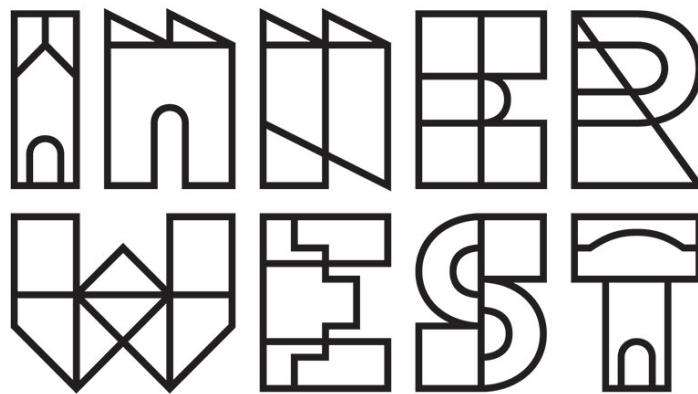


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 19 APRIL 2022

11.00AM

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

AGENDA

1 Apologies

2 Disclosures of Interest

3 Confirmation of Minutes

Minutes of 21 March 2022 Local Traffic Committee Meeting

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4 Matters Arising from Council's Resolution of Minutes

5 Part A – Items Where Council May Exercise Its Delegated Functions

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

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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 on 21 March 2022 at Ashfield Service Centre**

Meeting commenced at 11.04AM

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

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Colin Hesse	Representative for Jenny Leong MP, Member for Newtown
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Maryanne Duggan	Representative for Jason Yat-Sen Li, Member for Strathfield
Solon Ghosh	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
John McNeil	Inner West Bicycle Coalition (IWBC)
Cr Justine Langford	Councillor – Midjumburi-Marrickville Ward (Alternate Chair)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Jason Scoufis	IWC's Traffic and Parking Planner
Boris Muha	IWC's Engineer – Traffic and Parking Services
Christina Ip	IWC's Business Administration Officer

VISITORS

Peter Erling	Item 4 – Resident
Peter Moller	Item 11 – Resident
Angela White	Item 13 – Resident

APOLOGIES:

Sgt Anthony Kenny	NSW Police – Inner West Police Area Command
SC Germaine Grant	NSW Police – Burwood Police Area Command
Sgt Gerrard Moriarty	NSW Police – Burwood Police Area Command
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on 7 February 2022 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting on 15 November 2021 and 6 December 2021 were adopted at Council's meeting on 8 February 2022 with the following additions:

- a) That a briefing of ward Councillors be held on the Rozelle North Local Area Traffic Management Study following community engagement and prior to it being reported back to the Local Traffic Committee; and
- b) That a briefing for all Councillors regarding Tempe Bunnings DA and traffic control issues and commit to a date for Council to hold a community forum in person, circumstances allowing, near Tempe Primary School.

The Local Traffic Committee recommendations of its meeting on 7 February 2022 were adopted at Council's meeting on 8 March 2022 with the following additions:

- a) That a briefing of ward Councillors be held on the Dulwich Hill Station Precinct Public Domain Improvements project prior to advertising for tender; and
- b) That a community meeting of local businesses and resident be held on site, before finalising the tender process.

LTC0322(1) Item 1 Proposed shared path between Longport Street and Grosvenor Crescent and Smith Street

SUMMARY

Council has received a request to provide safer connections for cyclists from the newly completed Regional Route 7 cycleway on Longport Street to Smith Street and Grosvenor Crescent, as well as the future Greenway. In the short term it is proposed to install shared paths along Smith Street and Grosvenor Crescent to improve cyclist safety in the area.

It is recommended that the signage plan for the proposed shared paths be approved.

Officer's Recommendation

That the signage plan for the proposed shared paths between Longport Street and Grovesnor Crescent and Smith Street be APPROVED.

DISCUSSION

The IWBC representative requested that Council bring forward funding to expedite widening of the Smith Street footpath from Malthouse Way to the Longport Street/Carlton Crescent roundabout to allow space for contraflow for cyclists.

The IWBC representative commented that they have previously requested speed humps be installed under the railway bridge at Longport Street and pram ramps to improve accessibility.

Council Officers will seek advice on whether funding can be brought forward to widen the Smith Street footpath and report back to the Committee.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the signage plan for the proposed shared paths between Longport Street and Grovesnor Crescent and Smith Street be APPROVED.

For motion: Unanimous

**LTC0322(1) Item 2 Byrnes Street, Marrickville and Trafalgar Street, Petersham -
Dedicated car share parking restrictions (Summer Hill Electorate
/ Inner West PAC)**

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 the Inner West. Due to community feedback and opposition to one location only two nominated car share spaces are recommended for installation.

Officer's Recommendation

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

1. A 5.0m restriction in the first parking space on the southern side of Byrnes Street, Marrickville east of Illawarra Road, between the driveways of the adjacent complex; and
2. A 5.5m restriction in the first parking space on the northern side of Trafalgar Street, Petersham immediately west of the existing bus stop.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

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

1. A 5.0m restriction in the first parking space on the southern side of Byrnes Street, Marrickville east of Illawarra Road, between the driveways of the adjacent complex; and
2. A 5.5m restriction in the first parking space on the northern side of Trafalgar Street, Petersham immediately west of the existing bus stop.

For motion: Unanimous

LTC0322(1) Item 3 Smidmore Street, Marrickville – ENRC/2022/0007 - Temporary full road closure for Marrickville Metro Market events on first weekend each month throughout 2022 and related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of community bus (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has been notified by MLA Transport Planning, on behalf of Marrickville Metro Shopping Centre, about proposed temporary full road closure of Smidmore Street, between Murray Street and the Centre's Smidmore Street car park access, Marrickville for Marrickville Metro Market events on the first weekend each month throughout 2022. The closure will involve related temporary changes to Victoria Road kerbside parking restrictions to

accommodate relocation of the community bus stop. It is recommended that the proposed temporary road closure be approved subject to all standard Council conditions for a temporary full road closure. Furthermore, the related changes to kerbside signage also be approved subject to all works and costs associated with the signage changes for the relocated 'Community Bus zone' and reinstatement of Council's original parking restrictions is to be borne by the applicant.

Officer's Recommendation

1. That the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville from 6am Friday to midnight Sunday on the first weekend of each month throughout 2022 (contingency period to the end of 12 month trial period) for the purpose of hosting Marrickville Merto Markets be APPROVED, subject to the approval of the associated Development Application (DA/2021/1334) and the applicant complying with, but not limited to, the following conditions:
 - a. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
 - c. The occupation of the road carriageway must not occur until the road has been physically closed;
 - d. A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency; and
 - e. The TMP/TCP be reviewed after an initial three (3) month period and updated accordingly to address any issues experienced to ensure the markets run safely and efficiently throughout this period and to address any unforeseen issues arising.
2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be approved subject to the following conditions:
 - a. All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and

Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

DISCUSSION

Committee members raised concerns with how the proposed detour will impact safety for cyclists who would usually use the Smidmore Street cycle route. Council Officers recommended that the concerns be raised with the applicant who will be asked to report on bicycle provisions and observed impacts to cyclists within the initial 3 months of the events to determine whether any improvements could be made. The Committee members agreed with

the Officer's recommendation with an amendment of the trial period from 12 months to 6 months and the addition of a condition to report on cyclist impacts after 3 months.

COMMITTEE RECOMMENDATION

1. That the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville from 6am Friday to midnight Sunday on the first weekend of each month until October 2022 (contingency period to the end of the 6 month trial period) for the purpose of hosting Marrickville Merto Markets be APPROVED, subject to the approval of the associated Development Application (DA/2021/1334) and the applicant complying with, but not limited to, the following conditions:
 - a. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
 - c. The occupation of the road carriageway must not occur until the road has been physically closed;
 - d. A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency; and
 - e. The TMP/TCP be reviewed after an initial three (3) month period and updated accordingly to address any issues experienced, with particular consideration of the impacts to cyclists, to ensure the markets run safely and efficiently throughout this period and to address any unforeseen issues arising.
2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be approved subject to the following conditions:
 - a. All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and

Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

For motion: Unanimous

LTC0322(1) Item 4 Gannon Lane, Tempe – Proposed new kerb extension - Design Plan 10195 (Midjuburi-Marrickville Ward / Newtown Electorate/Inner West PAC)

SUMMARY

Council finalised a design plan for the proposed construction of a new kerb extension on the eastern corner of Gannon Lane, south of Gannon Street, Tempe. The proposed works were the subject of a Notice of Motion to rescind a previous Council decision. However, subsequent to community feedback from the recent design plan consultation it is now recommended that the proposed detailed design plan NOT be approved and that no change be made to the present parking restrictions in place in Gannon Lane, Tempe.

Officer's Recommendation

That the detailed design plan for the proposed new kerb extension on the eastern corner of Gannon Lane, south of Gannon Street, Tempe and associated signs and line markings (as per Plan No.10195) NOT be approved.

DISCUSSION

Public speaker: Mr Peter Erling attended at 11.07am.

Mr Erling supported the recommendation to maintain the current parking conditions. Mr Erling also suggested installing a bollard at the rear of 767 Princes Highway to address the issue of illegal parking at the corner of Gannon Lane that encroaches on the adjacent driveway.

(Mr Erling left at 11.13am)

Council Officers advised that bollards are not typically installed in streets to prevent parking as they can present a vehicle hazard. Council Officers are not recommending any further measures be installed in Gannon Lane as no significant issues have been raised since the installation of the 'No Parking' zone on Gannon Lane south of Gannon Street. Enforcement Officers will continue to monitor for illegal parking at this location.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan for the proposed new kerb extension on the eastern corner of Gannon Lane, south of Gannon Street, Tempe and associated signs and line markings (as per Plan No.10195) NOT be approved.

For motion: Unanimous

LTC0322(1) Item 5 Elizabeth Street and Alt Street, Ashfield- Proposed new speed cushions and associated works at the roundabout intersection- Design Plan 10197 (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Ashfield LAC)

SUMMARY

Council has finalised design plans to construct two new speed cushions at the Alt Street approaches to the roundabout intersection of Elizabeth Street and Alt Street, Ashfield, as well as adjusting the line marking in Alt Street to better accommodate pedestrians crossing

the road. Furthermore, a low profile central (mountable) median will be constructed on the Alt Street northern leg side of the intersection.

The intention of the proposal is to slow/control traffic movement and improve road safety for pedestrians and motorists at the intersection. Funding for these works has been provided under the NSW Safe Roads Program for the financial year of 2021/2022.

Officer's Recommendation

That the detailed design plan for new speed cushions, associated construction of a low profile central mountable median, existing pram ramp modification and inclusion/modification of signs and line marking (as shown per plan 10197) be APPROVED.

DISCUSSION

The TfNSW representative stated that the 'speed hump next 30m' warning sign is typically used for a series of speed humps, is not required for a single speed hump, and requested the sign be removed from the proposal. The Committee members agreed to this change.

The IWBC requested that the existing bicycle symbols be retained at the roundabout or reinstated if they are impacted by the proposal. Council officers confirmed that the bicycle symbols would be retained.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan for new speed cushions, associated construction of a low profile central mountable median, existing pram ramp modification and inclusion/modification of signs and line marking (as shown per plan 10197) be APPROVED, subject to the minor signage modifications supported by the Committee.

For motion: Unanimous

LTC0322(1) Item 6 Holt Street, Stanmore – Pedestrian safety improvement works – raised pedestrian crossing - Design Plan 10193 (Damun - Stanmore Ward/ Newtown Electorate/ Inner West PAC)

SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in Holt Street, Stanmore near Cambridge Street south of Stanmore Rail Station. The proposed works will include upgrading the existing pedestrian zebra crossing and some reconstruction works of the adjacent stormwater drainage pits. The project is expected to improve pedestrian safety in the locality.

Officer's Recommendation

That the detailed design plan for the raising of the existing pedestrian crossing and new adjacent kerb ramps and associated signs and line markings in Holt Street, Stanmore near Cambridge Street (as per Plan No.10193) be APPROVED.

DISCUSSION

The TfNSW representative requested that the proposed pedestrian crossing signage be moved from the pavement to the proposed island for improved visibility. The representative

also asked that the proposed speed hump ahead signage be rescinded because it is not needed when a pedestrian crossing ahead sign is also proposed. The Committee members agreed to this change.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan for the raising of the existing pedestrian crossing and new adjacent kerb ramps and associated signs and line markings in Holt Street, Stanmore near Cambridge Street (as per Plan No.10193) be APPROVED, subject to the minor signage modifications supported by the Committee.

For motion: Unanimous

LTC0322(1) Item 7 Thomas and Edwin Street, Croydon - Intersection improvement works - Design Plan 10199 (Djarrawunang-Ashfield Ward/Strathfield Electorate/Ashfield LAC)

SUMMARY

Council has finalised design plans to improve safety at the intersection of Thomas Street and Edwin Street, Croydon, by constructing new kerb blister islands to the corners of Thomas Street to facilitate safer vehicle turning movements and by bring out the STOP holding lines in Edwin Street near to front of the kerb blisters. A pram ramp (pedestrian) cross-over facility will also be provided on the western side of the intersection in Thomas Street under protection of the kerb blister islands and line marking. The intention of the proposal is to slow traffic and improve sight distances for drivers using this intersection which will improve road safety for both pedestrians and motorists.

Funding for these works has been provided under the Australian Government Blackspot Program for the financial year of 2021/2022.

Officer's Recommendation

That the detailed design plan to construct new kerb blister islands, move the STOP holding lines out in Edwin Street, and provide a new pedestrian cross-over facility (with associated signs and markings) at the intersection of Thomas Street and Edwin Street, Croydon (as shown per attached plan 10199) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan to construct new kerb blister islands, move the STOP holding lines out in Edwin Street, and provide a new pedestrian cross-over facility (with associated signs and markings) at the intersection of Thomas Street and Edwin Street, Croydon (as shown per attached plan 10199) be APPROVED.

For motion: Unanimous

LTC0322(1) Item 8 Church and Lucy Street, Ashfield - Intersection improvement works - Design Plan 10198 (Gulgadya-Leichhardt Ward/Strathfield Electorate/Ashfield LAC)

SUMMARY

Council has finalised design plans to improve safety at the intersection of Church Street and Lucy Street, Ashfield, by constructing new kerb blister islands at the Church Street intersection. The proposal is expected to facilitate safer vehicle turning movements by replacing the existing Give Way control with a Stop sign and extended STOP lines. A pram ramp facility will also be provided on the western side of the intersection, under protection of the kerb blister islands and line marking. The intention of the proposal is to slow traffic and improve sight distances for drivers using this intersection which will improve road safety for both pedestrians and motorists.

Funding for these works has been provided under the Australian Government Blackspot Program for the financial year of 2021/2022.

Officer's Recommendation

That the detailed design plan to construct kerb blister islands, relocate STOP lines at Lucy Street, and kerb access ramps (with associated signs and markings) at the intersection of Church Street and Lucy Street, Ashfield, (as shown per attached plan 10198) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan to construct kerb blister islands, relocate STOP lines at Lucy Street, and kerb access ramps (with associated signs and markings) at the intersection of Church Street and Lucy Street, Ashfield, (as shown per attached plan 10198) be APPROVED.

For motion: Unanimous

LTC0322(1) Item 9 Albion Street and Young Street, Annandale - Proposed stormwater drainage upgrade (Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning drainage improvement works at the intersection of Albion Street and Young Street, Annandale to better manage stormwater in the area by replacing and upgrading ageing stormwater infrastructure.

Officer's Recommendation

That the attached detailed design plan (Design Plan No.10157) for the proposed stormwater drainage upgrade at the intersection of Albion Street and Young Street, Annandale be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the attached detailed design plan (Design Plan No.10157) for the proposed stormwater drainage upgrade at the intersection of Albion Street and Young Street, Annandale be approved.

For motion: Unanimous

LTC0322(1) Item 10 Beattie Street, Balmain (at Darling Street) - Proposed raised pedestrian crossing (Baludarri -Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety in Beattie Street, Balmain at Darling Street by upgrading the existing at-grade pedestrian crossing to a raised pedestrian (wombat) crossing. The proposed works aims to improve pedestrian safety and addresses concerns about pedestrian and driver behavior in the area.

Officer's Recommendation

That the attached detail design plan (Design Plan No.10178) for the proposed installation of a new raised pedestrian crossing on Beattie Street, Balmain (at Darling Street) be approved.

DISCUSSION

The TfNSW representative requested that the proposed speed hump ahead sign be rescinded as it is not necessary for a pedestrian crossing. The Committee members agreed to this change.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the attached detail design plan (Design Plan No.10178) for the proposed installation of a new raised pedestrian crossing on Beattie Street, Balmain (at Darling Street) be approved, subject to the minor signage modifications supported by the Committee.

For motion: Unanimous

LTC0322(1) Item 11 Trafalgar Street and Collins Street, Annandale - Proposed raised pedestrian crossings (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety at the intersection of Trafalgar Street & Collins Street, Annandale by upgrading the existing at-grade pedestrian crossings to a raised pedestrian (Wombat) crossing. The proposed works will improve pedestrian and motorist safety and addresses concerns about pedestrian and driver behaviour in the area.

Officer's Recommendation

That the attached detailed design plan (Design Plan No.10194) for the proposed installation of the two (2) new raised pedestrian crossings on Trafalgar Street and Collins Street, Annandale be approved.

DISCUSSION

Public speaker: Mr Peter Moller attended at 11.13am.

Mr Moller did not support the proposal due to the removal of unrestricted parking and the impacts it would have on visibility and safety. Mr Moller suggested retaining the existing pedestrian crossing or improving the signage.

(Mr Moller left at 11.19am)

The TfNSW representative did not support the proposed relocation of the Trafalgar Street crossing because a queuing vehicle travelling north could prevent a vehicle on Collins Street from seeing pedestrians waiting to cross. The representative preferred the raised crossing to be at its current location on Trafalgar Street and asked that Council consider how the crossing could tie in with the bike infrastructure.

The Committee members agreed to defer the item to consider the issues raised.

COMMITTEE RECOMMENDATION

That the attached detailed design plan (Design Plan No.10194) for the proposed installation of the two (2) new raised pedestrian crossings on Trafalgar Street and Collins Street, Annandale be deferred to consider the issues raised.

For motion: Unanimous

LTC0322(1) Item 12 Annandale Street, Annandale (at Piper Street) - Proposed raised pedestrian crossing (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety in Annandale Street, Annandale near Piper Street by upgrading the existing at-grade pedestrian crossing to a raised pedestrian crossing. The proposed works will improve pedestrian and motorist safety and addresses concerns about pedestrian and driver behaviour in the area.

Officer's Recommendation

That the attached detailed design plan (Design Plan No.10192) for the proposed installation of a new raised pedestrian crossing at Annandale Street at Piper Street, Annandale be approved.

DISCUSSION

The TfNSW representative requested that the speed hump ahead signage be removed from the proposal. The Committee members agreed to this change.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the attached detailed design plan (Design Plan No.10192) for the proposed installation of a new raised pedestrian crossing at Annandale Street at Piper Street, Annandale be approved, subject to the minor signage modifications supported by the Committee.

For motion: Unanimous

LTC0322(1) Item 13 Leichhardt West Precinct Parking Study (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This is a recommendation to endorse the findings of the Final Leichhardt West Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Leichhardt West 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 generally supported most of the proposed changes, with a majority support for the short-term proposal to expand the Resident Parking Scheme in the streets surrounding the Epicure Collection residential complex, however the majority did not support the extension of the Resident Parking Scheme into the Taverners Hill Precinct or the Leichhardt Marketplace Precinct.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with 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.

Officer's Recommendation

That:

1. The final Leichhardt West Precinct Parking Study be received and noted;
2. The Resident Parking Scheme (RPS) be expanded to include the streets surrounding the Epicure Residential complex in the area generally bounded by Foster Street, Regent Street, Elswick Street, Athol Street and Whiting Street with 2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area L1 signposting.
3. '90 degree angled parking rear to kerb' in Elswick Street North between William Street and Darley Road be approved subject to a final signposting plan being supported by Traffic Committee.
4. '90 degree angled parking rear to kerb' in Edith Street between Marion Street and the southern boundary of No. 4 Edith Street be approved subject to a final signposting plan being supported by Traffic Committee.
5. Replace redundant, faded and damaged signs as identified in the signage audit.
6. Further detailed assessment be undertaken to review potential for angled parking in Elswick Street, Allen Street, Athol Street, Albert Street, Fenwick Street, Jarrett Street, Davies Street, Flood Street, Burfitt Street, Charles Street, Lords Road and Kegworth Road.
7. Further detailed parking and traffic assessment be undertaken in Myrtle Street between Ivory Street and Elswick Street, Leichhardt to provide safe condition for pedestrians.
8. Aim that the overall number of L1 resident parking permits in Leichhardt West Study Area not exceed the total L1 parking capacity within the Leichhardt West Study Area

9. Dedicate parking enforcement efforts to streets near and within 200 metres of Lambert Park to promote and enforce safe and legal parking behaviour
10. Should peak hour capacity increase on the Inner West Light Rail, monitor commuter parking at Taverners Hill, Marion and Hawthorne Light Rail Stations by undertaking parking surveys in surrounding residential streets.
11. Support be provided for the Parramatta Road Urban Transportation Strategy (PRCUTS) maximum parking rates in the future Inner West DCP.

DISCUSSION

Public speaker: Ms Angela White attended the meeting at 11.19am.

Ms White requested that the proposed RPS be extended to the intersection of Flood Street and William Street or the properties in that section be eligible to apply for permits under the proposed RPS. The request is based on concerns that residents living in the properties without off-street parking will be competing for unrestricted parking with residents of The Elswick apartment complex.

(Ms White left the meeting at 11.25am.)

Council Officers advised that consultation on an extended RPS had not been undertaken and further investigation can later be separately undertaken to determine if there was sufficient support for a minor extension.

Council Officers tabled comments from an Elswick Street resident who raised concerns that the study does not address issues related to parking overflow pressures south of Marion Street, abandoned unregistered vehicles, dangerous angled parking and pedestrian safety. Council Officers advised that if there are parking overflow issues after the RPS is implemented, extending the RPS can be investigated, issues regarding abandoned vehicles can be directed to Council's regulatory section and pedestrian safety issues can be considered separate to the parking study.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. The final Leichhardt West Precinct Parking Study be received and noted;
2. The Resident Parking Scheme (RPS) be expanded to include the streets surrounding the Epicure Residential complex in the area generally bounded by Foster Street, Regent Street, Elswick Street, Athol Street and Whiting Street with 2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area L1 signposting.
3. '90 degree angled parking rear to kerb' in Elswick Street North between William Street and Darley Road be approved subject to a final signposting plan being supported by Traffic Committee.
4. '90 degree angled parking rear to kerb' in Edith Street between Marion Street and the southern boundary of No. 4 Edith Street be approved subject to a final signposting plan being supported by Traffic Committee.
5. Replace redundant, faded and damaged signs as identified in the signage audit.
6. Further detailed assessment be undertaken to review potential for angled parking in Elswick Street, Allen Street, Athol Street, Albert Street, Fenwick Street, Jarrett Street, Davies Street, Flood Street, Burfitt Street, Charles Street, Lords Road and Kegworth Road.
7. Further detailed parking and traffic assessment be undertaken in Myrtle Street between Ivory Street and Elswick Street, Leichhardt to provide safe condition for pedestrians.
8. Aim that the overall number of L1 resident parking permits in Leichhardt West

Study Area not exceed the total L1 parking capacity within the Leichhardt West Study Area

9. **Dedicate parking enforcement efforts to streets near and within 200 metres of Lambert Park to promote and enforce safe and legal parking behaviour**
10. **Should peak hour capacity increase on the Inner West Light Rail, monitor commuter parking at Taverners Hill, Marion and Hawthorne Light Rail Stations by undertaking parking surveys in surrounding residential streets.**
11. **Support be provided for the Parramatta Road Urban Transportation Strategy (PRCUTS) maximum parking rates in the future Inner West DCP.**

For motion: Unanimous

LTC0322(1) Item 14 Rozelle North Precinct Parking Study (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This is a recommendation to endorse the findings of the Final Rozelle North Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Rozelle North Precinct Parking Study through Yoursay Inner West. The draft report proposed several changes, most notably an expansion of the existing R1 and B1 Resident Parking Scheme (RPS) as shown in **Attachment 1** to include additional streets within these zones.

The response results indicate that the community generally supported most of the proposed changes, with a majority support for the short-term proposal to expand the Resident Parking Scheme in the R1 and B1 Zones to generally encompass the study area. There were mixed opinions for the longer term proposal to introduce pricing on the second residential permit.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with 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.

Officer's Recommendation

THAT:

1. The final Rozelle North Precinct Parking Study be received and noted;
2. The Resident Parking Scheme (RPS) be expanded to include the additional streets in the R1 Zone and B1 Zone as identified in Attachment 1 with '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area R1' signposting in those streets not currently signposted with an RPS in the R1 Zone and '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area B1' signposting in those streets not currently signposted with an RPS in the B1 Zone.
3. The existing time limit restrictions and hours of operation of current streets in the B1 Zone that have an existing RPS will be retained, however the restriction be converted to a B1 zone.
4. Replace redundant, faded and damaged signs as identified in the signage audit.
5. Aim that the overall number of R1 and B1 resident parking permits in Leichhardt West Study Area not exceed the total R1 and B1 parking capacity within the Rozelle North Study Area
6. Further investigation be carried out regarding reform to visitor parking permits in the form of scratch and display one day permits and review of personal carer permits, trade permits and support worker permits
7. Convert 8 unrestricted parking spaces on the southern side of Robert Street immediately east of Mullens Street to '2P 6am-4pm Mon-Fri'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The final Rozelle North Precinct Parking Study be received and noted;
2. The Resident Parking Scheme (RPS) be expanded to include the additional streets in the R1 Zone and B1 Zone as identified in Attachment 1 with '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area R1' signposting in those streets not currently signposted with an RPS in the R1 Zone and '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area B1' signposting in those streets not currently signposted with an RPS in the B1 Zone.
3. The existing time limit restrictions and hours of operation of current streets in the B1 Zone that have an existing RPS will be retained, however the restriction be converted to a B1 zone.
4. Replace redundant, faded and damaged signs as identified in the signage audit.
5. Aim that the overall number of R1 and B1 resident parking permits in Leichhardt West Study Area not exceed the total R1 and B1 parking capacity within the Rozelle North Study Area
6. Further investigation be carried out regarding reform to visitor parking permits in the form of scratch and display one day permits and review of personal carer permits, trade permits and support worker permits
7. Convert 8 unrestricted parking spaces on the southern side of Robert Street immediately east of Mullens Street to '2P 6am-4pm Mon-Fri'.

For motion: Unanimous

LTC0322(1) Item 15 Traffic Committee schedule update 2022

SUMMARY

The proposed schedule of the Local Traffic Committee meetings has been updated for the 2022 calendar year. It is recommended that the proposed meeting schedule be received and noted.

Officer's Recommendation

THAT the proposed updated schedule of meetings of the Local Traffic Committee for the 2022 calendar year be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed updated schedule of meetings of the Local Traffic Committee for the 2022 calendar year be received and noted.

For motion: Unanimous

LTC0322(1) Item 16 Holbeach Avenue, Tempe – Temporary full road closures for MS Sydney to the Gong Bike Ride on Sunday 1 May 2022 – (Midjuburi - Marrickville Ward/Heffron Electorate/Inner West PAC)

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 1 May 2022. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 1 May 2022.

It is recommended that the comments of the Local Traffic Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

LTC0322(1) Item 17 Johnston Street, Annandale - Proposed kerb blisters (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from the Annandale North Public School P&C regarding the safety of school children and parents at the signalised pedestrian crossing located on Johnston Street, north of Piper Street, Annandale. Johnston Street is a state road under the jurisdiction of TfNSW and this report outlines a proposal for kerb extensions that will be submitted for TfNSW consideration.

Officer's Recommendation

That:

1. This report be received and noted and the proposed concept design for two (2) kerb extensions at Johnston Street, Annandale (Option 1) be submitted for consideration by Transport for NSW;
2. Council continue advocating for pedestrian safety at this location with Transport for NSW, and request that they undertake further assessment, design and construction.

DISCUSSION

The TfNSW representative advised that they will be submitting the proposal for kerb

extensions for State funding and will keep Council updated on the progress of this.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

- 1. This report be received and noted and the proposed concept design for two (2) kerb extensions at Johnston Street, Annandale (Option 1) be submitted for consideration by Transport for NSW;**
- 2. Council continue advocating for pedestrian safety at this location with Transport for NSW, and request that they undertake further assessment, design and construction.**

For motion: Unanimous

General Business

LTC0322 Item 18 Fatality at Frederick Street, Ashfield crossing

Committee members discussed the pedestrian fatality at the Frederick Street pedestrian crossing at John Street, Ashfield. Short-term measures to mitigate safety issues were proposed including increasing the size of signage at the crossing, remarking the crossing, extending the kerb blisters and reducing the speed limit. Long-term measures for consideration is a signalised pedestrian crossing.

The representative for the Member for Strathfield stated that a petition to improve safety at the Frederick Street crossing has been signed by 1,000 residents. The representative commented that the office campaigned for the crossing to be signalised six years ago and was concerned that signals have not been installed.

The representative for the Member for Summer Hill requested that the speed limit be reduced to 40km/h and a 3-tonne limit be implemented in Frederick Street.

TfNSW is waiting on the official crash report from the Centre for Road Safety that will guide them on the next steps. In the meantime, the TfNSW representative and Council Officers will meet on site to investigate options. It was proposed that a report on the incident will be tabled at the next available Traffic Committee meeting.

LTC0322 Item 19 Ongoing driveway obstruction in Alice Lane, Newtown

The representative for the Member for Newtown stated that there have been ongoing issues with a vehicle that regularly parks across the Alice Lane driveway of 10A Alice Street, Newtown. The owners corporation of the property have reported the vehicle to police. Council Officers will raise the issue with the Inner West PAC and provide an update to the representative.

LTC0322 Item 20 30km/h speed zone trials

The representative for the Member for Balmain asked if there were any outcomes on the trial of 30km/h speed zones in Manly and Liverpool. The TfNSW representative will seek information on this and report back to the Committee.

LTC0322 Item 21 Safety at the intersection of Waratah Street and City West Link Haberfield

The representative for the Member for Balmain raised concerns with right turning vehicles from Waratah Street hitting the fence at the two-stage crossing on City West Link and with the impact the G-loop has on cyclists coming out of Waratah Street. The TfNSW representative advised that a proposal to replace the pedestrian crossing with a pedestrian bridge is being investigated. It was noted that pedestrian and cyclist safety at this intersection was considered at the February 2022 Council meeting. Council Officers were asked to present a report on the issues to the Committee and Council for consideration.

LTC0322 Item 22 Speed limits in Summer Hill

The IWBC representative commented on the different speed limits in Carlton Crescent, Longport Street and Railway Terrace and asked whether speed limits could be normalised in those streets. Council Officers advised that Council's Strategic Transport Planning team are working on the "InnerWest@40" project which will consider speed limits on local, regional and state roads with the view to provide recommendations to Transport for NSW on appropriate speed limits across the LGA.

LTC0322 Item 23 Warren Road, Marrickville one-way proposal update

The representative for the Member for Summer Hill asked for an update on the proposed one-way in Warren Road, Marrickville. Council Officers advised that they are awaiting final approvals on the traffic signals from TfNSW and contractors have been engaged for construction.

LTC0322 Item 24 Road safety around schools

The representative for the Member for Summer Hill stated that Haberfield Public School P & C conducted an operation to encourage parents to obey road rules and parking regulations, and Council Rangers were involved with monitoring and issuing fines to motorists who were parking illegally. The representative asked if similar operations could be rolled out to schools across the LGA. Council Officers advised that Council runs a behavioural and enforcement program that targets illegal parking around schools. Council Officers will circulate information on the program to Committee members.

Meeting closed at 12.35pm.

Item No: LTC0422(1) Item 1

Subject: LLEWELLYN STREET, MARRICKVILLE - REMOVAL OF CONCRETE
MEDIAN ISLAND (MIDJUBURI-MARRICKVILLE WARD/NEWTOWN
ELECTORATE/INNER WEST PAC)

Prepared By: John Stephens - Traffic and Transport Services Manager

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is proposing to remove the concrete median island in Llewellyn Street on the eastern approach of Black Street and extend the chevron line marking towards the intersection with Black Street, Marrickville. The proposed works will improve the right turn movement from Black Street into Llewellyn Street.

RECOMMENDATION

That the concrete median island in Llewellyn Street, immediately east of Black Street be removed and the chevron linemarking be extended approximately 0.5m towards the intersection with Black Street, Marrickville.

BACKGROUND AND OTHER STAFF COMMENTS

Council has received concerns about motorists attempting to turn right from Black Street into Llewellyn Street which is constrained due to vehicles parked in Llewellyn Street and the location of the existing concrete median island on the eastern approach to the intersection. Also, concern was raised about inadequate warning of approaching vehicles in Llewellyn Street. This concrete median island was installed as part of the construction of the pedestrian refuge on the western approach to the intersection.

In order to improve the right turn movement from Black Street into Llewellyn Street, it is proposed to remove the concrete median island in Llewellyn Street on the eastern approach of Black Street and the chevron linemarking be extended approximately 0.5m towards the intersection with Black Street, Marrickville. As the existing southern kerb line in Llewellyn Street was extended at the intersection of Black Street as part of the previous works, it is considered there is adequate sight distance to approaching vehicles in Llewellyn Street.



FINANCIAL IMPLICATIONS

This will be funded from the Traffic Facilities budget.

PUBLIC CONSULTATION

As there is no loss of parking associated with the proposal, no public consultation was deemed necessary.

ATTACHMENTS

Nil.

Item No: LTC0422(1) Item 2

Subject: VICTORIA STREET, SEAIEW STREET AND PROSPECT ROAD, SUMMER HILL-EXTERNAL ROADWORK FACILITIES- DEVELOPMENT EXTENSION TO TRINITY GRAMMAR SCHOOL (APPLICATION SSD-10371) (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

The Independent Planning Commission for the NSW Government Department of Planning, Industry and Environment, has approved a development expansion of the Trinity Grammar School, Summer Hill to cater for gradual increase of student numbers from 1500 to 2100 and staff from 277 to 321.

This report deals with the development proposal to provide new or up-graded surrounding external road traffic facilities to improve traffic and pedestrian safety in the area.

RECOMMENDATION

That:

APPROVAL be granted for the following proposed external road traffic facilities in association with the extended development of the Trinity Grammar School, Summer Hill, to improve traffic and pedestrian safety around the school:

- a. Raise the existing (at road level) crossing in Prospect Road outside the Trinity Grammar School with associated signs and line marking as shown per plan CI-EW-400-011 in ATTACHMENT 1 subject to removal of the hump warning signage;
- b. Replace the existing narrow central median with a wide pedestrian refuge at the intersection of Prospect Road and Old Canterbury Road with associated physical corner adjustments and signs and line marking as shown per plan CI-EW-400-001 in ATTACHMENT 2;
- c. Replace (upgrade) the existing pedestrian refuge in Victoria Street, just north of Harland Street to a combined pedestrian and bicycle crossing with associated signs and line marking as shown per plan CI-EW-400-021 in ATTACHMENT 6 subject to removal of the hump warning signage; and
- d. Provide 'No Stopping' across the new driveway to the school maintenance building in Seaview Street as shown per plan CI-EW-400-041 in ATTACHMENT 9.

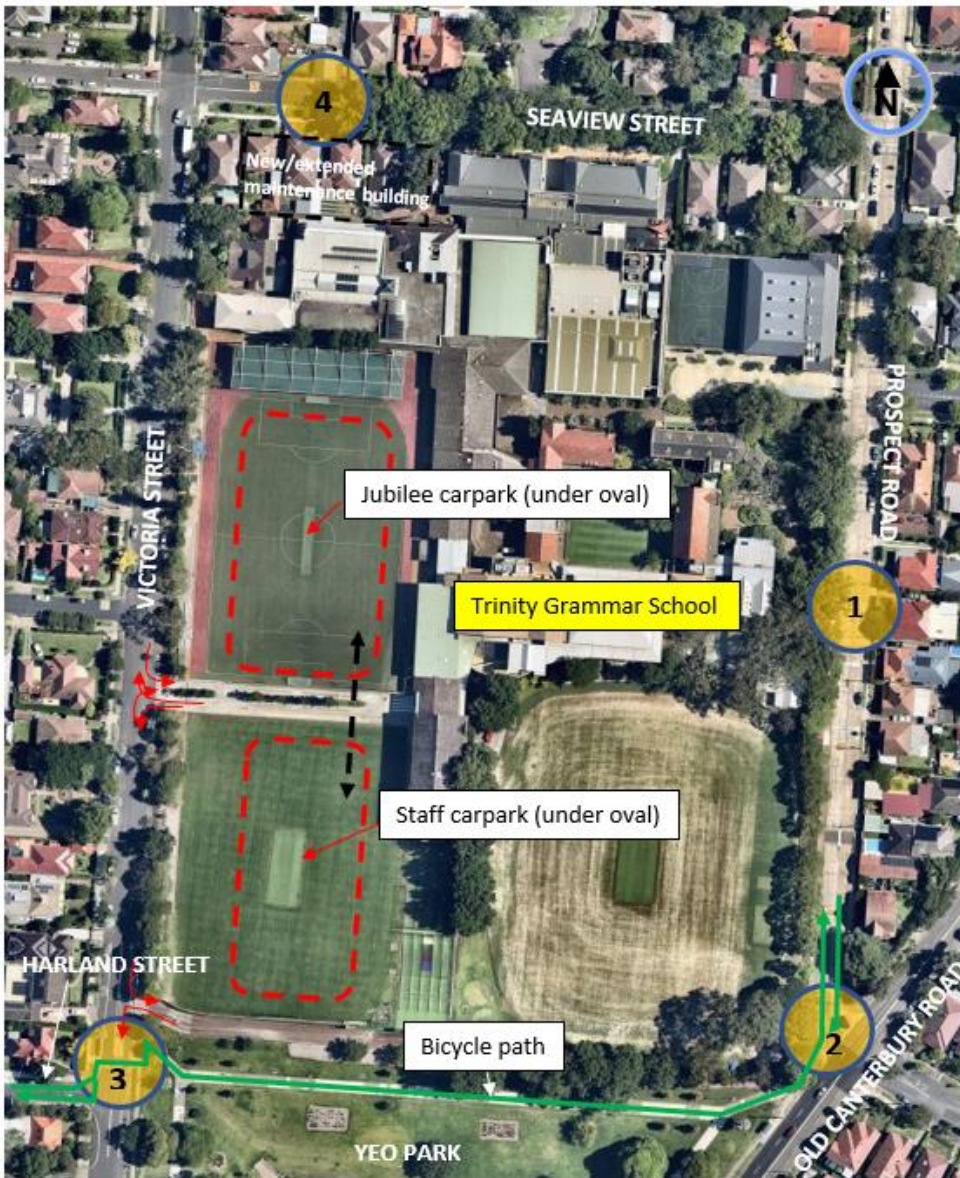
BACKGROUND

Trinity Grammar School, Summer Hill is bounded by Victoria Street to the west, Seaview Street to the north, Prospect Road to the east and Yeo Park/Old Canterbury Road to the south (see locality diagram below).

Victoria Street, Seaview Street and Prospect Road are local roads. Victoria Street measures approximately 12.8m in width kerb to kerb, Seaview Street (between Victoria Street and Prospect Road) approximately 8.2m kerb to kerb, and Prospect Road approximately 10.2 m in

width kerb to kerb. The three (3) local roads carry volumes in the range of 2,000-4,000 vehicles per day with higher volumes pertaining towards Prospect Road. All 3 local roads allow parking to both sides of the street and are regulated under a 50 kph speed limit. Old Canterbury Road is classified as a State Road with volumes over 20,000 vehicles per day.

It is further noted under development that (2) existing underground car parks below the school grounds will be connected and re-configured to increase parking and improve the internal layout for dropping off and picking up students within the site. Two (2) driveways off Victoria Street serving the car parks will be better utilised and controlled in distributing traffic movement north and south in Victoria Street via an Operational Traffic Management Plan under condition of development consent.



Schematic diagram for locality of external road treatments, underground car parks and bicycle paths around the Trinity Grammar School, Summer Hill.

FINANCIAL IMPLICATIONS

None

OTHER STAFF COMMENTS

Apart from the building development of the school, and in reference to the locality diagram, external road work traffic facilities are proposed at locations 1 to 3 under condition of Development Consent. Location 1 proposes the raising of an existing marked (zebra) foot-crossing, Location 2 proposes a central median wide pedestrian refuge, and location 3 is a combined raised marked foot and bicycle crossing. Location 4 deals with proposed 'No Stopping' across a new driveway servicing a new or extended school maintenance building to be constructed from Seaview Street. The devices at location 2 and 3 are designed to provide a link with an on-road/off-road bicycle path via Harland Street -Yeo Park- Prospect Road as identified in the *Inner West Council Cycling Map and Guide*.

The following is in further explanation to the devices with referral made to various attached plans and swept paths. The treatments were designed by the developer's traffic consultants in discussion with Council's traffic engineering staff. The design plans were subjected to a Road Safety Audit (RSA) and the consultant has incorporated the RSA feedback into the designs to mitigate against potential risks or hazards.

Location 1- Prospect Road, outside/near entrance to Trinity Grammar School.

(SEE PLAN CI-EW-400-011 in **ATTACHMENT 1**)

- The existing road level crossing at this location will be raised, with line marking and associated 'No Stopping' adjusted to conform to current TfNSW guidelines.
- The Bus Stop on the departure side of the crossing will be moved slightly forward to provide adequate sight view clearance from the rear of the bus to the crossing.
- One car space will need to be removed to the Trinity Grammar side to allow at least 20 metres of 'No Stopping' to the approach of the crossing in adherence to current TfNSW guidelines.
- Upgraded floodlighting will be provided to the new raised crossing.
- It is noted that the hump warning signs are not required for a raised pedestrian crossing and are recommended to be removed from the provided plan.

Location 2- Intersection of Prospect Road and Old Canterbury Road.

(SEE PLAN CI-EW-400-001 in **ATTACHMENT 2** and car and bus swept path movements **ATTACHMENT 3, 4 and 5**)

- A wide pedestrian refuge will be constructed in lieu of a current narrow central median in Prospect Road at the intersection with Old Canterbury Road. The opening will be widened to 2.5m to accommodate the holding of both pedestrians and cyclists.
- The corners will be shaved or cut back to allow designated left and right turn out from Prospect Road. School buses will be able to turn left and right into Prospect Road from Old Canterbury. Route 406 buses will also be able to turn left into Prospect Road from Old Canterbury Road, and right out into Old Canterbury Road from Prospect Road.
- Vehicle parking is maintained at least 20 metres back in approach to the refuge as required under TFNSW guidelines.
- No loss of parking is associated with this treatment.

Location 3- Combined raised pedestrian and bicycle crossing in Victoria Street, north of Harland Street.

(SEE PLAN CI-EW-400-021 in **ATTACHMENT 6** and car, garbage and Bus swept paths movements **ATTACHMENT 7 and 8**)

- The proposed treatment will replace a current pedestrian refuge to improve sight lines from the southern carpark driveway with south bound traffic movement centrally

aligned on the roadway. The current pedestrian refuge is off set and southbound traffic is required to veer to the left and close to the eastern kerb side of Victoria Street. Sight view of pedestrians and cyclists would be improved with vehicles turning left from the carpark driveway and around a substation located on the southern corner of the driveway with the proposed treatment.

- Give-way to bicyclist signage will be placed in line with pedestrian crossing leg signs to designate priority for bicyclists with pedestrians in crossing the road.
- Traffic counts taken in April 2021 during school morning (7.30am-8.30am) and afternoon (3.15pm-4.15pm) peak periods identified hourly pedestrian (P) counts of 40 and 34 and volume (V) counts of 503 and 515 respectively. The location satisfies reduced warrant for a crossing with pedestrians being predominately school children, i.e. (P) requires to be equal or over 30 and (V) is equal or over 200 in any two hourly periods of the day.
- No kerb island is placed to the departure southbound side of the crossing, with the likelihood of school buses/garbage trucks needing to veer towards the eastern kerb side of Victoria Street to right turn into Harland Street. See bus and garbage truck swept path movements Attachments 6 and 7.
- Bicycle signs and line making are identified with this treatment to guide cyclists to use the footpath to cross over from Harland Street onto Yeo Park and visa-versa.
- Any parking in the area is well clear of the crossing. No loss of parking is associated with this treatment.
- Floodlighting will be provided to the new crossing.
- It should also be noted that vehicles will only turn left out and left in from the southern driveway and not turn right in to avoid conflict and queuing of vehicles back over the crossing and Harland Street. Vehicles do not currently turn right out, however under the DA, service vehicles shall only be permitted to turn right out outside of the peak times.
- It is noted that the hump warning signs are not required for a raised pedestrian crossing and are recommended to be removed from the provided plan.

Location 4- Proposed 'No Stopping' across new driveway to Maintenance building off Seaview Street.

(SEE PLAN CI-EW-400-041 in **ATTACHMENT 9**)

- 'No Stopping' is proposed across a new widened maintenance building driveway from Seaview Street to control parking either side of the driveway and ensure that proper adequate service vehicle access and unobstructed sight view is provided from the driveway.
- Resident properties along the southern side of Seaview Street are owned by the school, and all properties (No's 46-52) except the corner property (No.54) to Victoria Street, will be demolished to construct the new building.
- All driveways servicing the above demolished properties will be removed to provide for on-street parking.
- (1) new parking space will be provided under this treatment.

GENERAL NOTE: Signposting and line marking to direct bicyclists to use the footpath to cross over Victoria Street from Harland Street and Yeo Park and visa-versa is only applied to the crossing in location 3. Formalising the continuation of the bicycle path to Prospect Road falls outside of the scope of these development works and is not identified under condition of development consent. Council will pursue separately to look at formalising this connection via signs and line marking in accordance with the NSW Bicycle Guidelines.

CONSULTATION

The developer's traffic consultant (Street Level Strategies) was guided and directed by Council's Traffic Engineering staff to consult with the affected residents in the vicinity of the proposed treatments -See consultation map areas **ATTACHMENT 10**.

A community consultation report has been provided as shown in **ATTACHMENT 11**. The report shows samples of (2) consultation letters, one identifying the proposed traffic facilities at locations 1 to 3 which was issued to the Prospect Road and Victoria Street residents, and a separate letter being issued to the Seaview Street and Victoria Street corner residents on the proposed installation of 'No Stopping' across the driveway in Seaview Street- Location 4.

23 letters were distributed to occupants and owners (20) properties in Prospect Road and Victoria Street, and 12 letters (7 properties) in Seaview/Victoria Streets. Only (2) responses were received raising concern or questioning the need of the proposed devices in location 1 to 3. No response was received to the proposed 'No Stopping' across the driveway in Seaview Street- Location 4.

The concerns/queries are summarised below:

- The proposed intersection treatment at Prospect Road and Old Canterbury being wide enough to accommodate two vehicles side by side exiting out of Prospect Road.
- Query on Bus turning movements being difficult at the intersection of Old Canterbury Road and Prospect Road.
- Noise impact with the raised crossing in Prospect Road.
- Query on the need to upgrade the pedestrian refuge to a crossing in Victoria Street as the refuge provides a traffic calming effect.
- Query as to why a crossing cycle facility being provided in Victoria Street
- Proposed works not addressing concerns to vehicle access to and from the car park.
- Quantity of signage being proposed.

These comments are tabled in the report (ATTACHMENT 11) and have been appropriately addressed under the 'Consultant response'.

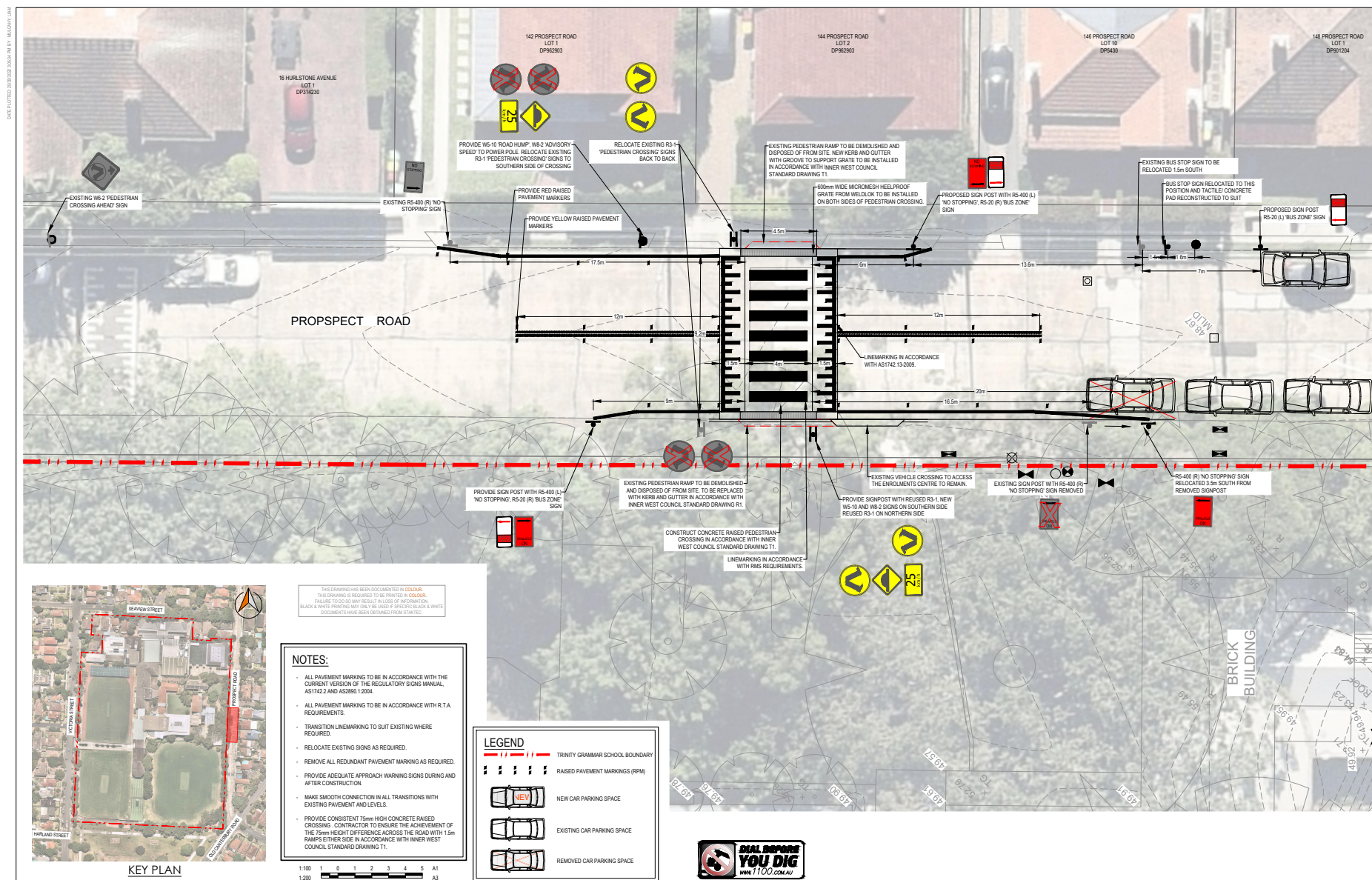
The consultant did not identify in the consultation letter to upgrade floodlighting to the crossing in Prospect Road and will further liaise with the few residents adjacent to the crossing in the need to floodlight the crossing prior to any works being undertaken.

CONCLUSION

In view of the above, it is recommended that approval be granted for the proposed external road traffic facilities in association with the extended development of the Trinity Grammar School, Summer Hill, to improve traffic and pedestrian safety around the school.

ATTACHMENTS

1. [↓](#) Plan CI-EW-400-011-Proposed raised pedestrian crossing in Prospect Road.
2. [↓](#) Plan CI-EW-400-001-Proposed wide pedestrian refuge at the intersection of Prospect Road and Old Canterbury Road.
3. [↓](#) Car swept path movements (out of Prospect Road only) at the intersection of Prospect Road and Old Canterbury Road.
4. [↓](#) Car swept path movements (in and out of Prospect Road) at the intersection of Prospect Road and Old Canterbury Road.
5. [↓](#) Bus swept path movements at intersection of Prospect Road and Old Canterbury Road.
6. [↓](#) Plan CI-EW-400-021- Proposed combined pedestrian and bicycle crossing in Victoria Street, just north of Harland Street.
7. [↓](#) Car and Garbage truck swept path movements in Victoria Street, just north of Harland Street.
8. [↓](#) Bus swept path movement in Victoria Street, just north of Harland Street.
9. [↓](#) Plan CI-EW-400-041-Proposed 'No Stopping' across the new maintenance building driveway in Seaview Street.
10. [↓](#) Consultation letter area distribution areas.
11. [↓](#) Community consultation report.








REV	DESCRIPTION	DRAWN	APPRO	DATE
H	ISSUED FOR SSDA	LAM	LAM	25.03.22
G	ISSUED FOR SSDA	LAM	RET	11.03.22
F	ISSUED FOR SSDA	LAM	RET	11.03.22
E	ISSUED FOR SSDA	HAL	RET	11.03.22
D	ISSUED FOR SSDA	LAM	RET	16.12.21
C	ISSUED FOR 90% COSTING	MCR	RET	01.09.21
B	RE-ISSUED FOR 80% COSTING	MCR	RET	02.08.21
A	ISSUED FOR 80% COSTING	MCR	RET	16.07.21

DRAWN:	MDR	
DESIGNED:	RET	
VERIFIED:	RET 07/07/21	
APPROVED FOR TENDER:		
APPROVED FOR CONSTRUCTION:		

PMDL  ARCHITECTURE
INTERIORS
MASTERPLANNING

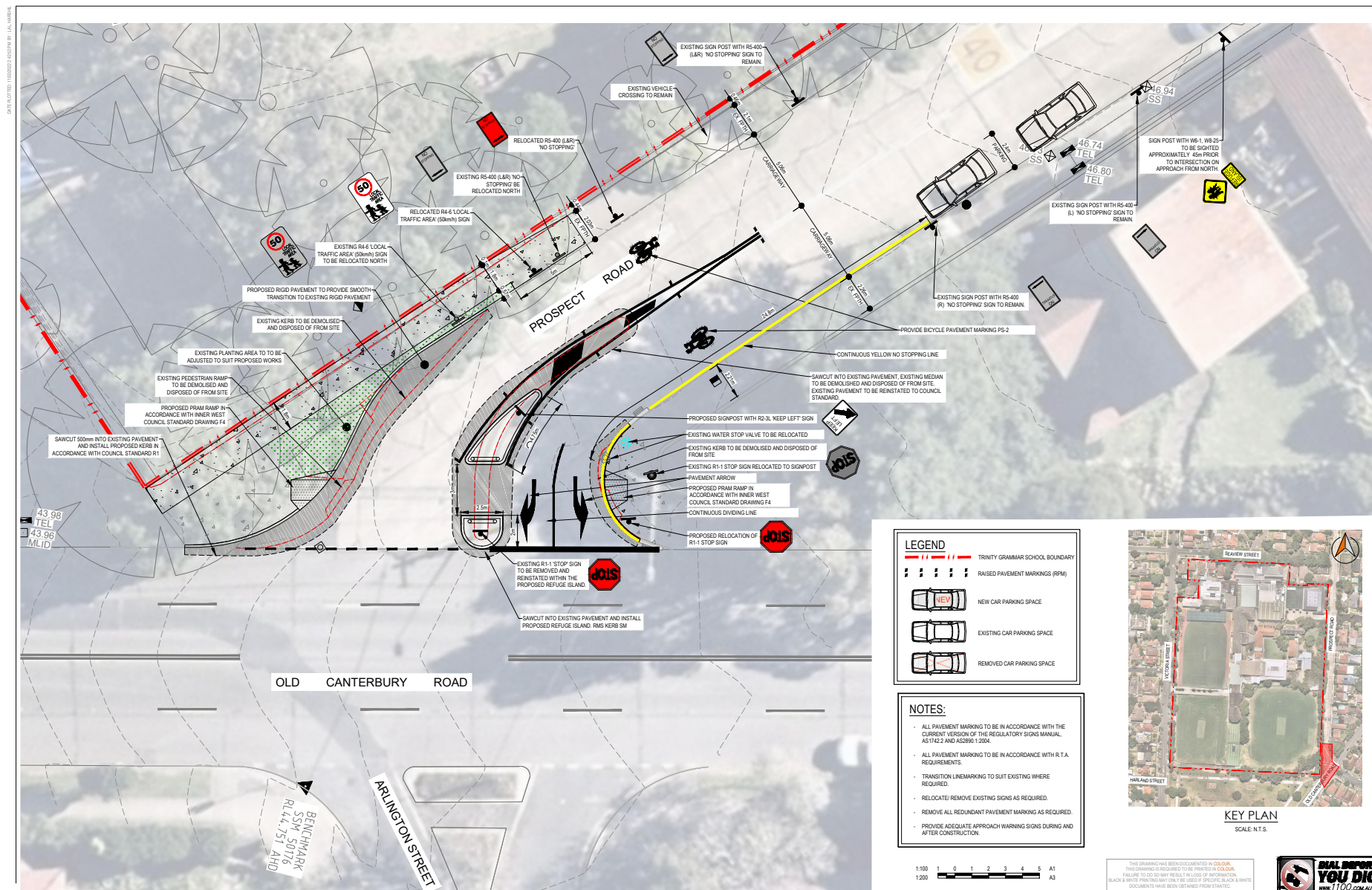
 ARCHITECTS

TRINITY GRAMMAR SCHOOL - EXTERNAL WORKS	PROSPECT ROAD PEDESTRIAN CROSSING
PROJECT	TITLE

APPROVAL
 NOT FOR CONSTRUCTION

1:100	301350145	CI-EW-400-011	H
SCALE @ A1	PROJECT No	DRAWING No	REVISION



D	ISSUED FOR SSDA					HAL	RET	11.02.22	
C	ISSUED FOR SSDA					LAM	RET	16.12.21	
B	ISSUED FOR 90% COSTING					MOR	RET	01.09.21	
A	ISSUED FOR 80% COSTING					MOR	RET	16.07.21	
REV	DESCRIPTION					DRAWN	APPRO	DATE	

DRAWN:	MDR
DESIGNED:	RET
VERIFIED:	RET 07/07/21
APPROVED FOR TENDER:	
APPROVED FOR CONSTRUCTION:	

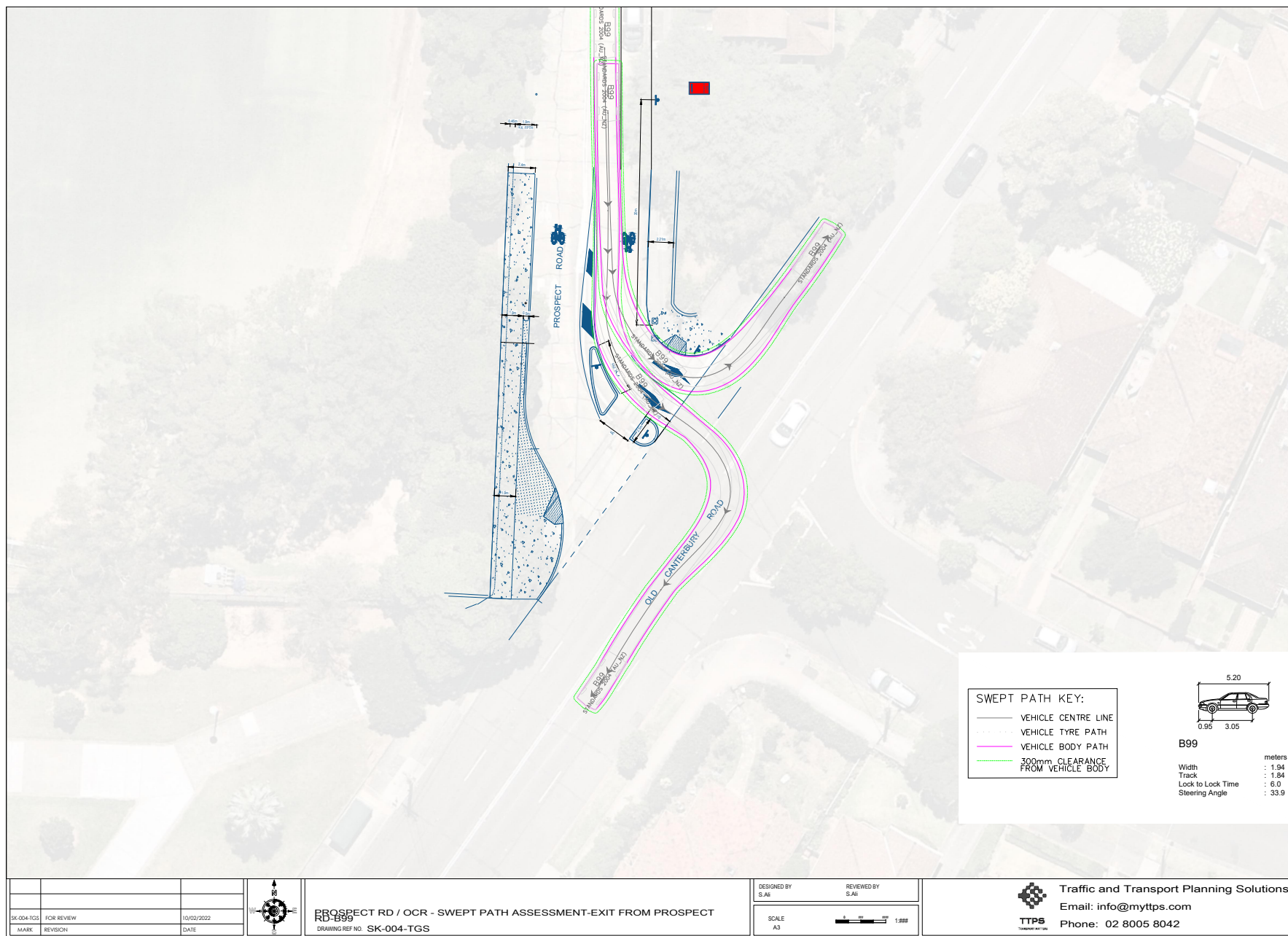
TRINITY GRAMMAR SCHOOL -
EXTERNAL WORKSPROSPECT RD AND OLD
CANTERBURY RD INTERSECTION

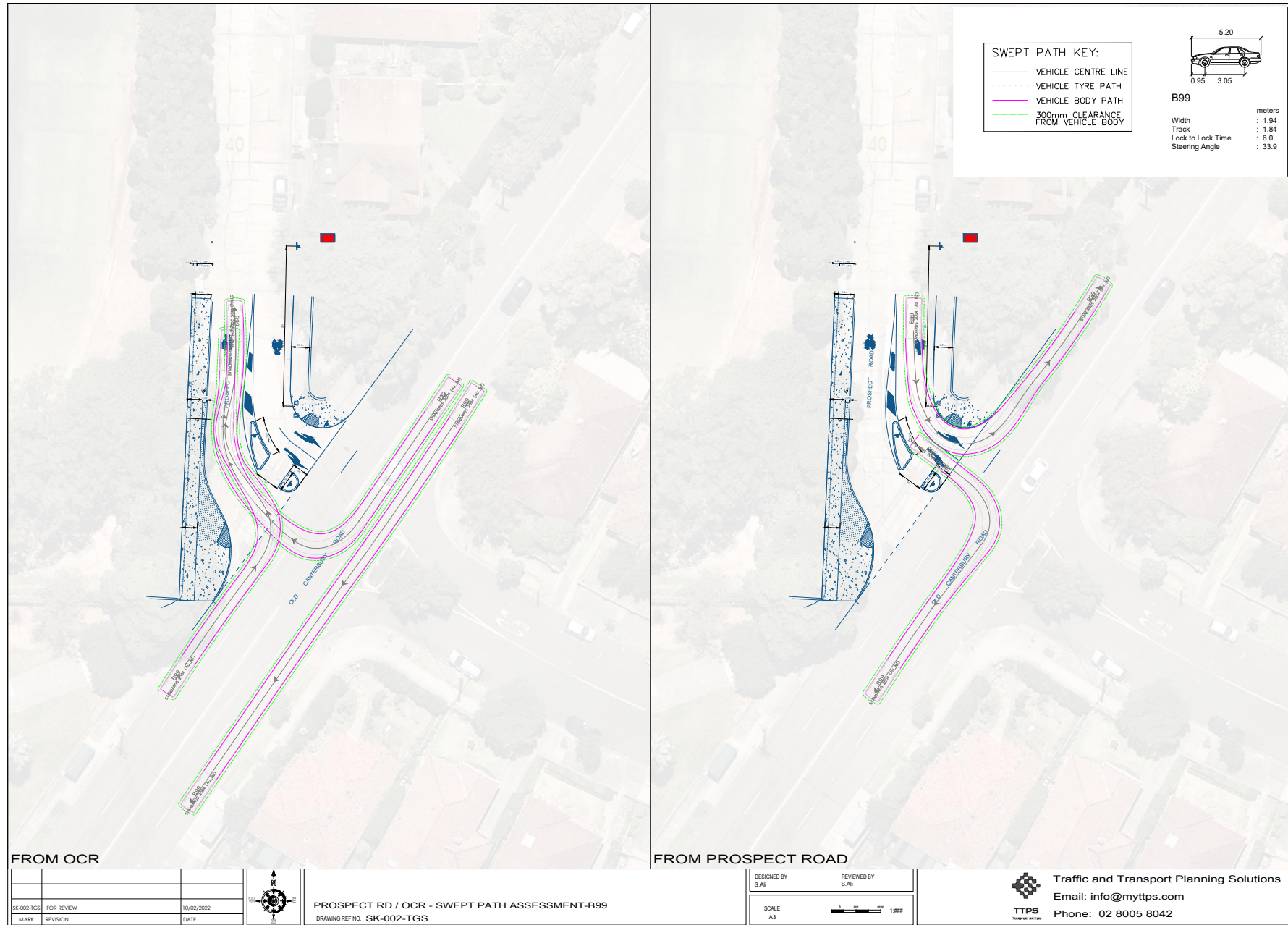
PROJECT	TITLE
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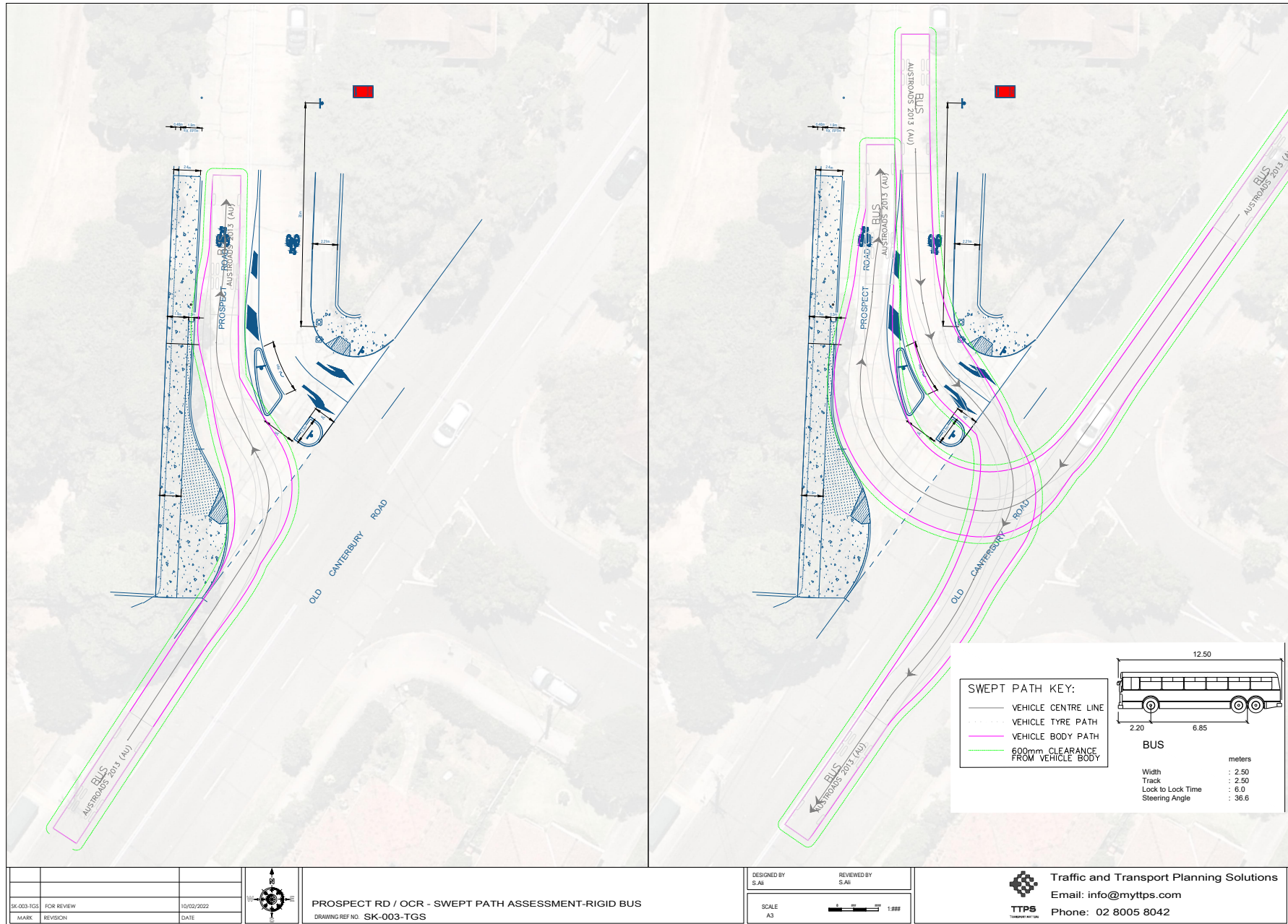


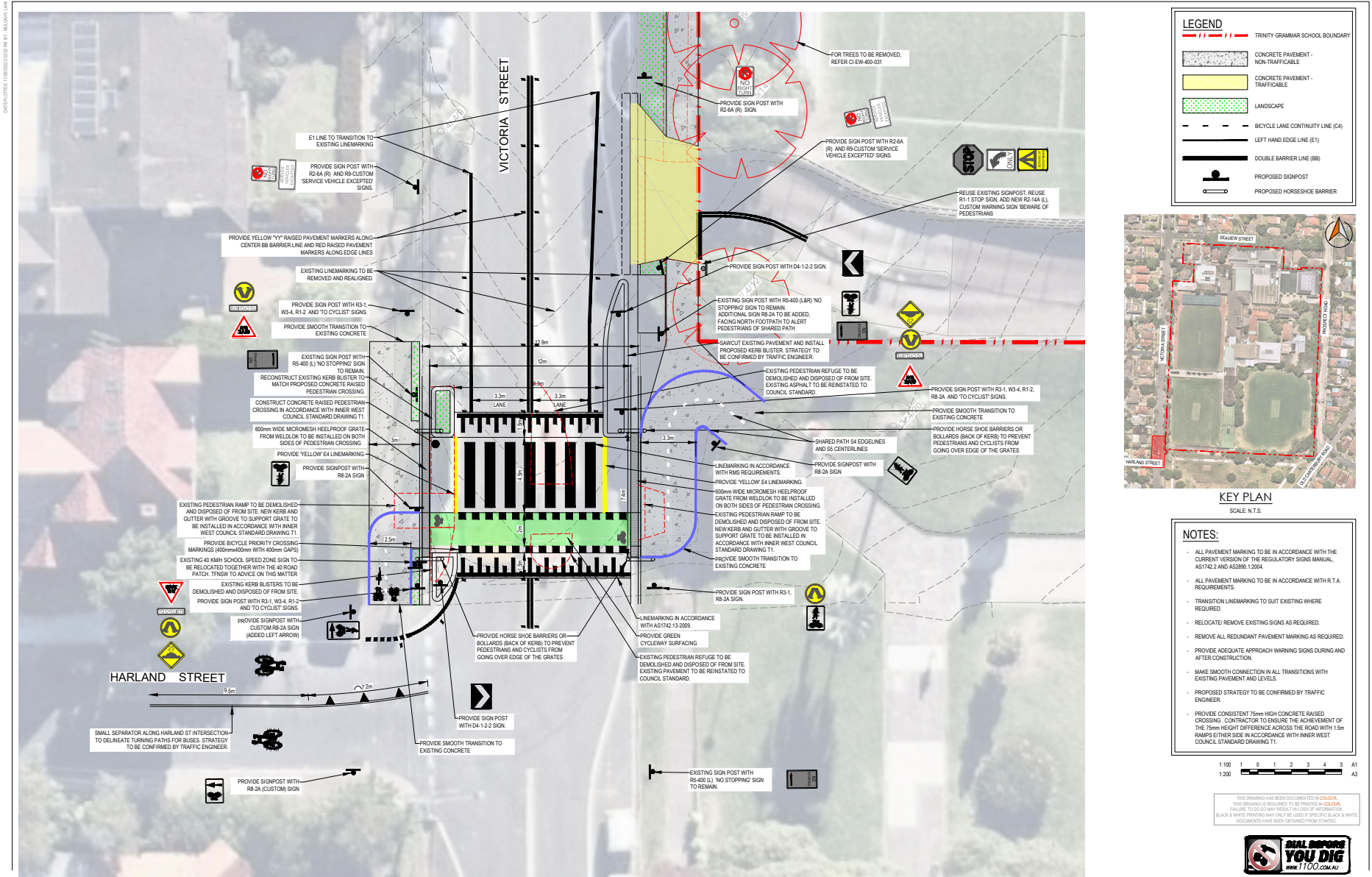
APPROVAL
NOT FOR CONSTRUCTION

1:100	301350145	CI-EW-400-001	
SCALE @ A1	PROJECT No	DRAWING No	









REV	DESCRIPTION	DRAWN	APPRO	DATE
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2	ISSUED FOR BIDA	HRL	RET	11.02.22
3	ISSUED FOR BIDA	LAM	RET	11.02.22
4	ISSUED FOR BIDA	HRL	RET	11.02.22
5	ISSUED FOR BIDA	LAM	RET	11.02.22
6	ISSUED FOR BIDA	HRL	RET	11.02.22
7	ISSUED FOR BIDA	LAM	RET	11.02.22
8	ISSUED FOR BIDA	HRL	RET	11.02.22
9	ISSUED FOR BIDA	LAM	RET	11.02.22
10	ISSUED FOR BIDA	HRL	RET	11.02.22

REV	DESCRIPTION	DRAWN	APPRO	DATE
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3	ISSUED FOR BIDA	LAM	RET	11.02.22
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8	ISSUED FOR BIDA	HRL	RET	11.02.22
9	ISSUED FOR BIDA	LAM	RET	11.02.22
10	ISSUED FOR BIDA	HRL	RET	11.02.22

PMDL ARCHITECTURE
INTERIORS
PLANNING



TRINITY GRAMMAR SCHOOL -
EXTERNAL WORKS

VICTORIA STREET
CROSSING REALIGNMENT

PROJECT

TITLE



APPROVAL
NOT FOR CONSTRUCTION

1:100

301350145

CI-EW-400-021

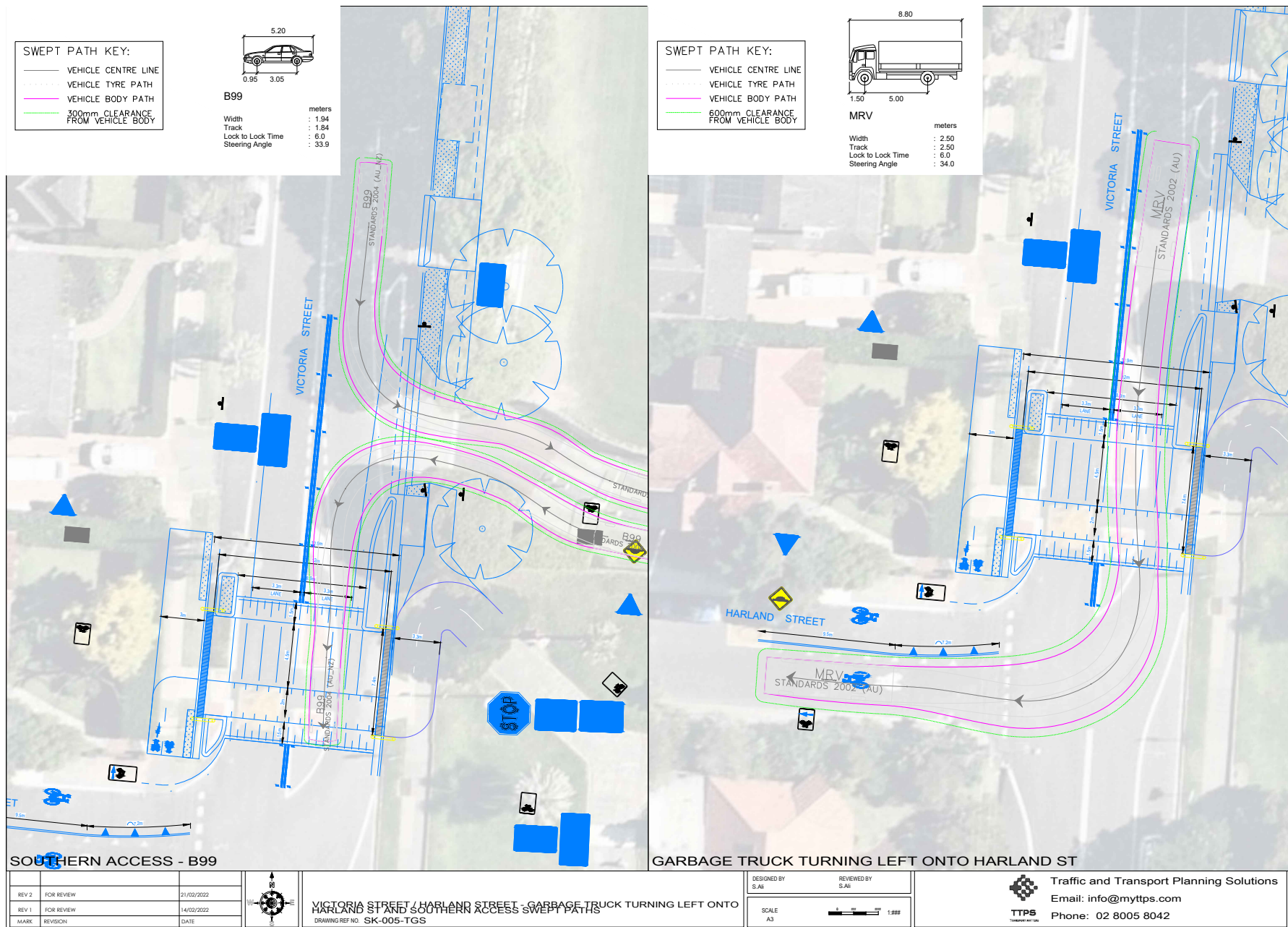
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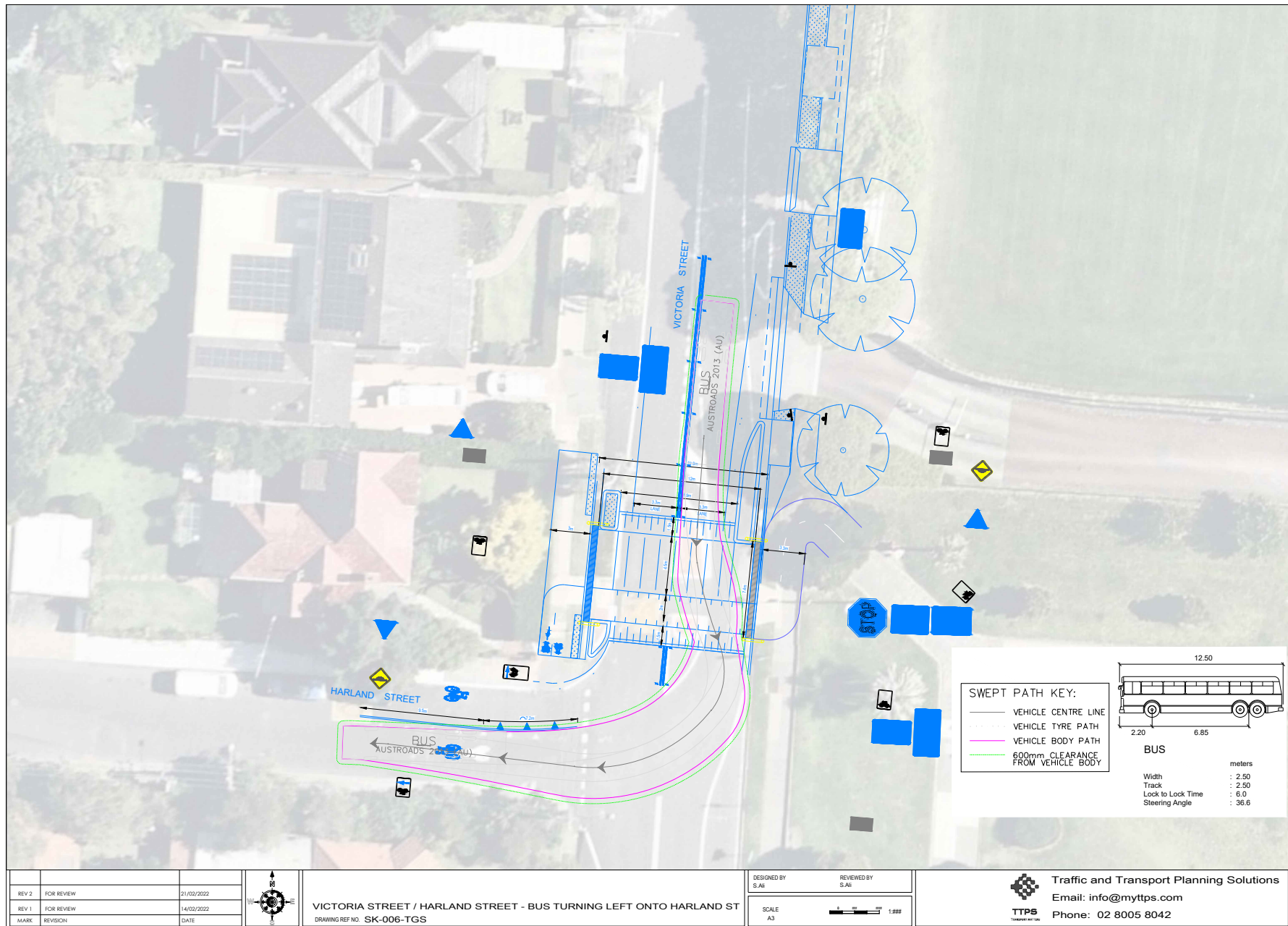
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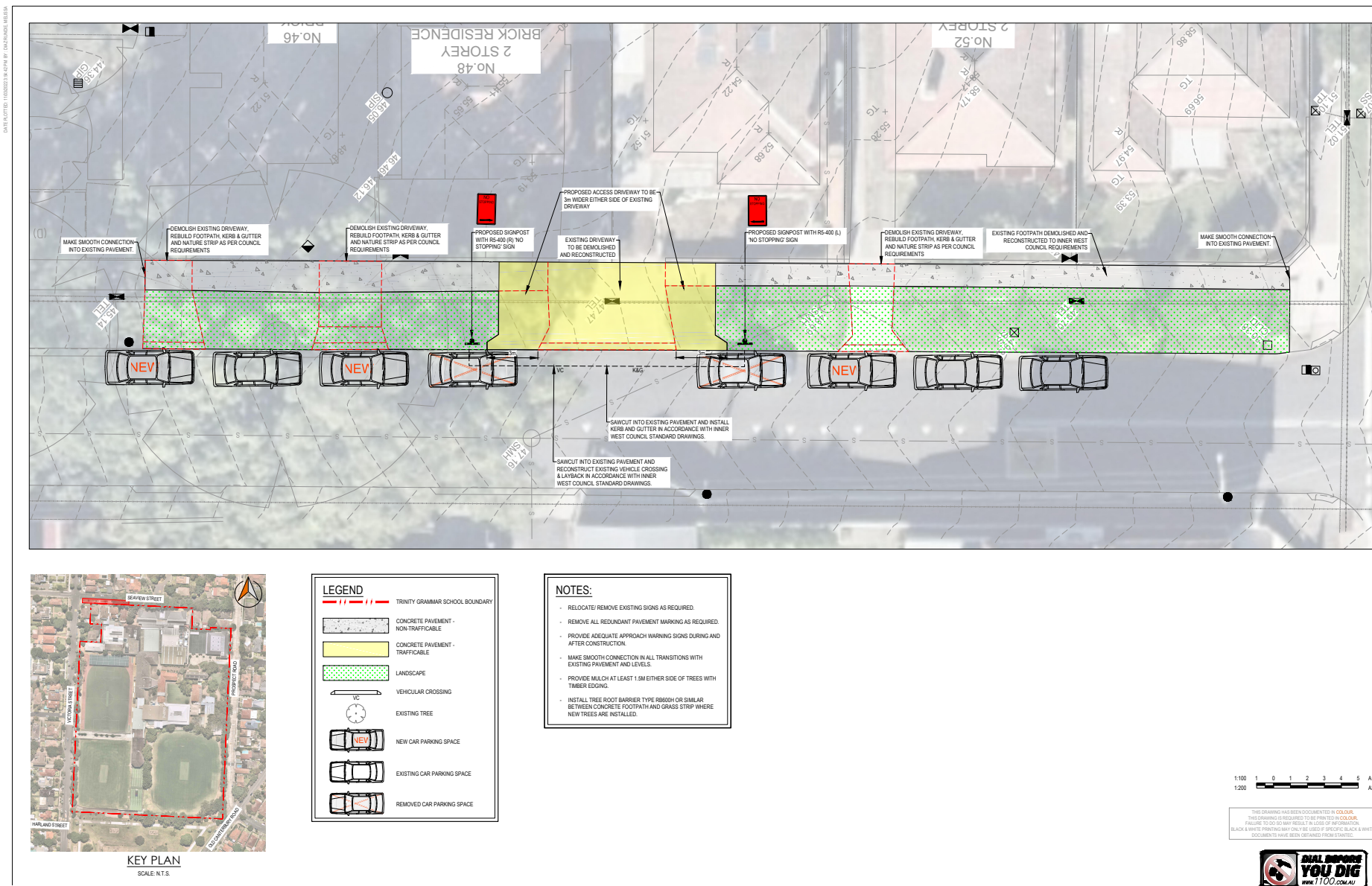
PROJECT No

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REV







REV	DESCRIPTION	DRAWN	APPROVED	DATE
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A	ISSUED FOR SIDA	HNL	RET	11.02.22

DRAWN	MDR
DESIGNED	RET
VERIFIED	RET 07/07/21
APPROVED FOR TENDER	
APPROVED FOR CONSTRUCTION	

PMDL ARCHITECTURE INTERIORS MASTERPLANNING



TRINITY GRAMMAR SCHOOL - EXTERNAL WORKS
SEAVIEW STREET UPGRADE

PROJECT TITLE



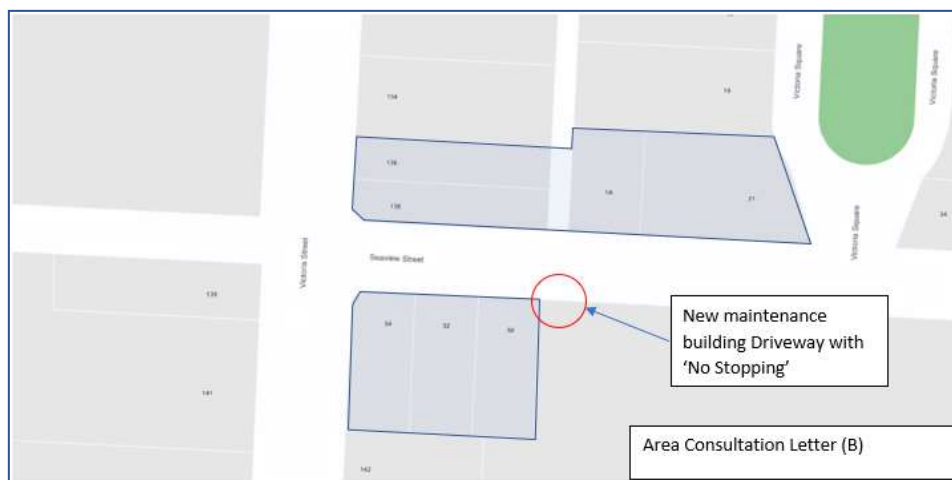
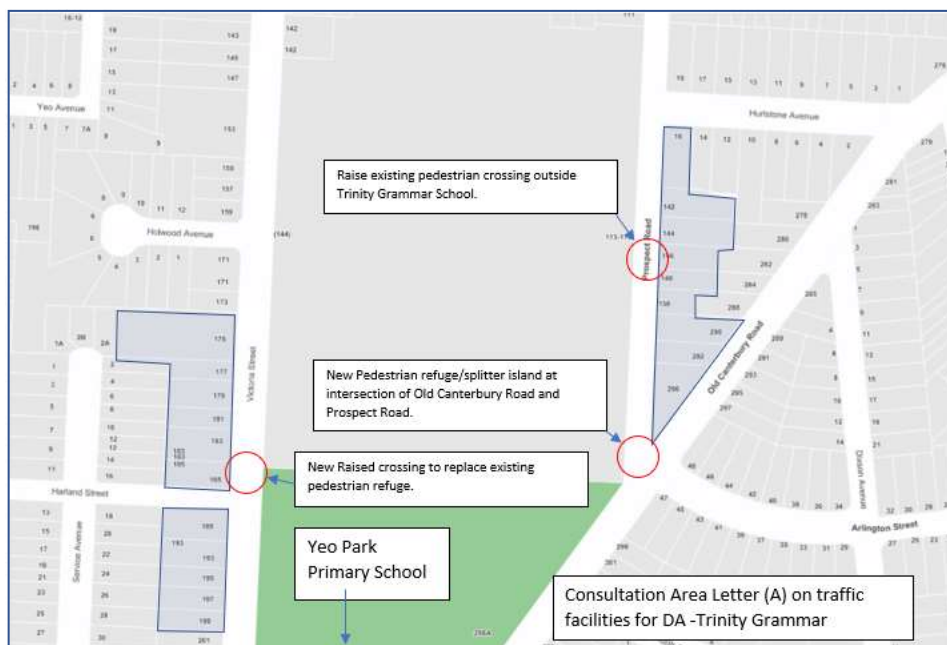
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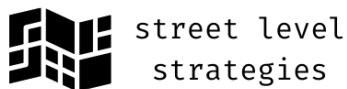
301350145
PROJECT No

CI-EW-400-041
DRAWING No

B
REV







Mr. Peter Brogan
Bloompark Consulting
C/- Trinity Grammar School

Our ref: 202111_033

18 March 2022

Dear Peter

**Re: SSD-10371 Trinity Grammar School - Community Consultation
outcomes for C14 roadworks**

This letter has been prepared by Street Level Strategies following Community Consultation for proposed roadworks around Trinity Grammar School.

These proposed roadworks are to satisfy condition C14 of development consent for the Renewal Project at Trinity Grammar School which is a State Significant Development (SSD-10371). The [consent](#) for this project was issued on 24 September 2021 by the Independent Planning Commission.

Prior to community consultation, the roadworks designs were developed in collaboration with Inner West Council which is the designated Road Authority for all the proposed works.

In addition, an independent Road Safety Audit was carried out in November 2022 to assess potential safety impacts of the proposed roadworks. A copy of the Road Safety Audit was

issued to Inner West Council on 18 December 2021 for feedback, and all concerns have been resolved and captured in these designs.

Community Consultation was carried out from 14 February 2022 until 6 March 2022 - a period of three weeks. Council provided advice on the properties to be consulted, and two separate letters were issued:

- Seaview St works
- Prospect Rd & Victoria St works

A copy of these letters are at **Appendix A**.

The proposed works that were consulted on are:

- Upgrade to the existing pedestrian crossing on Prospect Road to a raised crossing and associated signage works including minor adjustment to the location of the Bus Zone on the eastern side, and removal of one parking space on the western side;
- Upgrade to the intersection at Prospect Rd with Old Canterbury Road including:
 - Upgrade of the pedestrian refuge
 - Adding a right and left turn lane from Prospect Road exiting to Old Canterbury Road
 - Kerb readjustments to accommodate the roadworks
 - Associated regulatory linemarking and signage
- Upgrade of the existing pedestrian refuge on Victoria Street near Harland Street to a raised crossing with a combined pedestrian/cycle crossing and associated regulatory linemarking and signage; and
- Removal of three existing driveways on Seaview Street, amendments to the existing driveway, and adding regulatory street signage on Seaview Street.

During the consultation period, two submissions from residents were received providing comments on the design on 21 February and 3 March, and a response was provided during consultation. A summary of the comments and response is below at Table A.

Resident comments	Consultant response
<u>Resident 1</u> Prospect Rd/Old Canterbury Rd intersection <ul style="list-style-type: none"> • Queried whether the proposed intersection design was wide enough to accommodate two vehicles side by side 	Prospect Rd/Old Canterbury Rd intersection <ul style="list-style-type: none"> • The design has been tested on all the factors raised and demonstrates that all existing bus turning movements can be

<ul style="list-style-type: none"> • Raised a concern whether the widened refuge would narrow the footpath • Queried whether the intersection design would make bus turning movements difficult <p><i>Prospect Rd crossing upgrade</i></p> <ul style="list-style-type: none"> • Noted that there are two existing speed humps in the vicinity of the proposed raised crossing and whether this might have a noise impact 	<p>safely accommodated, that two vehicles can sit in the lane side by side, and that although there is a slight narrowing of the footpath on the western edge that this is minimal and is 1.9m or wider</p> <p><i>Prospect Rd crossing upgrade</i></p> <ul style="list-style-type: none"> • The two existing speed humps are low profile and between 39m and 74m from the proposed raised crossing • No one residential property close to any of the other humps to have a cumulative noise impact
<p><u>Resident 2</u></p> <p><i>Victoria/Harland St crossing</i></p> <ul style="list-style-type: none"> • Queried the need to upgrade the existing pedestrian refuge to a crossing as the refuge provided a traffic calming effect • Query why a cycle crossing facility is being provided <p><i>Car park access</i></p> <ul style="list-style-type: none"> • Comment that the proposed works are not addressing concerns of vehicle access to and from the car park <p><i>Signage</i></p> <ul style="list-style-type: none"> • General query around the quantity of new signage being proposed 	<p><i>Victoria/Harland St crossing</i></p> <ul style="list-style-type: none"> • The proposed crossing resolves two existing safety concerns: <ul style="list-style-type: none"> ◦ an unsafe bus turning movement which is caused by the lane alignment on Victoria St being closer to the east ◦ Impact of the existing substation on sightlines of vehicles exiting the southern car park • The narrow traffic lanes and raised crossing are traffic calming devices • Noted that existing cycle usage is low, but Harland St and Yeo Park are designated cycle routes, and this crossing provides a safe connection and cycle volumes are expected to increase <p><i>Car park access</i></p> <ul style="list-style-type: none"> • Advice provided to the resident on the approved car park works to resolve these concerns • Advised that the school is implementing its Green Travel Plan with a target to reduce travel by car a further 10% over 10 years <p><i>Signage</i></p> <ul style="list-style-type: none"> • Noted and advised that signage is primarily regulatory in nature, and must be provided and best endeavours have been used to reduce signage clutter where possible

Table A - Community Consultation submissions and response summary

We note that during consultation the drawings did not show the proposed upgraded lighting at the Prospect Road crossing. The existing lighting will be upgraded to the Australian Standard and 'blinker shades' will be installed to reduce potential for light spillage. Trinity Grammar School has committed to consult directly with the three affected residential properties on Prospect Road during further design and prior to any installation.

Going forward, the proposed works require Inner West Council's approval via their Traffic Committee. It is expected that these works will be considered at the Traffic Committee meeting on 19 April 2022 for the Prospect Rd & Victoria St works. We have been advised by Council that the Seaview Street works can follow a Delegated Authority process for approval.

Following approval, the works will be delivered in accordance with the requirements of the consent.

Yours Sincerely,



Mel Fyfe

Managing Director, **Street Level Strategies**



street
level
strategies

Appendix A – Consultation Letters

Item 2

Attachment 11



14.02.22

Dear Sir/Madam,

Trinity Grammar School – The Renewal Project: Public Domain and Roadwork Upgrades

Trinity Grammar School (TGS) has been granted permission to begin the next stage with its plans for the next stage in the development of the Summer Hill campus, known as The Renewal Project. Part of The Renewal Project includes public domain and roadwork upgrades designed to improve local safety and amenity. Please find enclosed important community information in regard to the following works:

Intersection upgrade: Corner of Old Canterbury Rd and Prospect Rd

The following works have been designed in consultation with Inner West Council and are illustrated on the attached plans:

- ▲ Upgrade the existing pedestrian refuge with a widened pedestrian refuge (2.5m x 3m)
- ▲ Add a dedicated right turn lane for vehicles turning from Prospect Road to Old Canterbury Road
- ▲ Replacement of the existing tram ramps
- ▲ Minor kerb readjustment works to accommodate the new pedestrian refuge
- ▲ Additional landscaping on the western kerb
- ▲ Installing linemarking

Pedestrian crossing upgrade: Prospect Rd

The following works have been designed in consultation with Inner West Council and are illustrated on the attached plans:

- ▲ Upgrade the existing zebra crossing to a raised pedestrian crossing
- ▲ Extension of the "No Stopping zones" on the approach and departure of the crossing to comply with regulatory distances
- ▲ Minor adjustment of other existing "Bus Zone" signage to comply with regulatory distances
- ▲ Removal of one car parking space opposite 146 Prospect Road (due to signage adjustments)

Intersection upgrade: Corner of Victoria St & Harland Street

The following works have been designed in consultation with Inner West Council and are illustrated on the attached plans:

- ▲ Removal of the existing pedestrian refuge
- ▲ Replace and upgrade the existing refuge to a raised pedestrian and cycle crossing
- ▲ Implementing a shared path on approach to each side of the crossing (to allow safe movement of bike riders)
- ▲ Installation of new lighting at the crossing to comply with regulations
- ▲ Updated regulatory signage and linemarking

Parking Changes

TGS will make adjustments to "No Stopping" signage on Prospect Road to accommodate the upgraded raised pedestrian crossing. This will result in the removal of one parking space on Prospect Rd opposite no. 146.

Bicycle crossings

TGS will combine a priority cycle crossing with the upgraded pedestrian crossing at Victoria St & Harland St. This combined crossing will provide a safe crossing point to connect the two existing cycle routes between Harland St and Yeo Park.

The intersection upgrade works at Prospect Rd & Old Canterbury Rd will install an improved refuge facility. This refuge has been designed wide enough to accommodate a cycle but is not on a dedicated cycle route.

Streetlighting

TGS will provide 2 new flood lights on new power poles on either side of the raised pedestrian crossing. This new lighting is essential to meet current lighting safety standards for pedestrian crossings. The attached plans indicatively shows the locations of the new flood lights and power poles, with the final location to be confirmed during the design development phase of the project.

Have your say

Trinity Grammar School welcomes feedback in relation to the Renewal Project. Should you wish to provide any comments, channels are available via this dedicated webpage:

<https://www.trinity.nsw.edu.au/about-us/our-facilities/the-renewal-project/>

The webpage is also where we will be posting news and updates about the project.

Other communications channels available to you:

e: renewalproject@trinity.nsw.edu.au

t: 1300 012 483

m: Renewal Project Enquiries, PO Box 174 Summer Hill NSW 2130

The last day to comment in regard to material supplied in this letter is: Sunday, 6 March 2022

What happens next?

A report including feedback from the community will be considered by Inner West Council's Local Traffic Committee. The Committee's recommendations will then be considered by Council where a final decision will be made. If approved by council, arrangements will be made to proceed with the works soon thereafter.

More Information

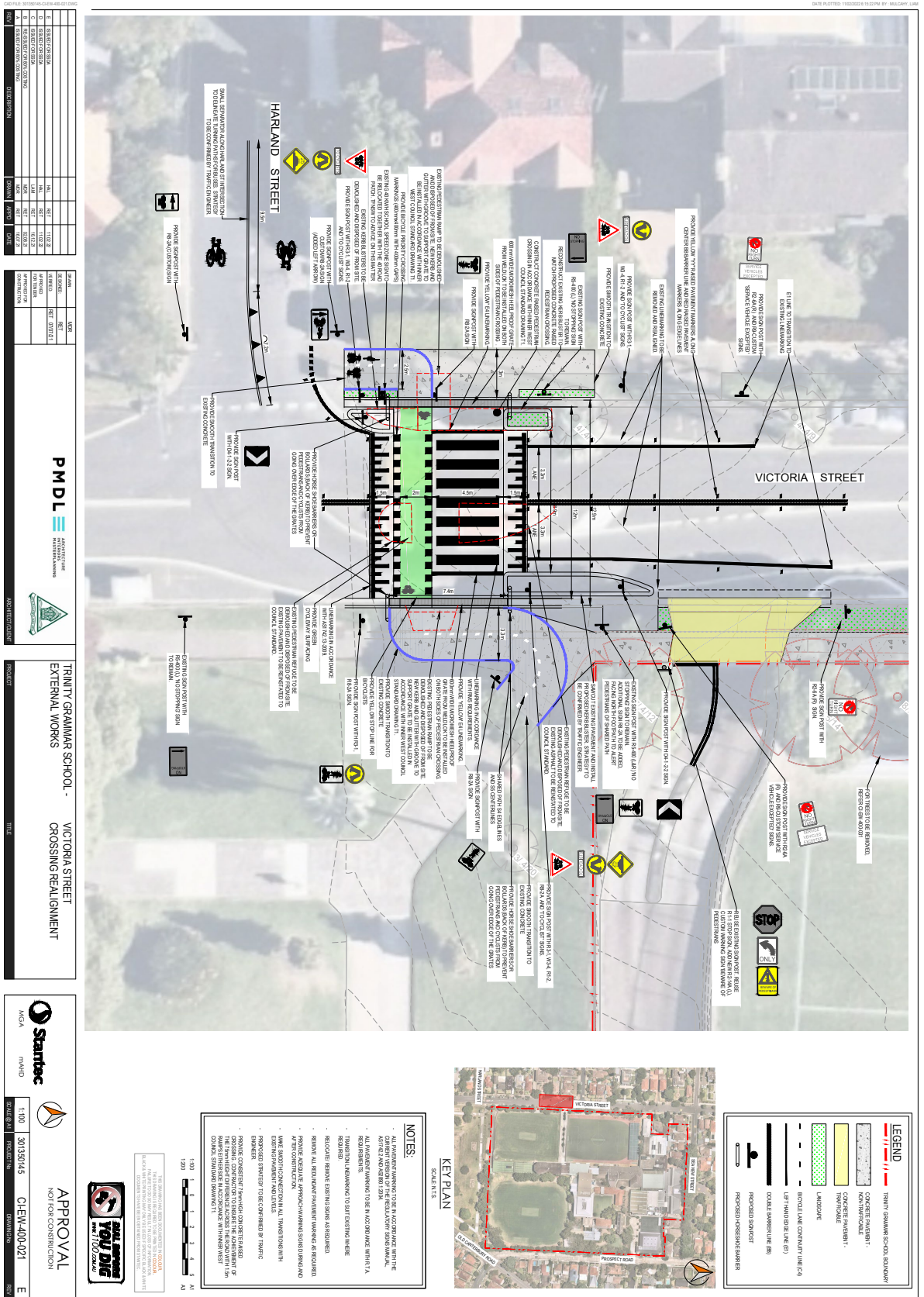
If you require any further information, please contact Mel Fyfe (Traffic Consultant) on 0411 202 970 or via email at mel@streetlevelstrategies.com

Yours sincerely,

Mr Kell Daniels
Head of Community Engagement









14.02.22

Dear Sir/Madam,

Trinity Grammar School – The Renewal Project: Seaview St Parking Changes

Trinity Grammar School (TGS) has been granted permission to begin the next stage in the development of the Summer Hill campus, known as The Renewal Project. Part of The Renewal Project includes public domain and roadwork upgrades designed to improve local safety and amenity. Please find enclosed important community information in regard to the following works:

Seaview St Maintenance Building Access

The following works have been designed in consultation with Inner West Council and are illustrated on the attached plans:

- ▲ Removal of the existing service driveway at Trinity Grammar Junior School (next to 46 Seaview St)
- ▲ Removal of the existing driveways at 48 and 52 Seaview St
- ▲ Return of the car parking spaces outside of these three driveways
- ▲ Upgrade of the existing driveway at 48-50 Seaview St
- ▲ Install a No Stopping zone for 3m on each side of the driveway at 48-50 Seaview St
- ▲ Removal of two parking spaces at the location of the new No Stopping zone

Parking Changes

The works include the removal of three existing driveways and the upgrade on an existing driveway. The upgraded driveway will have a "No Stopping" zone installed for 3 metres on each side which will result in the removal of two parking spaces. This results in a net increase of one parking space on Seaview St.

Have your say

Trinity Grammar School welcomes feedback in relation to the Renewal Project. Should you wish to provide any comments, channels are available via this dedicated webpage:

<https://www.trinity.nsw.edu.au/about-us/our-facilities/the-renewal-project/>

The webpage is also where we will be posting news and updates about the project.

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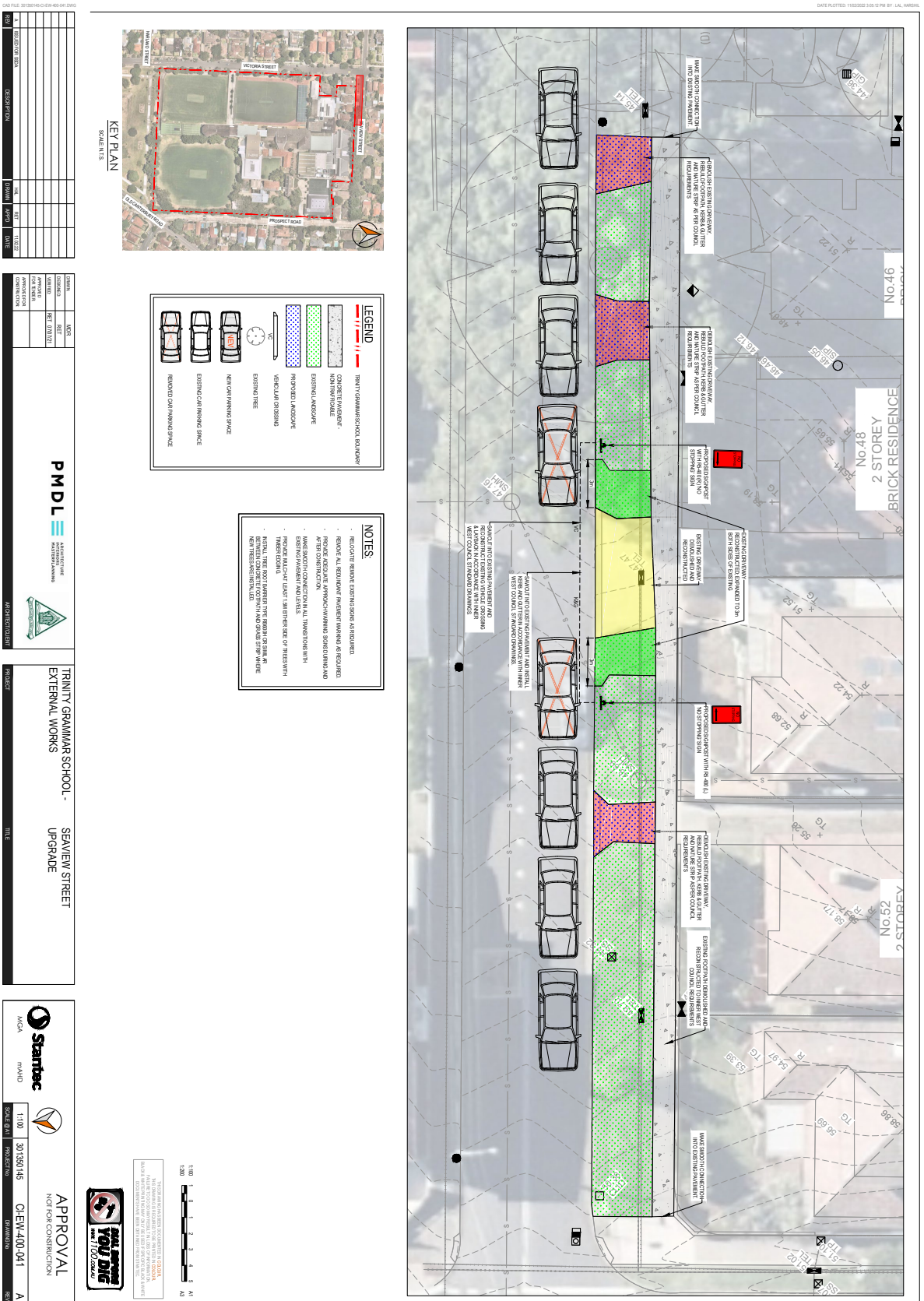
More Information

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Yours sincerely,

Mr Kell Daniels

Head of Community Engagement



Item No: LTC0422(1) Item 3

Subject: SYDNEY STEET PARTY - LACKEY STREET/SMITH STREET, SUMMER HILL AND NORTON STREET, LEICHHARDT (DJARRAWUNANG - ASHFIELD AND GULGADYA -LEICHHARDT WARDS/SUMMER HILL AND BALMAIN ELECTORATES/BURWOOD AND LEICHHARDT PACS)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The proposed events, Sydney Street Parties – Summer Hill and Leichhardt, are street parties' that form part of The Sydney Street Party Series that will deliver on the NSW Government's commitment to CBDs revitalisation as outlined in the COVID 19 Economic Recovery Strategy.

To facilitate the **Sydney Street Party – Summer Hill**, it is proposed to undertake a full road closure of Lackey Street (between Carlton Crescent and Smith Street) and Smith Street (Hardie Avenue and Nowranie Street), Summer Hill from 8.00am to 10.00pm on Saturday, 11 June 2022.

To facilitate the **Sydney Street Party – Leichhardt**, it is proposed to implement a full road closure of Norton Street, between Allen Street and Marion Street, Leichhardt from 8.00am to 10.00pm on Sunday, 12 June 2022.

RECOMMENDATION

That:

1. The proposed temporary road closure of Lackey Street (between Carlton Crescent and Smith Street) and Smith Street (between Hardie Avenue and Nowranie Street), from 8.00am and 10.00pm on Saturday, 11 June 2022 for the Sydney Street Party – Summer Hill be supported, subject to the event organiser seeking consent from TfNSW and Transit Systems;
2. The proposed temporary road closure of Norton Street, Leichhardt (between Allen Street and Marion Street) from 8.00am to 10.00pm on Sunday 12 June 2022 Sydney Street Party – Leichhardt be supported, subject to the event organiser seeking consent from TfNSW and Transit Systems;
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the event organiser, of the proposed temporary road closures at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders;
4. The occupation of the road carriageway must not occur until the road has been physically closed, and
5. A 4 metre wide emergency service access must be maintained through the closed road areas during the course of the event;
6. The revised TMP's and TGS's for both events be adhered to.

BACKGROUND & OTHER STAFF COMMENTS

A request for approval to conduct two Sydney Street Parties on Saturday, 11 June 2022 and Sunday, 12 June 2022 between 8:00am and 10:00pm has been received from the organiser of the event, Investment NSW.

In accordance with the RMS “Guide to Traffic and Transport Management for Special Events V3.4 August 2006”, and based on information supplied by the organiser, the event is classified as a Special Event Class 2.

The organiser has submitted revised Traffic Management Plan (TMP) and Traffic Guidance Scheme (TGS) to Transport for New South Wales (TfNSW) for consideration and approval for both Sydney Street Parties (**Attachment 1, 2, 3 and 4**).

Sydney Street Party – Summer Hill

This event involves the temporary full closure of Lackey Street and Smith Street (between Hardie Street and Nowranie Street). These street closure arrangements as shown in the TGS have similarly been approved in the past for special (food festival) events.

Traffic can detour via the surrounding streets, and access to/from the Summer Hill carpark is only maintained from Smith Street. No bus services operate in the area.

As it has been the case in prior closures or as considered under this closure, the following is required and has been included under the revised TMP:

- 3 restricted time parking spaces on the western side of Hardie Avenue, just north of Smith Street, be made unavailable, to assist in 2-way traffic to and from the carpark only from Smith Street. This shall be included in the notification to the residents and businesses in communication of the event.
- Parking in Morris Street (both sides) between Smith Street and 1A Morris Street [first driveway south of Smith Street] be made unavailable to allow turnaround at the point of closure of Smith Street and Morris Street.
- An additional traffic controller is to be positioned at the intersection of Smith Street and Moonbie Street to assist and direct traffic away if the car park is full.
- Appropriate VMS boards and advisory signage be placed at appropriate locations prior to the event to forewarn motorists of the upcoming event, and particularly advise of the carpark entry only from Smith Street.

Special Event Clearways will apply on Saturday 11th June 2022 from 8.00am to 8.00pm at:

- Lackey Street (both sides) between Carlton Crescent and Smith Street
- Smith Street between Hardie Avenue and Nowranie Street
- 3 x spaces on Hardie Avenue (western side), north of Smith Street
- Morris Street (both sides) between Smith Street and 1A Morris Street [first driveway south of Smith Street]
- A small section of the Hardie Avenue car park (eastern side, parallel with Lackey Street) – approx. 10 parking spaces Special event clearways will be implemented to occupy these spaces for this event.

Special event clearway signage will be installed by the Transport for NSW (TfNSW) for this event 14 days prior. A tow truck will be provided on event day and managed by TfNSW.

Sydney Street Party – Leichhardt

This event involves the temporary full closure of Norton Street between Allen Street and Marion Street, and managed access for local traffic and residents on the following sections of road:

- Norton Street between Allen Street and Macauley Street
- Macauley Street between Cromwell Street and Norton Street
- Carlisle Street between Cromwell Street and Norton Street
- Short Street between Norton Street and Balmain Road
- Marlborough Street between Cromwell Street and Norton Street
- Wetherill Street between Norton Street and Balmain Road

Lou Street between Marlborough Street and Allen Street will become one-way northbound only.

Special event clearways will be implemented on both sides of Norton Street between Macauley Street and Marion Street for this event. Special event clearway signage will be installed by the TfNSW for this event 14 days prior. A tow truck will be provided on event day and managed by TfNSW.

For the duration of the road closures, it is recommended that bus services be diverted down Allen Street, Flood Street and Marion Street, similar to other Norton Street events in previous years.

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

The proposed temporary full road closures are currently advertised on Council's website for a period of 28 days in accordance with the Roads Act 1993.

The event organiser is to notify all affected businesses, residents and other occupants of the road closures, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event.

ATTACHMENTS

1. [↓](#) Sydney Street Party - Summer Hill 2022 TMP
2. [↓](#) Sydney Street Party - Summer Hill 2022 - TGS
3. [↓](#) Sydney Street Party - Leichhardt 2022 - TMP
4. [↓](#) Sydney Street Party - Leichhardt 2022 - TGS

TRANSPORT MANAGEMENT PLAN

SYDNEY STREET PARTY LACKEY ST, SUMMER HILL

Saturday 11th June 2022

PREPARED ON BEHALF OF



Investment
NSW

Version 1.1
11th April 2022

By

TRAFFIC PLANNERS
SAFETY CONSULTANTS

WHO DARES PTY LTD
SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040

Ph: 02 9569 9922

Event Organiser: **Investment NSW**

Document Author: **Justin Sheining**
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Certificate: 0052079628
Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.0	28 th March 2022	DRAFT	First Draft
Version 1.1	11 th April 2022	FINAL	Signage additions, additional clearway Morris St & Hardie Ave

1. INTRODUCTION

1.1. Introduction

This plan has been prepared for **Investment NSW**.

It has been prepared after discussions with Investment NSW and Who Dares.

The plan relates to road closures for the Sydney Street Party event to be held at Lackey St, Summer Hill on Saturday 11th June 2022.

1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

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. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Sydney Street Party event will operate.

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.

2. EVENT DETAILS

2.1. Event summary

Event Name:	Sydney Street Party – Summer Hill
Event Date:	Saturday 11 th June 2022
Event Start Time:	10:00 hours
Event Finish Time:	18:00 hours
Event Set Up Time:	08:00 hours
Event Pack Down Finish Time:	20:00 hours
Event is:	Community event

2.2. Key Planning Contact Names

Investment NSW Harumi Arrascue Program Manager CBD Revitalisation	Phone	02 9228 3529
	Mobile	
	E-mail	harumi.arrascue@investment.nsw.gov.au
Investment NSW Kate Smith Senior Project Officer	Phone	9228 3417
	Mobile	
	E-mail	kate.smith@investment.nsw.gov.au
NSW POLICE – Burwood PAC Brett McKenna	Phone	
	Mobile	
	E-mail	mcke1bre@police.nsw.gov.au
Transport Management Centre	Phone	02 8396 1400
	E-mail	tmc_piu@tmc.transport.nsw.gov.au
Traffic Contractor – Who Dares Pty Ltd Justin Sheining Manager, Events & Projects	Phone	02 9569 9922
	Fax	02 9569 9933
	Mobile	0427 632 726
	E-mail	justin@whodares.com.au

2.3. Brief Description of the event

The Sydney Street Party Series will deliver on the NSW Government's commitment to CBDs Revitalisation as outlined in the COVID 19 Economic Recovery Strategy. The objective of the series is to:

- Drive visitor numbers to these areas to support existing local bricks and mortar businesses on the nominated high streets to recover from the impacts of the pandemic;
- Support local artists, creative and cultural practitioners;
- Increase engagement of local residents and visitors to place; and
- Increase confidence in local communities to go out in a COVID-safe manner.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures from 08:00 hours Saturday 11th June till 20:00 hours

Saturday 11th June 2022

- Full closure of Lackey Street between Carlton Crescent and Smith Street
- Full closure of Smith Street between Hardie Avenue and Nowranie Street
- Closure of Morris Street (Managed Access for residents) between Smith Street and Lorne Street

3.2. Special Event Clearways (SEC) from 08:00 hours Saturday 11th June till 20:00 hours Saturday 11th June 2022

- Lackey Street (both sides) between Carlton Crescent and Smith St
- Smith Street between Hardie Avenue and Nowranie Street
- A small section of the Hardie Avenue car park (eastern side, parallel with Lackey Street) – approx. 10 parking spaces
- 3 x spaces on Hardie Avenue (western side), north of Smith Street
- Morris Street (both sides) between Smith Street and 1A Morris St [first driveway south of Smith Street]

Special event clearways will be implemented for this event. Special event clearway signage will be installed by the Transport for NSW (TfNSW) for this event 14 days prior. A tow truck will be provided on event day and managed by TfNSW.

3.3. Detours

Access around the event site will be maintained by a detour. Please refer to the TGS for the detour loop. No buses will be diverted for the event.

3.4. Cleaning

Prior to the reopening of the roads at 20:00 hours, Investment NSW will undertake cleaning operations.

3.5. Public Transport – Trains

The closest train station is Summer Hill, located directly across from the event site on Carlton Crescent.

At the time of writing this Transport Management Plan, there is no scheduled Trackwork. Further potential impacts of trackwork (if scheduled) will need to be ascertained closer to the event date.

Transport for NSW to advise if they will be operating as per the normal weekend timetable. Public transport will be promoted as the best way to get to and from the event.

For trip planning: <http://www.transportnsw.info/>

3.6. Public Transport - Buses

No bus routes will be impacted by this road closure.

Bus service N50 Liverpool to City Town Hall (Night Service) has bus stops located on Carlton Crescent directly adjacent to the event site.

For public transport timetables and planning visit:
<http://www.transportnsw.info/>

3.7. Parking

The event is aimed at local residents and it is anticipated that most local residents will walk to the event. The use of public transport will be promoted and public parking will be in the surrounding streets.

There will be no onsite parking within the road closure. Staff and suppliers will be instructed to park in surrounding streets.

All existing council car parks will remain accessible including the Hardie Street car park, street parking will be restricted in the event area by placing parking reserved signs.

A portion of the Hardie Avenue car park will be blocked off for the event, however will not impact existing parking spaces.

3.8. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.9. Traffic Control

An accredited Who Dares Traffic Supervisor will oversee implementation of the Traffic Guidance Schemes (TGS), including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Scheme (TGS) must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

3.10. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

3.11. Heavy Vehicle impacts

There will be no impact to heavy vehicles during this event.

3.12. On Road Infrastructure

The event organiser will set up various infrastructure on the roadway as part of the event. This infrastructure will all be removed before the reopening of the road at 20:00.

3.13. Reopening roads

Roads will be reopened at the time noted on the Traffic Guidance Schemes (TGS). Prior to reopening, consultation between the Who Dares Traffic Supervisor, event organiser, Police and TfNSW (if onsite) will occur to ensure roads are reopened in a timely and safe manner.

4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

Investment NSW are the Risk Managers for their event operations. It is Investment NSW's policy to treat identified hazards by endeavouring to prevent or eliminate health and safety risk where it is in their reasonable authority, to endeavour to minimise the likelihood of risks occurring when outside their authority and when risks occur to minimise the consequence of the risk activity.

Any risk treatment measure implemented by Investment NSW will be consistent with their obligations in accordance with the 2011 WHS Regulations and/ or AS/NZS ISO 31000:2009 Risk Management-Principles and guidelines.

Investment NSW by the nature of the event operations has accepted the uncontrollable risks such as weather, environment and crowd behaviour and will implement treatment programs to mitigate risk. Their role is to ensure the risk is transferred from the organisers to the expert contractors. The transfer needs to be formalised by way of contracts and key performance indicators.

Investment NSW needs to ensure that the staff/contractors have contemporary knowledge in their field and apply current safety regulations including J.S.A's and S.W.M.S's. Investment NSW need to ensure that the attached checklists, where relevant are applied and completed. Investment NSW then has to ensure that any new emerging risks or safety concerns are controlled as and when they arise.

4.2. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police and Transport for NSW, as interested parties.

A copy is included as **Annex 1**.

4.3. Police

Burwood Police Area Command will be notified of the event by the event organiser.

4.4. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

4.5. Trusts, Authorities or Government enterprises

The event uses roads within the Inner West Council Local Government Area.

4.6. Hostile Vehicle Mitigation

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment, Vulnerability report and NSW Police direction. This information is to remain confidential.

4.7. Risk & Contingency Plans

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Buses not impacted
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	None required
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and carparks. There are no known planned roadworks.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	None required

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>TfNSW will install clearways prior to the event.</i>
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>As required by NSW Police</i>
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>Under the direction of Police or traffic controllers</i>
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Controlled by TfNSW</i>
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Road closures, barricades and signage installed.</i>
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>To be arranged in consultation with Investment NSW</i>

Investment NSW has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan.

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A
Delayed Event	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Managed by event organiser.
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment. Contingency forms part of the risk assessment and management plan and will be addressed in the Overall Event Risk Assessment.

4.7. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- NSW WHS Act 2011
- NSW WHS Regulation 2017
- AS/NZS ISO 31000:2018 Risk Management - Guidelines
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (TfNSW) V6 14th September 2020
- AS 1742.2:2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743:2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2019 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads
- RMS Guide to Traffic & Transport Management for Special Events Version 3.5 – June 2018

5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

5.1. Access for local residents and businesses

The impact on local community will also include an increased traffic and parking demand in surrounding streets. In order to limit parking and traffic impacts, event organisers will actively promote alternate modes of transport including walking, cycling and public transport to get to and from the event.

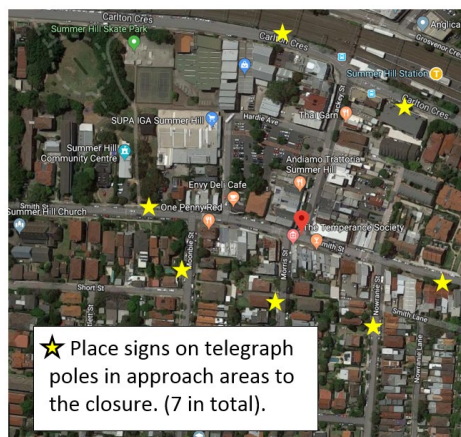
5.2. Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

5.3. Advertise the traffic management arrangements

All residents and businesses will be notified of the event through:

- Letterbox drop will be conducted for impacted residents and businesses within and near the road closure precinct at least two weeks prior to the event.
- Signage installed surrounding the event footprint, 7 days prior with text:
LACKEY ST & SMITH ST
(Hardie Ave to Nowranie St)
CLOSED
FOR SPECIAL EVENT
SAT 11 JUNE 2022
8am – 8pm
Car Park Access only
(from Hardie Ave off Smith St)



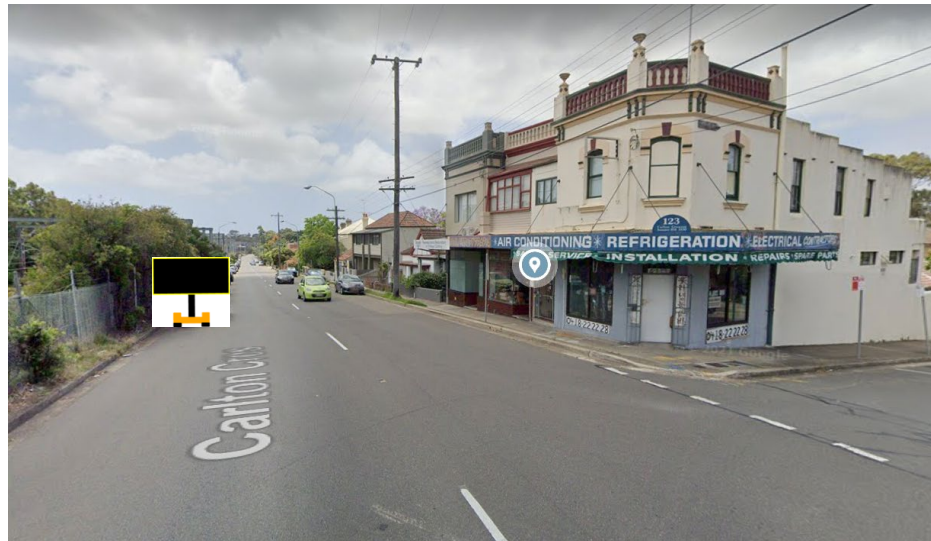
5.4. Permanent Variable Message Signs

TfNSW to advise if permanent VMS messages will be displayed for this event.

5.5. Portable variable message signs

Two VMS will be used to advertise the traffic arrangements at this event:

Location	Messages	
	27/05/22 – 11/06/22	8am till 8pm 11/06/22
VMS #1 - Junior Carlton Crescent East of Prospect St In first parking space on northern side (facing eastbound traffic)	LACKEY ST CLOSED SAT 11 JUNE	LACKEY ST CLOSED AHEAD TILL 8PM
	LACKEY & SMITH STS CLOSED SAT 11 JUNE 8am – 8pm	FOLLOW DETOURS



Location	Messages	
	27/05/22 – 11/06/22	8am till 8pm 11/06/22
VMS #2 - Senior Smith St & Carlton Crescent Western corner on grass verge (facing westbound traffic)	LACKEY ST CLOSED SAT 11 JUNE	LACKEY ST CLOSED AHEAD TILL 8PM
	LACKEY ST CLOSED SAT 11 JUNE 8am – 8pm	DETOUR SMITH ST ←



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 Act 2013 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.

6. APPROVAL

TMP Approved by: Date:.....

Event Organiser – Investment NSW

7. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Inner West Council

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Transport for NSW

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

8. ATTACHMENTS

Annex 1 – Public Liability Insurance
Annex 2 – Road Occupancy Licence

9. TRAFFIC GUIDANCE SCHEMES (TGS)

TGS 01 – Carlton Cres & Lackey St
TGS 02 – Lackey St & Smith St
TGS 03 – Smith St & Morris St
TGS 04 – Detour Map
TGS 04 – Clearways Map

PUBLIC LIABILITY INSURANCE

ANNEX 1

(Insert Updated PLI when available)

Item 3

Attachment 1

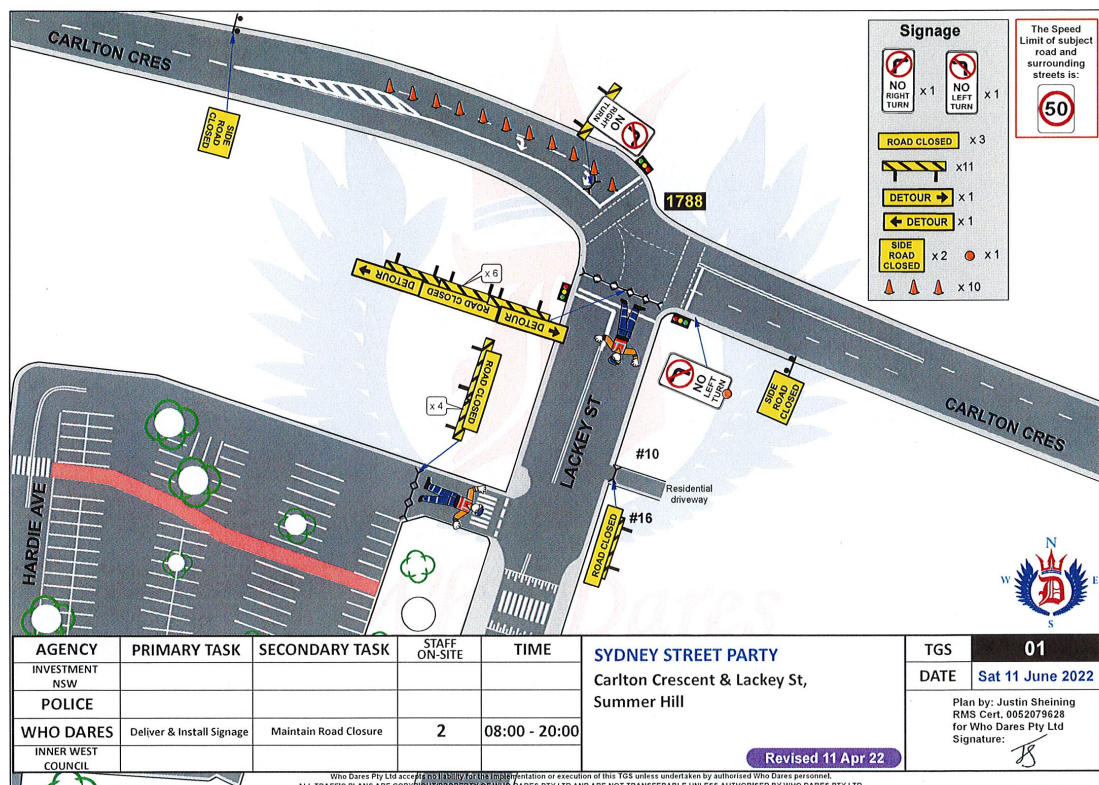
ROAD OCCUPANCY LICENCE

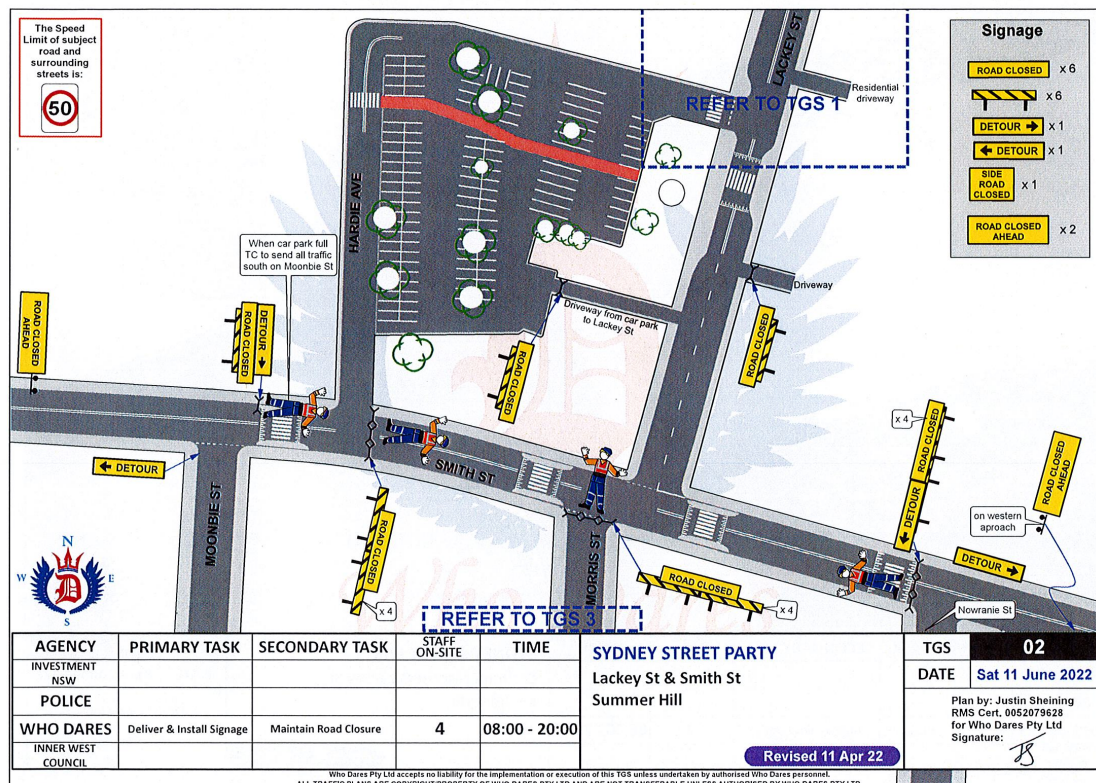
ANNEX 2

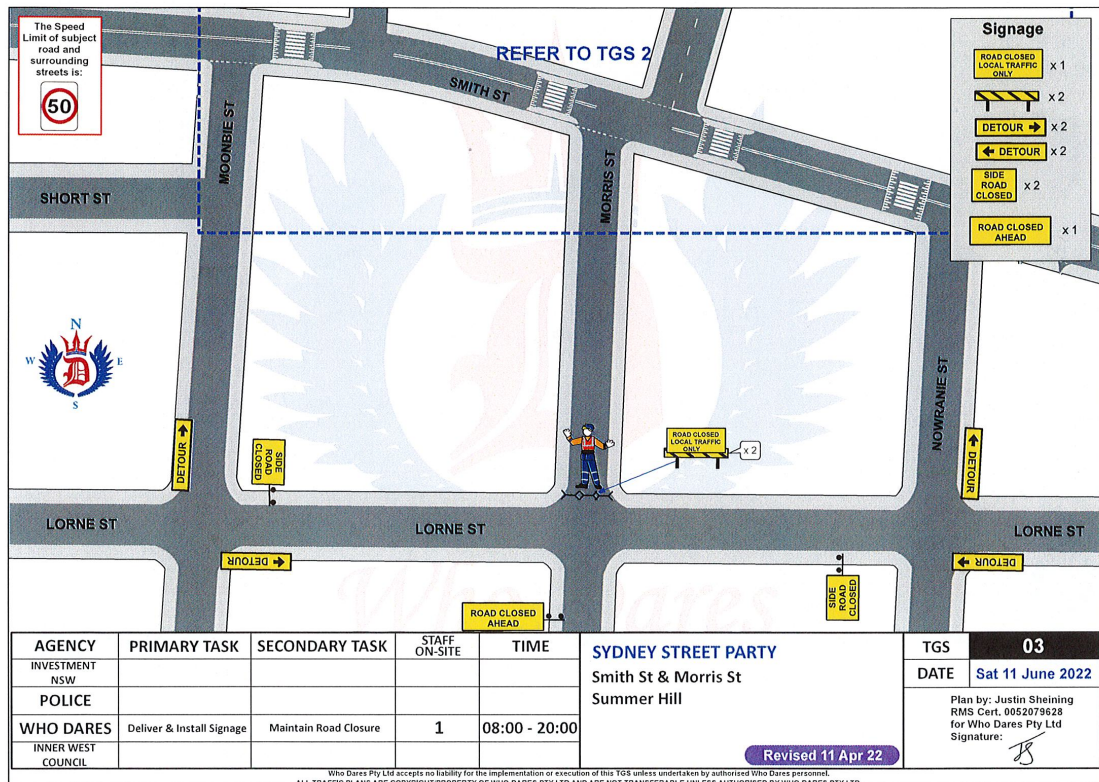
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Item 3

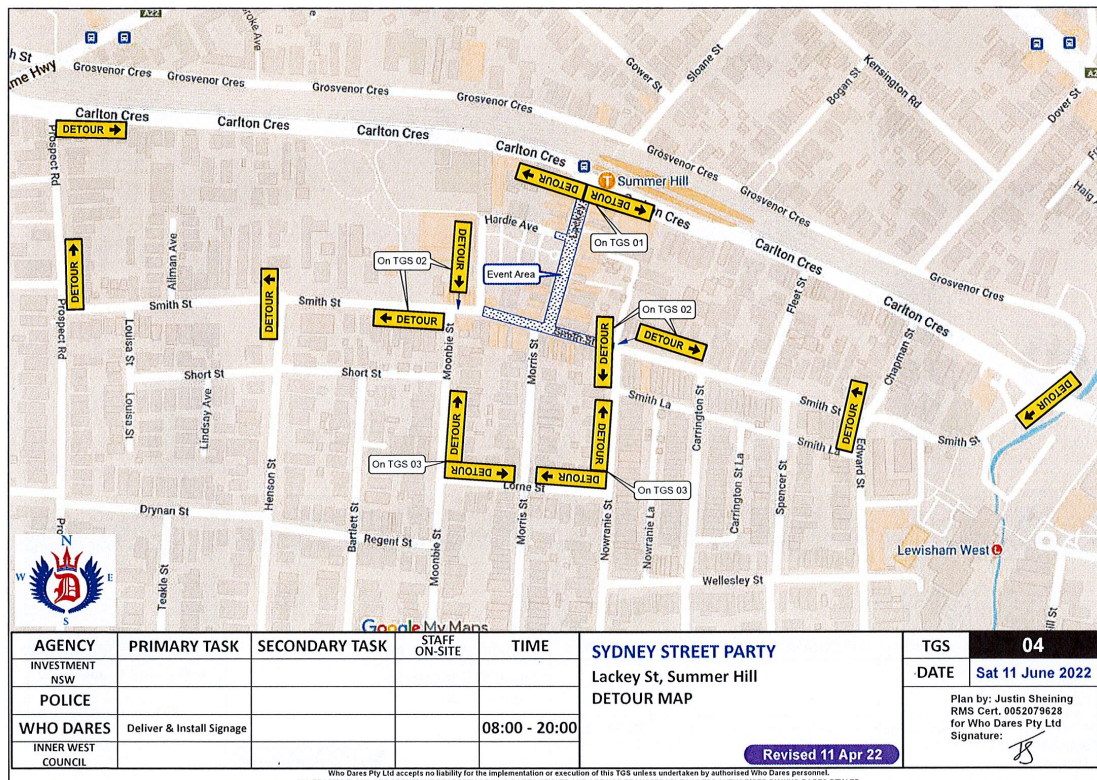
Attachment 1

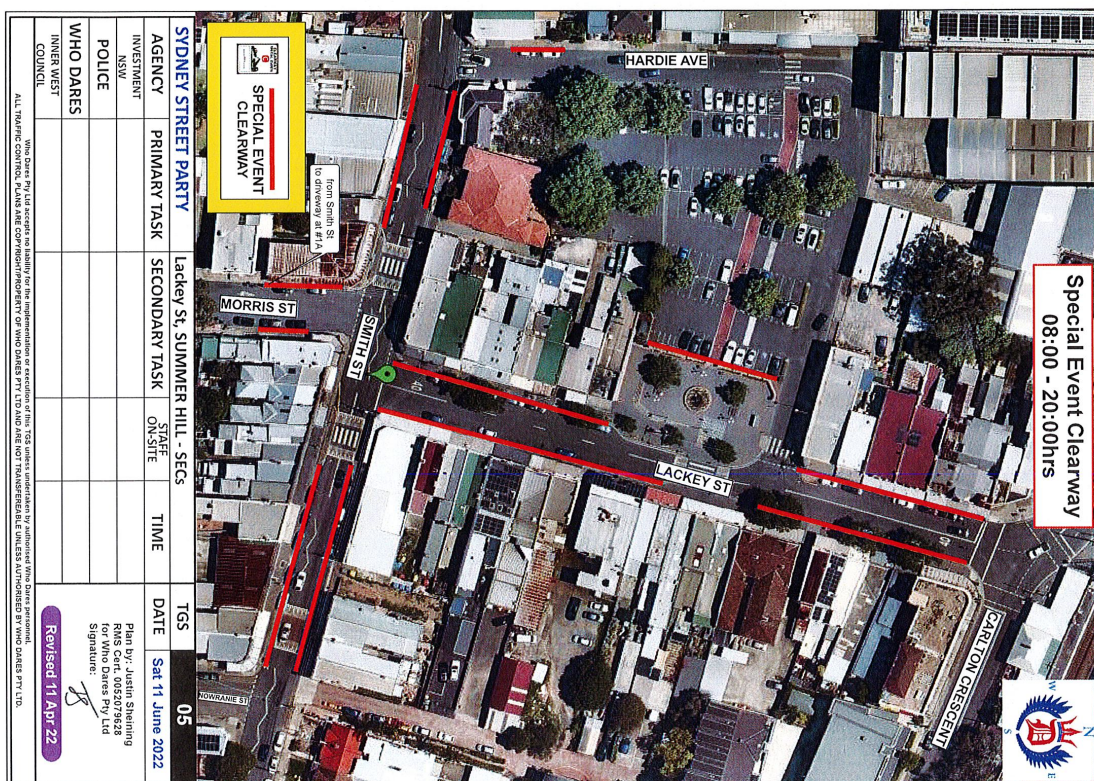


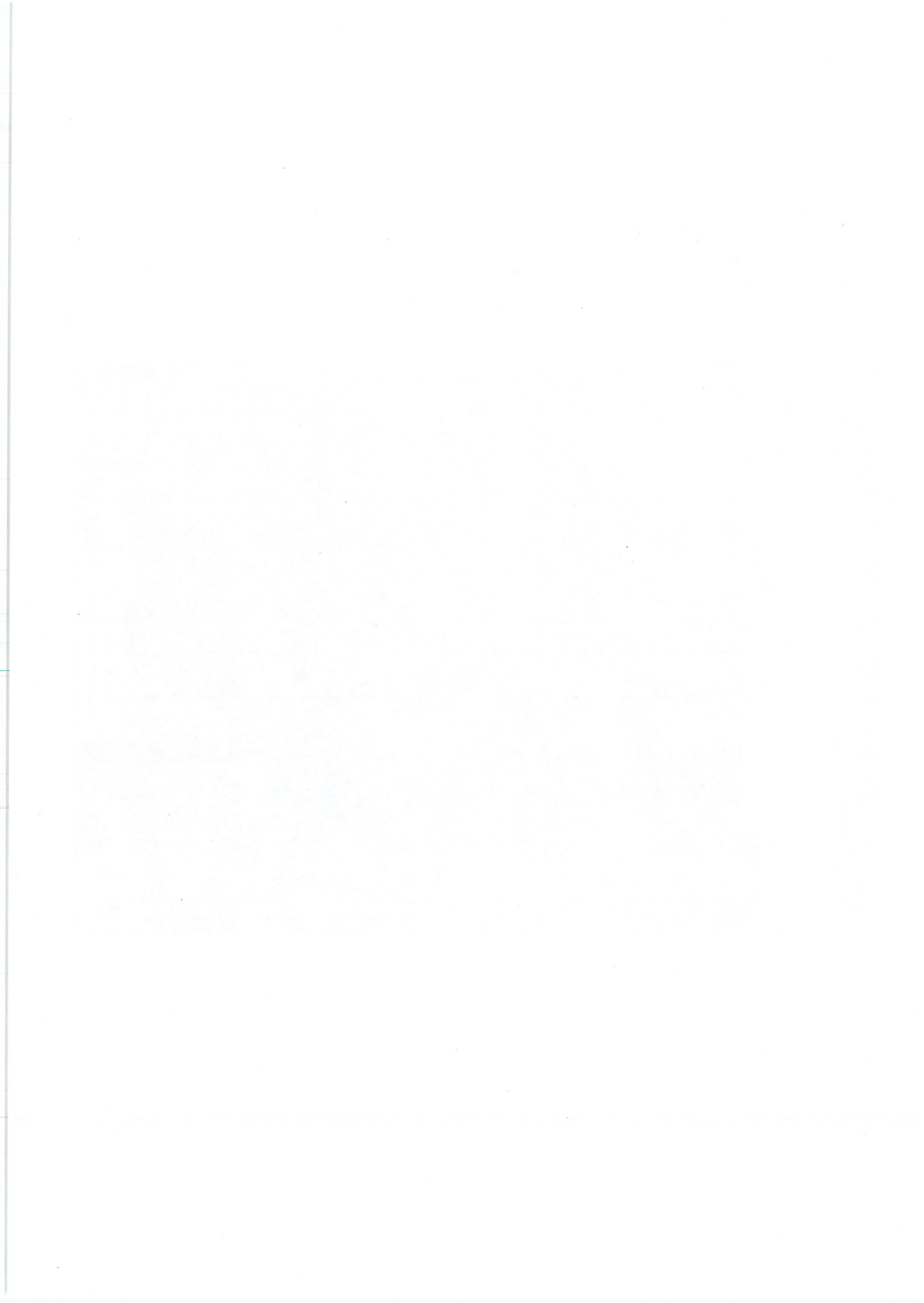




Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
ALL TRAFFIC PLANS ARE COPYRIGHT PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.







Item 3

Attachment 2

TRANSPORT MANAGEMENT PLAN

SYDNEY STREET PARTY NORTON ST, LEICHHARDT

Sunday 12th June 2022

PREPARED ON BEHALF OF



Investment
NSW

Version 1.1
11th April 2022

By

WHO DARES PTY LTD

TRAFFIC PLANNERS
SAFETY CONSULTANTS

SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040

Ph: 02 9569 9922

Event Organiser: **Investment NSW**

Document Author: **Justin Sheining**
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Certificate: 0052079628
Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.0	28 th March 2022	DRAFT	First Draft
Version 1.1	11 th April 2022	FINAL	VMS, Bus routes

1. INTRODUCTION

1.1. Introduction

This plan has been prepared for **Investment NSW**.

It has been prepared after discussions with Investment NSW and Who Dares.

The plan relates to road closures for the Sydney Street Party event to be held at Norton Street, Leichhardt on Sunday 12th June 2022.

1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

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. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Sydney Street Party event will operate.

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.

2. EVENT DETAILS

2.1. Event summary

Event Name:	Sydney Street Party – Leichhardt
Event Date:	Sunday 12th June 2022
Event Start Time:	10:00 hours
Event Finish Time:	18:00 hours
Event Set Up Time:	08:00 hours
Event Pack Down Finish Time:	20:00 hours
Event is:	Community event

2.2. Key Planning Contact Names

Investment NSW Harumi Arrascue Program Manager CBD Revitalisation	Phone	02 9228 3529
	Mobile	
	E-mail	harumi.arrascue@investment.nsw.gov.au
Investment NSW Kate Smith Senior Project Officer	Phone	9228 3417
	Mobile	
	E-mail	kate.smith@investment.nsw.gov.au
NSW POLICE – Burwood PAC Brett McKenna	Phone	
	Mobile	
	E-mail	mcke1bre@police.nsw.gov.au
Transport Management Centre	Phone	02 8396 1400
	E-mail	tmc_piu@tmc.transport.nsw.gov.au
Traffic Contractor – Who Dares Pty Ltd Justin Sheining Manager, Events & Projects	Phone	02 9569 9922
	Fax	02 9569 9933
	Mobile	0427 632 726
	E-mail	justin@whodares.com.au

2.3. Brief Description of the event

The Sydney Street Party Series will deliver on the NSW Government's commitment to CBDs Revitalisation as outlined in the COVID 19 Economic Recovery Strategy. The objective of the series is to:

- Drive visitor numbers to these areas to support existing local bricks and mortar businesses on the nominated high streets to recover from the impacts of the pandemic;
- Support local artists, creative and cultural practitioners;
- Increase engagement of local residents and visitors to place; and
- Increase confidence in local communities to go out in a COVID-safe manner.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures from 08:00 hours Sunday 12th June till 20:00 hours Sunday 12th June 2022

- Full closure of Norton Street between Allen Street and Marion Street

Managed Access for local traffic and residents on the following sections of road:

- Norton Street between Allen Street and Macauley Street
- Macauley Street between Cromwell Street and Norton Street
- Carlisle Street between Cromwell Street and Norton Street
- Short Street between Norton Street and Balmain Road
- Marlborough Street between Cromwell Street and Norton Street
- Wetherill Street between Norton Street and Balmain Road

- Lou Street between Marlborough Street and Allen Street will become one-way northbound only

3.2. Special Event Clearways (SEC) from 08:00 hours Sunday 12th June till 20:00 hours Sunday 12th June 2022

- Norton Street (both sides) between Macauley Street and Marion Street

Special event clearways will be implemented for this event. Special event clearway signage will be installed by the Transport for NSW (TfNSW) for this event 14 days prior. A tow truck will be provided on event day and managed by TfNSW.

3.3. Detours

There are a number of bus stops within the event footprint that will need to be closed and services detoured (see 3.5 Public Transport).

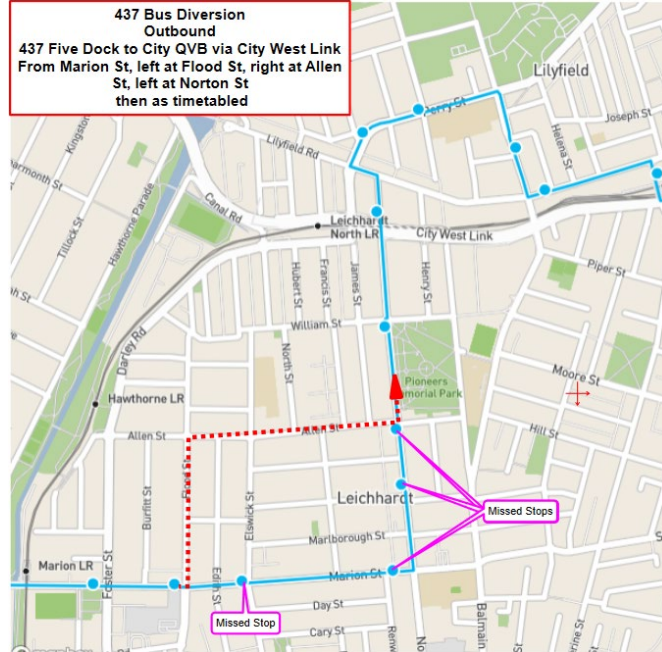
3.4. Cleaning

Prior to the reopening of the roads at 20:00 hours, Investment NSW will undertake cleaning operations.

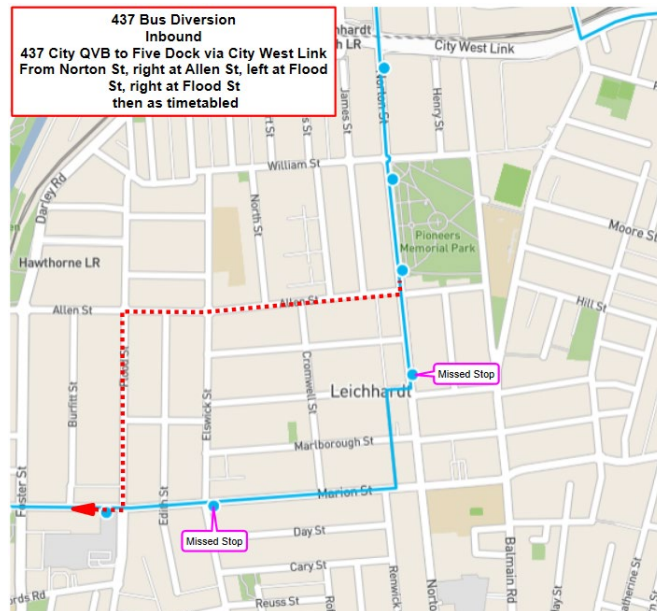
3.5. Public Transport - Buses

The proposed closures will affect the operation of the following bus services:

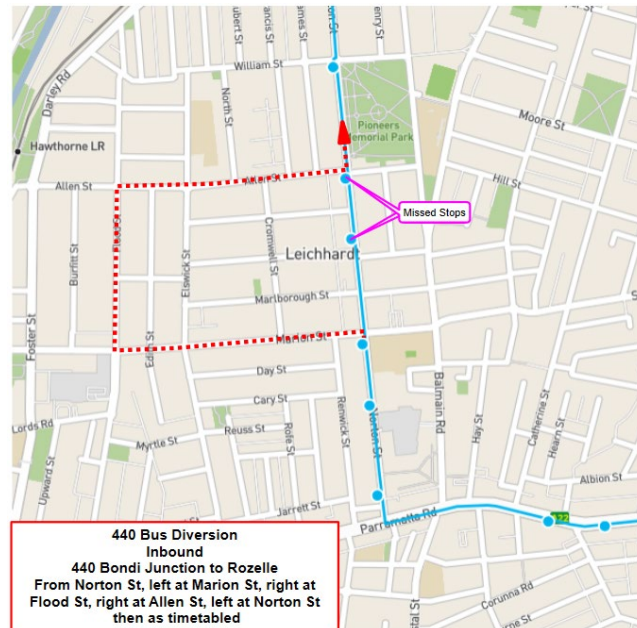
- Bus Route 437 Five Dock to City QVB via City West Link – Outbound



- Bus Route 437 City QVB to Five Dock via City West Link – Outbound



- Bus Route 440 Bondi Junction to Rozelle - Inbound



For public transport timetables and planning visit:
<http://www.transportnsw.info/>

3.6. Parking

The event is aimed at local residents and it is anticipated that most local residents will walk to the event. The use of public transport will be promoted and public parking will be in the surrounding streets.

There will be no onsite parking within the road closure. Staff and suppliers will be instructed to park in surrounding streets or a nominated local parking station.

3.7. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.8. Traffic Control

An accredited Who Dares Traffic Supervisor will oversee implementation of the Traffic Guidance Schemes (TGS), including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes (TGS) must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

3.9. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

3.10. Heavy Vehicle impacts

Heavy Vehicles will be detoured along with other vehicles.

3.11. On Road Infrastructure

The event organiser will set up various infrastructure on the roadway as part of the event. This infrastructure will all be removed before the reopening of the road at 20:00.

3.12. Reopening roads

Roads will be reopened at the time noted on the Traffic Guidance Schemes (TGS). Prior to reopening, consultation between the Who Dares Traffic Supervisor, event organiser, Police and TfNSW (if onsite) will occur to ensure roads are reopened in a timely and safe manner.

4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

Investment NSW are the Risk Managers for their event operations. It is Investment NSW's policy to treat identified hazards by endeavouring to prevent or eliminate health and safety risk where it is in their reasonable authority, to endeavour to minimise the likelihood of risks occurring when outside their authority and when risks occur to minimise the consequence of the risk activity.

Any risk treatment measure implemented by Investment NSW will be consistent with their obligations in accordance with the 2011 WHS Regulations and/ or AS/NZS ISO 31000:2009 Risk Management-Principles and guidelines.

Investment NSW by the nature of the event operations has accepted the uncontrollable risks such as weather, environment and crowd behaviour and will implement treatment programs to mitigate risk. Their role is to ensure the risk is transferred from the organisers to the expert contractors. The transfer needs to be formalised by way of contracts and key performance indicators.

Investment NSW needs to ensure that the staff/contractors have contemporary knowledge in their field and apply current safety regulations including J.S.A's and S.W.M.S's. Investment NSW need to ensure that the attached checklists, where relevant are applied and completed. Investment NSW then has to ensure that any new emerging risks or safety concerns are controlled as and when they arise.

4.2. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police and Transport for NSW, as interested parties.

A copy is included as **Annex 1**.

4.3. Police

Burwood Police Area Command will be notified of the event by the event organiser.

4.4. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

4.5. Trusts, Authorities or Government enterprises

The event uses roads within the Inner West Council Local Government Area.

4.6. Hostile Vehicle Mitigation

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment, Vulnerability report and NSW Police direction. This information is to remain confidential.

4.7. Risk & Contingency Plans

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All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Buses to be diverted.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	None required
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and carparks. There are no known planned roadworks.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	None required

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>TfNSW will install clearways prior to the event.</i>
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>As required by NSW Police</i>
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>Under the direction of Police or traffic controllers</i>
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Controlled by TfNSW</i>
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Road closures, barricades and signage installed.</i>
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>To be arranged in consultation with Investment NSW</i>

Investment NSW has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan.

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A
Delayed Event	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Managed by event organiser.
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment. Contingency forms part of the risk assessment and management plan and will be addressed in the Overall Event Risk Assessment.

4.7. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- NSW WHS Act 2011
- NSW WHS Regulation 2017
- AS/NZS ISO 31000:2018 Risk Management - Guidelines
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (TfNSW) V6 14th September 2020
- AS 1742.2:2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743:2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2019 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads
- RMS Guide to Traffic & Transport Management for Special Events Version 3.5 – June 2018

5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

5.1. Access for local residents and businesses

The impact on local community will also include an increased traffic and parking demand in surrounding streets. In order to limit parking and traffic impacts, event organisers will actively promote alternate modes of transport including walking, cycling and public transport to get to and from the event.

5.2. Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

5.3. Advertise the traffic management arrangements

All residents and businesses will be notified of the event through:

- Letterbox drop will be conducted for impacted residents and businesses within and near the road closure precinct at least two weeks prior to the event.
- Signage installed either end of the event footprint, 7 days prior.

5.4. Permanent Variable Message Signs

TfNSW to advise if permanent VMS messages will be displayed for this event.

5.5. Portable Variable Message Signs

VMS will be used to advertise the traffic arrangements for this event:

Location	Messages	
	27/05/22 – 12/06/22	8am till 8pm 12/06/22
VMS #1 - Junior Norton St South of Marion St Outside #110 (facing northbound traffic)	NORTON ST CLOSED SUN 12 JUNE	NORTON ST CLOSED AHEAD TILL 8PM
	NORTON ST CLOSED SUN 12 JUNE 8am – 8pm	DETOUR MARION- FLOOD-ALLEN STS



Location	Messages	
	27/05/22 – 12/06/22	8am till 8pm 12/06/22
VMS #2 - Junior Marion St Westbound approach, Near Fire Station on grass verge (facing westbound traffic)	NORTON ST CLOSED SUN 12 JUNE	NORTON ST CLOSED AHEAD TILL 8PM
	NORTON ST CLOSED SUN 12 JUNE 8am – 8pm	DETOUR MARION- FLOOD-ALLEN STS



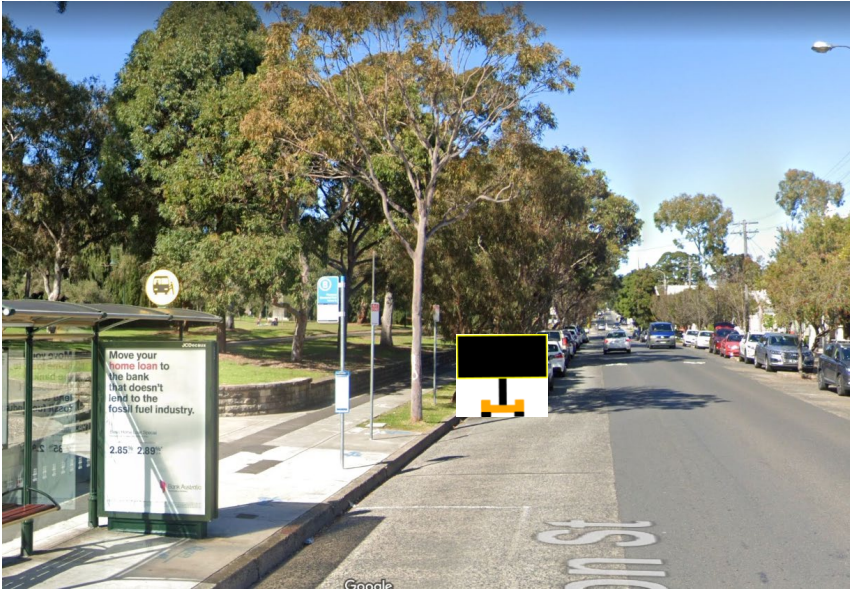
Location	Messages	
	27/05/22 – 12/06/22	8am till 8pm 12/06/22
VMS #3 - Junior Marion St Eastbound approach, Near corner of Cromwell St outside #5 units (facing eastbound traffic)	NORTON ST CLOSED SUN 12 JUNE	NORTON ST CLOSED AHEAD TILL 8PM
	NORTON ST CLOSED SUN 12 JUNE 8am – 8pm	DETOUR BALMAIN RD



Location	Messages	
	27/05/22 – 12/06/22	8am till 8pm 12/06/22
VMS #4 - Junior Allen St Eastbound approach, Corner Francis St In end of no stopping bay or on grass verge (facing eastbound traffic)	NORTON ST CLOSED SUN 12 JUNE	NORTON ST CLOSED AHEAD TILL 8PM
	NORTON ST CLOSED SUN 12 JUNE 8am – 8pm	LEFT ONLY AHEAD



Location	Messages	
	27/05/22 – 12/06/22	8am till 8pm 12/06/22
VMS #5 - Junior Norton St Southbound approach, Near William St, eastern side of road adjacent to Pioneers Memorial Park (facing southbound traffic)	NORTON ST CLOSED SUN 12 JUNE	NORTON ST CLOSED AHEAD TILL 8PM
	NORTON ST CLOSED SUN 12 JUNE 8am – 8pm	DETOUR ALLEN-FLOOD- MARION STS



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 Act 2013 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.

6. APPROVAL

TMP Approved by: Date:.....

Event Organiser – Investment NSW

7. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Inner West Council

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Transport for NSW

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

8. ATTACHMENTS

Annex 1 – Public Liability Insurance
Annex 2 – Road Occupancy Licence

9. TRAFFIC GUIDANCE SCHEMES (TGS)

TGS 01 Norton St & Allen St
TGS 02 Norton St & Macauley St
TGS 03 Norton St & Carlisle St
TGS 04 Short St & Balmain Rd
TGS 05 Norton St & Marlborough St
TGS 06 Wetherill St & Balmain Rd
TGS 07 Norton St & Marion St
TGS 08 Clearways Map

ANNEX 1

PUBLIC LIABILITY INSURANCE

(Insert Updated PLI when available)

Item 3

Attachment 3

ROAD OCCUPANCY LICENCE

ANNEX 2

(Insert ROL when available)

Item 3

Attachment 3

SIGNAGE

- ROAD CLOSED AHEAD x 1
- SIDE ROAD CLOSED x 1
- ONLY x 1
- ONLY x 1
- ROAD CLOSED x 1
- NO ENTRY x 1
- ROAD CLOSED RESIDENT ACCESS ONLY x 1
- PREPARE TO STOP x 2
- PREPARE TO STOP x 2
- ROAD CLOSED RESIDENT ACCESS ONLY x 1
- PREPARE TO STOP x 2

Contingency stop/slow implemented during event (if required) to assist pedestrians to cross

The Speed Limit of subject road and surrounding streets is: 50








TC's to move to Stop/Slow positions at event start

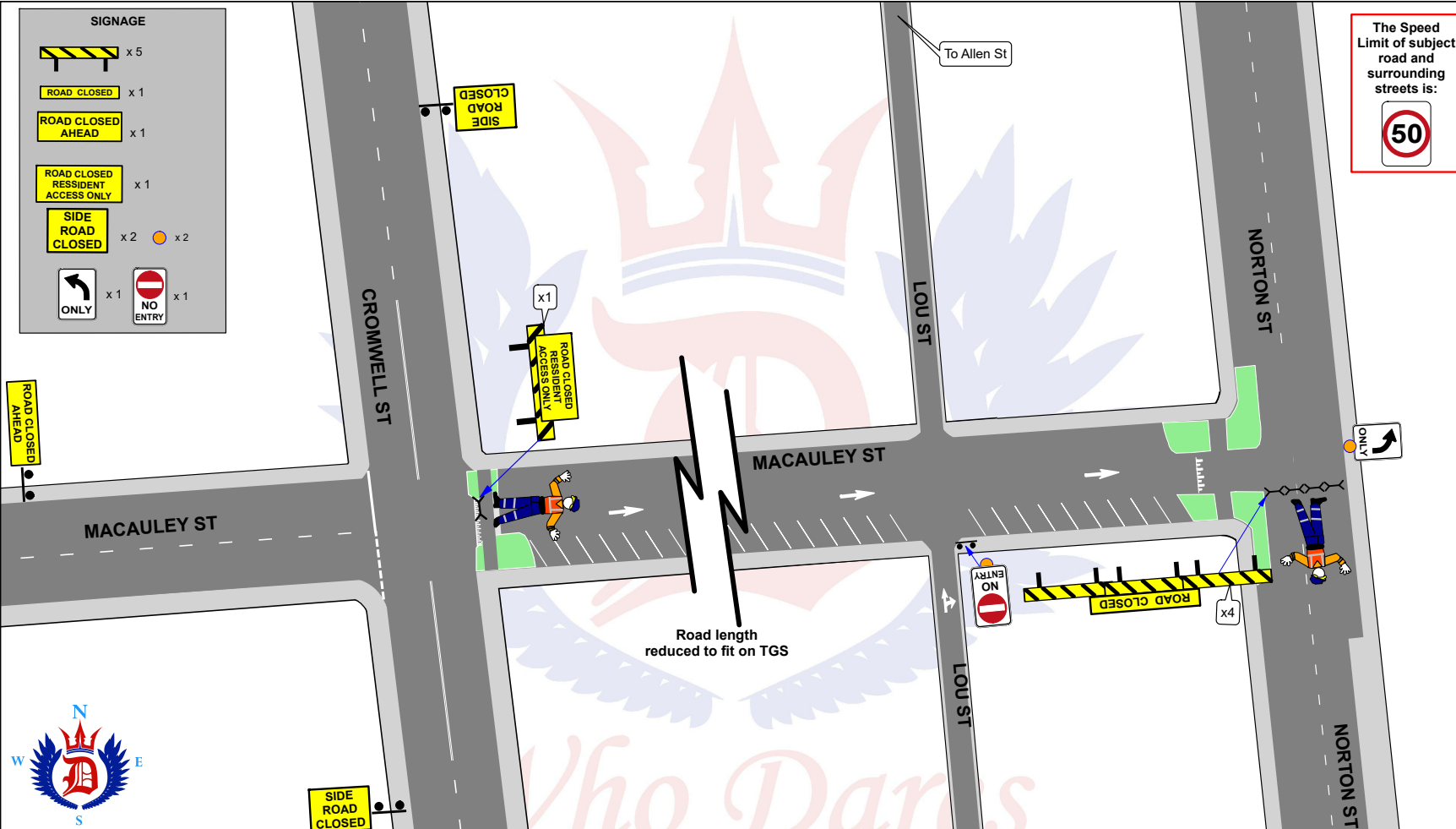
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	SYDNEY STREET PARTY Norton St & Allen St LEICHHARDT		TCP	01
INVESTMENT NSW							DATE	Sun 12 June 2022
POLICE								
WHO DARES	Deliver & Install Signage	Maintain Road Closure	2	08:00 - 20:00				
INNER WEST COUNCIL							Plan by: Justin Sheining RMS Cert. 0052079628 for Who Dares Pty Ltd Signature:	

Revised 28 Mar 22


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SIGNAGE

-  x 5
-  x 1
-  x 1
-  x 1
-  x 2
-  x 1
-  x 1



The Speed Limit of subject road and surrounding streets is:



AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
INVESTMENT NSW				
POLICE				
WHO DARES	Deliver & Install Signage	Maintain Road Closure	2	08:00 - 20:00
INNER WEST COUNCIL				


SYDNEY STREET PARTY

Norton St & Macauley St

LEICHHARDT

TCP **02**

DATE **Sun 12 June 2022**

Plan by: Justin Sheining
RMS Cert. 0052079628
for Who Dares Pty Ltd
Signature: 

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The Speed Limit of subject road and surrounding streets is: 50

SYDNEY STREET PARTY
Norton St & Carlisle St
LEICHHARDT

Revised 28 Mar 22

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
INVESTMENT NSW				
POLICE				
WHO DARES	Deliver & Install Signage	Maintain Road Closure	3	08:00 - 20:00
INNER WEST COUNCIL				

TCP	03
DATE	Sun 12 June 2022
Plan by: Justin Sheining RMS Cert. 0052079628 for Who Dares Pty Ltd Signature: [Signature]	

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AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	SYDNEY STREET PARTY Short St & Balmain Rd LEICHHARDT		TCP	04
INVESTMENT NSW					<div>Revised 28 Mar 22</div>	DATE	Sun 12 June 2022	
POLICE						Plan by: Justin Sheining RMS Cert. 0052079628 for Who Dares Pty Ltd Signature:		
WHO DARES	Deliver & Install Signage	Maintain Road Closure	1	08:00 - 20:00				
INNER WEST COUNCIL								

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SIGNAGE

- ROAD CLOSED x 2
- ROAD CLOSED AHEAD x 10
- ROAD CLOSED RESSIDENT ACCESS ONLY x 1
- SIDE ROAD CLOSED x 2
- NO ENTRY x 1
- Orange cone x 1

AGENCY | **PRIMARY TASK** | **SECONDARY TASK** | **STAFF ON-SITE** | **TIME**

INVESTMENT NSW				
POLICE				
WHO DARES	Deliver & Install Signage	Maintain Road Closure	3	08:00 - 20:00
INNER WEST COUNCIL				

SYDNEY STREET PARTY
Norton St & Marlborough St
LEICHHARDT

Revised 28 Mar 22

TCP | **05**

DATE | **Sun 12 June 2022**

Plan by: Justin Sheining
RMS Cert. 0052079628
for Who Dares Pty Ltd
Signature: *JS*

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The Speed Limit of subject road and surrounding streets is: 50

SIGNAGE

- ROAD CLOSED AHEAD x 2
- ROAD CLOSED AHEAD x 1
- ROAD CLOSED RESIDENT ACCESS ONLY x 1
- SIDE ROAD CLOSED x 2

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	SYDNEY STREET PARTY Wetherill St & Balmain Rd LEICHHARDT	TCP	06
INVESTMENT NSW						DATE	Sun 12 June 2022
POLICE						Plan by: Justin Sheining RMS Cert. 0052079628 for Who Dares Pty Ltd Signature:	
WHO DARES	Deliver & Install Signage	Maintain Road Closure	1	08:00 - 20:00			
INNER WEST COUNCIL							

Revised 28 Mar 22


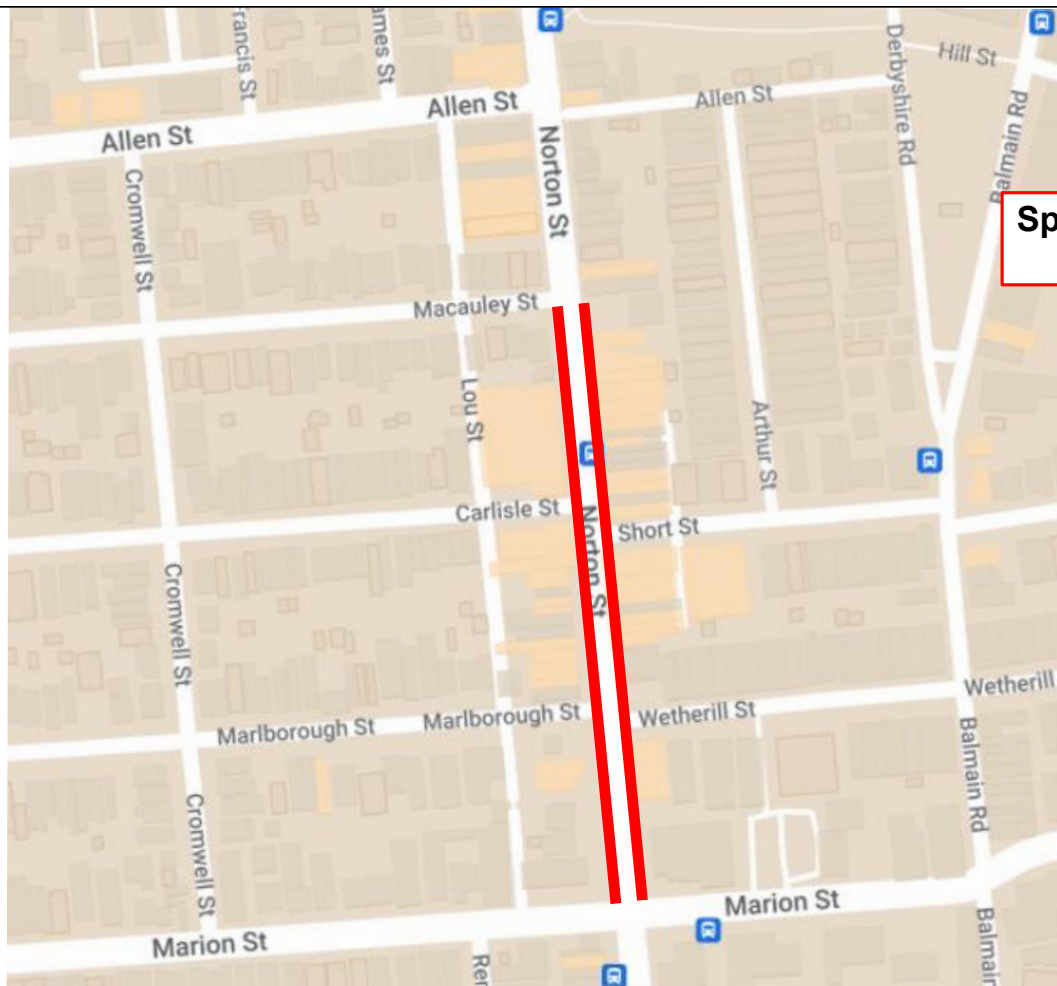
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SYDNEY STREET PARTY		Norton St & Marion St, LEICHHARDT			TGS	07
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	Sun 12 June 2022
INVESTMENT NSW					Plan by: Justin Sheining RMS Cert. 0052079628 for Who Dares Pty Ltd Signature:	
POLICE						
WHO DARES	Deliver & Install Signage	Maintain Road Closure	2	08:00 - 20:00		
INNER WEST COUNCIL					Revised 28 Mar 22	

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Item 3


Attachment 4



**SPECIAL EVENT
CLEARWAY**

**Special Event Clearway
08:00 - 20:00hrs**

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME		TGS	08
INVESTMENT NSW					SYDNEY STREET PARTY Norton St LEICHHARDT SPECIAL EVENT CLEARWAYS	DATE	Sun 12 June 2022
POLICE						Plan by: Justin Sheining RMS Cert. 0052079628 for Who Dares Pty Ltd Signature: 	
WHO DARES							
INNER WEST COUNCIL							

Revised 28 Mar 22

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Item No: LTC0422(1) Item 4

Subject: **BLAND STREET, HABERFIELD - PROPOSED RAISED PEDESTRIAN CROSSING (GULGADYA-LEICHHARDT WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)**

Prepared By: Sunny Jo - Coordinator Traffic Engineering Services (North)

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

An amended design plan is proposed for the pedestrian crossing upgrade in Bland Street, Haberfield near Denman Avenue. The change include adjustments to the height of the proposed device and ramp grade to address the noise issues raised by nearby residents.

RECOMMENDATION

That the attached detailed design plan (Design Plan No.10181-A) for the proposed installation of a new raised pedestrian crossing at Bland Street, Haberfield near Denman Avenue be approved.

BACKGROUND

The Traffic Committee on 15 November 2021 approved the detailed design of the raised pedestrian crossing at Bland Street, Haberfield near Denman Avenue. The design shown in Attachment 1 outlines the proposed works and includes the following treatments:

- Installing new Raised Pedestrian Crossing.
- Installing associated pavement line marking and signage as required;
- Constructing new concrete footpath leads on both sides of the proposed pedestrian crossing;
- Implementing new "No Stopping" zones and signage, without impacting the existing car parking spaces;

PUBLIC CONSULTATION

During October/November 2021, letters were distributed to six (6) surrounding properties including Haberfield Public School. The original report to the Traffic Committee did not include any resident submission(s) however an objection was received which was not included in the report. The details and officer's response are outlined in the table below:

Resident's Comments	Officer's response
<p>The crossing is approximately 20 metres from the Bland/Denman intersection. Unless stopping at the crossing, vehicles are accelerating at this point. As residents living within 30 metres of the crossing, we have a concern with noise from vehicles passing a raised crossing.</p> <p>Scraping, suspension noise and</p>	<p>As this facility is installed in close proximity to an existing Stop sign, the engine noise is expected to be similar to the existing situation.</p> <p>To address the noise issues, the following design elements have been included in the latest plan:</p> <ul style="list-style-type: none"> - Height of flat top section is proposed to be reduced from 100mm to 75mm - A 0.4m length flat 'apron' section in concrete

acceleration noise will increase as a result of raising the crossing. The extra noise will be more noticeable in the evening.	<p>prior to the ramps commencing. The design of the ramps and apron will be a single piece of concrete so that the asphalt does not subside at the ramp transition over time.</p> <p>It should be noted that the above changes may encourage higher passing speed of vehicles compared to a conventional design.</p>
Adding to this issue is the number of vehicles over 3 tonnes illegally using Bland Street as a through street. I have yet to see a fine issued.	The enforcement of 3t load limit in Bland Street is a matter for the NSW Police. Trucks servicing an address within Bland Street with no other alternative route are exempt from the load limit.

Council considered a modified design that had the ramps at a 1.8m length and 75mm height to address the noise issues, however, this is below the minimum 1:20 ramp grade permissible for a raised pedestrian crossing and as a result, ramps were adjusted at a 1.5m length at 75mm height.

Additional minor changes to the design are shown in the revision cloud in the attached plan which includes:

- Removal of 'hump ahead' symbolic signs on each approach
- Removal of 'hump' symbolic signs at the crossing
- Removal of existing stop (TF) linemarking on each approach

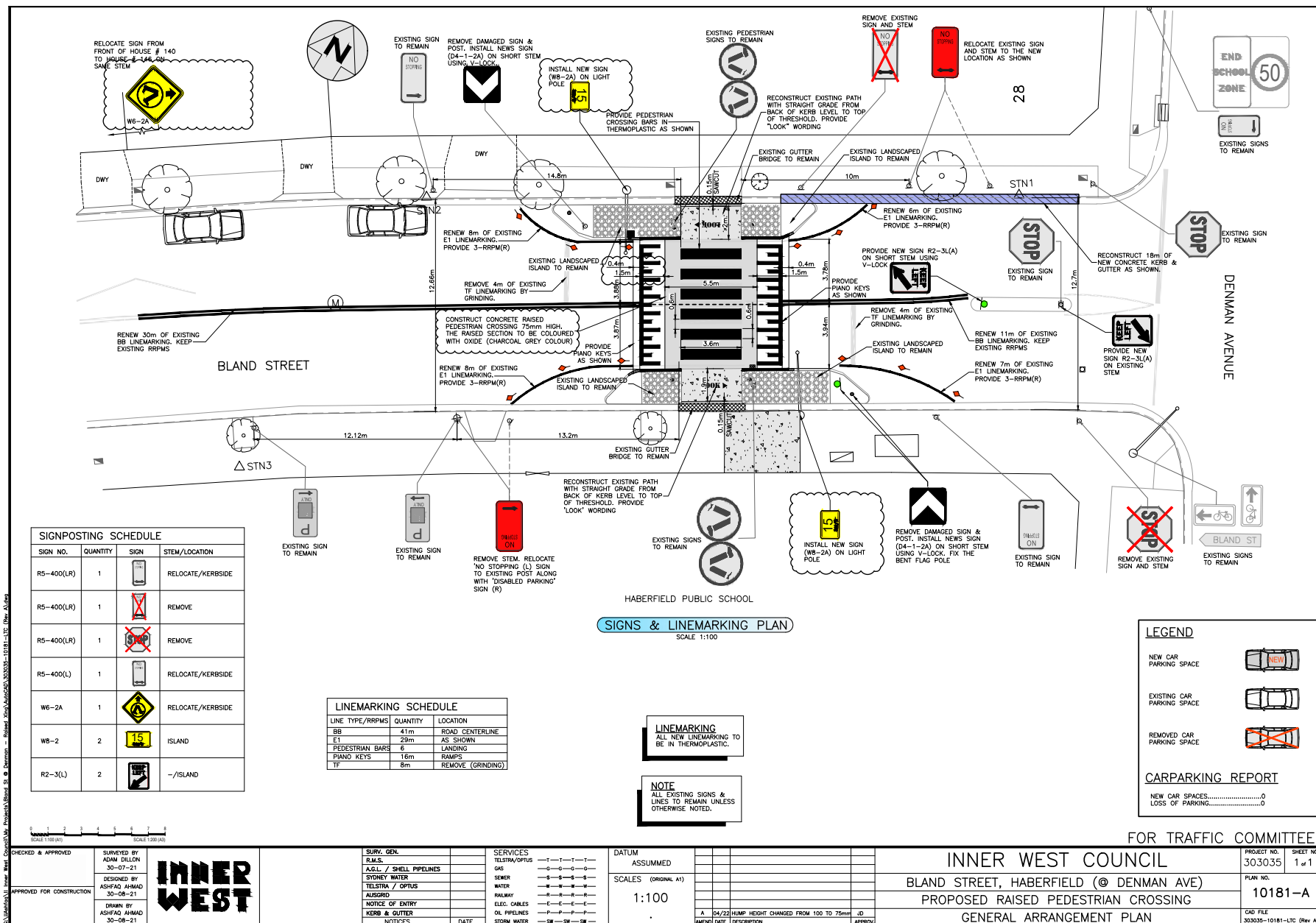
It is also noted that in 2020, Council has examined numerous school zones within the State electorate of Summer Hill, as raised by the *Summer Hill NSW School Safety Survey* organized by the Summer Hill MP. One of the issues identified at Haberfield Public School was a need to lower vehicle speeds in Bland Street which will be addressed by this design.

FINANCIAL IMPLICATIONS

Funding of \$40,000 has been allocated to this project for construction in the 2021/2022 Capital Works Program.

ATTACHMENTS

1. [Bland Street, Haberfield Design Plan 10181-A](#)



Item No: LTC0422(1) Item 5
Subject: 6-8 PARSONS STREET, ROZELLE - LINES AND SIGNAGE PLAN
(BALUDARRI-BALMAIN/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Felicia Lau - Engineer - Traffic and Parking Services
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The developer for 6-8 Parsons Street, Rozelle (Bunnings) has submitted a linemarking and signage plan to be approved as part of the development consent.

RECOMMENDATION

That:

1. A 'No Stopping' zone to be installed across the development's driveway (loading dock and car park) extending 5.4m east of the car park driveway for driver visibility entering/exiting the development as per attached plans.
2. Retain a 10.8m section of unrestricted parking, and 10m statutory 'No Stopping' zone as per existing in Parsons Street between the development driveway and Mullens Street intersection.
3. The 'No Stopping' zone along the Mullens Street boundary of No.6-8 Parsons Street, Rozelle be formalised by signposting.
4. Relocate an existing 'No Stopping 3pm-7pm Mon-Fri (left arrow)' sign (currently located approximately 17m east of No.28 Robert Street) to the west by approximately 2m to allow tree planting pit.

BACKGROUND & OTHER STAFF COMMENTS

The development (Bunnings) in 6-8 Parsons Street, Rozelle was approved by the Land and Environment Court New South Wales on 15th November 2019 subject to development conditions. Bunnings have commenced construction and as part of a development conditions, all new and altered signage must be approved by the Local Traffic Committee and Council prior to installation.

The proposed changes to signage are outlined below:

- A 'No Stopping' zone to be installed across the development's driveways (loading dock and car park) extending 5.4m east of the car park driveway for driver visibility entering/exiting the development.
- Retain a 10.9m section of unrestricted parking, and 10m statutory 'No Stopping' zone as per existing in Parsons Street between the development driveway and Mullens Street intersection.
- The 'No Stopping' zone along the Mullens Street boundary of No.6-8 Parsons Street, Rozelle be formalised by signposting.
- Relocate an existing 'No Stopping 3pm-7pm Mon-Fri (left arrow)' sign (currently located approximately 17m east of No.28 Robert Street) to the west by approximately 2m to allow tree planting pit.

FINANCIAL IMPLICATIONS

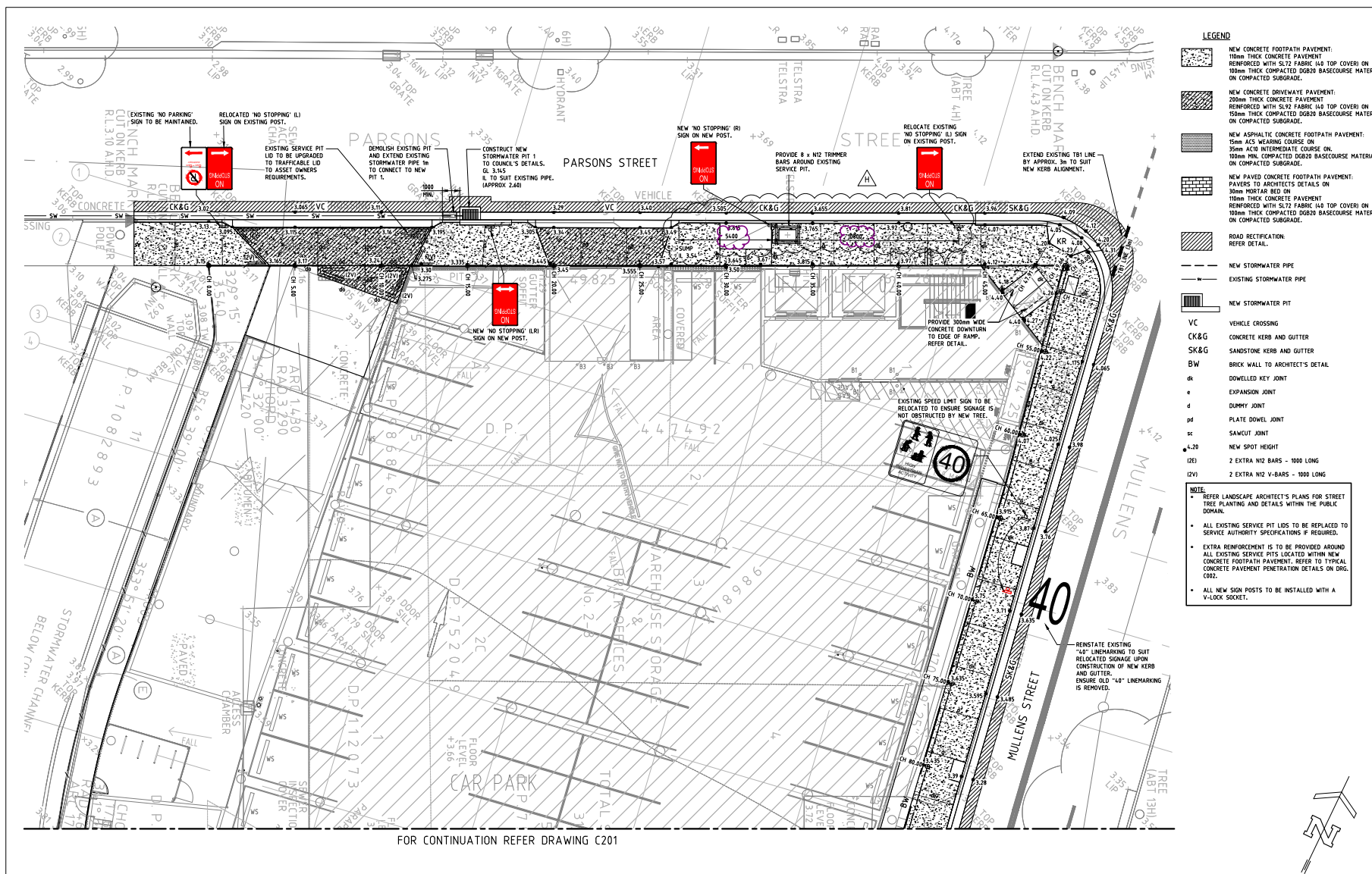
The cost associated with signage and linemarking will be covered by the applicant for the 6-8 Parsons Street, Rozelle development.

CONSULTATION

Resident and businesses along Parsons Street and Robert Street (between Crescent Street and Mullens Street) have been notified of the proposed linemarking and signage plans. At the time of this report no submissions have been received.

ATTACHMENTS

1. [↓](#) Linemarking and Signage Plan - Parsons Street
2. [↓](#) Linemarking and Signage Plan (Robert & Mullens Street)



FOR CONTINUATION REFER DRAWING C201

Drawing Status	No.	Date	Description	Rev.	Appr.
B	11.02.21		RE-ISSUED FOR CONSTRUCTION CERTIFICATE	JG	K
C	12.02.21		PEER REVIEW RESPONSE	JG	K
D	09.04.21		COUNCIL REVIEW RESPONSE	JG	K
E	02.07.21		SITE BOUNDARY & FOOTPATH PAVEMENT REVISED.	JG	K
F	03.02.22		ADDITIONAL NO STOPPING SIGNS ADDED.	JG	K
G	04.03.22		SIGNAGE REVISED.	JG	K
H	09.03.22		DIMENSIONS ADDED.	JG	K



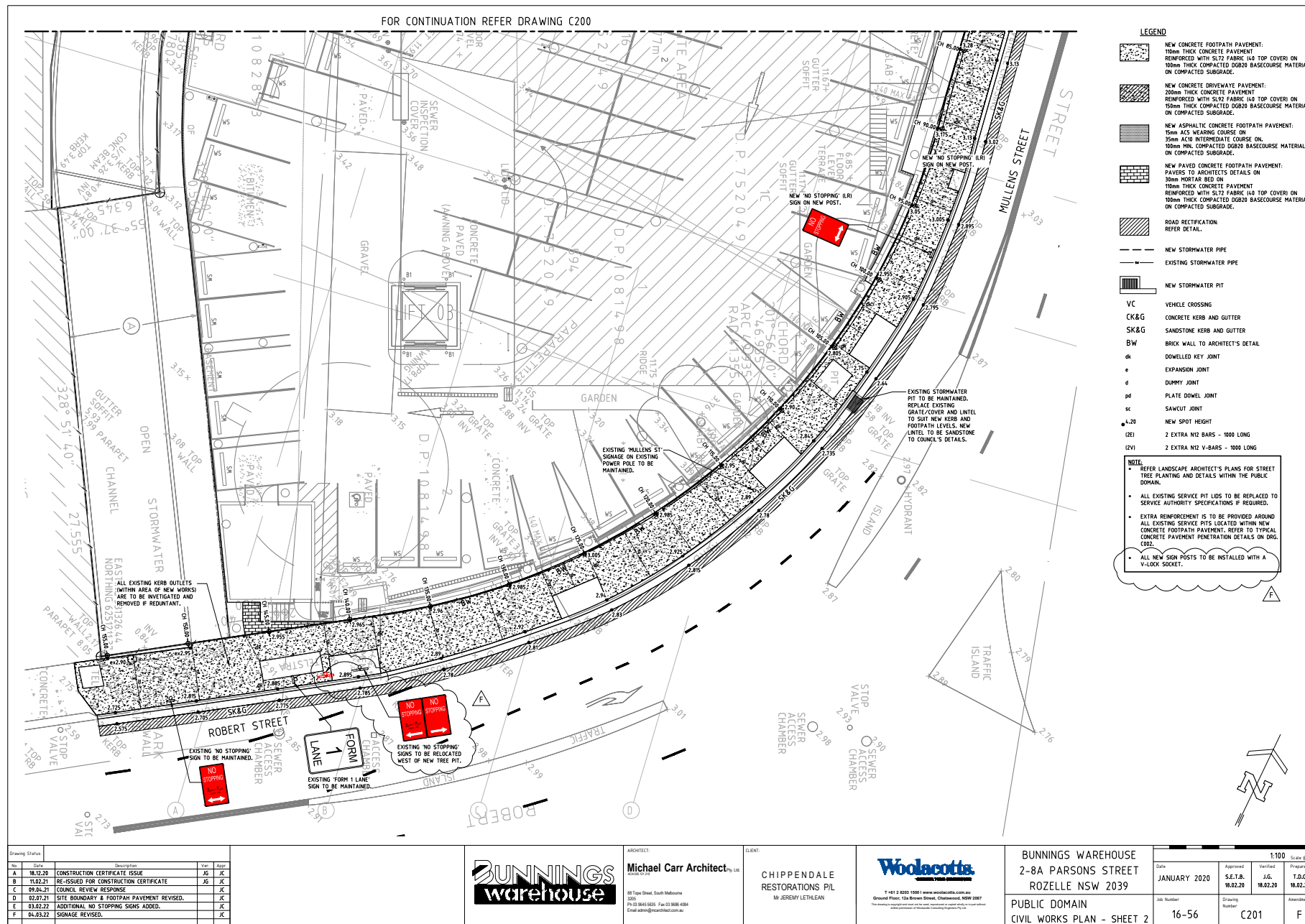
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CHIPPENDALE RESTORATIONS PT
MR JEREMY LETHBRIDGE



BUNNINGS WAREHOUSE
2-8A PARSONS STREET
ROZELLE NSW 2039
PUBLIC DOMAIN
CIVIL WORKS PLAN - SHEET 1

1:100 Scale (B. A1)			
Date	Approved	Verified	Prepared
JANUARY 2020	S.E.T.B.	J.G.	T.O.C.
	18.02.20	18.02.20	18.02.20
Job Number	Drawing Number	Revision	Annotation
16-56	C200		H



Item No: LTC0422(1) Item 6

Subject: UNNAMED LANE, LEICHHARDT (OPPOSITE REAR GARAGE OF 100 JAMES STREET) - PROPOSED NO PARKING ZONE (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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

Authorised By: Sunny Jo - Coordinator Traffic Engineering Services (North)

SUMMARY

Council has received concerns regarding parked vehicles obstructing access to off-street parking in the unnamed lane (rear of No. 100 James Street), Leichhardt.

RECOMMENDATION

That a 3.7m 'No Parking' zone be installed on the western side of Unnamed Lane between two driveways and opposite rear boundary of No. 100 James Street, Leichhardt.

BACKGROUND

Council received a concern from a resident of James Street, Leichhardt regarding vehicles parking on the western side of the unnamed lane between James Street and Francis Street, Leichhardt and subsequently obstructing rear driveway access for property No. 100 James Street.

The subject lane is approximately 4.9m wide. There is an existing 'No Parking' zone on the western side of Unnamed Lane that is located to the south of the proposed restriction (at the rear of No. 94 James Street).

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

It is proposed to signpost the western side of Unnamed Lane opposite No. 100 James Street as a 'No Parking' zone. The proposal is shown on the following plan.



The proposal is not expected to result in any loss of legal on-street parking space.

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (21 properties) in James and Francis Street, Leichhardt.

One (1) response was received, in objection to the proposal. The residents main concern was that the proposal should be considered for the whole laneway and not just for a single property.

Council only investigates No Parking restrictions for the requested location, as different properties may have different characteristics such as garage widths, car sizes and on-street parking arrangements.

ATTACHMENTS

Nil.

Item No: LTC0422(1) Item 7
Subject: FREDERICK STREET AT JOHN STREET, ASHFIED-PEDESTRAIN FATALITY.
(GULGADYA-LIECHHARDT WARD/BOUNDARY OF STRATHFIELD AND SUMMER HILL ELECTORATES/ASHFIELD PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received numerous community concerns and a petition with 1605 signatures requesting that traffic signals be installed at the intersection of Frederick Street and John Street, Ashfield, following a pedestrian fatality that occurred on Sunday 13 March 2022 at an existing marked foot-crossing in Frederick Street just west of the above intersection.

Council officers met with Transport for NSW (TfNSW) officers on site to discuss various interim measures to improve traffic and pedestrian safety in the area and Council officers requested that the TfNSW representative consider providing traffic signals at the intersection of Frederick Street and John Street, Ashfield.

Frederick Street is a State Road and any traffic facilities along the State Road, and the general installation or maintenance/operation of signals come under the care, control, and responsibility of the TfNSW. Any changes on a State Road are decided and approved by the TfNSW.

The report below provides background information in relation to this site as well as discussions had between Council and the TfNSW regarding remedial measures to improve traffic and pedestrian safety in the area. It is recommended that it be received and noted.

RECOMMENDATION

That the report be received and noted.

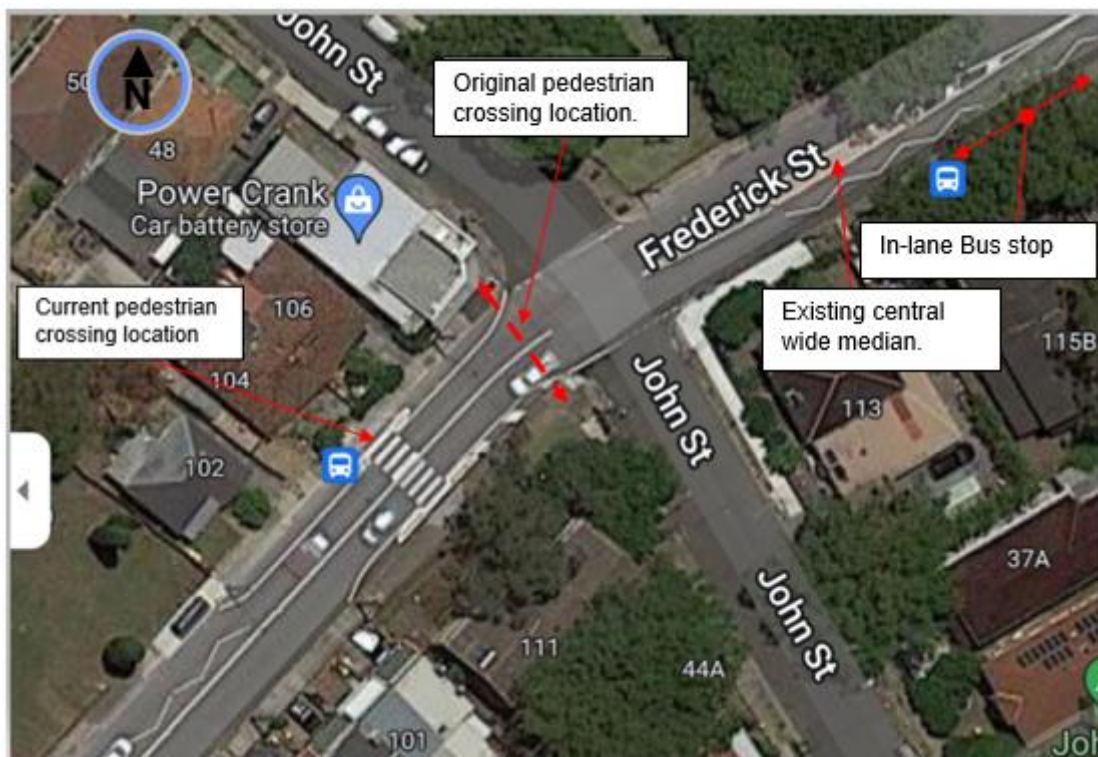
BACKGROUND

Frederick Street is classified as a State Road and carries over 25,000 vehicles per day. It is a bus route and forms part of the Heavy Vehicle Network.

Frederick Street measures approximately 10 metres kerb to kerb in the vicinity of the intersection of Frederick Street and John Street. No vehicles park either side of Frederick Street in the vicinity of the intersection. The speed limit in Frederick Street is 60km/h. John Street serves as a local cross-street connection with Frederick Street. It carries a lower traffic volume of around 3000 vehicle per day with a speed limit of 50kph. John Street measures approximately 10m kerb to kerb, permits parking on both sides of the street and is regulated under 'STOP' control at its intersection with Frederick Street.

The current marked foot-crossing in Frederick Street (as shown in the diagram below) was relocated some 20 metres west in Frederick Street from its original location on the western corner of the intersection of Frederick Street and John Street in May-July 2018 by the TfNSW (then RMS). This was actioned following community complaints and through discussions with

Council and Police as a result of various pedestrian/traffic incidences occurring at the intersection. The crossing was moved to avoid conflict with the traffic movement around the intersection, and to separate and focus on the view of the crossing away from the intersection. It was also narrowed with kerb blisters to allow a safe one lane movement of traffic in each direction through the crossing. A wide central median was also constructed in Frederick Street, east of John Street to control traffic movement around the curve to the east side of the intersection and in advance approach to the crossing. An in-lane Bus Stop also exists to the east of the intersection on approach to the intersection. The TfNSW representative advised that a number of different treatments were proposed at the time the crossing was shifted further south, with this current treatment (as implemented in 2018) being the most feasible solution.



FINANCIAL IMPLICATIONS

None

OTHER STAFF COMMENTS

Council officers met with a TfNSW representative on site on the 24 March 2022 to gauge existing conditions at the crossing in Frederick Street and intersection of Frederick Street and John Street. Council officers were of the view that the most appropriate solution to address road safety at both the pedestrian crossing and the priority-controlled Frederick Street/John Street intersection is for TfNSW to install traffic signals at the intersection.

However, noting that if signals are considered and approved by the TfNSW, that funding would need to be obtained and resourcing would need to be programed, and that the work may take at least 2-3 years to initiate.

In the meantime, it was suggested [by council officers] that TfNSW consider the following mitigative measures be carried out in the interim.

- Install supplementary pedestrian crossing warning signs (W6-2) facing the pedestrian crossing in both directions in Frederick Street. Currently there are advance pedestrian warning signs to the left- hand sides on the approach to the crossing. By supplementing further signage to the right-hand sides on approach to the crossing, this will further enhance driver awareness of the crossing.

- Install pedestrian crossing warning signs (W6-2) in John Street on both approaches to Frederick Street. These warning signs have arrows left or right to alert drivers in the side street of a crossing around the corner of an intersection.
- Remark the zebra crossing bars, zig zag markings and double barrier (BB) centre lines and replace reflective raised pavement markers (RPMs) to all line marking.
- Relocate 60 km/h speed limit sign facing southbound traffic on approach to crossing. Current speed limit signage is located near the intersection. By relocating the signage away from the intersection, this would avoid drivers to believing that they must enter the intersection at 60kph.
- Extend the concrete kerb (island) blisters on southbound approach and northbound departure side of crossing in Frederick Street to further improve traffic control around the intersection and crossing.
- Remark chevron markings at the median island in Frederick Street east of John Street.
- Remark the face and top of the concrete kerb island blisters in recognition of the crossing and protective kerb island blisters
- Investigate whether the existing 60km/h speed limit is appropriate and could be reduced to 50 km/h given adjacent land uses and (2) zebra marked foot crossings in this section of the road.
- Slightly adjust the stop holding line in John Street (southern leg) by relocating it back from the south- western corner of intersection with Frederick Street. This may provide clearer sight lines between southbound traffic approaching the crossing and pedestrians about to enter crossing.
- Banning some of the right turn movements at the John Street/Frederick Street to reduce vehicular-vehicular conflict. These ban movements might still be incorporated into the design of any approved signals for the efficient running of the intersection.
- Provide flashing lights to crossing (e.g. Shaftsbury Road, Burwood).

These proposed interim measures and ultimate inclusion of signals would need to be investigated further by the TfNSW and it would be requested that TfNSW inform Council of its decision and actions to improving pedestrian and traffic safety in the area.

PUBLIC CONSULTATION

Not required.

CONCLUSION

It is recommended that the members note the above interim measures for TfNSW to consider for improved pedestrian and traffic safety at the crossing in Frederick Street and its intersection with John Street, Ashfield. TfNSW in turn also consider the installation of traffic signals at the intersection of Frederick Street and John Street and that it would be requested to inform Council on its decision and action to improving pedestrian and traffic safety in the area.

ATTACHMENTS

Nil.