

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 16 MAY 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 19 April 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

Traffic Matters

ITEM

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LTC0522(1) Item 1 Dudley Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue And (Lower) Railway Parade, Sydenham - Temporary Parking Changes During Major Rail Shutdown of T3 Line for Sydney Metro Upgrade Works - Bus Replacements 2 Week Period 2 – 15 July 2022 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

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LTC0522(1) Item 2 Victoria Road, Marrickville at the Rail overbridge between Charlotte Avenue and Meeks Street – temporary full road closure ENRC/2022/0014 - 8 day period from 2 July to 10 July 2022 - Southwest Metro Upgrade Project - Sydney Metro City & Southwest (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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LTC0522(1) Item 3 Albion Lane, St Peters – Proposed One-Way northbound restriction in Albion Lane, St Peters (between Grove Street and Mary Street) and reversal of the current northbound one-way in Rolf Lane, St Peters to southbound (between Mary Street and Grove Street) (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

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LTC0522(1) Item 4 Trafalgar Street and Collins Street, Annandale - Proposed Raised Pedestrian Crossings (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

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Parking Matters

Nil at the time of printing.

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held on 19 April 2022 at Ashfield Service Centre**

Meeting commenced at 11.05AM

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

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Solon Ghosh	Transport for NSW (TfNSW)
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
SC Germaine Grant	NSW Police – Burwood Police Area Command
SC Sam Tohme	NSW Police – Burwood Police Area Command

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Boris Muha	IWC's Engineer – Traffic and Parking Services
Christina Ip	IWC's Business Administration Officer

VISITORS

Nil.

APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Cr Justine Langford	Councillor – Midjumburi-Marrickville Ward
Colin Hesse	Representative for Jenny Leong MP, Member for Newtown
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Sgt Anthony Kenny	NSW Police – Inner West Police Area Command

DISCLOSURES OF INTERESTS:

Mr McKay declared a significant, non-pecuniary interest in Item 4 - Bland Street, Haberfield - Proposed Raised Pedestrian Crossing, as he lives in the consultation area and made a submission. Mr McKay will abstain from voting on behalf of the Member for Summer Hill.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on 21 March 2022 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting on 21 March 2022 were adopted at Council's meeting on 12 April and moved additionally that Council conduct further

investigation of the expansion of the RPS in the Taverners Hill Precinct bounded by Hawthorne Canal, Parramatta Road, Elswick Street, Myrtle Street, Lords Road and Lambert Park and Leichhardt Marketplace Precinct bounded by Foster Street, Lords Road, Elswick Street and Regent Street.

LTC0422(1) Item 1 Llewellyn Street, Marrickville - Removal of concrete median island (Midjuburi-Marrickville Ward/Newtown Electorate/Inner West PAC)

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 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0422(1) Item 2 Victoria Street, Seaview 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)

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.

Officer's 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.

DISCUSSION

The TfNSW representative requested that the proposed pram ramp on Prospect Road, at Old Canterbury Road, be widened to match the width of the gap between the refuges. The representative also requested advanced warning signage on both sides of Old Canterbury Road approaching the Prospect Road pedestrian crossing. The Committee members agreed to these changes.

The TfNSW representative and Council will discuss offline potentially adding cyclist signage.

Council's consultant will liaise with TfNSW to relocate the static school zone signage on Victoria Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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, subject to the pram ramp modifications and minor signage modifications supported by the Committee;
- 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.

For motion: Unanimous

LTC0422(1) Item 3 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)

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.

Officer's 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.

DISCUSSION

Council Officers have received updated TMPs and will send them to TfNSW.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0422(1) Item 4 Bland Street, Haberfield - Proposed Raised Pedestrian Crossing (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

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.

Officer's 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.

DISCUSSION

Mr McKay, speaking as a local resident, stated that he had raised concerns with the noise that would be generated from traffic going through the proposed raised pedestrian crossing. In response to this concern, Council Officers have proposed reducing the size of the hump and added a concrete apron to minimise asphalt subsiding which in turn will reduce noise levels.

Mr McKay abstained from voting on behalf of the Member for Summer Hill.

The Member for Summer Hill, Jo Haylen MP, emailed her support for the Officer's recommendation.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0422(1) Item 5 6-8 Parsons Street, Rozelle - Lines and Signage Plan (Baludarri-Balmain/ Balmain Electorate/ Leichhardt PAC)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0422(1) Item 6 Unnamed Lane, Leichhardt (opposite rear garage of 100 James Street) - Proposed No Parking Zone (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

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.

Officer's 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.

DISCUSSION

The representative for the Member for Balmain agreed with the resident's submission suggesting that a review be undertaken on parking in the entire laneway. Council Officers advised that 'No Parking' zones in laneways are typically considered on an ad hoc basis as it is resource intensive to implement extended 'No Parking' zones across the entire length of laneway due to the various ways residents park in the laneways.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC0422(1) Item 7 Frederick Street at John Street, Ashfield - Pedestrian fatality (Gulgadya-Leichhardt Ward/Boundary of Strathfield and Summer Hill Electorates/Ashfield PAC)

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.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

Police representatives advised that investigations determined the incident was caused by driver error and the driver has been charged.

TfNSW are undertaking a feasibility study on a number of options to improve pedestrian safety, including relocating the pedestrian crossing, signalling the crossing, reducing the speed limit and banning right turns from John Street where previous crashes have occurred. The study could take several months to complete. The TfNSW representative will keep the Committee updated on progress.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

General Business

LTC0422 Item 8 Incident at intersection of Norton Street and Holden Street, Ashfield

Council Officers, on behalf of the Mayor, tabled a letter from the Member for Summer Hill regarding an incident at the signalised intersection of Norton Street and Holden Street, Ashfield, in which two students from the Ashfield Public School were struck by a vehicle.

The TfNSW representative advised that pedestrian protection at the signalised intersection has been nominated for 2022-23 funding. Pedestrian protection would restrict turning movements with a red signal when the pedestrian phase is called. The NSW Police representatives advised that the incident was caused by driver error.

LTC0422 Item 9 Speeding on Lilyfield Road, Lilyfield

Council Officers, on behalf of the Mayor, tabled resident concerns with speeding on Lilyfield Road near James Street and Francis Street.

The Leichhardt Police representative advised that Highway Patrol monitored traffic speeds in Lilyfield Road in unmarked vehicles numerous times over several weeks and did not observe speeding during those times.

The representative for the Member for Balmain commented that there are also sightline issues with vehicles parking at the corner of the intersections of the Lilyfield Road with the streets between James Street and Maliyawul Street, he also stated that the statutory 10m 'No Stopping' rule is not sufficient at that location.

LTC0422 Item 10 Update on 30km/h speed zone trial

The representative for the Member for Balmain asked TfNSW if there was any update on the 30km/h speed zone trial. The TfNSW representative advised that there are no plans to extend the trials in Liverpool and Manly to other areas. Reviews of speed limits for specific locations are typically done on an ad hoc basis.

LTC0422 Item 11 Updates on Waratah Street and City West Link, Haberfield

The TfNSW representative provided an update on the G-loop at Waratah Street and City West Link raised at the last meeting. The G-loop will be dismantled and become a T-intersection in late 2022 or early 2023.

The IWBC representative asked for an update on improving pedestrian and cyclist safety at the City West Link crossing near Waratah Road. The TfNSW representative advised that replacing the crossing with a pedestrian bridge is the ultimate solution. TfNSW have received indications from parts of the community that they are not comfortable crossing 29 metres across the City West Link if the current two-stage crossing was converted to a single stage crossing.

LTC0422 Item 12 Request for cyclists excepted on left turn lane on Ramsay Street, Haberfield

The representative for the Member for Balmain requested that cyclists be excepted on the left turn only lane on Ramsay Street at Wattle Street to allow cyclists to travel along the left lane through the intersection. The TfNSW representative will investigate this request.

LTC0422 Item 13 Vehicle sensor on Mary Street, Lilyfield

The representative for the Member for Balmain asked whether there is a vehicle sensor on the right turn lane for vehicles waiting to turn from Mary Street into Lilyfield Road. The TfNSW representative will check if there is a sensor. The TfNSW representative also advised that if sensors are not functioning, requests for maintenance can be submitted through the TfNSW website.

LTC0422 Item 14 Parking on Kensington Road at Liverpool Road, Summer Hill

The IWBC representative reported that vehicles are parking too close to the corner on Kensington Road at Liverpool Road which prevents left turning vehicles from turning when a right turn vehicle is ahead waiting to turn. Council Officer will investigate linemarking and formalising statutory 'No Stopping' on Kensington Road.

Meeting closed at 12.04pm.

Item No: LTC0522(1) Item 1

Subject: DUDLEY STREET, DULWICH HILL; ILLAWARRA ROAD, MARRICKVILLE; BURROWS AVENUE, RAILWAY ROAD, GLEESON AVENUE AND (LOWER) RAILWAY PARADE, SYDENHAM - TEMPORARY PARKING CHANGES DURING MAJOR RAIL SHUTDOWN OF T3 LINE FOR SYDNEY METRO UPGRADE WORKS - BUS REPLACEMENTS 2 WEEK PERIOD 2 – 15 JULY 2022 (MIDJUBURI -MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve a major rail shutdown of the Sydenham to Bankstown rail line (T3) for a 2 week period between Saturday 2 July and Friday 15 July 2022. During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Dudley Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns.

RECOMMENDATION

THAT this report be received and noted and the following temporary short-term parking changes from Saturday 2 July to Friday 15 July 2022 (inclusive) be approved and implemented by TfNSW:

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

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

Marrickville Station Precinct - Illawarra Road (1 parking space)

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

Sydenham Station Precinct - Burrows Avenue (23 parking spaces)

5. The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for adequate bus draw-in/draw-out length;
6. The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct – Railway Road (3 parking spaces)

7. The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct - Gleeson Avenue (2 parking spaces)

8. The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone' be APPROVED in order to provide a bus stop extension with adequate draw-in/draw-out length;

Sydenham Station Precinct - Lower Railway Parade (57 parking spaces)

9. The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone' be APPROVED in order to provide additional layover and standby bus bays;
10. The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone' be APPROVED in order to provide additional layover bus bays with adequate draw-in length; and
11. The applicant and Council Rangers be advised in terms of this report.

BACKGROUND

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

During this possession, rail services on the T3 Bankstown Line will not operate and Temporary Transport Plan (TTP) buses will operate instead necessitating some short-term changes in parking at a number of locations. To support this winter closure (during school holidays), TTP buses and additional T8 Airport & South Line trains will operate from Saturday 2 July 2022 to Friday 15 July 2022 (inclusive).

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

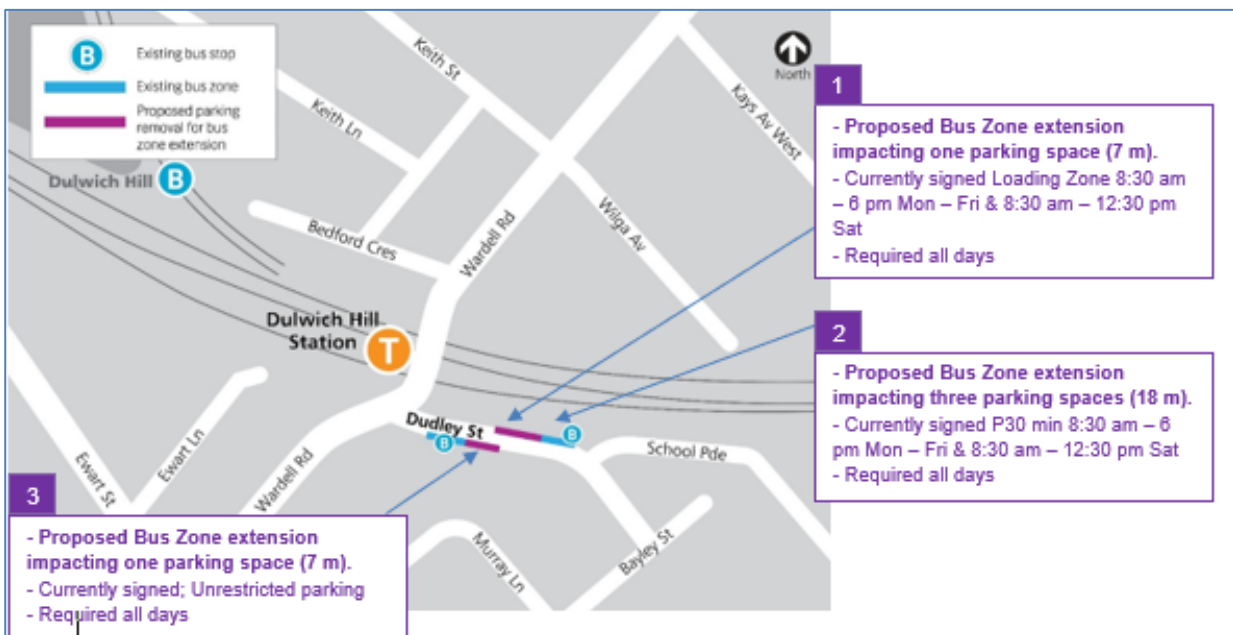
FINANCIAL IMPLICATIONS

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

OFFICER COMMENTS

Each of the locations will be detailed separately.

Dulwich Hill Station Precinct (5 parking spaces)



- Section A of Dulwich Hill Station, Dudley Street, northern side (Stop ID: 20433) - Bus stop extension (1 parking space)
 - Dudley Street (northern kerb between Wardell Road and School Parade)
 - Currently signed 'Loading Zone 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately one parking space (7m)
 - This change is proposed to create the extra space required for the additional TTP buses using the stop.
- Section B of Dulwich Hill Station, Dudley Street, northern side (Stop ID: 220433) - Bus

stop extension (3 parking spaces)

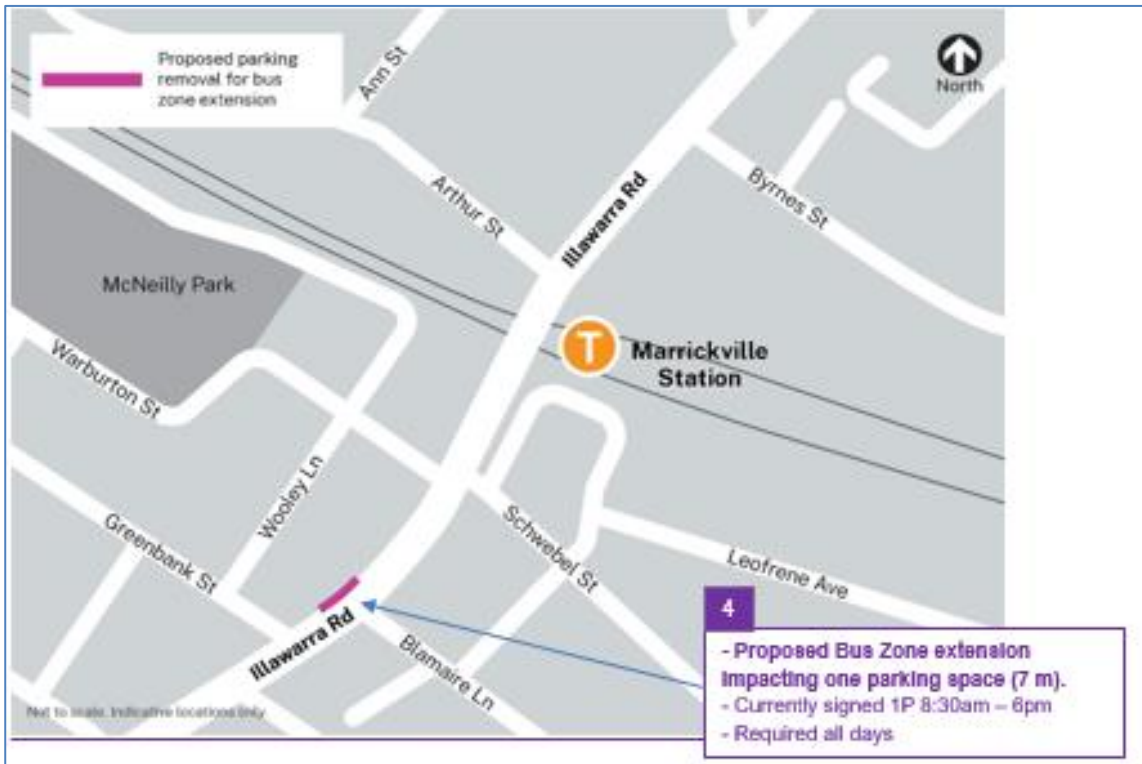
- Dudley Street (northern kerb between Wardell Road and School Parade)
- Currently signed 'P30 min 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat'
- Proposed Bus Zone extension is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately 3 parking spaces (18m)
- This change is proposed to create the extra space required for the additional TTP buses using the stop.

3. Dudley Street opposite Dulwich Hill Station, southern side (Stop ID: 220432) - Bus stop extension (1 parking space)

- Dudley Street (southern kerb between School Parade and Wardell Road)
- Currently signed 'Unrestricted Parking'
- Proposed Bus Zone extension is required for all days of the TTP bus operation
- This proposed change is to create the extra space required for the additional TTP buses using the stop
- Proposed temporary change will impact approximately one parking space (7m).

Marrickville Station Precinct (1 parking space)

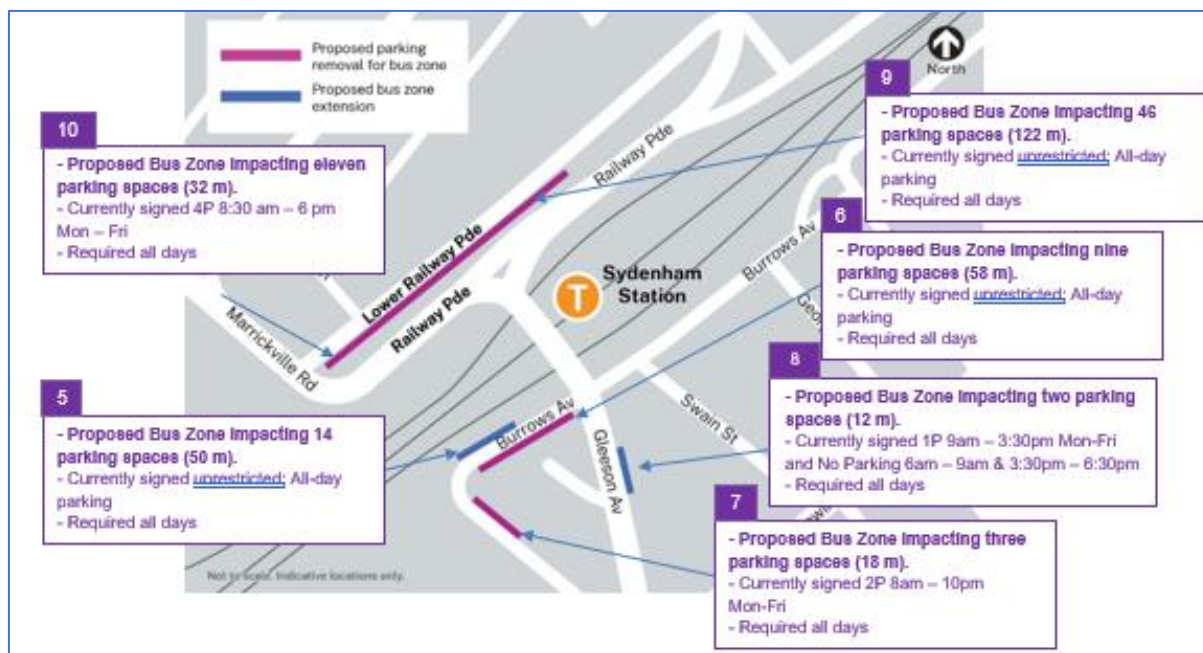




4. Illawarra Road opposite Marrickville Station (Stop ID: 2204102) - Bus stop extension (1 parking space)
- Illawarra Road (northwest kerb between Warburton Street and Greenbank Street)
 - Currently signed '1P 8:30 am – 6 pm'
 - Proposed Bus Zone extension is required for the duration of the TTP bus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

Sydenham Station Precinct (85 parking spaces)





5. Burrows Avenue, Sydenham (Stop ID: 204421) Rear to kerb parking – Bus Zone Extension (14 parking spaces)
 - Burrows Avenue (northern kerb west of Gleeson Avenue)
 - Currently 'Unrestricted parking'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - This proposed change is to create the space required for buses to layover and to provide adequate space for draw-in/draw-out purposes.
 - Proposed temporary change will impact approximately 14 rear to kerb parking spaces (**50 m**).
6. Burrows Avenue, Sydenham – (Southern kerb) – Bus Zone (9 parking spaces)
 - Burrows Avenue (southern kerb west of Gleeson Avenue)
 - Currently 'Unrestricted parking'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - This proposed change is to create the space required for buses to layover safely.
 - Proposed temporary change will impact approximately 9 parking spaces (**58 m**).
7. Railway Road, Sydenham NSW 2204 – (Northeastern kerb) – Bus Zone (3 parking spaces)
 - Railway Road (northeastern kerb between Gleeson Avenue and Burrows Avenue)
 - Currently '2P 8am – 10pm Mon-Fri'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - This proposed change is to create the space required for buses to layover safely and to provide adequate turning circle space.
 - Proposed temporary change will impact approximately 3 parking spaces (**18 m**).
8. Gleeson Avenue, Sydenham Bus Zone extension (2 parking spaces)
 - Gleeson Avenue (eastern kerb between Burrows Avenue and Unwins Bridge Rd)
 - Currently '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately 2 parking spaces (**12 m**).
 - This change is proposed to create the extra space required for the additional TTP buses using the stop.
9. Section A of Lower Railway Parade, Sydenham 90 degree angled parking – Layover

Bus Zone and Standby area (46 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
- Currently 'Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately 46 angled parking spaces (122 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.

10. Section B of Lower Railway Parade, Sydenham 90 degree angled parking - Layover Bus Zone (11 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Gleeson Avenue and Marrickville Road)
- Currently '4P 8:30 am – 6 pm Mon – Fri'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately eleven angled parking spaces (32 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.

PUBLIC CONSULTATION

Transport for NSW met with Council Officers in April 2022 to discuss the temporary parking changes and the consultation and approval process. Consultation with local businesses and residents will be carried out in May 2022.

The consultation program will consist of the following activities:

Two-week public consultation period to impacted areas with a printed community notification outlining the proposed kerbside changes. A copy of the community notifications will also be available on the 'My Sydney' website (and copies are attached at the end of this report) - <https://www.mysydney.nsw.gov.au/SydenhamtoBankstown>

A Consultation Outcomes Report will be prepared collating feedback and TfNSW's comment on that feedback received as part of TfNSW consultation process. The report will be submitted to June 2022 Local Traffic Committee Meeting.

ATTACHMENTS

Nil.

Transport for NSW

28 April, 2022



Proposed Temporary Parking Changes

T3 Bankstown Line upgrade work – Dulwich Hill Station

What is happening?

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

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

The next set of upgrade work will take place between Sydenham and Bankstown from **Saturday 2 July 2022 to Friday 15 July 2022**. This closure has been planned to take place in the July school holidays when there are fewer customers on the rail network.

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

What do I need to know?

From **2am Saturday 2 July to 2am Friday 15 July 2022**, the following temporary kerbside changes are proposed:

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

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

Provide your Feedback

Transport for NSW welcomes community feedback on the proposed changes to help refine bus operations in and around the station precinct. Provide your feedback by **5pm 12 May 2022** via the following channels:

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

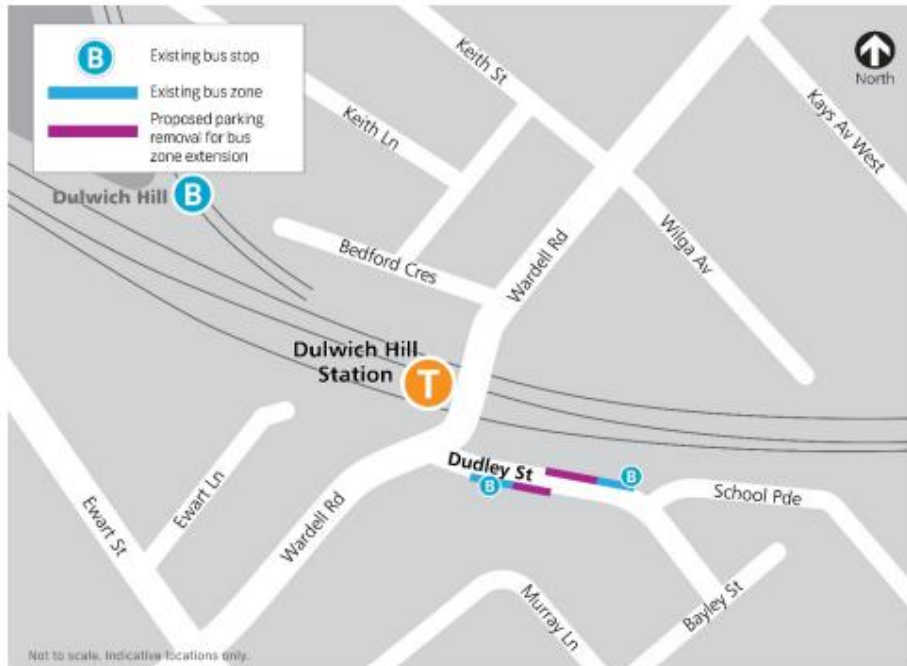
For more information: mysydney.nsw.gov.au/sydenhamtobankstown

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Map of the proposed temporary kerbside changes



About Sydney Metro: Sydney Metro City & Southwest

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

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

For more information: <https://www.sydneymetro.info/citysouthwest/sydenham-bankstown>

Simplified Chinese

这份文件包含你所在地区公共交通工程项目的重要信息。如果你需要传译服务，请致电翻译与传译服务机构，电话 131 450，要求他们为你接通交通工程局(Transport for NSW)，电话是 1800 171 386。传译员会为你做翻译。

Traditional Chinese

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April 2022
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Transport for NSW

28 April, 2022



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The next set of upgrade work will take place between Sydenham and Bankstown from **Saturday 2 July 2022 to Friday 15 July 2022**. This closure has been planned to take place in the July school holidays when there are fewer customers on the rail network.

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

What do I need to know?

From **2am Saturday 2 July to 2am Friday 15 July 2022**, the following temporary kerbside change is proposed:

- Extend the bus zone on the western side of Illawarra Road by utilising one parking space (7 metres) currently signed as 1-hour parking between 8.30am and 6pm.

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

Provide your Feedback

Transport for NSW welcomes community feedback on the proposed changes to help refine bus operations in and around the station precinct. Provide your feedback by **5pm 12 May, 2022** via the following channels:

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

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

What do I need to know?

From **2am Saturday 2 July to 2am Friday 15 July 2022**, the following temporary kerbside changes are proposed:

- Create a bus zone on the southern side of Lower Railway Parade (between Marrickville Road and Sydenham Road) currently 45 degree parking utilising:
 - 46 parking spaces (122 metres) currently signed All-day parking
 - 11 parking spaces (32 metres) currently signed 4-hour 8.30am to 6pm, Monday to Friday.
- Create a bus zone on the northern side of Burrows Avenue (prior to Gleeson Avenue) utilising 14 parking spaces (50 metres) currently signed unrestricted parking.
- Create a bus zone on the southern side of Burrows Avenue (prior to Gleeson Avenue) utilising 9 parking spaces (58 metres) currently signed unrestricted parking.
- Create a bus zone on the north-eastern side of Railway Road (prior to Gleeson Avenue) utilising 3 parking spaces (18 metres) currently signed 2-hour parking 8.00am to 10pm, Monday to Friday
- Extend the bus zone on the eastern side of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) utilising 2 parking spaces (12 metres) currently signed 1-hour 9.00am to 3.30pm, Monday to Friday.

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

Provide your Feedback

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Page 2 of 2

ATTACHMENTS

Nil.

Item No: LTC0522(1) Item 2

Subject: VICTORIA ROAD, MARRICKVILLE AT THE RAIL OVERBRIDGE BETWEEN CHARLOTTE AVENUE AND MEEKS STREET – TEMPORARY FULL ROAD CLOSURE ENRC/2022/0014 - 8 DAY PERIOD FROM 2 JULY TO 10 JULY 2022 - SOUTHWEST METRO UPGRADE PROJECT - SYDNEY METRO CITY & SOUTHWEST (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

An application (ENRC/2022/0014) has been received from Sydney Metro City & Southwest for the temporary full road closure of Victoria Road, Marrickville at the Rail overbridge between Charlotte Avenue and Meeks Street, for an 8 day period scheduled for Saturday 2 July to Sunday 10 July 2022 in order to facilitate the Shutdown Rail Possession activities at the Victoria Road Bridge location. The road will be temporarily closed to all vehicular traffic, including emergency vehicles. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

RECOMMENDATION

THAT the proposed temporary full road closure of Victoria Road, Marrickville at the Rail overbridge between Charlotte Avenue and Meeks Street, for an 8 day period scheduled for Saturday 2 July to Sunday 10 July 2022 be approved, in order to facilitate the Shutdown Rail Possession activities for Sydney Metro Upgrade works at the Victoria Road Bridge location subject to, but not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
3. The occupation of the road carriageway must not occur until the road has been physically closed.

BACKGROUND

Sydney Metro City & Southwest works involve the upgrading to metro rail standards the more than 125-year-old Bankstown Line between Sydenham and Bankstown. The joint venture John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd, has been appointed to undertake the works which includes:

- Upgrading 15 bridges that cross over or under the railway, including installation of safety screens;
- Civil construction including work on retaining walls, culverts and track drainage;

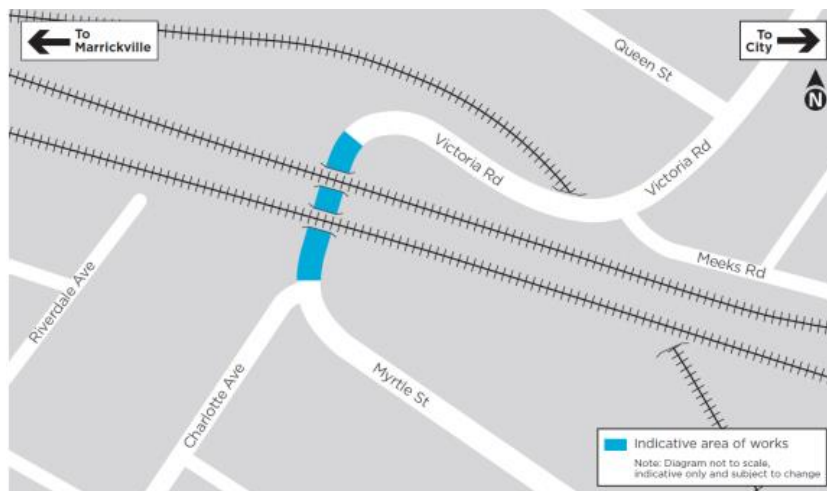
- Fencing along the rail corridor and the segregation of the existing freight line from the new driverless railway tracks;
- Rail systems work including new track crossovers, upgrading and refurbishing overhead wiring and work to support signalling and communication equipment; and
- Utility modifications.

Sydney Metro works will also involve a major rail shutdown of the Sydenham to Bankstown rail line (T3) between Saturday 2 July to Sunday 10 July 2022 (inclusive). These works were planned to be completed during the 2021 Christma2 week Shutdown however did not go ahead. This temporary full road closure is to facilitate the Shutdown Rail Possession activities at the Victoria Road Bridge location. Upgrade works to Victoria Road Bridge will continue and include pilling and installation of safety barrier. To safely accommodate these activities, there will be a road closure along Victoria Road between Meeks Road and Charlotte Avenue.

- Road closure on Victoria Road, Marrickville (rail underbridge section) between Meeks Road and Charlotte Avenue. Please see map below.
- Vehicle diversions will be in place. From the southern side of Victoria Road diversions will be via Carrington Road, Schwebel Street, Illawarra Road and onto Marrickville Road. From the northern side of Victoria Road diversions will be from Calvert Street, Gladstone Street and onto Marrickville Road.
- Pedestrian access will be maintained during the road closure.
- Traffic control and directional signage will be in place for the safety of workers and the community.
- There may be an increase in traffic movements around the local area.
- Motorists may experience minor delays.

Equipment used across all of the above work will include excavators, vacuum trucks, motorised saws, concrete trucks, sucker trucks, delivery vehicles, borehole drillers, rollers, generators, whacker packers, dump trucks, telehandlers, drilling rigs, lifting machinery, elevated work platforms, mounted trucks, bobcats, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, water carts, road sweepers, vibrating plates, and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however Sydney Metro will take every possible step to minimise noise such as switching off equipment when not in use and installing non-tonal reversing beepers on vehicles.



It is noted that Livingstone Road will operate with alternative one lane in each direction during the shutdown period.



PUBLIC CONSULTATION

- Residents within a 200m radius of the works will be door knocked 7 days prior to any works commencing.
- Notification will be distributed 7 days prior to work commencing to the suburb and surrounding suburbs along the rail corridor.
- A door knock of local businesses with the potential to be impacted will be carried out 14 days before work commences.

CONCLUSION

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City & Southwest

Notification – Marrickville

March 2022

Sydney Metro is Australia's biggest public transport project.

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

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

In March, work will continue along the corridor and at Marrickville station (weather and site conditions permitting). Work will be undertaken **Monday to Friday 7am-6pm and Saturday 8am-6pm**. All work activities are subject to relevant approvals and will be tailored to the evolving Covid-19 situation at the time. The map on page 2 shows location details.

Location	Details of work during standard construction hours (daytime)
Marrickville (along the rail corridor):	<ul style="list-style-type: none"> Site investigations and surveys including soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Removal of trees and vegetation throughout the rail corridor where required Delivery of plant and material including preparatory activities for upcoming out-of-hours work Modification to bridges along the alignment including Victoria and Livingstone Road bridges including periodic lane closures on the following streets: <ul style="list-style-type: none"> Victoria Road between Charlotte Avenue and Victoria Road Livingstone Road between Marrickville Avenue and Jersey Street
Around Marrickville Station	<ul style="list-style-type: none"> Delivery, storage and removal of materials and plant through Wooley Lane, Riverdale Avenue and Victoria Road accesses Service and utility work including excavating and trenching on and beyond platforms, and installation of galvanised steel troughing on Platform 1 Renovating heritage buildings, installing new lighting and concourse refurbishment work Closure of Station Street to undertake civil remediation work. Traffic control will be in place to assist local residents entering Leofrene Avenue via Schwebel Street Electrical work being undertaken within bike store area Reconstructing the pedestrian path between Station St and Riverdale Ave including work on pavement, retaining wall and light poles. Existing footpath will remain closed, with pedestrian detours in place Installation of fencing, cable service routes and galvanised steel troughing Installation and boring of underline rail crossing tracks for services in the rail corridor Installation of service pits at the eastern end of the station and at the services building site Installation of street hoarding located at the Illawarra Road station entrance Concrete demolition and removal from station platforms
Services building site on Railway Parade near Bellevue Avenue:	<ul style="list-style-type: none"> Delivering and storing materials and plant Undertaking civil work and concreting for the services building Installing fencing, supporting structures and cable service routes around services building site Relocating light poles and landscaping work Bulk earthwork and services installation (including a road crossing) for stormwater and sewer
Substation site (off Randall Street behind Albermarle Street)	<ul style="list-style-type: none"> Bulk excavation including jackhammering and rock sawing Traffic control to facilitate trucks movements from Livingstone Road into Randall Street Formwork reinforcement and concrete pouring continues Installation of conduits, drainage pipes and pits, cable supports and galvanised steel troughing Site mobilisation and relocation of demountables Installation of structural steel for facades and precast concrete footings Bulk power supply installs into traction substation and laying asphalt in the traction substation area Building a new driveway to road standards

From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur up to four separate evenings during the month. The noise impacts will be very low.

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work following the shutdown are detailed in the table on the next page.

Date / time	Details of out-of-hours (including night) work
Mid-week between 6pm and 7am Monday 7 March to Friday 1 April 2022 (for no more than 3 nights per week)	<ul style="list-style-type: none"> Installation of signal equipment, segregation fencing, cable service routes, galvanised steel troughing (GST) and rail access pads Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing Delivery of plant and material including preparatory activities for upcoming work Concrete work associated with installing galvanised steel troughing, new cable routes and bridge upgrades
Upcoming weekend rail possessions: <ul style="list-style-type: none"> 8pm Friday 18 March to 5am Monday 21 March 2022 8pm Friday 25 March to 5am Monday 28 March 2022 	<ul style="list-style-type: none"> Installation of signal equipment, fencing, cable service routes, galvanised steel troughing (GST), rail access pads, underline rail crossings, service pits and hoarding Work activities including excavation, piling, capping and welding for retaining walls within the rail corridor Refurbishment of overhead wiring structures including removal of redundant footings Removal of trees and vegetation throughout the rail corridor where required Delivery of plant and material including preparatory activities for upcoming work Modification to bridges along the alignment including Victoria and Livingstone Road bridge <ul style="list-style-type: none"> Temporary full road closure along Victoria Road with vehicle diversions via Marrickville Road, Illawarra Road, Warren Road, Carrington Road and Myrtle Street. Pedestrian access will be maintained. Temporary lane closures along Livingstone Road Bridge including removal of the parking lane Temporary lane closure along Marrickville Avenue adjacent to the rail corridor Access to properties will be maintained at all times Delivery, storage and removal of materials and plant through Wooley Lane, Riverdale Avenue and Victoria Road accesses Modifying services and utilities with excavating and trenching on and beyond platforms Renovating heritage buildings, installing new lighting and concourse refurbishment work, including the installation of light pole footings Reconstructing the pedestrian path between Station St and Riverdale Ave including work on pavement, retaining wall and light poles. Existing footpath will remain closed and pedestrian detours will be in place Closure of Station Street to undertake civil remediation work and for the safe delivery of materials. Traffic control will be in place to assist residents entering Leofrene Avenue Electrical work being undertaken within bike store area Remediation work including installation of soil nails and shotcrete work to the Illawarra Road Bridge, including occupation of up to 4 parking spots on Arthur Street Installation of anti-throw screens on Illawarra Road bridge including temporary closure of the pedestrian footpath on Illawarra Road Bridge (city bound). Concrete demolition and removal from station platforms Bulk excavation including jackhammering and rock sawing Formwork reinforcement and concrete pouring Installation of conduits, drainage pipes and pits Vegetation removal within the site and rail corridor Installation of cable supports and galvanised steel troughing Site mobilisation and relocation of demountables Switchroom installation and installation of perimeter columns Installation of structural steel for facades and precast concrete footings Bulk power supply installs into traction substation and laying asphalt in the traction substation area Building a new driveway to road standards

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other work please ask for **Natalia** or email SouthwestMetro@transport.nsw.gov.au. **Thank you for your cooperation while we complete this essential work.**

If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 171 386

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ATTACHMENTS

Nil.

Item No: LTC0522(1) Item 3

Subject: ALBION LANE, ST PETERS – PROPOSED ONE-WAY NORTHBOUND RESTRICTION IN ALBION LANE, ST PETERS (BETWEEN GROVE STREET AND MARY STREET) AND REVERSAL OF THE CURRENT NORTHBOUND ONE-WAY IN ROLF LANE, ST PETERS TO SOUTHBOUND (BETWEEN MARY STREET AND GROVE STREET) (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

This report deals with the results of a survey of residents regarding a proposal to introduce a "one-way" restriction in a northerly direction in Albion Lane, between Mary Street and Grove Street, St Peters and concurrently, reversing the current one-way northbound restriction in Rolf Lane, St Peters to southbound. It is recommended that due to the level of opposition to the proposal and the potential impact to the residents in the surrounding area, no changes be made to the existing traffic flows at this time.

RECOMMENDATION

THAT:

1. The findings of the resident consultation be received and noted;
2. Given the low current traffic volumes and the low number of reported crashes in the laneways, in addition to the feedback from residents not indicating an overwhelming support for the proposed 'One-way' northbound traffic flow in Albion Lane (from Grove Street to Mary Street) and the reversal of the current one-way northbound to southbound in Rolf Lane (from Mary Street to Grove Street), St Peters the proposal NOT be approved at this time; and
3. The traffic conditions in the subject laneways be revisited and any nominated one-way proposals in the locality be reconsidered as part of wider area review of the Local Area Traffic Management Scheme of the Sydenham area (Area11), as the installation of one-way restrictions generally has major implications on vehicular access for residents and traffic volumes on adjacent streets and intersections.

BACKGROUND

Council was requested to investigate potential improvements to the management of traffic along Albion Lane and Rolf Lane between Mary Street and Grove Street, St Peters through the introduction of an 'one-way' northbound traffic flow along Albion Lane between Mary Street and Grove Street and at the same time, a reversal of the current 'one-way' northbound in Rolf Lane to southbound. It was envisaged that these improvements would reduce the potential for 'rat running' and improve general safety for local residents whilst still maintaining access between Mary Street and Grove Street. A questionnaire survey of all residents/occupants in the area surrounding the subject lanes was sent out and the results of the feedback from residents are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Nil.

DISCUSSION

The proposal presented to residents is reproduced below.



Mary Street is a narrow (6.4 metres) local street, operating “one-way” in a north-westerly direction from Princes Highway to Unwins Bridge Road. The street has mixed industrial and residential development and presently carries around 7,000 vehicles a day, the majority of which is through traffic from Canal Road. Some traffic calming measures in the form of light traffic (3 tonne) restrictions and three speed humps were installed in 1992 as part of the Sydenham LATM Scheme (Area 11).

Albion Lane is a local narrow laneway running in a southwest-northeast direction between Mary Street and Grove Street. It operates currently as a two-way single lane with mostly unrestricted parking on the northern side, except for a 38 metre section of timed ‘No Parking 7AM-6PM MON-FRI’ restrictions at the southern end north side. ‘No Parking’ restrictions are in place along the entire southern side. The laneway is approximately 4.5 metres wide.

Rolf Lane runs parallel to Albion Lane and is currently one-way northward in an eastbound direction. It is approximately 4.0 metres wide and has 'No Parking' restrictions along both sides. Both Albion Lane and Rolf Lane have low traffic volumes, less than 150 and 400 vehicles per day respectively. One TfNSW recorded casualty crash occurred at the intersection of Alfred Street and Rolf Lane on Saturday 22 August 2020. The RUM 10 cross traffic incident happened when a vehicle travelling on Alfred Street was impacted by a vehicle travelling north on Rolf Lane and failed to stop at the stop control.

The proposal originated from residents concerned about local 'rat-running' and an associated road rage incident in Albion Lane. Thus, given that Albion Lane is narrow with the land uses of this laneway changing from previously industrial to residential over the last 5 years or so and that there is little to no footpath present between Alfred Street and Mary Street, it is acknowledged that potential rat running may create some problems along this laneway on occasions. Council Officers therefore examined a potential solution to this "rat running" via an investigation into a "one-way" system northbound between Grove Street and Mary Street.

As part of the investigation Council Officers also examined reversing the current 'one-way' flow along Rolf Lane between Mary Street and Grove Street from northbound to southbound. Traffic data was analysed and community engagement was undertaken and results of the survey feedback are now presented to the Committee for consideration and Council resolution.

It is noted that generally advantages for introducing 'one-way' traffic flow are to prevent conflict between oncoming vehicles in opposite directions due to the narrow carriageways and to reduce the number of conflict points at an intersection. Disadvantages include increased travel distance and travel times for residents, possible increased speeds due to the removal of friction from oncoming vehicles and traffic diverted to adjacent streets may lead to increased volume and/or congestion.

PUBLIC CONSULTATION

A consultation letter for the Albion Lane 'one-way' proposal was sent to owners and occupiers of all residential/other properties in the area bounded by Unwins Bridge Road, Grove Street, Princes Highway and Mary Street. 233 letters were sent out in March 2022 providing them with an opportunity for feedback. At the end of the survey period provided for comments (3 weeks), a total of eleven (11) submissions were received.

The submissions received were detailed and support was mixed. A summary of feedback received from residents is as follows: (1) Support for this concept as this will most definitely increase pedestrian safety along the lane; (2) Support with changes such as extending the one-way proposal to Bakers Lane; (3) Support, however Albion Lane to be southbound rather than northbound; (4) Strongly opposed to the proposed change. Rolf Lane and Grove Street intersection is at a narrow point in the road, with limited traffic calming measures on Grove Street. Safer to retain the current arrangements; (5) Where is the traffic survey supporting this proposal; (6) Insufficient information to determine best solution; (7) Issues with truck access as a result of the proposal; (8) Concerned about the potential impact of this proposal. Believe it will exacerbate the problem of "rat runs" in St Peters making the streets more hazards for residents. Support Albion Lane being one-way, but southbound would be more appropriate. Also issues with making Rolf Lane one way northbound; (9) Changing priority in Alfred Street west of Rolf Lane instead of current proposal; (10) Don't object to making Albion Lane one way but issues with reversing traffic flow in Rolf Lane; (11) I am very concerned about the proposal to reverse the direction of Rolf Lane as I believe this will create a significant increase in traffic seeking to avoid the traffic lights at Mary St and Unwin's Bridge Road, i.e. a much bigger 'rat run' than is currently the case; and (12) I don't support the proposed changes. I see the proposed direction changes to Albion Lane as making things more difficult for residents and drivers using the lane as a throughfare.

CONCLUSION

Traffic calming can be used to discourage non-local traffic, commonly known as 'rat-running' in local streets, however, while the implementation of one-way traffic flow(s) may provide a solution to the potential for traffic conflicts caused by opposing traffic, it may create other issue(s) including the potential increase of vehicle speeds which can result when you remove two-way traffic movements on narrow roads

Given the low current traffic volumes and the low number of reported crashes in Albion Lane and Rolf Lane, St Peters in addition to the extensive feedback from residents not indicating an overwhelming support for the proposed 'One-way' northbound traffic flow in Albion Lane (from Grove Street to Mary Street) and the reversal of the current one-way northbound to southbound in Rolf Lane (from Mary Street to Grove Street), St Peters it is recommended that the proposal not be approved at this time.

It is also recommended that the traffic conditions in the subject laneways be revisited and any nominated one-way proposals in the locality be reconsidered as part of wider area review of the Local Area Traffic Management (LATM) Scheme of the Sydenham area (Area11), as the installation of one-way restrictions generally has major implications on vehicular access for residents and traffic volumes on adjacent streets and intersections.

ATTACHMENTS

Nil.

Item No: LTC0522(1) Item 4

Subject: TRAFALGAR STREET AND COLLINS STREET, ANNANDALE - PROPOSED
RAISED PEDESTRIAN CROSSINGS (GULGADYA - LEICHHARDT WARD/
BALMAIN ELECTORATE/ LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Traffic Committee at its meeting held in March 2022 considered a proposal put forward by Council to upgrade the two (2) existing at-grade pedestrian crossings to new raised pedestrian crossings on Trafalgar Street and Collins Street, Annandale. The works were proposed to improve pedestrian and motorist safety and address concerns about pedestrian and driver behavior in the area.

The Traffic Committee raised pedestrian safety concerns about the proposed location of the raised pedestrian crossing on Trafalgar Street and resolved that Council consider these issues and the matter be reported back to the Committee.

RECOMMENDATION

THAT the attached revised 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.

BACKGROUND & OTHER STAFF COMMENTS

The Traffic Committee at its meeting held in March 2022 considered a proposal put forward by Council to upgrade the two (2) existing at-grade pedestrian crossings to new raised pedestrian crossings on Trafalgar Street and Collins Street, Annandale. The works were proposed to improve pedestrian and motorist safety and address concerns about pedestrian and driver behavior in the area.

The Traffic Committee reviewed the initial proposal and was deferred due to safety concerns about the proposed relocation of the raised pedestrian crossing on Trafalgar Street as a queuing vehicle travelling north on Trafalgar Street could prevent a vehicle on Collins Street for seeing pedestrians to crossing behind the queued vehicle in Trafalgar Street .

Council reviewed the initial proposal and a revised plan shows the subject crossing relocated north by 3.5m.

The revised detailed design plan shown in **Attachment 1** outlines the proposed works on Trafalgar Steet and Collins Street, Annandale and includes the following treatments:

- Installation of two new Raised Pedestrian (Wombat) Crossings;
- Construction of landscaped kerb blister islands as shown on attached plan;
- Construction of two (2) median islands;
- Construction of gutter bridges with heel safe gratings to provide safe access over existing kerb and guttering to the new raised pedestrian crossing;
- Reconstruction of some sections of concrete footpath on both sides of the proposed pedestrian crossing; and
- Installation of associated pavement line marking and signage as required.

It is proposed to adjust existing No Stopping zones and signage to ensure current minimum standards are met.

The relocation of the raised pedestrian crossing on Trafalgar Street, Annandale back to its original location also allows for one (1) additional on-street parking space to be retained that addresses the parking issue raised by a resident at the previous Traffic Committee meeting.

The revised proposal will result in the loss of one (1) on-street parking space on Trafalgar Street and Collins Street.

FINANCIAL IMPLICATIONS

Funding of \$240,000 has been allocated to this project for construction in the 2021/2022 Capital Works Program.

PUBLIC CONSULTATION

Previous respondents have been notified of the modified proposal.

ATTACHMENTS

1. [↓](#) Detailed Design Plan - Collins Street and Trafalgar Street, Annandale - Proposed Raised Pedestrian Crossings

