

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

FEBRUARY 2021

The February 2021 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 15 February 2021.

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.

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Nil at time of printing.

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Minutes of Local Traffic Committee Meeting

Held electronically in December 2020

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Clr Victor Macri	Councillor – Midjumburi-Marrickville Ward (Chair)
SC Tony Kenny	NSW Police - Inner West Police Area Command
Tanmila Samin Islam	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Adrian Prichard	Transit Systems – Inner West Bus Services
Colin Jones	Inner West Bicycle Coalition
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward (Alternative Chair)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Joe di Cesare	IWC's Design Services Coordinator
Christina Ip	IWC's Business Administration Officer

VISITORS

Nil.

APOLOGIES:

Nil.

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

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

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held in November 2020 were adopted at Council's meeting held on 24 November 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 Transit Systems representative supported all the Officer's recommendations.

LTC1220 Item 1 Croydon Road at Ranger Road/John Street, Croydon-Proposed New Pedestrian Refuge (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has finalised plans for the proposed construction of a new pedestrian refuge, with associated signs and line-marking, pram ramp/footpath re-construction, and the re-surfacing of the road pavement on Croydon Road at Ranger Road/John Street, Croydon. The work is proposed as part of the overall corridor of traffic facility works implemented along Croydon Road to improve pedestrian safety and traffic calming in the street.

Officer's Recommendation

THAT the detailed design plan (Design Plan No. 10151_B) for the proposed pedestrian refuge, with associated signs and line-marking, as well as pram ramp/footpath re-construction and the re-surface of the road pavement on Croydon Road at Ranger Road/John Street, Croydon, be APPROVED.

DISCUSSION

It was noted that the title block of the design plan incorrectly stated Jones Street instead of John Street. Council Officers have corrected the title to state John Street.

Clr da Cruz commented that:

- Residents have raised concerns about motorists running red lights at the pedestrian crossings on the corner of Frederick Street and Elizabeth Streets.
- Elizabeth Street, particularly from Frederick Street to Croydon Road, would be an ideal candidate for a 40km/h speed zone
- The Croydon shops area should be a designated High Pedestrian Activity Area

Council Officers advised that concerns regarding non-compliance with red lights at Frederick/Elizabeth Streets is a TfNSW/Police matter for investigation. Requests for Red Light Speed Cameras can be made via the Centre for Road Safety.

Council Officers also advised that speed reductions can separately be considered by TfNSW.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan (Design Plan No. 10151_B) for the proposed pedestrian refuge, with associated signs and line-marking, as well as pram ramp/footpath re-construction and the re-surface of the road pavement on Croydon Road at Ranger Road/John Street, Croydon, be APPROVED.

For motion: Unanimous

LTC1220 Item 2 Croydon Road at Elizabeth Street, Croydon - Proposed speed cushion and associated repair roadworks (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has finalised plans for the proposed construction of a speed cushion, with associated signs and line-marking, as well as the re-construction of an existing damaged central median island and the re-surfacing of the road pavement on Croydon Road at Elizabeth Street, Croydon. The work is proposed as part of the overall corridor of traffic facility works implemented along Croydon Road to improve pedestrian safety and traffic calming on the street.

Officer's Recommendation

THAT the detailed design plan (Design Plan No. 10151_A) for the proposed speed hump, with associated signs and line-marking, as well as the re-construction of the existing damaged central median island and re-surface of the road pavement on Croydon Road at Elizabeth Street, Croydon, be APPROVED.

DISCUSSION

Clr da Cruz asked for a 40km/h speed zone for John Street and Croydon Road. Council Officers advised that this can be separately considered by TfNSW.

Clr da Cruz also asked about the replacement of the speed hump on Croydon Road, north of John Street, with speed cushions. Clr da Cruz commented that pedestrians are confused about whether the speed hump is a pedestrian crossing and asked whether fencing was considered. Council Officers advised that the speed hump is a standard watts profile speed hump, with 'piano keys' on the device installed as per TfNSW/RMS standards which do not indicate pedestrian priority. The device is effective at managing speeds at that location and it is not proposed to be replaced with speed cushions which are generally less effective at controlling speed. Fencing/barriers is not required at these types of facilities and may impact car door openings, driveway access and access to waste collection.

The TfNSW representative stated that the slim 'Keep Left' signs have been superseded and the standard wide 'Keep Left' signs must be used instead. Council's Design team will amend the design plans (construction plans) to reflect this requirement.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan (Design Plan No. 10151_A) for the proposed speed hump, with associated signs and line-marking, as well as the re-construction of the existing damaged central median island and re-surface of the road pavement on Croydon Road at Elizabeth Street, Croydon, be APPROVED.

For motion: Unanimous

LTC1220 Item 3 Intersection of Dalmar Street & Croydon Road, Croydon, Proposed New Central Median Island in Dalmar Street (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has finalised plans for the proposed construction of a new central median island with associated signs and line-marking, and the re-surfacing of road pavement on Dalmar Street at the intersection of Croydon Road, Croydon. The work is proposed as part of the overall corridor of traffic facility works implemented along Croydon Road to improve pedestrian safety and traffic calming on the street.

Officer's Recommendation

THAT the detailed design plan (Design Plan No. 10151_C) for the proposed central median island, with associated signs and line-marking, as well as re-surfacing of the road pavement on Dalmar Street at Croydon Road, be APPROVED.

DISCUSSION

In response to the request from a resident for the central median island to be widened to a pedestrian refuge, Clr da Cruz stated that a pedestrian refuge is needed on Dalmar Street at Croydon Road.

Council Officers advised that to further widen the median to include a pedestrian refuge on Dalmar Street at Croydon Road would impact turning movements especially those of garbage trucks and other long vehicles. It would also result in the removal of parking back from the corners to which residents may object given the high demand for parking in the area. The proposed median allows the retention of parking which in itself will assist in controlling traffic speeds by creating a narrower carriageway. It was also noted that the traffic volumes in Dalmar Street are not high and as such, a staged crossing is not currently required.

The TfNSW representative stated that the slim 'Keep Left' signs have been superseded and the standard wide 'Keep Left' signs must be used instead. Council's Design team will amend the design plans (construction plans) to reflect this requirement.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan (Design Plan No. 10151_C) for the proposed central median island, with associated signs and line-marking, as well as re-surfacing of the road pavement on Dalmar Street at Croydon Road, be APPROVED.

For motion: Unanimous

LTC1220 Item 4 Minor Traffic Facilities (Baludarri-Balmain Ward/ Balmain Electorate/ Leichardt PAC)

SUMMARY

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

Officer's Recommendation

That a 6.0m 'Disabled Parking' zone be installed in the parking space in front No.8 Evans Street and No.6 Evans Street, Balmain, immediately adjacent to the existing garden bed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That a 6.0m 'Disabled Parking' zone be installed in the parking space in front No.8 Evans Street and No.6 Evans Street, Balmain, immediately adjacent to the existing garden bed.

For motion: Unanimous

LTC1220 Item 5 Pedestrian Access and Mobility Plan (PAMP) - (All Wards / All Electorates / All PACs)

SUMMARY

Council has commenced the process to prepare a Pedestrian Access and Mobility Plan (PAMP) for the Inner West LGA. The aim of the PAMP is to:

- Provide a network of safe, convenient and connected pedestrian routes which will encourage the shift from car dependency to walking.
- Enhance the pedestrian network to allow all pedestrians to enjoy safe, convenient and coherent independent mobility.

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The TfNSW representative made the following comments:

- Stickers or signs are not to cover pedestrian push buttons at signals. This is because the rounds on push buttons show information of the direction of the crossing and also vibrate to make the crossing noise. The stickers cannot be installed on any signal infrastructure.
- Pavement vinyls are not to be installed on pram ramps as they are a slip hazard.
- Recommendations for State Roads can be submitted to TfNSW for further consideration before any commitments are made.

Council Officers agreed to incorporate these requirements.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted.

For motion: Unanimous

LTC1220 Item 6 Edinburgh Street, Murray Street and Railway Parade, Marrickville – Marrickville Metro Expansion Works – Notice of Further Extension to Council Approved Dates of the Temporary Full Road Closure in Order to Complete Excavation Works for a Sewer Connection to Main Line (Midjuburi - Marrickville Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has received notice from JRK (contractor to Marrickville Metro Shopping Centre expansion works/ADCO) of a further required extension to Council approved dates for the temporary full road closure of a section of Edinburgh Road in order to complete excavation works for a sewer connection to main line. It is recommended that the proposed extension of dates for the temporary full road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT Council endorse the following recommendations;

The proposed further extension period for the temporary full road closure of sections of Edinburgh Street, Murray Street and Railway Parade, Marrickville from 28 November 2020 to 18 December 2020 (contingency period 2 week period ending 1 January 2021) be approved for the purpose of completing sewer connection works relating to Marrickville Metro Expansion works subject to, but not limited to, the following conditions:

1. A new 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 extension to the Council approved dates of the temporary full road 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;
4. Subject to written concurrence from Sydney Metro TSE Group and Transit Systems / Sydney Buses is provided to Council;
5. Subject to written concurrence from Transport for New South Wales; and
6. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council satisfaction.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT Council endorse the following recommendations;

The proposed further extension period for the temporary full road closure of sections of Edinburgh Street, Murray Street and Railway Parade, Marrickville from 28 November 2020 to 18 December 2020 (contingency period 2 week period ending 1 January 2021) be approved for the purpose of completing sewer connection works relating to Marrickville Metro Expansion works subject to, but not limited to, the following conditions:

1. A new 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 extension to the Council approved dates of the temporary full road 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;
4. Subject to written concurrence from Sydney Metro TSE Group and Transit Systems / Sydney Buses is provided to Council;
5. Subject to written concurrence from Transport for New South Wales; and
6. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council satisfaction.

For motion: Unanimous

LTC1220 Item 7 Local Traffic Committee Schedule for 2021

SUMMARY

The proposed schedule of the Local Traffic Committee meetings has been prepared for the 2021 calendar year. It is recommended that the proposed meeting schedule be received and noted.

Officer's Recommendation

THAT the proposed schedule of meetings of the Local Traffic Committee for the 2021 calendar year be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed schedule of meetings of the Local Traffic Committee for the 2021 calendar year be received and noted.

For motion: Unanimous

**LTC1220 Item 8 Traffic Management Plan for the 2020 New Year's Eve Event
(Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

SUMMARY

The Traffic Management Centre (TMC) has advised Council that they do not support the proposed right turn restrictions from Victoria Road into Robert Street, Rozelle (to all vehicles except buses and taxis) on New Year's Eve that was initially approved by The Local Traffic Committee in October 2020. This report provides the Committee with the amended TMP to be utilised on New Year's Eve given this amendment.

Officer's Recommendation

THAT the amended TMP for New Year's Eve on Balmain Peninsula be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the amended TMP for New Year's Eve on Balmain Peninsula be received and noted.

For motion: Unanimous

This concluded the business of the meeting.

Item No: LTC0221(1) Item 1

Subject: 182-198 VICTORIA ROAD AND 28-30 FAVERSHAM STREET,
MARRICKVILLE – DA 201900096 – CONSENT CONDITIONS 30 AND 31 –
SIGNS AND LINE MARKINGS PLAN (MIDJUBURI - MARRICKVILLE WARD
/ SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Detailed line marking and signage plans and results of public consultation have been submitted by TOGA Wicks Park Development as part of development consent conditions for DA201900096 for the proposed mixed-use development at 182-198 Victoria Road and 28-30 Faversham Street, Marrickville. The proposal involves changes to on-street parking restrictions and the installation of new regulatory signage. It is recommended that the submitted plans be supported in principle subject to a TMP being submitted by the applicant to TfNSW for approval.

RECOMMENDATION

THAT:

1. The detailed plan of the 'No Stopping' restrictions corner of Faversham Street at Sydenham Road and at Hans Place at Fitzroy Street, Marrickville (as per the attached Plan B – N156271-06-02) be approved;
2. The detailed plan of the 'No Stopping' restrictions on the western side of Victoria Road, Marrickville south of Mitchell Street and time limited 'No Right Turn' restriction for northbound traffic into the new private road of the proposed development on the eastern side of Victoria Road opposite Mitchell Street (as per the attached signage and line marking plan (Plan C – N156271-08-01) be supported subject to a TMP being forwarded for the right turn restrictions and approved by TfNSW; and
3. The costs of the supply and installation of the associated parking signage are to be borne by the applicant in accordance with Council's Fees and Charges.

BACKGROUND

In 2019 Council received an application for 182-198 Victoria Road and 28-30 Faversham Street, Marrickville (DA201900096) to demolish existing improvements and construct a mixed-use development ranging from 6 storeys to 14 storeys in height comprising 2,351sqm of ground floor retail floorspace, 270 residential apartments and two levels of associated basement car parking, including the provision of public domain and landscaping works.

The application related to a type of development that the Minister for Planning categorised as being of regional significance and under the Environmental Planning and Assessment Act the Sydney Eastern City Planning Panel was the consent authority for the purposes of determining the application.

A report went to the LTC 3 February 2020 noting that the public exhibition of the proposal resulted in 79 submissions. The applicant's response to submissions was detailed in a report (RTS) dated 13 September 2019. Traffic impact concerns were raised twenty-

three (23) times in relation to the consequences of additional traffic generated by the proposed development on the existing traffic network and pattern of vehicular movement along Victoria Road and Sydenham Road. Various objections focused on traffic impacts during AM / PM peak hours and during weekends (estimated 60, 260 and 310 vehicle trips, respectively) and the impact of additional traffic generated on an already saturated network, especially at the intersection of Victoria Road and Sydenham Road, Marrickville.

Transport for NSW's (formally RMS) submission dated 13 May 2019 raised no objections however subject to their approval they stipulated a number of conditions including "2. *Vehicular access into the development from Victoria Road shall be limited to left-in only. A median island shall be constructed on Victoria Road to restrict right turn movements into the subject site.*"

The applicant's response to RMS' conditions noted that they were in agreement with a majority of conditions, in principle, with the exception to 'Item 2' of providing a median strip along Victoria Road. They stated that amalgamating several driveways into one justifies retention of right turns into a single consolidated driveway as acceptable. It was noted that this is debateable and RMS's comments are considered realistic and practical as vehicles turning right off Victoria Road may quite easily cause a backup into the signalised intersection of Victoria Road and Sydenham Road some 100 metres south of the proposed single driveway as well as add to the possibility of impending right through crashes.

On Wednesday 15 January 2020 RMS informed Council that they had reviewed the requirement for the median island listed as item 2 in their letter dated 13 May 2019. They said: "*TfNSW (previously RMS) is agreeable to the deletion of item 2 considering this section of Victoria Road is a regional road which is the responsibility of Council and that the median has not been incorporated into the Victoria Road Precinct Development Control Plan or Contributions Plan, which governs the planning of the precinct and which was adopted by Council.*"

Notwithstanding, it was noted in the LTC report that a median strip is defensible and in its absence a condition requiring the installation of signage restricting right turns into the subject site from Victoria Road will be essential, particularly during peak hours. Road safety for all users is paramount and should, in the future, circumstances indicate for road safety reasons a median strip is warranted the possibility of one being installed should not be eliminated totally, and needs to be expressed in consent conditions should consent be forthcoming.

The applicant for DA201900096 has now submitted information to satisfy the following conditions relating to parking and traffic matters in the consent:

30. Right Turn Restriction

Access to the site from Victoria Road during the morning peak shall be restricted to "left in" only. The restriction shall be enforced by regulatory signage banning "rights turns" into the site between 7:00am and 9:30 am (Monday to Friday). A regulatory signage plan for Victoria Road shall be submitted to and approved by Council's Traffic Committee before the issue of a Construction Certificate.

31. Signage and Car parking Plan

A signage and carparking plan must be developed which maximises the retention of existing "on-street" parking whilst providing for efficient and safer movement of vehicles through the provision of passing bays and intersection controls/treatments for both Hans Place and Faversham Street. The plan must also include an assessment of sight lines and swept paths for the largest vehicles at the exit driveway and at the intersections of Hans Place with Fitzroy

Street and Faversham Street with Sydenham Road. The plan shall be submitted to and approved by Council before the issue of a Construction Certificate.

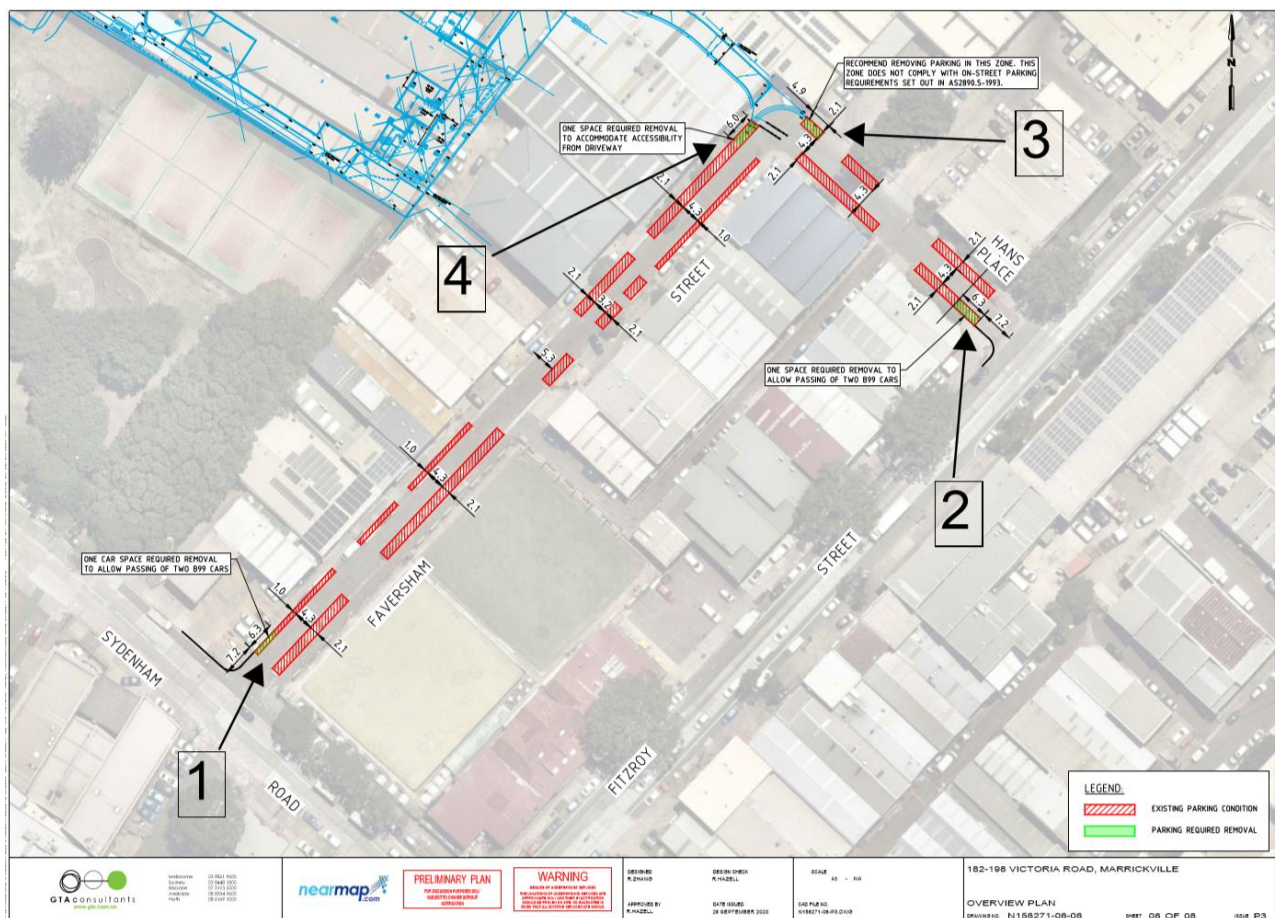
FINANCIAL IMPLICATIONS

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

DISCUSSION

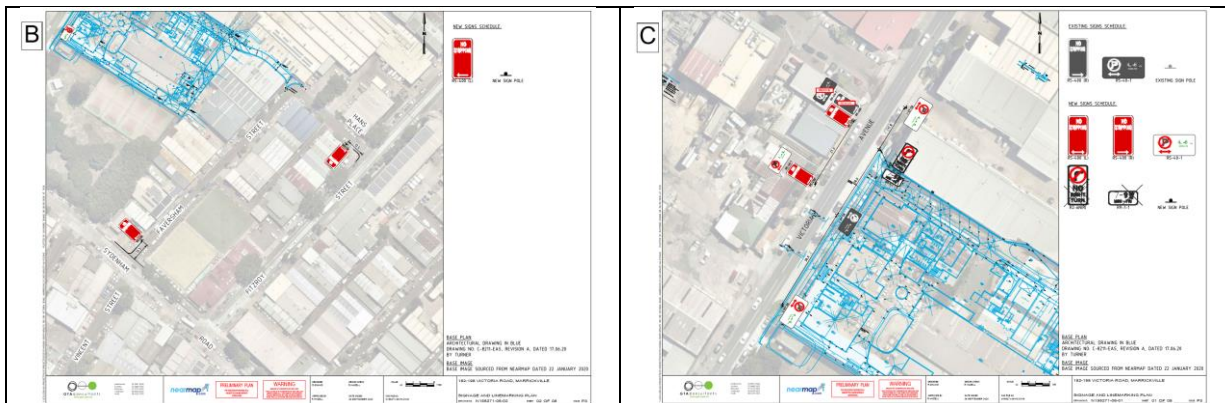
Future changes to on-street parking in the area

The proposal involves the removal of 4 on-street parking spaces as indicated in the plan below.



Spaces marked 3 and 4 on the plan are required to be removed facilitate the egress from the shared access way at the apex of Faversham Street and Hans Place. In addition, the applicant says that the 5 on-street parking spaces lost along Victoria Road will be offset by the creation of a combined access way and removal of the existing multiple driveways resulting in up to 7 spaces (outside the 4-6pm peak period clearway).

Proposed Signage and Line Marking Plans



The signage and line marking plans are reproduced at the end of this report (Plan B – N156271-06-02 and Plan C – N156271-06-01 Victoria Road). It is noted that the 'No Stopping' signage corner of Faversham Street at Sydenham Road and at Hans Place at Fitzroy Street (Plan B – N156271-06-02) are at a distance of 13.5 metres and not at the statutory 10 metre 'No Stopping' distance, subsequently the supplied sight line estimates may not be adequate noting that they were evaluated at the greater distances (refer to attached plans 'D' 'E' 'F').

It is noted that a Traffic Management Plan (TMP) needs to be submitted by the applicant to TfNSW for the right turn restrictions following the LTC meeting.

PUBLIC CONSULTATION

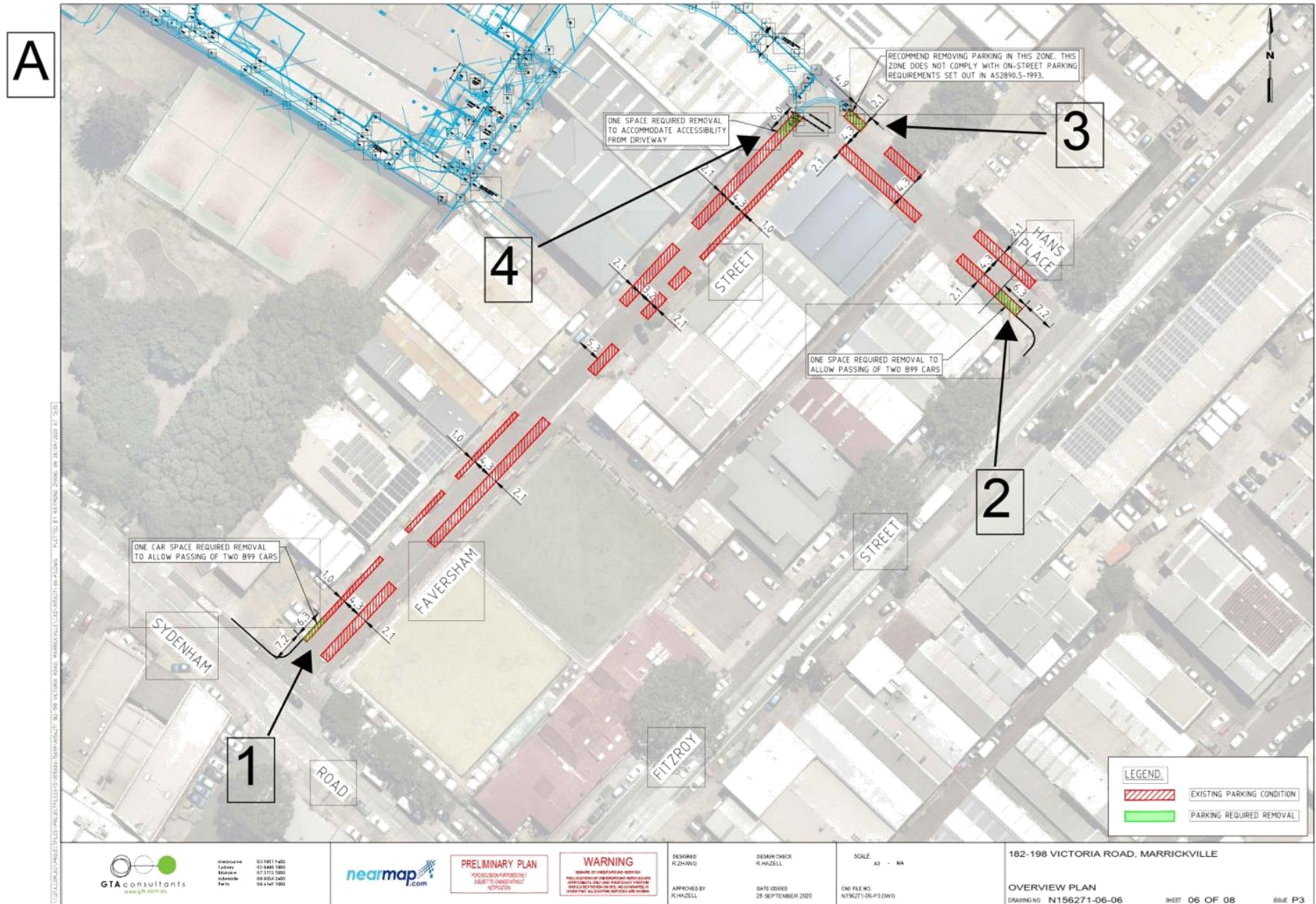
TOGA undertook the community consultation to satisfy consent conditions 30 & 31. By letter drop they notified 11 adjoining properties, only 1 response supported the changes and it is noted that response represented 5 of the notified properties, which are all owned by the Danias Group.

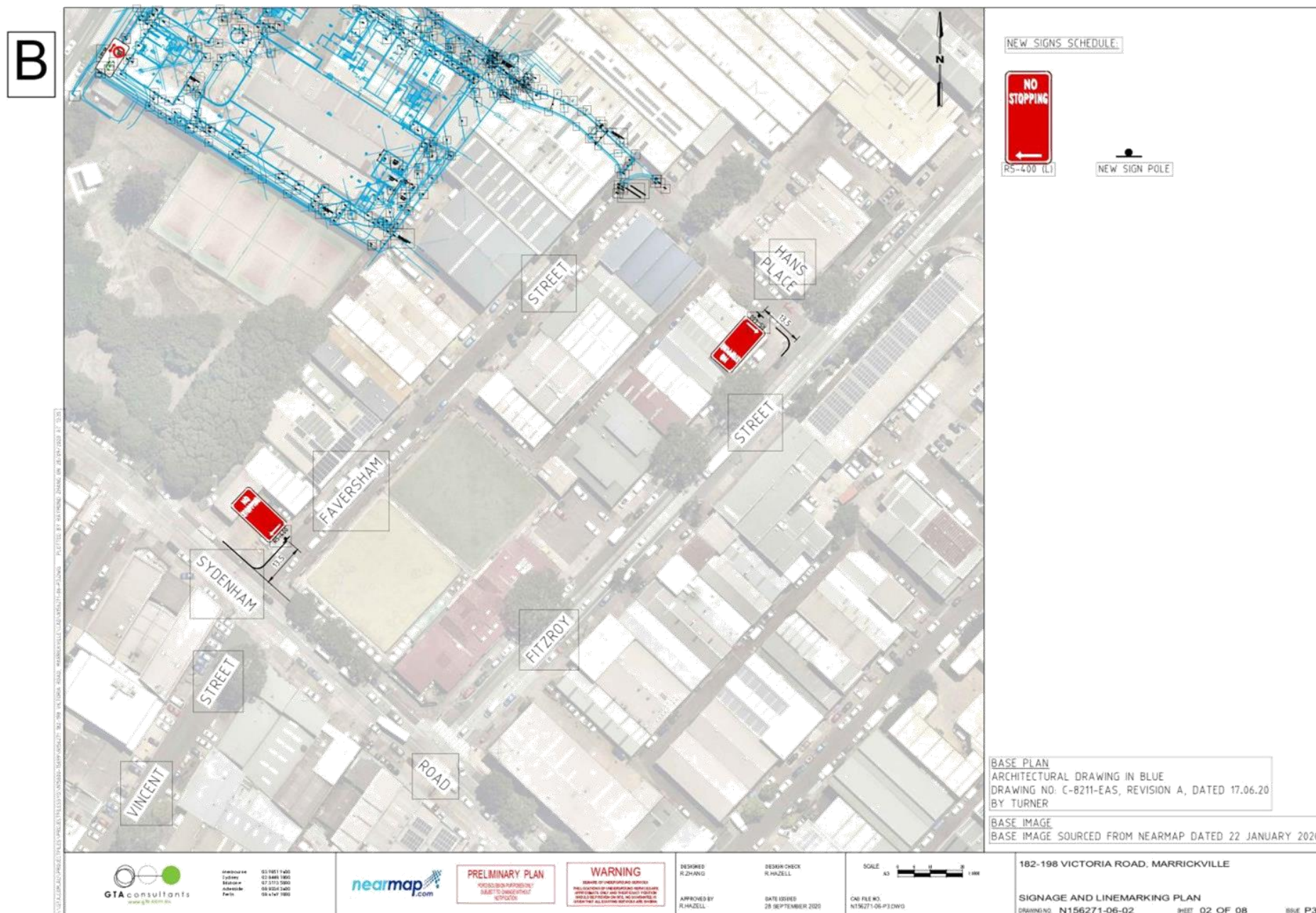
CONCLUSION

It is recommended that the submitted plans be supported in principle subject to concurrence of TfNSW for the proposed right turn restrictions on Victoria Road, Marrickville.

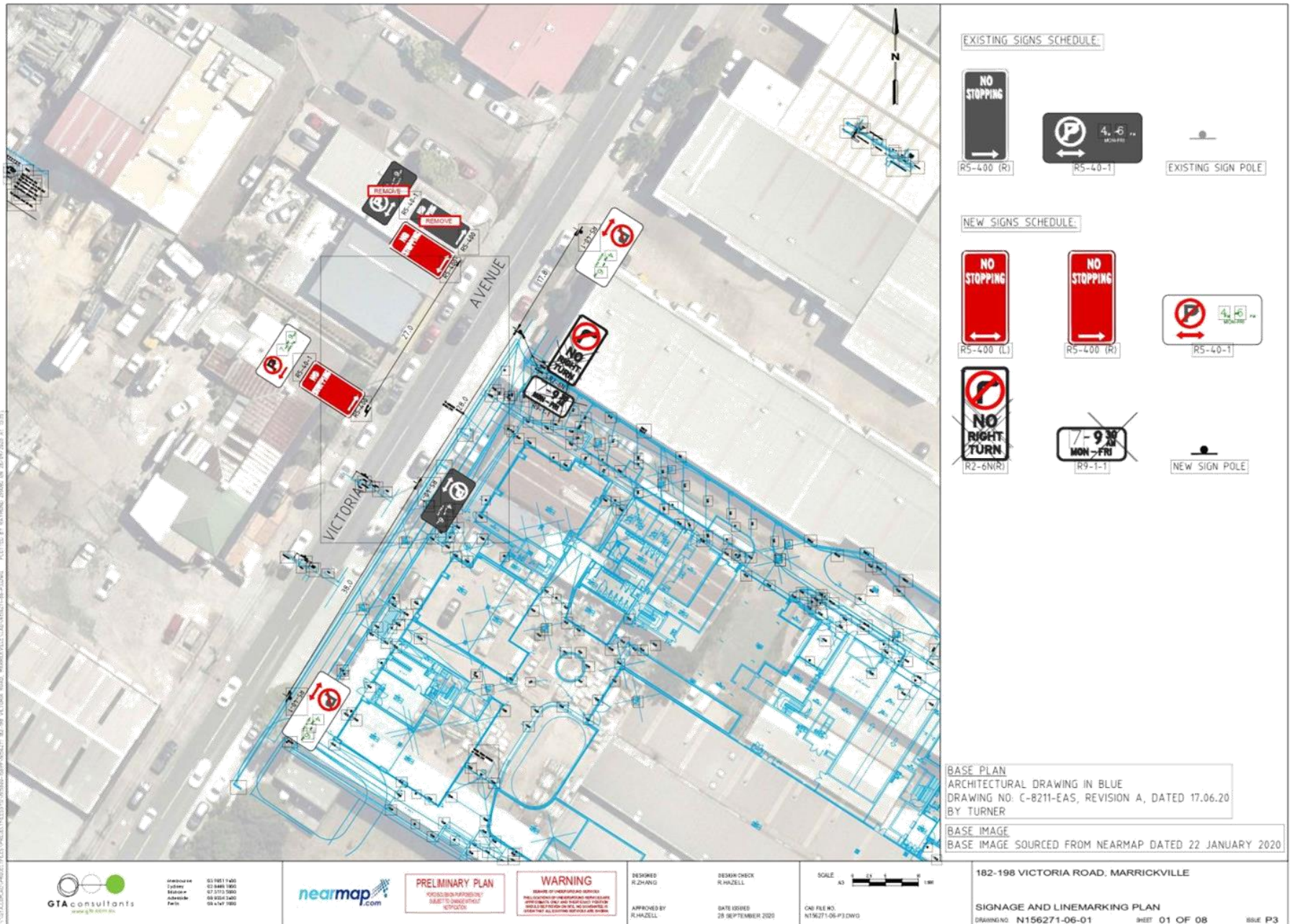
ATTACHMENTS

1. [DA201900096 CC30&31 - 182-198 Victoria Road 28-30 Faversham Street MARRICKVILLE](#)

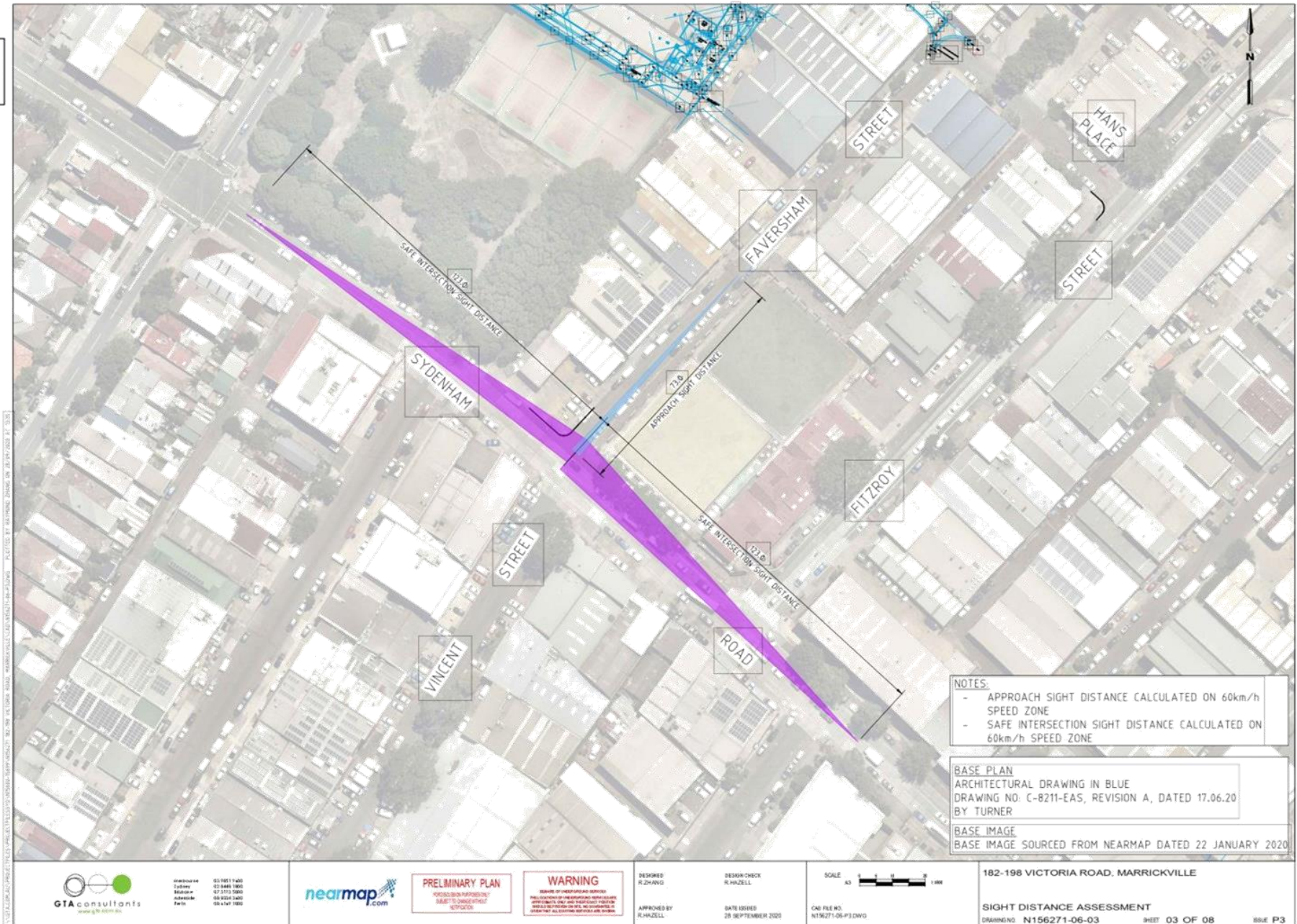


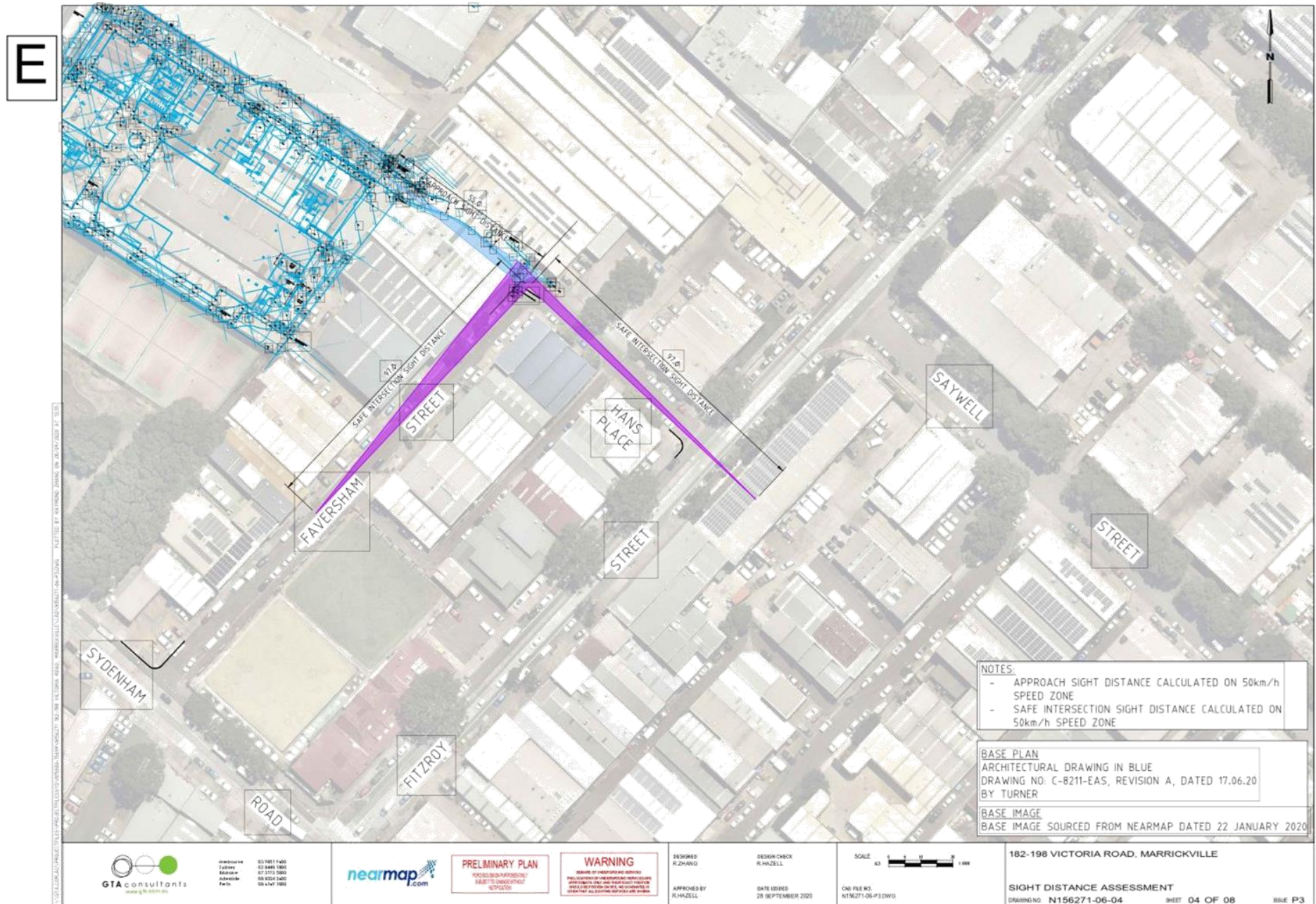


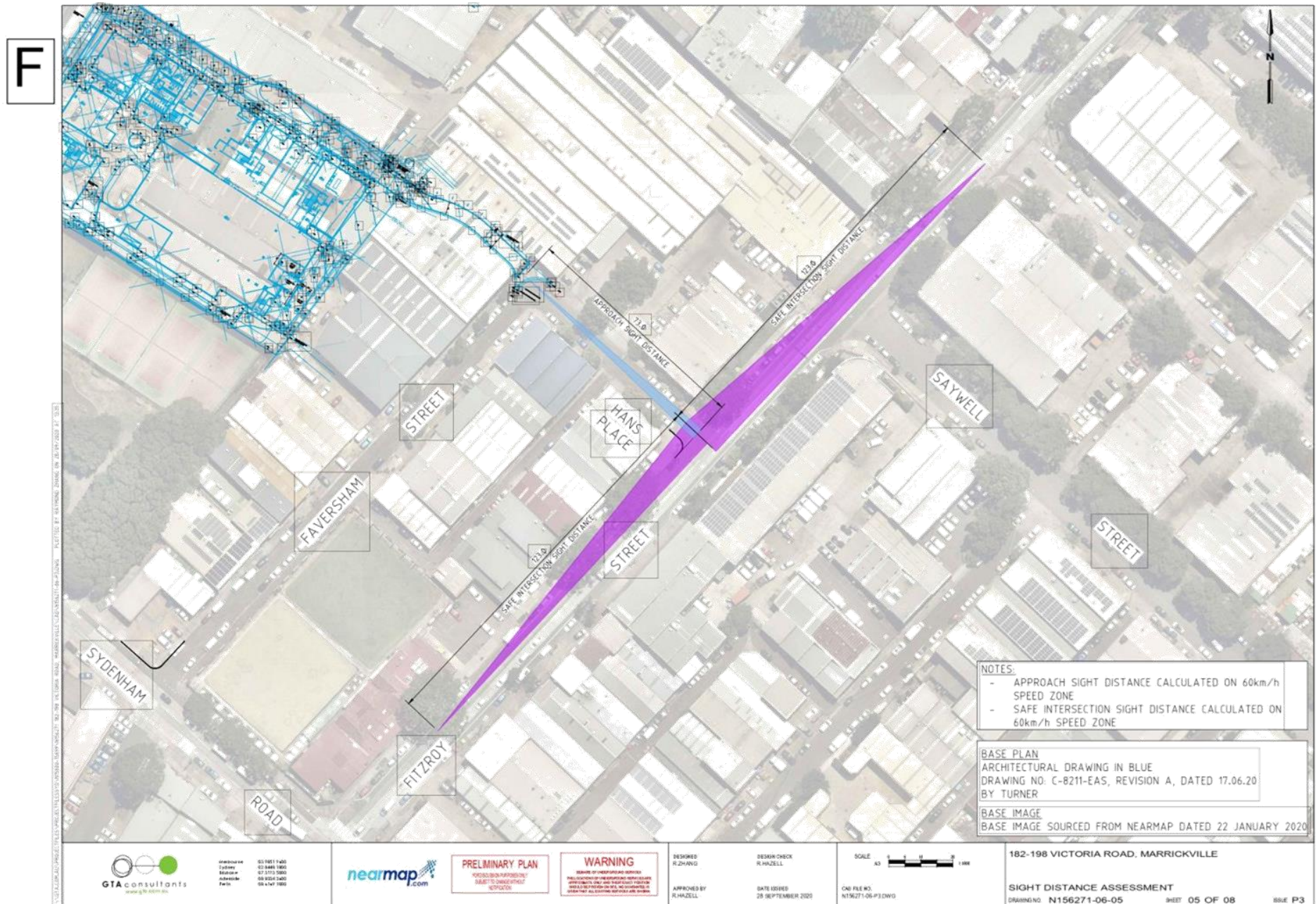
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Item No: LTC0221(1) Item 2

Subject: MARRICKVILLE ROAD, MARRICKVILLE – REINSTATEMENT OF PART TIME LIMITED ½ HOUR PARKING WITHIN BUS ZONE OUTSIDE 145-147 MARRICKVILLE ROAD (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

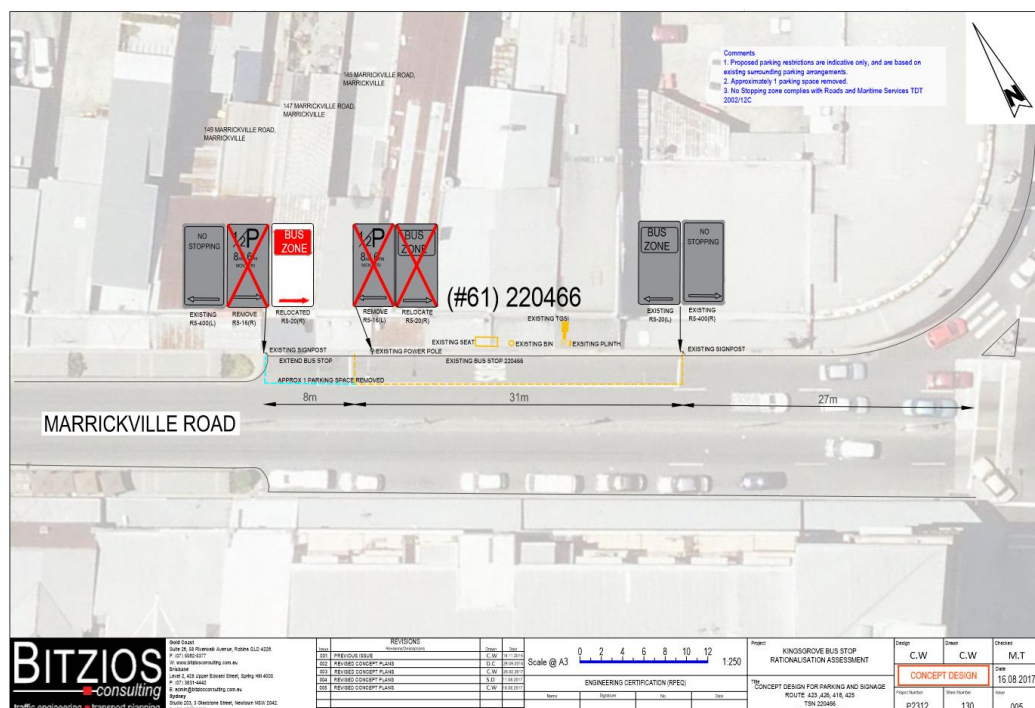
TfNSW has provided in-principle support to the reinstatement of an 8 metre length of part time limited ½ hour parking restrictions between 10am – 3pm Monday-Friday within of the existing 'Bus Zone' on the northern side of Marrickville Road, Marrickville outside No.145-147 to allow for deliveries to local businesses during weekdays.

RECOMMENDATION

THAT an 8 metre length of limited ½ hour parking restrictions be reinstated within the western end of the existing bus zone ('Bus Zone 6am – 10am & 3pm – 7pm Mon - Fri; 1/2P 10am – 3pm Mon – Fri') on the northern side of Marrickville Road, Marrickville outside No.145-147 be approved to allow for deliveries to local businesses during weekdays.

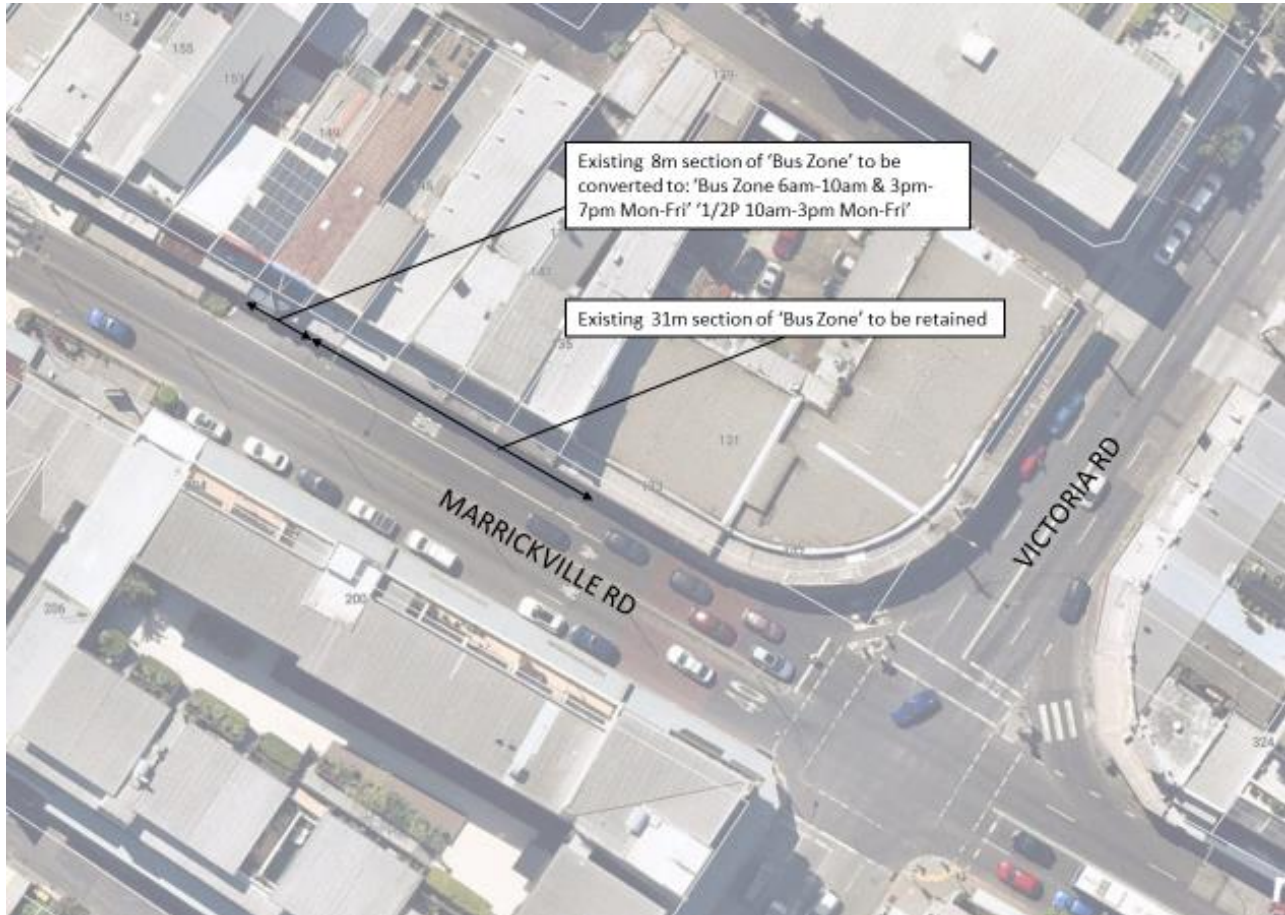
BACKGROUND

The subject Bus Stop was lengthened as part of a RMS proposed change to bus stops in Marrickville under the Kingsgrove Bus Stop Rationalisation Project 2017. Site #61(plan below) required the 8 metre extension of the existing bus zone which removed the only available public on-street parking spot in the block. Over time there has been numerous requests to reinstate the on-street parking space from local businesses and others.



FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signposting associated with the recommended parking restrictions can be met from Council's operating budget for signs and line marking.



PUBLIC CONSULTATION

On 22 January 2021 a consultation letter was hand delivered to 12 adjacent premises in the block between Victoria Road and Frampton Avenue, Marrickville and an email was sent to the local Chamber of Commerce. The closing date for submissions ended on 5 February 2021. To date there have been no responses.

ATTACHMENTS

Nil.

Item No: LTC0221(1) Item 3

Subject: WAY STREET, ST PETERS – REQUEST FOR 'NO PARKING' RESTRICTIONS (MIDJUBURI – MARRICKVILLE WARD / HEFFRON 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 representations from Sydenham Maintenance Centre (XPT Maintenance for Sydney Trains) requesting the installation of 'No Parking' restrictions in Way Street, Tempe west of Toyer Street on the southern side approach to the rail overbridge to their Centre. They raised concerns that when cars are parked on both sides of Way Street at the overbridge approach it is very difficult for trucks to enter their facility. An investigation revealed that current parking signage is not in accordance with Council records after recent redevelopment of the adjacent property No.22 Way Street and that if signage is relocated correctly and inclusive of statutory requirements the requested 'No Parking' restrictions would be unnecessary.

RECOMMENDATION

THAT:

1. The request for 'No Parking' restrictions on the south side of Way Street, between Toyer Street and the rail overbridge not be acceded to;
2. The 'No Parking 8:30am-4pm Mon-Fri' restrictions sign on the north side of Way Street, Tempe outside No22D Way Street be relocated a further 6 metres east (to the driveway of No.22C Way Street);
3. A 'No Stopping' zone on the north side of Way Street 10 metres east of Hillcrest Lane be approved (in accordance with the Road Rules);
4. A statutory 10m 'No Stopping' zone be signposted on the northern side of Way Street west of Hillcrest Lane (to the bridge approach) be approved; and
5. Council Parking Officers be notified of these changes.

BACKGROUND

Sydney Trains contacted Council in regard to trucks having difficulty at times accessing their Centre because vehicles were parked on both sides of Way Street leading up to the approach of the rail overbridge, which is the entrance to their XPT Maintenance Centre. The Centre operates 24/7 with around 40 staff and has a number of daily/weekly deliveries some involving semi-trailers and at times other vehicles associated with up to 12 rail possessions a year.

An initial investigation was carried out by Council Officers which revealed that some local signage was not in accordance with Council records and if adjusted would alleviate the reported situation of trucks having difficulty accessing the Centre. In addition, Council received a photo of a truck not being able to access Way Street from Unwins Bridge Road due to a vehicle parked over a garage driveway.

Way Street is approximately 6 metres in width and runs north-south between Unwins Bridge Road, Tempe and a dead end at the rail over bridge, which is the entrance to Sydney Trains XPT Maintenance Centre. The section of road between Unwins Bridge Road and Toyer Street

has unrestricted parking on the north-eastern side except for a section of time limited 'No Parking' school bus restriction outside No.22 Way Street and has 'No Parking' restrictions on the south-western side. There are a number of driveways along the north-eastern side and several site visits confirmed residents regularly illegally parking across/over driveways.

In 2016 a report went to the 11 February LTC meeting regarding the request for the installation of 'No Parking' restrictions in Way Street, Tempe at the intersection with Toyer Street, as school buses encountered difficulties turning at the intersection due to vehicles being parked at the intersection. It was recommended then that the installation of 'No Parking 8:30am-4pm Mon-Fri' restrictions on the north-eastern side of Way Street, Tempe between Unwins Bridge Road and Toyer Street be approved, in order to provide easy and safe vehicular access for buses at the intersection. This signage was installed shortly afterwards in 2016.

In mid-2018 the redevelopment of No.22 Way Street was completed and the signage for the 'No Parking 8:30am-4pm Mon-Fri' school bus restrictions were relocated not in the same position. The north stem was moved further north fittingly due to new driveways however the south stem was relocated approximately 6 metres north of its approved location. Refer to the diagram below. It is noted that this will be recommended to be rectified as part of this report.



Further, to satisfy Sydney Trains' request for 'No Parking' restrictions consultation was carried out with all residents in Way Street and Tempe High School, which abuts the whole southern side of Way Street between Unwins Bridge Road and Toyer Street, Tempe.

The consultation letter stated that Council is considering a proposal to implement a 21 metre length of 'No Parking' restrictions in Way Street, Tempe outside No.19 - No.23 Way Street,

Tempe due to concerns related to heavy vehicle and emergency vehicle access to the Sydenham Maintenance Centre (XPT Maintenance for Sydney Trains). Citing that it had been reported that trucks entering and leaving the Centre were often obstructed at the east-south approach to the rail over bridge when vehicles were parked in that section of the street.(refer to the diagram below).



PUBLIC CONSULTATION

34 letters were delivered to owners / occupiers of properties in Way Street, Tempe and an email was sent to Tempe High School. Six (6) responses were received. Two were in opposition to the proposed 'No Parking' restrictions outside their residences, another two opposed the installation of statutory 10m 'No Stopping' restrictions outside their residence on the northern side, one response was indifferent somewhat citing residents blocking their driveway was more of an issue, while the remaining resident had no issue with whatever was proposed.

FINANCIAL IMPLICATIONS

The costs of installation of the parking restrictions as recommended can be funded within Council's signs and line marking budget.

CONCLUSION

It is noted that under the Road Rules, motorists are not permitted to stop or park within ten metres of any un-signalised intersection. Similarly, it is an offence under the Road Rules for any vehicle to park across or block a driveway. Both of these Road Rules are enforceable and Council Rangers should be notified if vehicles are parking illegally.

The issue cited by Sydney Trains was when cars were parked on both sides of Way Street at the overbridge approach that it was difficult for trucks to enter their facility. However, due to the available statutory 'No Stopping' parking restrictions and recently formed driveways outside No.22 on the northern side of Way Street, Tempe south of Hillcrest Lane and with the correct reinstatement of the eastern 'No Parking 8:30am-4pm Mon-Fri' school bus restrictions sign on the north side of Way Street, Tempe outside No.22D Way Street vehicles will not be able to park for a 20 metre length (up to 32 metres during school bus restriction times Monday to Fridays) allowing adequate clearance for trucks entering and leaving the XPT Maintenance Centre.

Accordingly, it is recommended that 'No Parking' restrictions not be acceded to in Way Street, Tempe west of Toyer Street on the southern side approach to the rail overbridge to the XPT Maintenance Centre.

ATTACHMENTS

Nil.

Item No: LTC0221(1) Item 4

Subject: STEP 1 PUBLIC DOMAIN WORKS. 3-7 & 13-17 REGENT STREET, RSL RELOCATION 287-309 TRAFALGAR STREET & 16-20 FISHER STREET, PETERSHAM-DA201800173 (STANMORE WARD-DAMUN/NEWTON ELECTORATE/INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Development is currently being undertaken or will be undertaken under approved DA 201800173 on a comprised 3 site development namely 3-7 Regent Street, 13-17 Regent Street, and 287-309 Trafalgar Street, & 16-20 Fisher Street, Petersham.

The Petersham RSL is being relocated from 3-7 Regent Street to 287-309 Trafalgar Street & 16-20 Fisher Street.

This report deals and details proposed on road tree planter boxing, traffic/parking control measures and kerb-extension in Regent Street as part of Step 1 of the Public Domain Works, as required to be carried out under condition of Development Consent.

Committee approval is sought on the Public Domain Works in Regent Street, Petersham, as shown on plan **Attachments 2** (SK101 version F) and plan **Attachment 3** (SK102 version B).

RECOMMENDATION

THAT:

1. The detailed proposed on road tree planter boxing, traffic/parking control measures and kerb extension in Regent Street, Petersham for the Public Domain works for DA 201800173, as shown on the plans attached SK101 version F and SK102 version B, be APPROVED; and
2. Bay lines be further added to plan SK101 version F in the control of parking between the on-road planter boxes.

BACKGROUND

The combined 3 sites under the approved development (shown in the figure below) are owned by the Petersham RSL namely:

1. (Site 1), 3-7 Regent Street;
2. (Site 2), 13-17 Regent Street; and
3. (Site 3), 287-309 Trafalgar Street & 16-20 Fisher Street, Petersham.

Sites 1 and 2 will comprise of residential units with underground parking, whilst site 3 will be of mix use accommodating the relocation of the Petersham RSL Club (currently at Site 1) with that of residential apartments and underground parking.

Site 1 awaits development till such time Site 3 can accommodate the transfer of the RSL Club.



FINANCIAL IMPLICATIONS

All cost on Step 1 Public Domain works will be borne by the developer.

OTHER STAFF COMMENTS

The Public Domain Works under Step 1 of the program entails streetscape improvements to street frontages of the developments in Regent Street, Fisher Street, and New Canterbury Road. **See Attachment 1.**

Public Domain works and other associated traffic facility works and parking changes for Trafalgar Street and corner to Regent Street/Trafalgar Street will be discussed on a separate report to the Traffic Committee. A proposed upgrade to the existing pedestrian refuge in Regent Street and implementation of 'No Right Turn' (PM Peak) from New Canterbury Road into Regent Street will also be discussed under the separate report to the Committee. This is not covered under the Scope of works for this Step 1 of the Public Domain works.

The improvements under Step 1 of the Public Domain works are as follows:

- Repaving of the footway with blue stone pavers;
- Tree planting within the footway;
- Repair to and extend grass verging in Regent Street (between Fisher Street New Canterbury Road);
- Tree planter boxing within the kerb lane (on-road) areas of Regent Street (between Fisher Street and Trafalgar Street);
- Repair and extend the kerb in Regent Street to preserve and prevent cutting into the root (stabilised) system of the exiting paperbark trees in Regent Street (between Fisher Street and New Canterbury Road);
- Kerb repair/adjustments and asphalt paving/resurfacing of road where required; and
- Drainage and other utility adjustments as required.

In regard to Regent Street which is the focus of this report and in reference to plan **Attachments 2 and 3:**

- Regent Street is a local road carrying around 1500 vehicles per day with a speed limit of 50km/h. It measures in width kerb to kerb approximately 12.2-12.8m.
- Tree Planter boxes are strategically placed and designed in accordance to AS2890.1 for parallel parking within the recessed bound areas (i.e. between tree planter boxes)
- 'No Stopping' restrictions are proposed to be implemented and tree planter boxes set back from the corners of Regent Street at the minimum statutory distance, or set back in distance to cater for any necessary upgrade to the pedestrian refuge in Regent Street.

- 'No Parking' is assigned across the proposed Site 1 driveway for the opportunity to pick up and drop off and improve sight view/access maneuverability in/out of the driveway.
- 'No Parking' is assigned adjacent to the kerb extension in Regent Street, south of Fisher Street, to prevent parking and allow for the safe and proper maneuverability of service vehicles out of Fisher Street. Similarly, sight view is improved out of Fisher Street.
- Apart from the 'No Stopping' to corners, 1 hour period parking restrictions are retained on the western side (between Trafalgar Street and Fisher Street) to provide for short term parking for patrons to the club and/or the general public.
- Apart from the 'No Stopping restrictions to corners, and 'No Parking' across the site 1 driveway, unrestricted parking is proposed in lieu of the other current mixed parking restrictions on the eastern side of Regent Street, between Trafalgar Street and Fisher Street. These other mixed parking restrictions (i.e 1 Hour period parking, 'Taxi Stand' and 'No Parking') are currently serving the RSL in Regent Street. Parking is proposed to be unrestricted under this scope of works following the completion of site 1.
- Although not shown on the plans, it is further recommended that bay lines be marked to further control parking between the on-road tree planter boxes in Regent Street.

A net loss of approx. 4-5 spaces is excepted under the proposed treatments in Regent Street over that of parking permitted prior to development. The parking impact under this proposal is counteracted or minimised by freeing up parking restrictions on the eastern side of Regent Street (between Trafalgar Street and Fisher Street).

On-road tree planter box detail in Regent Street and footway tree planting detail in Fisher Street is shown as information in **Attachments 4 and 5**.

PUBLIC CONSULTATION

Affected residents/businesses would have been consulted on the Public Domain Works under the DA approval.

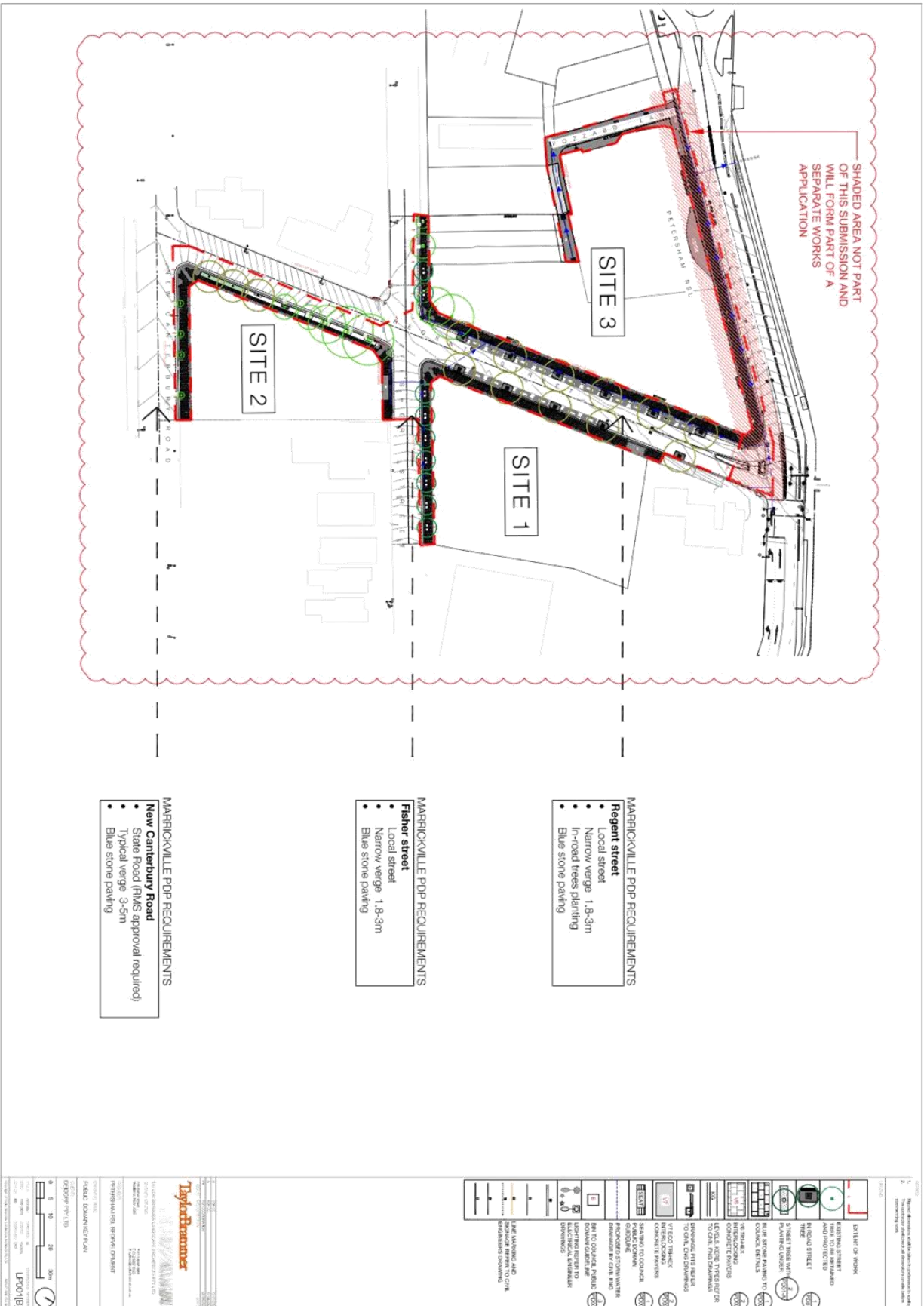
The developer will notify/consult affected residents/businesses in advance on the detail to Public Domain Works under the Step 1 program prior to any works being undertaken.

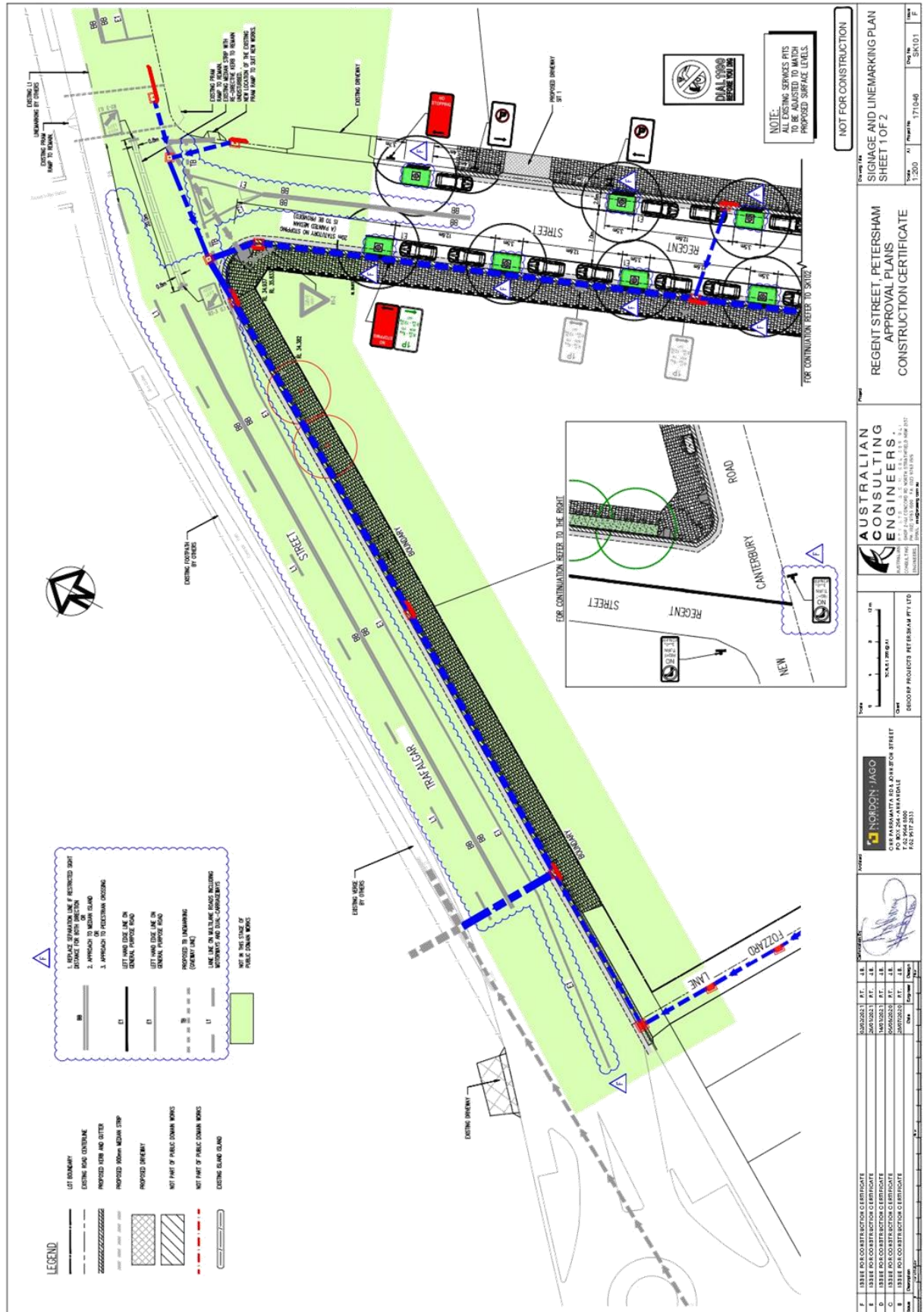
CONCLUSION

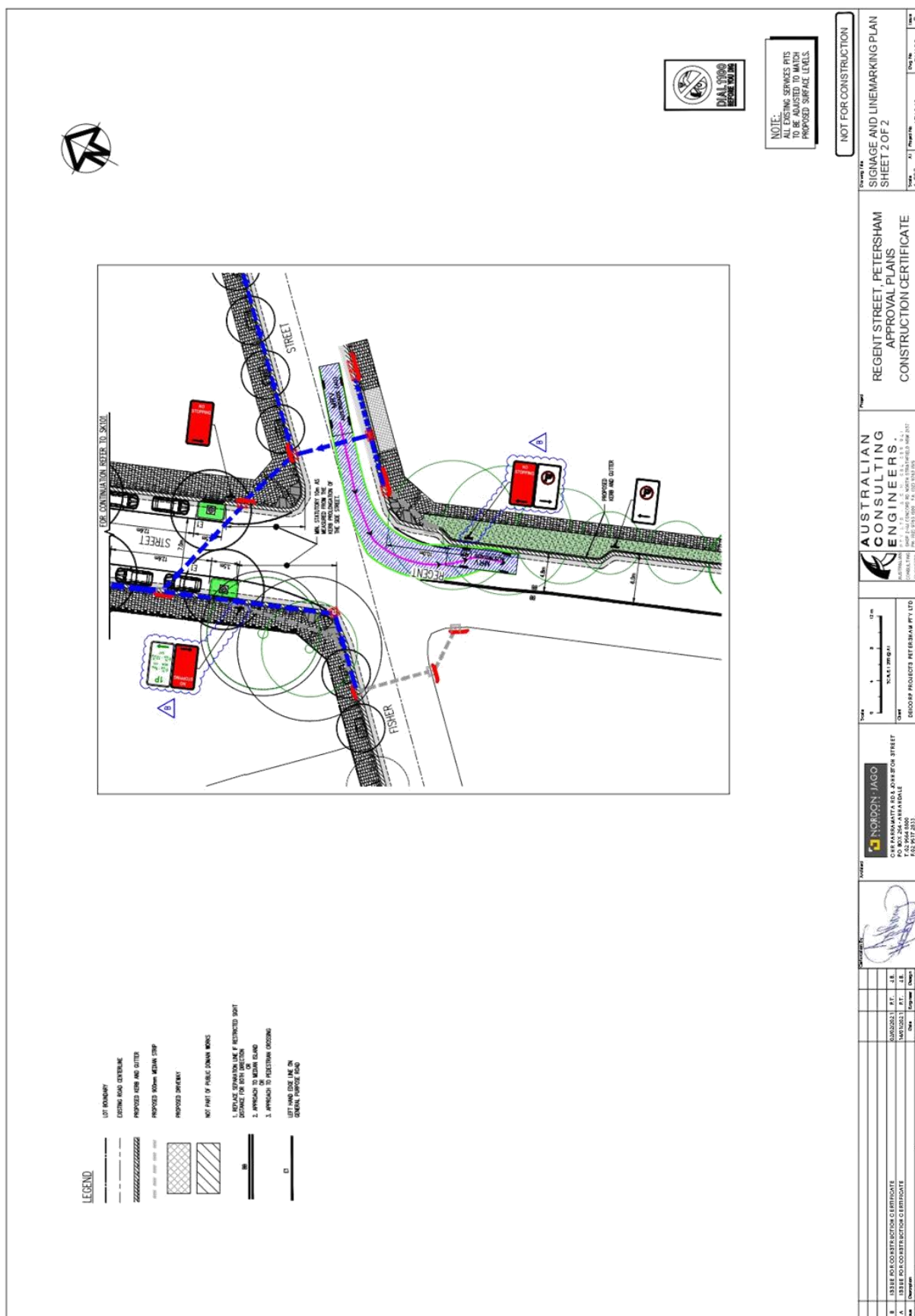
It is recommended that the attached plans (SK101 version F) and (SK102 version B) depicting street scape improvements and traffic and parking changes in Regent Street together with added parking bay lines, in part of Step 1 of the Public Domain Works, be APPROVED.

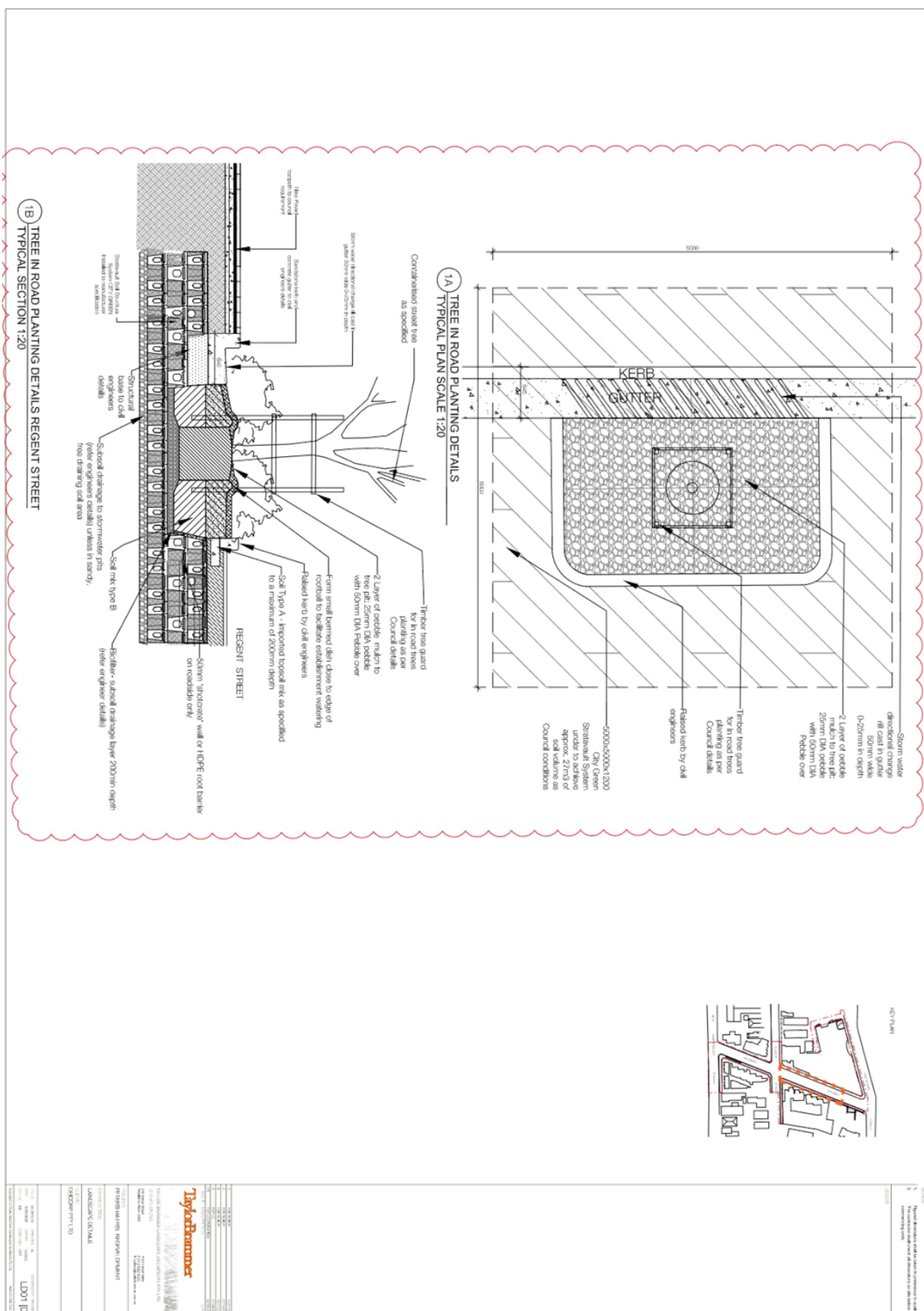
ATTACHMENTS

1. [↓](#) Step 1 Public Domain Works Area (excluding Trafalgar Street)
2. [↓](#) Regent Street Plan SK101 (version F)
3. [↓](#) Regent Street Plan SK102 (version B)
4. [↓](#) On-road tree planter box detail in Regent Street.
5. [↓](#) Footway tree planting detail in Fisher Street.









Item No: LTC0221(1) Item 5

Subject: JAMES LANE, BALMAIN EAST - PROPOSED TRUCK BAN (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns from residents regarding heavy vehicles using James Lane (north of Darling Street) and subsequently causing property damage in James Lane, Balmain East.

RECOMMENDATION

THAT the proposed truck ban in James Lane, Balmain East be approved, subject to RMS approval of the TMP.

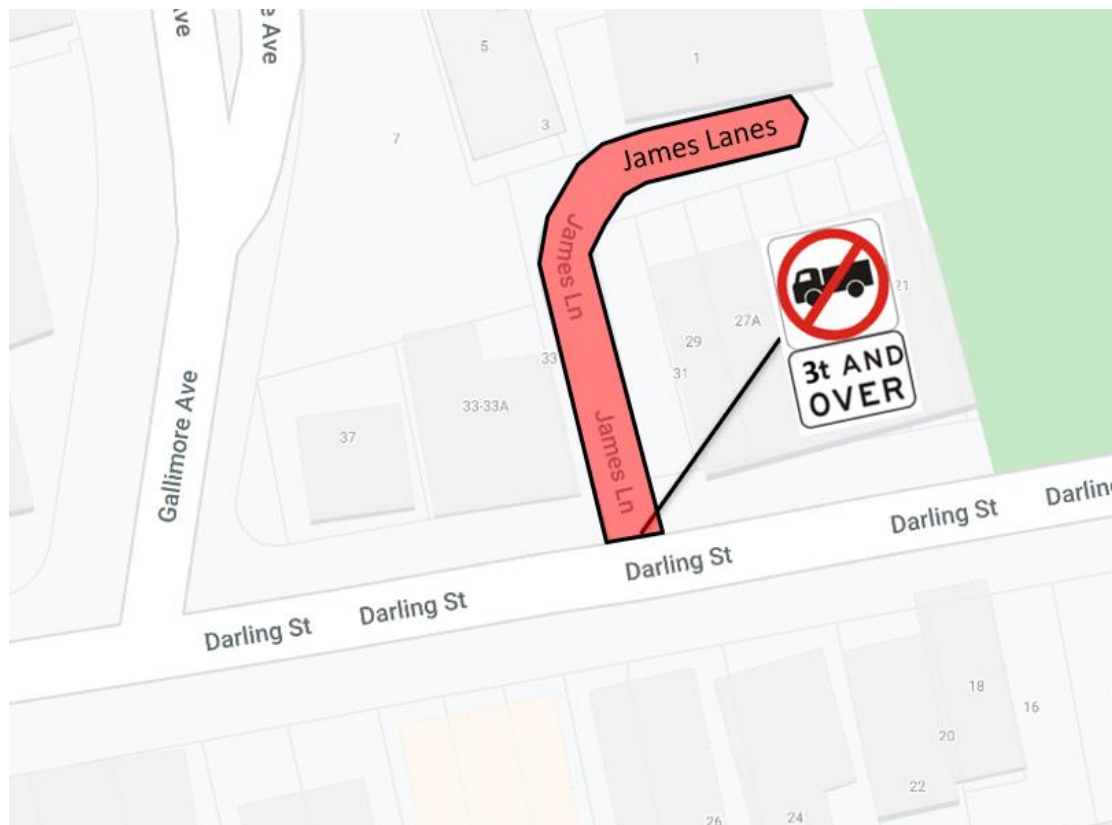
BACKGROUND & OTHER STAFF COMMENTS

James lane is a 5.5-6m wide, dead-end lane providing vehicular and pedestrian access to several properties in James Lane and Darling Street.

Council has received concerns from residents regarding heavy vehicles using James Lane and subsequently causing property damage.

Therefore, it is proposed to install a 'No Trucks, 3t and over' restriction in James Lane (north of Darling Street), Balmain East.

These restrictions indicate that a driver of a vehicle over 3 tonnes GVM (except the driver of a bus) must not drive past the sign. The only exceptions will be trucks with a legitimate destination in the subject streets (e.g. emergency vehicles, removalist trucks, delivery vehicles, etc).



FINANCIAL IMPLICATIONS

Nil

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (13 properties) in James Lane and Darling Street, Balmain East, requesting residents' views regarding the proposal.

One (1) response from a resident was received in regards to the proposal, as outlined below:

- What happens to the recycling trucks that reverse down the lane each week and what happens for any furniture removals/delivery or trades vehicles for the three properties that actually have a James Lane address?

The following comment is provided in response to the residents' concerns:

- It should be noted that trucks with a legitimate destination in the subject streets will be exempted from this proposed truck ban. Waste collection contractors have been notified that they are not to access the lane to service the properties in James Lane and to collect bins from Darling Street.

ATTACHMENTS

1. [Traffic Management Plan \(TMP\) - James Lane, Balmain East Truck Ban](#)

TRAFFIC MANAGEMENT PLAN

Proposed Truck Ban James Lane, Balmain East

A: Description or detailed plan of proposed measures.

Inner West Council is proposing to install signage banning trucks in James Lane, Balmain East.

Key characteristics of the lane are as follows:

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

B: Identification and assessment of impact of proposed measures.

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

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

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

D: Assessment of public transport services affected.

There will be no impact on adjoining public transport.

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

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

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

The proposal is not expected to affect any future developments.

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

There will be no impact on adjoining Council areas.

H: Public consultation process.

The affected resident in area were consulted. There was one response received, enquiring about the proposal.

The table below shows the comment raised by the resident and the officer's comments.

Residents' Comments	Officer Comments
<i>What happens to the recycling trucks that reverse down the lane each week and what happens for any furniture removals/delivery or trades vehicles for the three properties that actually have a James Lane address?</i>	It should be noted that trucks with a legitimate destination in the subject streets will be exempted from this proposed truck ban. Waste collection contractors have been notified that they are not to access the lane to service the properties in James Lane and to collect bins from Darling Street.

Item No: LTC0221(1) Item 6

Subject: CAHILL STREET, ANNANDALE - PROPOSED 'NO PARKING' RESTRICTIONS (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns from a business on Cahill Street, Annandale regarding vehicles parking on the southern side of Cahill Street and subsequently obstructing driveway access for properties 16-18 Cahill Street, Annandale.

RECOMMENDATION

THAT:

1. A 28.8m 'No Parking' zone be installed on the southern side of Cahill Street, Annandale extending west from the dead-end;
2. A 36.8m 'No Parking' zone be installed on the northern side of Cahill Street, Annandale extending west from the dead-end; and
3. A 9m 'No Parking' zone be installed across the dead-end of Cahill Street, Annandale.

BACKGROUND & OTHER STAFF COMMENTS

Council is proposing to install a 28.8m 'No Parking' zone on the southern side of Cahill Street, west of the dead-end, a 36.8m 'No Parking' zone on the northern side of Cahill Street west of the dead-end and a 9m 'No Parking' zone across the dead-end of Cahill Street to ensure unobstructed driveway access for properties 16-18 Cahill Street, Annandale.

The proposal is shown in the following plan.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to the affected businesses (15 businesses) in Cahill Street, Pyrmont Bridge Road and Parramatta Road, Annandale. One (1) response was received in support of the proposal.

ATTACHMENTS

Nil.

Item No: LTC0221(1) Item 7

Subject: MINOR TRAFFIC FACILITIES (STANMORE-DAMUN WARD/INNERWEST PAC)

Prepared By: Brinthaban Baskaran - Graduate Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

This report considers minor traffic facility applications received by Inner West

RECOMMENDATION

That the 'Disabled Parking' zone be removed in front of No.11 Bruce Street on the eastern side of Bruce Street, Stanmore.

BACKGROUND & OTHER STAFF COMMENTS

Council received representations in April 2020 that the Mobility Space in front of No.11 Bruce Street, Stanmore was not being used. Council wrote to the original applicant in May 2020. The applicant contacted Council in June 2020 stating his car was written off in February 2020 and was looking at purchasing a new vehicle. Council left the signs in place to allow the applicant time to purchase a new vehicle.

Council then received further representations in November 2020 by another resident claiming the parking space is still unused. Council then wrote to the applicant in November 2020 to state Council will temporarily remove the signs but leave the poles (stems) in place and for the applicant to contact Council when he has purchased a new vehicle, Council would then reinstate the signage.

Council received correspondence in November 2020 from the applicant to seek a variation on Councils decision regarding the signage, he requested the 'Disabled Parking' zone stay in place due to My Age Care transport vehicles utilising the Mobility Space when they pick up and drop off the applicant to medical appointments.

Council provides dedicated 'Disabled Parking' zones to allow residents with mobility difficulties an improved opportunity to park their vehicle in close proximity to their homes noting the high demand for parking in the Inner West and the limited off-street parking available for many residents. However, these spaces are not provided as a drop-off/pick-up facility to ensure that parking is effectively utilised. Given there is no vehicle at the property it is recommended that the 'Disabled Parking' zone be removed, and the restrictions returned to unrestricted parking.

ATTACHMENTS

Nil.

Item No: LTC0221(1) Item 8

Subject: LOCAL TRAFFIC COMMITTEE SCHEDULE FOR 2021 - REVISED

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The proposed revised schedule of the Local Traffic Committee meetings has been prepared for the 2021 calendar year. It is recommended that the proposed meeting schedule be received and noted.

RECOMMENDATION

THAT the proposed revised schedule of meetings of the Local Traffic Committee for the 2021 calendar year be received and noted.

BACKGROUND

To assist Committee members with forward planning, the schedule of meetings of the Local Traffic Committee for 2021 was detailed and reported at the December 2020 Local Traffic Committee meeting.

However, since that time the Council meeting schedule has been revised. Therefore, it is proposed that the Local Traffic Committee meeting dates be revised to better align with the new Council Meeting schedule. This will allow for the Local Traffic Committee minutes to be adopted in a timely manner.

OTHER STAFF COMMENTS

All meetings will be held on the 3rd Monday of each month, excluding the December meeting, which is proposed to be retained on the first Monday of the month to avoid conflict with the Christmas Holidays. The meetings will commence at 10.00am. The proposed meeting dates for 2021 are as follows:

Revised Date	Time
Monday, 15 February 2021	10.00am
Monday, 15 March 2021	10.00am
Monday, 19 April 2021	10.00am
Monday, 17 May 2021	10.00am
Monday, 21 June 2021	10.00am
Monday, 19 July 2021	10.00am
Monday, 16 August 2021	10.00am
Monday, 20 September 2021	10.00am
Monday, 18 October 2021	10.00am
Monday, 15 November 2021	10.00am
Monday, 6 December 2021	10.00am

ATTACHMENTS

Nil.

Item No: LTC0221(1) Item 9

Subject: UNNAMED LANE (REAR OF 168 NORTON STREET) BETWEEN CARLISLE STREET AND MACCAULEY STREET, LEICHHARDT - ROAD OCCUPANCY (GULGADGA - LEICHHARDT/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received an application from Growth Built Pty Ltd for approval of a temporary full road closure of the Unnamed Lane (rear of 168 Norton Street), between Carlisle Street and Macauley Street, Leichhardt from 01 May 2021 to 19 May 2021, between 7:00am-5:00pm Monday to Friday and 8:00am-1:00pm Saturday (with a contingency period of two weeks) for public domain works at 168 Norton Street, Leichhardt.

RECOMMENDATION

THAT the proposed temporary full road closure of Unnamed Lane, between Carlisle Street and Macauley Street, Leichhardt from 01 May 2021 to 19 May 2021, between 7:00am-5:00pm Monday to Friday and 8:00am-1:00pm Saturday (with a contingency period of two weeks) be approved for public domain works at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:

- 1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;**
- 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 3. All affected residents and businesses, including the WestConnex, NSW Police Area Command, 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; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

BACKGROUND

Council has received an application from Growth Built Pty Ltd for approval of a temporary full road closure of Unnamed Lane, between Carlisle Street and Macauley Street, Leichhardt from 01 May 2021 to 19 May 2021, between 7:00am-5:00pm Monday to Friday and 8:00am-1:00pm Saturday (with a contingency period of two weeks). This road closure application is sought for public domain works at 168 Norton Street, Leichhardt.

The Traffic Control Plan (TCP) 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.

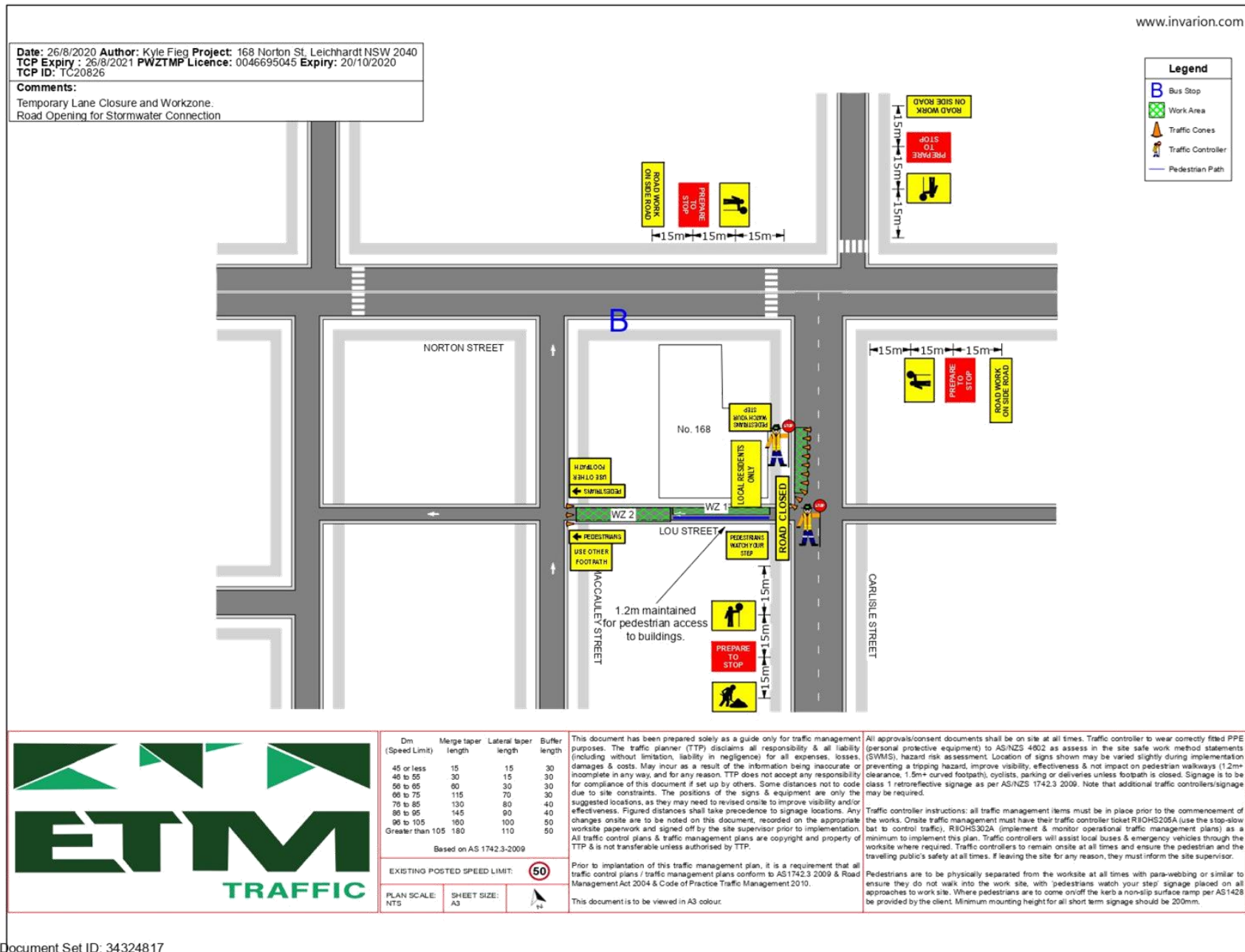
PUBLIC CONSULTATION

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 is currently advertised on Council's website in accordance with the Roads Act 1993.

ATTACHMENTS

1. [↓](#) Traffic Control Plan (TCP) - Unnamed Lane (rear of 168 Norton Street), Leichhardt



Item No: LTC0221(1) Item 10

Subject: PROPOSED GARDEN BEDS AND SPEED HUMPS - CATHERINE STREET, LEICHHARDT (GULGADYA-LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised a design plan for the proposed replacement of two (2) garden beds and three (3) speed humps on Catherine Street, Leichhardt.

RECOMMENDATION

THAT the detailed design plan (Design Plan No.1004) for the proposed installation of garden beds and speed humps on Catherine Street, Leichhardt be approved.

BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed upgrade works on Catherine Street, Leichhardt and includes the following treatments:

- Removal of existing temporary traffic island and installation of permanent garden bed with sandstone kerb in front of No.177-179 Catherine Street and No.213 Catherine Street, Leichhardt.
- Replacement of existing speed humps with asphalt speed cushions in front of No.177-179 Catherine Street, No.213 Catherine Street and No.220-222 Catherine Street, Leichhardt.
- Installation of associated line marking (as shown on plans).

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

FINANCIAL IMPLICATIONS

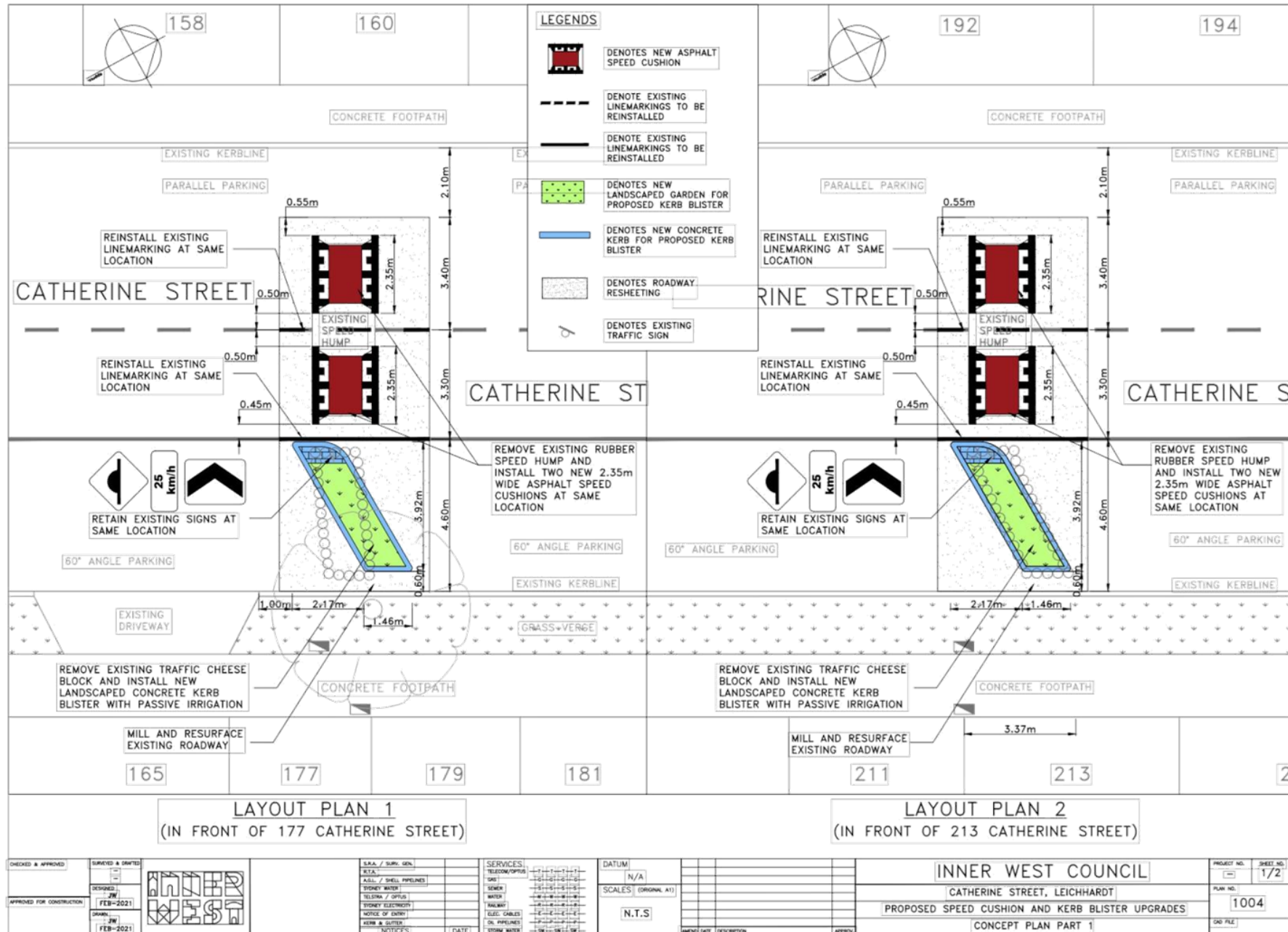
Funding of \$60,000 has been allocated to this project for construction in the 2020/2021 Traffic Facilities Program.

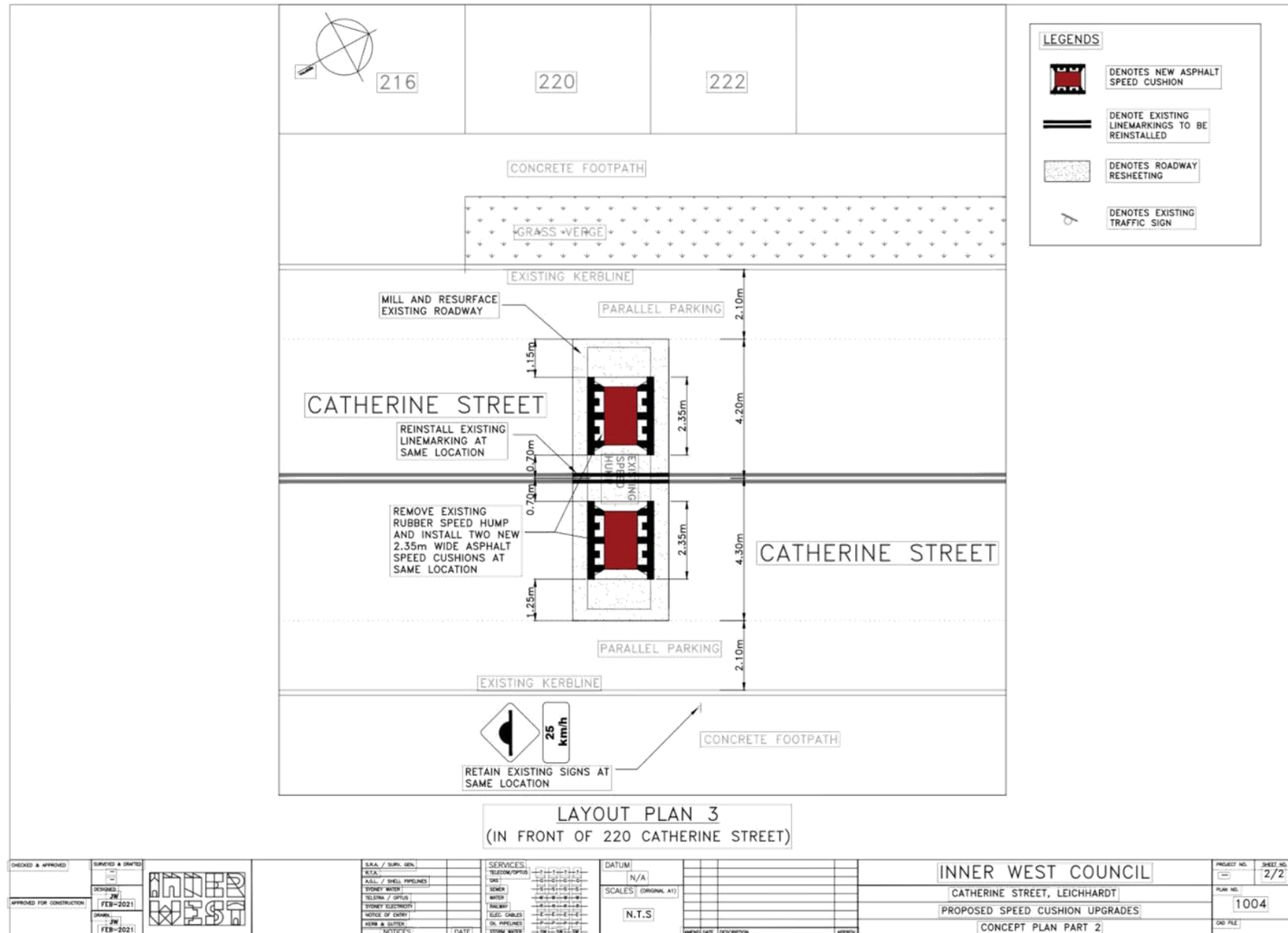
PUBLIC CONSULTATION

Nil.

ATTACHMENTS

1. [Detailed Design Plan - Catherine Street, Leichhardt](#)





Item No: LTC0221(1) Item 11

Subject: DARLING STREET BETWEEN MORT STREET AND CURTIS ROAD,
BALMAIN - ROAD OCCUPANCY - ANZAC DAY DAWN SERVICE
(BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT
PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

In preparation to mark the ANZAC Day Dawn Service 2021 on Sunday, 25 April 2021, Inner West Council is organising the ANZAC Day dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am.

RECOMMENDATION

THAT the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Sunday, 25 April 2021 between 2.30am – 9.30am be supported, subject to the following conditions:

1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
4. The occupation of the road carriageway must not occur until the road has been physically closed; and

BACKGROUND & OTHER STAFF COMMENTS

In preparation to mark the ANZAC Day Dawn Service 2021, Council is organising an event at the Loyalty Square memorial, Balmain.

The details of the event are as follows:

Day: Sunday, 25 April 2021

Commemorative Service: 6.00am – 7.00am

Venue: Loyalty Square, Balmain (outside Woolworths)

Procession: There will be no march down Darling Street for 2021

To facilitate the event, it is proposed to close Darling Street between Mort Street/Beattie Street and Curtis Road (approximately 260m) between 2.30am and 9.30am. This road closure will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on both sides of the subject section of Darling Street.

It should be noted that although the land uses in this area are predominantly retail/commercial, there are a number of residential properties in this section of Darling Street.

The Traffic Management Plan prepared for the event is attached.

All businesses/residents in the affected area will be advised to avoid parking in the subject section of Darling Street.

Based on the discussions held with the Transit Systems representative, buses would need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements. To maintain transport services between East Balmain and Balmain, Council will organise two shuttle bus services running between Balmain East and Darling Street/Rowntree Street/Montague Street. The shuttle bus service routes are shown on the attached TCP (Attachment 2).

Transit Systems will post notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April 2021. All other eastbound and westbound traffic will need to use Curtis Road or Palmer Street to access Balmain East.

The Transit Systems representative has also requested the temporary expansion of the bus turning area at Grove Street to accommodate additional buses. Therefore, it is proposed to temporarily remove three parking spaces on the northern side even numbered side (No. 22, 24, 26A) of Grove Street near Deloitte Avenue, Birchgrove. Affected residents will be notified.

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

Council's Community Events Coordinator will organise a notification letter outlining the closure of Darling Street (Mort Street/ Beattie Street-Curtis Road) to all affected properties and the emergency services, including Balmain Hospital of the temporary road closure.

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

ATTACHMENTS

1. [Traffic Control Plan - Darling Street \(Beattie Street - Curtis Road\) ANZAC Day Dawn Service](#)
2. [Traffic Management Plan - Darling Street \(Beattie Street - Curtis Road\) ANZAC Day Dawn Service](#)

TRAFFIC MANAGEMENT PLAN

Proposed Temporary Closure of Darling Street between Mort Street and Curtis Road, Balmain

A: Description or detailed plan of proposed measures.

In preparation to mark ANZAC Day DAWN SERVICE 2020, Inner West Council is organising an event at the Loyalty Square War Memorial, Balmain.

The details of the event are as follows:

Day:	Saturday 25 April 2020
Commemorative Service:	6:00am – 7:00am
Venue:	Loyalty Square, Balmain (outside Woolworths)

To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road (approx. 260m) between 2:30am and 9:30am.

This proposal will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on both sides of the subsection of Darling Street.

B: Identification and assessment of impact of proposed measures.

It should be noted that the land uses along the subject section of Darling Street are predominantly retail/commercial with a few residential properties.

All eastbound and westbound traffic except buses will need to use Curtis Road or Palmer Street to access Balmain East.

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

As the road closure occurs between 2:30am and 9:30am on a Thursday, the amount of traffic that would be redirected through Curtis Road and Beattie Street/Palmer Street is expected to be minimal.

D: Assessment of public transport services affected.

As discussed with Transit Systems representatives, all buses need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements.

To maintain transport services between East Balmain and Balmain, Council will organise a shuttle bus services running between Balmain East and Darling Street/Rowntree Street. The shuttle bus service route is shown on the following map. The Transit Systems representative will organise posting notifications at all bus stops on Darling Street between Beattie Street and

Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April.

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

A 3m clear width on Darling Street will be maintained throughout the closure. During this time, assistance from NSW Police would be required to gain access for emergency vehicles if required.

Large heavy vehicle access to Balmain East area will not be available during the road closure. As the closure occurs in early morning hours, the volume of heavy vehicles would be minimal.

Cyclists can use Curtis Road and Beattie Street/Palmer Street. The existing pedestrian access along Darling Street is to be retained.

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

No transport implications on any future developments along the subject section of Darling Street are expected.

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

There will be no impact on adjoining Council areas.

H: Public consultation process.

All affected properties will be advised in writing of the proposed temporary road closure two weeks in advance.

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