↓](#) November 2019 community update.
4. [↓](#) April 2020 community update

# Arlington Street, Five Dock and Croydon Road, Croydon at Parramatta Road Intersection improvement

## Project overview

Transport NSW| May 2020



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## 1. Background

Parramatta Road caters for a large number of short trips requiring numerous on and off movements. Almost 75 per cent of eastbound trips on Parramatta Road in the morning peak are less than five kilometres. These trips contribute to 50 per cent of the total eastbound travel kilometres in the peak period on Parramatta Road. There is reduced north-south connectivity with numerous right turn bans, limited crossing points and a higher than average number of accidents at intersections. The existing turning bans and traffic signal phasing is heavily influenced by the need to manage the impacts of medium and longer distance trip use on Parramatta Road.

Most of the bus routes do not travel east-west along Parramatta Road for any length of time (only one bus route does this at present – Route 461). Following an extensive options assessment by Transport for NSW, it was proposed to focus on localised bus priority measures at intersections along Parramatta Road which service a number of bus routes in a north-south direction across Parramatta Road. Transport for NSW carried out traffic modelling on proposed intersection treatments to improve intersection efficiency for peak hour traffic and ultimately improving bus efficiency and reliability.

The intersection of Parramatta Road, Croydon Road and Arlington Street was identified as an intersection that would benefit from localised bus priority measures and general traffic improvements. The intersection is a key route for buses with up to 14 general and school bus services travelling through the intersection during peak periods and school pick-up and drop-off times. It is busy and congested with more than 5,000 vehicles travelling through it during the peak hour.

Traffic congestion at the intersection causes delays to buses and general traffic during peak hours, especially exiting the side roads onto Parramatta Road. Buses turning right from Croydon Road into Parramatta Road experience delays due to the queuing of vehicles in Croydon Road and the need to wait for vehicles to travel through the intersection from Arlington Street, as there is no dedicated right turn lane and traffic signal phase. The close proximity of two bus stops on Croydon Road on the approach to Parramatta Road contribute to congestion and delays in this location.

## 2. Proposal overview

Transport for NSW propose to undertake improvements to the intersection of Parramatta Road, Arlington Street and Croydon Road to help improve turning paths and reduce conflict and congestion for buses and general traffic at this intersection. The proposed improvements would also improve intersection capacity and efficiency, particularly on Croydon Road on the approach to the intersection, so vehicles can make better use of the lanes at the intersection.

The proposal supports the Future Transport Strategy 2056 which is the NSW Government's plan to deliver the future transport network. In this Plan, a key customer outcome is safety and performance, which seeks to ensure that every customer enjoys safe travel across a high performing and efficient network. It also reflects customer feedback received about bus services with travel time and on-time running being some of the most important service features.

In summary, the proposal would have the following key benefits:

- Improved lane use by extending the lane line marking further along Croydon Road, allowing buses to enter a lane well before the intersection with Parramatta Road
- Improved turning paths for all vehicles joining Parramatta Road from Croydon Road and Arlington Street
- A more efficient approach to Parramatta Road along Croydon Road with parking restrictions (No Stopping) on weekdays from 6am to 6pm
- Clearer line marking on Croydon Road to help vehicles stop before the pedestrian crossing at Parramatta Road

### 2.1 Original scope

In late 2019 Transport informed the community presented original proposal along Arlington Street, Five Dock and Croydon Road, Croydon at Parramatta Road intersection improvements which included scope of works :

- A dedicated right turn lane and shared through/left turn lane on Arlington Street (southbound) at the approach to Parramatta Road
- A dedicated right turn lane and shared through/left turn lane on Croydon Road (northbound) at the approach to Parramatta Road
- Changes to the traffic signal phasing that include a dedicated right turn arrow for vehicles turning right from Arlington Street and Croydon Road into Parramatta Road
- A new pedestrian crossing leg on the eastern leg of the intersection across Parramatta Road.
- Consolidating bus stops on Croydon Road by removing the two pairs of existing bus stops located south of Parramatta Road and north of Australia Street and establishing a new pair of bus stops near the intersection of Sunbeam Avenue:
- Removing northbound bus stops TSN #213234 (reinstate with two unrestricted parking spaces) and TSN #213235 (replace with 'No Stopping') on Croydon Road and replacement with a new bus stop about 30 metres south of Dalmar Street (would require the removal of two unrestricted parking spaces)
- Removing southbound bus stops TSN #213236 (replace with 'No Stopping') and TSN #213237 (reinstate with two unrestricted parking spaces) on Croydon Road and replacement with a new bus stop about 60 metres south of Sunbeam Avenue (would require the removal of two unrestricted parking spaces)
- Signage changes.

Formalising the existing mail zone by installing signage either side of the mail zone on the eastern road verge of Arlington Street on approach to Parramatta Road

Providing a single diamond signal phasing at the intersection to improve efficiency and safety for all vehicles including buses

Trimming of street trees on eastern road verge of Arlington Street on approach to Parramatta Road and western road verge of Croydon Road for the operation of the new bus stop location

Removal of the existing raised central median nose on Parramatta Road on the western leg of the intersection

Trimming the existing raised central median nose on Parramatta Road on the eastern leg of the intersection

Establishing centre line markings on the departure side of the intersection on Croydon Road

## 2.2 Revised scope

With further investigations traffic volumes were obtained noting that the through movement (across Parramatta Road from the side roads) is the heaviest movement compared to the right turn movement out of Arlington Street and Croydon Road. As a result of this a dedicated right turn lane out of Croydon Rd into Parramatta Road is not feasible as it removes a through lane, further the existing narrow lane widths do not allow for a diamond signal phase.

As a result of these key constraints it has been necessary to develop a revised scope which comprises of the following:

- Extend the existing L1 Line-marking along Croydon Road to Dalmar Street to improve lane delineation and traffic storage in approach to Parramatta Road.
- Remove the existing BB line and T1 lines from between the Croydon Road stop line and pedestrian line in approach to the intersection with Parramatta Road.

- Removing northbound bus stops TSN #213234 (reinstate with two unrestricted parking spaces) and TSN #213235 (replace with 'No Stopping') on Croydon Road and replacement with a new bus stop about 30 metres south of Dalmar Street (would require the removal of two unrestricted parking spaces)
- Removing southbound bus stops TSN #213236 (replace with 'No Stopping') and TSN #213237 (reinstate with two unrestricted parking spaces) on Croydon Road and replacement with a new bus stop about 60 metres south of Sunbeam Avenue (would require the removal of two unrestricted parking spaces).
- Consider removing all parking along the western side of Croydon Road between Parramatta Road and Dalmar Street subject to council approval install 'No Stopping' signs from 6am to 6pm Monday to Friday which would allow more storage capacity for vehicles.

## 2.3 Differences between the original scope and the revised scope

The table below summaries the differences between the original and revised scope proposals and the reason for the change in scope:

Original proposal	Change to the proposal (and reason)
Bus stop changes on Croydon Road.	No change to original proposal.
Upgrades at the intersection to create more space for buses and other vehicles, while improving safety and efficiency: <ul style="list-style-type: none"> <li>• remove the traffic island on Parramatta Road, on the western side of the intersection</li> <li>• trim the median on Parramatta Road, on the eastern side of the intersection.</li> </ul>	No change to original proposal.
Dedicated right turn lanes and right turn traffic signal arrows from Arlington Street and Croydon Road into Parramatta Road.	Keep the existing traffic signal phasing and lane configuration by not line marking dedicated right turn lanes or providing right turn traffic signal arrows at the signalised intersection. This is due to space restrictions and to maintain safety and the overall efficiency of the intersection. Changes are no longer proposed on Arlington Street.
No changes to parking between Sophia Lane and Dalmar Street.	Change the existing am and pm peak timed parking along the western side of Croydon Road between Sophia Lane and Dalmar Street. This is to be replaced with No Stopping between 6am and 6pm Monday to Friday to improve traffic flow on the approach to the intersection.
No improvements to the pedestrian crossing on Croydon Road.	Resurface Croydon Road for 10 metres from Parramatta Road with a wider pedestrian crossing. This will also make the vehicle stop line clearer and assist in making sure vehicles do not cross this line, making it easier for buses to turn left from Parramatta Road into Croydon Road.
No line marking changes further down Croydon Road.	Extending the existing lane marking on Croydon Road (northbound) as far as the speed hump at Dalmar Street, to provide a clearer and more



	efficient approach to the intersection with Parramatta Road.
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## 3. Engagement summary

### 3.1 Objectives

Transport for NSW engage with the community to understand their concerns and needs, so that feedback received where possible can be considered as part of the decision making process.

This allows Transport for NSW to:

- seek comment on the proposal, obtain feedback, ideas and suggestions for consideration when making a decision on a matter that has not yet been determined;
- advise directly affected stakeholders of the proposed changes;
- build a database of interested and concerned community members with whom to continue engagement with during the project's development and delivery; and
- advise the community on how they can obtain further information and communicate feedback.

### 3.2 Engagement for the original proposal

Inner West and Canada Bay Councils have been informed of the proposal and will be updated as the proposed works progress into construction, however the proposed works are all fully within the Inner West Council area.

A community update, based on a larger scope of works (original scope), was delivered locally on 29 November 2019 (please refer to Table 2 and both community updates are available on the project webpage at [rms.work/arlintoncroydonparramatta](https://rms.work/arlintoncroydonparramatta)). The feedback period was two and half weeks and concluded on 16 December 2019. This was supported by a doorknock of addresses on Croydon Road, considered to be most impacted by the proposal.

**Table 1:** Summary of the main community engagement activities undertaken between 29 November and 16 December 2019

Engagement method	Outcome
Community update delivered locally	Informed over 1,100 customers between 29 November and 16 December 2019.
Doorknock	Doorknocked 50 addresses on Croydon Road, speaking to ten people, six of whom gave feedback.
Project webpage	Between going live on 29 November 2019 and the week the second stage of consultation ended on 15 May 2020, this has been viewed by over 1,100 different users.
Email	Received 12 emails.
Phone calls	Received three telephone calls.

The activities above were supported by emails to key stakeholders, including the councils, MPs and emergency services contacts.

A summary of the feedback received about the original proposal and Transport for NSW's responses are outlined in Table 2. A majority of the issues raised are still relevant to the current (revised scope) proposal. The table below shows the range of feedback received by category and to avoid duplication it does not list all feedback received in full.

### 3.2 Engagement responses to the original proposal

**Table 2:** Summary of feedback received during original community engagement period and responses

Summary of Feedback	Response
<b>Support for the proposal</b>	
<ul style="list-style-type: none"> <li>Supportive feedback.</li> </ul>	We are grateful for your feedback and acknowledge your support for the proposal.
<b>Proposed bus stop on the corner of Dalmar Street and Croydon Road</b>	
<ul style="list-style-type: none"> <li>Road safety concerns.</li> <li>Suggestion for an alternative bus stop location on the corner of Croydon Road and Bay Street, or that the bus stop opposite Australia Street (ID 213234) should be kept.</li> <li>Suggestions on how to minimise the impact of this bus stop on nearby homes, if it is placed at this location.</li> </ul>	<p>Transport for NSW and Inner West Council do not allow parking within the 10 metre setback from a non-signalised intersection in order to improve bus manoeuvrability and provide for driver visibility.</p> <p>Shifting the bus stop further away from the intersection coupled with the traffic signal phasing arrangement would reduce congestion and minimise delays for buses and general traffic.</p> <p>Transport for NSW aims for bus stop spacing of about 400 metres between bus stops and a walking catchment of five minutes in accordance with <i>Sydney's Bus Future</i>.</p> <p>The alternative location suggested at 188 Croydon Road would need to be further discussed with the Council and bus operators for the final decision.</p> <p>The bus stop would be designed to minimise impacts on the residents of 198 and 200 Croydon Road. The bus stop infrastructure is owned and managed by Inner West Council. This matter will be referred to Council to consider further.</p>
<b>Proposed right turn lanes</b>	
<ul style="list-style-type: none"> <li>A right turn from Arlington Street is unnecessary or will cause problems.</li> <li>Congestion on Parramatta Road could make it difficult to turn right from Croydon Road and traffic light timing may therefore need to change.</li> </ul>	<p>Changes are no longer proposed on Arlington Street.</p> <p>While congestion on Parramatta Road could delay vehicles from using the proposed right turn from Croydon Road, Transport for NSW would continue to monitor traffic signal operations and make adjustments to ensure these occurrences are minimised.</p>
<b>Future operation of the intersection</b>	
<ul style="list-style-type: none"> <li>The stopping line on the northbound lanes of Croydon Road needs to be clearer, so vehicles do not obstruct turning buses.</li> <li>Traffic lines at the intersection and on Great North</li> </ul>	<p>As part of the proposal, the stop line on Croydon Road would be repainted and Transport for NSW would ensure it is to standard which should improve compliance.</p>

Summary of Feedback	Response
<p>Road need to be synchronised.</p> <ul style="list-style-type: none"> <li>Parramatta Road congestion could hinder vehicles using the intersection (not just those turning right).</li> </ul>	<p>Currently the intersections at Great North Road and Arlington Street/Croydon Road are synchronised in their operation during the majority of the day. However we will pass on your feedback to the project team that is currently developing an improvement to the signals at Great North Road.</p> <p>While this could occur, Transport for NSW would continue to monitor traffic signal operation and make adjustments to ensure these occurrences are minimised.</p>
<b>Bus stop changes on Croydon Road</b>	
<ul style="list-style-type: none"> <li>Request to retain the parking space in front of 194 Croydon Road.</li> <li>Proposed location of the Croydon Road and Sunbeam Avenue bus stop is too close to the first bus stop on Church Street.</li> </ul>	<p>The parking space in front of 194 Croydon Road would not be modified as part of the proposal.</p> <p>Transport for NSW aim for bus stop spacing of about 400 metres between bus stops and a walking catchment of five minutes in accordance with <i>Sydney's Bus Future</i>.</p>
<b>Consultation</b>	
<ul style="list-style-type: none"> <li>The map used in the community update should show that West Street is not a public thoroughfare.</li> </ul>	<p>Currently West Street is shown on publicly available information (e.g. Google Maps) in the way it appeared in the community update. Unfortunately we have no jurisdiction to change this, however you can contact map providers with your concerns and they may be able to alter their maps.</p>
<b>Misuse of West Street to avoid the intersection</b>	
<ul style="list-style-type: none"> <li>The traffic lights at the junction already cause traffic to divert through the private underpass on West Street, Croydon. Many cars use this as a rat-run through the BP and McDonalds causing further congestion on West Street and Croydon Road. Signage at the entrance to West Street from Croydon Road says "NO THROUGH ROAD" but this incorrect. Concerns of the potential impact of the proposal on this existing issue.</li> </ul>	<p>West Street is a local road and Transport for NSW has no jurisdiction to enforce or change access. This is a matter for Inner West Council as the authority responsible for the road and we will refer this to Council for review.</p> <p>With the current changes undertaken on Parramatta Road since the M4 East opened and the changes to the proposal seek to deliver, it is expected this would reduce the number of vehicles using private access way on West Street.</p>

### 3.4 Engagement for the revised scope proposal

Following completion of the concept design and after the community engagement period for the original scope, discussions were had with internal Transport for NSW stakeholders including Road Design Engineering Traffic Signal Section, Network Operations and Network Safety. As a result of these discussions it was concluded that the concept design for the original proposal was unsuitable, due to the retention of the existing 2.5 metre wide lanes on Croydon Road resulting in little scope to improve intersection efficiency (road widening is not possible due to property impacts). A reduced scope (primarily focusing on improvements to Croydon Road and eliminating the diamond phasing) was then developed and agreed to with all internal stakeholders to progress to further consultation and future construction (i.e. the current (revised scope) proposal).



A second stage of public consultation was undertaken to inform the community about these changes and to get further feedback. This included the distribution of a community update on Monday 27 April 2020 informing the community about the revised proposal and asking for feedback by Friday 15 May 2020. Following this, the intention is that the final scheme will be endorsed at the Inner West Council traffic committee in June 2020.

**Table 3:** Summary of community engagement activities undertaken between 27 April and 15 May 2019.

Activity	Details
Community update delivered locally	Informed over 1,100 customers between 27 April and 15 May 2020.
'We'd like to talk to you' notices delivered locally	Left with 50 addresses on Croydon Road doorknocked previously, which it was not possible to doorknock again for health and safety reasons.
Facebook post	A post was sponsored between 27 April and 3 May 2020, to reach the widest possible audience. During this time it reached over 21,000 people, had over 750 clicks through to the project webpage and 43 comments.
Project webpage	As described above, this has been viewed by over 1,100 different users since it went live.
Email	Email updates about the second consultation were sent to everyone who provided email feedback in the first consultation, or who subscribed for updates on the project webpage. 13 emails were received.
Phone calls	Received two telephone calls.

As before, the activities above were supported by emails to key stakeholders, including the councils, MPs and emergency services contacts. A media release was prepared, but did not result in media coverage.

### 3.5 Engagement responses to the revised proposal

No feedback has been received about the proposed car parking restrictions on Croydon Road. Phone calls were made to businesses closest to the intersection before the close of consultation on 15 May 2020, as an additional step to ensure they had every opportunity to give feedback, including about this matter.

Summary of Feedback	Response
<b>Support for the proposal</b>	
<ul style="list-style-type: none"> <li>Supportive feedback.</li> </ul>	We are grateful for your feedback and acknowledge your support for the proposal.
<b>Traffic lights</b>	
<ul style="list-style-type: none"> <li>The traffic lights are currently unsafe and cause long delays for vehicles travelling from Croydon Road into Parramatta Road.</li> <li>A right turn arrow should be provided for vehicles travelling from Croydon Road into Parramatta Road. Turning is a problem for buses in peak hours in particular. / Right turn arrows are needed.</li> <li>Right turn traffic lights are not needed on Croydon Road and Arlington Street, as this would increase congestion.</li> <li>The stop line and traffic light for westbound traffic on Parramatta Road should be moved back at least four metres, with a flashing 'prepare to stop'</li> </ul>	<p>The proposal has been amended to keep the existing traffic signal phasing and lane configuration by not line marking dedicated right turn lanes or providing right turn traffic signal arrows at the signalised intersection. This is due to space restrictions and to maintain safety and the overall efficiency of the intersection. Changes are no longer proposed on Arlington Street.</p> <p>Currently existing traffic signal phasing would remain with filter right turns, Transport for NSW would continue to monitor traffic signal operation and make adjustments to ensure these occurrences are minimised as necessary/as feasible.</p>

Summary of Feedback	Response
<p>warning light on the approach to the intersection.</p> <ul style="list-style-type: none"> <li>Traffic lights at the intersection with the Great North Road should turn red at the same time to improve traffic flow / the sequencing between these lights should be improved.</li> </ul>	<p>The existing stop line is well placed from the median. Flashing warning lights are not required as there isn't a crest or sag visibility.</p> <p>Currently the intersections at Great North Road and Arlington Street/Croydon Road are synchronised in their operation during the majority of the day. However we will pass on your feedback to the project team that is currently developing an improvement to the signals at Great North Road.</p>
<b>Right turn lanes</b>	
<ul style="list-style-type: none"> <li>The intersection should receive a dedicated right turn lane and traffic light signal at both Croydon Road and Arlington Street. This is due to congestion and safety concerns (the angle of Arlington Street creates a blind spot for drivers).</li> <li>Will Croydon Road have a dedicated right turn lane with a right turn signal?</li> <li>A dedicated right turn lane on Croydon Road would reduce congestion and improve safety.</li> <li>I strongly support there not being a right turn lane from Arlington Street into Parramatta Road, as there are alternative turns on the Great North Road and Harris Road.</li> <li>Right turn lanes would be good, but I can understand if they cannot be introduced due to lack of space.</li> </ul>	<p>The position regarding the right turn lanes and right turn traffic signal arrows, originally presented in 2019, is outlined directly above under 'Traffic lights'.</p>
<b>Bus stops</b>	
<ul style="list-style-type: none"> <li>Moving the bus stops is a good idea. This will make the intersection safer, particularly given the current danger to traffic from buses turning into the right lane.</li> <li>Please don't place a bus shelter by the proposed bus stop outside 200 Croydon Road. Also, please place the stop between this and the neighbouring address, rather than directly outside it.</li> <li>Is there a safe way for bus customers who get off near Dalmar Street to walk to West Street without walking to the intersection?</li> </ul>	<p>The bus stop would be designed to minimise impacts on the residents of 198 and 200 Croydon Road. The bus stop infrastructure is owned and managed by Inner West Council. This matter will be referred to Council to consider further.</p> <p>Feedback regarding pedestrian crossing facility will be referred to inner west council to consider further</p>
<b>Safety</b>	
<ul style="list-style-type: none"> <li>Vehicles turning right from Arlington Street create congestion and are currently a danger.</li> <li>There should be an increased 'NO STOPPING' zone at the corner of Arlington Street and Parramatta Road, to reduce the blind spot (for drivers turning right from Croydon Road) and allow vehicles going through the intersection from Croydon Road more space.</li> </ul>	<p>The number of Vehicles turning right from Arlington street is lower than the through movement. Also there are alternative right signalised turns on the Great North Road and Harris Road intersections.</p> <p>Both primary and dual primary lanterns are visible and mounted at the required height when looking west toward the intersection.</p> <p>Feedback regarding the lighting will be referred to Inner</p>



Summary of Feedback	Response
<ul style="list-style-type: none"> <li>Drivers from Arlington Street wanting to turn right onto Parramatta Road have impaired visibility, especially during peak hour, as vehicles wanting to turn right from Croydon Road block sight lines. This makes it difficult for vehicles turning right from Arlington Street to assess vehicle movement.</li> <li>More safety features should be added at the intersection for westbound vehicles on Parramatta Road. Drivers can find it hard to tell the difference between red traffic lights and the red brake lights of vehicles travelling up the hill.</li> <li>Please consider improving the lighting at the intersection on Croydon Road, to make it brighter at night.</li> </ul>	west Council to consider further.
<b>Cycling</b>	
<ul style="list-style-type: none"> <li>Cyclists frequently cross the intersection and please consider them. Road resurfacing will be an improvement, but please consider other steps for cyclists, such as 'Watch for cyclists' signage at eye level and bike outlines on the road.</li> <li>It's a shame that a dedicated, separate cycle path isn't included. More people want to cycle and would do if there was safe infrastructure.</li> </ul>	Feedback will be referred to relevant Transport for NSW team to consider further
<b>Consultation</b>	
<ul style="list-style-type: none"> <li>I was unaware of this consultation. I have contacted Transport for NSW at least four times with suggestions to improve the intersection but no action was taken.</li> <li>Thank you for the community update.</li> </ul>	Two community updates, a doorknock (followed with 'We'd like to talk to you' notices for these residents after the COVID-19 outbreak), a dedicated project webpage, an email update and a sponsored social media post have helped to raise awareness about the proposal and consultation. All feedback received will be carefully considered and is appreciated.
<b>Line marking</b>	
<ul style="list-style-type: none"> <li>Extended line marking will be an improvement.</li> <li>Please consider line marking at Dalmar Street, Bay Street and Croydon Road to help stop these intersections from being blocked.</li> </ul>	Feedback will referred to inner west council to consider further.
<b>Arlington Street</b>	
<ul style="list-style-type: none"> <li>The removal of the left hand turn in Arlington Street was a mistake, as traffic backs up further on Arlington Street when Parramatta Road is quiet.</li> </ul>	Changes are no longer proposed on Arlington Street. The realignment of Arlington Street is not achievable due to the existing two through lanes from Croydon Road are retained
<b>Croydon Road pedestrian crossing</b>	
<ul style="list-style-type: none"> <li>When you mark out the crossing at Croydon Road to be set back, please put a new traffic light back at the new line marking. This will encourage cars to stop behind the line and not go all the way to the front.</li> </ul>	New traffic lights are not feasible due utilities in the proximity to the stop line.

Summary of Feedback	Response
<b>Misuse of West Street to avoid the intersection</b>	
<ul style="list-style-type: none"> <li>Drivers ignore the 'NO THROUGH ROAD' sign on West Street, passing through 12 West Street and their vehicles are a safety risk to residents. A recent inspection of 12 West Street showed remedial repairs are needed to the surface of the passageway these drivers use. Will Transport for NSW pay for this? How can we stop this traffic?</li> </ul>	Please see the response at the bottom of Table 3, which remains the same.

A start of works notification (via letterbox drop and email) would be sent to local addresses and businesses in the surrounding area to inform them of the proposed construction works.

## 4.5 Next Steps

Transport for NSW has considered the feedback received and recommends the amended scope proceeds subject to the endorsement from the Inner West Council Traffic Committee in June 2020.

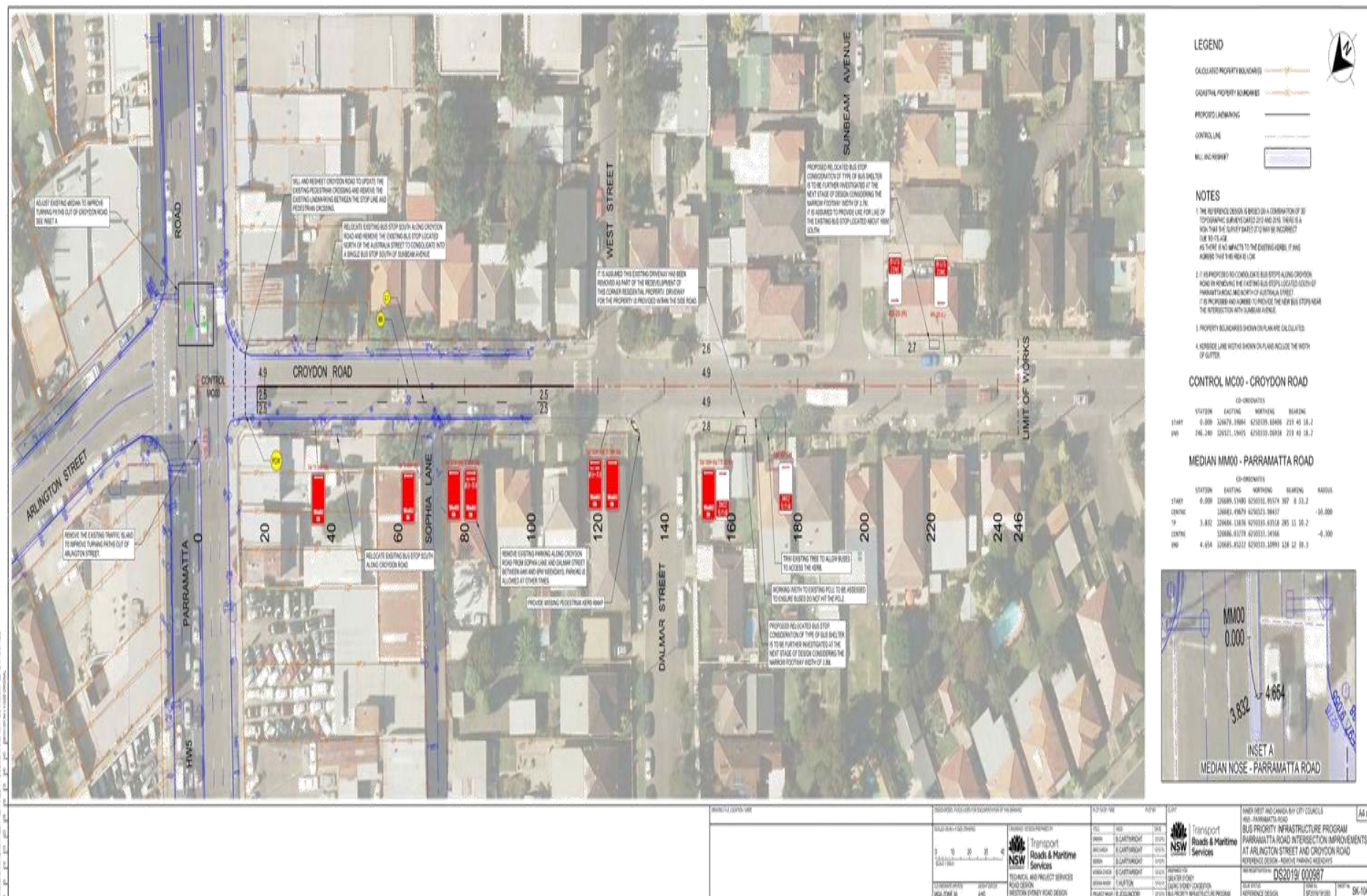
Once endorsed Transport for NSW will progress with project update to community in June 2020 and commence the delivery of works before the end of July 2020.

### Attachments

Attachment A – Final Design Drawings

Attachment B – Original Community Notification

Attachment C – Revised Community Notification



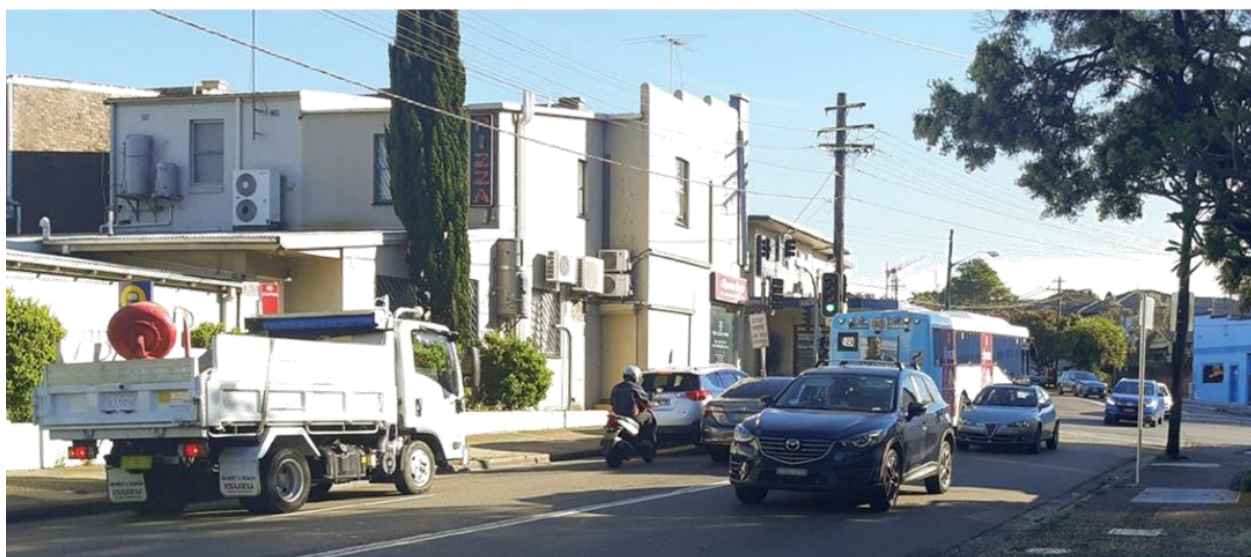




## Arlington Street, Five Dock and Croydon Road, Croydon at Parramatta Road

Intersection improvements for buses

November 2019



Croydon Road looking north towards the Parramatta Road intersection

The NSW Government's Bus Priority Infrastructure Program is improving the reliability and efficiency of bus services, while easing congestion for all road users.

Roads and Maritime Services is proposing to provide right turn lanes out of Arlington Street and Croydon Road at the intersection of Parramatta Road. The proposal also includes changes to bus stops on Croydon Road.

The improvements to provide dedicated right turn lanes from Arlington Street and Croydon Road will make it easier and safer for buses and general traffic to turn right into Parramatta Road. We are also proposing to change the traffic signal operation to provide a right turn phase.

Relocating the bus stops on Croydon Road further away from Parramatta Road will assist buses accessing the right turn lane and improve the travel reliability through the intersection.

The intersection is a key route for buses with up to 14 general and school bus services travelling through the intersection during peak periods and school pick up and drop off times.

## Project location



## Current situation

- The intersection of Parramatta Road at Arlington Street and Croydon Road is busy and congested with more than 5,000 vehicles travelling through it during the peak hour
- Traffic congestion at the intersection causes delays to buses and general traffic during peak hours, especially where exiting the side roads onto Parramatta Road
- Buses turning right from Croydon Road into Parramatta Road experience delays. This is due to the queuing of vehicles in Croydon Road and the need to wait for vehicles to travel through the intersection from Arlington Street, as there is no dedicated right turn lane and traffic signal phase
- The close proximity of two bus stops on Croydon Road to Parramatta Road causes congestion and delays at the intersection.



Croydon Road looking north towards the Parramatta Road intersection

## What is happening at the intersection?

To minimise delays to buses and improve travel reliability and safety we are proposing:

- a dedicated right turn lane and a shared through left turn lane in Arlington Street at the approach to Parramatta Road
- a dedicated right turn lane and a shared through left turn lane in Croydon Road at the approach to Parramatta Road
- changes to signal phasing that include a dedicated right turn arrow for vehicles turning right from Arlington Street and Croydon Road into Parramatta Road
- minor adjustments to the median on Parramatta Road to allow vehicles to turn right from Arlington Street and Croydon Road into Parramatta Road at the same time.

The northbound bus stop changes on Croydon Road, between Church Street and Parramatta Road, Croydon would include:

- removal of bus stop **ID 213234**. Reinstate with two unrestricted parking spaces
- removal of bus stop **ID 213235**. Replace with 'No Stopping'
- a new bus stop will be installed close to Dalmat Street and this will result in the removal of two unrestricted parking spaces. The net result of parking removal will be nil.

The southbound bus stop changes on Croydon Road, between Parramatta Road and Australia Street, Croydon would include:

- removal of bus stop **ID 213236**. Replace with 'No Stopping'
- removal of bus stop **ID 213237**. Reinstate with two unrestricted parking spaces
- a new bus stop will be installed close to Sunbeam Avenue and this will result in the removal of two unrestricted parking spaces. The net result of parking removal will be nil.

## Project benefits

- Improve the reliability of bus services and reduced journey times
- Improve traffic safety with dedicated right turn lanes and arrows on Arlington Street and Croydon Road
- Reduce the queue length of vehicles in Arlington Street and Croydon Road on the approach to the intersection of Parramatta Road
- Improve the efficiency of the intersection.



## Intersection improvements



## Bus stop changes





## Next step

We will consider feedback as part of the consultation process and a community engagement report will be prepared outlining the matters raised and our responses. The community will be kept informed as the project progresses.

Keep up to date about this project by joining our mailing list. Sign up at [rms.work/arlingtoncroydonparramatta](https://rms.work/arlingtoncroydonparramatta) or email [buspriority@rms.nsw.gov.au](mailto:buspriority@rms.nsw.gov.au)

## What is the Bus Priority Infrastructure Program?

The Bus Priority Infrastructure Program delivers infrastructure that makes bus services faster and more reliable, such as bus lanes, bus priority at intersections or more efficient bus stop placement.

Buses are a key part of Sydney's growing and evolving public transport network. Sydney's buses provide more than 220 million trips a year across the city. As Sydney grows, the bus system needs to meet the challenges growth brings.

## Feedback

We are seeking your feedback on this proposal until Monday 16 December by:

 1800 575 250

 [buspriority@rms.nsw.gov.au](mailto:buspriority@rms.nsw.gov.au)

 [rms.work/arlingtoncroydonparramatta](https://rms.work/arlingtoncroydonparramatta)

 Bus Priority  
PO Box 973  
Parramatta NSW 2124



**More time with family and friends**



**Improvements to public transport**



**More reliable bus travel**



## Translating and Interpreting Service

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### Arabic

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والطلب منهم الاتصال بوكالتكم Roads and Maritime Services على الرقم 1800 575 250.

### Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)。要求他們致電 1800 575 250 聯絡 Roads and Maritime Services。

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### Greek

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### Vietnamese

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November 2019  
RMS.19.1489

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Transport for NSW

## Arlington Street, Five Dock and Croydon Road, Croydon at Parramatta Road

Intersection improvement update and Have your say | April 2020



Croydon Road looking north towards the Parramatta Road intersection

### Intersection improvement consultation

In late 2019 Transport for NSW informed the community about our proposed Arlington Street, Five Dock and Croydon Road, Croydon at Parramatta Road intersection improvements. To review the original proposal in full please see [rms.work/arlingtoncroydonparramatta](https://rms.work/arlingtoncroydonparramatta)

The intersection improvements would reduce delays for bus customers and motorists as part of the NSW Government's Bus Priority Infrastructure Program. The program is linked to the NSW Government's roadmap to deliver the state's future transport network, the Future Transport Strategy 2056.

We are getting back in contact to tell you about the feedback we received, changes to the original proposal and next steps.

### Consultation findings

We received 25 responses, via email, telephone and our doorknock of local addresses. Thank you to everyone who gave feedback.

Key comments raised in the consultation included those about:

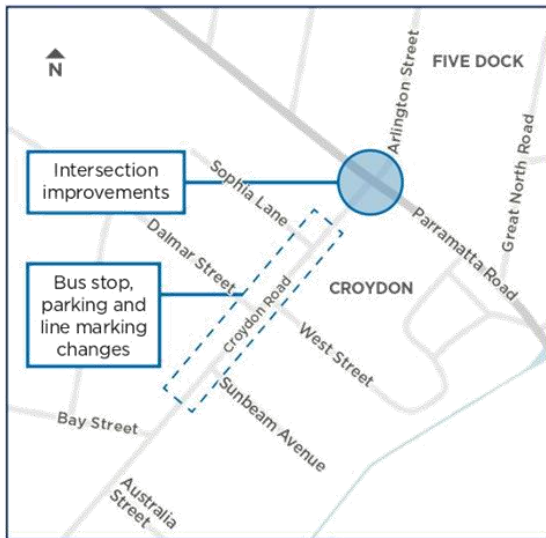
- Support for the proposal
- Proposed bus stop at the corner of Dalmar Street and Croydon Road
- Proposed right turn lanes
- Future operation of the intersection
- Bus stop changes on Croydon Road.

We will present all feedback received from the November 2019 and April 2020 consultation periods and our responses to it in an engagement report.

April 2020



## Project location



## Revised proposal benefits

Following further detailed analysis we have had to make some changes to the original proposal. The main reasons for these changes, which are listed in the table on the next page, are to maintain the safety and efficiency of the intersection and to improve traffic flow on Croydon Road.

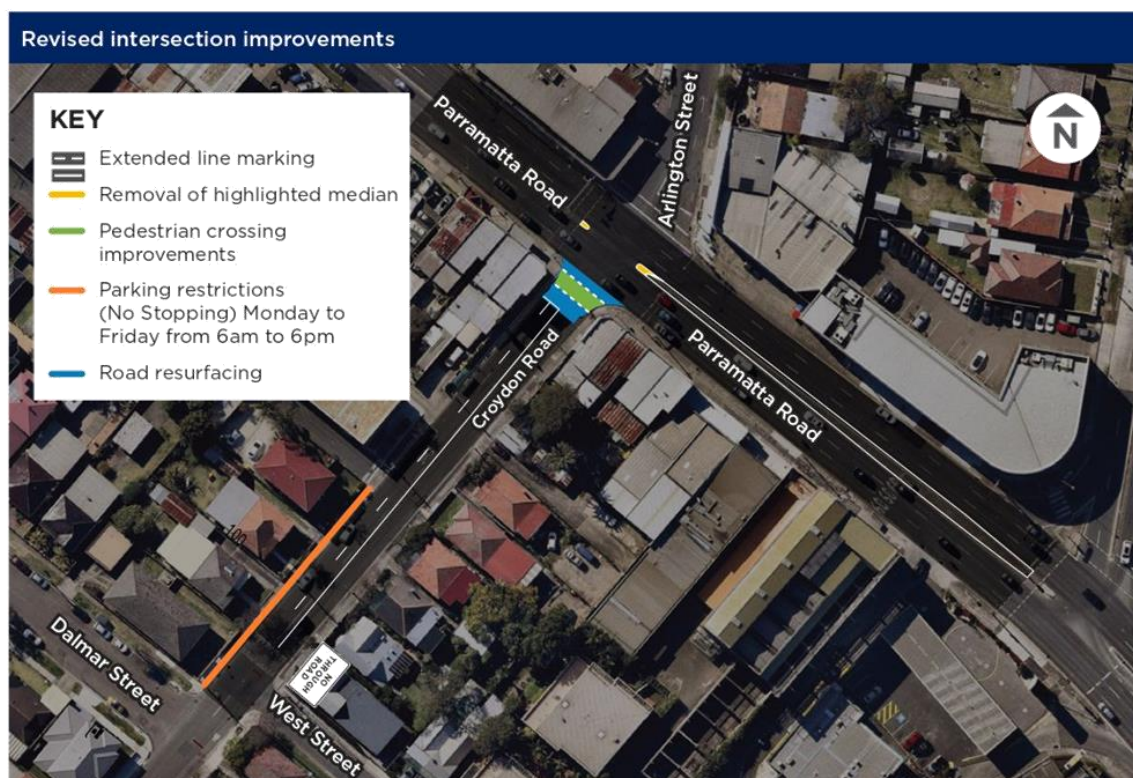
The main benefits of the revised proposal include:

- Improved lane use by extending the lane line marking further along Croydon Road, allowing buses to enter a lane well before the intersection with Parramatta Road
- Improved turning paths for all vehicles joining Parramatta Road from Croydon Road and Arlington Street
- A more efficient approach to Parramatta Road along Croydon Road with parking restrictions (No Stopping) on weekdays from 6am to 6pm
- Clearer line marking on Croydon Road to help vehicles stop before the pedestrian crossing at Parramatta Road.

## Bus stop changes, the same as originally presented in November 2019







## Revised proposal

Original proposal	Change to the proposal (and reason)
Bus stop changes on Croydon Road.	No change to original proposal.
Upgrades at the intersection to create more space for buses and other vehicles, while improving safety and efficiency: <ul style="list-style-type: none"> <li>remove the traffic island on Parramatta Road, on the western side of the intersection</li> <li>trim the median on Parramatta Road, on the eastern side of the intersection.</li> </ul>	No change to original proposal.
Dedicated right turn lanes and right turn traffic signal arrows from Arlington Street and Croydon Road into Parramatta Road.	Keep the existing traffic signal phasing and lane configuration by not line marking dedicated right turn lanes or providing right turn traffic signal arrows at the signalised intersection. This is due to space restrictions and to maintain safety and the overall efficiency of the intersection. Changes are no longer proposed on Arlington Street.
No changes to parking between Sophia Lane and Dalmar Street.	Change the existing am and pm peak timed parking along the western side of Croydon Road between Sophia Lane and Dalmar Street. This is to be replaced with No Stopping between 6am and 6pm Monday to Friday to improve traffic flow on the approach to the intersection.
No improvements to the pedestrian crossing on Croydon Road.	Resurface Croydon Road for 10 metres from Parramatta Road with a wider pedestrian crossing. This will also make the vehicle stop line clearer and assist in making sure vehicles do not cross this line, making it easier for buses to turn left from Parramatta Road into Croydon Road.
No line marking changes further down Croydon Road.	Extending the existing lane marking on Croydon Road (northbound) as far as the speed hump at Dalmar Street, to provide a clearer and more efficient approach to the intersection with Parramatta Road.

## Have your say

We welcome your comments on the revised intersection improvements by Friday 15 May 2020.

1800 575 250

buspriority@rms.nsw.gov.au



[rms.work/arlintoncroydonparramatta](https://rms.work/arlintoncroydonparramatta)



Bus Priority, PO Box 973,  
Parramatta NSW 2124



**Improving**  
traffic flow



**Intersection**  
improvements



**More reliable**  
bus travel



**Improvements**  
to public transport



**Save travel time**



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April 2020  
Pub No. 20.155

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**Item No:** LTC0620 Item 2

**Subject:** SMIDMORE STREET, MARRICKVILLE – MARRICKVILLE METRO EXPANSION WORKS – TEMPORARY FULL ROAD CLOSURE FOR AN 18 HOUR OVERNIGHT PERIOD – TO INSTALL A PEDESTRIAN BRIDGE (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

Council has received an application from MLA Transport Planning (MLATP) for approval of a temporary full road closure of Smidmore Street, between Edinburgh Road and Murray Street, Marrickville for a period of 18 hours in order to install the pedestrian bridge connecting the existing and new Centres at Marrickville Metro.

### RECOMMENDATION

**THAT the proposed temporary full road closure of Smidmore Street , between Edinburgh Road and Murray Street, Marrickville for a period of 18 hours from 3:00pm on Wednesday, 1 July 2020 to 9:00am Thursday, 2 July 2020 (contingency period 2 weeks start date from Sunday 5 July 2020 – to 19 July 2020) be approved for the purpose of installing the pedestrian bridge connecting the existing and new Centres at Marrickville Metro 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 7 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. The occupation of the road carriageway must not occur until the road has been physically closed; and
4. Written concurrence being provided from Sydney Metro TSE Group to Council.

### BACKGROUND AND OTHER STAFF COMMENTS

The Marrickville Metro Shopping Centre Expansion works includes the conversion of an adjacent previously unused industrial warehouse and a planned pedestrian bridge over Smidmore Street to connect the two buildings to integrate the new development with the existing shopping centre. A one-way shared zone is also planned for Smidmore Street as depicted in the image below.





This road closure application is sought to install the pedestrian bridge connecting the existing and new Centres at Marrickville Metro.

The Traffic Control Plan (TCP) and Traffic Management Plan (TMP) submitted with the application is attached.

## FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure.

## PUBLIC CONSULTATION

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

The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

## ATTACHMENTS

1. Smidmore Street Overnight Closure - Traffic Management Plan



Item 2



## Smidmore St, Marrickville Proposed Overnight Closure

### Traffic Management Plan

Attachment 1



# Smidmore St, Marrickville Proposed Overnight Closure

## Traffic Management Plan

Report Version: Final

Report Date: 25 May 2020

Report Reference: 20008

Client: Adco Constructions Pty Ltd

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Appendix A Traffic Control Plan





## 1 Introduction

This traffic management plan (TMP) has been prepared by MLA Transport Planning (MLA) in relation to a proposed overnight closure of Smidmore Street, Marrickville between Murray Street and Edinburgh Road. The proposed closure is required for the installation of a pedestrian foot bridge as part of the approved proposed expansion of Metro Marrickville Shopping Centre which is currently under construction.

The proposed closure is from 3:00pm on 1 July 2020 to 9:00am the next day.

Figure 1.1 shows the location of proposed temporary road closure.

**Figure 1.1: Location of Proposed Temporary Road Closure**





## 2 Detailed Plan of Proposed Measures

Is a detailed plan of the proposed measures necessary?	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Part of the approved expansion of the Marrickville Metro Shopping Centre includes a new pedestrian footbridge across Smidmore Street connecting the existing Centre with the new Centre. The new Centre is currently under construction. Mobile cranes are proposed to be used to lift the pedestrian footbridge in place. While the installation of the footbridge is taking place, Smidmore Street between Murray Street and Edinburgh Road is required to be closed to all traffic. The temporary closure of Smidmore Street is proposed for 1 July 2020 from 3:00pm to 9:00am the next day.

Traffic management measures to manage traffic during the proposed closure are presented in the traffic control plan which is contained in Appendix A.



## 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 temporary closure of 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 During Temporary Closure**



It is noted that traffic modelling conducted as part of the project application for the proposed expansion of Marrickville Metro Shopping Centre indicates that the surrounding intersections immediately adjacent to Smidmore Street where the proposed closure is located will have good intersection operation in the future i.e. Level of Service B or better – see Figure 3.2.



Figure 3.2: Post Development VISSIM Traffic Modelling Results



Source: TTPP

Although that traffic assessment included the partial closure of Smidmore Street, the modelling results shown in Figure 3.2 are still valid for the subject temporary closure as that traffic assessment factored in future growth of background traffic. Under this additional traffic loading, the nearby intersections are expected to operate with good level of service.

The subject closure involves the full closure of Smidmore Street, but at existing traffic level (not future traffic level as that assessed in the previous assessment).

In the light of the above, the proposed overnight closure of Smidmore Street is not expected to create any traffic impacts in the local road network.



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

Is an assessment required?

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

As discussed in Section 3, the proposed temporary road closure will not create any traffic impacts. As such, traffic measures to ameliorate traffic impacts are not required.



## 5 Assessment of Affected Public Transport Services

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

Public transport services have been relocated on a temporary basis to other locations. During the closure, Smidmore Street will not have any public transport services using it. As such, the proposed closure will not affect public transport services.



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

Are these details required?

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

No special provisions for emergency vehicles will be required as emergency vehicles will have the use of alternative routes in the local road network such as Edinburgh Road and Murray Street. However, emergency vehicles can be let through if required.

Provision for heavy vehicles will not be required since the heavy vehicles will have available other alternative routes in the local road network. See traffic control plan in Appendix A for details.

Similarly, cyclists and pedestrians will be directed to use other alternative routes. See traffic control plan in Appendix A for details.





## 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"/>

This is not required as the proposed closure is only a temporary one i.e. overnight closure.

At any rate, the proposed closure of 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"/>

The proposed closure will not affect traffic movements in adjoining Council areas.



## 9 Public Consultation Process

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

Public consultation has not been undertaken at this stage as this is a proposed temporary overnight closure.

It is noted that, under the Roads Act 1993, Council is required to advertise any proposed road closure.

However, if this is required by Inner West Council Adco will also prepare and distribute a community notification letter to local residents and businesses within 400m of Smidmore Street.



## Appendix A

### Traffic Control Plan



### MLA Transport Planning

Zenith Towers | Level 20 | Tower A | The Zenith

821 Pacific Highway | Chatswood | NSW | 2067

PO Box 268 | Chatswood | NSW | 2057

[www.mltp.com.au](http://www.mltp.com.au)



**Item No:** LTC0620 Item 3

**Subject:** SMIDMORE STREET, MARRICKVILLE – MARRICKVILLE METRO  
EXPANSION WORKS – TEMPORARY FULL ROAD CLOSURE FOR A TWO  
WEEK PERIOD – TO UNDERTAKE ROAD UPGRADE WORKS (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

Council has received an application from MLA Transport Planning (MLATP) for approval of a temporary full road closure of Smidmore Street, between Murray Street and Marrickville Metro Dock 5 Access Driveway for a period of two weeks for the purpose of road works.

## RECOMMENDATION

**THAT** the proposed temporary full road closure of Smidmore Street, between Murray Street and Marrickville Metro Dock 5 Access Driveway for a period of two weeks starting from Sunday, 12 July to Sunday, 26 July 2020 (contingency period Monday 27 July to Monday 10 August 2020) be approved for the purpose of road works 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 7 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. The occupation of the road carriageway must not occur until the road has been physically closed; and
4. Written concurrence being provided from Sydney Metro TSE Group to Council.

## BACKGROUND AND OTHER STAFF COMMENTS

A report regarding the signage and line marking for a new shared zone and one-way traffic arrangement in Smidmore Street, Marrickville was supported at the Local Traffic Committee meeting held on 4 May 2020. This report is for the road closure required to undertake those road upgrade works.

The Traffic Control Plan (TCP) and Traffic Management Plan (TMP) is attached.

## FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure.



## PUBLIC CONSULTATION

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

The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

## ATTACHMENTS

1. [↓](#) Smidmore Street 2 week Closure Traffic Control Plan
2. [↓](#) Smidmore Street 2 week Closure Traffic Management Plan







Smidmore St, Marrickville Proposed Two Week Closure for Road Works

Traffic Management Plan



## Smidmore St, Marrickville Proposed Two Week Closure for Road Works

### Traffic Management Plan

Report Version: Final

Report Date: 25 May 2020

Report Reference: 20008

Client: Adco Constructions Pty Ltd

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## Appendices

Appendix A Traffic Control Plan

## 1 Introduction

This traffic management plan (TMP) has been prepared by MLA Transport Planning (MLA) in relation to a proposed closure of Smidmore Street, Marrickville between Murray Street and the Marrickville Metro Shopping Centre car park access. The proposed closure is required for road works relating to the Smidmore Street upgrades as part of the approved proposed expansion of Metro Marrickville Shopping Centre which is currently under construction.

The proposed closure is for two weeks from 12 July 2020.

Figure 1.1 shows the location of proposed temporary road closure.

**Figure 1.1: Location of Proposed Temporary Road Closure**



## 2 Detailed Plan of Proposed Measures

Is a detailed plan of the proposed measures necessary?

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

Part of the approved expansion of the Marrickville Metro Shopping Centre includes upgrading Smidmore Street to improve pedestrian amenity with a proposed 10km/hr shared zone and proposed one-way traffic flow road arrangement for westbound traffic. The proposed upgrade of Smidmore Street has been recommended for approval by Inner West Local Traffic Committee (LTC) in the May 2020 LTC meeting. It is proposed to close Smidmore Street between Murray Street and the Marrickville Metro car park access to facilitate the upgrade of Smidmore Street. Access to Marrickville Metro car park and Loading Dock 5 will be maintained. Through traffic along Smidmore Street will not be permitted.

The temporary closure of Smidmore Street is proposed for two weeks starting from 12 July 2020.

Traffic management measures to manage traffic during the proposed closure are presented in the traffic control plan which is contained in Appendix A.

## 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 temporary closure of 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 During Temporary Closure**



It is noted that traffic modelling conducted as part of the project application for the proposed expansion of Marrickville Metro Shopping Centre indicates that the surrounding intersections immediately adjacent to Smidmore Street where the proposed closure is located will have good intersection operation in the future i.e. Level of Service B or better – see Figure 3.2.



**Figure 3.2: Post Development VISSIM Traffic Modelling Results**



Source: TTPP

Although that traffic assessment included the partial closure of Smidmore Street, the modelling results shown in Figure 3.2 are still valid for the subject temporary closure as that traffic assessment factored in future growth of background traffic. Under this additional traffic loading, the nearby intersections are expected to operate with good level of service.

The subject closure involves the full closure of Smidmore Street, but at existing traffic level (not future traffic level as that assessed in the previous assessment).

In the light of the above, the proposed two week closure of Smidmore Street is not expected to create any traffic impacts in the local road network.

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

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

As discussed in Section 3, the proposed temporary road closure will not create any traffic impacts. As such, traffic measures to ameliorate traffic impacts are not required.

## 5 Assessment of Affected Public Transport Services

Is an assessment required?

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

Public transport services have been relocated on a temporary basis to other locations. During the closure, Smidmore Street will not have any public transport services using it. As such, the proposed closure will not affect public transport services.

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

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

No special provisions for emergency vehicles will be required as emergency vehicles will have the use of alternative routes in the local road network such as Edinburgh Road and Murray Street. However, emergency vehicles can be let through if required.

Provision for heavy vehicles will not be required since the heavy vehicles will have available other alternative routes in the local road network. See traffic control plan in Appendix A for details.

Similarly, cyclists and pedestrians will be directed to use other alternative routes. See traffic control plan in Appendix A for details.



## 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"/>

This is not required as the proposed closure is only a temporary one i.e. two week closure.

At any rate, the proposed closure of 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"/>

The proposed closure will not affect traffic movements in adjoining Council areas.

## 9 Public Consultation Process

Is a public consultation process required?

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

Public consultation has not been undertaken at this stage as this is a proposed temporary overnight closure.

It is noted that, under the Roads Act 1993, Council is required to advertise any proposed road closure.

It is also noted that the application for the proposed road closure is being currently lodged with a road opening permit application. The opening permit application requires a community notification letter to be distributed to local residents and businesses. If required by Inner West Council Adco will update the community notification letter for the road opening permit application to include the proposed closure.



## Appendix A

### Traffic Control Plan





 <p>Transport Planning Zerith Towers   Level 20   Tower A   The Zenith 891 Pacific Highway   Chabwood   NSW   2067</p>		DATE: 11 MAY 2020		SCALE: NTS	
CERTIFICATION: THIS PLAN HAS BEEN APPROVED BY MICHAEL LEE - ROADS & MARITIME SERVICES CERTIFICATION PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN CARD NO. 0051952536		DRAWING NO.: 20008CAD002A-001		REV: A	
GENERAL NOTES: 1. ALL TRAFFIC CONTROLLERS TO BE ROADS AND MARITIME SERVICES ACCREDITED 2. ONE TRAFFIC CONTROLLER TO CONTROL TRAFFIC ON ONLY ONE LANE 3. THIS TCP IS TO BE SET UP/INSTALL BY ROADS AND MARITIME SERVICES ACCREDITED STAFF 4. THIS TCP MAY BE MODIFIED ON SITE TO SUIT ON-SITE CONDITIONS BY ROADS AND MARITIME SERVICES ACCREDITED PERSON 5. ALL SIGNS TO BE MINIMUM SIZE A 6. SIGNS TO BE PLACED TO ADVISE THAT THEY ARE TO BE OBTAINED BY BUSINESSES, PARKED VEHICLES, TREES AND OTHER OBSTRUCTIONS AND THAT THEY DO NOT OBSCURE EXISTING SIGNS 7. PEDESTRIAN ACCESS AROUND THE WORK SITE ARE TO BE MAINTAINED AT ALL TIMES WHEREVER POSSIBLE 8. TRAFFIC CONTROLLERS ARE TO ASSIST PEDESTRIAN MOVEMENTS AROUND THE WORK SITE 9. WORKERS DEPLOYED FOR GROUND CONTROL ARE TO REMAIN WITHIN THE PEDESTRIAN AREAS AT ALL TIMES 10. THE TRAFFIC MANAGER IS TO PERIODICALLY REVIEW ON-SITE CONDITIONS AND MODIFY THE TCP AS REQUIRED 11. THE TRAFFIC MANAGER IS TO ENSURE ALL SIGNS ARE IN GOOD CONDITIONS 12. ALL RELEVANT SIGN SERVICES ARE TO BE COVERED REMOVED WHEN WORKERS ARE NOT ON SITE.		DRAWING TITLE: SMIDMORE ST TWO WEEK CLOSURE TRAFFIC CONTROL PLAN		PROJECT: MARRICKVILLE METRO SHOPPING CENTRE	

## MLA Transport Planning

Zenith Towers | Level 20 | Tower A | The Zenith

821 Pacific Highway | Chatswood | NSW | 2067

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[www.mlatp.com.au](http://www.mlatp.com.au)

**Item No:** LTC0620 Item 4

**Subject:** CAMPBELL STREET, ST PETERS - (NEW M5 LOCAL ROADS) PROPOSED PARKING RESTRICTIONS IN ANGLE PARKING CAR PARK (MIDJUBURI - MARRICKVILLE WARD/ HEFFRON ELECTORATE/ INNER WEST PAC)

**Prepared By:** Scipio Tam - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

With the completion of the New M5 local roadworks in St Peters and the handover of the landscaped verges and on-street and off-street carparking spaces along Campbell Street, St Peters, Council has explored options to manage the new 26 space off-street angle parking in Campbell Street between Florence Street and St Peters Street, to best benefit the community and potential users. Local businesses and residents were consulted regarding what suitable timed-parking restrictions ought to be in place.

## RECOMMENDATION

**THAT the following restrictions be approved for the new 26 space off-street angle parking spaces adjacent to Campbell Street between Florence Street and St Peters Street;**

1. Installation of '4P 6.00am – 6.00pm' zone along the 12 angle parking spaces from the western end;
2. Installation of 'P30 8.00am – 9.30am, 2.30pm – 4.00pm school days' & '4P 9.30am-2.30pm school days, 6.00am – 6.00pm other days' along the 12 angle parking spaces from the eastern end, excluding the mobility parking spaces; and
3. Installation of 'Mobility Parking Only' along the 2 disabled angle parking spaces from the eastern end.

## BACKGROUND

As WestConnex New M5 local roadworks in Campbell Street, St Peters nears completion, Inner West Council was given the jurisdiction to introduce parking restrictions for the Campbell Street off-street carpark. Community engagement was conducted with nearby local businesses, residents and public school to gauge the community's view of potential restrictions to best benefit the community and potential users.

The Campbell Street carpark is located between Florence Street and St Peters Street, south of Campbell Street carriageway.

## FINANCIAL IMPLICATIONS

Nil.

## PUBLIC CONSULTATION & OTHER STAFF COMMENTS

A letter outlining various options for day-time and night-time parking restrictions were mailed out to the properties in Brown Street, Florence Street, St Peters Street, Church street, Victoria Street, Unwins Bridge Road, Princes Highway and Campbell Street.

The consultation survey results are summarised as follows:

- Day-time restrictions
  - Unrestricted – 8 supported – 21%
  - 4P 6am – 6pm – 26 supported – 67%
  - 6P 6am – 6pm – 5 supported – 13%
- Night-time restrictions
  - Unrestricted – 27 supported – 71%
  - No Stopping 6pm-6am – 11 supported – 29%

The comments received have been summarized below and were considered in preparation of the recommendation.

### Residential Parking Scheme

During the community engagement, several residents requested the implementation for Residential Parking Scheme (RPS) parking within the car park. However, as per Council guidelines, RPS is generally introduced along the frontages of residential properties. Campbell Street, between St Peters and Florence Street does not have any residential home frontages and prior to WestConnex works, Campbell Street did not have any on-street parking. Additionally, a number of residential properties on Campbell Street, Florence Street, Brown Street, St Peters Street, Church Street and Princes Highway were acquired by WestConnex as part of their New M5 local roadworks in Campbell Street. Therefore, the availability of on-street parking has increased for the current residents in the area.

### School Drop-Off & Pick-Up/ Bus Zone for St Peters Public School

An on-site meeting was held with the Principal of St Peters Public School to discuss the potential implementation of school drop -off and pick-up zones within the car park. Subsequently, the recommendation has included 30 minute restrictions in 12 angle parking spaces to assist the school.

Requests for replacing the existing 'No Parking' restrictions along the southern kerbside of the car park to 'Bus Zone' were raised. However, given the dimensions of the car park, a parked bus would interfere with vehicle ingress and egress into the angled parking spaces. The existing 'No Parking' zone is considered appropriate the application of short stay bus parking for students to alight safely.

### Long Term Parking/ Abandoned Vehicle Deterrence

During the community engagement, many residents were insistent in the prevention of long-term parking for airport commuters, abandon vehicles and campervans. The recommendation has addressed this matter as timed-parking will provide a regular turn-over for the car park.

### After-hours Anti-Social Behavior

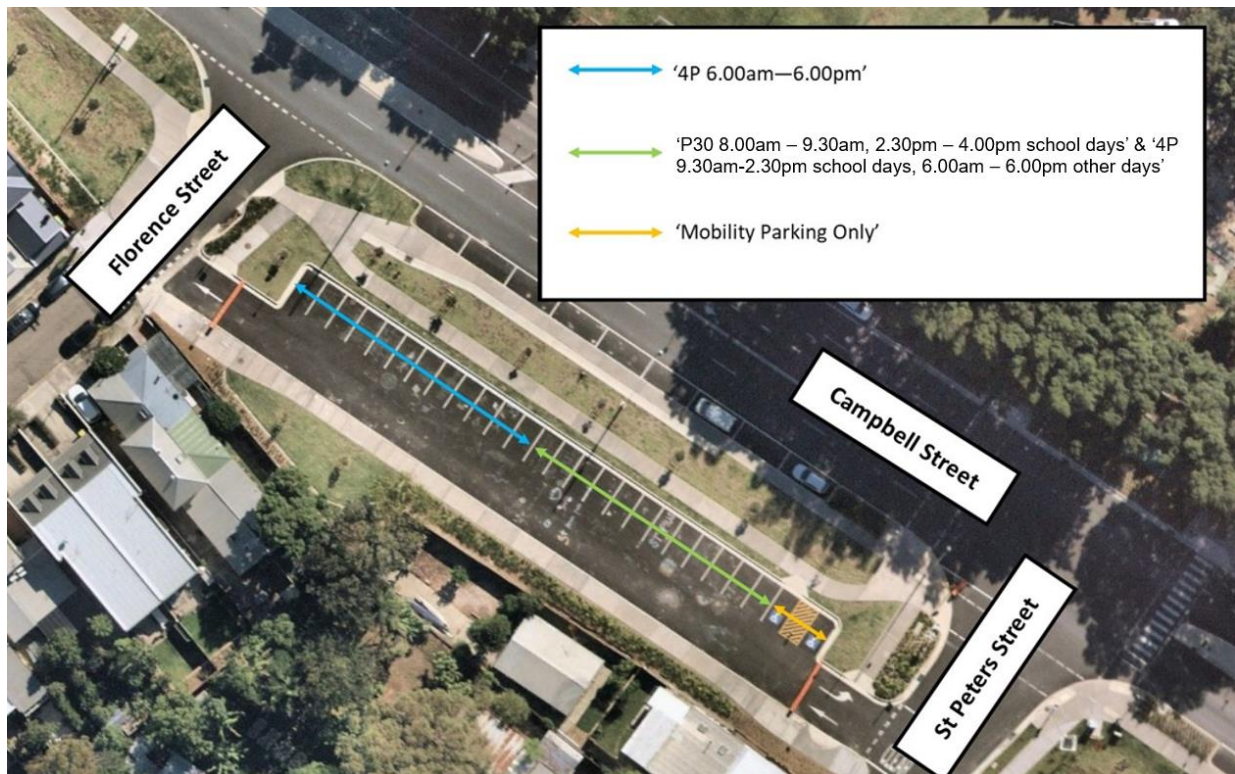
In order to gauge the potential issue of anti-social behavior, an option for 'No Stopping 6.00pm – 6.00am' was considered during consultation. Although, the 'No Stopping 6.00pm – 6.00am' was not the majority choice, several residents within the area had concerns of potential anti-



social behavior. Therefore, Council will continue to monitor the effectiveness of the approved parking restrictions.

## PROPOSAL

Noting the consultation results and in order to balance the needs of the community in the area, a mixture of 4-hour parking, 30-minute parking and Mobility Parking is proposed as shown in the following plan.



## ATTACHMENTS

Nil.

**Item No:** LTC0620 Item 5

**Subject:** HARTLEY STREET, ROZELLE - PROPOSED RESIDENT PARKING SCHEME (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** Felicia Lau - Acting Coordinator Traffic Engineering (North)

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has finalised an investigation into a Resident Parking Scheme (RPS) to address issues with long term parking by non-resident vehicles in Hartley Street, Rozelle between Brent Street and Victoria Road.

## RECOMMENDATION

**THAT a '2P 8am-10pm Mon-Fri, Permit Holders Excepted, Area R1' parking restriction be installed on both side of Hartley Street, on the frontage of residential houses in Hartley Street between Brent Street and Victoria Road, Rozelle.**

## BACKGROUND & OTHER STAFF COMMENTS

Council has received requests from residents of Hartley Street, Rozelle between Brent Street and Victoria Road for a Resident Parking Scheme (RPS) to address issues with long term parking by non-resident vehicles. Similar schemes operate in adjacent streets including Loughlin Street, Joseph Street and Mackenzie Street between Victoria Road and Brent Street.

Parking occupancy surveys have indicated that parking occupancy levels in Hartley Street, Rozelle were high (over 85%) which warranted further investigation for a resident parking scheme. Hence, an RPS was proposed to alleviate parking conditions for Hartley Street, Rozelle as shown in the following figure.

Resident permit eligibility will be a maximum of 2 resident permits per property (reduced by available off-street parking) and visitor permits will be single use, one-day permits. The annual allocation of visitor permits for eligible households will be up to 30 one-day permits.



## FINANCIAL IMPLICATIONS

Nil.

## PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the directly affected properties in Hartley Street and adjacent properties.

Consultation survey results are summarized as follows:

Number of properties within RPS area	-	16
Number of properties responded	-	15
Number of properties supported	-	11

The majority of the residents (69%) support an RPS restriction, which satisfies Council's current Resident Parking Scheme policy.

The main objection from the consultation are summarised below:

- This would further increase the parking stress in Brent Street.
- Off-street parking in the premises is difficult to assess and hence not used.

It should be noted that a Precinct Parking Study is proposed for the 2020/21 financial year for the Rozelle North area that will consider parking impacts to surrounding streets including Brent Street, Rozelle.

## ATTACHMENTS

Nil.