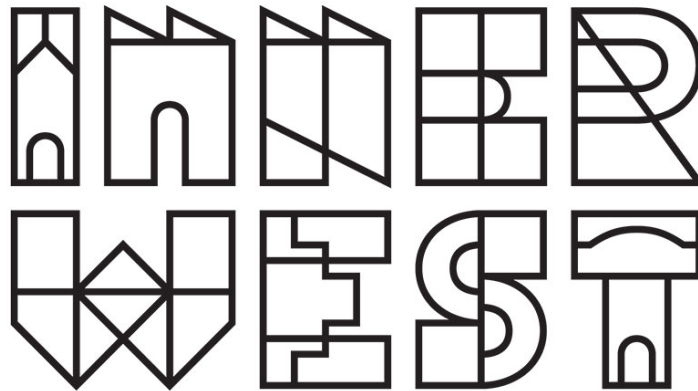


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 18 OCTOBER 2021

10.00AM

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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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 remotely on 20 September 2021**

Meeting commenced at 10.10AM

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

Cr Victor Macri	Councillor – Midjuburi-Marrickville Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Aislinn Stein-Magee	Representative for Jo Haylen MP, Member for Summer Hill
Solon Ghosh	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Cr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward (Alternative Chair)
Adrian Prichard	Transit Systems – Inner West Bus Services
Manod Wickramasinghe	IWC's Traffic & Transport Planning Manager
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Christina Ip	IWC's Business Administration Officer

VISITORS

Nil.

APOLOGIES:

SC Anthony Kenny	NSW Police – Inner West Police Area Command
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Maryanne Duggan	Representative for Jodi MacKay MP, Member for Strathfield

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on 16 August 2021 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 16 August 2021 were adopted at Council's meeting on 14 September 2021.

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 – Leichhardt supported the Officer's recommendations for the items in their PAC.

The representative for the Member for Strathfield supported the Officer's recommendations.

**LTC0921(1) Item 1 Intersection of Hurlstone Avenue and Old Canterbury Road,
Summer Hill –Intersection entry treatment - Design Plan 10170
(Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood
PAC)**

SUMMARY

Council has finalised a design plan to upgrade the existing intersection of Hurlstone Avenue, Summer Hill by constructing kerb extensions and narrowing the road at its intersection with Old Canterbury Road. The works aim to improve pedestrian safety by narrowing the width of the road and slow and control traffic movement around the intersection.

Officer's Recommendation

THAT the detailed design plan for upgraded intersection works in Hurlstone Avenue at Old Canterbury Road, Summer Hill, including new kerb extensions and entry treatment with associated signs and line markings in Hurlstone Avenue, (as per Plan No.10170) be APPROVED.

DISCUSSION

The TfNSW representative stated that a pedestrian refuge on Hurlstone Avenue can be considered later if pedestrian volumes are high enough. Clr da Cruz supported this as it would allow pedestrians to cross the street in two parts. The TfNSW representative acknowledged that a pedestrian refuge could limit the ability for two vehicles to exit Hurlstone Avenue at the same time.

TfNSW will investigate if the BB lines on Old Canterbury Road can be adjusted to align with the right turn into Hurlstone Avenue.

Council's Officer advised that due to the bus movements at the intersection that it was difficult to provide kerb blisters and a pedestrian refuge island. Narrowing the throat of the intersection would not only make the crossing distance shorter for pedestrian but also reduce exit and entry speeds into Hurlstone Avenue from Old Canterbury Road.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for upgraded intersection works in Hurlstone Avenue at Old Canterbury Road, Summer Hill, including new kerb extensions and entry treatment with associated signs and line markings in Hurlstone Avenue, (as per Plan No.10170) be APPROVED.

For motion: Unanimous

LTC0921(1) Item 2 Balmain East Precinct Parking Study (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This report was previously considered by the Traffic Committee in March 2021, and Council at its meeting on 13 April 2021 resolved to defer the study pending a briefing to Balmain Ward Councillors. This has been undertaken in August 2021 and reported back for Council consideration.

This is a recommendation to endorse the final Balmain East Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Balmain East Precinct Parking Study through YourSay Inner West. The draft report proposed several changes, including an expansion of the Resident Parking Scheme (RPS) as shown in Attachment 1. The response results indicate that the community had mixed opinions on the proposed changes, with a low support for the draft strategy proposed by Council.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the proposed parking strategy. As the changes included both short term and long term strategies, this would require Council to implement the changes over a 5-10 year life cycle of the study. It is recommended that further consideration of street specific RPS other than those proposed in the report not be supported for a period of 24 months until March 2023.

Officer's Recommendation

THAT:

1. The final Balmain East Precinct Parking Study be noted;
2. In view of the feedback received from the Public Exhibition, the revised changes to parking strategy as shown in Attachment 1 be adopted, with items 1-3 to be implemented prior to July 2021 and items 4-12 to be implemented with further community engagement;
3. Further consideration of street specific resident parking scheme for the Balmain East precinct, other than those included in Attachment 1 not be supported for 24 months until March 2023; and
4. That post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The final Balmain East Precinct Parking Study be noted;
2. In view of the feedback received from the Public Exhibition, the revised changes to parking strategy as shown in Attachment 1 be adopted, with items 1-3 to be implemented prior to July 2021 and items 4-12 to be implemented with further community engagement;
3. Further consideration of street specific resident parking scheme for the Balmain East precinct, other than those included in Attachment 1 not be supported for 24 months until March 2023; and
4. That post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic

Committee, if required.

For motion: Unanimous

LTC0921(1) Item 3 Richmond Avenue, Ashfield – Proposed new kerb blister and entry treatment - Design Plan 10175 (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Ashfield PAC)

SUMMARY

Council has finalised a design plan for streetscape improvement works in Richmond Avenue, at Henry Street, Ashfield. The proposed works will include constructing landscaped kerb blister islands to formalise the existing angle parking on entry into Richmond Avenue from Henry Street, Ashfield and will also improve pedestrian safety in the locality.

Officer's Recommendation

THAT the detailed design plan for streetscape improvement works in Richmond Avenue Including a new kerb blister and Entry treatment and associated signs and line markings in Richmond Avenue, at Henry Street, Ashfield (as per Plan No.10175) be APPROVED

DISCUSSION

The TfNSW representative advised that 'No Parking, Motor Vehicles Excepted' signs can be used if there are any issues with trailer or caravan parking.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for streetscape improvement works in Richmond Avenue including a new kerb blister and Entry treatment and associated signs and line markings in Richmond Avenue, at Henry Street, Ashfield (as per Plan No.10175) be APPROVED

For motion: Unanimous

General Business

LTC0921(1) Item 4 Intersection of Victoria Road and Toelle Street, Rozelle

Cr Macri, on behalf of the Mayor, raised concerns with WestConnex widening the road at the intersection of Victoria Road and Toelle Street, Rozelle. Council Officers advised Council did not support the width of the intersection and raised concerns with conflict between pedestrians and traffic with TfNSW during the design stage. Council Officers will raise the issue again with TfNSW.

Cr da Cruz asked if this intersection is included in the Pedestrian Access and Mobility Plan (PAMP). Council Officers stated that WestConnex construction was completed after the PAMP audits and the intersection can be considered separately or as part of a future PAMP.

LTC0921(1) Item 5 'No Left Turn' from Wardell Road into Riverside Crescent, Dulwich Hill

The Mayor has asked that the justification behind the 'No Left Turn' restriction recently implemented in Wardell Road at Riverside Crescent, Dulwich Hill, be communicated to the community. Council Officers advised that consultation on the intersection is currently underway and results will be reported to a future LTC meeting.

Clr da Cruz asked if Wardell Road is also included in the PAMP. Council Officers advised that residents have not reported any issues with pedestrian access; however, pedestrian access in relation to the Greenway will be addressed in a separate project.

LTC0921(1) Item 6 Parking in Nelson Lane, Annandale

Cr da Cruz asked why a consultation into parking in Nelson Lane, Annandale was undertaken in response to the resident of 269 Nelson Street requesting 'No Parking' opposite their garage which faces Nelson Lane. Council Officers stated that the intention was to investigate access issues for the whole of Nelson Lane and implement any changes at the same time. A mixed response was received from the consultation. Council Officers will investigate expediting 'No Parking' restrictions for residents who have supported it.

Cr da Cruz requested that officers also investigate parking on Rose Street at the entrance to Nelson Lane.

LTC0921(1) Item 7 Request to close Northcote Street, Wolseley Street and Dobroyd Parade, Haberfield

Cr da Cruz requested that Northcote Street, Wolseley Street and Dobroyd Parade be closed to traffic after WestConnex removes the shed at the corner of Wattle Street and Parramatta Road, Haberfield. Residents are concerned that the streets will become rat-runs when the shed is removed. Council Officers will investigate.

LTC0921(1) Item 8 Request to upload road information to Google Maps

Clr da Cruz requested that cycle routes, truck weight limits of roads and crossing points along walking routes be made publicly available on Google Maps. It was noted that this information is usually uploaded by the public. Council Officers will seek advice from Council's GIS team as they may already have data that could be used for this purpose.

LTC0921(1) Item 9 Pedestrian safety on Canal Road and Charles Street, Lilyfield

The representative for the Member for Balmain raised a request that was made at a previous LTC meeting regarding pedestrian safety on Canal Road and Charles Street, Lilyfield. The representative requested a speed hump and pedestrian crossing on Charles Street where the tram ramp is located across from the path to the Leichhardt North light rail station. Alternatively, the tram ramp could be moved north to improve visibility of pedestrians or Canal Road could be converted into a Shared Zone. Cr da Cruz also requested that the tram ramp where Canal Road and Charles Street meet is investigated to improve pedestrian access. Council Officers will investigate these matters.

Meeting closed at 10.46am.

Item No: LTC1021(1) Item 1

Subject: UNWINS BRIDGE ROAD AT GANNON STREET, TEMPE - PROPOSED LINE MARKING TREATMENT AT ROUNDABOUT

MIDJUBURI - MARRICKVILLE WARD/ SUMMER HILL ELECTORATE/
INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns raised by residents within the area regarding safety relating to the intersection roundabout of Unwins Bridge Road, Gannon Street and Griffith Street, Tempe. It has come to Council's attention that on several occasions, motorists entering the roundabout, possibly at speed, have lost control of their vehicle, especially during wet weather.

RECOMMENDATION

THAT the proposed treatment at the intersection of Unwins Bridge Road, Gannon Street and Griffith Street, including reinstatement of roundabout signage, edge line marking, remarking of faded BB lines at all approaches/ departures of intersecting roads (as per Diagram 1 of this report) and installation of bollards along the kerbside frontage of Property No. 155 & 157 Unwins Bridge Road, Tempe (as per Diagram 2 of this report) be APPROVED.

BACKGROUND

Residents within the area have reported that on occasions vehicles travelling northbound on Unwins Bridge Road lose control after exiting roundabout

Furthermore, it has been reported to Council that within the last 6 years, three (3) vehicular accidents have occurred in close proximity to the roundabout, with two (2) separate accidents involving vehicles exiting roundabout on Unwins Bridge Road, losing control and damaging the same private residential fence.

OTHER STAFF COMMENTS

The concept plan below illustrates the proposed line marking treatment that would provide greater deflection for vehicles when navigating the roundabout as well as guiding vehicles through narrowed roundabout approaches and departures at this location. This treatment is typically utilised for reducing vehicular speeds when approaching and departing roundabouts as well as clearly delineating the intersection.

It should be noted, the installation of bollards on the kerbside verge along the frontages of Property No. 155 & 157 Unwins Bridge Road, Tempe is part of the proposal as an additional measure as previously the fence has been damaged at this location. This will assist in reducing property damage.

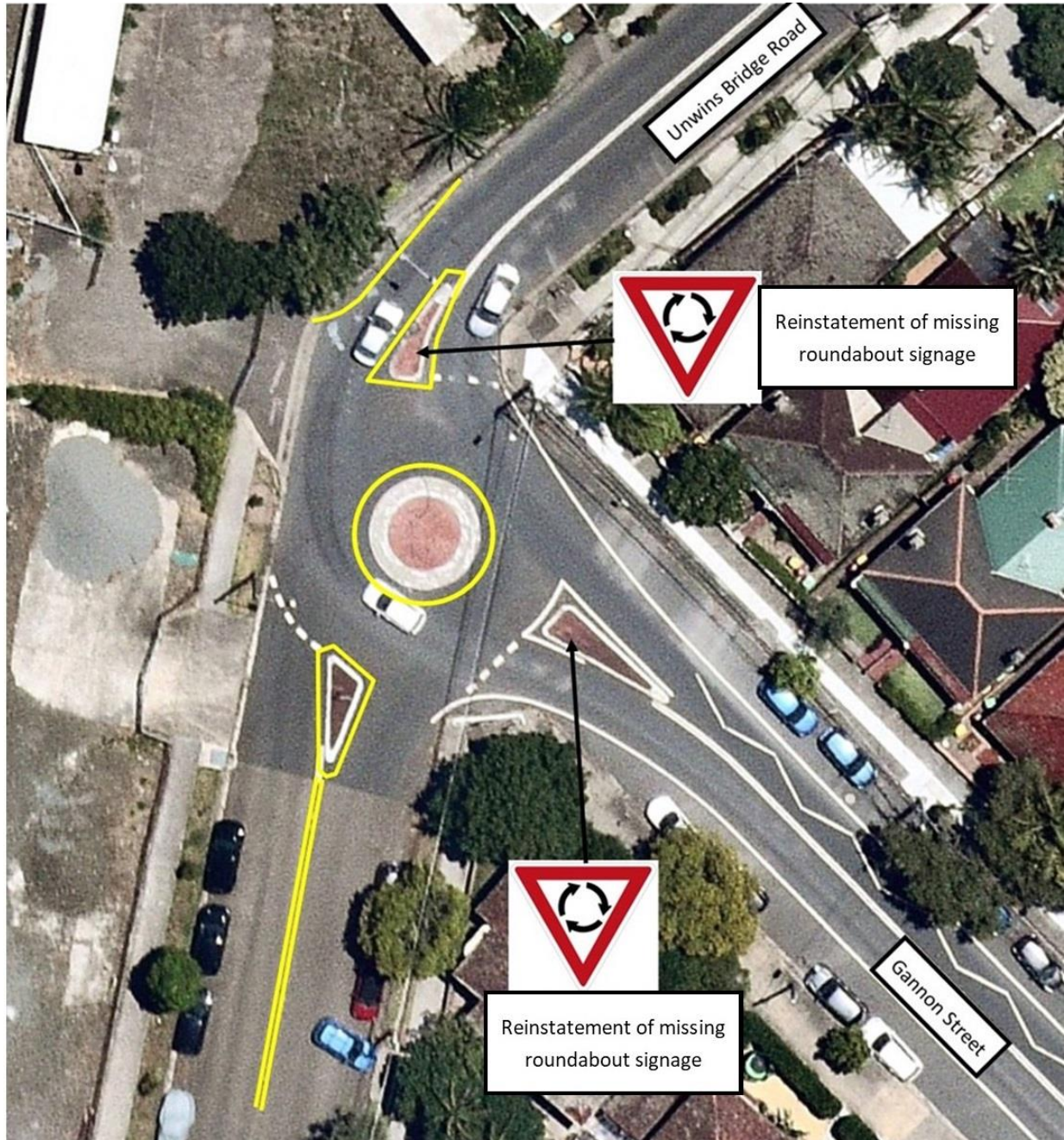


Diagram 1: Concept Plan for Unwin Bridge Road, Gannon Street & Griffith Street intersection.



Diagram 2: Concept Plan for installation of bollards along frontage of Property No. 155 & 157 Unwins Bridge Road, Tempe.

PUBLIC CONSULTATION

A consultation letter outlining the proposal was mailed out to 41 surrounding properties. Four (4) responses were received in support of proposal. All responses were in support of proposal; however, each response had raised additional concerns. These concerns are summarised below:

Concern Raised	Officer's Comments
During rainfall, the blocked drains and road camber contributes to potential vehicles losing control. Pockets of water on roadway is also causing havoc.	Council's Stormwater and Maintenance department will be notified of such matters to ensure pooling of water will be minimized.
It has been a hard journey to have green foliage planted along Unwins Bridge Road. Hopefully, the installation of bollards will not mean the removal of the plants.	The installation of bollards will require structural footing into the ground. However, additional removal of plants adjacent to the bollards is not necessary.

ATTACHMENTS

Nil.

Item No: LTC1021(1) Item 2

Subject: TRAFFIC MANAGEMENT PLAN FOR THE 2021 NEW YEAR'S EVE EVENT (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

As instructed by the Police, access to the Balmain peninsula is closed to vehicular traffic every New Year's Eve. This report outlines the traffic management associated with the event.

RECOMMENDATION

THAT:

1. The Traffic Management Plan (Attachment 1) detailing the traffic arrangements for the 2021 New Year's Eve be supported;
2. The Traffic Management Plan (Attachment 1) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police);
3. A temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain;
4. That the following temporary modifications to bus stops be approved:
 - a. On the northern side of Darling Street:
 - i. Install temporary 'Bus Zones' between Mort Street and Ford Street
 - ii. Extend the 'Bus Zone' between Ford Street and McDonald Street
 - iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street
 - b. On the southern side of Darling Street:
 - i. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.
 - c. On the eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove.
5. The Transit Systems representative be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council);
6. The taxi/hire car access to the Peninsula be restricted from 7:00pm;
7. Taxis/hire cars carrying mobility impaired or infirmed residents be permitted access at all hours into the Peninsula; and
8. The NSW Taxi Council be advised of the Committee's recommendation.

BACKGROUND & OTHER STAFF COMMENTS

Traffic Management

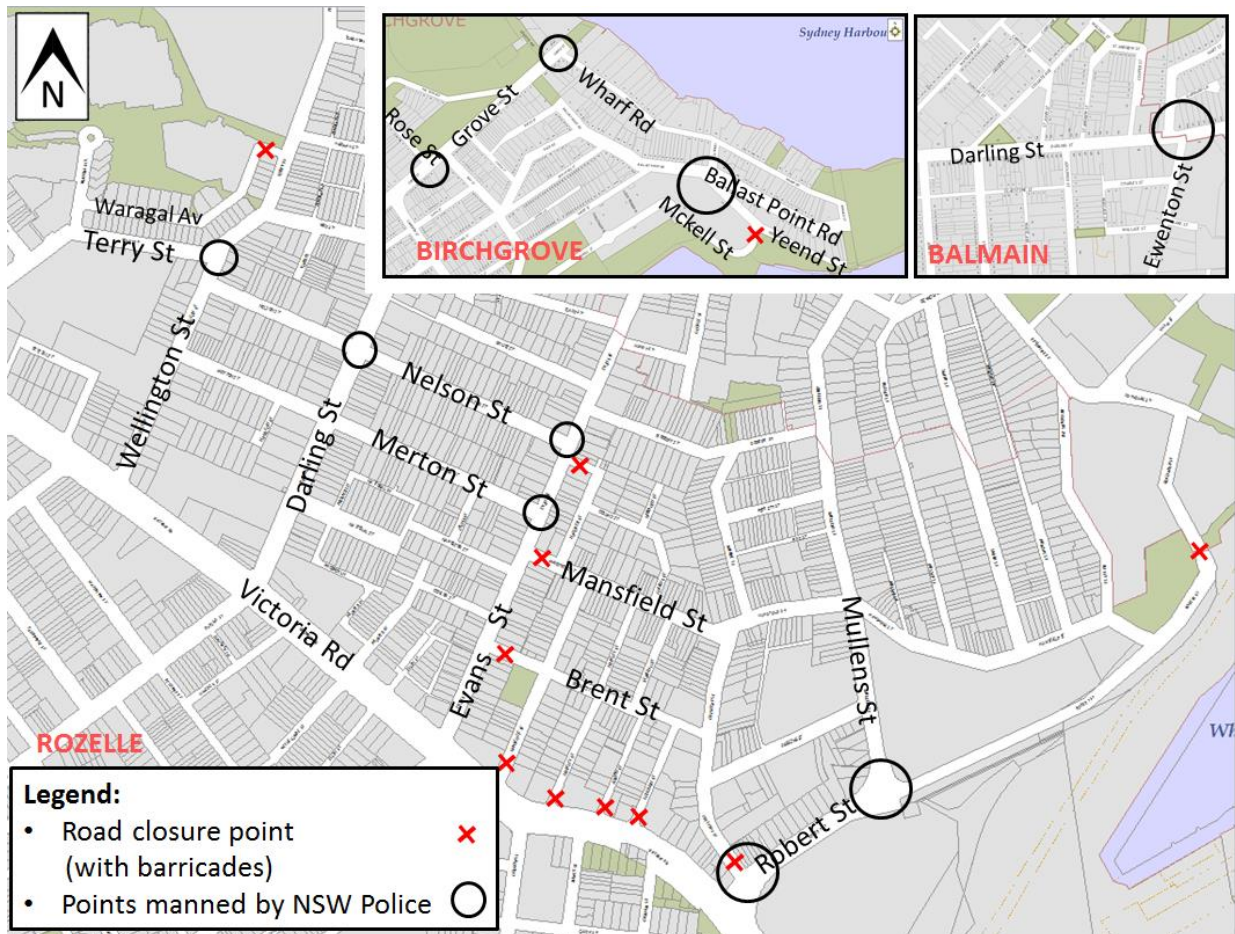
The following roads will be closed to all vehicular traffic between 3:00pm Friday, 31 December 2021 and 12:00am on Saturday, 1 January 2022 to cater for the New Year's Eve celebrations:

- Brent Street at Evans Street intersection, Rozelle (both directions)
- Mansfield Street at Evans Street intersection, Rozelle (both directions)
- Hanover Street at Evans Street intersection, Rozelle (both directions)
- Mackenzie Street at Victoria Road Street intersection, Rozelle (both directions)
- Hartley Street at Victoria Road Street intersection, Rozelle (both directions)
- Joseph Street at Victoria Road Street intersection, Rozelle (both directions)
- Loughlin Street at Victoria Road Street intersection, Rozelle (both directions)
- Crescent Street at Robert Street intersection, Rozelle (both directions)
- Buchanan Street at Robert Street intersection, Balmain (both directions)
- Waragal Avenue at Terry Street intersection, Rozelle (both directions)
- McKell Street at Yeend Street intersection, Birchgrove (both directions)

In addition, the following roads will be closed to all vehicular traffic except State Transit Authority/Transit Systems buses, Taxis, Hire Cars and Balmain Access Permit holders and will be manned by NSW Police officers between 3:00pm Friday, 31st December 2021 and 12:00am on Saturday, 1st January 2022:

- Terry Street at Wellington Street intersection, Rozelle (northbound direction)
- Darling Street at Nelson Street intersection, Rozelle (northbound direction)
- Darling Street at Ewenton Street intersection, Balmain (eastbound direction)
- Evans Street at Merton Street intersection, Rozelle (northbound direction)
- Mullens Street at Robert Street intersection, Rozelle (both directions)
- Ballast Point Road at Lemm Street-Yeend Street intersection, Birchgrove (south and eastbound directions)
- Wharf Road at Grove Street intersection, Birchgrove (eastbound direction)
- Robert Street at Crescent Street, Rozelle (northbound direction)
- Grove Street at Rose Street, Birchgrove (eastbound direction)

The following plan indicates the road closure points.



A Traffic Management Plan including Traffic Control Plans outlining the above road closures and the bus route changes is attached in **Attachment 1**.

Taxi Access

As previously recommended, the NSW Taxi Council will again be requested to inform their members of the proposed taxi access restriction after 7pm to minimise traffic congestion in the peninsula and improve pedestrian safety. Taxis will therefore need to use the following drop-off point locations:

- Taxis entering Terry Street - In the unrestricted parking on the eastern side of Terry Street or 'Bus Zone' and timed kerbside parking along Wellington Street
- Taxis entering Darling Street - In the ticket parking areas along Darling Street and Nelson Street
- Taxis entering Robert Street – In the restricted parking area and 'Bus Zone'

Public Transport Access

Transit Systems will be scheduling additional services into the Balmain peninsula to cater for the New Year's Eve celebrations.

As such, temporary 'Bus Zones' will be installed at the following locations:

- Darling Street and the existing 'Bus Zones' on Darling Street between Mort Street and Curtis Road, Balmain
- Eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove

The 'Bus Zones' on Grove Street will be used by Transit Systems and the Police to store buses on New Year's Eve. This is required for the safe bump out of the general public from Birchgrove as identified from a debrief from a previous New Year's Eve event conducted in the Balmain Peninsular.

The signs defining the temporary restrictions be in place after 12 Noon on 31 December 2021 and will be removed the following day.



Based on discussions held in previous years regarding disruptions to bus services leaving Gladstone Park/Curtis Road roundabout due to the gathering of large crowds, the Glebe Police representative introduced Police bike units to manage the crowds in the area.

In addition, to avoid delays that occurred at the Robert Street/Mullens Street intersection (which is a Police check point), buses entering Robert Street from Victoria Road are proposed to use Crescent Street and Parsons Street to access Mullens Street (see TCP 06/07 in **Attachment 1**).

It should be noted that Council will install variable message signs ("Balmain Peninsula is closed" and "Alcohol Free Zone") on the main access roads into Balmain Peninsula a few days in advance of the event;

Temporary 'No Stopping' Restrictions

Following a previous year's event, the Sydney Buses representative advised that several vehicles parked on Montague Street out from the kerb thus narrowing the carriageway and preventing buses from passing each other. Therefore, it is proposed to install temporary 'No Stopping' zone on the eastern side of Montague Street between Darling Street and Beattie Street. The residents will be advised of this arrangement in advance of the event.

Resident Access

To ensure resident access is maintained, the following permits will be accepted for access to the Balmain / Rozelle peninsula:

- Inner West Council Resident Access Permit.
- Inner West Council current Resident Parking Scheme Permit for Areas; B1, B2, B3, B5, BE, BG, R1, R2, R3 & R4.
- Australian Mobility Parking Scheme permit

Alcohol Free Zones

Council has already received approval to re-establish the Alcohol Free Areas for the New Year's Eve celebrations in 2020, 2021 & 2022 at the following locations:

- Illoura Reserve
- 2-8 Weston Street
- Thornton Park
- Lookes Avenue Reserve
- Simmons Point Reserve
- Yurulbin Park
- Birchgrove Park
- Miklouho-Maclay Park
- Mort Bay Park
- College Street playground
- Harris Reserve
- Brownlee Reserves
- Darling Street from Duke Street to Darling Street Wharf
- Darling Street Wharf, Balmain East;
- Lookes Avenue
- Weston Street

These alcohol restrictions are proposed to be in place from 12.00pm (noon) 31 December 2021 to 3.00am 1 January 2022.

PUBLIC CONSULTATION

The proposed road closures are currently being advertised on Council's website in accordance with the Roads Act 1993 for a period of 28 days from 28 September 2021 to 26 October 2021. No comments have been received.

In December, the details of these traffic arrangements will be re-advertised on Council's website and via a mail out to all occupants in the Balmain peninsula.

The road closures and other event information will also be available on the Sydney New Year's Eve Event website.

FINANCIAL IMPLICATIONS

Funding for costs associated with New Year's Eve including labour, notifications and permits have been budgeted for in the 2021-22 operational plan.

ATTACHMENTS

1. [New Year's Eve Road Closures - TMP](#)

TRANSPORT MANAGEMENT PLAN

New Year's Eve Fireworks
Balmain Peninsular
December 31st

PREPARED ON BEHALF OF

INNER WEST

Who Dares

Version 21.0
1st Oct 2021

TRAFFIC PLANNERS
SAFETY CONSULTANTS

Prepared by
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Version Control

Version	Date	Status	Comments
Version 21.0	1 Oct, 2020	FINAL	

Introduction

This plan has been prepared on behalf of **INNER WEST COUNCIL**.
It has been prepared after discussions with Councils Traffic Engineers and Leichhardt Police.
The plan relates to New Year's Eve road closures in Rozelle, Birchgrove, Balmain and Balmain East.

Objective

It is the objective of this report to set out the means and measures by which roads will be closed to through traffic to provide a safe area for the general public to view the New Year's Eve fireworks.

The plan will include a description and detailed plan of the proposed measures, will identify, and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians.

Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Sydney New Year's Eve Fireworks will operate within the Inner West Council area.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

Contacts

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NSW POLICE - Leichhardt Police Area Command

Inspector Gretchen Grove-Jones

Inspector – Operation

Phone 02 9552 8099

Email grov1gre@police.nsw.gov.au

NSW Police - State Planning Unit

Chief Inspector Amanda Calder

Major Events & Incidents Group

Phone 02 9265 4722

Email #ONROADEVENTS@police.nsw.gov.au

TRANSPORT FOR NSW

Tamara Holmes

Transport Operation Planner

Customer Journey Planning

Phone 02 8396 1648

Mobile 0459 846 360

Email tamara.holmes@transport.nsw.gov.au

1. New Year's Eve

- 1.1 The fireworks display will take place on Sydney Harbour at 2100 hours and 12 midnight.
- 1.2 Large crowds are expected at all Sydney Harbour vantage points.
- 1.3 Previous experience has shown that crowds arrive from early in the day and build from around 1500 hours.

2. Road Closures

- 2.1. ROAD CLOSURES to all vehicles **EXCEPT** STA and Transit System buses, taxis and resident access permits.
 - **Darling Street** at Nelson Street intersection, Rozelle (northbound direction)
 - **Evans Street** at Merton Street intersection, Rozelle (northbound direction)
 - **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
 - **Robert Street** at Victoria Road intersection, Rozelle (eastbound directions)
 - **Mullens Street** closed at Robert Street intersection (both directions)
 - **Darling Street** at Ewinton Street intersection, Balmain (eastbound direction)
 - **Ballast Point Road** at Lemm Street-Yeend Street intersection, Birchgrove (eastbound direction)
 - **Wharf Road** at Grove Street intersection, Birchgrove (eastbound direction)
- 2.2 ROAD CLOSURES All Vehicles
 - **Brent Street** at Evans Street intersection, Rozelle (both directions)
 - **Evans St** at Nelson Street intersection, Rozelle (both directions)
 - **Mansfield Street** at Evans Street intersection, Rozelle (both directions)
 - **Hanover Street** at Evans Street intersection, Rozelle (both directions)
 - **Mackenzie Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Hartley Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Joseph Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Loughlin Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Crescent Street** at Robert Street intersection, Rozelle (both directions)
 - **Buchanan Street** at Robert Street intersection, Balmain (both directions)
 - **Waragal Avenue** at Terry Street intersection, Rozelle (both directions)
 - **McKell Street** at Yeend Street intersection, Birchgrove (both directions)
 - **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
 - **Yeend Street** at Ballast Point Road intersection, Birchgrove (both directions)
 - **Rose Street** at Grove Street intersection, Birchgrove (northbound)

2.3 RESIDENT ACCESS PERMITS

- 2.3.1 The following permits will be accepted for access to the Balmain / Rozelle peninsula:
- Inner West Council Resident Access Permit.
 - Inner West Council Current Resident Parking Scheme Permit for Areas B1, B2, B3, B5, BE, BG, R1, R2, R3 and R4.
 - RMS/TfNSW Mobility Parking Scheme Permit.

2.4 TAXI AND HIRE CAR ACCESS

- 2.4.1 Taxi and Hire Cars are permitted past the closures **only up till 7pm** (1900 hours) New Year's Eve 31st December.

3. Special Event Clearways

- 3.1 Transport for NSW (TfNSW) will operate a special event clearway western side of Victoria Road from The Crescent, Rozelle to Westbourne Street Drummoyne, from 2pm 31st December until 2am 1st.

4. Road Closure and re-opening times

- 4.1 Roads will be closed from 1500 and re-opened by the Police after the crowd has dispersed after the midnight fireworks.

5. Identification and assessment of impact of proposed measures and notification

- 5.1. The proposal will have a reasonably significant impact as it includes the closure of Darling Street. Vehicle movement will be directed away from the area affected by the closures. Local residential access will be maintained by Police.
- 5.2 Road closures and times will be advertised via:
- 5.3.1 Inner West Council website.
 - 5.3.2 Traffic live website.
 - 5.3.3 New Year's Eve website.
 - 5.3.4 Mail out to all occupants in the peninsula.
- 5.3 Transport Management Centre (TMC) Permanent Variable Message Signs
- Due to the impact of the New Year's Eve on the road network, several permanent Variable Message Signs (VMS) will be used to inform the public of the event and potential traffic delays.

6. Alcohol Free Zones

- 6.1. Like previous years, alcohol free zones will be established for New Year's Eve from 12.00pm (noon) 31st December to 3.00am 1st January at
 - 6.1.1 Illoura Reserve.
 - 6.1.2 Thornton Park.
 - 6.1.3 Lookes Avenue Reserve.
 - 6.1.4 Simmons Point Reserve.
 - 6.1.5 Darling Street from Duke Street to Darling Street Wharf.
 - 6.1.6 Lookes Avenue and Weston Street, Balmain East.
 - 6.1.7 Yurulbin Park (Louisa Road)
 - 6.1.8 Ballast Point Park
 - 6.1.9 Birchgrove
 - 6.1.10 Miklouho - Maclay and Mort Bay Parks
 - 6.1.11 College Street Playground
 - 6.1.12 Harris and Brownlee Reserves Birchgrove

7. Assessment of public transport services affected

- 7.1. State Transit Authority (STA) and Transit Systems will operate services to a special New Year's Eve timetable increasing services to all routes servicing vantage points.
- 7.2. STA and Transit Systems bus services will need to be re-routed. TfNSW will provide notification of affected services.
- 7.3. Bus stops on both sides of Darling Street near Curtis Road will be temporarily extended.
- 7.4. A temporary Bus Zone will be installed in Darling Street between Ford Street and McDonald Street, Balmain.
- 7.5. A temporary Bus Zone be installed on the southern side of Darling Street between Booth Street and opposite Ford Street outside number 258-260 Darling Street (50m).
- 7.6. A temporary No Stopping Zone be installed on the eastern side of Montague Street between Little Darling St and Beattie St.
- 7.7. Police have been requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection.
- 7.8. Sydney Harbour Ferry services will be suspended on New Year's Eve from approximately 1800 hours. Sydney Ferries will provide notification of affected services.

8. Details of provision made for emergency vehicles, pedestrian, disabled parking

- 8.1. **Emergency Services** will be informed of the event and a copy of the TMP will be sent by Inner West Council.
- 8.2. **In the case of an emergency** along the event route that will require an emergency vehicle to attend Police and Council Staff will be on hand to facilitate.
- 8.3. **Pedestrian** access will be maintained to footpaths, some points will be facilitated by Police.
- 8.4. Police will allow vehicles displaying a TfNSW Mobility Parking Permit access into the closures.

9. Cleaning

- 9.1. Cleaning crews will be on stand-by between 2300 hours 31st December and 0200 hours on 1st January.

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

- 10.1. It is the intention to implement plans in line with previous New Year's Eve activities of a similar scope to contribute to the amelioration of as much inconvenience as possible in order to not effect negatively on any future events.
- 10.2. Residents and business owners around the area will be notified by a letterbox drop 3 weeks prior.
- 10.3. Council will undertake an information campaign to business owners, residents in the affected area by way of a letter drop at least seven days prior and that any concerns raised by those people are attended to.
This will be done through advertising in newspapers, the TfNSW Live Traffic, Sydney NYE and Council's websites, along with VMS boards placed by Transport for NSW.

11. Privacy Notice

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the

- person concerned to provide his/her "personal information".
- The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers, or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

Physical Survey of the Route

Item	Verified	Action Taken
All one-way Streets are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event by event organiser. Police to facilitate emergency vehicle access
Block local resident access	<input checked="" type="checkbox"/>	Limited access provided under police control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic diversion
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by Police
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route	<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/> No	Standard
Security of participants	<input checked="" type="checkbox"/> Yes	Police will be on-site
Security of very important persons (VIPs)	<input checked="" type="checkbox"/> No	

ANNEXURES

	Document	Source
ANNEX 1	Special Event Road Closures & Clearways Map	TfNSW
ANNEX 2	Road Occupancy License	IW Council

ATTACHMENTS

➤ TCP's

- TCP 01 Hanover St & Evans St ROZELLE
- TCP 02 Mansfield St & Evans St ROZELLE
- TCP 03 Brent St & Evans St ROZELLE
- TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE
- TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE
- TCP 06 Victoria Rd & Robert St ROZELLE
- TCP 07 Robert St & Mullens St ROZELLE
- TCP 08 Buchanan St & Robert St ROZELLE
- TCP 09 Waragal Ave & Terry St ROZELLE
- TCP 10 Terry St & Wellington St ROZELLE
- TCP 11 McKell St & Yeend St BIRCHGROVE
- TCP 12 Darling St & Nelson St ROZELLE
- TCP 13 Darling St & Ewenton St BALMAIN
- TCP 14 Wharf Rd & Grove St BIRCHGROVE
- TCP 15 Darling St & Curtis Rd BALMAIN
- TCP 16 Temp Bus stops Darling St BALMAIN
- TCP 17 Temp No Stopping Montague St BALMAIN
- TCP 18 Rose St & Grove St BIRCHGROVE

ANNEX 1 - SPECIAL EVENT ROAD CLOSURES & CLEARWAYS

Attach Map from TfNSW when available

ANNEX 2 – ROAD OCCUPANCY LICENSE

Item 2

Attachment 1

www.invarion.com

NEW YEARS EVE TRAFFIC CONTROL PLANS

TCP 01 Hanover St & Evans St ROZELLE
TCP 02 Mansfield St & Evans St ROZELLE
TCP 03 Brent St & Evans St ROZELLE
TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE
TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE
TCP 06 Victoria Rd & Robert St ROZELLE
TCP 07 Robert St & Mullens St ROZELLE
TCP 08 Buchanan St & Robert St ROZELLE
TCP 09 Waragal Ave & Terry St ROZELLE
TCP 10 Terry St & Wellington St ROZELLE
TCP 11 McKell St & Yeend St BIRCHGROVE
TCP 12 Darling St & Nelson St ROZELLE
TCP 13 Darling St & Ewenton St BALMAIN
TCP 14 Wharf Rd & Grove St BIRCHGROVE
TCP 15 Darling St & Curtis Rd BALMAIN
TCP 16 Temp Bus stops Darling St BALMAIN
TCP 17 Temp No Stopping Montague St BALMAIN
TCP 18 Rose St & Grove St BIRCHGROVE

As at 1st October 2021

PREPARED ON BEHALF OF

INNER WEST COUNCIL

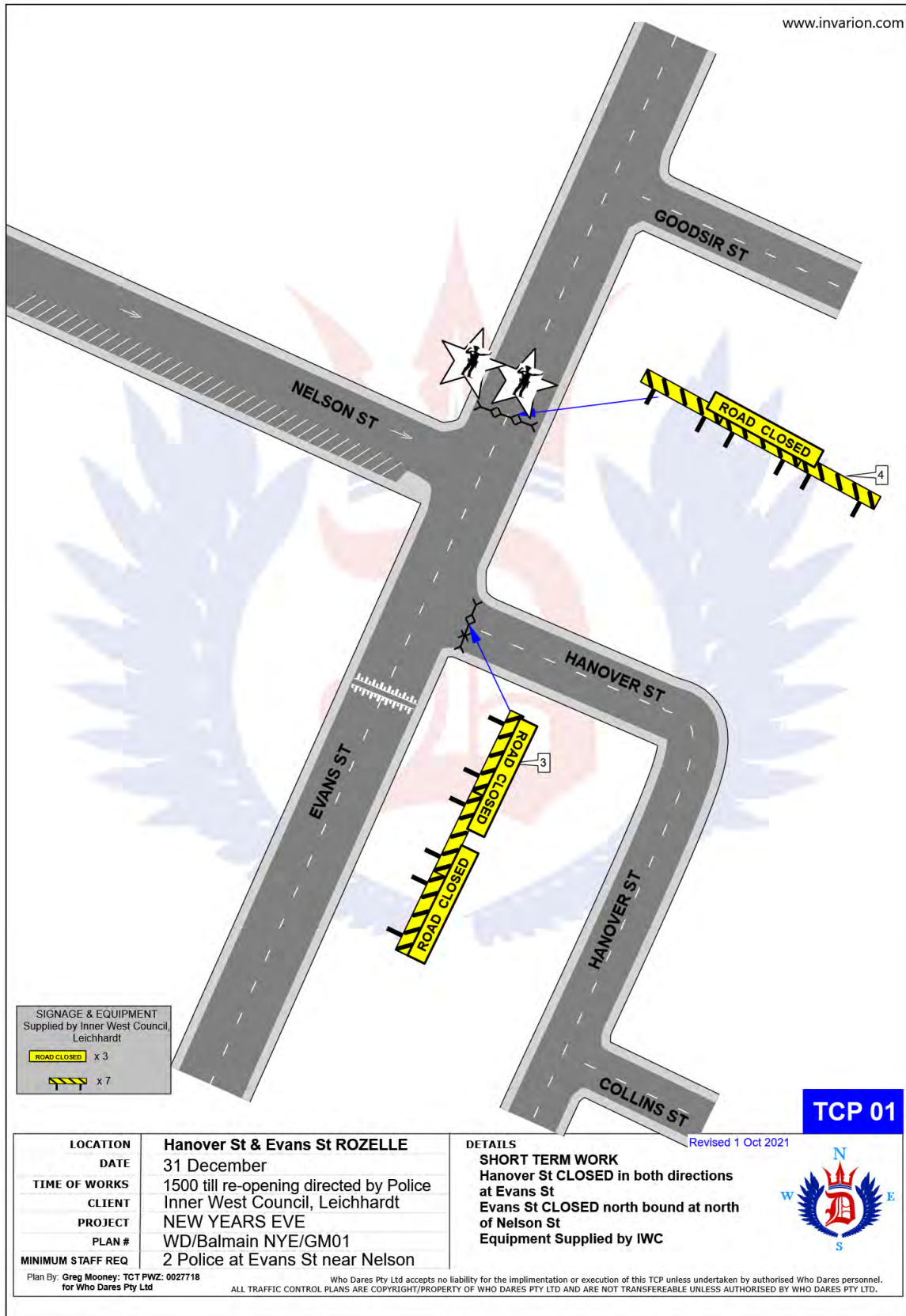
BY

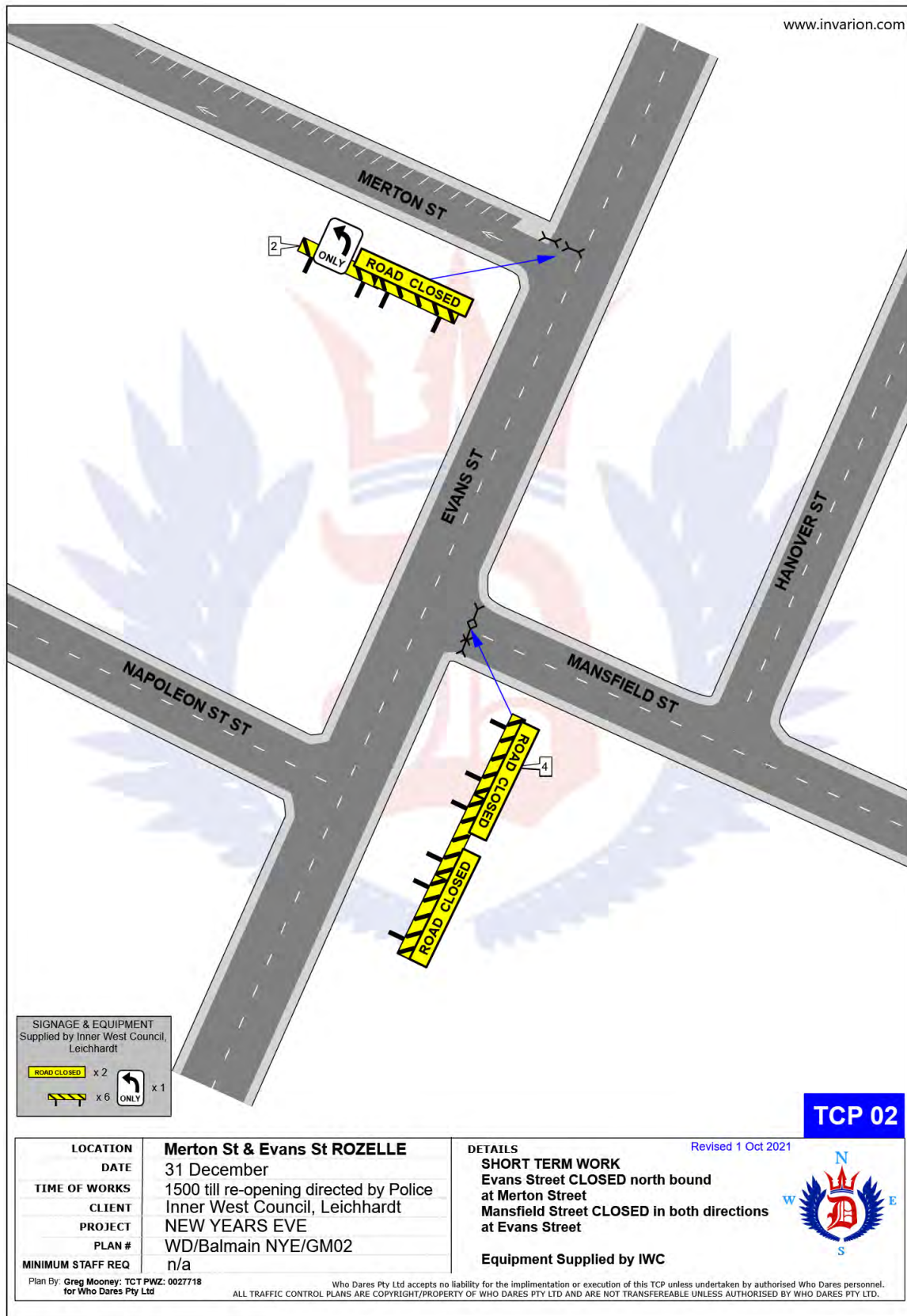
WHO DARES PTY. LTD.

TRAFFIC PLANNERS
SAFETY CONSULTANTS

SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

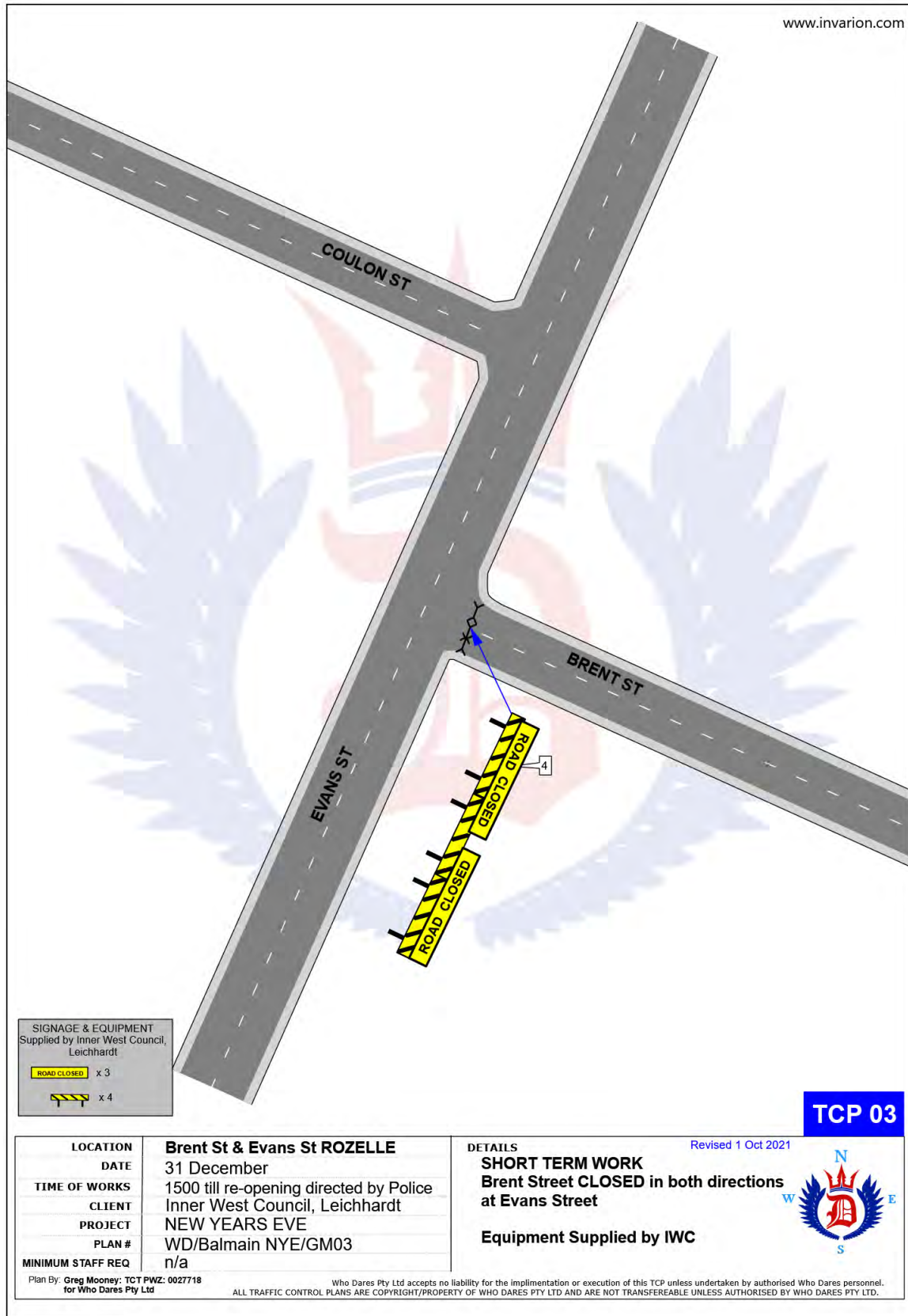
Ph: 02 9569 9922





Item 2

Attachment 1

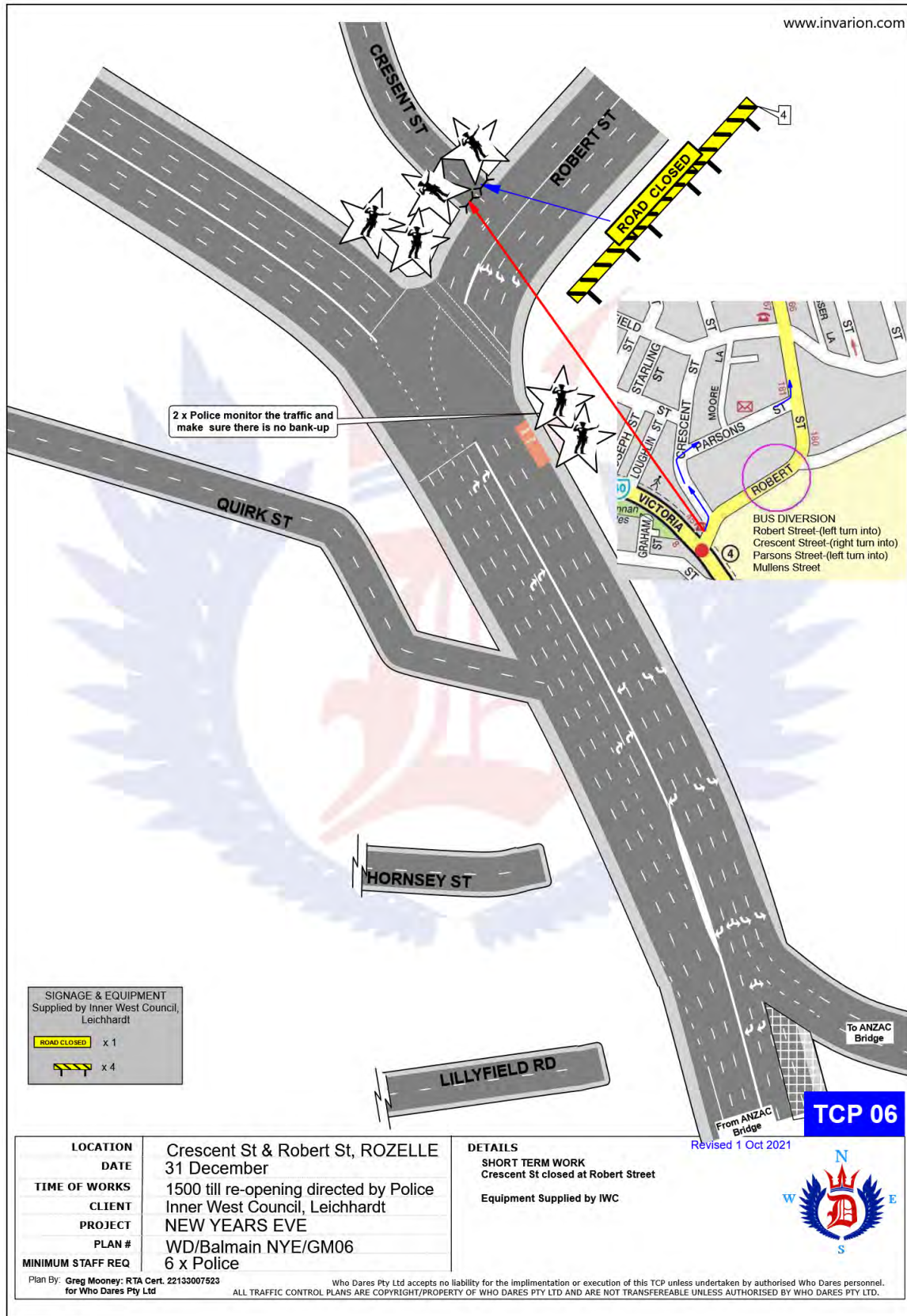


Item 2

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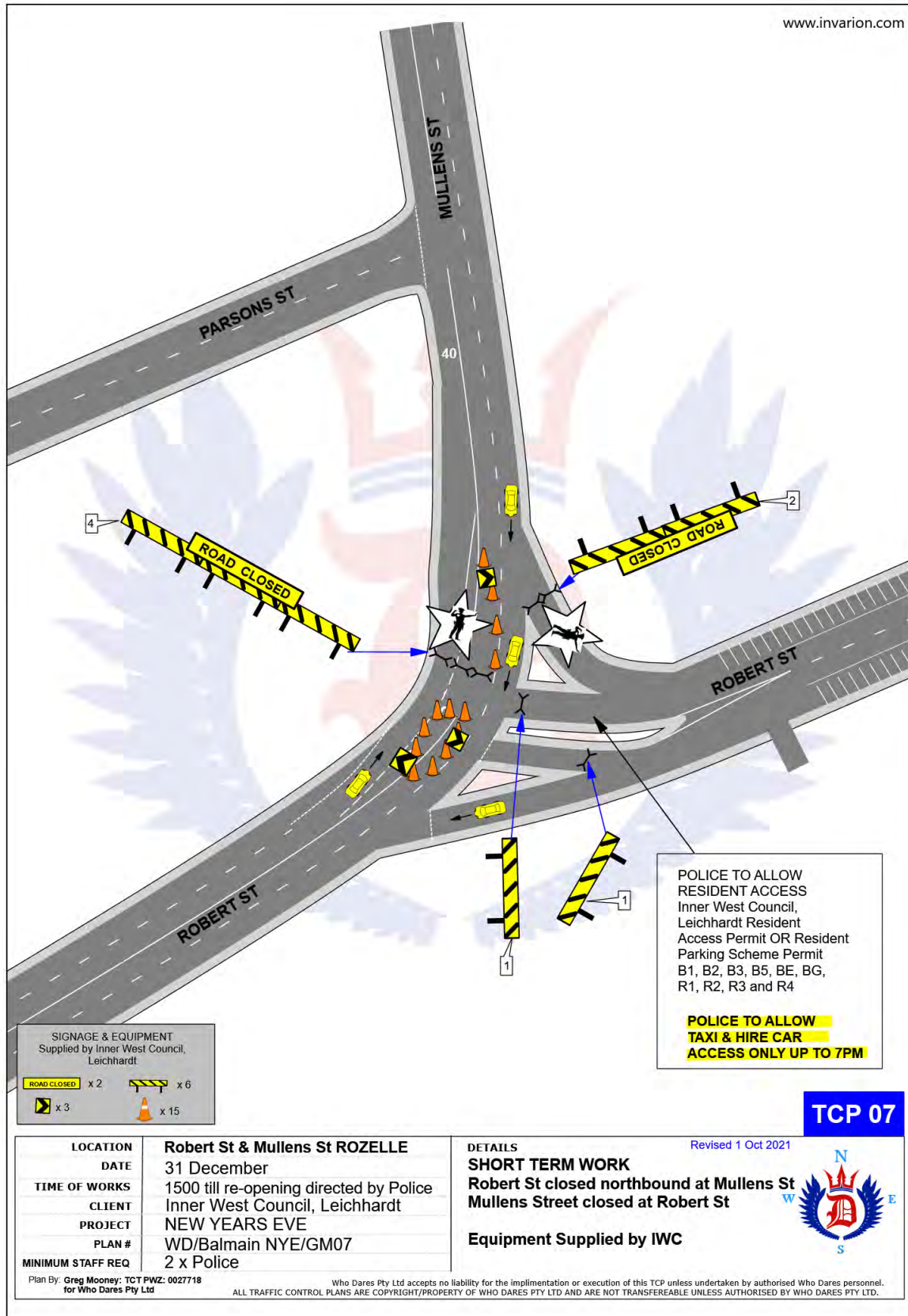


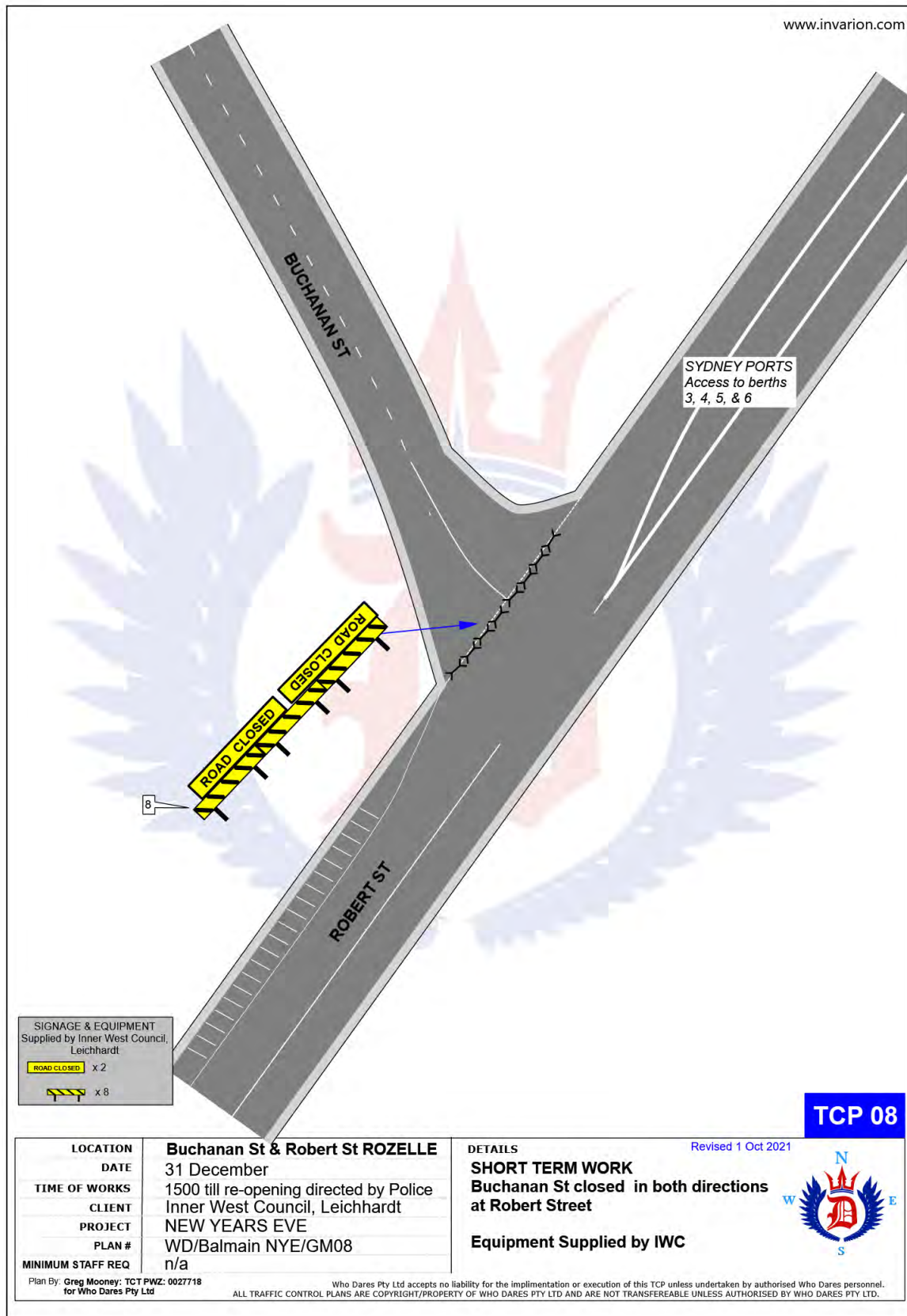




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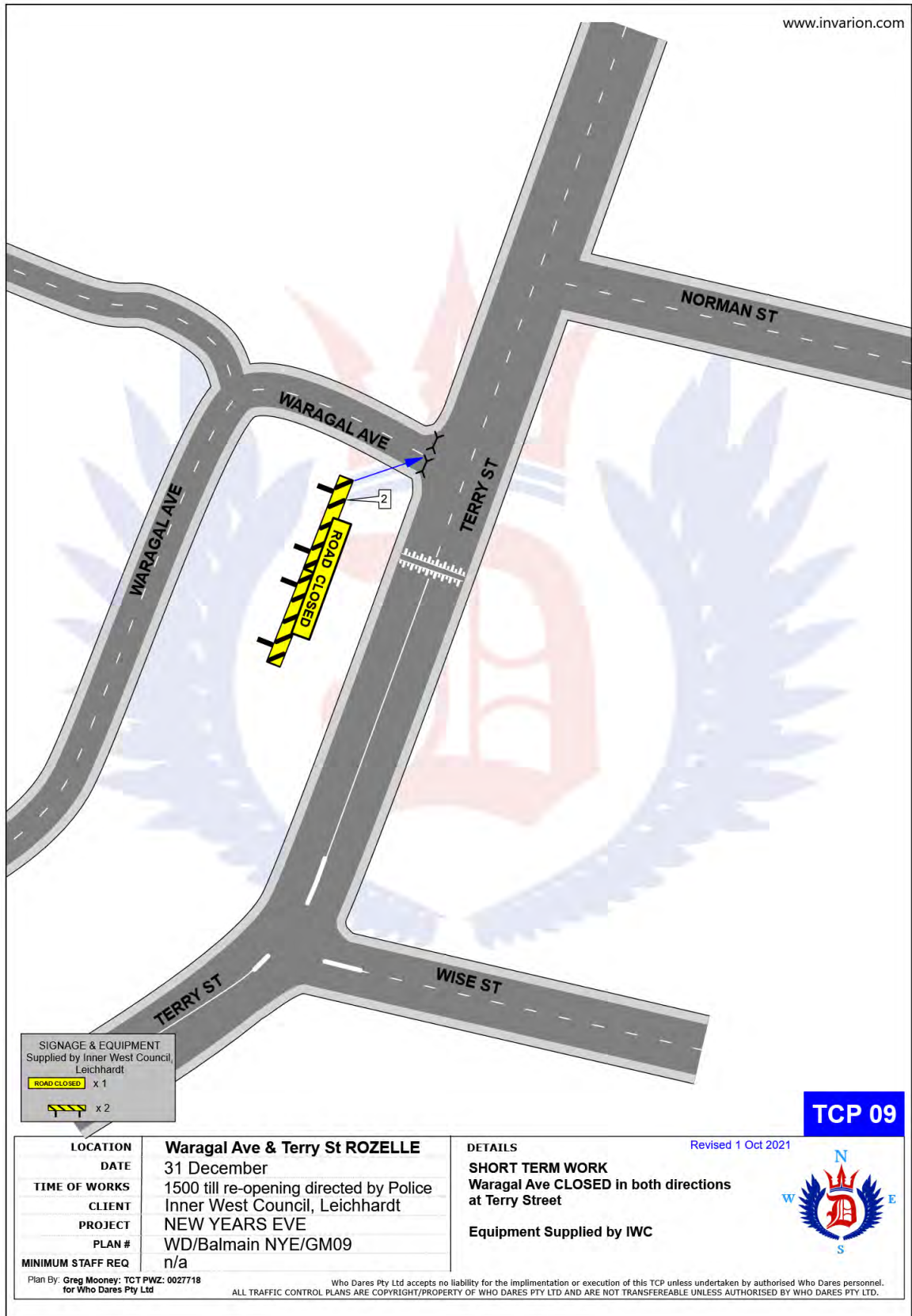
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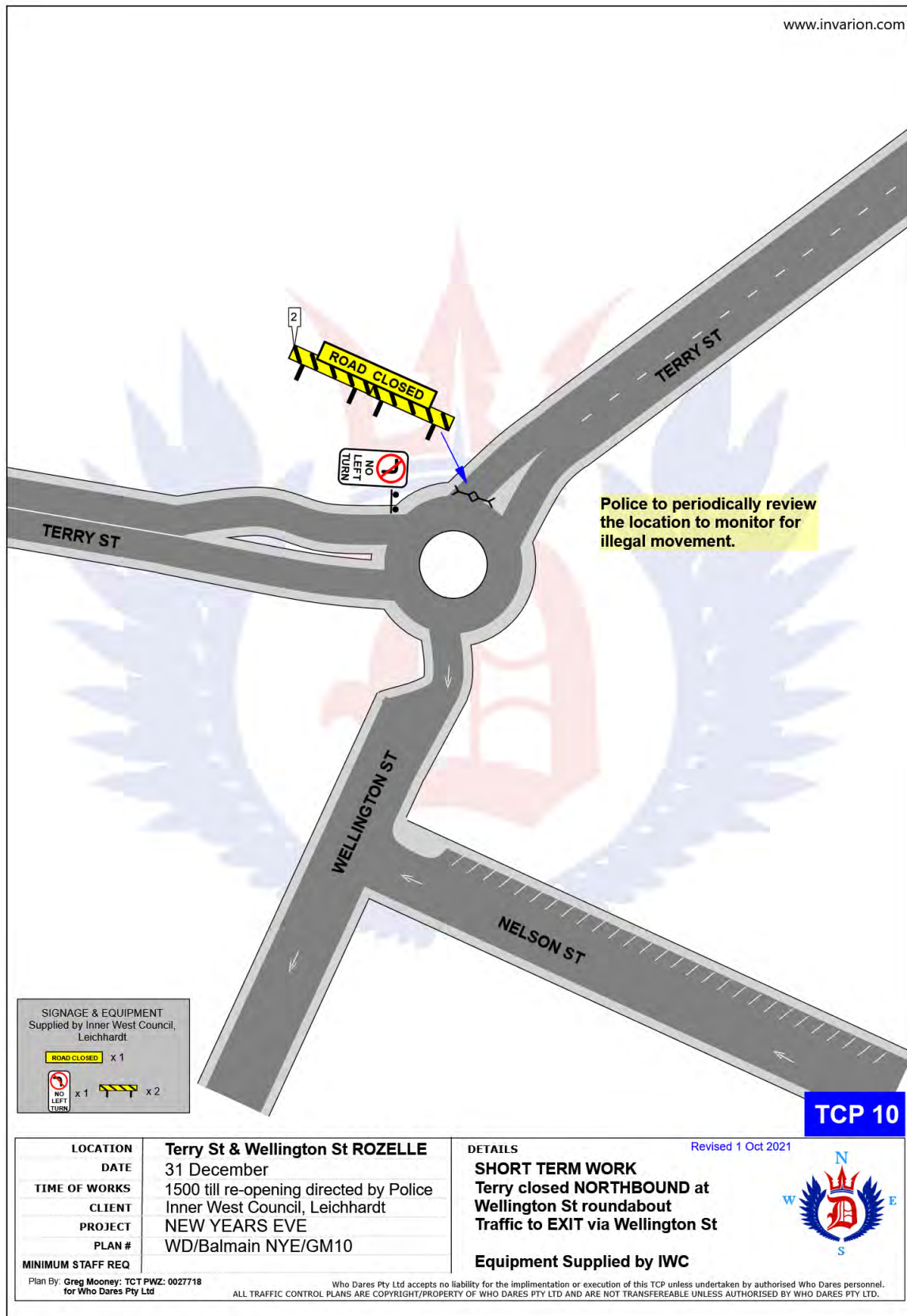




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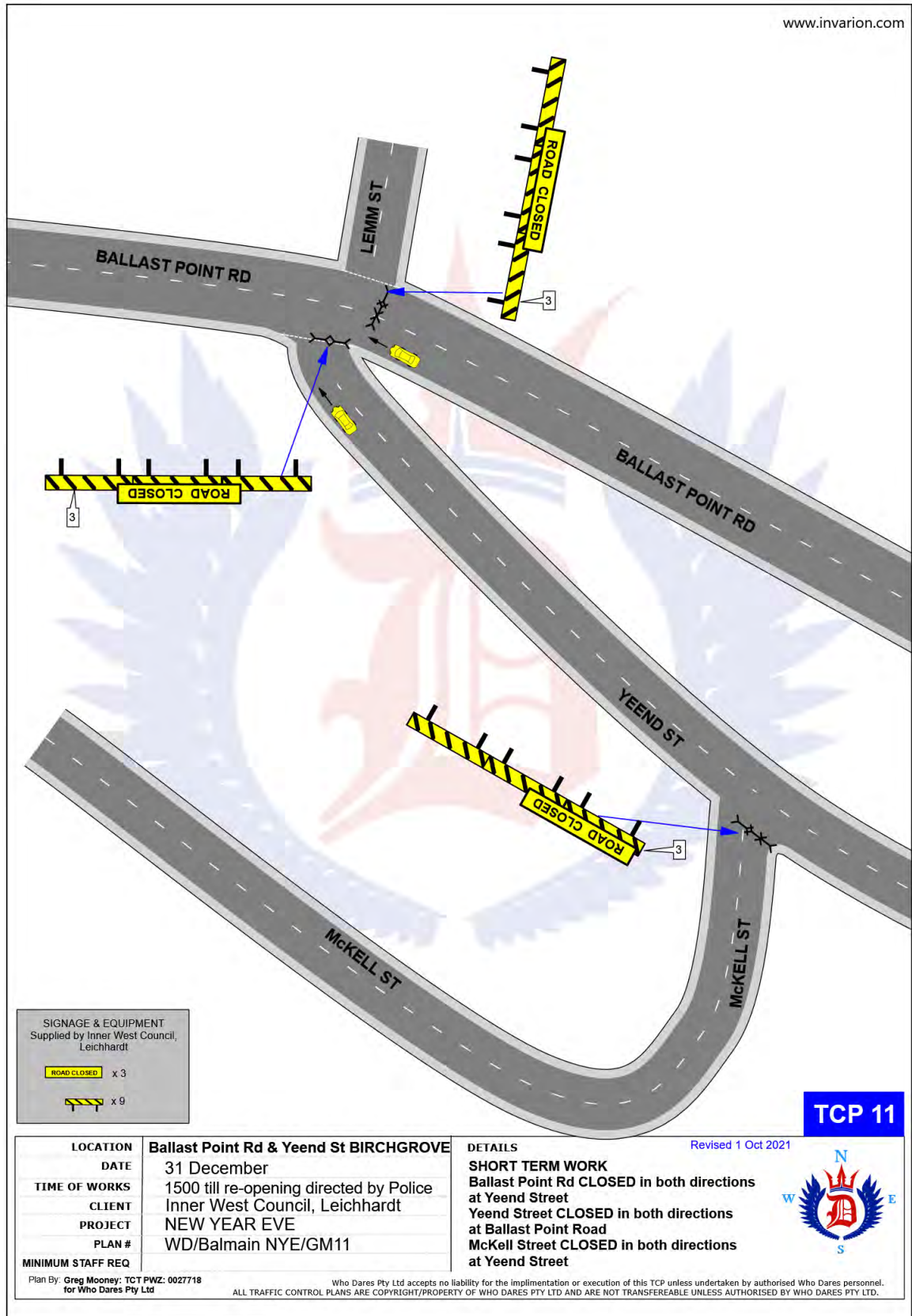
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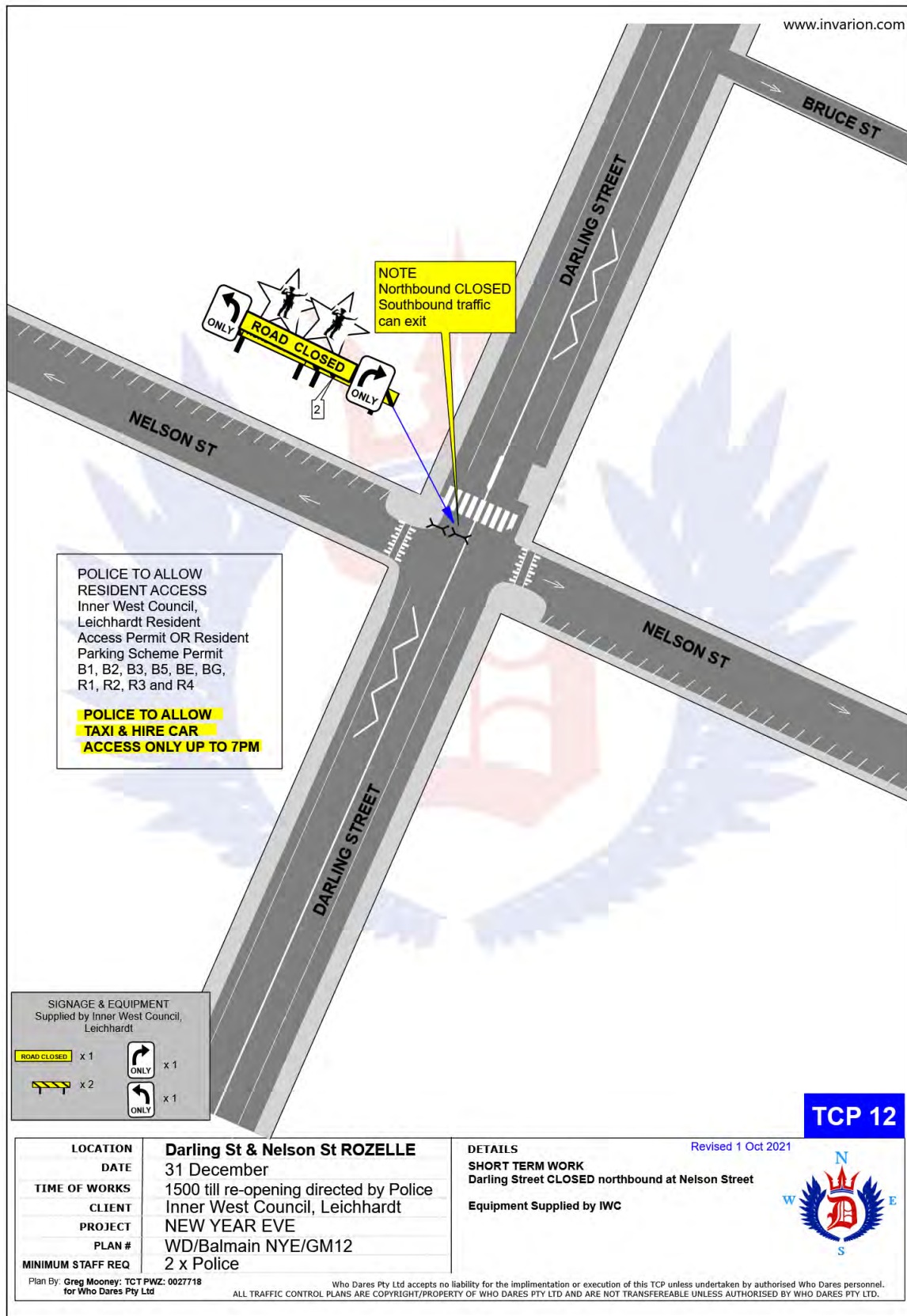


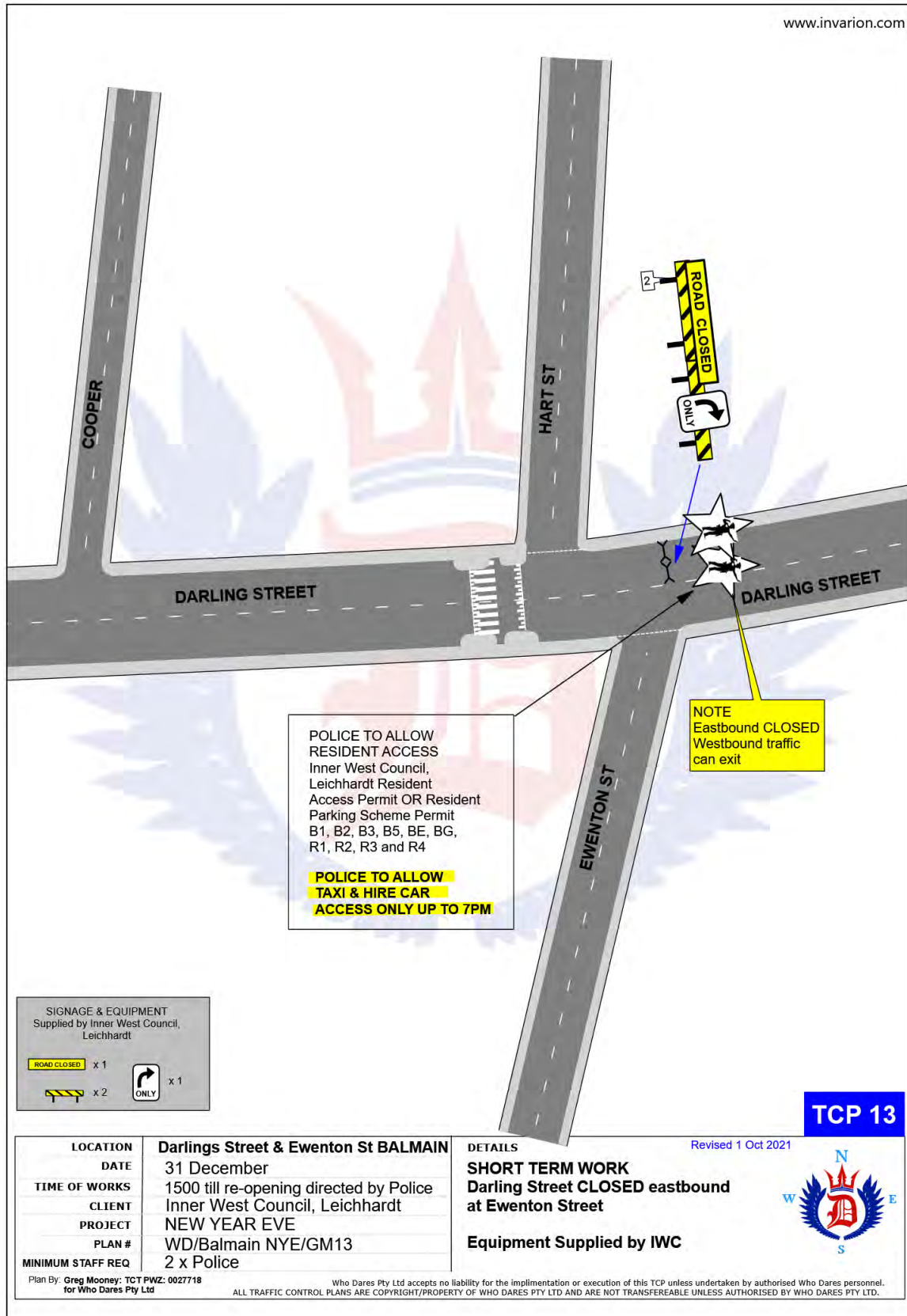


Item 2

Attachment 1

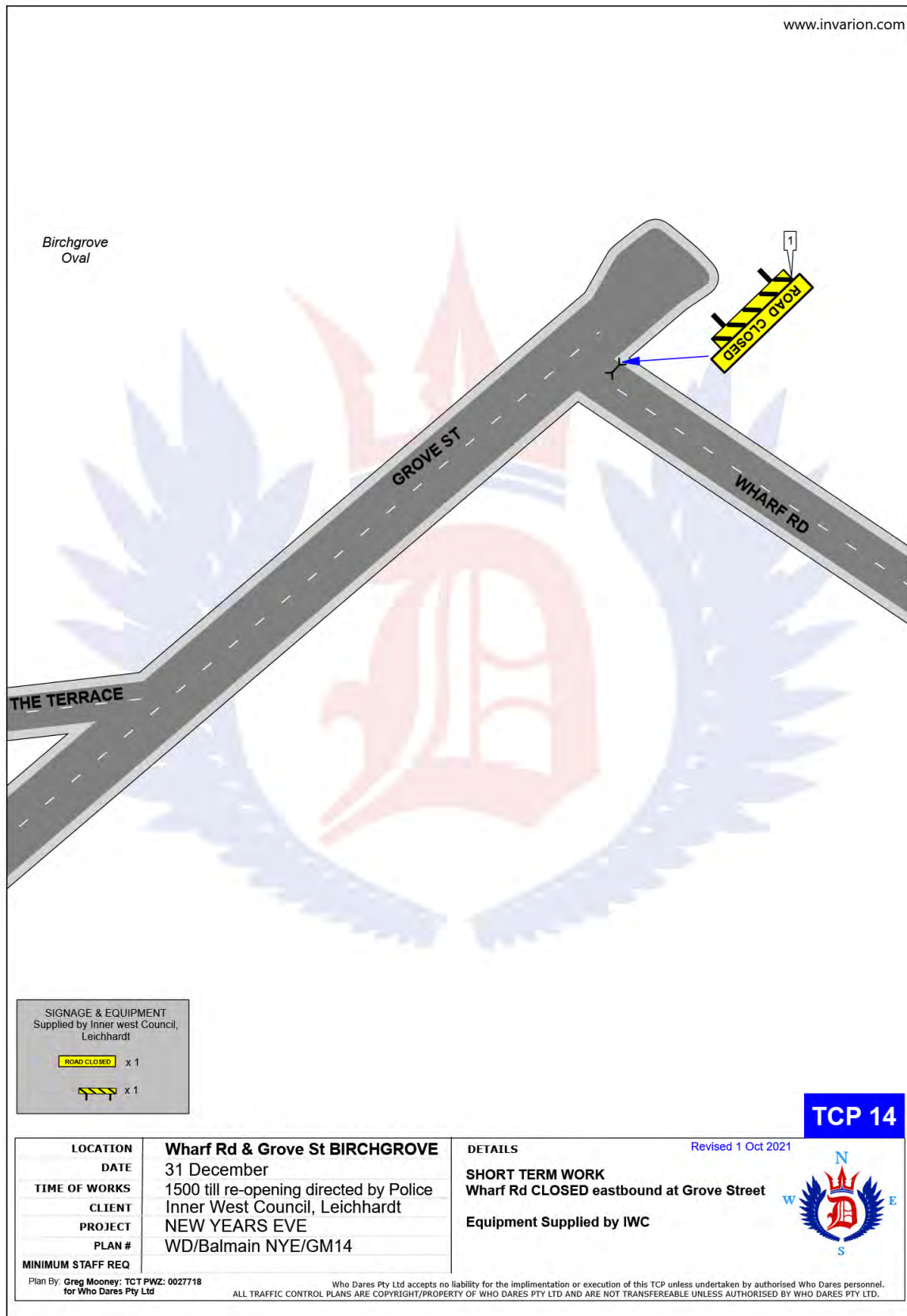




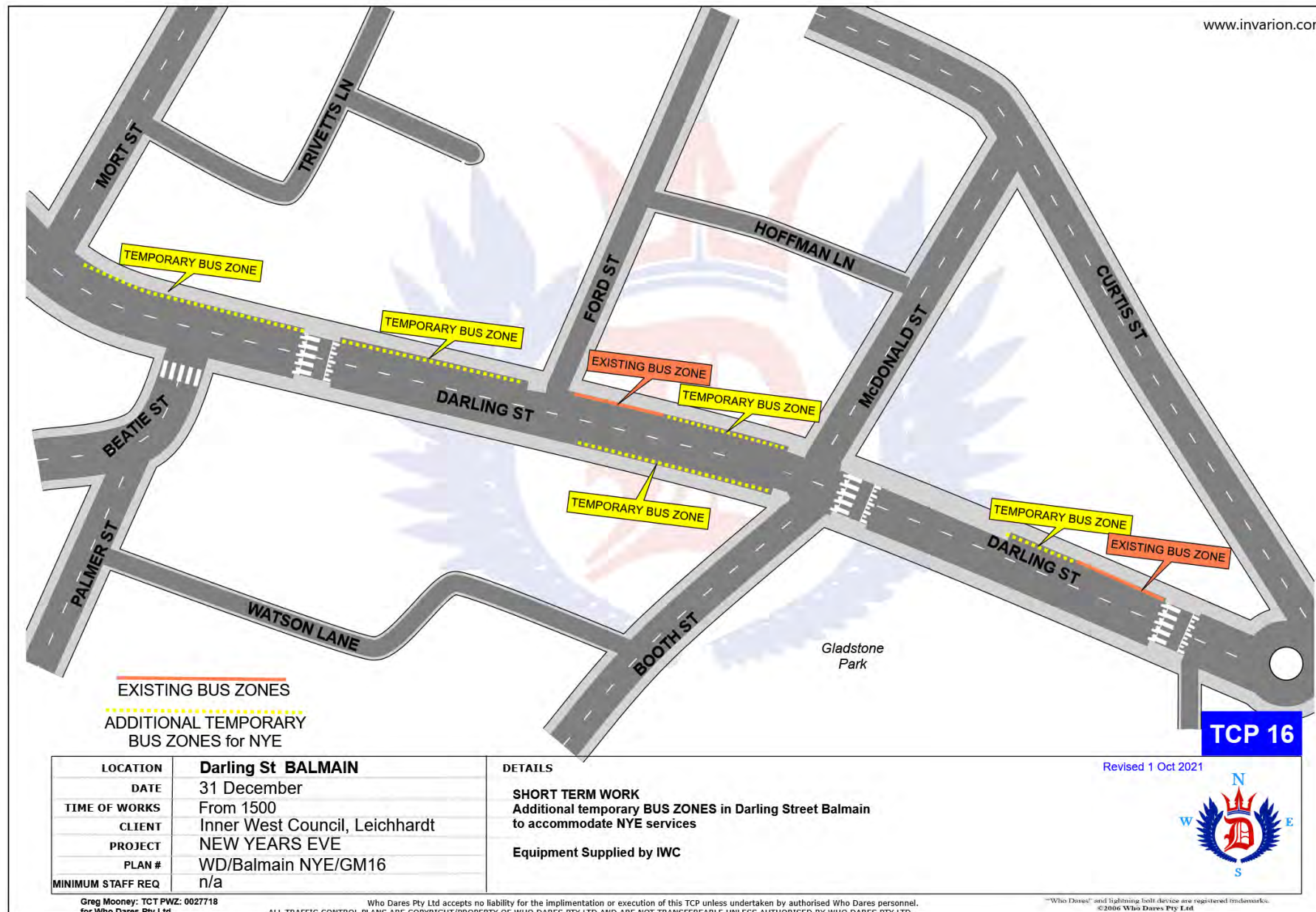


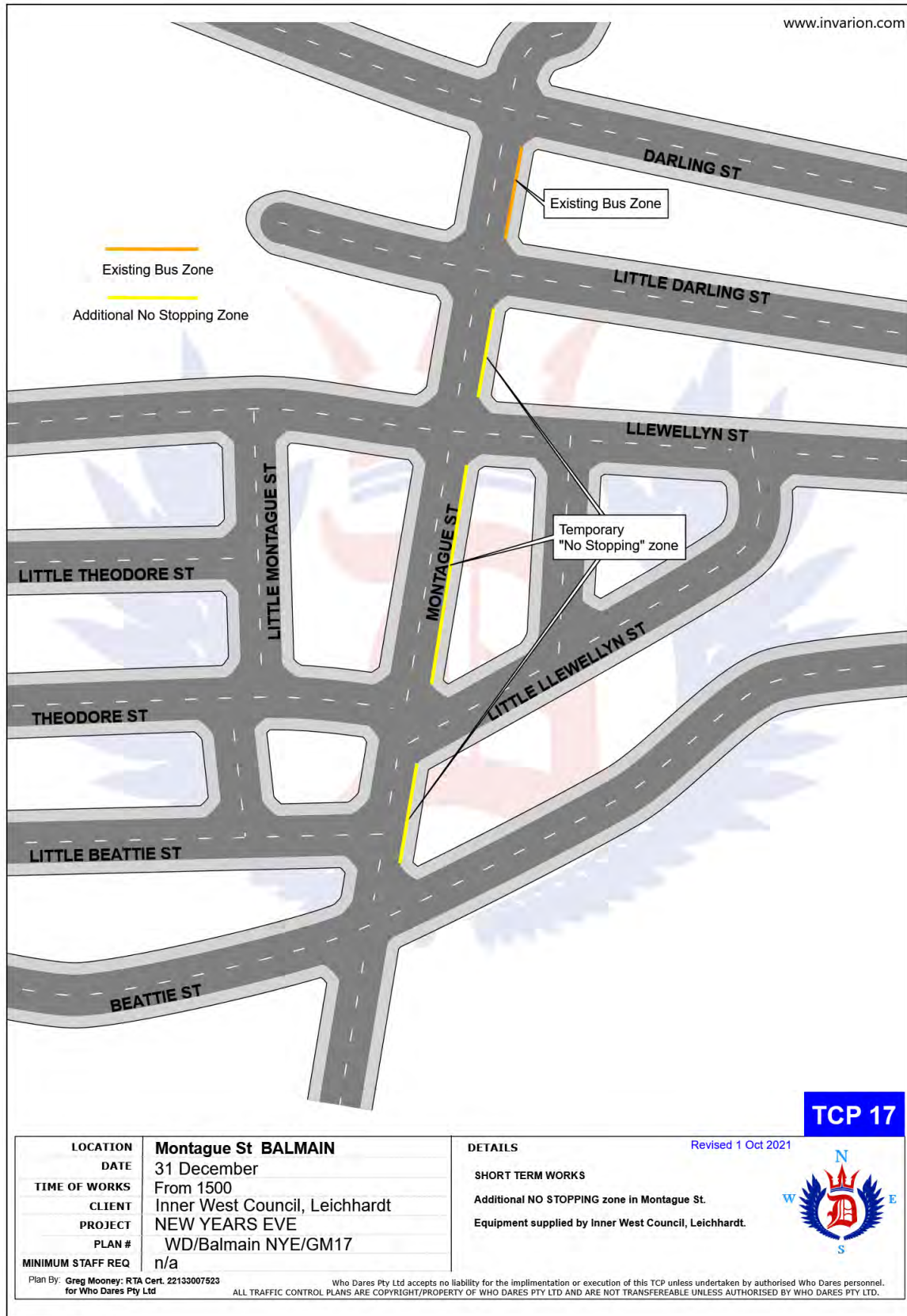
Item 2

Attachment 1



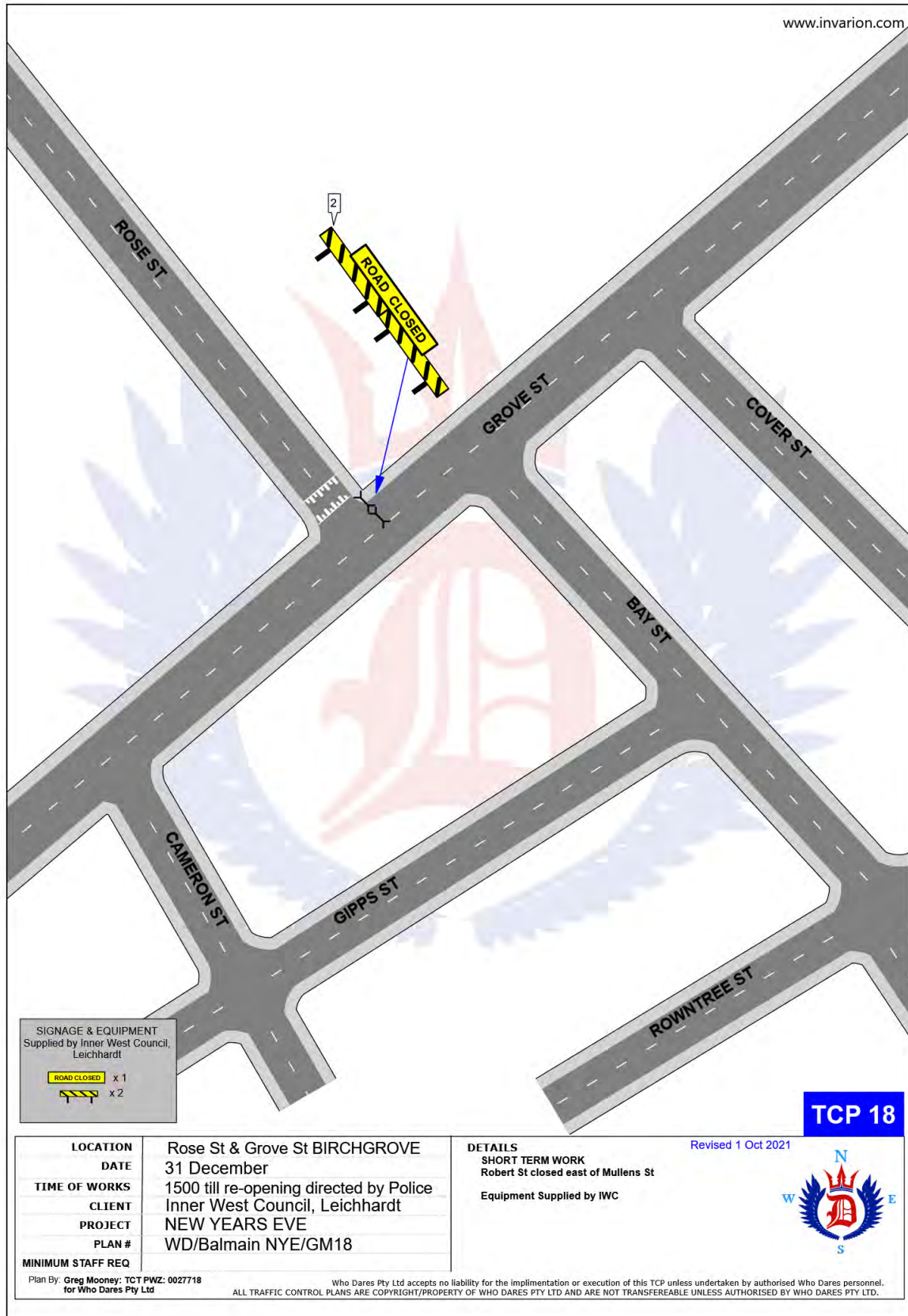






Item 2

Attachment 1



Item 2

Attachment 1

Item No: LTC1021(1) Item 3
Subject: INTERSECTION OF HARDY STREET/ CHURCH STREET AND PRINCESS STREET, (AT SUBURB BOUNDARIES)
CANTERBURY/ASHBURY/HURLSTONE PARK- PROPOSED
ROUNDAABOUT - DESIGN PLAN CBC NO. 01470
(DJARRAWUNANG-ASHFIELD WARD/CANTERBURY
ELECTORATE/ASHFIELD PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Canterbury Bankstown Council in conjunction with Inner West Council has finalised a plan to propose a roundabout at the intersection of Hardy Street/Church Street and Princess Street, Canterbury/Ashbury/Hurlstone Park. The intersection is bounded by both Councils. The proposed roundabout would replace the current crossroad treatment at the intersection to improve safety for all road users.

RECOMMENDATION

THAT the detailed design plan for a proposed roundabout at the intersection Hardy Street/Church Street and Princess Street, Canterbury/Ashbury/Hurlstone Park, with the removal of a slip lane and associated signs and line markings (as per Plan CBC No.01470) be APPROVED.

The intersection currently facilitates a crossroad treatment with a STOP control at Princess Street and GIVE-WAY control at Hardy Street/Church Street. A slip lane exists to the north-western corner of the intersection to separate and independently allow left turn movement from Princess Street into Hardy Street.

The boundary line between the two LGAs runs through the middle of Princess Street at the intersection.

The existing crossroad facility was implemented over 15 years ago in aim to control speed entry from all sides of the intersection. However numerous complaints over time have been received from the community and via Councillors and State Members of Parliament, regarding the confusion to the existing STOP and GIVE-WAY measures in place.

A site meeting was held in March 2021 between officers of both Councils and Police, and it was concluded that a roundabout could be implemented at this particular intersection to alleviate the problem of confusion and improve safety for all road users at the intersection.

See below existing locality plan and crossroad treatment, and proposed plan of roundabout with associated works in **Attachment 1**.



FINANCIAL IMPLICATIONS

The project is listed on Canterbury Bankstown Council's Capital Works Program for 2021/2022 with a total (detailed) estimated cost of approximately \$500,560. Inner West Council will contribute to its component of the cost.

OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached Plan designed by Canterbury Bankstown Council (Plan CBC No. 01470) in **Attachment 1**.

The proposal is to install a roundabout which incorporates:

- Removal of the slip lane from Princess Street to Hardy Street
- Improvements to the median islands to provide safer crossing points on Princess Street (west), Church Street and Hardy Street
- Relocation of the pedestrian crossing on Princess Street (east)
- Install a speed hump on Hardy Street (approach)

The proposal will result in the following parking losses due to the installation of statutory 'No Stopping' restrictions in line with Australian Standards and Transport for NSW (TfNSW) Technical Guidelines:

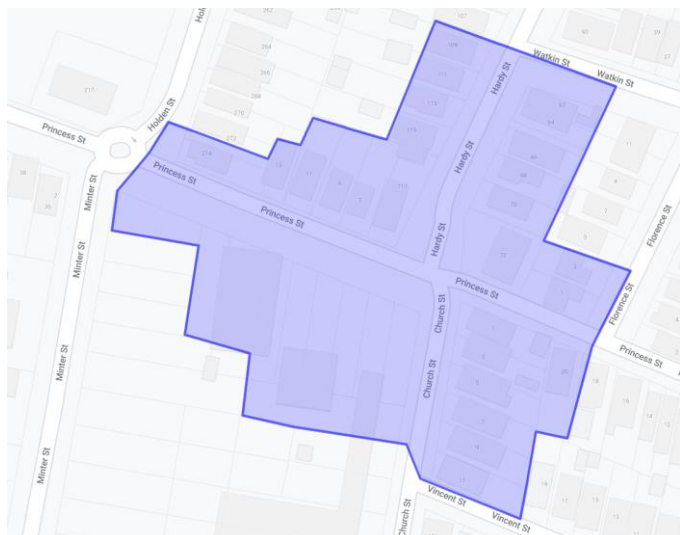
- two (2) parking spaces on Princess Street (east) and
- one (1) parking space on Church Street

The following information is also provided:

- Canterbury Bankstown Council will be reporting to its Local Traffic Committee to consider the proposal at its meeting on the 12 October 2021. A copy of the Canterbury Bankstown Council's report to its traffic committee committee is shown in **Attachment 2** which provides further details to discussion and background on the matter.
- Both Council's have co-ordinated in consultation with the affected community in the area. See **Consultaion** for further details.
- The proposed roundabout (romulus) is positioned to the the eastern side of the intersection to effectively allow for the safe and proper movement of vehicles through the intersection.
- A speed cushion is proposed In Hardy Street to compensate in the lack of deflection in the roundabout to control vehicle entry from the north.
- The existing slip lane to the north-western corner is removed to allow all traffic to compliantly manoeuvre through the roundabout. The extended area will be landscaped and serve to asthetically improve the street-scape and enhance the pedestrain movement on the northern side of the intersection.
- The kerb to the north-western corner will be kerb blistered and extended out to reallign and formulate a signal lane roundabout at the intersection.
- A garbage truck mountable island is provided to the north-west corner to allow Inner West Council waste collection vehicles (8.8 -9.5m in length) to negotiate the left turn from Princess Street into Hardy Street. All other vehicles will be able to left turn in front of the mountable island.
- The existing road level pedestrian crossing in Princess Street (east) will be upgraded to a raised crossing and moved approx. 5-6 metres away from the corner to prevent the standing of a vehicle over the crossing under Give-way. Fencing will be erected at both corner sides of the street to direct pedestrains to the raised crossing.
- At this point of time, it is viewed that there is low pedestrain activity at the other legs of the intersection. Crossings may be considered and retrofited to the other legs, if conditions permit and warrants are met in the future.
- Certain 40km/h school zone signs and marking will need to be relocated. As this facility is under the care and control of the Transport for NSW, Canterbury Bankstown Council has applied for TfNSW to relocate any of the 40 km/h school zone facilities around the intersection prior to commencement of the proposed works.
- Canterbury Bankstown Council will project manage and oversee the work.

CONSULTATION

Inner West Council mailed out consultation letters with the proposed plan to 18 surrounding properties (24 letters to residents and owners) in Princess Street (north side) and Hardy Street within the Inner West Council LGA. Canterbury Bankstown Council in turn mailed out consultation letters with plan to 10 properties (including Canterbury Girls High School) on Princess Street (southern side) and Church Street within Canterbury Bankstown Council LGA. See distribution map below.



Letters were sent out on 10 September 2021. Closure on submissions was the 1 October 2021. No responses were received.

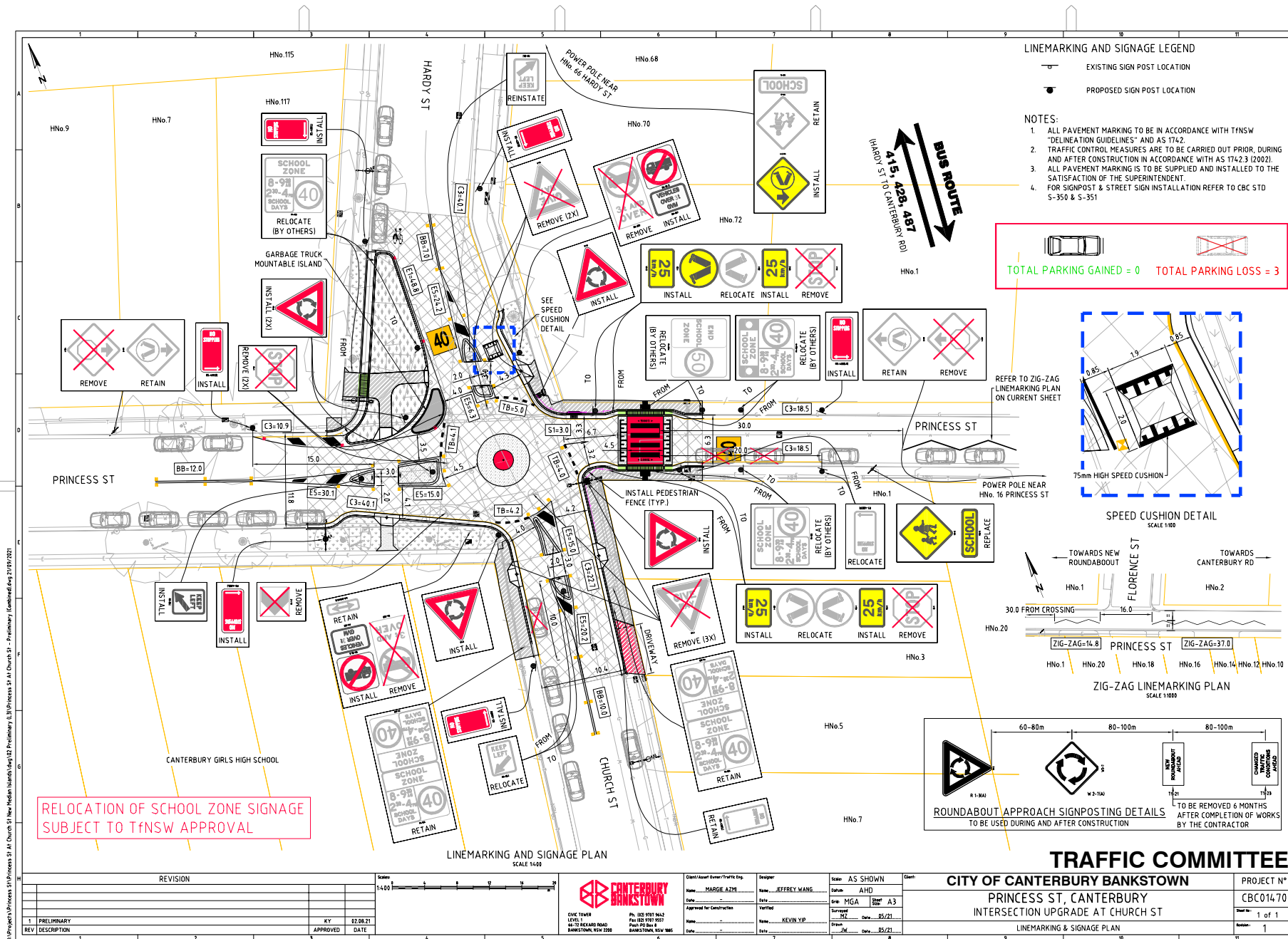
Canterbury Bankstown Council will be reporting the matter to its local Traffic Committee on the 12 October 2021. Its report is shown as **Attachment 2**. The minutes of the Canterbury Bankstown Council Traffic Committee pertaining to the item will be forwarded to Inner West Council Traffic Committee members prior to or tabled at the meeting.

CONCLUSION:

It is recommended that the detailed design plan for a proposed roundabout at the intersection Hardy Street/Church Street and Princess Street, Canterbury/Ashbury/Hurlstone Park, with the removal of a slip lane and associated signs and line markings (as per Plan CBC No.01470) be APPROVED.

ATTACHMENTS

1. [↓](#) CBC01470 -Princess St at Church St - Roundabout
2. [↓](#) Canterbury Bankstown Council LTC report for 12 Oct 2021



Bankstown Traffic Committee - 12 October 2021

ITEM	Princess Street-Church Street-Hardy Street intersection, Canterbury Roundabout Proposal
WARD	Budjar / Canterbury
ELECTORATE	Canterbury
AUTHOR	City Assets

ISSUE

To consider the installation of a roundabout at the Princess Street-Church Street-Hardy Street, Canterbury intersection to improve safety for all road users.

DISCUSSION

Council has received concerns from residents regarding safety issues at the Princess Street-Church Street-Hardy Street intersection which is a four-way intersection controlled by STOP and Give-Way treatments. The median islands provided on Princess Street (west), Church Street and Hardy Street are inadequate to safely accommodate pedestrians. A zebra crossing is provided on Princess Street (east).

The subject intersection is in close proximity to a number of schools and Canterbury train station.

The subject intersection is on the boundary of Canterbury Bankstown and Inner West Council LGAs. The project will therefore be jointly funded by both Councils.

LOCALITY MAP



A review of the TfNSW accident data for the 5 years between October 2015 and September 2020 inclusive indicated no reported accidents at the subject intersection, however, Council has received anecdotal evidence regarding near misses occurred at the intersection.

The subject roads at the intersection currently have 50kph speed limit and 40kph during School Zone operation periods. Results of traffic counts undertaken in Princess Street and Church Street are as follows.

Street	Surveyed Date	Average Daily Traffic Volume	85 th ile Speed (kph)
Princess Street (west), east of Holden St	1/3/2007	9751	55
Princess Street (east), between Florence Street and Ida Street	14/2/2012	1291	54
Church Street, south of Vincent Street	17/9/1999	1008	51
Hardy Street, between Mount Street and Griffith Street	25/2/2016	2839	55

The proposed roundabout design incorporates the following:

- Removal of the slip lane from Princess Street to Hardy Street
- Improvements to the median islands to provide safer crossing points on Princess Street (west), Church Street and Hardy Street

- Relocation of the pedestrian crossing on Princess Street (east)
- Install a speed hump on Hardy Street (approach)

It was also identified that the existing School Zone signs and the additional signage, associated with the proposed raised pedestrian crossing, added onto the narrow footpaths on Princess Street (east) would impact on vulnerable pedestrians, particularly disabled, elderly and parents with prams. Council has made a submission to TfNSW's Greater Sydney Roads Assets section, requesting the relocation of School Zone signs away from the raised pedestrian crossing on Princess Street (east). It is expected to receive TfNSW response prior to construction.

The proposal will result in the following parking losses due to the installation of statutory No Stopping restrictions in line with Australian Standards and Transport for NSW (TfNSW) Technical Guidelines:

- two (2) parking spaces on Princess Street (east) and
- one (1) parking space on Church Street

The proposal is shown on the attached Plan No CBC01470

Consultation

Consultation letters with a concept plan showing the proposal were distributed to 10 properties (including Canterbury Girls High School) on Princess Street (southern side) and Church Street within Canterbury Bankstown Council LGA. Inner West Council has also distributed consultation letters to the residents and owners in Princess Street (north) and Hardy Street within their LGA. Letters were sent out on 10 September 2021. The survey closed on 1 October 2021, no responses were received by either CBC or Inner West Council

It is suggested that Princess Street-Church Street-Hardy Street intersection have the installation of a roundabout with splitter islands and appropriate signs and linemarking as per Plan No CBC01470.

POLICY IMPACT

This matter has no policy implications to Council.

FINANCIAL IMPACT

The cost of the works will be funded by Council's Capital Works program 2021-22 and Innerwest Council.

PROPOSED RECOMMENDATION

That the proposed roundabout at the Princess Street-Church Street-Hardy Street intersection, Canterbury be endorsed pursuant to Plan No CBC 01470.

ATTACHMENTS

- A. Princess Street-Church Street-Hardy Street; Proposed Roundabout - Plan No. CBC 01470

Item No: LTC1021(1) Item 4

Subject: ADDISON ROAD, MARRICKVILLE – PROPOSED NEW PEDESTRIAN REFUGE - DESIGN PLAN 10117 ((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 finalised a design plan for the proposed construction of a new pedestrian refuge on Addison Road, Marrickville near Denby Street. Council received funding from the TfNSW Blackspot Program and the proposed works will improve pedestrian safety and motorist safety and addresses concerns about pedestrian safety and driver behaviour in the area. It is recommended that the proposed detailed design plan be approved.

RECOMMENDATION

THAT the detailed design plan for the proposed new pedestrian refuge on Addison Road, Marrickville near Denby Street and associated signs and line markings (as per Plan No.10117) be APPROVED.

BACKGROUND

Council is planning to improve pedestrian safety in Addison Road, Marrickville near Denby Street by constructing a new pedestrian refuge island. The proposed works will improve both pedestrian safety and motorist safety in the area. The proposed works are part of recommendations endorsed in August 2019 and listed in the Newington Local Area Traffic Management (LATM) report.

A Blackspot funding application was submitted in 2020 to install a pedestrian refuge and this application was successful. The application noted 5 injury crashes at this location, two of which involved pedestrians. Consultation has now been undertaken with nearby owners and occupiers of properties along Addison Road regarding the proposal and is summarised in the report

FINANCIAL IMPLICATIONS

Funding of \$70,000 was received as part of the Australian Government's Black Spot Program for these works and has been allocated to this project under the 2021/2022 Traffic Facilities Capital Works Program.

OTHER STAFF COMMENTS

Addison Road is a Regional Road running east-west between Victoria Road and Livingstone Road, Marrickville. Addison Road is used as a bus route and carries a traffic volume of approximately 12,500 vehicles per day. It provides one traffic lane in each direction, in addition to kerbside parking.

The following works are proposed and are illustrated on the attached Consultation Plans (Plan No.10117 – **Attachment 1**) which illustrates the proposed new works. Also included are swept path diagrams for an 8.8m service vehicle.

Addison Road, Marrickville (Plan No. 10117):

- Installing new Pedestrian Refuge Island.
- Installing associated pavement line marking and signage as required;
- Constructing new concrete kerb ramps on both sides of the proposed refuge island;
- Reconstructing some damaged sections of concrete footpath with new concrete footpath;
- Relocating the existing Bus shelter and Bus Zone east from its current location (towards Cook Road) as shown on the plan;
- Implementing new “No Stopping” zones and signage and relocating the Bus Stop and “Bus Zone” signs as shown on the plan.

Parking Changes

The proposal will affect existing on-street parking by removing some spaces. Overall, seven (7) legal car parking spaces will be removed along Addison Road as a result of the proposed works.

Closure of existing driveway (26-28 Addison Road):

As part of the works, Council proposes to remove the existing driveway access from Addison Road to 26-28 Addison Road and replace with kerb & gutter and footpath to facilitate the relocation of the Bus Zone and Bus Shelter. It is noted that the property has another driveway accessed off Cook Road.

PUBLIC CONSULTATION

Consultation was conducted between 10 September and 8 October 2021. A letter along with a copy of the design plan was sent to residents/businesses in Addison Road, as highlighted in the following plan. A total of 49 letters were distributed. Five responses were received in objection to the proposal as shown in the following table.



Resident Comment	Officer's response
Concern due to loss of parking (total of 5 similar comments)	Loss of Parking is a result of the statutory 'No Stopping' required with the introduction of a Pedestrian Refuge

Increasing hazards at the intersection of Cook Road (total of 3 similar comments)	The relocation of the bus stop is a result of the introduction of a Pedestrian Refuge. The proposed new bus stop location is the only feasible location.
Attracting smoking outside their residence where new bus stop is proposed	Noted.
Removal of trees as part of the proposal	There are no trees proposed to be removed as part of this proposal.
Lost opportunities for tree planting in bus zone (total of 2 similar comments)	Noted. This feedback can be passed to Council's tree section for other planting opportunities

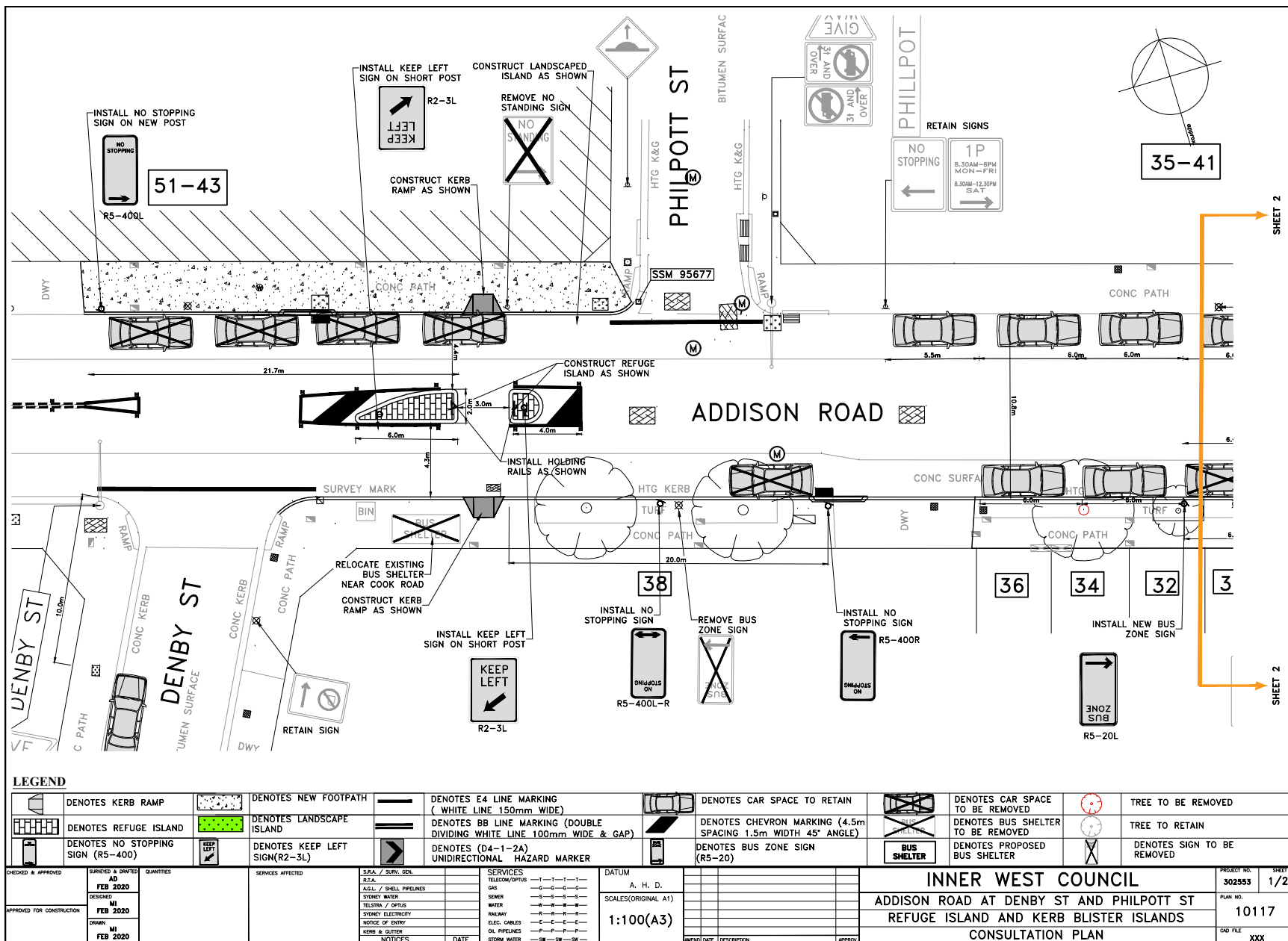
Transit Systems were also consulted as the proposed works involved relocation of an existing Bus Zone and bus shelter. Transit Systems responded that the relocation would have a financial cost of approximately \$420 for the installation of new B/Pole at the relocated stop and for the installation of tactiles. Transit Systems will provide details of their contractor or they will have it installed and invoice Council accordingly.

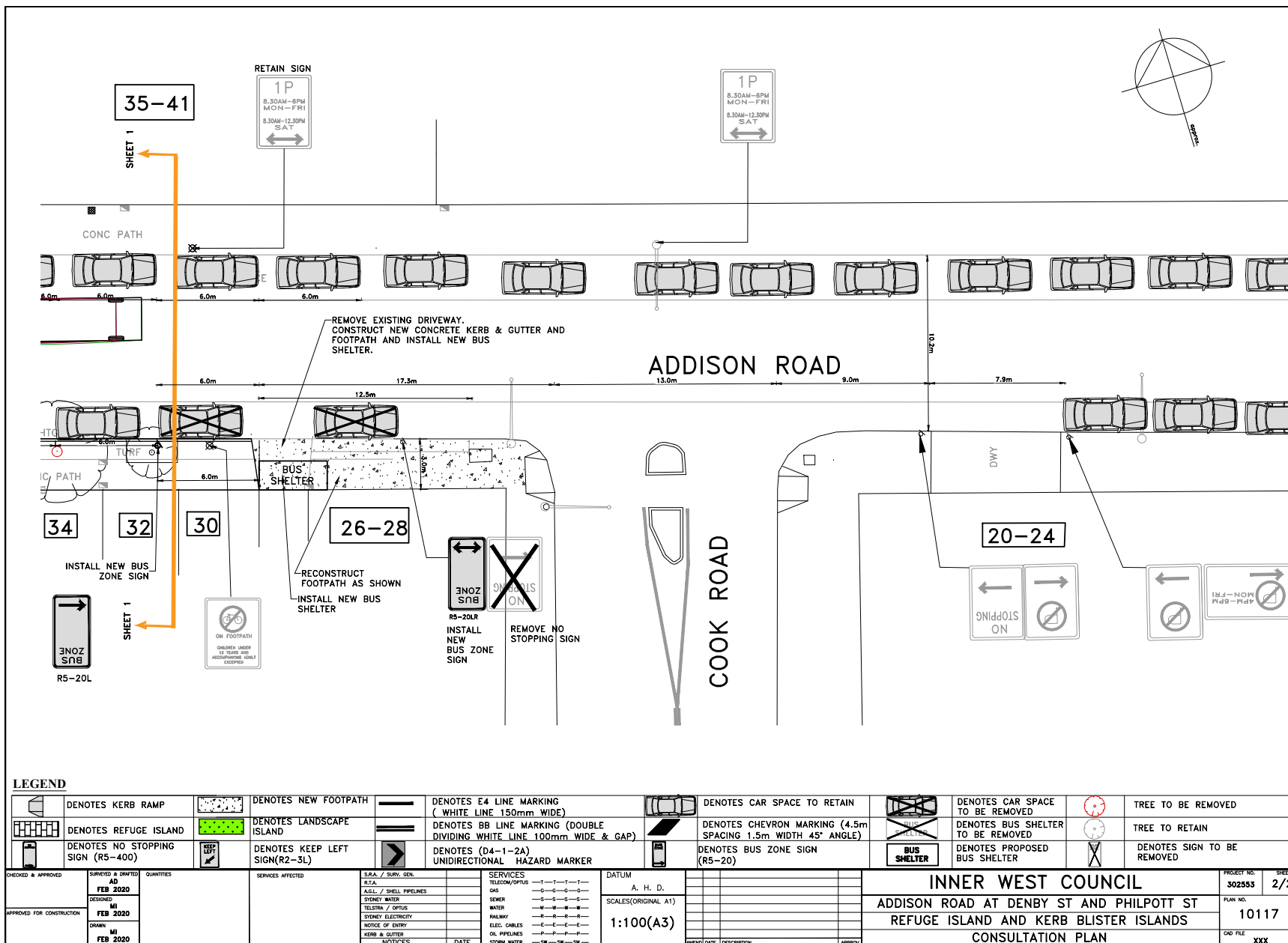
CONCLUSION

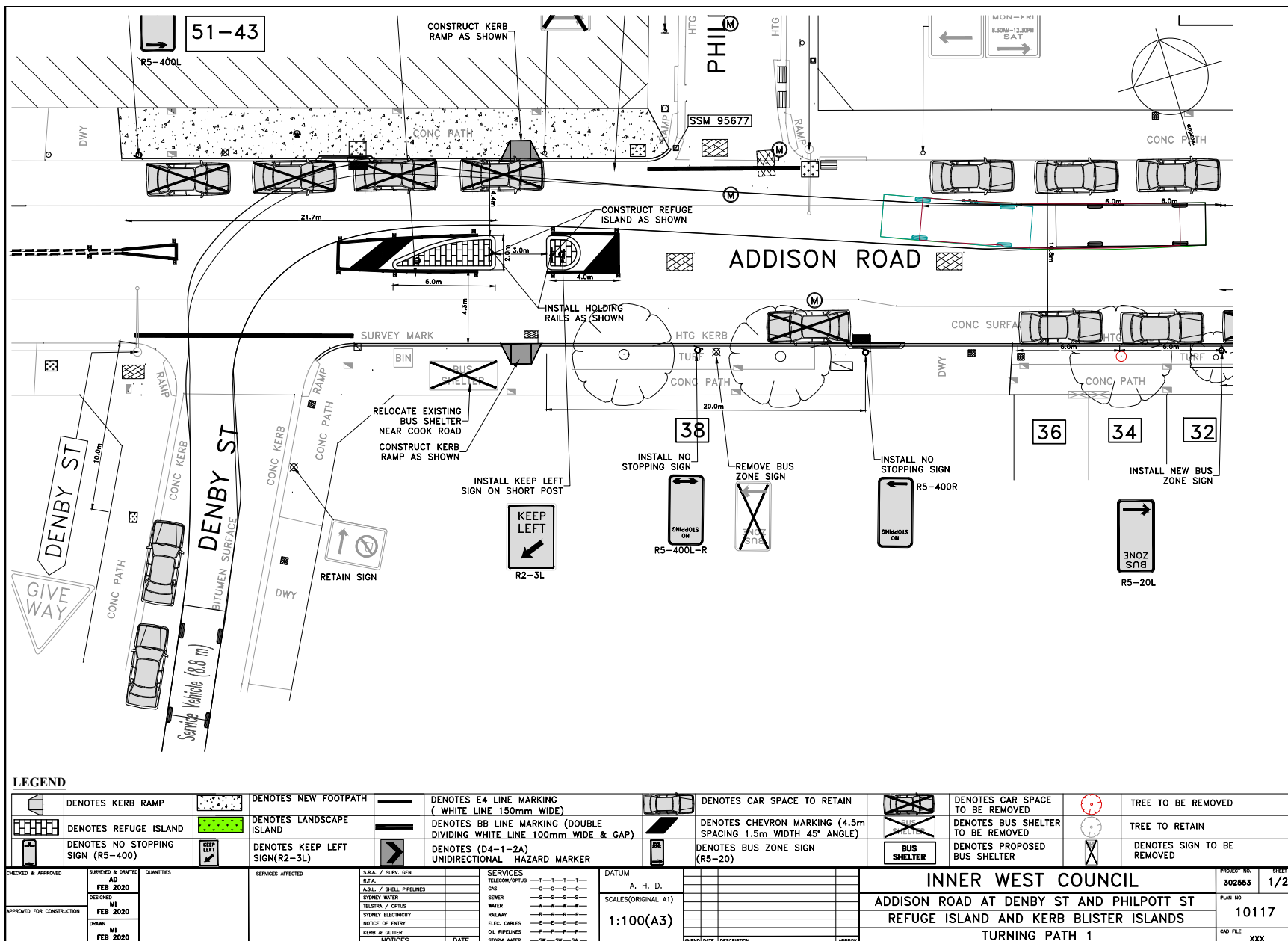
It is recommended that the detailed design plans (10117) for the proposed construction of a new pedestrian refuge on Addison Road, Marrickville near Denby Street. and associated works, signs and line markings be approved, to improve road safety at this location.

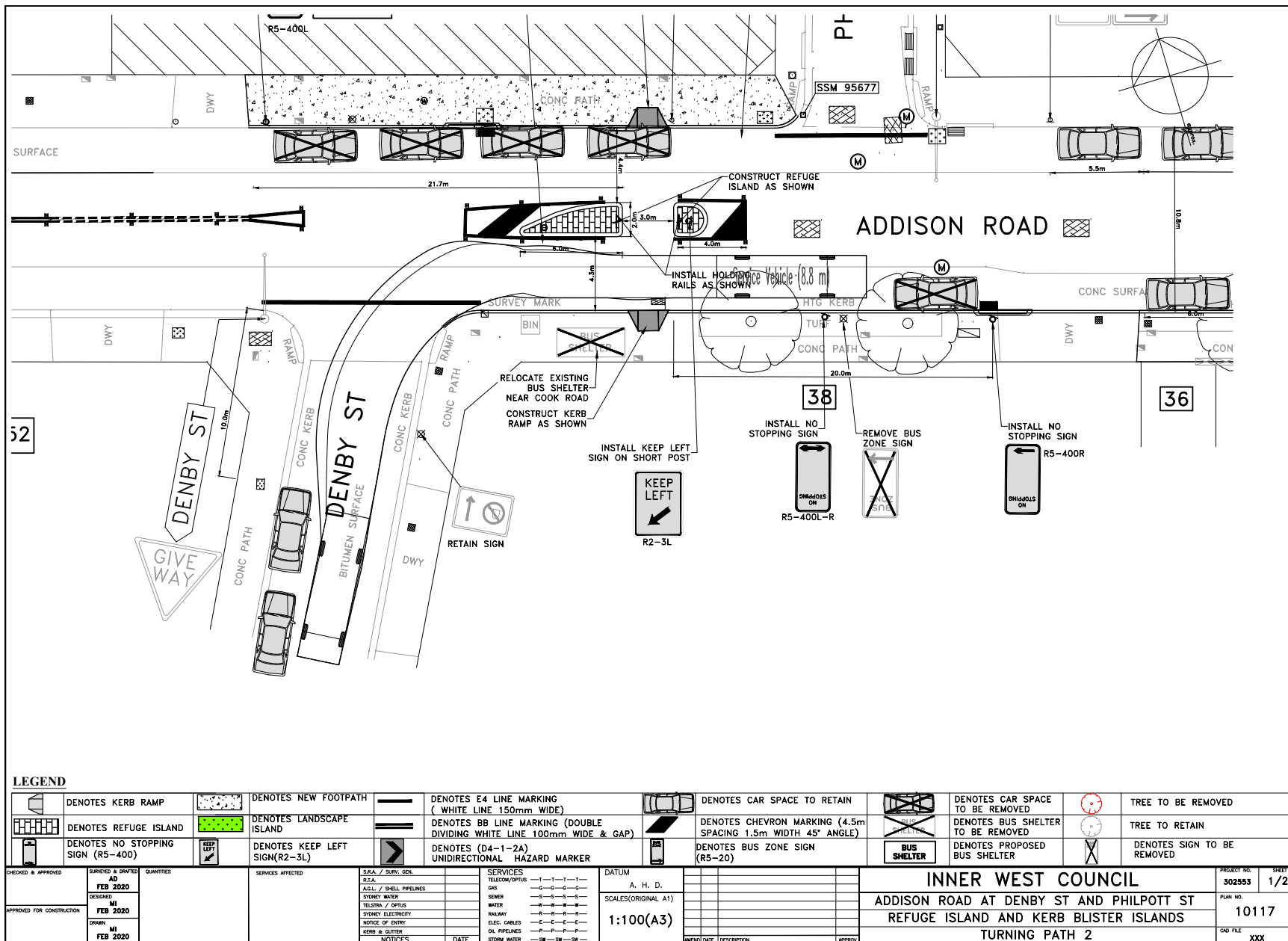
ATTACHMENTS

1. [↓](#) Detailed design plans (10117) - construction of a new pedestrian refuge on Addison Road, Marrickville near Denby Street









Item No: LTC1021(1) Item 5

Subject: DUDLEY STREET, DULWICH HILL; ILLAWARRA ROAD, MARRICKVILLE; AND (LOWER) RAILWAY PARADE, SYDENHAM - BUS REPLACEMENTS DURING MAJOR RAIL SHUTDOWN 26 DECEMBER 2021 TO 9 JANUARY 2022 - TEMPORARY PARKING CHANGES DURING T3 LINE UPGRADE FOR SYDNEY METRO - (MIDJUBURI -MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve a major rail shutdown of the Sydenham to Bankstown rail line (T3) between Sunday 26 December 2021 to Sunday 9 January 2022 (inclusive). During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Dudley Street, Dulwich Hill; Illawarra Road, Marrickville; and Railway Parade (lower section), Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns. TfNSW will reinstate all existing parking arrangements and signage by/on Monday 10 January 2022.

RECOMMENDATION

THAT this report be received and noted and the following temporary short-term parking changes from Sunday 26 December 2021 to Sunday 9 January 2022 be approved and implemented by TfNSW:

Dudley Street - Dulwich Hill Station Precinct (5 parking spaces)

1. The short-term conversion of 7m (1 parking space) 'Loading Zone 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northwestern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be APPROVED in order to provide an additional bus bay with adequate draw-in length;
2. The short-term conversion of 18m (3 parking spaces) 'P30 min 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be APPROVED in order to provide an additional bus bay with adequate draw-in length; and
3. The short-term conversion of 7m (1 parking space) 'Works Zone 7 am – 5:30 pm Mon – Sat' on the southeastern side of Dudley Street (between School Parade and Wardell Road) to a 'Bus Zone'; be APPROVED in order to provide an additional bus bay with adequate draw-in length.

Illawarra Road - Marrickville Station Precinct (1 parking space)

4. The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the northern side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone Mon-Fri only'; be APPROVED in order to provide an additional bus bay with adequate draw-in length.

Lower Railway Parade - Sydenham Station Precinct (62 parking spaces)

5. The short-term conversion of 69m (11 parking spaces) 'unrestricted parking' on the southeast kerb of Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone' be APPROVED in order to provide additional layover bus bays with adequate draw-in length;
6. The short-term conversion of 118m (40 parking spaces) 'unrestricted parking' on the northwest kerb of Railway Parade (Lower) (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; be APPROVED in order to provide additional layover bus bays with adequate draw-in length;
7. The short-term conversion of 32m (11 angle parking spaces) '4P 8:30 am – 6 pm Mon - Fri' on the northwest kerb of Railway Parade (Lower) (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'; be APPROVED in order to provide additional layover bus bays with adequate draw-in length; and
8. The applicant and Council Rangers be advised in terms of this report.

BACKGROUND

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

During this possession, rail services on the T3 Bankstown Line will not operate and Temporary Transport Plan (TTP) buses will operate instead necessitating some short-term changes in parking at a number of locations.

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

FINANCIAL IMPLICATIONS

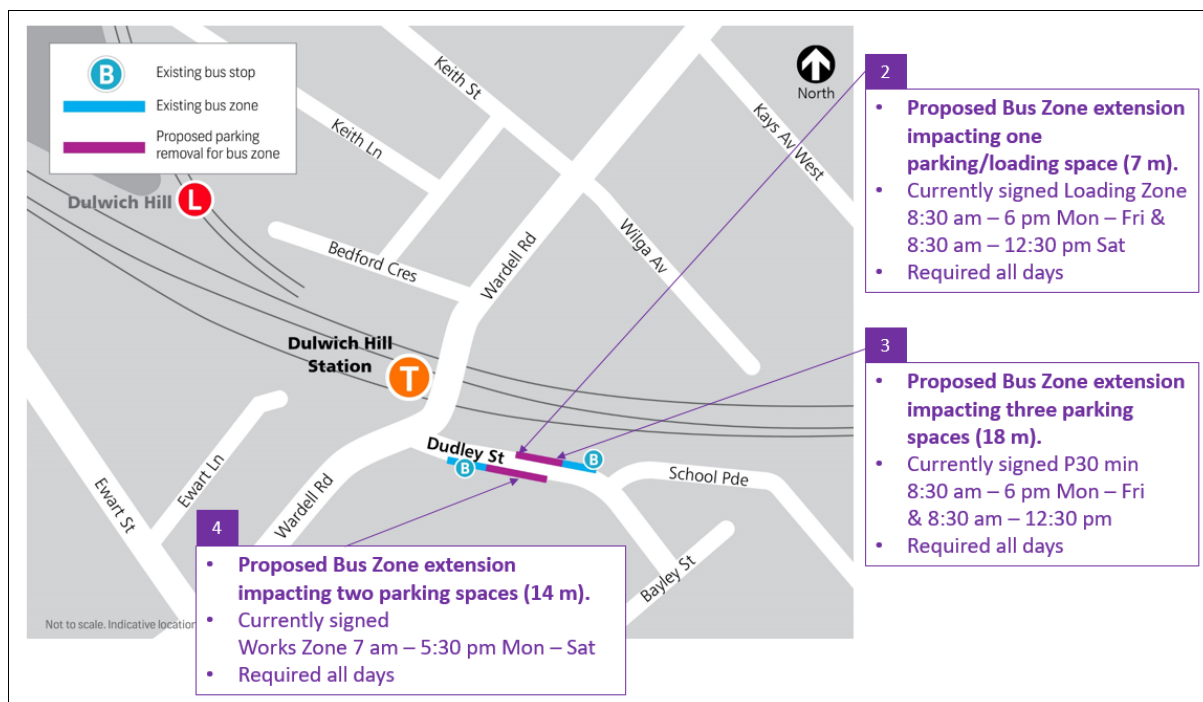
There are no financial implications for Council associated with this matter. The cost of the work will be borne by Transport for NSW.

OFFICER COMMENTS

It is noted that the proposed parking changes are between the period of Sunday, 26 December 2021 to Sunday, 9 January 2022 (inclusive). Lower Railway Parade, Marrickville will only be required between Wednesday, 29 December 2021 and Sunday, 9 January 2022 (short term period).

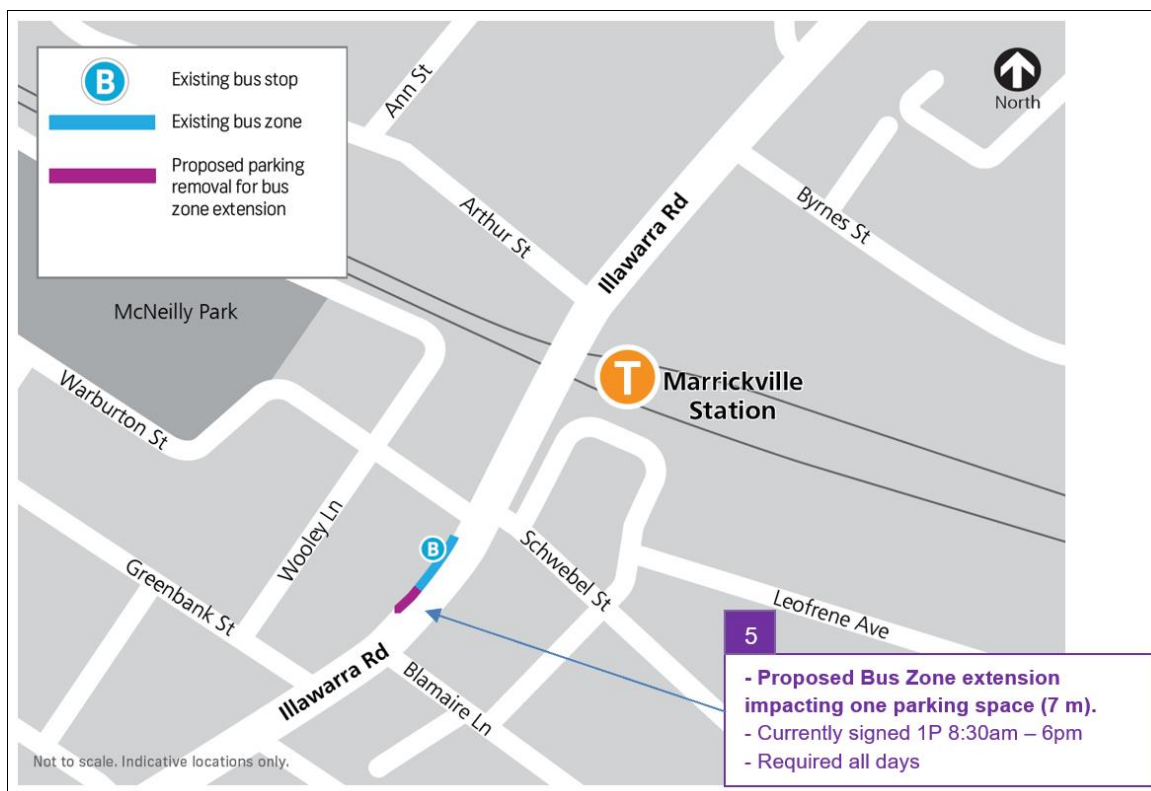
Plans of the proposed Bus Zone requirements for each station will be detailed separately below.

Dulwich Hill Station Precinct (5 parking spaces)



1. Section A of Dulwich Hill Station, Dudley Street, northern side (Stop ID: 220433) - Bus stop extension (1 parking space)
 - Dudley Street (northern kerb between Wardell Road and School Parade)
 - Currently signed Loading Zone 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately one parking space (7m).
 - This change is proposed to create the extra space required for the additional TTP buses using the stop.
2. Section B of Dulwich Hill Station, Dudley Street northern side (Stop ID: 220433) - Bus stop extension (3 parking spaces)
 - Dudley Street (northern kerb between Wardell Road and School Parade)
 - Currently signed P30 min 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately 3 parking spaces (18m).
 - This change is proposed to create the extra space required for the additional TTP buses using the stop
3. Dudley Street opposite Dulwich Hill Station, southern side (Stop ID: 220432) - Bus stop extension (1 parking space)
 - Dudley Street (southern kerb between School Parade and Wardell Road)
 - Currently signed Works Zone 7am – 5:30pm Mon – Sat
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - This proposed change is to create the extra space required for the additional TTP buses using the stop
 - Proposed temporary change will impact approximately one parking space (7 m).

Marrickville Station Precinct (1 parking space)



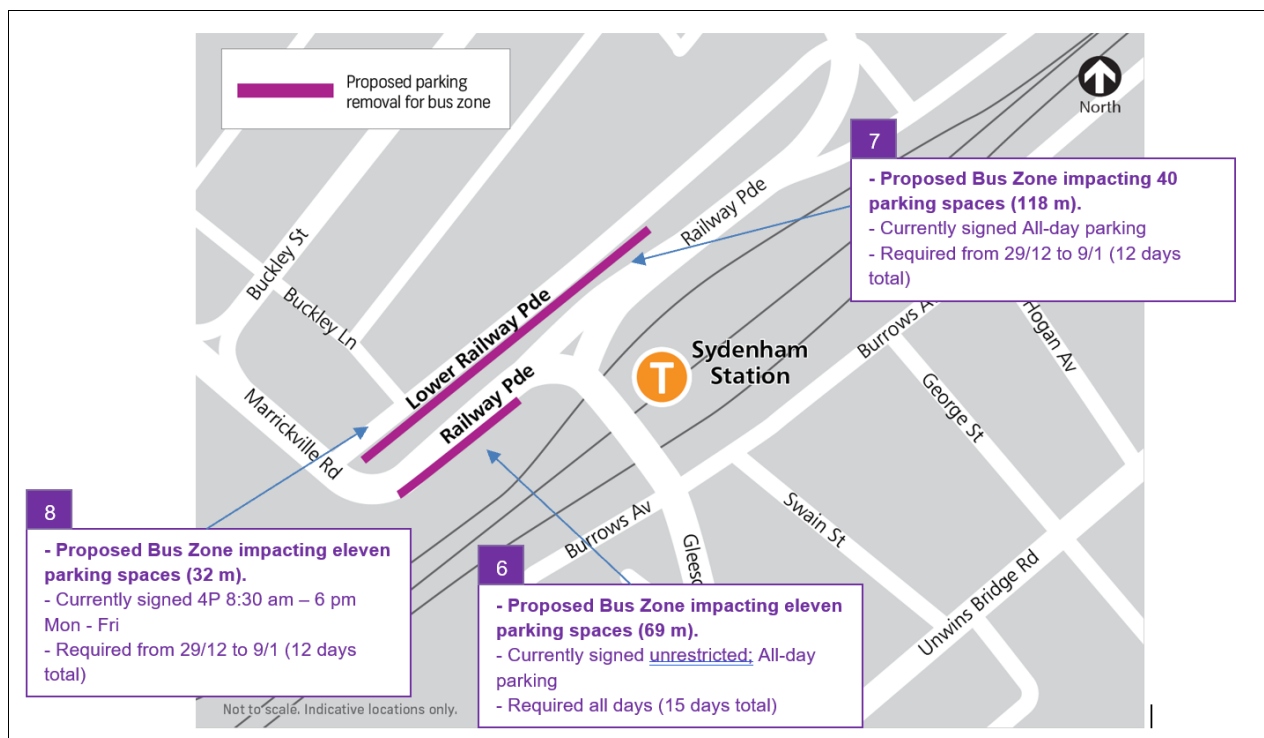
4. Illawarra Road opposite Marrickville Station (Stop ID: 2204102) - Bus stop extension (1 parking space)
- Illawarra Road (northwest kerb between Warburton Street and Greenbank Street)
 - Currently signed 1P 8:30 am – 6 pm
 - Proposed Bus Zone extension is required for the duration of the TTP bus operation
 - Proposed temporary change will impact approximately one parking space (7 m).
 - This change is proposed to create the extra space required for the additional TTP buses using the stop.

Note: Marrickville Station, Illawarra Road (Stop ID: 2204101) will also be used by TTP buses but no regulatory signage changes are required.

It is noted that the above diagram differs from that from the TfNSW's public consultation leaflet for Illawarra Road in that the proposed bus stop on the eastern side of Illawarra Road, north of Blamire Lane, is no longer required as the bus stop directly outside Marrickville Station entrance on Illawarra Road will be available for TTP buses to use during the rail shutdown. This minimizes temporary on-street parking loss. Originally, a bus stop was to be created on the eastern side of Illawarra Road, north of Blamire Lane by utilising five parking spaces (33 metres) currently signed P30 (half hour) 8.30am to 6pm.

Sydenham Station Precinct (50 parking spaces)

5. Railway Parade, Marrickville NSW 2204 – Layover Bus Zone (11 parking spaces)
- Railway Parade (southwestern kerb between Gleeson Ave and Marrickville Road)
 - Currently Unrestricted parking
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.
 - Proposed temporary change will impact approximately eleven parking spaces (69 m).



6. Section A of Lower Railway Parade 90 degree angled parking, Marrickville – Layover Bus Zone and Standby area (40 parking spaces)
 - Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
 - Currently Unrestricted parking
 - Proposed Bus Zone is required for 12 days of the TTP bus operation between 29/12/2021 to 9/01/2022.
 - Proposed temporary change will impact approximately 40 angled parking spaces (118 m).
 - This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.
7. Section B of Lower Railway Parade 90 degree angled parking, Marrickville NSW 2204 – Layover Bus Zone (11 parking spaces)
 - Lower Railway Parade Parallel Parking (southern side between Gleeson Avenue and Marrickville Road)
 - Currently 4P 8:30 am – 6 pm Mon - Fri
 - Proposed Bus Zone is required for 12 days of the TTP bus operation between 29/12/2021 to 9/01/2022.
 - Proposed temporary change will impact approximately eleven angled parking spaces (32 m).
 - This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.

PUBLIC CONSULTATION

Council Officers met with Transport for NSW in early September 2021 to discuss the temporary parking changes and the consultation and approval process. TfNSW is responsible for the consultation with local businesses and residents and they proposed to carry out this in mid-September 2021.

The consultation program will consist of the following activities:

- Two-week public consultation period to impacted areas with a printed community notification outlining the proposed kerbside changes.(copies of which are reproduced at the end of this report)
- Media release regarding the consultation period issued by Transport for NSW.

A Consultation Outcomes Report will be prepared collating feedback received as part of TfNSW's consultation process. The report will be submitted prior to the October 2021 Council Traffic Committee Meeting.



Transport
for NSW

20 September 2021

Proposed temporary parking changes for T3 Bankstown Line upgrade work - Dulwich Hill Station

The NSW Government is delivering Sydney Metro, Australia's biggest public transport project extending from Sydney's north west, under Sydney Harbour through new underground city stations and beyond to Bankstown in Sydney's south west.

The T3 Bankstown Line will remain open for the majority of construction for the Sydney Metro City and Southwest, though some temporary closures are required while the rail line is being upgraded and converted to metro standards.

The next set of upgrade work will take place between Sydenham and Bankstown from **Sunday 26 December 2021 to Sunday 9 January 2022**. This closure has been planned to take place in the December – January school holidays when there are fewer customers on the rail network.

To keep customers moving, frequent buses will replace trains during this time. To accommodate these additional buses and ensure minimal disruption to traffic, some temporary changes to parking are proposed around Dulwich Hill Station.

What do I need to know?

From **2am Sunday 26 December 2021 to 2am Monday 10 January 2022** the following temporary kerbside changes are proposed:

- Extending the bus zone on the northern side of Dudley Street utilising:
 - One loading zone space (7 metres) currently signed between 8.30am and 6pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.
 - Three parking spaces (18 metres) currently signed as 30 minute parking between 8.30am and 6pm Monday to Friday and between 8.30am and 12.30pm on Saturday.
- Extending the bus zone on the southern side of Dudley Street utilising one parking space (7 metres) currently signed as a work zone between 7am and 5.30pm, Monday to Saturday.

The proposed temporary parking changes will allow for the safe operation of buses and will only be in place during these two weeks. Please see the map on the back of this notification for information about the temporary parking changes.

Provide your feedback

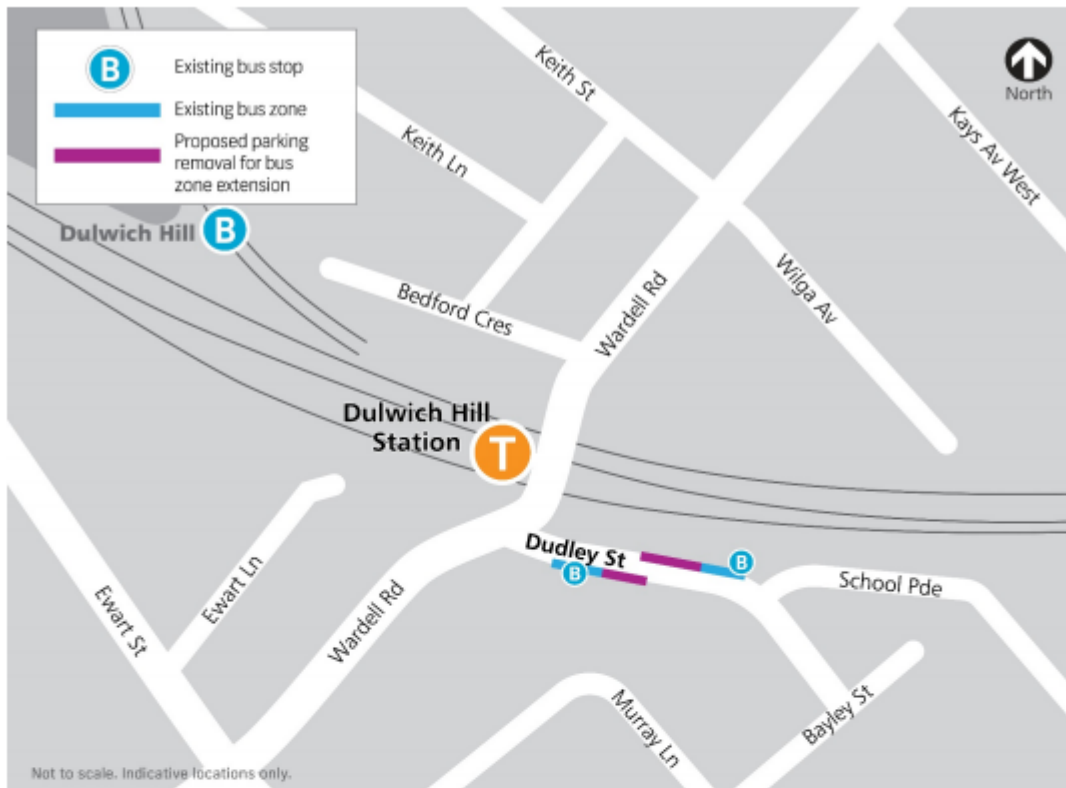
Transport for NSW welcomes community feedback on the proposed changes to help refine bus operations in and around the station precinct. Provide your feedback by **5pm Monday 4 October 2021** via the following channels:

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

For more information: mysydney.nsw.gov.au/sydenhamtobankstown

Map of the proposed temporary kerbside changes



About Sydney Metro: Sydney Metro City & Southwest

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

As part of the Sydney Metro City and Southwest project, the upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018. All stations will be fully accessible with lifts and level access between platforms and trains.

Work to upgrade the T3 Bankstown Line between Sydenham and Bankstown is underway including cabling, services and utilities works and station upgrades including stairs and lifts.

20 September 2021



Transport
for NSW

Proposed temporary parking changes for T3 Bankstown Line upgrade work - Marrickville Station

The NSW Government is delivering Sydney Metro, Australia's biggest public transport project extending from Sydney's north west, under Sydney Harbour through new underground city stations and beyond to Bankstown in Sydney's south west.

The T3 Bankstown Line will remain open for the majority of construction for the Sydney Metro City and Southwest, though some temporary closures are required while the rail line is being upgraded and converted to metro standards.

The next set of upgrade work will take place between Sydenham and Bankstown from **Sunday 28 December 2021 – Sunday 9 January 2022**. This closure has been planned to take place in the December - January school holidays when there are fewer customers on the rail network.

To keep customers moving, frequent buses will replace trains during this time. To accommodate these additional buses and ensure minimal disruption to traffic, some temporary changes to parking are proposed around Marrickville Station.

What do I need to know?

From **2am Sunday 26 December 2021 to 2am Monday 10 January 2022**, the following temporary kerbside changes are proposed:

- Extending the bus zone on the western side of Illawarra Road by utilising one parking space (7 metres) currently signed as 1-hour parking between 8.30am and 6pm.
- Creating a bus stop on the eastern side of Illawarra Road, north of Blamire Lane by utilising five parking spaces (33 metres) currently signed ½ (half hour) 8.30am to 6pm.

The proposed temporary parking changes will allow for the safe operation of buses and will only be in place during these two weeks. Please see the map on the back of this notification for information about the temporary parking changes.

Provide your feedback

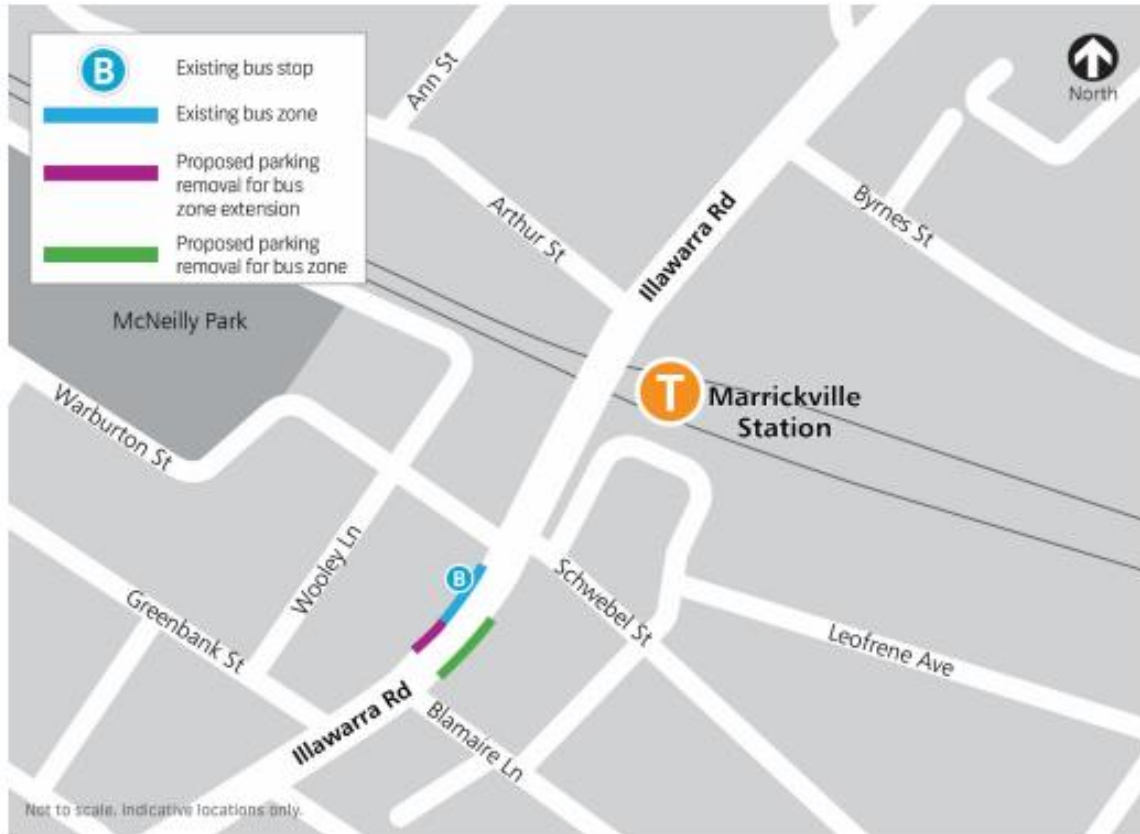
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Map of the proposed temporary kerbside changes



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As part of the Sydney Metro City and Southwest project, the upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018. All stations will be fully accessible with lifts and level access between platforms and trains.

Work to upgrade the T3 Bankstown Line between Sydenham and Bankstown is underway including cabling, services and utilities works and station upgrades including stairs and lifts.

20 September 2021



Transport
for NSW

Proposed temporary parking changes for T3 Bankstown Line upgrade work - Sydenham Station

The NSW Government is delivering Sydney Metro, Australia's biggest public transport project extending from Sydney's north west, under Sydney Harbour through new underground city stations and beyond to Bankstown in Sydney's south west.

The T3 Bankstown Line will remain open for the majority of construction for the Sydney Metro City and Southwest, though some temporary closures are required while the rail line is being upgraded and converted to metro standards.

The next set of upgrade work will take place between Sydenham and Bankstown from **Sunday 26 December 2021 to Sunday 9 January 2022**. This closure has been planned to take place in the December – January school holidays when there are fewer customers on the rail network.

To keep customers moving, frequent buses will replace trains during this time. To accommodate these additional buses and ensure minimal disruption to traffic, some temporary changes to parking are proposed around Sydenham Station.

What do I need to know?

From **2am Sunday 26 December 2021 to 2am Monday 10 January 2022**, the following temporary kerbside changes are proposed:

- Creating a bus zone on the southern side of Railway Parade (between Gleeson Avenue and Marrickville Road) utilising 11 parking spaces (69 metres) of unrestricted parking.

From **2am Wednesday 29 December 2021 to 2am Monday 10 January 2022**, the following temporary kerbside changes are proposed:

- Creating a bus zone on the southern side of Little Railway Parade utilising 40 parking spaces (118 metres) currently signed All day parking.
- Creating a bus zone on the southern side of Little Railway Parade (near Buckley Lane) utilising 11 parking spaces (32 metres) currently signed 4-hour parking 8.30am to 6pm, Monday to Friday.

The proposed temporary parking changes will allow for the safe operation of buses and will only be in place during these two weeks. Please see the map on the back of this notification for information about the temporary parking changes.

Provide your feedback

Transport for NSW welcomes community feedback on the proposed changes to help refine bus operations in and around the station precinct. Provide your feedback by **5pm Monday 4 October 2021** via the following channels:

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

For more information: mysydney.nsw.gov.au/sydenhamtobankstown

ATTACHMENTS

Nil.

Item No: LTC1021(1) Item 6

Subject: LORDS ROAD AND FLOOD STREET, LEICHHARDT - PROPOSED RAISED PEDESTRIAN CROSSINGS (GULGADYA-LEICHHARDT 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 is planning to improve pedestrian safety in Lords Road and Flood Street, Leichhardt by converting the two (2) existing at-grade pedestrian crossings into raised pedestrian crossings at these locations. The proposed works aim to improve pedestrian safety by narrowing the width of road that needs to be crossed and addresses concerns about driver behaviour by slowing traffic as they enter the streets.

RECOMMENDATION

THAT the attached detailed design plan (Design Plan No.10179) for the proposed upgrade of the existing two (2) pedestrian crossings into raised pedestrian crossings at Lords Road and Flood Street, Leichhardt be approved.

BACKGROUND & OTHER STAFF COMMENTS

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

- Upgrading the existing at grade marked pedestrian crossing to a raised pedestrian crossing;
- Constructing new kerb blister islands;
- Incorporating central median island as well as concrete and landscaped kerb blister islands;
- Reconstructing damaged sections of concrete footpath with new concrete footpath
- Reconstructing some concrete footpath with new decorative paved footpath matching the existing surrounding main street pavers (where shown on plans);
- Relocating one 'No Stopping' sign by approximately 2m;
- Provide additional floodlighting directed towards the pedestrian crossing to ensure it is lit to the required Australian Standard;
- Reconstructing some sections of concrete kerb and gutter with new concrete kerb & gutter;
- Reconstructing two kerb ramps in Myrtle Lane;
- Installing new and repainting existing pavement line marking;
- Installing new signage associated with the works;

The proposal will not result any loss of on-street parking space.

FINANCIAL IMPLICATIONS

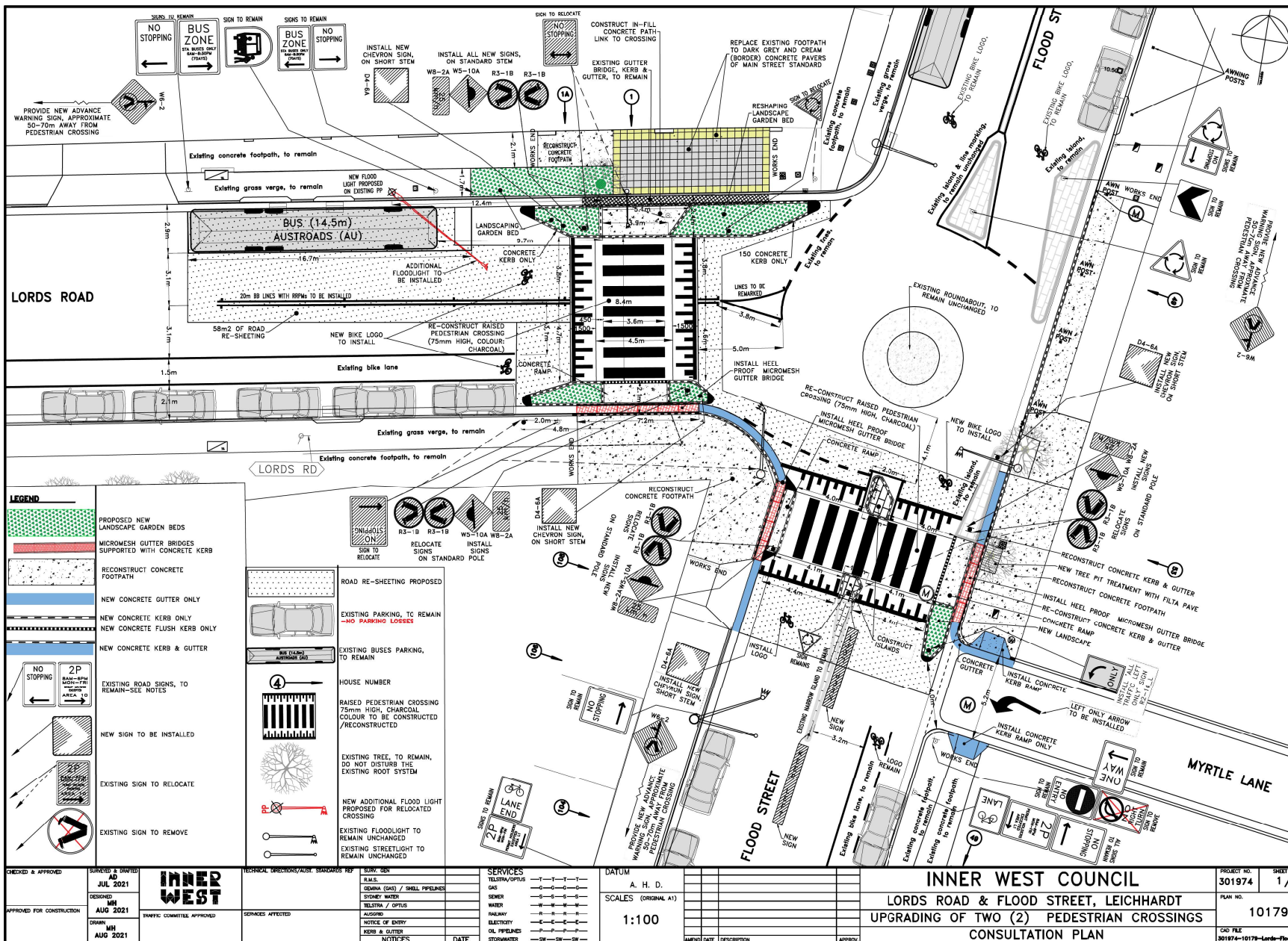
Funding of \$120,000 has been allocated to this project for construction in the 2021/2022 Capital Works Program.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 32 properties in Lords Road and Flood Street, Leichhardt. No responses were received in regards to the proposal.

ATTACHMENTS

1. [Download](#) Detailed Design Plan – Lords Road and Flood Street, Leichhardt – Proposed Raised Pedestrian Crossings



Item No: LTC1021(1) Item 7

Subject: PROBERT STREET, WALENORE AVENUE & HOLT STREET, NEWTOWN -
DEDICATED CAR SHARE PARKING RESTRICTIONS

**DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST
PAC**

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A request has been received from a GoGet Car Share representative for the installation of three (3) on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around Newtown.

RECOMMENDATION

THAT the following 'No Parking Authorised Car Share Vehicles Excepted' restrictions be approved:

1. A 5.5m restriction in the first parking space on the western side of Probert Street, Newtown, immediately north of Lennox Street;
2. A 5.5m restriction in the first parking space on the western side of Walenore Avenue, Newtown, immediately south of driveway servicing Property No. 32-60 Alice Street, Newtown; and
3. A 5.5m restriction in the first parking space on the southern side of Holt Street, Newtown, immediately west of King Street.

BACKGROUND

On 9 March 2021 Council endorsed public exhibition of the draft Car Share Policy. The draft policy was publicly exhibited between 17 March and 28 April 2021 to obtain feedback from the community and car share operators. Most comments received were supportive of car sharing services, making a number of suggestions about how the policy could be improved. The policy has been amended in response to feedback received and subsequently adopted.

Research indicates that each car share space can replace up to 8 vehicles on the road. Council's adopted Car Share Policy will potentially reduce demand for on-street parking, resulting in less cars on public roads, leading to less pollution and greenhouse emissions. The policy is part of a holistic approach to transport planning, along with improvements to public transport services and enhanced facilities for cycling and walking.

Generally, car share schemes rely on having convenient dedicated on-street parking spaces. The designated space will be in operation 24 hours a day, 7 days a week, during which only specifically marked car share vehicles will be permitted to park in this space.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

A request has been received from GoGet representative for the installation of on-street dedicated car share parking spaces within Newtown. The nominated locations are:

- Western side of Walenore Avenue, Newtown, first available on-street parking immediately south of driveway servicing 32-60 Alice Street, Newtown;
- Western side of Probert Street, first available on-street parking immediately north of Lennox Street; and
- Southern side of Holt Street, Newtown, first available on-street parking immediately west of King Street.

Initially, a car share restriction was proposed on Denison Street, Newtown, between Lennox Street and Bedford Street. Upon reviewing feedback from the applicant's community engagement, it was a welcomed addition to the community, however with the request to relocate to Probert Street, Newtown.

PUBLIC CONSULTATION

Community consultation was led by GoGet representatives during the period between 31 August and 14 September 2020. A letter was distributed to the local residents in the area. A summary of the consultation results was presented to Council.

For Probert Street, Newtown, four (4) responses were received, all in support of the implementation of the car share restrictions with two (2) requests to relocate from Denison Street to Probert Street.

For Holt Street, Newtown, three (3) response was received, two (2) in support and one (1) opposing the proposal. However, no further explanation was given regarding resident's rejecting views.

For Walenore Street, Newtown, four (4) responses were received, two (2) in support, one (1) in support however in alternative location and one (1) in rejection the proposal. Resident who rejected the proposal is concerned of the increase demand for on-street parking for local residents within the already high demand area.

CONCLUSION

It is recommended that the installation of the proposed on-street dedicated car share parking spaces be approved in order to provide improved parking opportunities for local residents who participate in the car share scheme. Car share parking is an efficient use of parking space because a single car share vehicle can replace many private vehicles that would otherwise compete for local parking. Council supports car sharing as a part of its drive to reduce greenhouse gas emissions; reduce on-street parking demand; and encourage active lifestyles by reducing dependency on private cars

ATTACHMENTS

Nil.

Item No: LTC1021(1) Item 8

Subject: JAMES STREET, LEICHHARDT - PROPOSED EXTENSION TO TIME RESTRICTION IN EXISTING RESIDENT PARKING SCHEME (GULGADYA-LEICHHARDT 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 correspondence from a number of residents of James Street, Leichhardt, requesting the extension to the time restriction in the existing Residential Parking Scheme (RPS) streets to deter daytime long stay parking.

Currently James Street between William Street and Allen Street has a '2P 6pm-10pm Permit Holders Excepted Area L1' restriction.

This report provides the result of the resident parking scheme investigation in James Street, Leichhardt.

RECOMMENDATION

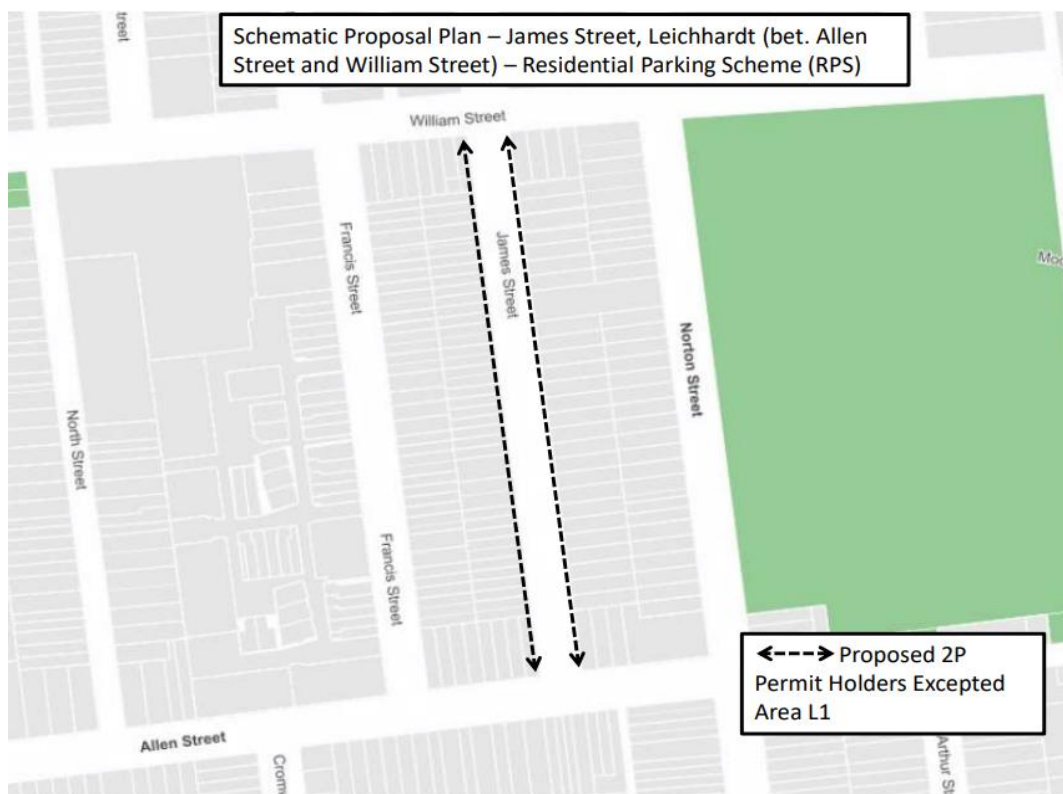
THAT the proposed changes to the existing Resident Parking Scheme in James Street, Leichhardt not be supported at the present time due to low level of support from the community.

BACKGROUND & OTHER STAFF COMMENTS

Council has received requests from residents of James Street, Leichhardt between William Street and Allen Street for the extension to the time restriction in the existing Resident Parking Scheme (RPS) to address issues with long term parking by non-resident vehicles during the day.

James Street is a local street predominantly surrounded by residential homes and is adjacent to the Norton Street shopping village. The street has 45 degree angle rear to kerb parking on the west side and parallel parking on the east side. Existing restrictions on both sides of James Street (between William Street and Allen Street) is '2P 6pm-10pm Permit Holders Excepted Area L1'.

Parking occupancy surveys throughout the day have indicated that parking occupancy levels in this section of James Street were high (over 85%) which warranted further investigation for a review of the current RPS. Hence changes were proposed to alleviate parking concerns raised by residents of James Street, Leichhardt as shown in the following figure.



Community engagement was undertaken during July and August, inviting to provide feedback on two options:

- Option 1: '2P 8am-10pm (Mon-Fri), 6pm-10pm (Sat-Sun) Permit Holders Excepted Area L1'
- Option 2: '2P 8am-10pm Permit Holders Excepted Area L1'

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

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

Consultation survey results are summarized as follows:

Number of properties within RPS area	-	59
Number of properties responded	-	19
Number of properties supported	-	18 (12 for Option 1 and 6 for Option 2)

The support rate for the extension of the existing RPS restriction is 31% of consulted properties, which does not satisfy Council's Resident Parking Scheme policy requirements of 50% support.

The main objections raised during the consultation are summarised below:

- Restricts people visiting restaurants in Norton Street.
- Parking situation is not at a point where further restriction is required.

ATTACHMENTS

Nil.

Item No: LTC1021(1) Item 9

Subject: LILYFIELD ROAD, LILYFIELD - PROPOSED REMOVAL OF EXISTING BUS ZONE (GULGADYA-LEICHHARDT 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 a request to remove a redundant existing 'Bus Zone' on the northern side of Lilyfield Road, Lilyfield (in front of 147 Lilyfield Road) to reinstate unrestricted parking at this location.

RECOMMENDATION

THAT the existing 20m 'Bus Zone' zone on the northern side of Lilyfield Road, Lilyfield (in front of 147 Lilyfield Road) be removed and reinstated with unrestricted parking. No Stopping (L) sign east of Perry Lane be retained.

BACKGROUND & OTHER STAFF COMMENTS

Council has been advised by Transit Systems that the existing 'Bus Zone' in Lilyfield Road is no longer used by Transit System buses and is therefore redundant. It is proposed to remove the 20m existing 'Bus Zone' on the northern side of Lilyfield Road, Lilyfield (in front of 147 Lilyfield Road) and reinstate unrestricted parking at this location, with the existing 'No Stopping' zone east of Perry Lane to be retained.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1021(1) Item 10

Subject: NOWRANIE LANE, SUMMER HILL- PROPOSED EXTENSION OF 'NO STOPPING' AND INSTALLATION OF 'NO PARKING' ZONE (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/ASHFIELD PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received complaints regarding vehicles parking in Nowranie Lane obstructing driveway access and vehicle movement near to the intersection of Smith Lane, Summer Hill.

To alleviate this issue, it is proposed that the western corner side of Nowranie Lane, south of Smith Lane, have its existing 'No Stopping' restrictions extended from 5 metres to 10 metres and introduce 'No Parking' to a distance of approximately 16 metres south thereof.

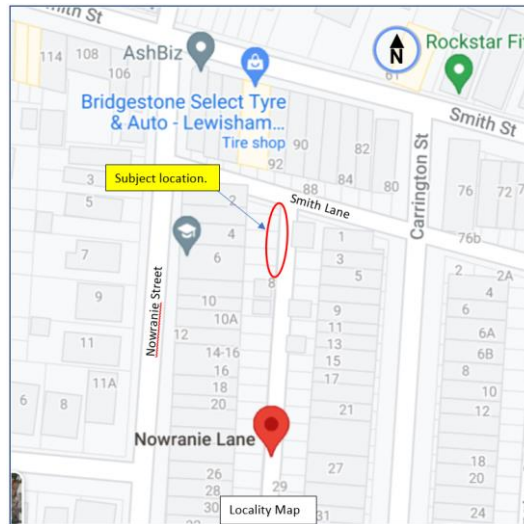
RECOMMENDATION

THAT the western corner side of Nowranie Street, south of Smith Lane, Summer Hill be signposted with an extended distance of 'No Stopping' (from 5 metres) to 10 metres commencing from Smith Lane followed by 'No Parking' approximately 16 metres south thereof.

BACKGROUND

Nowranie Lane measures approximately 5.0 metres in width kerb to kerb with numerous clusters of rear driveways to various properties.

The western side of Nowranie Lane is unrestricted and eastern side signposted with 'No Parking 6.00am - 3.00pm Monday Only' on days for waste collection. Vehicles are known to 'pocket' park between driveways where possible. Within the subject location a kerb length of approx. 7.9 metres exists between garages and encourages vehicles to park to the rear of No 6 Nowranie Street. However, a vehicle parking in this location obstructs the opposing driveway access to No 5 Carrington Street. See locality map, and diagram below further identifying the problematic parking area and opposing affected garage. Photos are also provided in **Attachment 1**.



'No Parking' was previously proposed and supported by the Traffic Committee at this location but deferred by Council for further investigation due to disputing objection in the loss of parking.

Council officers have re-visited the site and provide the following information.

FINANCIAL IMPLICATIONS

NIL

OTHER STAFF COMMENTS

Laneways were solely constructed for the purpose of access to properties. It is known that vehicles opt to park where they can in laneways, provided they do not obstruct traffic passage-way within the lane or driveway access.

The owner of No.5 Carrington Street has identified that his driveway is active and that it is properly constructed with a 3m wide garage door to provide access to the rear yard of open space area designed to accommodate a vehicle off-street.

The photo (**Attachment 2**) endeavours to show a vehicle (as viewed from the inside of the property-No 5 Carrington Street) parked as far south along the frontage of No. 6 Nowranie Street. An attempt is made to show with diagrammatic swept path movements, a vehicle entering the driveway in a proper forward direction and at an angled forward and reverse direction on the assumption that a vehicle could be parked as far south opposite the garage (**Attachment 3-5**).

The forward in direction (**Attachment 3**) clearly indicates contact with the parked vehicle. This swept path similarly accounts for reversing into the driveway. The green line is the vehicle overhang and blue line provides a minimum 300mm circulation clearance. Australian Standards advise that the outside curve clearance should be a min 600 mm.

Attachment 4 and 5 show acute angle movements in and out of the garage under a 3- point turn. However, contact/uncomfortable clearance is made with the garage wall ends if not the parked vehicle. At least a 4- point movement would need to be carried out to safely negotiate the garage opening. The parked vehicle prevents any further point movements from being carried out. Sharp angle driveway access movements should not be expectant upon the driveway owner to carry out.

If the parked vehicle was moved forward, it would not only obstruct the driveway to No.5 Carrington Street, but it would also infringe onto the driveway of No.6 Nowranie Street and obstruct access to driveways to the north.

The Inner West Council Public Domain Parking Policy Section 7.7 -Parking in Laneways states that: *Council will prioritise access to off-street parking spaces over parking provision within the laneway.*

The proposed 'No Parking' to the rear of No.6 Nowranie Street can permit the short time to drop off and pick up persons or goods (including materials) and that the driver thereafter moves the vehicle to an area which would allow that driver to park their vehicle. The 'No Parking' under the Road Rules permits the vehicle to park up to 2 minutes and that the driver must be within 3 metres of the vehicle.

CONSULTATION

Consultation letters were sent out to household occupants and owners in the vicinity (approx. 25 letters). The letters were posted on the 21 September 2021 with closure on submissions being Wednesday 6 October 2021.

(3) responses were received, (2) in support and (1) objection.

One of the support submissions was from the owner of 5 Carrington Street re-affirming the need for driveway access to his property and that his need far exceeds the convenience of persons parking opposite his driveway.

The (1) objection is made from the owner of the unit block No. 6 Nowranie Street. They claim to occasionally park there to check or oversee gardening/mowing works to her property or deliver gardening tools etc. The owner is elderly and has limited ability to walk at even short distances. The owner and tradespeople conveniently rely to park at the rear of premises. The owner finds it difficult to park elsewhere bearing on a health condition and seeks on compassionate grounds to maintain the parking. A garage is located to the rear of this property; however the owner claims the garage is leased out to one of the tenants, and similarly is inaccessible based on their condition (e.g. internal garage clearance inadequate-needing to fully open car doors out)

As stated above under the policy Council must consider and prioritise access to off-street parking spaces over parking provision within the laneway. The following options are suggested to assist the owner of No.6 Nowranie to explore other avenues to park on street or off-street.

- Park in other 'pocket' locations in the laneway not interfering in laneway or driveway access.
- Drop off and pick up persons or goods under the proposed area of 'No Parking' and move the vehicle to areas permitting longer stay parking.
- Investigate under the policy possible permits for trades persons/gardeners to apply and park longer periods of time in designated 2P (permit holder excepted) parking zones in surrounding streets or lanes, if unable to park in 'unrestricted' parking zones.
- If holding and displaying a Mobility Parking Permit within a vehicle, the person can park longer periods of time under (Road Rule) concession in designated 2P (permit holder excepted) parking zones in the surrounding streets or lanes, if unable to park in 'unrestricted' parking zones.
- If inaccessible, seek to modify the garage to improve off-street parking opportunity.
- Seek (pending on planning criteria) to extend layback and provide additional back yard off-street access aside of the garage. The off-street space could be open concrete slab or grassed covered with/without wheel strips.

CONCLUSION:

In view of the above, it is recommended that western corner side of Nowranie Street, south of Smith Lane, Summer Hill proceed to be signposted with an extended distance of 'No Stopping' to 10 metres followed by 'No Parking' approximately 16 metres south thereof.

ATTACHMENTS

1. [↓](#) Photos of parked cars opposite Garage (5 Carrington Street) in Nowranie Lane.
2. [↓](#) View from inside garage-backyard (5 Carrington St) with car parked opposite laneway as far south.
3. [↓](#) Swept Path A - Forward and proper entry movement into Garage No5. Carrington Street
4. [↓](#) Swept Path B - Forward angled entry into rear garage to No.5 Carrington Street
5. [↓](#) Swept Path C - Reverse angle entry into rear garage 5 Carrington Street.





