

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 20 NOVEMBER 2023

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.

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Nil at time of printing.

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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 Meeting

Meeting commenced at 11.03am

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 Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Manod Wickramasinghe	IWC's Traffic and Transport Services Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Christy Li	IWC's Business Administration Officer

VISITORS

Jennifer Heywood	Resident (Item 11)
Robert Bennett	Resident (Item 11)
Paul Corbett	Director at PDC Consultants Representative for Resident (Item 12)
Catherine Davis	Resident (Item 5)
Kian Mohammadah	Resident (Item 4)

APOLOGIES:

Senior Constable Shannon Burns	NSW Police – Leichhardt Police Area Command
Patricia Arcilla	Representative for Jenny Leong MP, Member for Newtown
Jason Yat-sen Li	Member for Strathfield
Ben Walters	NSW Police Representative
Colin Hesse	Office of Jenny Leong, Member for Newtown

DISCLOSURES OF INTERESTS:

Mayor Darcy Byrne declared a non-significant, non-pecuniary interest for Item 5 as he had been a renter near that location previously and will absent himself during the Committee discussion on Item 5.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 18 September 2023 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 18 September 2023 were adopted at Council's meeting held on 10 October 2023 subject to the following amendments:

- That the report Item 10 - Management of Disabled Parking in the Inner West be submitted to the Access Advisory Committee for consideration and input, and that this feedback and any subsequent amendments be considered by the Local Traffic Committee.
- That Council note the report and thank Council staff and member of the Traffic Committee for residents' concerns about pedestrian and cyclist safety and accessibility on Wardell Road Bridge and Unwins Bridge across the Cooks River.

LTC1023(1) Item 1 McCleer Street, Rozelle - Traffic Review (Baludarri- Balmain Ward/ Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from residents regarding vehicles travelling against the one-way restriction in McCleer Street between Moodie Street and Springside Street, Rozelle. This report includes a review of the traffic conditions in McCleer Street, a speed and volume analysis, and the level of one-way compliance.

The review found that the speeds are comparable to other 10 km/h Shared Zones within the Inner West Local government Area (LGA). Reinstating the faded line markings on the speed hump and edge lines whilst repairing the exit threshold will assist in decreasing vehicle speeds. Several vehicles were also captured travelling against the existing one-way restriction (i.e., captured travelling in McCleer Street from Moodie Street to Springside Street) despite satisfactory signage being in place. Therefore, the issue should be referred to the NSW police for further enforcement action.

Officer's Recommendation:

1. That it be noted that remarking work currently underway of faded and missing traffic devices in McCleer Street, Rozelle will contribute to lower vehicle speeds.
2. That reported motorist non-compliance of the one-way and speeding on the one-way section of McCleer Street between Moodie Street and Springside Street, Rozelle be referred to NSW Police for enforcement action.
3. That it be noted that Council will undertake a Local Area Traffic Management (LATM) study for the area bounded by Victoria Road, Darling Street and Manning Street following 6 months after the opening of Rozelle Interchange Iron Cove Link works.

DISCUSSION:

Representative for Member of Balmain questioned whether the NSW Police have been informed regarding the issue of vehicles travelling against One-way restrictions and vehicles exceeding the 10k/m speed limit. Council Officers responded that NSW Police have not yet been contacted and that the speeds are considered typical for a 10k/m zone. The Representative for TfNSW noted that a 10k/m zone should be self-enforcing. Council Officers noted that there are traffic calming treatments in McCleer Street and also noted that WestConnex had removed the entry kerb blister as part of their works. Council Officers suggested that once the kerb is reinstated, this will assist with enforcing the one way and the speeding along McCleer Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That it be noted that remarking work currently underway of faded and missing traffic devices in McCleer Street, Rozelle will contribute to lower vehicle speeds.
2. That reported motorist non-compliance of the one-way and speeding on the one-way section of McCleer Street between Moodie Street and Springside Street, Rozelle be referred to NSW Police for enforcement action.
3. That it be noted that Council will undertake a Local Area Traffic Management (LATM) study for the area bounded by Victoria Road, Darling Street and Manning Street following 6 months after the opening of Rozelle Interchange Iron Cove Link works.

For Motion: Unanimous

LTC1023(1) Item 2 Darling Street & Elliott Street, Balmain - Proposed Streetscape Improvements (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council is proposing to upgrade the streetscape in Darling Street & Elliott Street, Balmain by providing new decoratively paved footpaths and landscaped kerb extensions. It is also proposed to improve safety by reconstructing the existing pedestrian refuge island in Elliott Street, renewing the existing pedestrian crossing surface in Darling Street and repairing some damaged sections of road pavement. The proposal aims improve the overall aesthetic of the town centre as well as improving pedestrian and motorist safety at this location.

Officer's Recommendation:

That the attached detailed design plan (Design Plan No.301588-10189) for the proposed streetscape improvements at Darling and Elliot Street, Balmain including the installation of paved footpaths, reconstruction of pedestrian concrete median in Darling Street, and refuge island in Elliot Street be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan (Design Plan No.301588-10189) for the proposed streetscape improvements at Darling and Elliot Street, Balmain including the installation of paved footpaths, reconstruction of pedestrian concrete median in Darling Street, and refuge island in Elliot Street be approved.

For Motion: Unanimous

LTC1023(1) Item 3 Reiby Street, Newtown - Proposed Parking Changes: Adjustment to Existing 'No Parking' and '1/2P 8.30am-6pm Mon-Fri , 8.30am-12.30pm Sat' Restrictions (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This is a proposal to adjust the existing parking restrictions on the western side of Reiby Street between Enmore Road and Pemell Lane to provide more space for a service vehicle (i.e., garbage truck or similar) to turn right from Reiby Lane into Reiby Street. In addition, it is proposed to also line mark the existing parking spaces to form 'parking bays' to ensure vehicles are parked in their designated spaces. These proposals seek to maximise the space available to enable a right turn movement for a vehicle.

Officer's Recommendation:

1. That the existing 'No Parking' and '1/2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat' on the western side of Reiby Street, north of Pemell Lane be relocated a further 3.8 metres north from its existing location.
2. That the existing parking spaces on the western side of Reiby Street, north of Pemell Lane be delineated with line marking to form 'parking bays'.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the existing 'No Parking' and '1/2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat' on the western side of Reiby Street, north of Pemell Lane be relocated a further 3.8 metres north from its existing location.
2. That the existing parking spaces on the western side of Reiby Street, north of Pemell Lane be delineated with line marking to form 'parking bays'.

For Motion: Unanimous

LTC1023(1) Item 4 Laura Street, Newtown - Proposed Raised Pedestrian Crossing

SUMMARY

A proposal of 'high' priority that was identified by the Pedestrian Access Management Plan (PAMP) is the need to raise the existing pedestrian crossing on Laura Street, Newtown, just west of Hawken Street, outside Camdenville Public School. The works consists of converting the existing at-grade pedestrian crossing to a raised pedestrian crossing to improve pedestrian safety.

Council has subsequently completed a plan for the proposed upgrade of the existing at-grade pedestrian crossing, which consists of a new raised concrete pedestrian crossing, landscaped kerb blister islands and civil work adjustments such as footpath and road resurfacing renewal. This design has been consulted with the community and the outcomes are presented in this report.

Accordingly, it is recommended that the design plan for the proposed upgrade of the existing at-grade pedestrian crossing be approved.

Officer's Recommendation:

That the design plan (No.10247) for the proposed raised pedestrian (zebra) crossing on Laura Street, Newtown at Hawken Street be approved.

DISCUSSION:

Public Speaker Kian Mohammadah entered at 11.31am

Mr Mohammadah objected to the proposal as he doesn't believe it is required. He stated that the Laura Street was not identified in the Pedestrian and Mobility Plan (PAMP). He stated that this is because Laura Street is a cul-de-sac street which only mostly serves local residents and has a low interaction between pedestrian and vehicle traffic. He stated that the majority of traffic comes through Hawken Street and turns left to access the street parking available and not where it is proposed to raise the existing pedestrian crossing. Mr Mohammadah also raised concerns regarding financial and environmental costs. As the street was recently resurfaced and repainted. He explained that it would not be a wise use of ratepayer funds to commence construction on the newly resurfaced road and raised concerns regarding climate emissions from the proposed construction activity. Mr Mohammadah also raised concerns regarding potential noise pollution for the residents of Laura Street should the proposed raised pedestrian crossing be approved and noted that there are not many speed issues on Laura Street as families mainly use the street to park and access the school.

Public Speaker Kian Mohammadah left at 11.35am

Council Officers confirmed that Laura Street, Newtown is listed in the Pedestrian and Mobility Plan (PAMP) as a high priority item. Council's Officer stated that Mr Mohammadah raised similar issues as to what was raised during community engagement and these have also been addressed in the report.

An email from the Representative for the Member for Newtown was tabled. Councils' Officer stated that the issues raised in the email were similar to the issues raised during community engagement and these have been addressed in the report to the Traffic Committee.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the design plan (No.10247) for the proposed raised pedestrian (zebra) crossing on Laura Street, Newtown at Hawken Street be approved.

For Motion: Unanimous

LTC1023(1) Item 5 Old Canterbury Road, Lewisham, North of Summer Hill Street - Proposed Kerb Extensions (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

The proposal to build out the kerb at the Y intersection of Old Canterbury Road at its Y junction of Old Canterbury Road (just east of Summer Hill Street) was a result of the Lewisham LATM and the PAMP Study. Both the Lewisham LATM and the PAMP identified the need to upgrade the intersection of Old Canterbury Road, just east of Summer Hill Street to improve pedestrian safety.

Council has subsequently completed a concept plan for the proposed kerb extensions on Old Canterbury Road to reduce the crossing distance and exposure time for pedestrians to improve safety. In addition, Council is also proposing to adjust parking restrictions on Old Canterbury Road.

It is recommended that the proposed kerb extensions, line marking and parking changes in Old Canterbury Road, north of Summer Hill Street, Lewisham be approved (as per the design plan no.10229-A).

Officer's Recommendation:

That the proposed kerb extensions, line marking and parking changes in Old Canterbury Road, north of Summer Hill Street, Lewisham be approved (as per the design plan no.10229-A).

DISCUSSION:

Public Speaker Catherine Davis entered at 11:25am

Ms Davis supported the recommendation but indicated that she would like to raise some further additions to be considered in the plan. Ms Davis suggested to extend the already agreed double white line by means of a broken white line down to the intersection with Summer Hill Street due to vehicles constantly taking the corner into Summer Hill Street very wide as motorists tend to think "little" Old Canterbury Road is one-way. Ms Davis stated that parking in her street had increased since the new developments had been constructed and suggested an addition to the agreed restricted parking spaces on the opposite side of little Old Canterbury Road of two spaces, that is, the restrictions be extended to the existing staircase which will allow 2 more spaces for residents to park. Ms Davis proposed to place a small traffic island (refuge island) at the redesigned intersection of "little" Old Canterbury Road, between the kerb ramps, with a "Keep Left" sign to provide an extra safety measure for pedestrians crossing the road as well as ensure vehicles entering "little" Old Canterbury Road do so on the correct side of the road.

Public Speaker Catherine Davis left at 11:30am

Mayor Darcy Byrne left the meeting at 11:43am

Committee discussion began 11:44am

The Representative for TfNSW raised concerns with having two locations for pedestrian to cross with one being very close to Old Canterbury Road which could lead to rear end accidents as the intersection is being narrowed and motorists are required to slow down quite substantially to turn left. The Representative for TfNSW noted that having pedestrians cross at that intersection may lead to increased accidents on Old Canterbury Road. She also stated that the proposed second point of crossing could be utilised just as well as the one that is immediately adjacent to Old Canterbury Road.

Council Officer's noted that this was part of the Pedestrian and Mobility Plan (PAMP) to increase pedestrian safety and access. Council Officer noted prior to this plan, the intersection was very wide with cars entering at "little" Old Canterbury Road at higher speeds. Council Officer's stated this plan converts the section of "little" Old Canterbury Road into a typical T- intersection which will help address speeding into this section of "little" Old Canterbury Road as well as provide a safer environment for pedestrians to cross. Council Officer's suggested that the crossing point at the main road would be safer and more desirable as it is a more direct connection for pedestrians on Old Canterbury Road and provides good sightlines for pedestrians to vehicles and vice versa.

Council Officer's explained that extending the broken white lines is not warranted for local roads with low traffic volumes and that the "BB" (double white) lines at the intersection will provide guidance into "little" Old Canterbury Road and motorists would be able to determine that the street was two way.

Councils' Officer recommended to incorporate the suggestion to extend 2P Parking by 2 spots into the recommendation.

Councils' Officer stated that a refuge island option was also considered early in the conceptual design stage however, in order to provide bigger island (that is, bigger planted area), substantially reduce entry speeds and reduce parking loss it was decided to provide a narrower entry point rather than a refuge island option.

The Committee members agreed with the Officer's recommendation with an amendment to extend the 2P Parking restrictions by two spots.

Committee discussion closed at 11:53am

Mayor Darcy Byrne entered back into the meeting at 11:54am

COMMITTEE RECOMMENDATION:

That the proposed kerb extensions, line marking and parking changes in Old Canterbury Road, north of Summer Hill Street, Lewisham be approved (as per the design plan no.10229-A) and that the proposed 2P Parking restrictions on the northern side of Old Canterbury Road be extended by two spots westward to the staircase.

For Motion: Unanimous

LTC1023(1) Item 6 Brereton Avenue, Marrickville - Proposed kerb extensions (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

The Inner West Council's Pedestrian Access Management Plan (PAMP) was adopted by Council in February 2022. The proposals identified by the PAMP seek to improve pedestrian safety, access and priority, particularly in areas of pedestrian concentration, as well as enhancing crossing opportunities. These proposals were prioritised between 'high', 'medium' and 'low' and further defined by the type of deficiency (for example: access, safety issue, connectivity).

The long crossing distance at the intersection of Brereton Avenue and Sydenham Road, Marrickville is identified as a high priority for Inner West Council to address in the PAMP. To address this long crossing distance issue, a kerb extension is proposed. This proposed kerb extension design seeks to reduce the crossing distance across Brereton Avenue to improve safety for pedestrians. It is recommended that the proposed design be approved.

Officer's Recommendation:

That the proposed kerb extensions, signs and line marking be approved as per plan No.10250.

DISCUSSION:

The Representative for TfNSW objected to the recommendation and raised the issue of cars turning left from the second lane across an active travel lane. She noted that vehicles especially Service vehicles needed to straddle or turn from the first lane which may impact parking along the street.

Council officer's suggested to defer the item so they may revise the proposal.

The Committee members agreed with the Officer's recommendation to defer the item to the November Local Traffic Committee Meeting.

COMMITTEE RECOMMENDATION:

That the proposed kerb extensions, signs and line marking in Brereton Avenue, Marrickville (as per plan No.10250) be deferred to the November Local Traffic Committee Meeting.

For Motion: Unanimous

LTC1023(1) Item 7 Metropolitan Road, Enmore – Accessible Parking Improvements (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council has received a request for accessible parking improvements at a number of locations. Council staff have now investigated one location in Metropolitan Road, Enmore and in line with Council's assessment procedures for mobility parking applications has listed improvements at that location which are recommended for installation. Currently the existing Mobility parking space is not to standard with no shared zone.

Officer's Recommendation:

That a Shared Area be installed on the eastern side of Metropolitan Road, corner of Enmore Lane Enmore to service the existing 90-degree angle Mobility Parking Space located on the side boundary of 188A Enmore Road, Enmore. In addition, two access ramps to be installed on the eastern side and opposite footpath on the western side of Metropolitan Road, Enmore to service the Mobility Parking and Shared Area.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That a Shared Area be installed on the eastern side of Metropolitan Road, corner of Enmore Lane Enmore to service the existing 90-degree angle Mobility Parking Space located on the side boundary of 188A Enmore Road, Enmore. In addition, two access ramps to be installed on the eastern side and opposite footpath on the western side of Metropolitan Road, Enmore to service the Mobility Parking and Shared Area.

For Motion: Unanimous

LTC1023(1) Item 8 Smidmore Street, Marrickville - Proposed installation of linemarking of the existing Taxi Zone (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has received concerns that vehicles other than taxis are parking in the designated 'Taxi Zone' in Smidmore Street, Marrickville on the southern side west of the 10 km/h Shared Zone adjacent to Marrickville Metro Shopping Centre. In order to alleviate this issue, it is proposed to linemark the zone to highlight the existing 'Taxi Zone'.

Officer's Recommendation:

That the existing taxi zone in Smidmore Street, Marrickville on the southern side west of the Shared Zone be linemarked and that the installation of linemarking be approved, in order to highlight the taxi zone.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the existing taxi zone in Smidmore Street, Marrickville on the southern side west of the Shared Zone be linemarked and that the installation of linemarking be approved, in order to highlight the taxi zone.

For Motion: Unanimous

LTC1023(1) Item 9 Lackey Street, Summer Hill - Temporary Full Road Closure - 'Summer Hill Opera' Event on Sunday 17 December 2023 (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Inner West Council is hosting a community event showcasing the musical art of Opera at Lackey Street Summer Hill. Live performances by local artists will be provided, with authentic food and dining also provided by the nearby restaurants. Tables and chairs will also be placed on the street and additional opera performances will take place in the "Piazza" pedestrian area located at the corner of Hardie Avenue and Lackey Street.

Officer's Recommendation:

1. That the proposed temporary full road closure of Lackey Street (between Hardie Avenue and Smith Street) Summer Hill, be approved for the purpose of holding the 'Summer Hill Opera' food and music festival event on Sunday 17 December 2023 between 12 noon to 12 midnight as per the submitted TMP and TGS and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade, and the NSW Ambulance Services.

4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed temporary full road closure of Lackey Street (between Hardie Avenue and Smith Street) Summer Hill, be approved for the purpose of holding the 'Summer Hill Opera' food and music festival event on Sunday 17 December 2023 between 12 noon to 12 midnight as per the submitted TMP and TGS and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade, and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC1023(1) Item 10 Morton Park LATM Study (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council has prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Morton Park LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic

volume and speeds in local streets.

Officer's Recommendation:

1. That the final draft Morton Park Local Area Traffic Management (LATM) Study be endorsed for community consultation.
2. That the report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the final draft Morton Park Local Area Traffic Management (LATM) Study be endorsed for community consultation.
2. That the report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

For Motion: Unanimous

**LTC1023(1) Item 11 Evans Street, Balmain - Resident Parking Scheme Expansion
(Baludarri - Balmain ward/Balmain Electorate/Leichhardt PAC)**

SUMMARY

Residents have written to Council to expand the approved Rozelle North Precinct Resident Parking Scheme (RPS) to include the frontage of their properties on the eastern side of Evans Street, Balmain between Beattie Street and Roseberry Street. This report seeks to expand the RPS to the requested section of Evans Street. The proposed changes impact approximately three (3) on-street spaces.

Officer's Recommendation:

That '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area B1' and 'No Stopping' zone on the eastern side of Evans Street, Rozelle between Beattie Street and Roseberry Street, as outlined in the report be approved.

DISCUSSION:

Public Speaker Jennifer Heywood entered at 11:05am

Ms Heywood supported the recommendation but disagrees with the proposed location of the 'No Stopping' signs and the availability of on-street parking spaces. She noted that the recommendation proposed three (3) on-street spaces however these would be only a total of two (2) on-street parking spaces. Ms Heywood is concerned that the proposed placement of the 'No Stopping' sign is non-compliant with the NSW statutory '10-metre No Stopping intersection road rule.' Ms Heywood has engaged an external Traffic Engineer from Grey's Consulting to review the compliance with the 10-metre rule, which they have concluded to be non-compliant by 1.6m. Ms Heywood is also concerned about the on-street parking for two (2) vehicles between Beattie Street and her residence at No.6 Evans street will restrict sightlines to oncoming traffic as well as block access to her driveway. Copies of the report from Grey's Consulting was distributed to the Committee members.

Representative for the member for Balmain asked if Ms Heywood was able to reverse into her driveway. Ms Heywood responded she was unable to do so at the moment due to her garage's broken roller door, but she should be able to once a new garage roller door has been installed.

Public Speaker Jennifer Heywood left at 11:11am

Public Speaker Robert Bennett entered at 11:13am

Mr Bennett supported the recommendation as he believes it is a practical and pragmatic way to address parking concerns in Balmain. He noted the retention of three (3) on-street spaces will be beneficial to local businesses nearby as well as his immediate neighbour at No.4 Evan's Street which is 94 years old and requires family and carers to look after them.

Public Speaker Robert Bennett left at 11:17am

The Mayor raised the residents' concerns regarding sightlines of oncoming traffic when using the driveway. Council officers stated that driveway sightlines would still be partially obstructed from the parked vehicle parked adjacent to the driveway regardless of the 'No Stopping' zone. The existing garden beds narrow the roadway to reduce the speed of vehicles turning into Evans Street from Beattie Street. It was further noted that once the new driveway is built, vehicles can exit in a forward manner to assist with sightlines. Council officers stated that there is currently insufficient justification to recommend removal of an existing parking space from the street.

Council Officer's noted that the external consultants may have measured the proposed 'No Stopping' from the original kerblines which then brings the measurement to less than 10m, whereas Council has measured the 'No Stopping' zone from the kerb extension which would provide a 10m 'No Stopping' zone.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area B1' and 'No Stopping' zone on the eastern side of Evans Street, Rozelle between Beattie Street and Roseberry Street, as outlined in the report be approved.

For Motion: Unanimous

LTC1023(1) Item 12 Fawcett Street, Balmain - Proposed 'No Parking' Restrictions (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)

SUMMARY

The development proposed for 14C Jane Street, Balmain under DA2022/192 involves the conversion of the site into a dual occupancy and necessitates the provision of on-site parking spaces. The development seeks approval for modifications to convert an existing dwelling into a dual occupancy, which includes the construction of a new garage that would be accessed via Fawcett Street. As part of this plan, a 12.6 m length 'No Parking' zone (inclusive of the driveway) was initially proposed. The revised plan proposes an 8m length 'No Parking' zone to reduce the impacts to on-street parking.

Officer's Recommendation:

1. That the installation of 8m length 'No Parking' zone along the western side of Fawcett Street (including the repositioning of the driveway) at the rear of 14C Jane Street as shown in the attached plan be approved.
2. That the 'No Parking' signs be installed at the applicant's expense at no cost to Council.
3. That it be noted that Council is considering the implementation of a 5m length Mobility Parking Zone immediately north of the proposed 'No Parking' zone.

DISCUSSION:

Public Speaker Paul Corbett entered at 11:18am

Mr Corbett is speaking on behalf of his client (the resident at 14C Jane Street, Balmain) and supported the recommendation. Mr Corbett noted that his client had previously had his Development Application approved on 21 June 2023 and that the scheme for the 'No Parking' zone in Fawcett street has since been revised from when it was put forward to the Traffic Committee previously. The previous proposal was a 12.6m 'No Parking' zone and was considered in an earlier Traffic Committee meeting, however Council deferred the matter to address the identified matters relating to on-street parking. The revised plan proposes an 8m length 'No Parking' Zone which will allow vehicles to drive forward into the property and reverse out. He stated that his proposal will result in a loss of one (1) on-street parking space on Fawcett Street but will allow three (3) vehicles to be parked on-site.

Public Speaker Paul Corbett left at 11:22am

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the installation of 8m length 'No Parking' zone along the western side of Fawcett Street (including the repositioning of the driveway) at the rear of 14C Jane Street as shown in the attached plan be approved.
2. That the 'No Parking' signs be installed at the applicant's expense at no cost to Council.
3. That it be noted that Council is considering the implementation of a 5m length Mobility Parking Zone immediately north of the proposed 'No Parking' zone.

For Motion: Unanimous

General Business:

Item 13 – Update on the Bus Stop on Robert Street, Rozelle.

The Representative for the Member of Balmain requested an update on the Bus Stop on Robert Street, Rozelle.

Council Officer's to prepare a report with an update to be tabled at the next Traffic Committee Meeting.

Item 14 – Update on Traffic Calming Lilyfield Road at Victoria Road

The Representative for the Member of Balmain requested an update on the investigation of traffic calming devices and/or treatments on Lilyfield Road at the intersection of Victoria Road.

Council Officer's to prepare a report with an update to be tabled at the next Traffic Committee Meeting.

Item 15 – Update on request for additional parking permits for the Inner Sydney Montessori School

The Representative for the Member of Balmain requested an update on the request for the additional parking permits and suggestion for Council to turn some of the 2 hour resident parking zones into 4P paid parking, resident permit holders excepted.

Council Officer's to prepare a report with an update to be tabled at the next Traffic Committee Meeting.

Item 16 – Consideration for a Roundabout at the intersection of Booth Street and Annandale Street.

The Representative for the Member of Balmain questioned whether there was consideration for a roundabout at the intersection of Booth Street and Annandale Street.

Council Officer's responded that a roundabout at the intersection of Booth Street and Annandale Street has not been considered however Council is about to commence the Annandale LATM study this financial year and would encourage the Representative for the Member of Balmain to make a submission as part of that study.

Item 17 – Uneven raised speedhump on the corner of Mary Street and Perry Street, Lilyfield

The Representative for the Member of Balmain raised concerns on behalf of a resident regarding the danger posed to residents with prams from on-coming traffic while crossing Mary Street using the raised speed hump on the corner with Perry Street, Lilyfield. Deep gutters at each end trap pram wheels. A proper pedestrian crossing is required here.

The Representative for the Member of Balmain is to forward resident correspondence to Council Officer's for investigation.

Meeting closed at 12.06pm.

CHAIRPERSON

Item No: LTC1123(1) Item 1

Subject: 182-198 VICTORIA ROAD AND 28-30 FAVERSHAM STREET, MARRICKVILLE - CONDITION 30 & 31 – SIGNS AND LINE MARKINGS PLANS, CARSHARE CONDITIONS 5 & 71, AND VICTORIA ROAD PROPOSED SIGNAGE MODIFICATION – MOD/2023/0049 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed amendments to 'No Stopping' restrictions in Faversham Street and Hans Place as shown on the updated signs and linemarking plan for the 182-198 Victoria Road and 28-30 Faversham Street, Marrickville (refer to Attachment 1, sheet 2 of 8 – 301400183-10-02 dated 3 August 2023) be approved.
2. That the updated detailed line marking and signage plans for the 182-198 Victoria Road and 28-30 Faversham Street, Marrickville development Consent Condition 30 & 31 showing amendments to 'No Stopping' restrictions in Faversham Street and Hans Place (as per the plans in *Attachment 1*) be approved.
3. That the proposed car share signage in the private shareway of the 182-198 Victoria Road and 28-30 Faversham Street, Marrickville development and new one hour parking restrictions along Victoria Road frontage, Marrickville as shown on detailed plans in *Attachment 2* be approved.
4. That the costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.
5. That the applicant notifies Council's Traffic Team the date of the new line marking and signage installations.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Detailed signage and line marking plans for 182-198 Victoria Road and 28-30 Faversham Street, Marrickville have been resubmitted to satisfy DA consent conditions 30 and 31 of MOD/2023/0049 as part of reviewing a Step 1 Roadworks application for Public Domain works associated with the above property (ENR1/2023/0068). Also the plan of management for the approved on-site car share spaces is presented addressing Conditions 5 and 71 of MOD/2023/0049 along with proposed modifications to signage along the Victoria Road frontage of the site. It is recommended that the updated plans be approved.

BACKGROUND

A report was originally submitted to the Local Traffic Committee at its 3 February 2020 meeting detailing the traffic impacts of Development Application (DA/2019/00096) for a mixed residential commercial use development at 182-198 Victoria Road and 28-30 Faversham Street, Marrickville. The application was to demolish existing improvements and construct a

mixed-use development ranging from 6 storeys to 12 storeys in height comprising 2,387sqm of ground floor retail floorspace, 272 residential apartments and two levels of associated basement car parking, including the provision of public domain and landscaping works.

A further report was submitted to the Local Traffic Committee at its 15 February 2021 meeting detailing initial line marking and signage plans and results of public consultation submitted by TOGA Wicks Park Development as part of development consent conditions for DA201900096. The proposal involved changes to on-street parking restrictions and the installation of new regulatory signage ('No Right Turn' restriction for northbound traffic into the new private road of the proposed development) and it was recommended that the submitted plans be supported in principle subject to a TMP being submitted by the applicant to TfNSW for approval.

A number of relevant modifications are applicable to the original development application/site.

MOD/2022/0241 application under Section 4.55 (1A) of the Environmental Planning and Assessment Act 1979, to modify Determination No.MOD/2021/0487, dated 7 January 2022, to modify the layout of the ground floor, including reconfiguration of retail tenancy, back of house and loading dock and other internal and external modifications. Approved 20/09/2022.

MOD/2023/0049 application under Section 4.55 (1A) of the Environmental Planning and Assessment Act 1979, to modify Determination No.MOD/2022/0241, dated 20/09/2022, to amend the approved mixed-use development including, amalgamation of units 3.11.01 and 3.11.02 into one singular unit, addition of retail storage area within Basement 1, and changes to the provision of carshare spaces & parking within the development. Specifically, the proposal involves the following:

- Relocation of the carshare allocated car parking spaces from Basement 1 to the external northern shared way at ground level;
- Modification of Condition 5(d) to increase the number of retail car parking spaces from sixty-two (62) to sixty-five (65); and
- Modification of Condition 5(e) to decrease the required number of shared car parking spaces from six (6) to four (4).

The changes to the car parking result in no overall reduction to the amount of car parking spaces provided on the site and there is no loss of parking. Now one loading space previously approved at ground level within the laneway will be located within the basement as a loading/visitor space and two car share spaces for the residential component of the development will be relocated to the basement as visitor spaces. Overall, there is a reduction in one loading space within the private road at ground level.

The site is under construction and nearing completion.

The documentation supporting Consent Condition 30 & 31 updated signs and linemarking plans for 182-198 Victoria Road and 28-30 Faversham, Marrickville along with the Car Share Plan of Management for Conditions 5 & 71 and Victoria Road Proposed Signage Modification are discussed below.

DISCUSSION

The site is located at 182-198 Victoria Road and 28-30 Faversham Street, Marrickville and is located within the north-western portion of the Sydenham-Marrickville industrial precinct and sits within a sub-precinct known as the Victoria Road Precinct.

Victoria Road is a regional road, running north to south, connecting Enmore and Marrickville. There are two lanes in each direction with kerbside parking on both sides outside of 'No Parking' restrictions during peak hours:

- Northbound (western side) – ‘No Parking 7am-9am Mon-Fri’,
- Southbound (eastern side) – ‘No Parking 4pm-6pm Mon-Fri’.

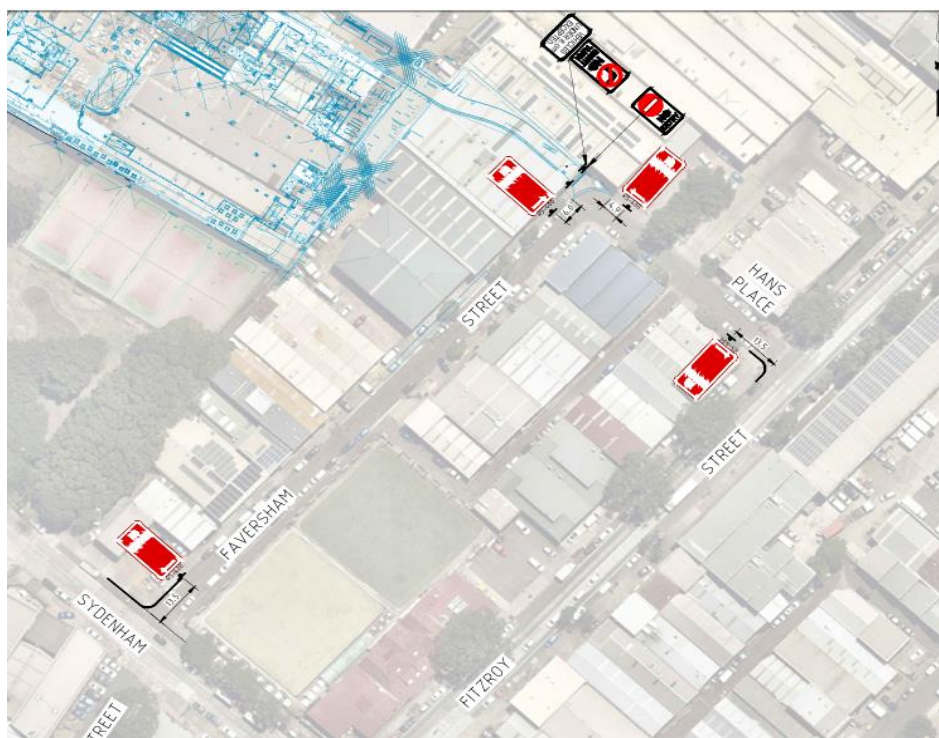
Victoria Road carries approximately 17,000 vehicles per day, 5% of which are trucks and the 85th percentile speed is listed as 58.3km/h. The posted speed limit is 60km/h. Victoria Road intersects with Sydenham Road 110 metres south of the site. The intersection of Sydenham Road and Victoria Road is busy and is generally congested throughout the day. Many of the side streets abutting Victoria Road and Sydenham Road experience significant delays.

Hans Place and Faversham Street are local roads servicing the local industrial area. They are low volume roads carrying around 550 and 400 vehicles per day respectively. Both have a high truck ratio percentage of 16.5% and 10.8% respectively. The posted speed limit is 50km/h, however the 85th percentile speed for each road is around 30km/h.

Fitzroy Street is also a local road carrying around 5,800 vehicles per day with a 85th percentile speed of 56.2km/h. The speed limit is 50km/h. Trucks make up around 12% of the total volume.

Consent Condition 30 & 31

Detailed signage and line marking plans for 182-198 Victoria Road and 28-30 Faversham Street, Marrickville have been resubmitted to satisfy DA consent conditions 30 and 31 of MOD/2023/0049. The updated plans show amendments to ‘No Stopping’ restrictions in Faversham Street and Hans Place, Marrickville.

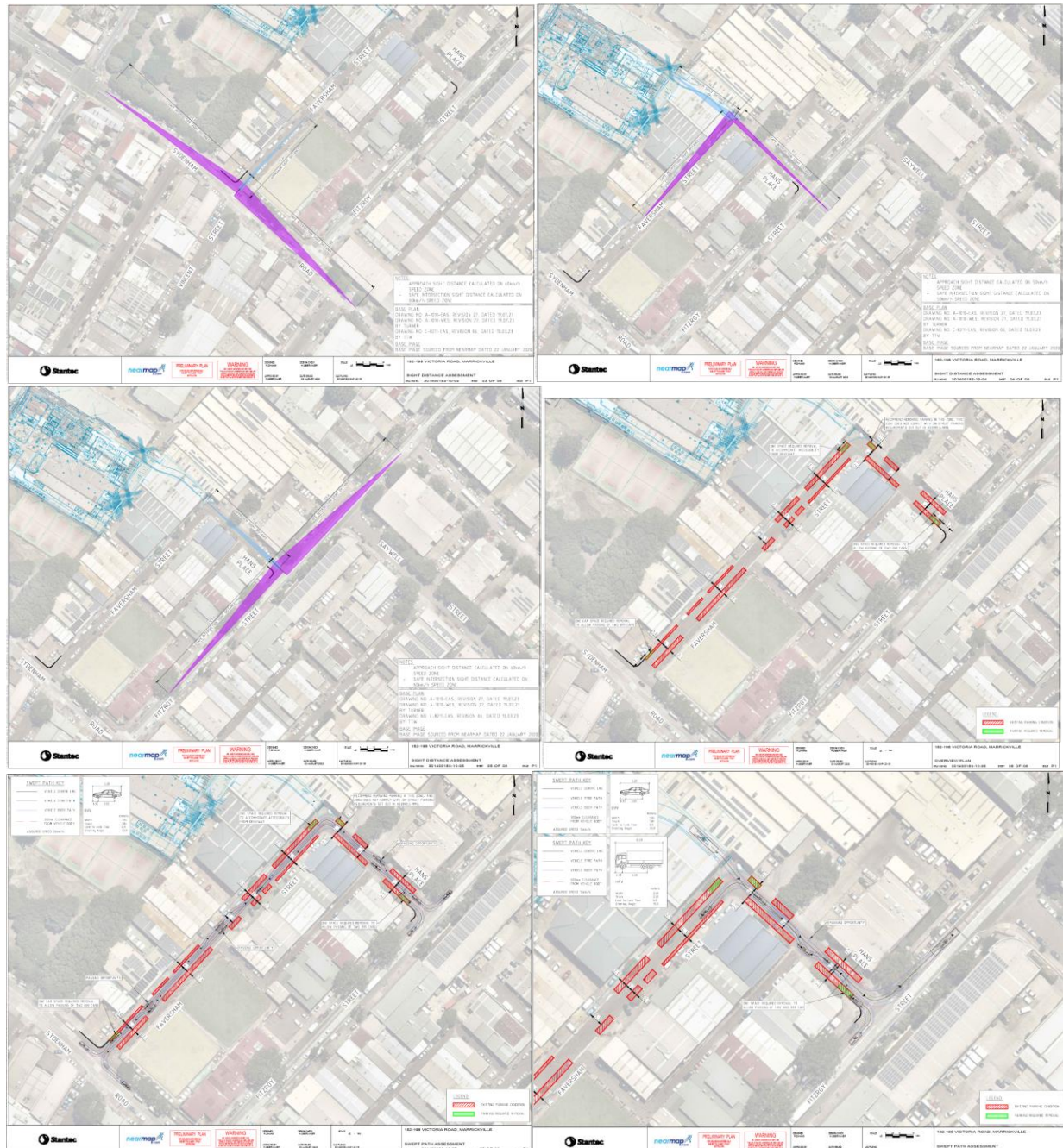


The signage plan on Sheet 2 of 8 of *Attachment 1* details the updated signage changes on Faversham Street and Hans Place. The proposed signage plan result in the removal of four on-street parking spaces.

A sight line assessment has been completed and included in *Attachment 1*. It assesses the available Approach Sight Distance (ASD) and Safe Intersection Sight Distance (SISD) and confirms that the location of the exit driveway maximises the available sight lines to the

driveway from vehicles on Faversham Street and Hans Place. The SISD to Sydenham Road/ Faversham Street and Fitzroy Street/ Hans Place is generally clear of permanent obstructions, noting these are existing intersections and the configuration achieves the maximum possible sight lines in a constrained urban environment where traffic volumes are moderate and vehicle speed low.

It is acknowledged that some trees are located along the footpaths and close to these intersections and are technically within the SISD. Given the points raised above, and in the knowledge that the trees are existing and not considered a large permanent obstruction, drivers will be able to adequately see approaching vehicles.



A swept path assessment has also been completed and included in *Attachment 1*. 99th percentile cars and 12.5 metre heavy rigid vehicles have been run and represent both the most common vehicle and largest vehicle able to access the site. The swept path assessment demonstrates there will be adequate passing opportunities along Faversham Street and Hans

Place associated with gaps in on-street parking. All service vehicles related to the site will exit the site via Hans Place.

Car Share Plan of Management

The plan of management for the approved on-site car share spaces is discussed below and addresses Conditions 5 and 71 of MOD/2023/0049:

5.Car Parking

The development must provide and maintain within the site:

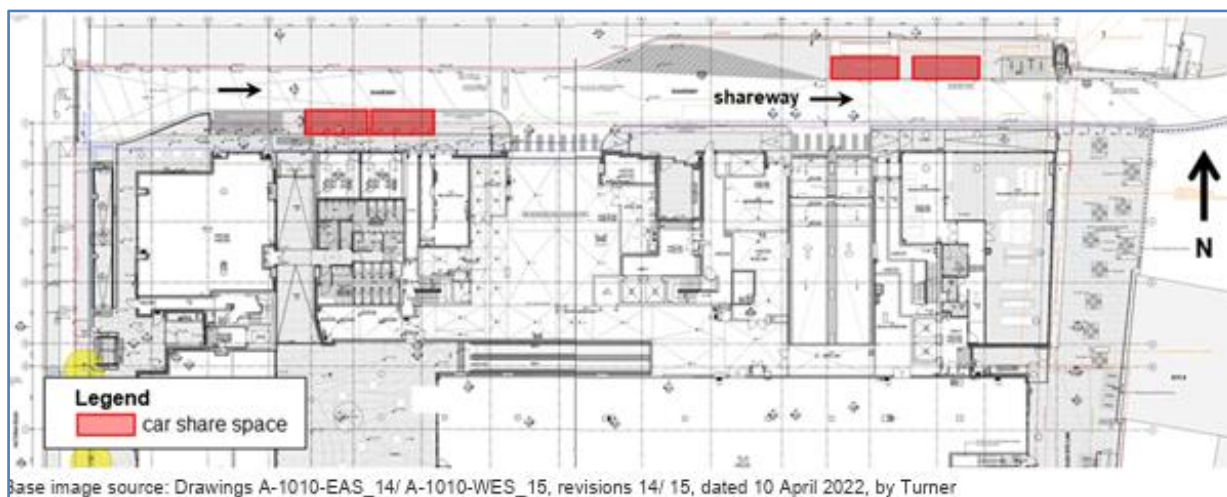
- a) *304 car parking spaces must be paved and line marked*
- b) *Car parking spaces, for persons with a disability must be provided and marked as disabled car parking spaces.*
- c) *22 visitor car parking spaces must be provided and marked as visitor car parking spaces. A sign legible from the street must be permanently displayed to indicate that visitor parking is available on site.*
- d) *65 retail car parking spaces must be provided and marked as visitor car parking spaces. A sign legible from the street must be permanently displayed to indicate that retail parking is available on site.*
- e) *4 carshare car parking spaces must be provided and marked as carshare parking spaces. In this regard, a plan of management is to be implemented for the carshare spaces to ensure they are accessed and used in a safe and efficient manner.*
- f) *16 off-street motorcycle parking spaces must be provided, paved, line marked and maintained at all times.* g) *200 177 Bicycle storage capacity within the site.*
- g) *1 Carwash bay.*
- h) *Loading dock and loading spaces.*

71.Car Share – Operational

The use and operation of the car share space must be managed by the owner or contracted by the owner to a car share operator to the satisfaction of Council. The use and operation of the car share space must be accommodated in the titling and management of the development, including covenants, building or strata management statement, by laws and other instruments before the issue of an Occupation Certificate, and must provide for:

- a) *Free use of the car share space;*
- b) *The person acting on this consent must demonstrate that the car share scheme is operational;*
- c) *Public access at all times to the car share vehicle; and*
- d) *Insurances, including public liability.*

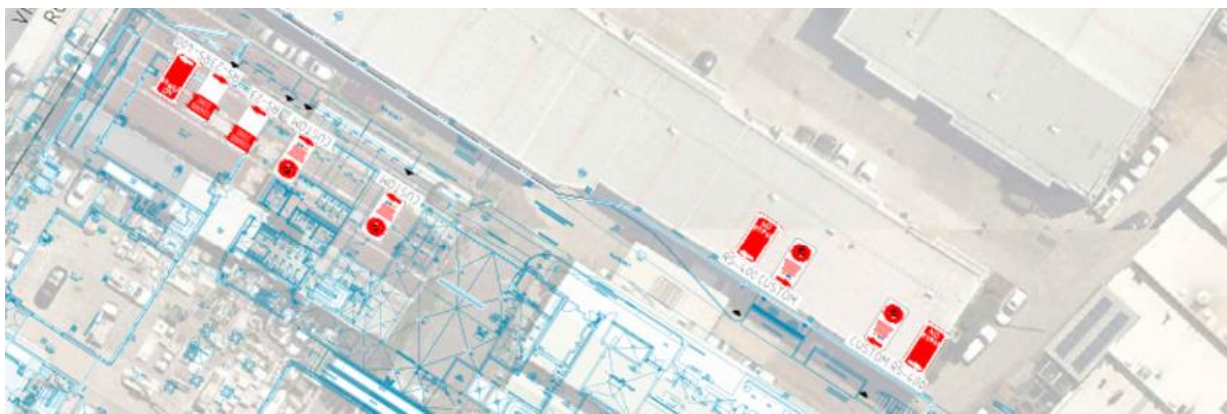
A total of four car share spaces are now approved on the site (down from the original 6) and will be located now on the private shareway along the northern site boundary (opposed to originally in the basement carpark). The car share locations are shown below.



Each of the four spaces will be linemarked with standard signage confirming authorised use of the spaces. The car share spaces will be publicly accessible 24 hours a day, seven days a week with entry to the shareway from Victoria Road and exit to Hans Place/ Faversham Street to the east.

Management of the spaces will be contracted to GoGet as per standard arrangements for publicly accessible car share spaces on private land. . Each GoGet vehicle will be parked in the dedicated spaces when not in use.

The four carshare spaces have been designed with the dimensions complying with the minimum requirements for parallel parking noting that the private shareway is one-way in the eastbound direction. These dimensions, together with the proposed signage are shown below and reproduced at a larger scale in *Attachment 2*.



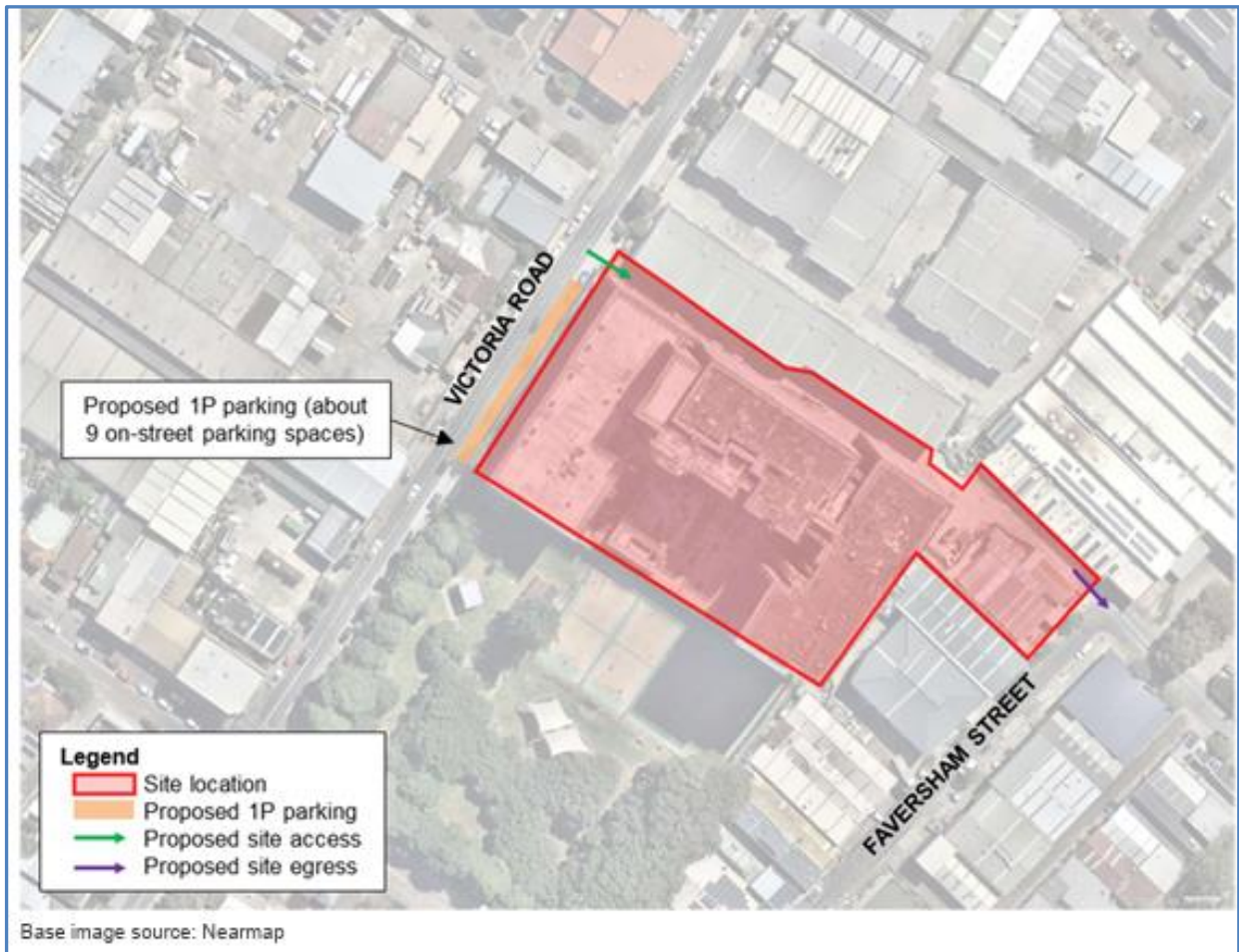
Victoria Road Proposed Signage Modification

Planned changes to signage along the Victoria Road frontage of the site are proposed for the 182-198 Victoria Road and 28-30 Faversham Street, Marrickville development.

Historical land uses on the site were mostly commercial and light industrial with several driveway crossovers along the Victoria Road frontage limiting on-street parking to three or four spaces along the 70 metre wide frontage. These redundant driveways have now been removed providing additional parking spaces along the site frontage. There are clearway restrictions in place between 4:00pm and 6:00pm weekdays and it is proposed to provide short term parking along the frontage, which is currently unrestricted parking outside clearway times.

The proposed modifications are shown below with the proposed signage plan included at a larger scale in *Attachment 2*.

Item 1



PUBLIC CONSULTATION

The applicant has notified adjoining and surrounding properties of the proposed changes to parking on Victoria Road adjacent to their site and a copy of their consultation letter is reproduced below.

FINANCIAL IMPLICATIONS

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



TOGA
EST. 1963

4 September 2023

Dear Resident/Business Owner,

RE: DA201900096 – Proposed Victoria Road on-street parking modifications

Subject Site
186 Victoria Road, Marrickville NSW 2204

This letter is to advise you of proposed on-street parking changes to Victoria Road directly adjacent to the mixed-used development, Wicks Place.

To better serve the community 1P (1 hour) on-street parking restrictions are proposed along the Victoria Road frontage directly adjacent to the site. The available 60 metre zone between the new site entry to the north and the southern site boundary would allow for approximately nine vehicles to park – an increase of approximately six spaces.

The proposed results in additional public on-street parking supply along Victoria Road. The existing weekday PM clearway restrictions will remain unchanged.

The proposed modifications are shown in Figure 1 with the proposed signage plan included as Attachment 1.

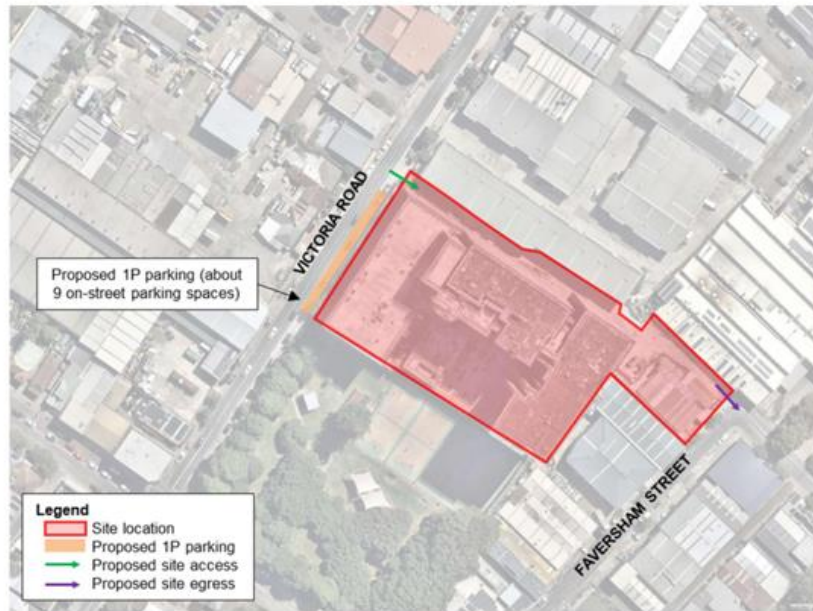
If you have any feedback, questions, or comments about the proposal, please feel free to contact us.

Yours faithfully,

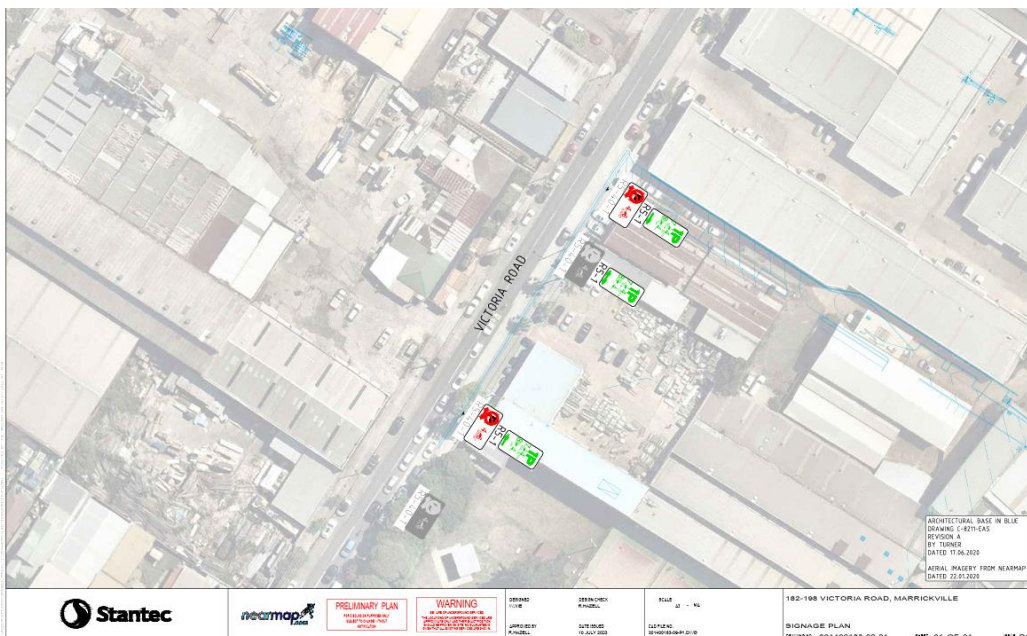
Nicholas Kemmler
TOGA Wicks Park Developments Pty Ltd
nkemmler@toga.com.au



Figure 1: Proposed Victoria Road on-street parking modifications

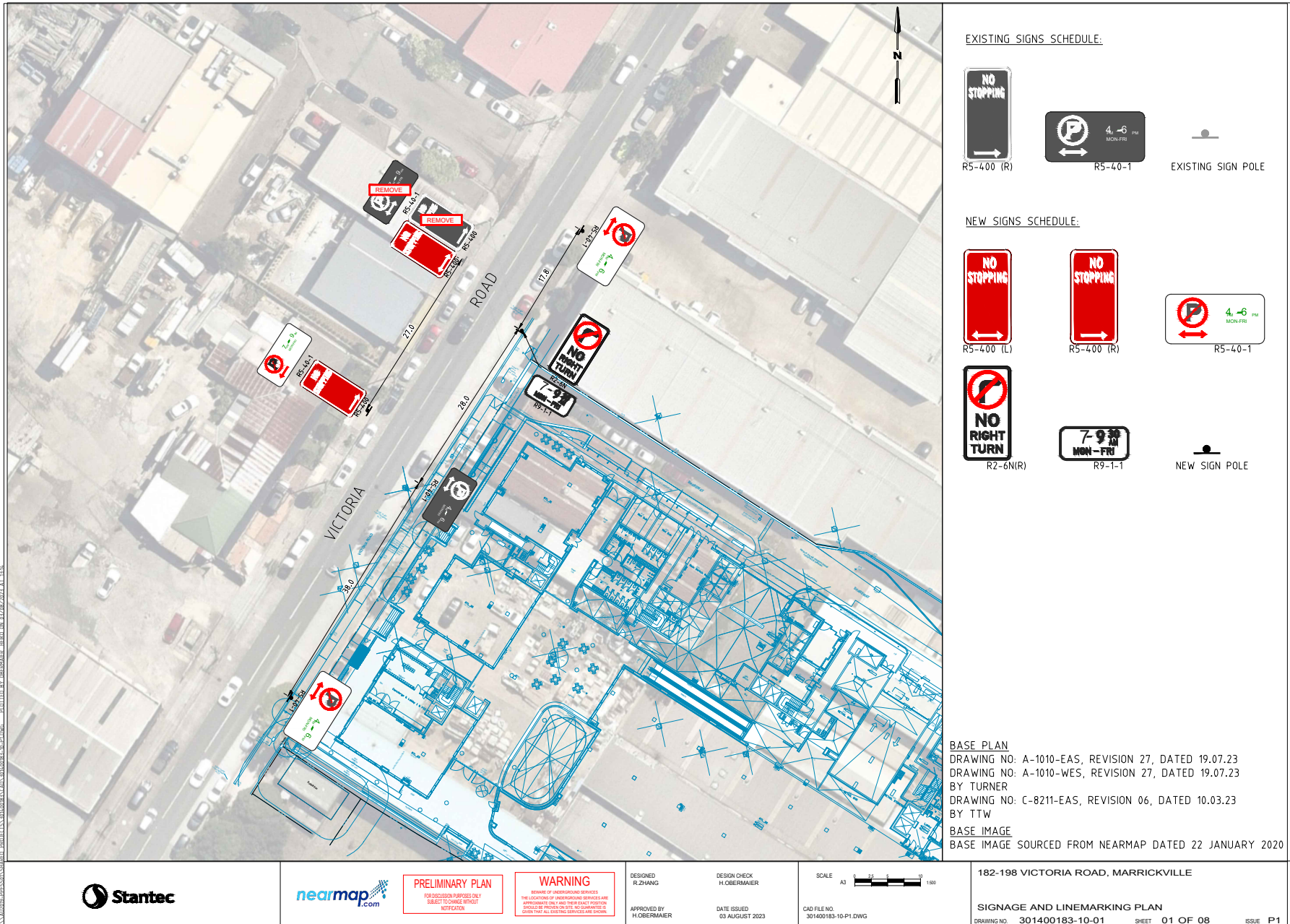


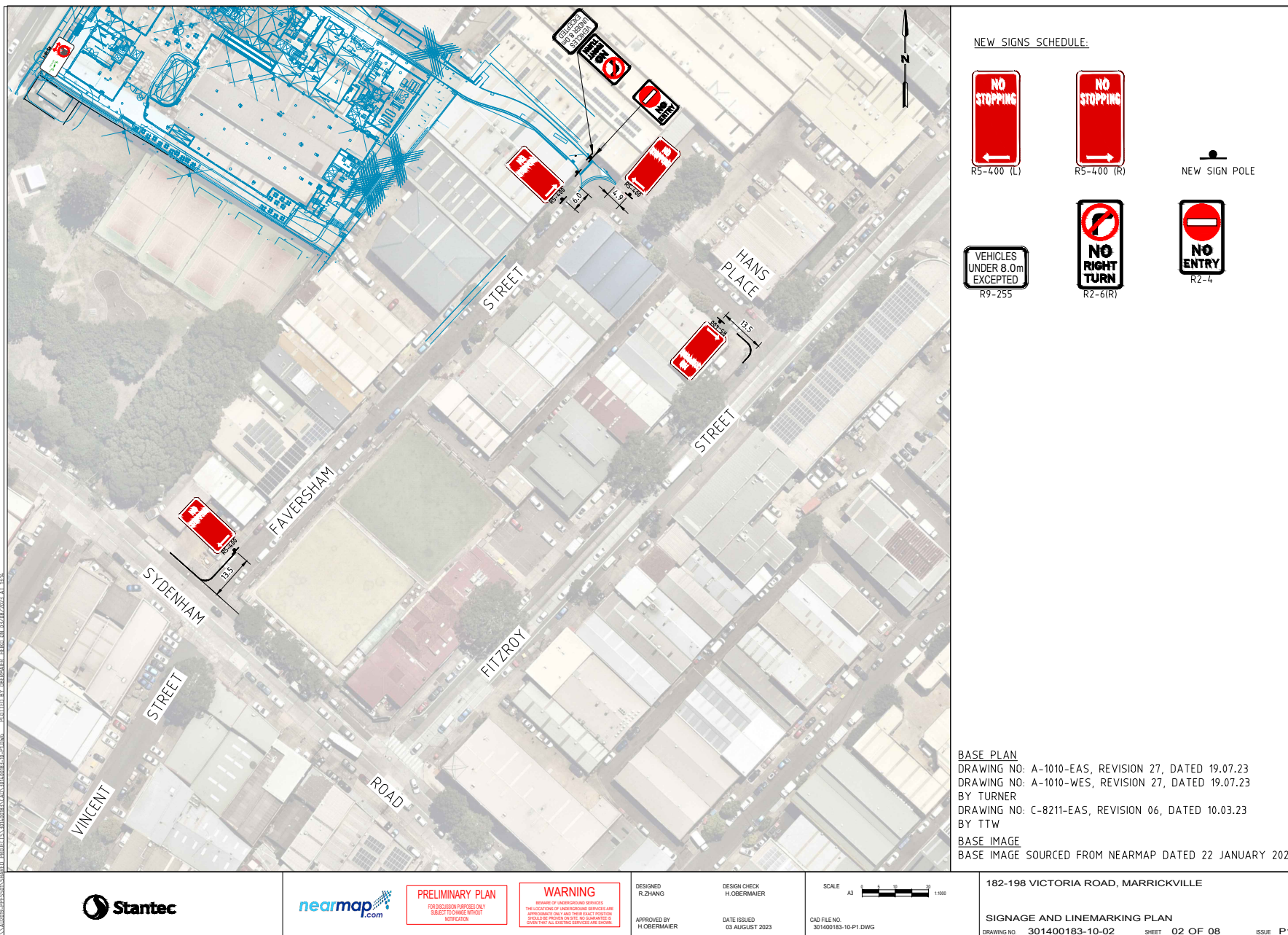
Attachment 1: Victoria Road Signage Plan

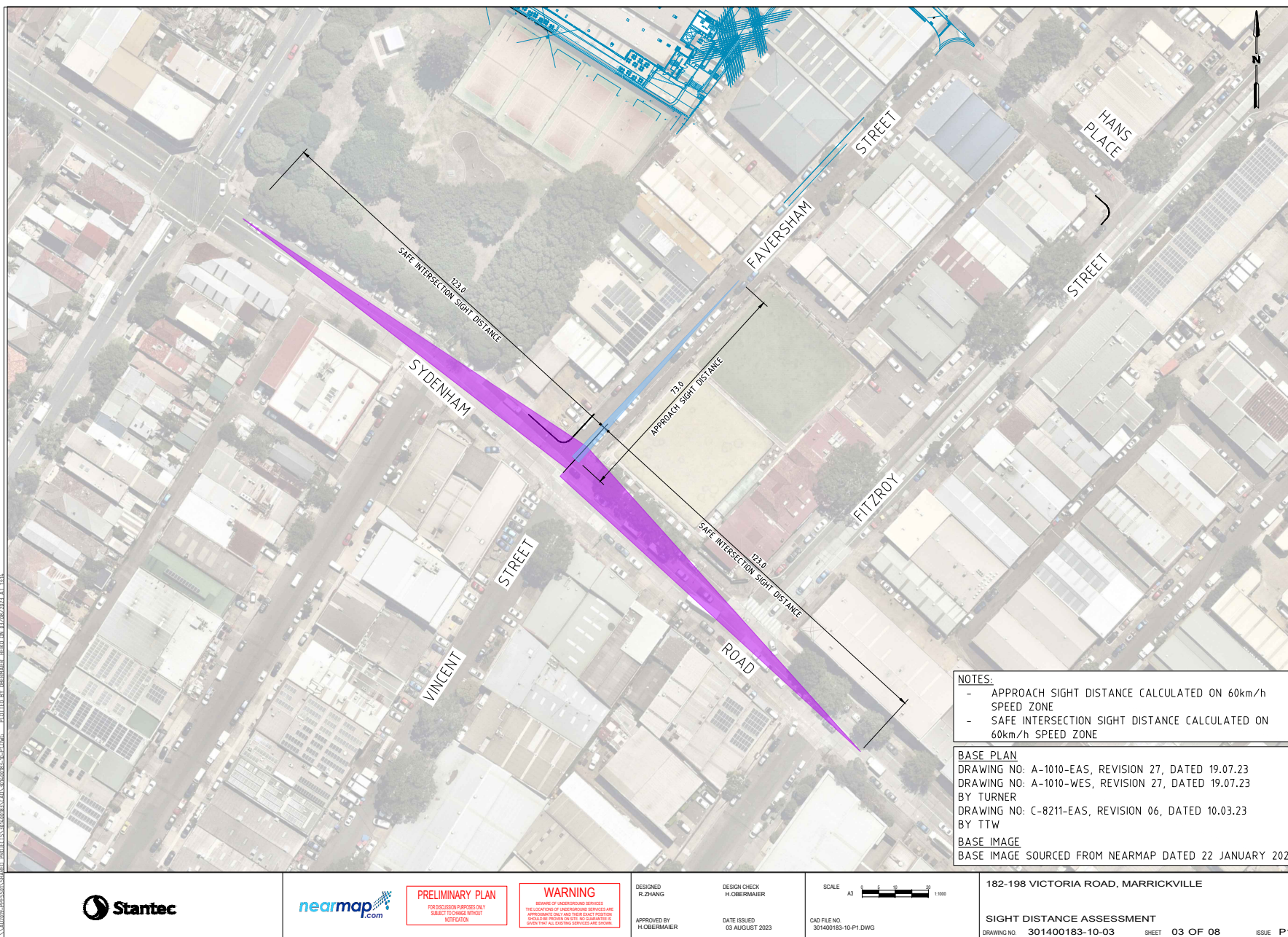


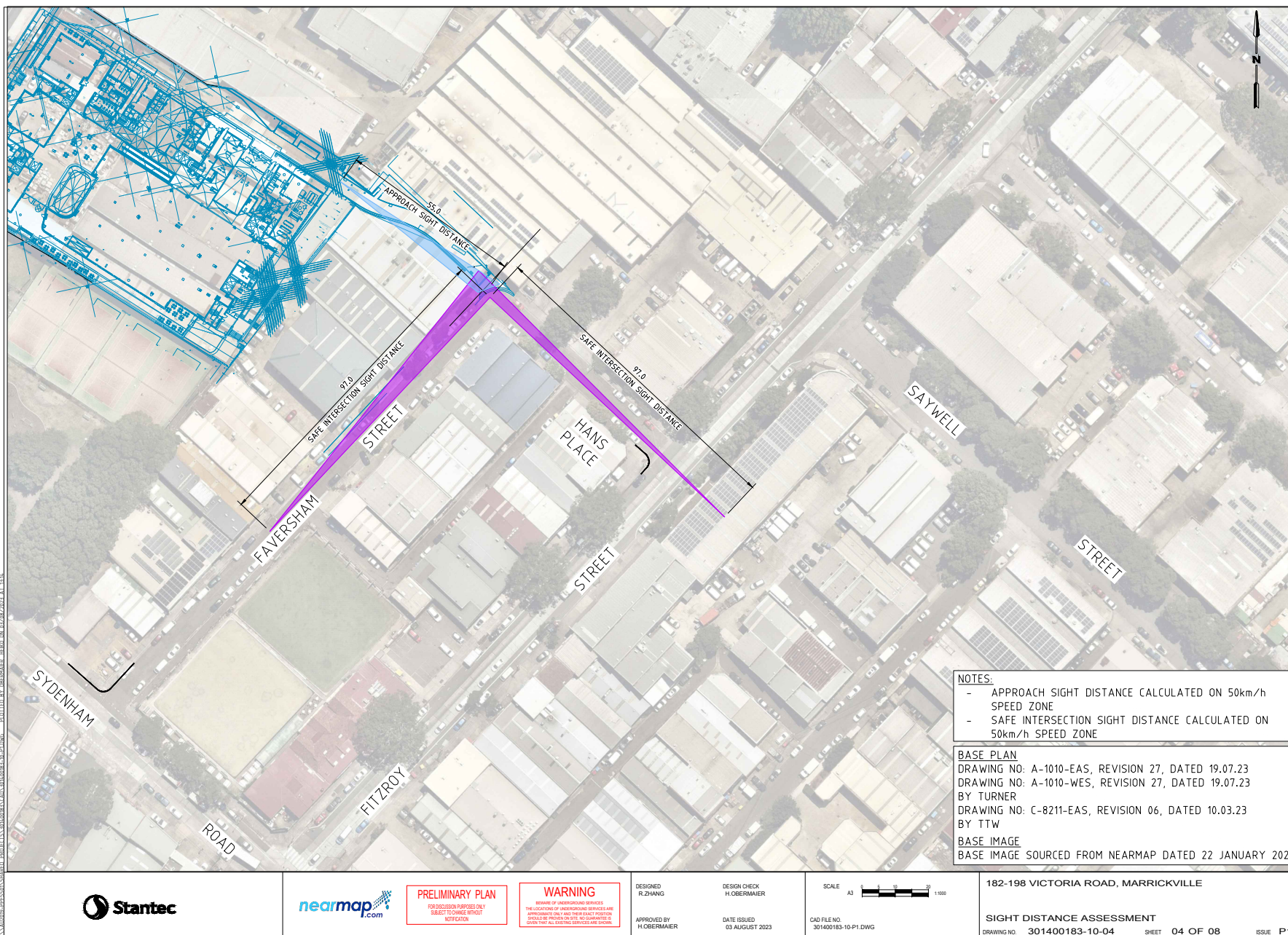
ATTACHMENTS

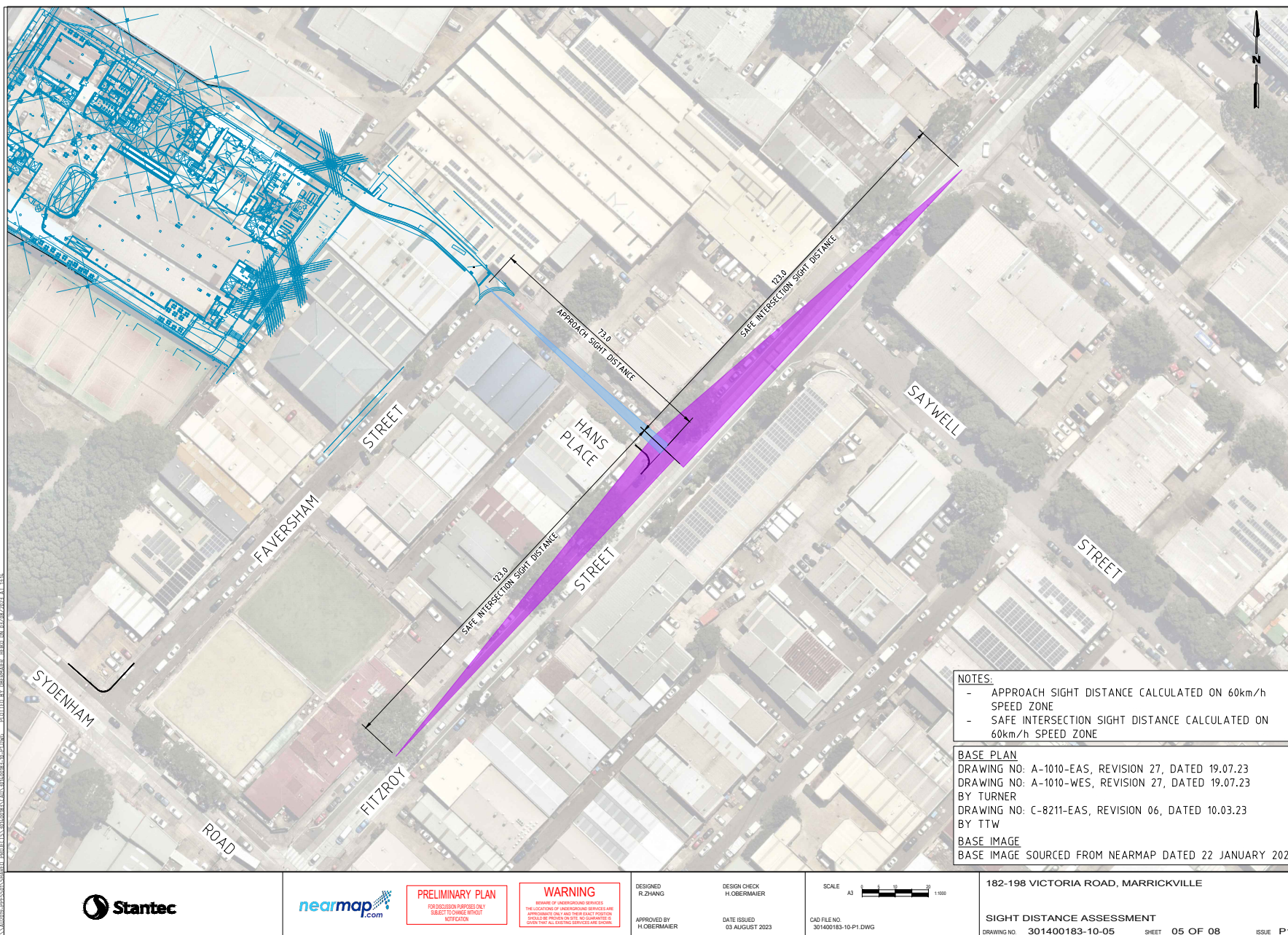
1. 182-198 Marrickville Road Signage and Linemarking Plan
2. 182-198 Marrickville Road Signage Plan

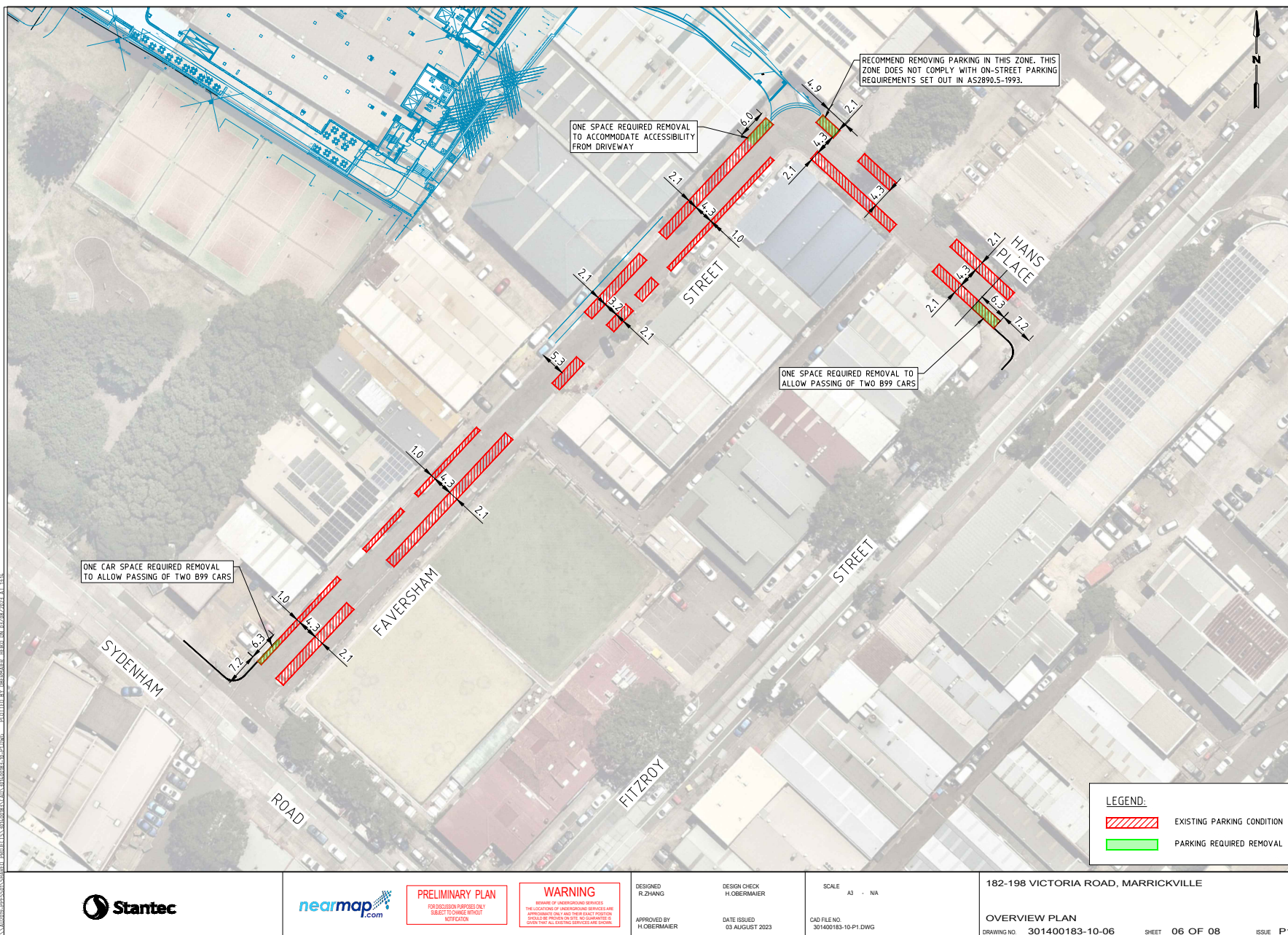


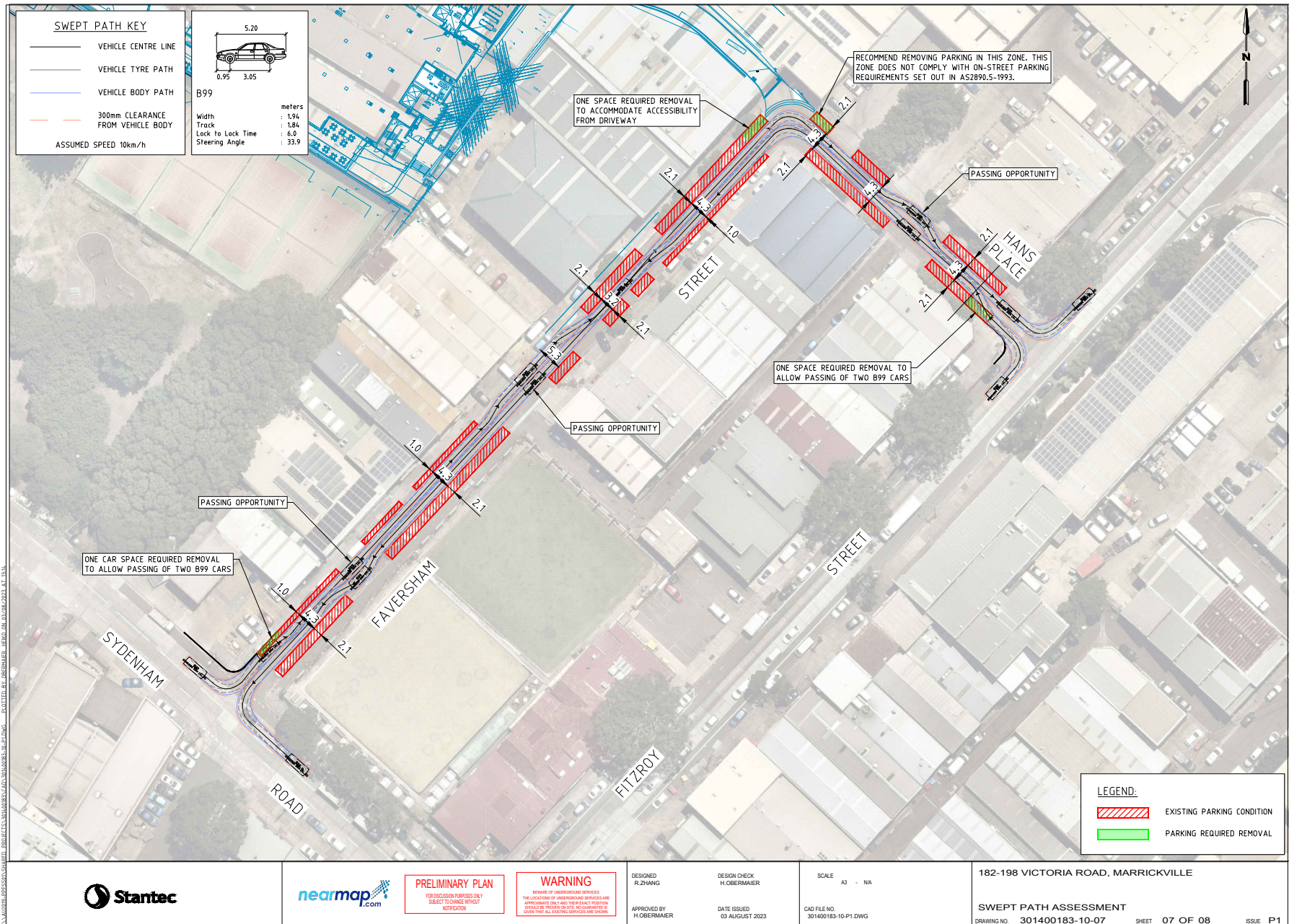


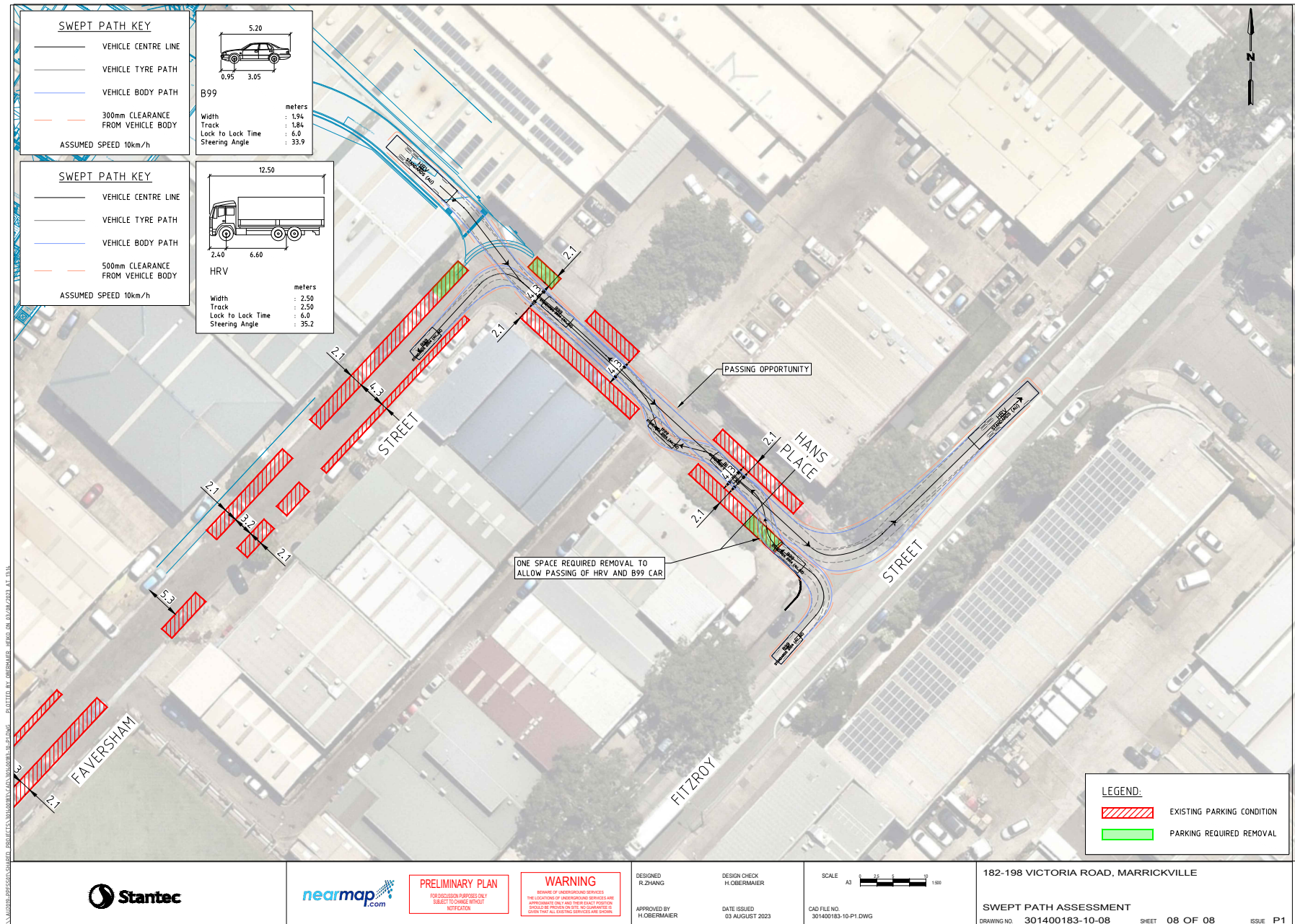


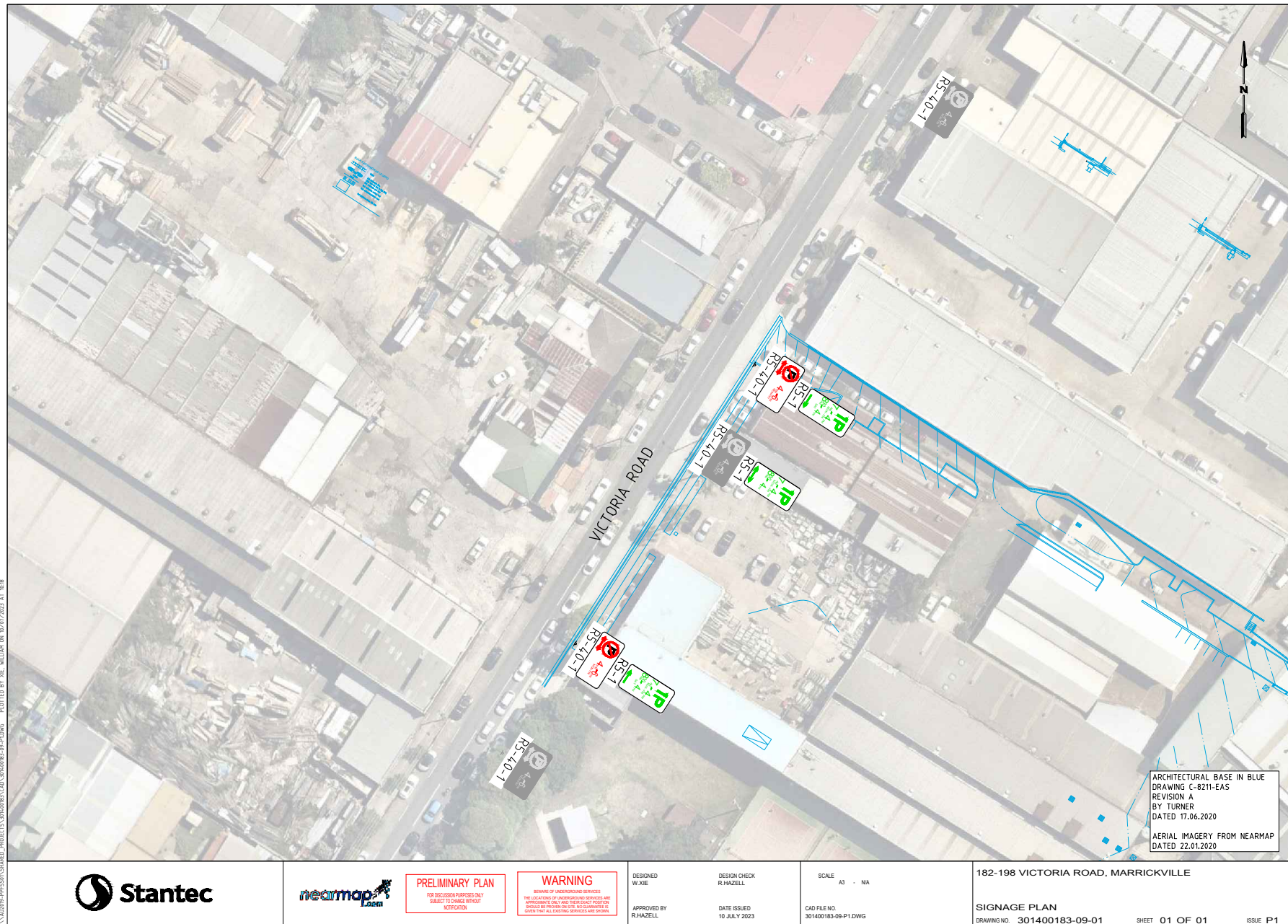


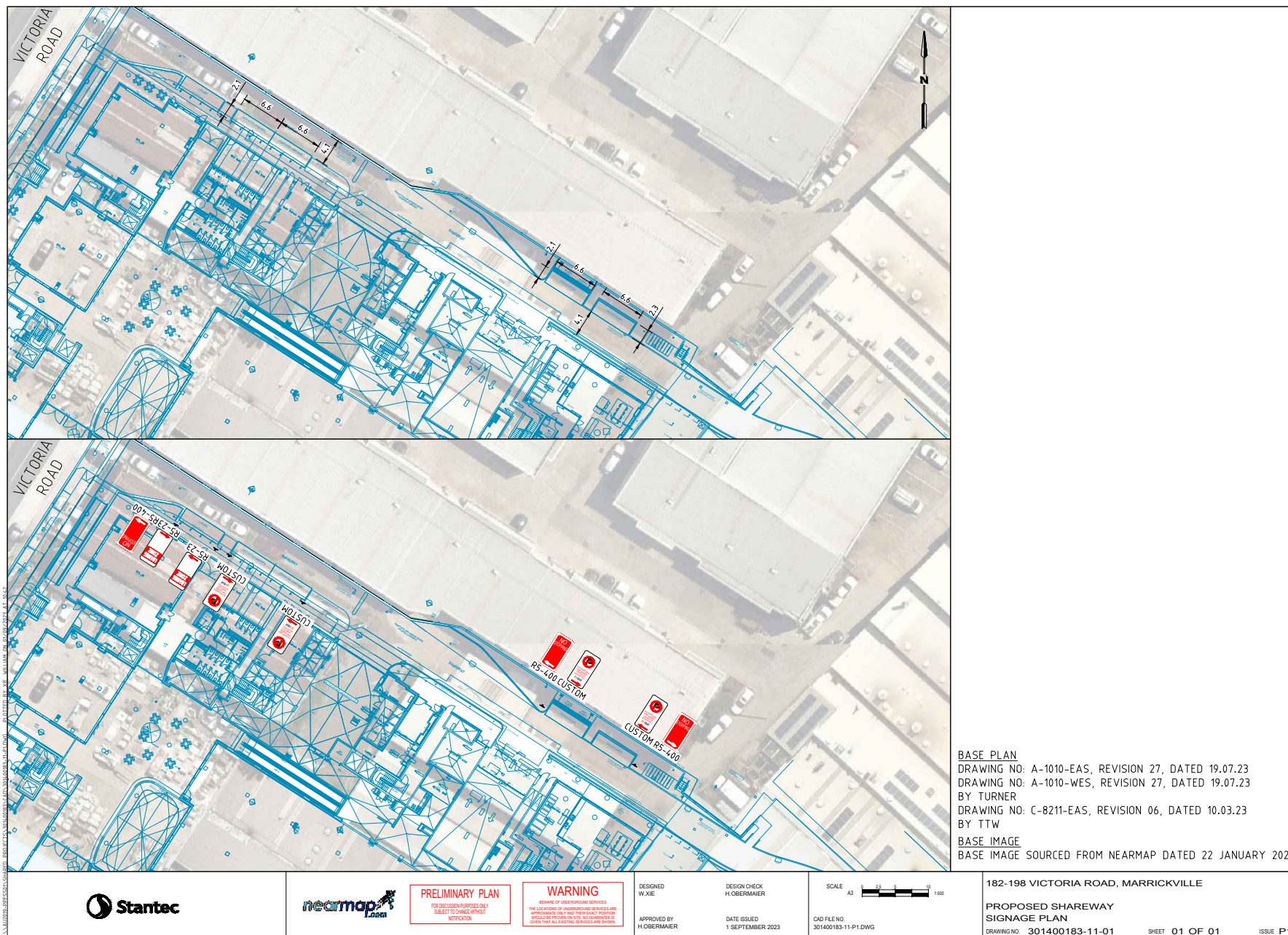












Item No: LTC1123(1) Item 2
Subject: LORD STREET, NEWTOWN - PROPOSED 'NO STOPPING' RESTRICTIONS (DAMUN-NEWTOWN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the installation of a 7m 'No Stopping' sign on the northern side of Lord Street, Newtown, just east of John Street be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The northern side of Lord Street, Newtown, east of John Street is currently signposted as '2P 8am-10pm Permit Holders Excepted Area M14'. Currently, there is no accompanying 'No Stopping' sign installed on the parking stem, which subsequently results in motorists parking their vehicle too close to the intersection of John Street, adjacent to the first timed parking space. The proposed 'No Stopping' sign seeks to improve parking compliance and reduce the instances of vehicles parking too close to the intersection.

BACKGROUND

Council has received a request from a resident requesting for the need to improve parking compliance at the intersection of Lord and John Streets, Newtown, that has historically had repeated instances of vehicles parking too close to the intersection affecting road and pedestrian safety.

DISCUSSION

Lord Street between King Street and Edgeware Road is approximately 6.5 metres wide and one-way in the westbound direction. Both sides of the street provide kerb side parking which alternates between timed parking restrictions with permit holder exemptions and unrestricted parking.

Most of the parking spaces on the northern side of Lord Street between John and King Streets are signposted as '2P 8am-10pm Permit Holders Excepted Area M14'.

At the intersection of John Street, there is currently no existing 'No Stopping' sign installed on the northern side of Lord Street, east of John Street, adjacent to the timed permit parking restrictions to clearly demarcate the kerb side where vehicles must not stop in accordance with the NSW Road Rule 167. A 'No Stopping' sign would advise to motorists that they cannot stop along this kerb space, reduce ambiguity and ensure compliance with this road rule.

This sign is to be installed on the existing stem that is currently 7 metres from the kerb line of John Street. Whilst this is slightly under the 10 metres required for a 'No Stopping' restriction at intersections, the sign is proposed adjacent to the approved 2P parking which is already in place and the change is simply formalising the existing 'No Stopping'.

Furthermore, historical traffic counts completed on Lord Street estimate an 85th percentile speed of 30 km/h. Given the low-speed environment on Lord Street, a slight reduction to 7 metres from the standard 10 metres for 'No Stopping' can be considered.

By ensuring this length of kerb space always remains unimpeded, the sight lines of westbound vehicles on Lord Street would improve for vehicles on John Street as well as pedestrians seeking to cross Lord Street John Street.

PUBLIC CONSULTATION

Inner West Council consulted residents and businesses in the area. There were 32 letters sent out with one (1) response supporting and no responses opposing the proposal.

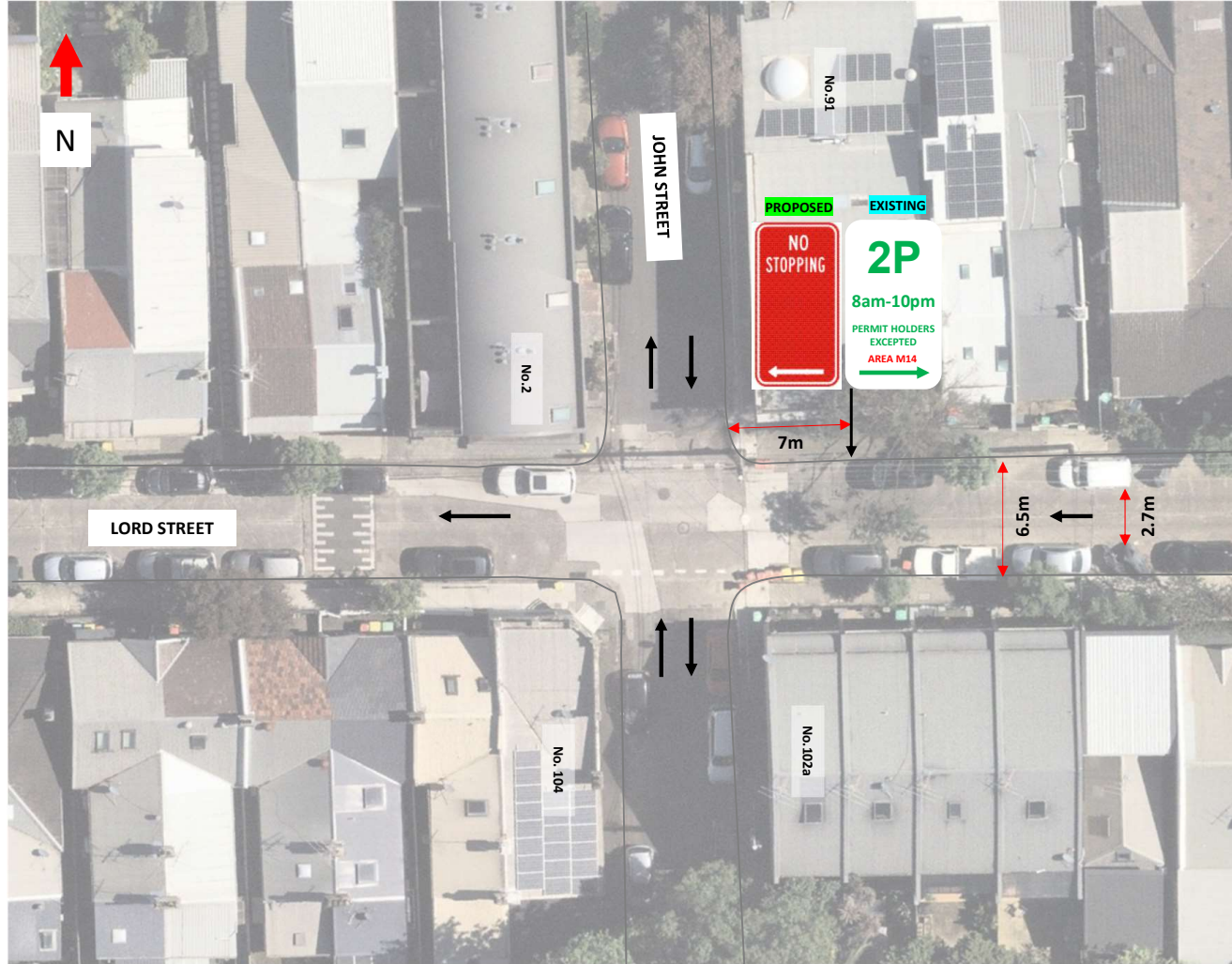
The response supporting the proposal noted the need for a 'No Stopping' sign at this intersection due to vehicles parking very close to the intersection of John Street creating a safety hazard.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Signage plan



Item No: LTC1123(1) Item 3
Subject: BRERETON AVENUE, MARRICKVILLE - PROPOSED KERB EXTENSIONS (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed kerb extensions, signs and line marking at the intersection of Brereton Avenue and Sydenham Road, Marrickville, be approved as per *Attachment 2*.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The Pedestrian Access Management Plan (PAMP) was adopted by Council in February 2022. The proposals identified by the PAMP seek to improve pedestrian safety, access and priority, particularly in areas of pedestrian concentration, as well as enhancing crossing opportunities. These proposals were prioritised between 'high', 'medium' and 'low' and further defined by the type of deficiency (for example: access, safety issue, connectivity).

The long crossing distance at the intersection of Brereton Avenue and Sydenham Road, Marrickville is identified as a high priority for Inner West Council to address in the PAMP. To address this long crossing distance issue, a kerb extension is proposed. This proposed kerb extension design seeks to reduce the crossing distance across Brereton Avenue to improve safety for pedestrians. It is recommended that the proposed design be approved.

BACKGROUND

This matter was previously referred to Council's Local Traffic Committee Meeting on 16 October 2023 to seek approval for the proposed kerb extensions on Brereton Avenue, Marrickville. The proposal is identified as a high-priority intersection in Council's Pedestrian Access Management Plan (PAMP) that was adopted by Council in February 2022, and seeks to improve pedestrian safety, access, and priority.

At the Local Traffic Committee Meeting on 16 October 2023, the representative for TfNSW objected to the recommendation and noted the need to provide swept path for the left turn from Sydenham Road to Brereton Avenue, that reflected a typical turning movement for a service vehicle (the vehicle is to occupy both the first and second travel lanes, as opposed solely to the second travel lane when making the turning maneuver). The item was subsequently deferred to allow for Council officers to investigate and resolve the issue raised.

DISCUSSION

The original swept path completed for an 8.8 metre service vehicle showed the vehicle occupying solely the second northbound travel lane to make the left turn movement to Brereton Avenue.

Following a review of the travel and parking lanes along Sydenham Road and Brereton Avenue, council officers have identified that there are existing parking spaces on the western side of Sydenham Road along the first northbound travel lane on Sydenham Road.

Subsequently, an 8.8 metre service vehicle will be required to make the left-hand turn from the second northbound travel lane, similarly to the swept paths that were presented in the original traffic committee report (LTC1023(1) Item 6). However, an effort has been made to show the service vehicle to partially occupy the first travel lane in the revised swept path.

The revised swept path shows that a service vehicle will be unable to turn without obstruction with the original kerb extension alignment and requires the reduction of the radius of the kerb extension proposed on the eastern side of Brereton Avenue.

The originally proposed 4.0-metre-wide kerb extension has been reduced to 2.6 metres (a reduction of approximately 1.4 metres) to ensure that an 8.8 metre service vehicle can turn from Sydenham Road to Brereton Road without mounting the kerb extension or obstructing the parked vehicles on the western side of Brereton Avenue.

This increases the crossing distances for pedestrians from 11.8 metres to approximately 13 metres. Whilst the increase in crossing distance for a pedestrian is undesirable, the proposal is still an improvement from current conditions, where the current crossing distance for a pedestrian is reduced from 22 metres to 13 metres.

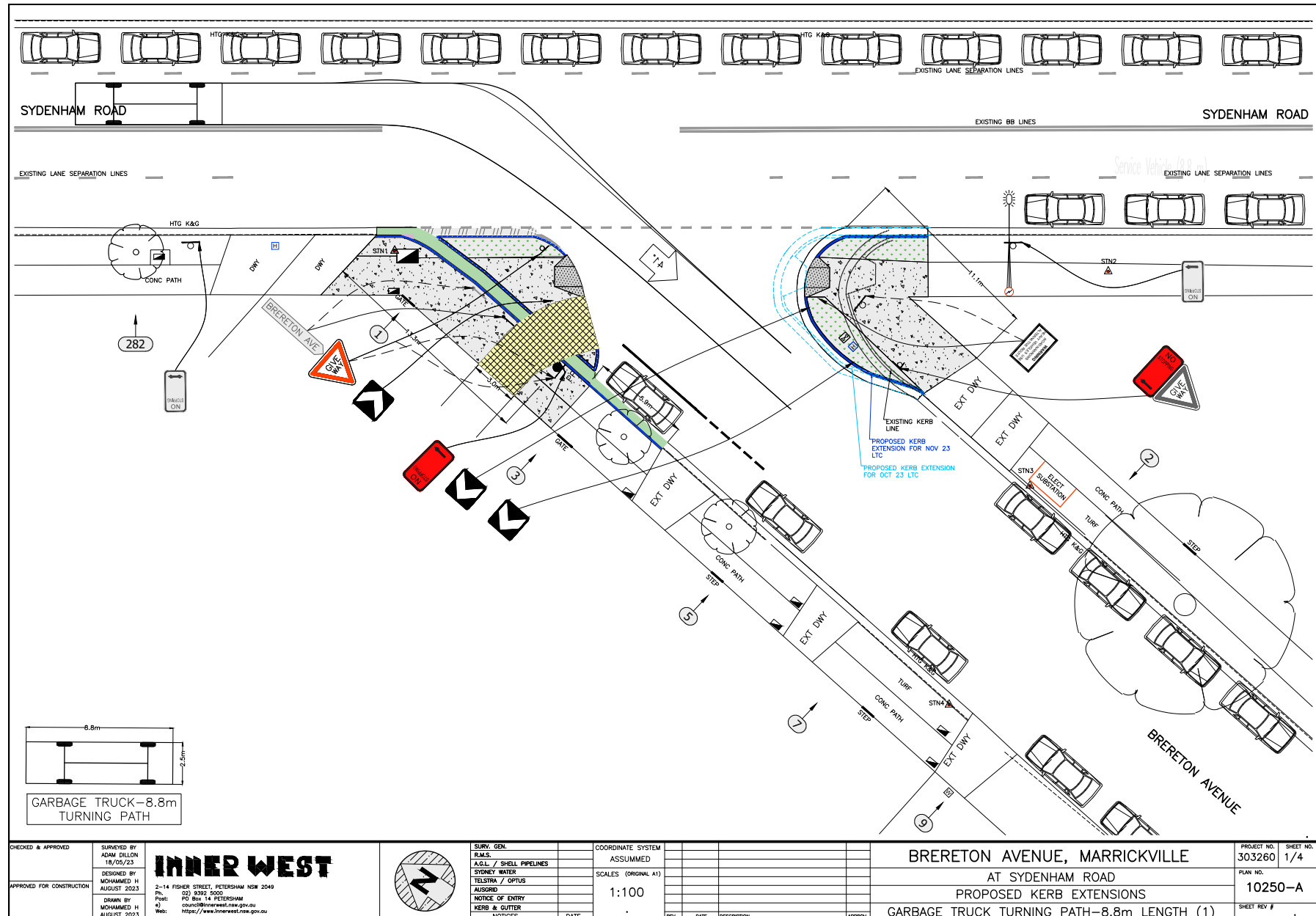
FINANCIAL IMPLICATIONS

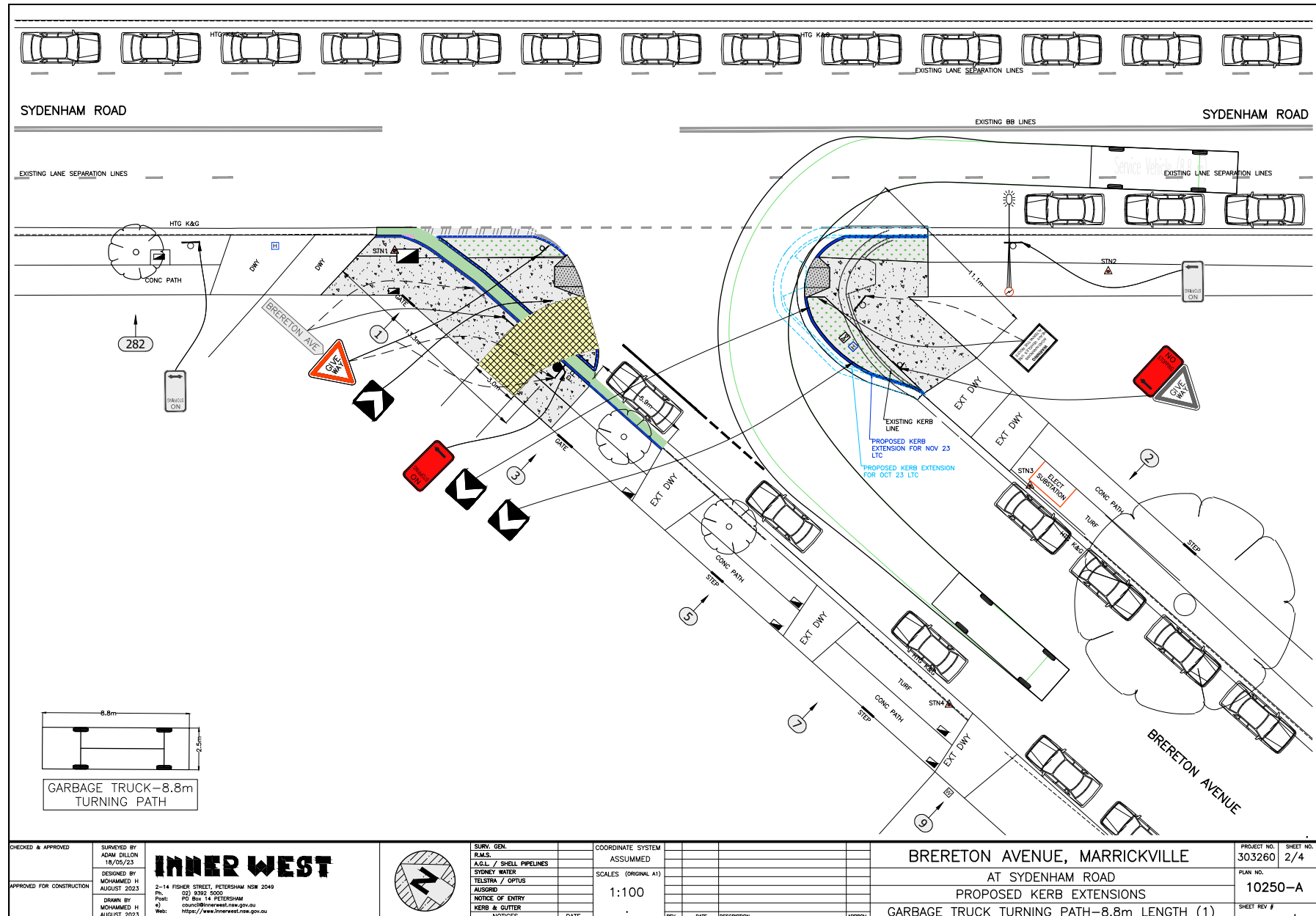
The proposal will be delivered in Council's 2023-24 PAMP construction program, with a delivery cost estimated at \$60,000.

ATTACHMENTS

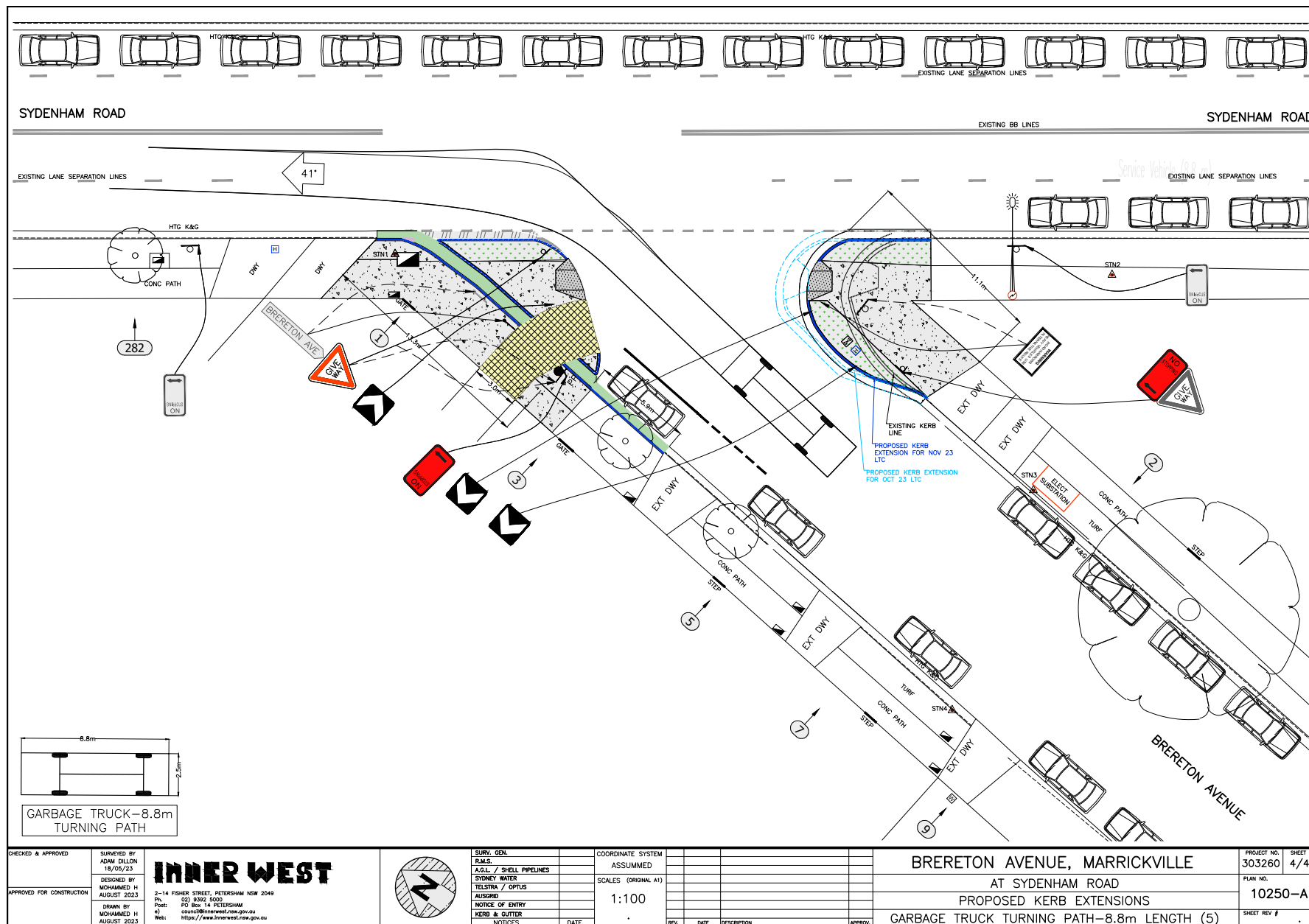
1. [Original swept path - LTC1023\(1\) Item 6](#)
2. [Revised swept paths and kerb alignment - Brereton Avenue](#)
3. [Revised concept plan - Brereton Avenue, Marrickville](#)

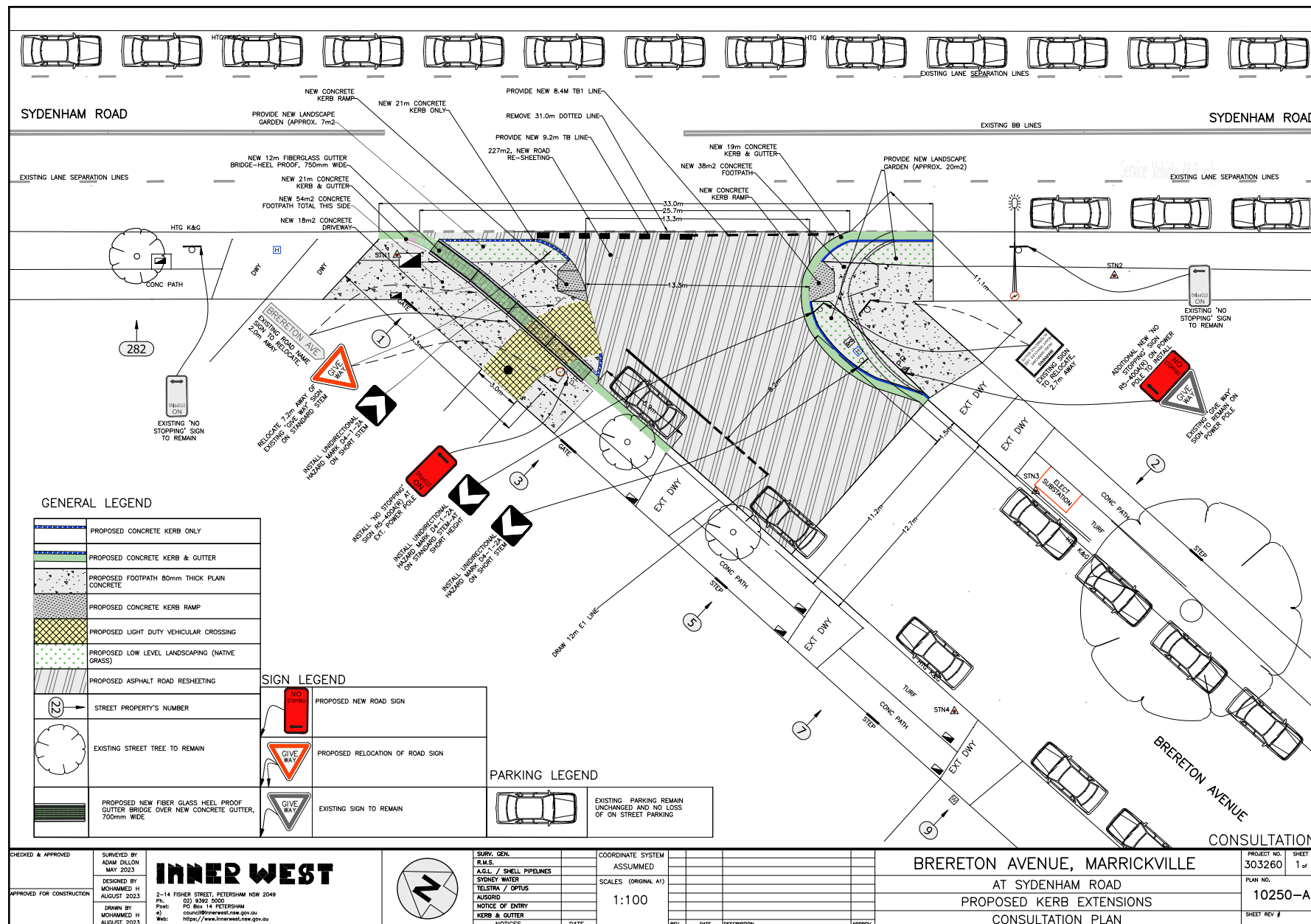












Item No: LTC1123(1) Item 4
Subject: WELLS STREET, NEWTOWN - PROPOSED RELOCATION OF THE AT-GRADE PEDESTRIAN CROSSING (DAMUN- NEWTOWN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the existing pedestrian crossing outside 106-108 Wells Street, Newtown be relocated 6.5 metres east of its existing location, and the accompanying regulatory and parking signs be adjusted to suit as per *Attachment 1*.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A proposal of 'medium' priority that was identified by the Pedestrian Access Management Plan (PAMP) is the need to improve the existing kerb ramps to the existing pedestrian crossing outside 106-108 Wells Street, Newtown outside Camdenville Public School. The existing pedestrian crossing outside Camdenville Public School is located across an existing driveway that is used as a combined pedestrian kerb ramp and vehicular crossing.

Council has subsequently completed a plan to relocate this pedestrian crossing is approximately 6.5 metres east to facilitate the construction of two new kerb ramps, separating the existing shared driveway that is being used by both vehicles and pedestrians to improve safety.

Accordingly, it is recommended that the design plan for the proposed relocation of the existing at-grade pedestrian crossing be approved.

BACKGROUND

The Pedestrian Access Management Plan (PAMP) was adopted by Council in February 2022. The proposals identified by the PAMP seek to improve pedestrian safety, access and priority, particularly in areas of pedestrian concentration, as well as enhancing crossing opportunities. These proposals were prioritised between 'high', 'medium' and 'low' and further defined by the type of deficiency (for example: access, safety issue, connectivity).

The proposed relocation of the existing pedestrian crossing outside 106-108 Wells Street, Newtown is included in the 2023/2024 Traffic Facilities Capital Works Program for construction. As noted earlier the PAMP considered the priority of pedestrian upgrades across the Inner West Council Local Government Area and identified the existing at-grade crossing on Wells Street, as a medium priority to upgrade, due to its proximity to Camdenville Public School and safety issues.

DISCUSSION

Wells Street, Newtown is a two-way road that is 6.7 metres wide with timed permit parking restrictions on the southern side and unrestricted parking on the northern side. Historical traffic counts recorded an average daily traffic volume of approximately 250 vehicles per day and an 85 percentile speed of 38.2 km/h. This indicates that the road is typically used for local access and due to the narrow travel lane, vehicle speeds are reduced.

The existing at-grade pedestrian crossing is located outside Camdenville Public School and pedestrians are required to use an existing driveway that functions as a dual kerb ramp, to cross the road. Historically, there have been no known recorded crashes with this current design, involving a pedestrian and a motorist entering or exiting the driveway. However, there is a need to proactively relocate this crossing to separate the movements between vehicles and pedestrians to improve safety.

Council engineers originally consulted on a proposal to relocate and convert the at-grade pedestrian crossing to a raised pedestrian crossing, as this is typically best practice to provide additional traffic calming and improve safety. However, as Wells Street has no stormwater infrastructure near the pedestrian crossing and the road is very flat in nature, therefore converting the current at-grade pedestrian crossing to a raised device would have resulted in flooding issues for the adjoining properties (without substantial stormwater drainage works in Wells Street). It should be noted that currently the road (kerb and gutter) is used to channel the overland flow west towards the nearest stormwater pit on Edgeware Road.

Subsequently, a revised design was considered to retain and relocate the at-grade pedestrian crossing, just 6.5 metres east of its original location. Given, that there are no historical crashes and historical traffic counts have recorded low traffic volumes and vehicle speeds, the retention of the at-grade pedestrian crossing is appropriate.

Two new kerb ramps are proposed as part of the relocation and an adjustment to the accompanying parking, warning and regulatory 'No Stopping' restrictions are also proposed. Furthermore, new pedestrian fencing is also proposed on the approach and departure sides of the relocated pedestrian crossing, adjacent to the 'No Stopping' restrictions. This will channel pedestrians towards the designated crossing point at the new kerb ramps.

PUBLIC CONSULTATION

Consultation was completed between Wednesday 11 October 2023 and Friday 27 October 2023. There were 84 letters sent to nearby residents and businesses of Brereton Avenue advising them of the proposal. Council officers received two (2) responses with one (1) response supporting the proposal and one (1) response opposing the proposal. These are summarised in the table below.

Residents response	Officers response
<p>The current street lighting was installed after an outcry from residents when the council installed new highway street pedestrian lighting over the crossing turning night into day in all the front bedrooms on the south side houses adjourning the crossing. Please consider an appropriate level of lighting for narrow streets and housing types because no one uses the crossing during the night. The purpose of the crossing is the need of safe crossing between the school and the preschool and school time hours is not night time.</p>	<p>Pedestrian crossings require PX3 level of lighting. Currently there is one floodlight for the existing pedestrian crossing. As part of the proposed relocation of the crossing 6.5m east, Council will engage an accredited lighting designer/consultant to determine required lighting level for new relocated pedestrian crossing. Therefore, Council will ensure that the required lighting level for the crossing at its proposed location will comply, without extra lighting spillage to the neighboring properties.</p>
<p>Outside No.108 Wells Street there are 2 cars and 1 motor bike parked, not one as per the plan, so the new parking space outside doesn't exist in reality. Similarly, there are two cars that currently park opposite 112 and 108 not one. Therefore, there is a gain of one car parking spot in that location not two. Therefore, in a practical sense there is a net of minus one car parking spot. However, I do realise there is a difference in the methodology of counting car parking positions - yours is more technically correct from a town planning perspective but it still grates having a promoted gain doesn't exist in reality.</p>	<p>There is currently 6.4 metres of kerb space outside 108 Wells Street between the existing 'No Stopping' and '2P 8am-10pm Permit Holders Excepted Area M14' restriction and their driveway. A kerb length of 6.4 metres allows for one (1) parking space for a vehicle and a motorcycle as per the photo below.</p>  <p>The relocation of the pedestrian crossing 6.5 metres east on Wells Street will result in the adjustment of the current 'No Stopping' and '2P 8am-10pm Permit Holders Excepted Area M14' parking restrictions on the southern side of Wells Street. This adjustment will provide one (1) permit parking space on the departure side of the pedestrian crossing, outside no.108 Wells Street and remove an existing permit parking space outside no.104C-104D Wells Street. Overall there is no net loss of parking.</p>
<p>The dire shortage of parking in our local streets but point out that, despite your upgraded "loss of one (1) existing on-street</p>	<p>There is an adjustment to the existing parking arrangement on Wells Street as part of the relocation of the existing at-grade pedestrian crossing. There is no net loss of parking as part of this proposal as the existing 'No</p>

parking but a gain of two new on-street parking spaces", this is still at issue. We particularly feel for our neighbours at 104D and 104C who will lose the residential only space outside their homes and be forced to battle for space on the opposite (unrestricted and heavily parked out all day) side of the street.

Stopping' and accompanying '2P 8am-10pm Permit Holders Excepted Area M14' are relocated to their new locations.

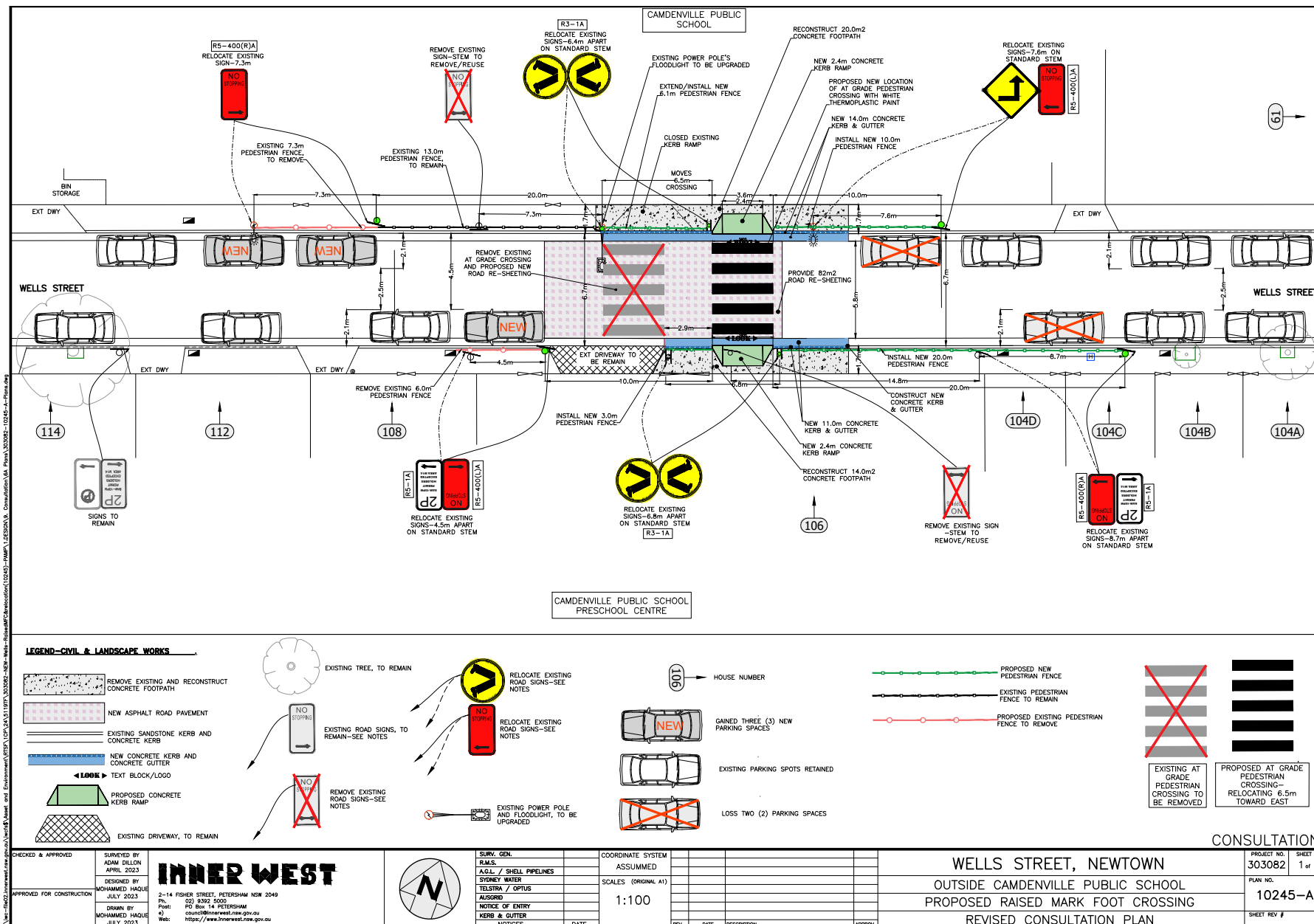
The relocation of these signs means that vehicles can park along the kerb space that was originally restricted by the 'No Stopping' restriction, offsetting the loss of parking from the new proposed 'No Stopping' restriction that is required for the new location of the pedestrian crossing.

FINANCIAL IMPLICATIONS

The proposal will be delivered in Council's 2023-24 PAMP construction program, with a delivery cost estimated at \$24,000.

ATTACHMENTS

1. [Download](#) Concept plan - Proposed pedestrian crossing relocation Wells Street, Newtown



Item No: LTC1123(1) Item 5
Subject: VICTORIA ROAD, MARRICKVILLE - PROPOSED SHORT-TERM PARKING (MIDJUBURI- MARRICKVILLE WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That an 18-metre section of '1P 9am – 5pm Monday to Saturday' restrictions on the western side of Victoria Road immediately south of the driveway 153-155 Victoria Road, Marrickville be approved in order to improve parking turnover in the vicinity of the local businesses.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Following representations from local businesses, Council is proposing to introduce a 18m section of time-restricted parking along Victoria Road, Marrickville, on the western side immediately south of the driveway 153-155 Victoria Road, in order to improve parking turnover in the vicinity of the local businesses. There will be no change to the present '7am – 9am' clearway restrictions.

BACKGROUND

A request has been received for the provision of time restricted parking along the western side of Victoria Road in the vicinity of 157 Victoria Road, Marrickville to improve parking turnover for local businesses.

A consultation letter was distributed to surrounding businesses in Victoria Road, Marrickville proposing to signpost an 18-metre section of '1P 9am – 5pm Monday to Saturday' restrictions outside 35-39A Trafalgar Street, Enmore and this report summaries the results of that consultation.

DISCUSSION

Victoria Road is a regional road, running north to south, connecting Enmore and Marrickville. There are two lanes in each direction with kerbside parking on both sides outside of 'No Parking' restrictions during peak hours:

- Northbound (western side) – 'No Parking 7am-9am Mon-Fri',
- Southbound (eastern side) – 'No Parking 4pm-6pm Mon-Fri'.

Victoria Road carries approximately 17,000 vehicles per day, 5% of which are trucks and the 85 percentile speed is listed as 58.3km/h.

It is noted that due to the clearway restrictions already in place along Victoria Road, Marrickville any proposed new short term parking restrictions would be required to maintain the peak hour traffic throughfare and be outside of those hours, hence any proposed short term parking restrictions would commence from 9:00AM. Refer to the diagram below.



PUBLIC CONSULTATION

A notification letter was hand delivered on 20 September 2023 to surrounding businesses / occupants detailing the proposal to introduce a section of time-restricted parking along Victoria Road, Marrickville, on the western side immediately south of the driveway 153-155 Victoria Road in order to improve parking turnover in the vicinity of the local businesses. The closing date for submissions ended on 13 October 2023. 30 letters were distributed. A total of two (2) responses were received both in support of the proposal.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 6

Subject: WARDELL ROAD, MARRICKVILLE – EXTENSION OF THE DROP-OFF / PICK-UP ZONE FOR ST MAROUN'S COLLEGE(DJARRAWUNANG WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the existing 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions adjacent St Maroun's College on Wardell Road (southern side of roadway) be extended 17 metres westward (towards the pedestrian crossing and replacing existing 'No Stopping' restrictions).
2. That Council's Planners be notified of the decision.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The Sydney Eastern City Planning Panel imposed a development condition on the consent for expansions works at St Maroun's College requiring an extension to the existing school drop-off / pick-up zone.

This condition required that Council approves the extension through its Local Traffic Committee. Initially the proposal to extend the drop-off zone eastward along the frontage of Gilbert Barry Reserve north of the boundary of St Marouns College was not supported at the Committee meeting on 19 June 2023. Since, the applicant has now met with Council Officers to discuss this matter and presented new material regarding an Operational Traffic Management Plan and location for the proposed pick up/drop off zone. Council Officers have now reviewed other options including review of the current 'No Stopping' restrictions in place for the wombat crossing in order to resolve this matter.

BACKGROUND

A meeting was held with several Council Officers and St Maroun's College and one of the primary discussion points was around the deferred commencement condition to provide 3 drop off-pick up spaces. Council's Traffic Manager noted that there may be an opportunity to review the existing 'No Stopping' on the frontage of the school. It was noted that the existing pedestrian crossing has 2.5m wide kerb extensions which allow for the provision of a reduced 'No Stopping' zone and further that the driveway immediately east of the current No Parking drop off/pick up restrictions is redundant and could be used for a drop-off/pick-up zone.

This report summaries an investigation into rationalising the existing 'No Stopping' restrictions in place outside the school in order to extend the current drop-off/pick-up zone.

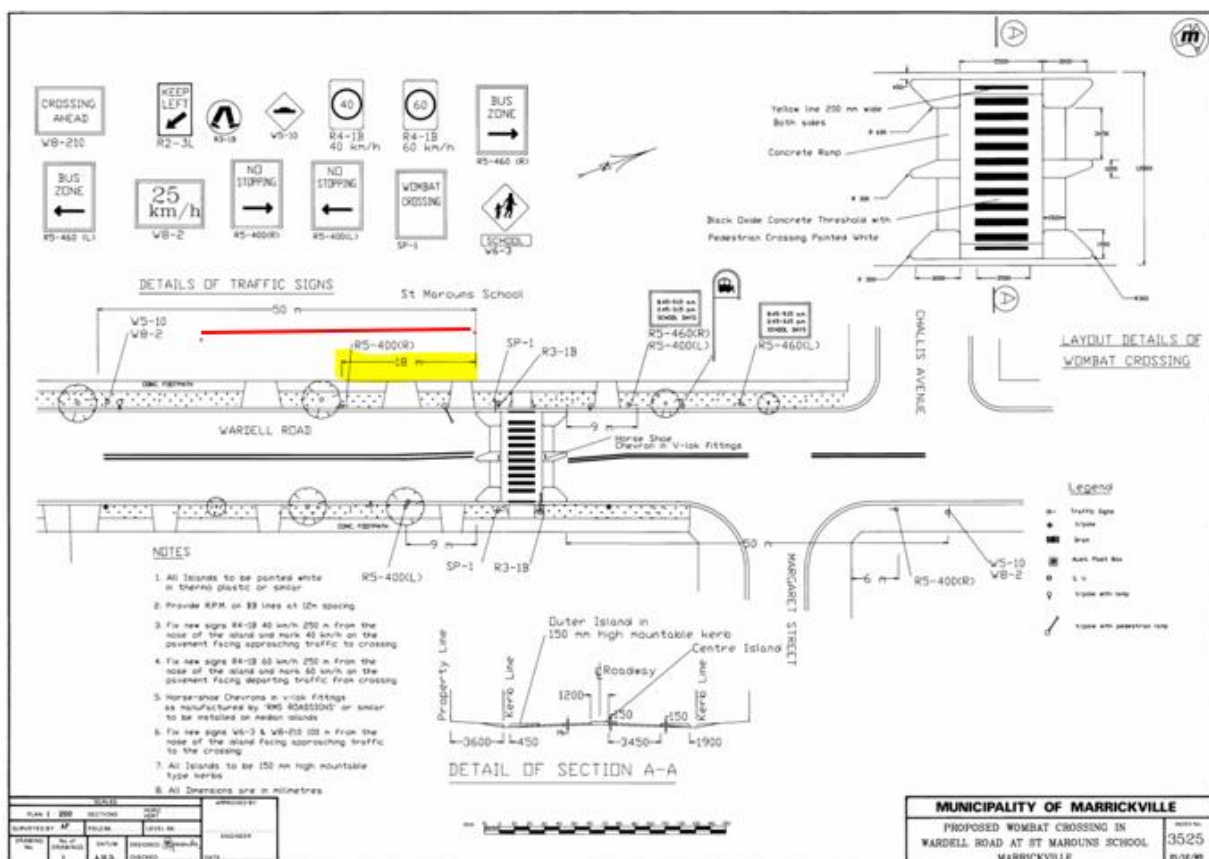
DISCUSSION

St Maroun's College is located on the eastern side of Wardell Road, between Challis and Pine Streets, Dulwich Hill.

The current parking restrictions outside the school are as follows:

- 'No Parking 8.00am-9.30am; 2.30pm-4.30pm School Days' restrictions used by parents for the drop-off and pick-up of students (40 metres in length accommodating 7 car parking spaces).
- 'No Stopping' restrictions located directly outside the school's main entrance and extending to the south of marked foot crossing.
- 'Bus Zone 8.45am-9.15am and 2.45pm-3.15pm School Days' restrictions south of the crossing, between the 'No Stopping' restrictions and Challis Avenue (16 metres in length).

A review of Council records revealed that the wombat crossing was installed around 1993. The design plan for the crossing is reproduced below. The plan shows the 'No Stopping' restrictions to be placed 18 metres from the crossing kerb island, however it appears that the 'No Stopping' restrictions on the southern side of Wardell Road north of the crossing were installed at a distance of 32 metres.



A further site inspection confirmed that the current 'No Stopping' restrictions can be reduced.

By reducing the current 32 metre length of 'No Stopping' Restrictions by 17 metres (as indicated in diagram below), an opportunity is provided to extend the existing school drop-off zone.

It is noted that outside of the school day and hour restrictions these spaces can be used by the public as additional parking in a high parking demand area. Noting the existing driveway ramp to the school gate is not used for vehicle access, the school may consider reinstating the kerb at this location so any vehicle parking over the kerb ramp does not park contrary to the Road Rules and is not penalised.



FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 7

Subject: AUDLEY STREET, AUDLEY LANE, SADLIER CRESCENT, FISHER STREET, AND EASTBOUND PARKING LANES ON NEW CANTERBURY ROAD PETERSHAM – TEMPORARY FULL ROAD CLOSURES FOR SPECIAL EVENT ON SATURDAY 23 MARCH 2024 – PETERSHAM FESTIVAL BAIRRO PORTUGUESE (DAMUM - STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary road closure of Audley Street (between New Canterbury Road and Trafalgar Street), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lane on New Canterbury Road (between Audley Street and Balanaming Lane), Petersham on Saturday 23 March 2024, from 6:00am until 2.00am (Sunday), for the holding of 'Bairro Portuguese Petersham Festival', be approved subject to the applicant complying with but not limited to the following conditions:
 - a) A Traffic Management Plan (TMP) is submitted to and approved by Transport for NSW; and an application for a Road Occupancy Licence and a temporary Speed Zone Authorisation is forwarded to and approved by the Transport Management Centre;
 - b) Notice of the proposed event is forwarded to all affected residents and businesses, including the N.S.W. Police / Inner West Local Area Commander, Fire and Rescue NSW, NSW Ambulance and Transit Systems;
 - c) Transit Systems – Inner West Bus Services be requested to implement a revised routing for scheduled bus services in Audley Street on the day of the event and install temporary bus stops as required;
 - d) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
 - e) The occupation of the road carriageways must not occur until the roads have been physically closed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West Council will be presenting Petersham Festival - Bairro Portuguese on Saturday 23 March 2024 from 3:00pm until 9:00pm on Audley Street and Fisher Street, Petersham. This event celebrates the very best of Portuguese culture with entertainment, music, dance, cultural activities, and traditional and contemporary foods. To facilitate the event, areas of Petersham will be closed and there will be road closures necessitating some road detours and bus diversions in surrounding streets (ENRC/2023/0066).

Roads affected include Audley Street (between New Canterbury Road and Trafalgar Street), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lane on New Canterbury Road (between Audley Street and Balanaming Lane), Petersham from 6.00am until 2.00am (Sunday). It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure. This report outlines the traffic management plan for the 2024 event.

BACKGROUND

Temporary road closures have been successfully implemented in previous years to hold the 'Bairro Portuguese Food and Wine Fair'. This Fair, since its inception in 2003, aims to showcase Petersham's businesses and services, attracts people to the area and has a multicultural theme. On all previous occasions, the closures were effective and no major problems were experienced.

OFFICERS COMMENTS

Event

The event will be held on Saturday 23 March 2024 and will necessitate the temporary closure of Audley Street (between Trafalgar Street and New Canterbury Road), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lanes on New Canterbury Road (between Audley Street and Balanaming Lane), Petersham from 1.00am until 9:00pm. Refer to the map below.

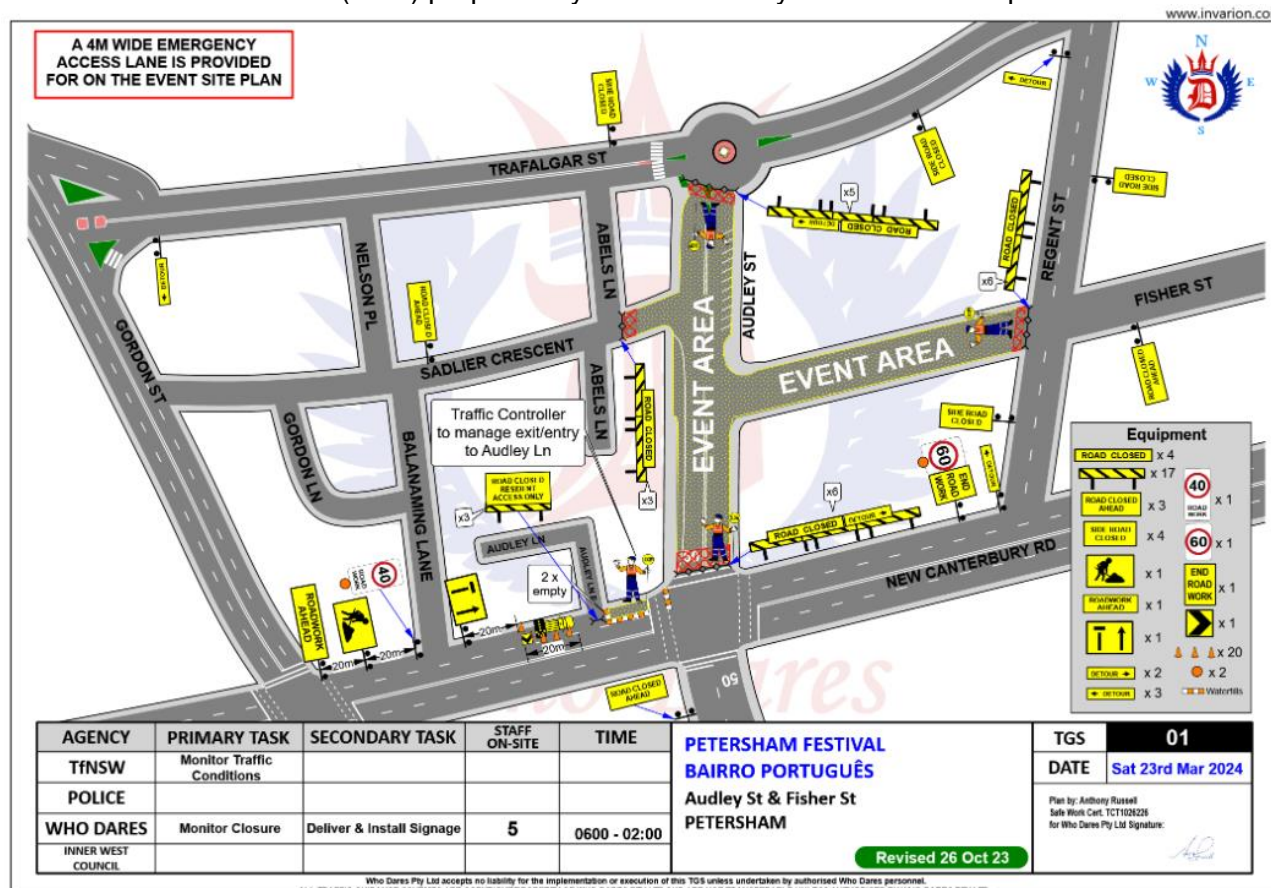


This is an extension of a Class 2 Event under the TfNSW' Special Events Guide where it impacts local traffic and transport systems but does not impact major traffic and transport systems and it disrupts the non-event community in the area around the event but not over a wide area. The event requires the involvement of Police and Local Council and a detailed Transport Management Plan (TMP).

Traffic Management Plan and Traffic Guidance Scheme

A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Bairro Portuguese Food and Wine Fair on Saturday 23 March 2024. The TMP and Traffic Guidance Scheme (TGS) are attached at the end of this report.

Access around the event site will be maintained by a detour. The detour loop will include New Canterbury Road, Regent Street, Trafalgar Street and Gordon Street. Please refer to the Traffic Guidance Scheme (TGS) prepared by Who Dares Pty Ltd – TGS 01 reproduced below.



Lane closures of New Canterbury Road

As per previous events held, it is proposed to close the parking lanes on New Canterbury Road (between Balanaming Lane and Audley Street) as shown on the TGS 01 reproduced above.

In previous years the event attracted in excess of 15,000 attendees prompting the event coordinators to look at ways to ease congestion at the main site and make access easier from New Canterbury Road. The closure of the parking lanes on New Canterbury Road improves access to the area where the main event is to be conducted and improves the amenity of the footpath dining outside a number of the eateries along New Canterbury Road which are adjacent to the closure.

There is significant improvement in access for people with disabilities as congestion will be reduced and there will be no obstacles such as tables, chairs, planter boxes, light/sign poles and bins in the closed lanes. The solid barriers will separate the pedestrians from the moving traffic on the adjacent lane and will also help prevent young children who may be separated from their custodians escaping onto the main thoroughfare and possibly being hit by passing traffic.

The TGS indicates that a reduced temporary speed limit of 40km/h is required on New Canterbury Road (between Gordon Street and Audley Street) during the closure of the parking lanes for the subject event. Thus, an application for a Road Occupancy Licence will be necessary.

Road closures

The time-span for the road closure is necessary to allow stalls and stages to be set up before the event and dismantled after the event. The closure will be affected by the placement of barricades at the following locations:

- Junction of Audley Street and New Canterbury Road;
- Junction of New Canterbury Road and Gordon Street;
- Junction of Audley Street and Trafalgar Street;
- Junction of Fisher Street and Regent Street; and
- Junction of Sadlier Crescent and Abels Lane.

Special advance notice signs will be strategically installed at least two weeks prior to the event to alert motorists of the proposed closures. These signs will be installed at the following locations:

- Junction of Railway Terrace and Gordon Street;
- Junction of New Canterbury Road and Audley Lane;
- Junction of Trafalgar Street and Audley Street;
- Junction of Regent and Fisher Streets; and
- Junction of Nelson Place and Sadlier Crescent.

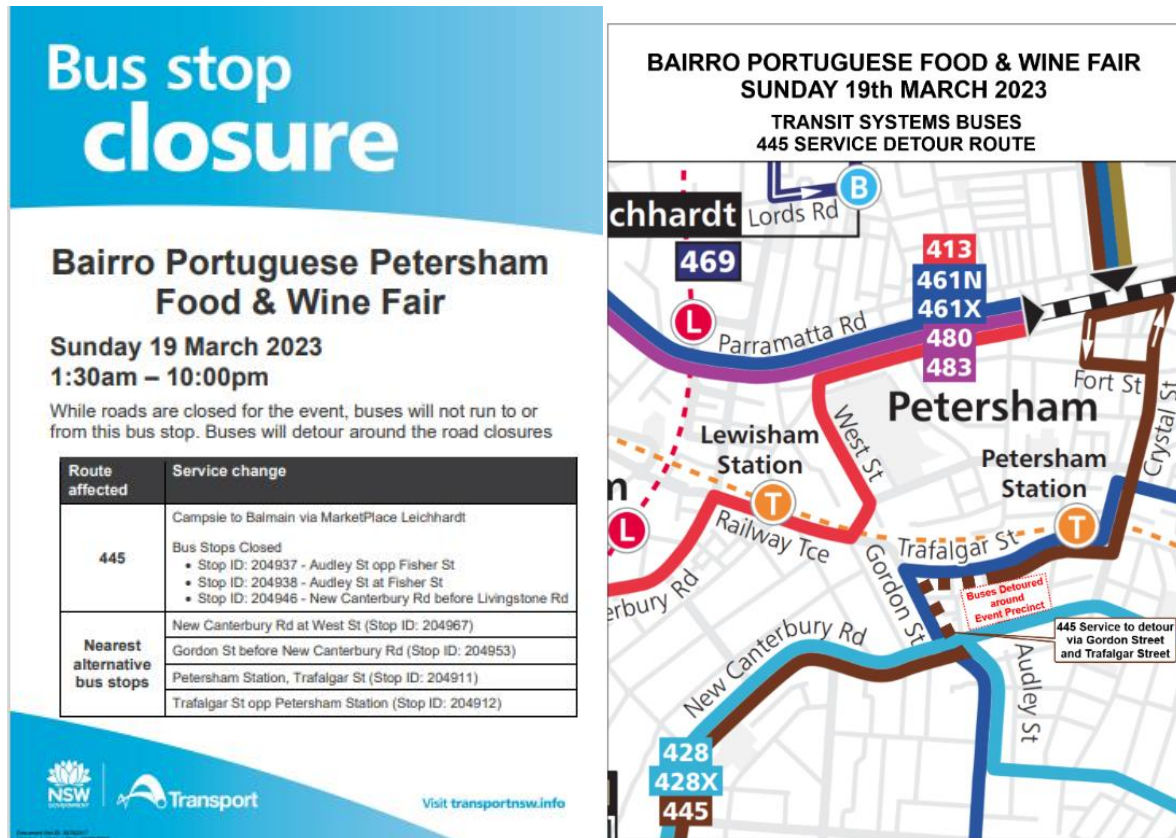
In addition, 'No Parking - Special Event' signs will be affixed over all existing timed parking restrictions signs in the area to be closed on the afternoon before the day of the event. Residents in Fisher Street will be allowed access into and out of their properties.

Audley Street is used by scheduled Transit Systems bus services and they will need to implement the re-routing of services on the day as in previous years.

Impacts on buses

Transit Systems 445 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Notices will be put up at impacted bus stops to direct passengers to the nearest stop:

- Services to Gladstone Park to run left Gordon St, right Trafalgar Street, then as normal
- Services to Campsie to run Trafalgar Street, left Gordon St, right New Canterbury Road, then as normal



Transit Systems Detour Map – Route 445

Impacts on parking

In relation to parking it is stated in the TMP that “Parking will only be available in surrounding residential streets and the public carpark at the eastern end of Fisher Street. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.”

Impacts on traffic

The TMP states that “heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours”. In relation to pedestrians and cyclists it states that “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.”

There will be no special event clearways installed for this event. The TMP states that: “Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.”

PUBLIC CONSULTATION

The proposed temporary full road closures have been advertised in accordance with the Roads Act 1993.

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services. A copy of the draft notification letter is attached at the end of this report.

The TMP states that: *"All affected residents will be notified of the event through:*

- *Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.*
- *Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event.*
- *"No Stopping" or "No Parking" signage installed by Council in the evening on Friday 22 March 2024."*

FINANCIAL IMPLICATIONS

Funding of \$85,000 has been allocated by Council for organising the 'Bairro Portuguese Food and Wine Fair' event under the 2023/2024 Major Community Events Program.

CONCLUSION

It is recommended that Council approve to the temporary full road closures on Saturday 23 March 2024 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

Other conditions that need to be complied with include:

- The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.
- Advance notifications signs for the event are strategically installed at least two (2) weeks prior to the event;
- "No Parking - Special Event" signs are affixed over all existing timed parking restriction signs within the sections of streets to be closed on the afternoon of the day prior to the event;
- A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
- The applicant is to consult with all affected residents and/or businesses in the area in writing and to conduct a letter box drop of surrounding properties at least two weeks prior to event; and
- Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.



EVENT NOTIFICATION

RE: Petersham Festival Bairro Portugues

Dear Resident,

Inner West Council is presenting Bairro Portuguese Petersham Food and Wine Fair on Saturday 23 March 2024 from 3pm until 9pm on Audley Street and Fisher Street, Petersham.

Setting up of the site will start from 6am Saturday 23 March and the pack down of the event site will commence following the conclusion of the event.

To facilitate the event, areas of Petersham will be closed between 6am 23 March and 2am Sunday 24 March 2023.

The following roads and sites are affected by the closure:

- Audley Street between New Canterbury Road and Trafalgar Street
- Fisher Street between Audley Street and Regent Street
- Sadlier Crescent between Audley Street and Abels Lane
- Audley Lane north of New Canterbury Road

It is important to take note of these road closures. **If your vehicle is parked in an external or internal car park within the event site, you will not be able to move your vehicle for the duration of the road closure.**

If your vehicle is parked on any of the closed roads your vehicle will be towed.

Council will endeavour to minimise any disruption to local resident amenities, and we hope you can attend this free event. For more information please go to <https://www.innerwest.nsw.gov.au/explore/whats-on/events-in-detail/bairro-portugues-petersham-festival> or you can contact me directly on 0405 276 287.

Kind regards,

Michael Daly
Events Manager

Page 1 of 1

Document Set ID: 383/M935

ATTACHMENTS

1. [Petersham Festival - Bairro Portugu](#)

TRANSPORT MANAGEMENT PLAN

PETERSHAM FESTIVAL
BAIRRO PORTUGUÊS



Saturday 23rd March 2024

PREPARED ON BEHALF OF

INNER WEST

Version 1.2
24th October 2023

TRAFFIC PLANNERS
SAFETY CONSULTANTS

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

Ph: 02 9569 9922

Event Organiser: **Inner West Council**

Document Author: **Anthony Russell**
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Certificate: TCT 1026226
Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.2	24 October 2023	DRAFT	First Draft

1. INTRODUCTION

Introduction

This plan has been prepared for the **Inner West Council**.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Petersham Festival - Bairro Português event held on Saturday 23rd March 2024.

1.1. 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 vehicle, 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.

1.2. 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 Petersham Festival - Bairro Português, 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	Petersham Festival - Bairro Português
Event Date:	Saturday 23rd March 2024
Event Start Time:	15:00 hours
Event Finish Time:	21:00 hours
Event Set Up Time:	06:00 hours
Event Pack Down Finish Time:	02:00 hours Sun 24 th March 2024
Event is:	Street Festival

2.2. Key Planning Contact Names

Inner West Council
Ffion Michaels
 Events Manager
Phone 02 9392 5441
Mobile 0467 524 586
E-mail ffion.michael@innerwest.nsw.gov.au

George Tsaprounis
 Acting Traffic Manager
Phone
Mobile
E-mail george.tsaprounis@innerwest.nsw.gov.au

NSW POLICE – Inner West Police
Constable Ben Walters Traffic & Operations Unit Inner West
Phone 02 9568 9299
Mobile
E-mail walt1ben@police.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd
Anthony Russell
 Events Manager
Phone 02 9569 9922
Mobile 0427 632 726
E-mail anthony@whodares.com.au

Transport for NSW - Buses
Steven Blight
 A/Transport Planning
 Project Manager
Phone
Mobile 0447 377 450
E-mail busapproval@transport.nsw.gov.au

2.3. Brief Description of the event

This event celebrates the very best of Portuguese culture with entertainment, music, dance, cultural activities, and traditional and contemporary foods. With licensed bars serving wines, beer and sangria, the invitation is open to for all to celebrate Portuguese at Australia's largest Portuguese cultural fair.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 06:00 hours Saturday 23rd March - 02:00 hours Sunday

24th March

- Audley Street between New Canterbury Road and Trafalgar Street (Both Directions)
- Fisher Street between Audley Street and Regent Street (Both Directions)
- Sadlier Crescent between Audley Street and Abels Lane (Both Directions)
- Audley Lane north of New Canterbury Road (Resident Access Excepted)

There will be a speed reduction from 60kmh to 40kmh on Canterbury Road, traveling north from Gordon Street to Regent Street.

In addition to the road closures, the eastbound parking lane on New Canterbury Road from Balanaming Lane to Audley Street will be closed to traffic.

3.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include New Canterbury Road, Regent Street, Trafalgar Street and Gordon Street.
Please refer to TGS 01

3.3. Cleaning

Prior to the reopening of the roads at approximately 01:00 hours Sunday 24th March 2024, the Inner West Council will undertake cleaning operations.

3.4. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct and the parking lane on the eastern side of New Canterbury Road with "No Stopping" or "No Parking" signage in the evening on Friday 22nd March 2024. This will assist with clearing the precinct of parked vehicles.

3.5. Sydney Trains

The closest train station is Petersham Station. It is approximately 130 metres walk via Regent Street from the event precinct.

At the time of writing this Transport Management Plan the trackwork's schedule is not yet finalised for Saturday 23rd March 2024. Potential impacts of trackwork will need to be ascertained closer to the event date.

3.6. Transit Systems amended route changes

Transit Systems 445 service will be impacted by the event road closures. These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop.

Refer Annex 1: Transit Systems Bus Detour Map

Refer Annex 2: Bus Stop Signage

3.7. Parking

Parking will only be available in surrounding residential streets and the public carpark at the eastern end of Fisher Street. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

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 Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes 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

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

3.12. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.” *

Inner West Council are the Risk Managers for their event operations. It is Inner West Council's policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

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, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as **Annex 3**.

4.3. Police

Inner West Police Area Command is to be notified of the event and a Public Assembly Form submitted.

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 and parklands 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 and NSW Police direction. This information is to remain confidential.

4.7. Risk & Contingency Plans

Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

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 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	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
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	
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 car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Signalised intersections (flashing yellow? Point duty?)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	As required by NSW Police
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
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	Under the direction of Police or traffic controllers
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Controlled by TfNSW
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

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	TMC / 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	Cut off time to be enforced.
Delayed Event	<input checked="" type="checkbox"/> Yes <input 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.

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

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2018 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic control at work sites – TfNSW Feb 2022 V6.1
- AS 1742.2-2019 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 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices - Traffic control for works on roads

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

5.1. 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.

5.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event.
- "No Stopping" or "No Parking" signage installed by Council in the evening on Friday 22nd March 2024.

5.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

5.4. Portable variable message signs

No Portable VMS Boards will be used to advertise the event.

6. PRIVACY NOTICE

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

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

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

7. APPROVAL

TMP Approved by: Date:.....

Event Organiser – Inner West Council

8. 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.

9. ATTACHMENTS

Annex 1 – Transit Systems Bus Detour Route Map

Annex 2 – Bus Stop Signage

Annex 3 – Public Liability Insurance

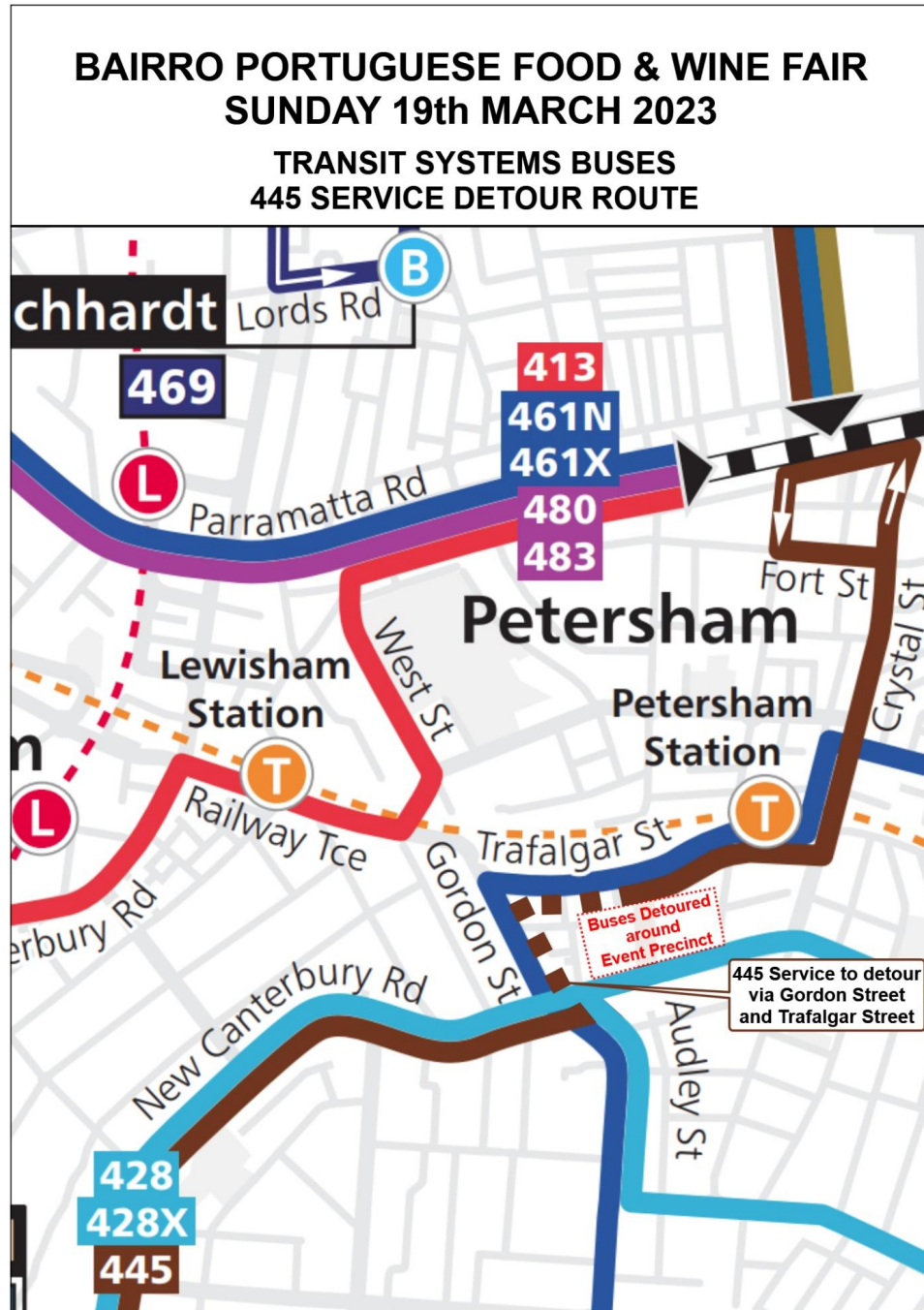
10. TRAFFIC GUIDANCE SCHEMES

TGS 01 Audley St & Fisher St PETERSHAM

TRANSIT SYSTEMS BUS DETOUR MAP **TBC 2024**

ANNEX 1

Item 7



Version 1.2 – 24 October 2023

Page 16

Document Set ID: 38304934
Version: 1, Version Date: 06/11/2023

Attachment 1

BUS STOP SIGNAGE TBC 2024

Bus stop closure

Bairro Portuguese Petersham Food & Wine Fair

Sunday 19 March 2023
1:30am – 10:00pm

While roads are closed for the event, buses will not run to or from this bus stop. Buses will detour around the road closures

Route affected	Service change
445	Campsie to Balmain via MarketPlace Leichhardt
	Bus Stops Closed <ul style="list-style-type: none"> • Stop ID: 204937 - Audley St opp Fisher St • Stop ID: 204938 - Audley St at Fisher St • Stop ID: 204946 - New Canterbury Rd before Livingstone Rd
Nearest alternative bus stops	New Canterbury Rd at West St (Stop ID: 204967)
	Gordon St before New Canterbury Rd (Stop ID: 204953)
	Petersham Station, Trafalgar St (Stop ID: 204911)
	Trafalgar St opp Petersham Station (Stop ID: 204912)




Visit transportnsw.info

ANNEX 3

PUBLIC LIABILITY INSURANCE

Item 7



ABN 66 009 098 864
One International Towers,
100 Barangaroo Ave,
Sydney, NSW, 2000
Tel: (02) 9320 2700
Direct: (02) 9320 2726
Naamon.Eurell@ita.com.au
www.statewidemutual.com.au

01 July 2023

Attention: Nova Bandian

The General Manager
Inner West Council
PO Box 45
LEICHHARDT NSW 2040

Dear Nova,

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER	Inner West Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2024
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection
STATEWIDE CERTIFICATE NUMBER	002114

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

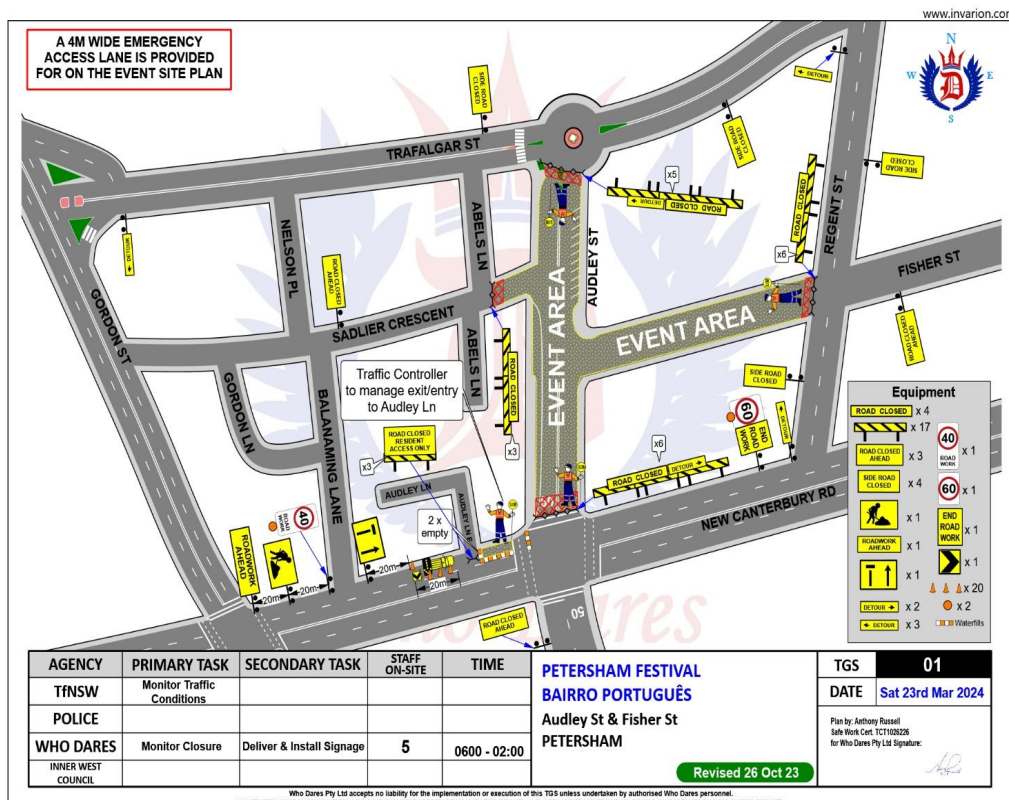
Yours sincerely,



Naamon Eurell
Executive Officer

Attachment 1

TGS 01 Audley St & Fisher St PETERSHAM



Item No: LTC1123(1) Item 8
Subject: MURRAY STREET, AT EDINBURGH ROAD AND SMIDMORE STREET, MARRICKVILLE – PROPOSED NEW PEDESTRIAN REFUGE ISLANDS POST MARRICKVILLE METRO WORKS (MIDJUBURI – MARRICKVILLE WARD / NEWTOWN AND SUMMER HILL ELECTORATES / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design and construction plans (Design Plan CONT/23/01) for the proposed new pedestrian refuge islands in Murray Street, at Edinburgh Road and Smidmore Street, Marrickville be approved for construction by the applicant.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

During the expansion works for Marrickville Metro Shopping Centre three existing pedestrian refuges were removed, two in Murray Street, one north of Edinburgh Road and the other south of Smidmore Street, Marrickville and one in Smidmore Street immediately east of Murray Street. These three pedestrian refuges are now going to be reinstated and new design and construction plans have been submitted. Marrickville Metro contractors will be reinstating the pedestrian refuges at their cost.

BACKGROUND

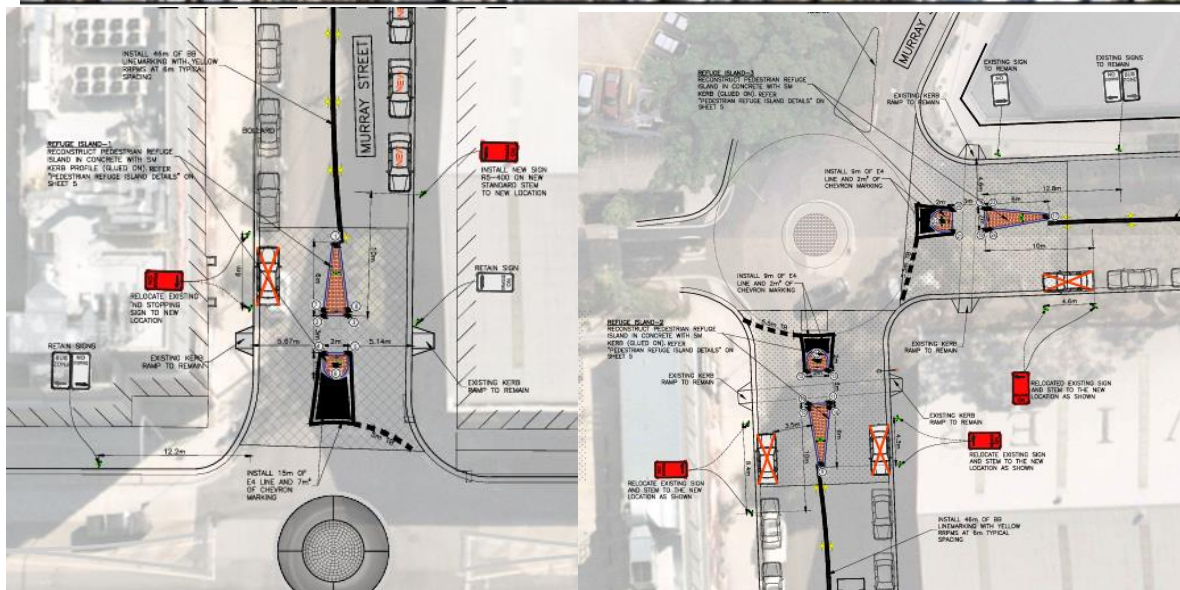
The detailed design and construction plans as shown in *Attachment 1* outline the proposed works on Murray Street, at Edinburgh Road and Smidmore Street, Marrickville. Swept path diagrams are also provided as part of the attachments. The works are to be completed by contractors as part of the expansion works for Marrickville Metro Shopping Centre.

DISCUSSION

The proposed scope of work includes the following:

- Reconstruct two pedestrian refuge islands with associated signs and line markings in Murray Street, Marrickville as per design plans.
- Reconstruct one pedestrian refuge with associated signs and line markings in Smidmore Street as per design plans.
- Existing kerb ramps to remain.
- Reinstatement of the statutory 'Give Way' line markings at the intersections as per design plans.
- Relocate 'No Stopping' signage (as per attached drawings) to suit new pedestrian refuge crossing designs.

The proposed treatments will result in the loss of four (4) legal on-street car parking spaces.



FINANCIAL IMPLICATIONS

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

CONCLUSION

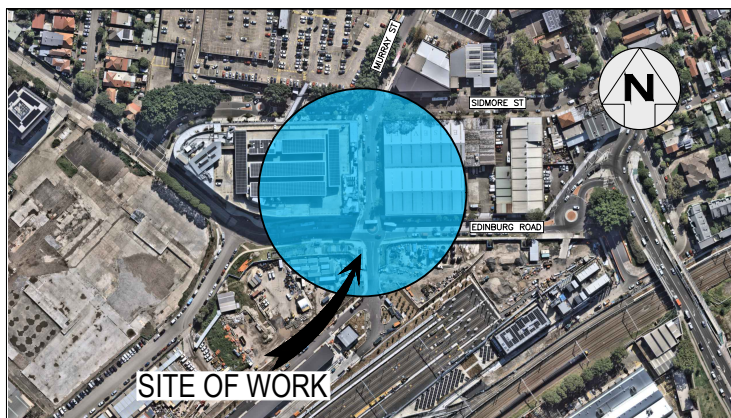
It is recommended that the proposed treatments in Murray Street be supported.

ATTACHMENTS

1. [Edinburgh Rd Smidmore St Ped Refuge Islands](#)

INNER WEST

INNER WEST COUNCIL EDINBURGH RD/SMIDMORE ST, MARRICKVILLE AT MURRAY STREET INTERSECTIONS PROPOSED PEDESTRIAN REFUGE ISLAND



SITE OF WORK

LOCALITY SKETCH
N.T.S.

IMAGE COURTESY OF NEARMAP

PROJECT #: TBA
PLAN #: CONT/23/01

FOR TRAFFIC
COMMITTEE



UTILITIES, IF SHOWN, ARE
DIAGRAMMATIC ONLY. CONTRACTORS
ARE RESPONSIBLE TO LOCATE AND
AVOID DAMAGE TO THEM AS
SPECIFIED BY EACH UTILITIES
EXCAVATION GUIDELINES.

DRAWING INDEX

SHEET #	SHEET TITLE
1	COVER SHEET
2	NOTES & SCHEDULES
3	GENERAL ARRANGEMENT, SIGNS & LINES (1 of 2)
4	GENERAL ARRANGEMENT, SIGNS & LINES (2 of 2)
5	DETAILS
6	SWEPT PATHS (19m ARTICULATED) (1 of 5)
7	SWEPT PATHS (19m ARTICULATED) (2 of 5)
8	SWEPT PATHS (19m ARTICULATED) (3 of 5)
9	SWEPT PATHS (12.5m RIGID) (4 of 5)
10	SWEPT PATHS (12.5m RIGID) (5 of 5)

UNLESS DETAILED ON THIS DRAWING
ALL WORK SHALL CONFORM TO
AUS SPEC

C:\Users\peter@innerwest.nsw.gov.au\Documents\Projects\Edinburgh Road - Pedestrian

CHECKED & APPROVED	SURVEYED BY MICK MCKAY 02-06-2008	INNER WEST 2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 8392 5000 Fax: (02) 8392 5001 Email: council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au	DOCUMENT REFERENCE	SURV. GEN. R.M.S.	COORDINATE SYSTEM GDA2020	EDINBURGH RD/SMIDMORE ST, MARRICKVILLE	PROJECT NO. TBA	SHEET NO. 1 of 10
APPROVED FOR CONSTRUCTION	DESIGNED BY ASHFAQ AHMAD 11-09-23		SERVICES AFFECTED	ADL / SHILL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSORID	SCALES (ORIGINAL A1) N.A.	AT MURRAY STREET INTERSECTIONS PROPOSED PEDESTRIAN REFUGE ISLAND	PLAN NO. CONT/23/01	
	DRAWN BY ASHFAQ AHMAD 11-09-23		NOTICE OF ENTRY KERN & GUTTER	DATE	REV. DATE DESCRIPTION	COVER SHEET	SHEET REV #	

GENERAL NOTES

1. DURING CONSTRUCTING THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS15742-2009 "TRAFFIC CONTROL DEVICES FOR GENERAL USE" AND AS15743-2009 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROAD". ALL TRAFFIC PLANS, (FIGURES MUST BE PREPARED BY A CERTIFIED AND ACCREDITED PERSON WITH QUALIFICATION IN ROAD WORKS WITH FOUR WORKS SITES" MANUAL AND WORK COVER NEW REGULATIONS.
2. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE COUNCIL'S TECHNICAL SPECIFICATION (AUS-SP10) AND TO BE IN PRACTICE STANDARDS AND THE SATISFACTION OF COUNCIL'S MANAGER CAPITAL PROGRAMS
3. ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS SHOULD BE NOTIFIED AT LEAST 7 WORKING DAYS BEFORE THE COMMENCEMENT OF ROAD WORKS.
4. ALL WORKS TO BE COMPLETED BY 5.00 PM AND 5pm Monday TO FRIDAY, NO WORKING ON SATURDAY, SUNDAY, OR PUBLIC HOLIDAYS WITHOUT PRIOR APPROVAL FROM COUNCIL.
5. ALL VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH LOT OR ALTERNATE ARRANGEMENTS MADE WITH THE OWNERS.
6. ALL WORKS TO BE CHECKED FOR LOCATION AND DEPTH PRIOR TO COMMENCEMENT OF WORKS.
7. ALL SERVICES AFFECTED BY NEW WORK TO BE ADJUSTED AS REQUIRED TO SUIT NEW SURFACE LEVELS. (TO THE REQUIREMENTS OF THE RELEVANT AUTHORITY). NO SERVICE SURFACE FITTINGS TO BE REMOVED OR DAMAGED.
8. THE LOCATION OF INDIVIDUAL PROPERTY SERVICE CONNECTIONS HAVE NOT BEEN SHOWN ON THIS PLAN AND MUST BE IDENTIFIED BY THE CONTRACTOR WITH REPRESENTATIVE FROM THE RELEVANT LOCALITY AUTHORITIES. CONTACT BEFORE YOU DIG PH: 100 (1100.WOM.COM.AU)
9. CONTRACTOR TO INSPECT FOR ALL UNSOUND AREAS BEFORE PROFILING AC PAVEMENT AND AFTER PAVING. ALL CRACKS TO BE REPAIRED TO THE FULL DEPTH OF THE CRACK. MINIMUM CRACK THICKNESS OF 15mm WITH AC28 BEFORE RESEALING IN ACCORDANCE WITH TYPICAL CROSS-SECTION.
10. EXISTING SIGNS TO REMAIN UNLESS OTHER WISE NOTED.
11. ALL LINEMARKING AND RRPP'S REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS IS TO BE REINSTATED UNLESS OTHERWISE STATED. LINEMARKING IS TO COMPLY WITH RMS QA SPECIFICATIONS R116 TO R118. ALL ROAD MARKINGS ARE TO BE THERMOPLASTIC TYPE AND INCLUDE PLASTIC BEADS IN ACCORDANCE WITH RMS QA SPECIFICATIONS 3357 AND 3353 RESPECTIVELY.
12. ALL AREAS OF CONCRETE WITH CRACKS TO BE REPAIRED TO THE FULL DEPTH OF THE CRACK.
13. AREAS OF HEAVY PATCHING ARE TO BE MARKED OUT ON SITE PRIOR TO COMMENCEMENT OF WORK BY COUNCIL'S PROJECT MANAGER AND DESIGN ENGINEER OR THEIR REPRESENTATIVE.
14. ALL CRACKS IN CONCRETE SURFACES TO BE REPAIRED TO THE FULL DEPTH OF THE CRACK TO BE REPLACED OR RESET AS PART OF THE WORKS SHALL NOT BE DAMAGED DURING THE COURSE OF THE WORKS.
15. ASPHALT CONCRETE SHALL CONFORM TO RMS QA SPECIFICATIONS R116 "HEAVY DUTY DENSE GRADED ASPHALT".
16. INSPECTIONS ARE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE MANAGER CAPITAL PROGRAMS.
ROAD PAVEMENT
 - A. SINGLE AXLE TRUCK WITH 81 LOAD TO BE AVAILABLE FOR PAVEMENT TEST.
 - B. EACH PAVEMENT LAYER SPREAD AND COMPACTED. (NOTE: SINGLE AXLE TRUCK WITH 81 LOAD TO BE AVAILABLE FOR PAVEMENT MEASUREMENT)
 - C. PAVEMENT COMPLETED PRIOR TO SEALING
17. ALL EXCAVATION COMPLETED
 - (i) FORMWORK AND REINFORCEMENT SET
 - (ii) CONCRETE FORMED AND CURED
18. MARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
19. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS QA SPECIFICATION 3353 "GLASS BEADS".
20. ALL CONSTRUCTION TO BE COMPLETED TO THE NEW STANDARD SCHEDULE WITH LENGTH FROM FACE OF KERB TO FACE OF BANK OF RAMP AS SPECIFIED.
21. WHEN CONSTRUCTION PROCEEDS TO THE LISTED STREET NAME PLACQUES EMBEDDED IN FOOTPATH TO BE INSTALLED TO THE PROPOSED ADDRESS (IF SHOWN).
22. SURVEY MARKS SHALL BE PRESERVED AT ALL TIMES WHERE PRESERVATION IS NOT POSSIBLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE SURVEYOR GENERALS DIRECTION NO.11 "PRESERVATION OF SURVEY INFRASTRUCTURE" AVAILABLE FROM LAND REGISTRY SERVICES NEW SOUTH WALES.
23. INSTALL "CHANGED TRAFFIC CONDITIONS AHEAD" SIGNS ON ALL APPROACHES 75-100m IN ADVANCE OF THE INTERSECTION AND MAINTAIN FOR 3 MONTHS.
24. ALL PATHWAYS TO BE AFFECTED BY CONSTRUCTIONWORKS SHALL BE RECONSTRUCTED TO HIGH INTENSITY CLASS 1.
25. ALL PATHWAYS TO COMPLY WITH RMS QA SPECIFICATION R143 "SIGNPOSTING" AND TO BE OF HIGH INTENSITY CLASS 1.
26. EXISTING LINEMARKING IS TO BE REMOVED BY GRINDING WHERE NEW LINEMARKING IS REQUIRED.
27. ALL SIGNPOSTING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSIGNS EMBEDDED INTO CONCRETE (OR SIMILAR AS APPROVED BY COUNCIL).

EROSION AND SEDIMENT CONTROL

- ## 4. GENERAL MEASURES
- STOCKPILES SHALL BE CONFINED TO ONE CENTRAL AREA WHERE POSSIBLE.
- EROSION CONTROL MEASURES TO BE IN PLACE PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION WORK. MEASURES TO BE TAKEN TO PROTECT ADJACENT PROPERTIES FROM EROSION AND SLIT DAMAGE.
- ALL EROSION CONTROL MEASURES NOT TO BE REMOVED UNTIL CONSTRUCTION IS COMPLETE AND SITE HAS BEEN REHABILITATED.
- VEGETATION INCLUDES COMPLETION OF ALL CONSTRUCTION WORK AND LANDSCAPING SEEDING OF ALL BATTERS AND FILL AREAS.
- PIPED DRAINAGE NETWORKS SHOULD BE INSTALLED AND CONNECTED AS EARLY AS POSSIBLE.
- ALL AREAS NOT SUBJECT TO CONSTRUCTION WORKS SHALL BE RETAINED FREE FROM CONSTRUCTION MATERIALS AND DEBRIS. IF ANY CONSTRUCTION MATERIALS OR DEBRIS ARE BECOME DISTURBED OR DAMAGED, THEY SHALL BE RE-INSTITED BY THE CONTRACTOR.
- ALL AREAS NOT SUBJECT TO CONSTRUCTION WORKS SHALL BE RETAINED FREE FROM CONSTRUCTION MATERIALS AND DEBRIS. IF ANY CONSTRUCTION MATERIALS OR DEBRIS ARE BECOME DISTURBED OR DAMAGED, THEY SHALL BE RE-INSTITED BY THE CONTRACTOR AT NO COST TO THE PRINCIPAL.
- ## 5. STABILISATION OF DISTURBED AREAS.
- STABILISATION OF DISTURBED AREAS SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATION FOR GRASSING AND/OR SPECIFICATION FOR LANDSCAPE WORKS. THE FOLLOWING SHALL BE APPLIED FOR THE CONTROL OF EROSION AND SEDIMENTATION:-
- (a) THE STABILISATION OF DISTURBED AREAS SHALL COMMENCE AS SOON AS POSSIBLE AFTER THE AREAS HAVE BEEN DISTURBED.
 - (b) ALL STABILISATION MEASURES SHALL BE UNDERTAKEN PRIOR TO THE END OF THE MAINTENANCE PERIOD.
- ## 6. MAINTENANCE
- ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE MAINTAINED IN A SATISFACTORY WORKING ORDER THROUGHOUT THE CONTRACT, MAINTENANCE AND DEFECTS LIABILITY PERIODS. THE SUPERINTENDENT SHALL BE KEPT ADVISED AS THE AREAS HAVE BEEN STABILISED AND THE SUPERINTENDENT DIRECTS THAT THE DEVICE BE REMOVED.
- THE CONTRACTOR SHALL INSPECT ALL DEVICES AFTER EACH STORM FOR STRUCTURAL DAMAGE, LOGGING SILT AND OTHER DEBRIS AND MAKE PROMPT REPAIRS OR REPLACEMENT.
- ## 7. SEDIMENT CONTROL DEVICES (S.C.D.)
- THESE SHALL BE CONSTRUCTED AT INTERVALS TO SILTOUT TO RIVER SYSTEMS TO TRAP THE SEDIMENT IN RUNOFF. SECTIONS 11.502/53/04/06 OF THE N.S.W. DEPARTMENT OF

PLANTING NOTES

1. SUBGRADE TO BE CULTIVATED TO A MINIMUM DEPTH OF 100mm.
2. PLANTING AREAS TO BE EXCAVATED TO A MINIMUM DEPTH OF 500mm AND FILLED WITH PREMIUM GRADE GARDEN SOIL.
3. INORGANIC MULCH LAYER MINIMUM 75mm DEPTH IS TO BE SPREAD THROUGHOUT ALL PLANTING AREA.
4. GARDEN AREA TO BE WATERED TWICE A WEEK FOR 3 MONTHS, OR AS REQUIRED TO MAINTAIN HEAVY GARDEN.
5. QUANTITIES OR SIZE OF PLANTS SPECIFIED ARE NOT TO BE DECREASED TO ENSURE ADEQUATE ESTABLISHMENT.

UNDERGROUND UTILITY SERVICES

1. THE LOCATION OF UNDERGROUND UTILITY SERVICES SHOWN ON THIS PLAN ARE INDICATIVE ONLY. COUNCIL CANNOT GUARANTEE THEIR ACCURACY.
2. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CARRY OUT THEIR OWN SERVICES SEARCH BY CONTACTING 'TAL DIAL BEFORE YOU DIG' (PH: 1100 26 0000 OR WWW.COM.AU) AND THE CONTRACTOR TO ADVISE THE LOCATION AND DEPTH OF ALL SERVICES PRIOR TO THE COMMENCEMENT OF WORKS.
3. ALL SERVICES AFFECTED BY NEW WORK TO BE ADJUSTED AS REQUIRED TO SUIT NEW SURFACE LEVELS. (TO THE REQUIREMENTS OF THE RELEVANT SERVICE AUTHORITY).
4. ANY DAMAGE TO SURFACE OR SUBSURFACE SERVICES BY THE CONTRACTOR IS THE CONTRACTOR'S RESPONSIBILITY.
5. ALL PERMITS REQUIRED MUST BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY PRIOR TO COMMENCEMENT OF WORKS.
6. ANY DAMAGE TO SERVICES SHALL BE RECTIFIED BY THE CONTRACTOR OR THE RELEVANT AUTHORITY.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.

PROTECTING SURVEY INFRASTRUCTURE

SURVEY MARKS SHALL BE PRESERVED AT ALL TIMES. WHERE PRESERVATION IS NOT POSSIBLE, THE PROJECT MANAGER SHALL BE NOTIFIED & CONSENT RECEIVED PRIOR TO THEIR REMOVAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE SURVEYOR GENERAL'S DIRECTION NO.11 'PRESERVATION OF SURVEY INFRASTRUCTURE' AVAILABLE FROM LAND REGISTRY SERVICES NSW WEBSITE.

CONCRETE

- C1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- C2. CONCRETE QUALITY.

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE	CEMENT GRADE
ALL	80mm	20mm	GP	25MPa

NO ADMIXTURES SHALL BE USED WITHOUT THE APPROVAL
OF THE ENGINEER.

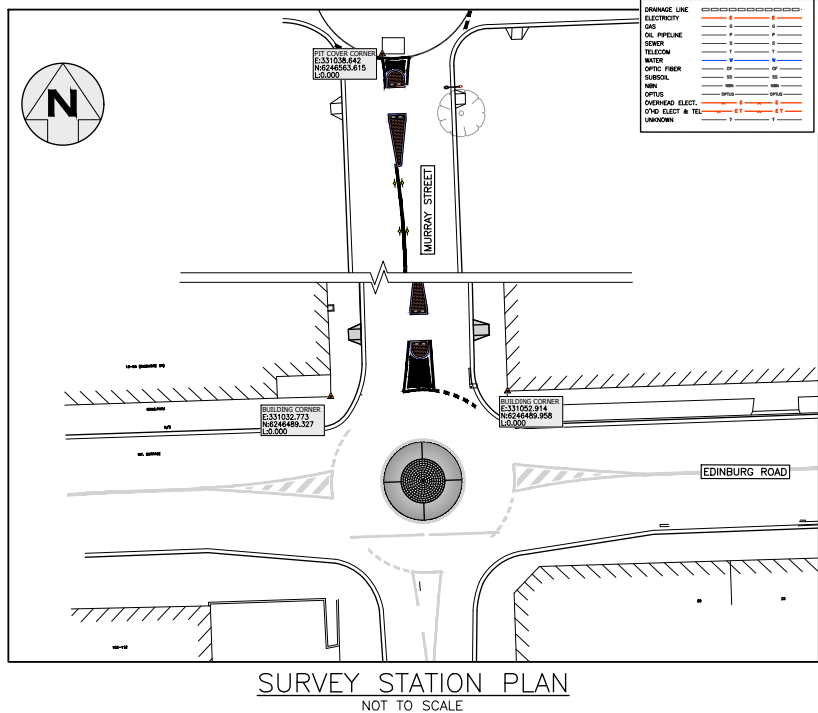
- C3. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN—

ELEMENT	SURFACE OF MEMBER IN INTERIOR ENVIRONMENT	SURFACE OF MEMBER IN ABOVE GROUND EXTERIOR ENVIRONMENT	SURFACE OF MEMBER IN CONTACT WITH GROUND (1)	SURFACE OF MEMBER WATER
ALL	35	45	55	75

NOTE:

1. COVER MAY BE REDUCED BY 10mm IF THE SURFACE IS PROTECTED BY A DAMP-PROOF MEMBRANE.
2. SLABS EXPOSED TO CORROSIVE VAPOURS, CORROSIVE GROUND WATER, SEA WATER OR SPRAY ARE TO HAVE

- C4. SIZES OF CONCRETE ELEMENTS DO NOT INCLUDE THICKNESS OF APPLIED FINISHES.
- C5. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF THE ENGINEER.
- C6. BEAM DEPTHS ARE WRITTEN FIRST AND INCLUDE SLAB THICKNESS IF ANY.



SURVEY LEGEND

SYMBOLS

- STATE SURVEY MARK
- PERMANENT SURVEY MARK
- SURVEY STATION
- DRILL HOLE & WING
- DRILLED HOLE
- SURVEY NAIL
- SKIN
- SILENT COP
- COLUMN
- BOLLARD
- HYDRANT
- POWER POLE
- LIGHT POLE
- ELECTRICITY & LIGHT POLE
- ELECTRICITY PILLAR
- PHONE BOOTH
- MAIL BOX
- TELECOM. SERVICE COVER
- TELECOMMUNICATION PILLAR
- RUMBLEBEN
- MANHOLE (STORMWATER/SEWER)
- MANHOLE (TRIANGULAR/SQUARE)
- WATER STOP VALVE
- WATER METER
- GAS VALVE
- OPTUS PIT / RMS PIT
- PARKING METER
- UNDERGROUND SERVICE COVER
- SEWER LAMP HOOD
- TRAFFIC LIGHT POLE
- TRAFFIC LIGHTS
- TRAFFIC / SIGNAL

EXISTING SERVICES

- | | |
|-------------------|---------------------------|
| DRAINAGE LINE | -----E-----E----- |
| ELECTRICITY GAS | -----G-----E----- |
| OIL PIPELINE | -----P-----P----- |
| SEWER | -----S-----S----- |
| TELECOM | -----T-----T----- |
| WATER | -----W-----W----- |
| OPTIC FIBER | -----OF-----OF----- |
| SUBSOIL | -----SS-----SS----- |
| NH/N | -----NHN-----NHN----- |
| CPTUS | -----CPTUS-----CPTUS----- |
| OVERHEAD ELECT. | -----E-----E-----E----- |
| OTH'D ELECT & TEL | -----ET-----ET-----E----- |
| UNKNOWN | -----U-----U----- |

IMPORTANT

AUTHORITY	CONTACT NO.	SERVICE TYPE
ARNET PTY LTD	1300 275 662	FIBRE OPTIC ASSETS
AUSGRID	02 4951 0899	LOW VOLTAGE LINE
CEMEX GAS SOUTH	1300 650 000	POWER & DISTRIBUTION
NBN CO	1800 626 329	BURIED FIBRE OPTIC
NEXTGEN	1300 532 532	BURIED FIBRE OPTIC
OPTUS	1800 505 777	BURIED FIBRE OPTIC
SYDNEYWATER	13 20 92	WATER & SEWER LINES
TELSTRA	1800 653 935	BURIED CABLES
VERIZON	02 9434 5000	BURIED CABLES



UTILITIES, IF SHOWN, ARE
DIAGRAMMATIC ONLY. CONTRACTORS
ARE RESPONSIBLE TO LOCATE AND
AVOID DAMAGE TO THEM AS
SPECIFIED BY EACH UTILITIES
EXCAVATION GUIDELINES.

! WARNING !

BEPARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES HAVE BEEN
INTERPOLATED FROM AERIAL PHOTOGRAMMETRIC DATA OR
KNOWN POSITIONS OF VALVES, MANHOLES ETC. OR
INFORMATION SUPPLIED BY SERVICE AUTHORITIES. NO
RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE
INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL
SERVICES ARE ACCURATELY LOCATED PRIOR TO
COMMENCEMENT OF WORK.

NOTE

ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS
OTHERWISE SHOWN

NOTE

ALL SIGNS AND LINES
TO REMAIN UNLESS
OTHERWISE NOTED.

IMPORTANT
ALL KERR DAMS

R, TELSTRA & ELECTRICITY
THE VICINITY OF WORKS,
TO CONTACT SYDNEY
RA & ENERGY AUSTRALIA
CAVATION

NOTE

WATER, SEWER, TELSTRA & ELECTRICITY
SERVICES IN THE VICINITY OF WORKS,
CONTRACTOR TO CONTACT SYDNEY
WATER, TELSTRA & ENERGY AUSTRALIA
PRIOR TO EXCAVATION

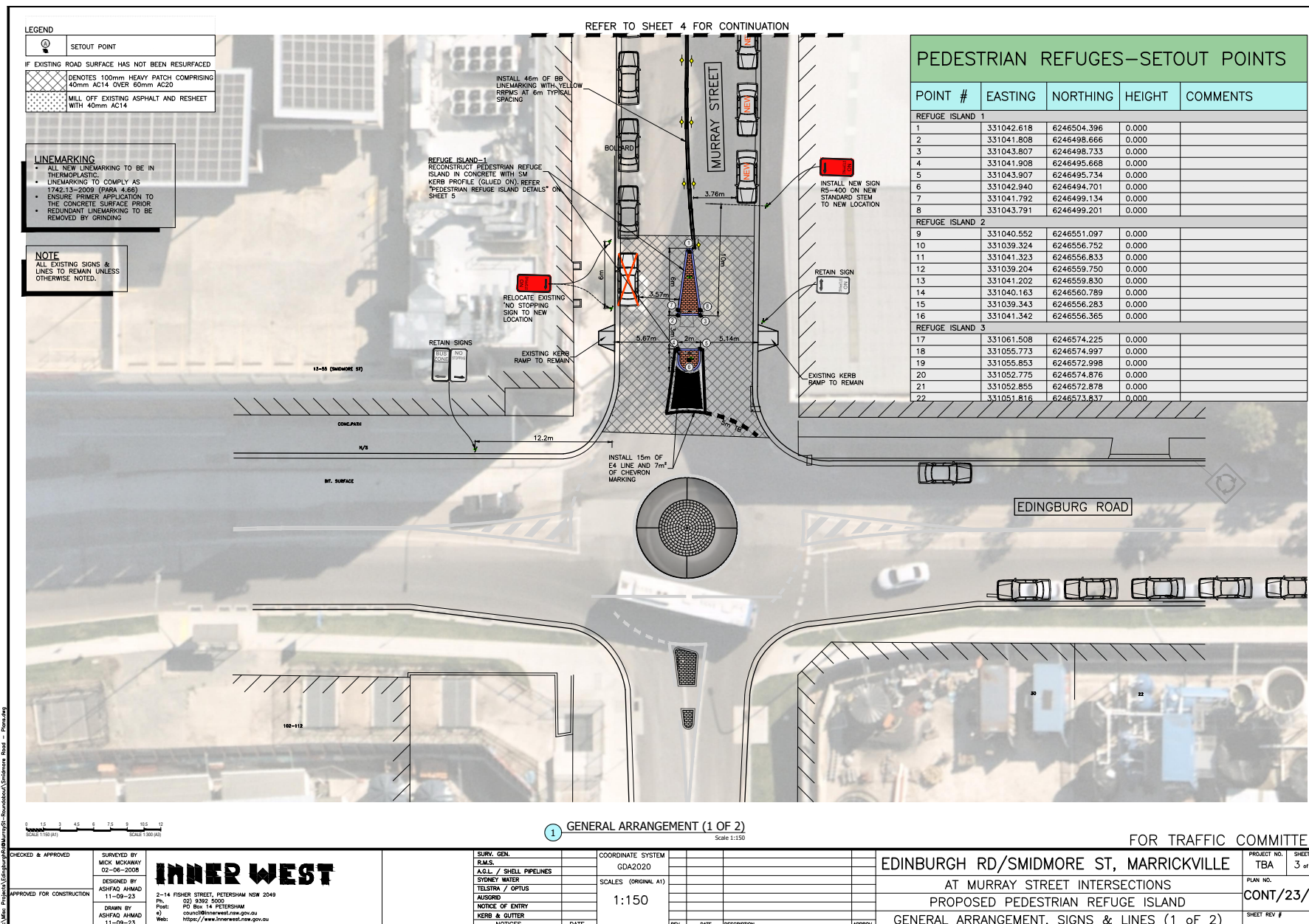
NOTE

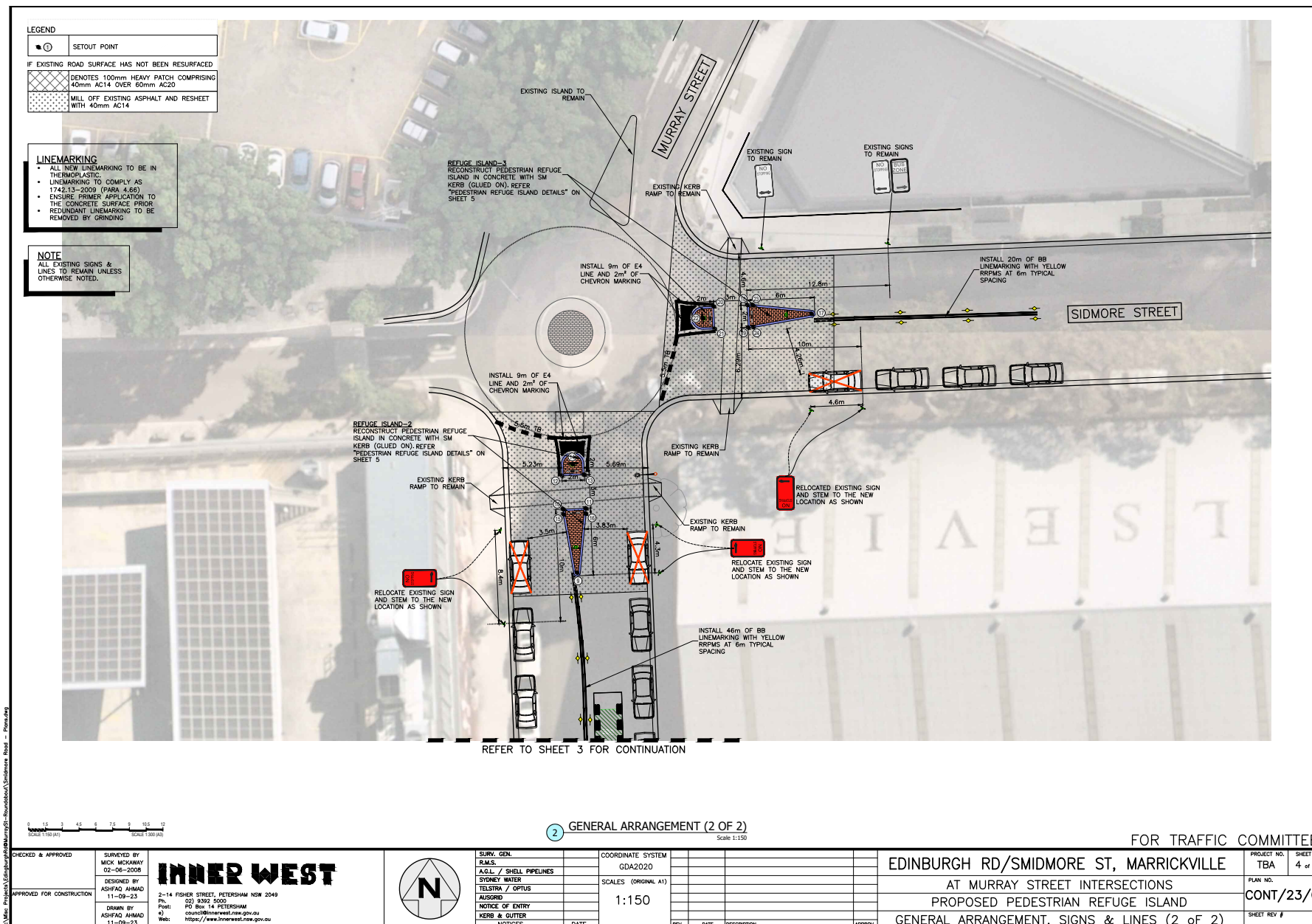
CONTRACTOR TO REINSTATE ALL KERB & GUTTER,
ROAD PAVEMENT AND FOOTPATHS AFFECTED BY
WORKS TO INNER WEST COUNCIL STANDARD AND
TO THE SATISFACTION OF THE PROJECT MANAGER

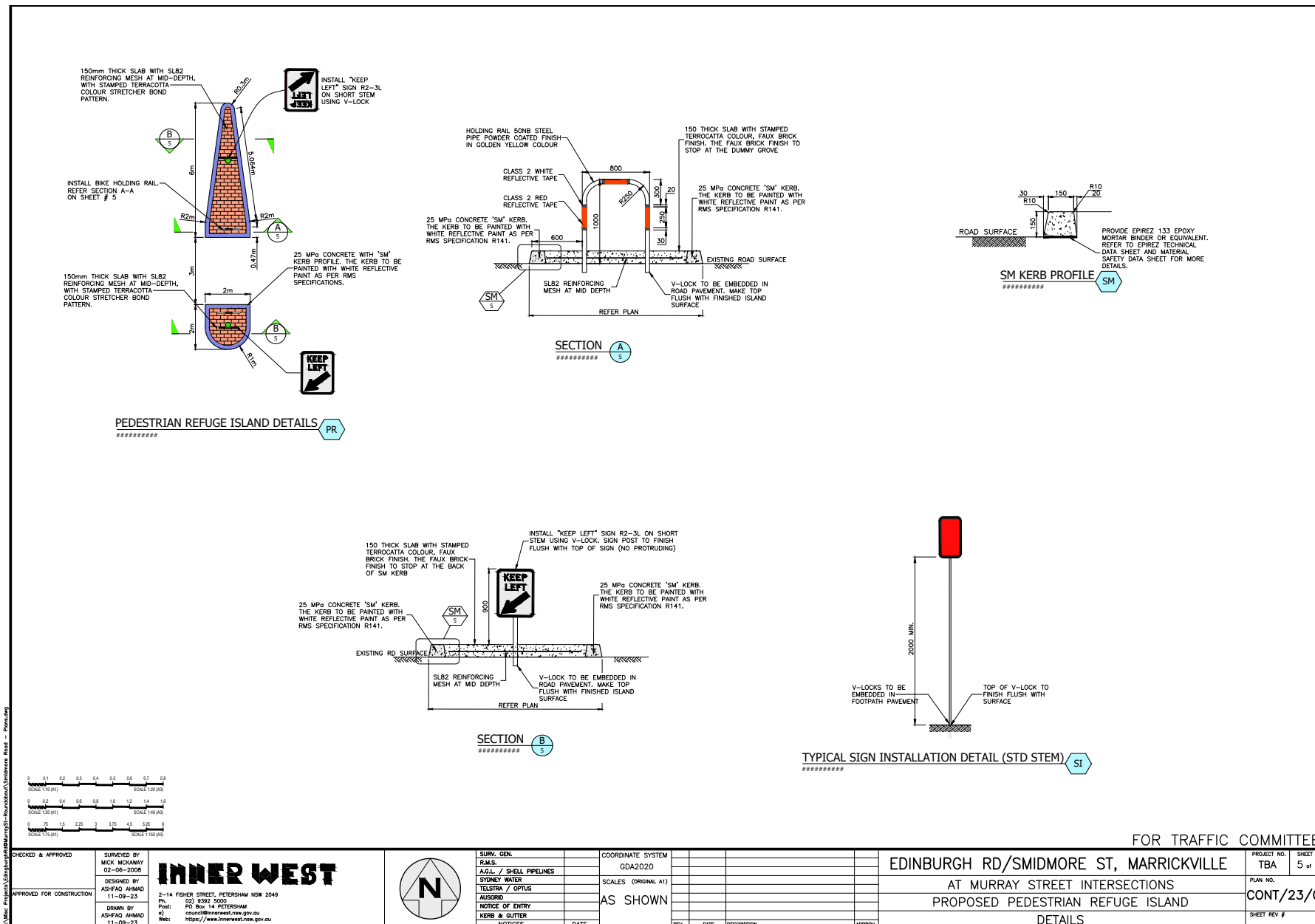
NOTE

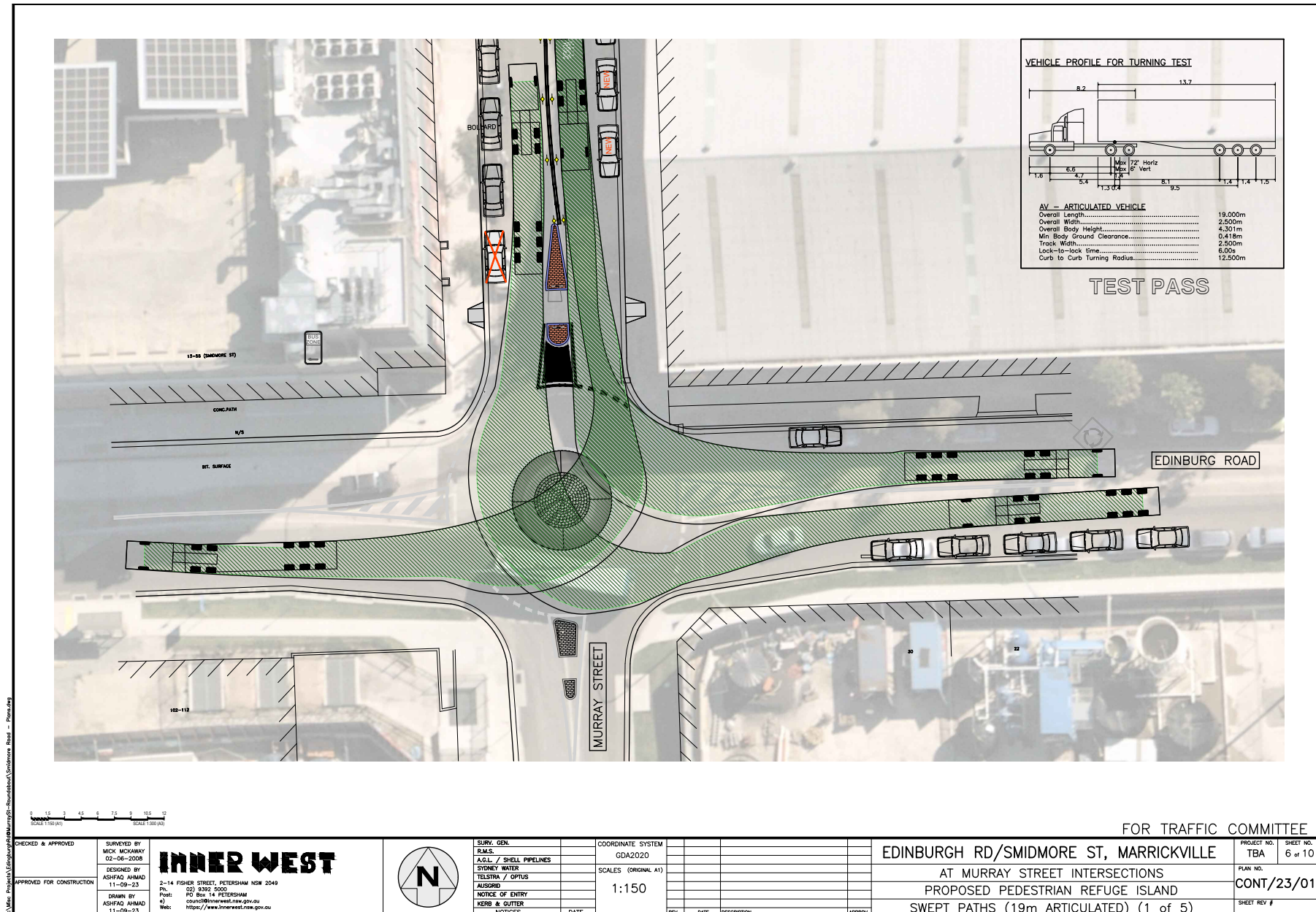
SURFACE FITTINGS OF UNDERGROUND SERVICES ARE TO FINISH FLUSH WITH THE NEW SURFACES

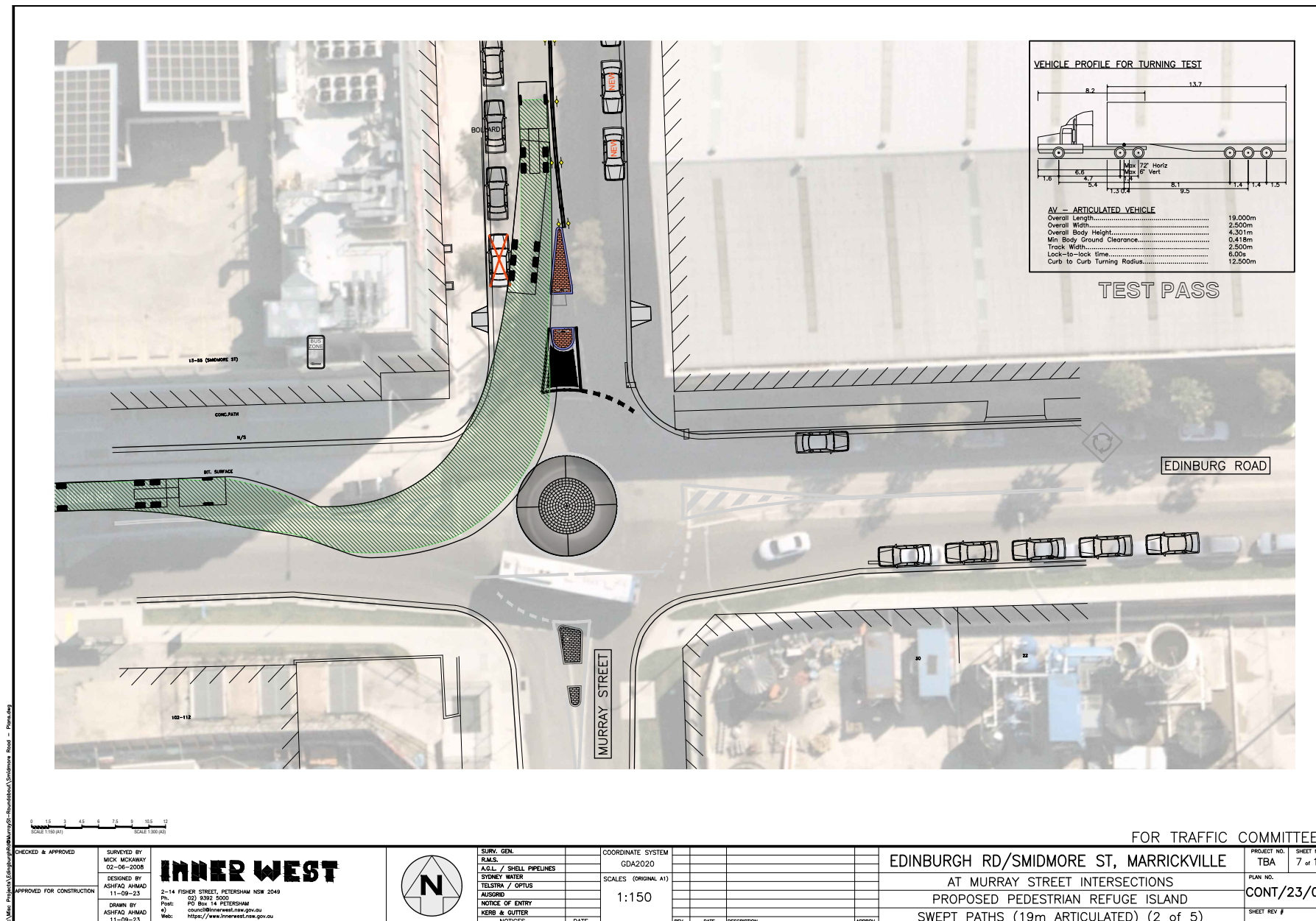
CHECKED & APPROVED	SURVEYED BY MICK MCKAWAY 02-06-2008	INNER WEST	DESIGNED BY ASHFAQ AHMAD 11-09-23	2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 9392 9200 Email: PO Box 14 PETERSHAM council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au	SURV. GEN.	COORDINATE SYSTEM	EDINBURGH RD/SMIDMORE ST, MARRICKVILLE	PROJECT NO.	SHEET NO.
					R.M.S.	GDA2020		TBA	2 of 10
APPROVED FOR CONSTRUCTION	DRAWN BY ASHFAQ AHMAD 11-09-23				A.G.L. / SHELL PIPELINES	SCALES (ORIGINAL A1)	AT MURRAY STREET INTERSECTIONS PROPOSED PEDESTRIAN REFUGE ISLAND	PLAN NO. CONT/23/01	SHEET REV #
					SYDNEY WATER	N.A.			
					TELSTRA / OPTUS				
					AUSROAD				
					NOTICE OF ENTRY				
					KEMB & GUTTER				
					DATE				

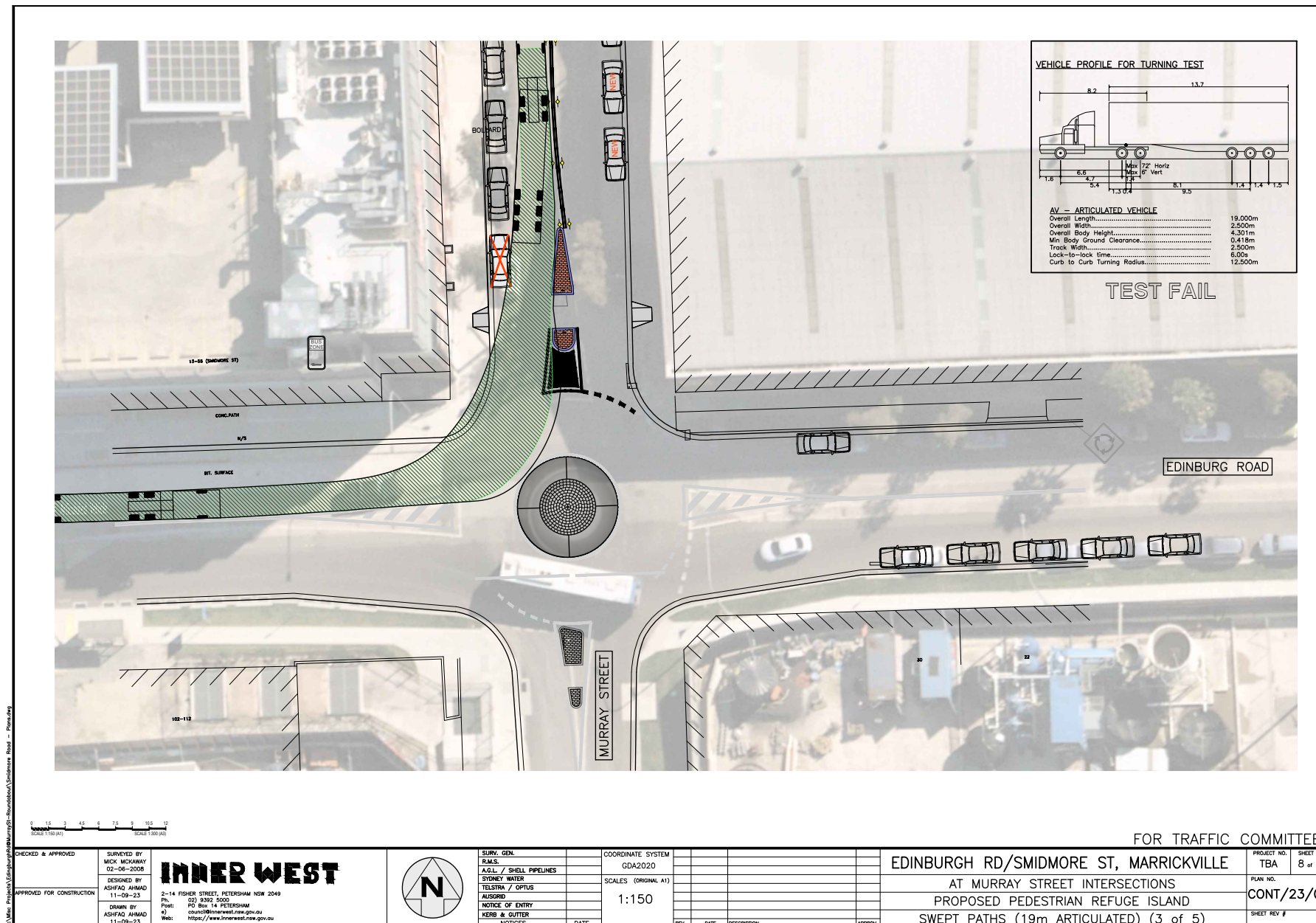


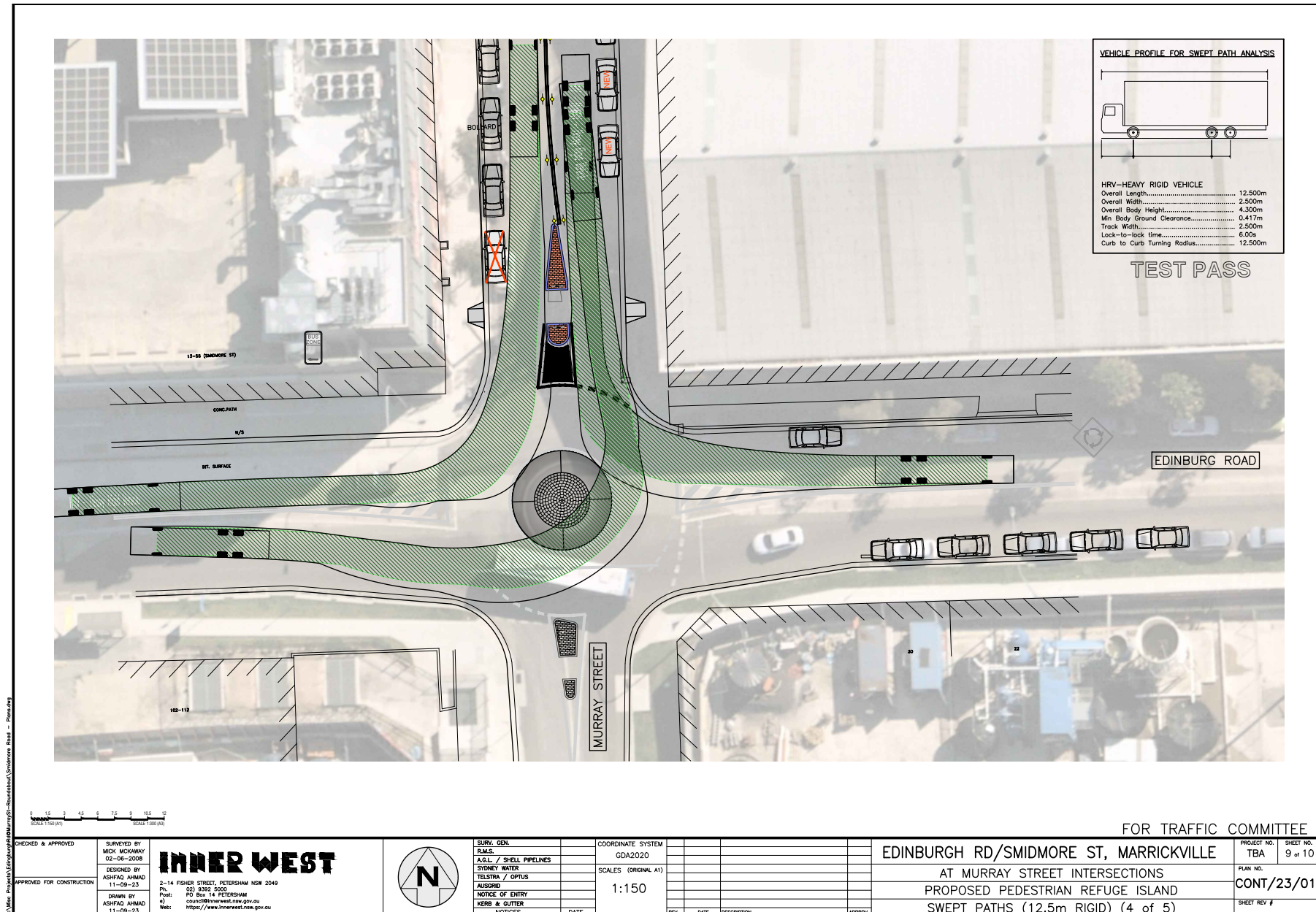


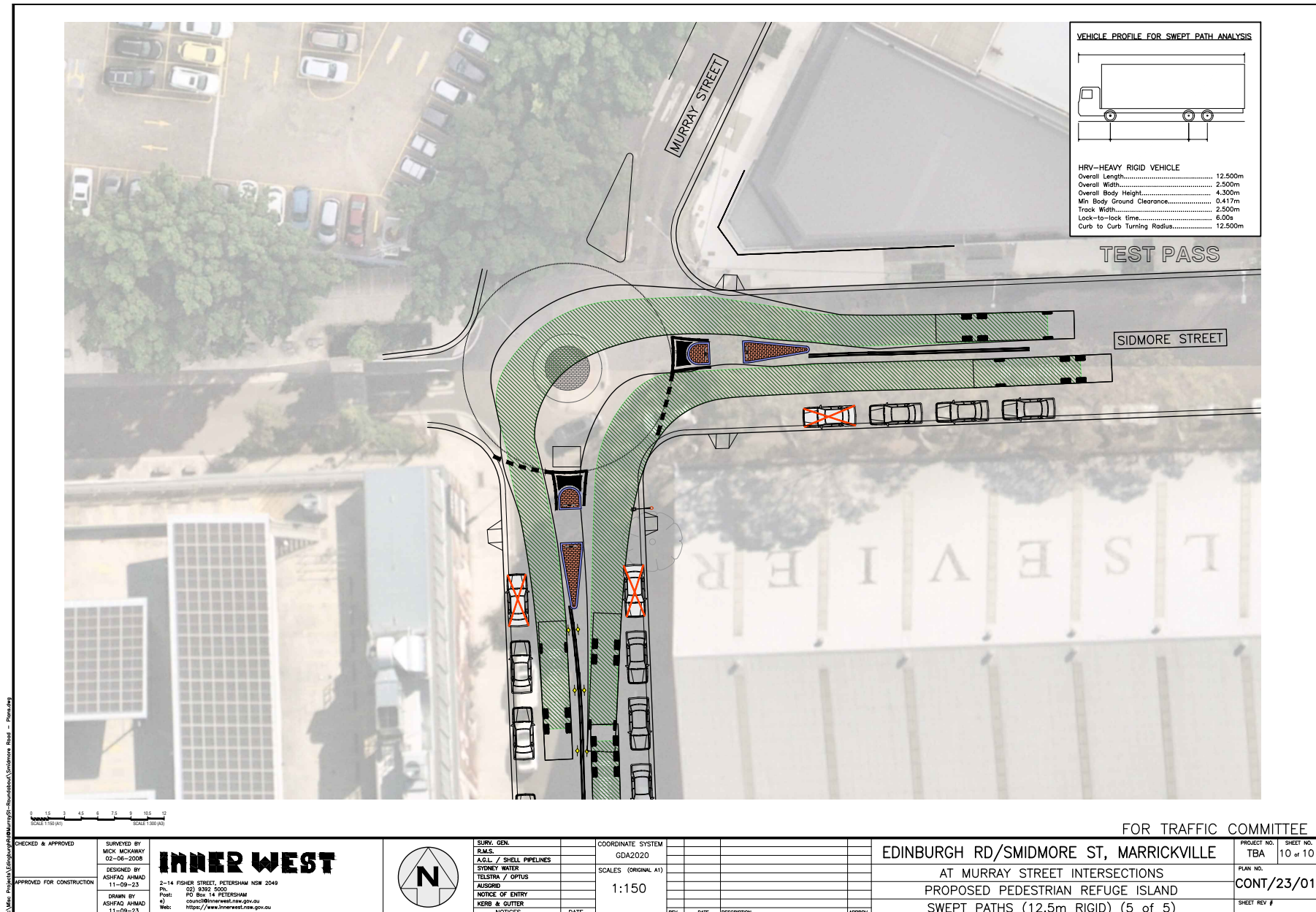












Item No: LTC1123(1) Item 9

Subject: LACKEY STREET & SMITH STREET (BETWEEN MOONBIE STREET AND NOWRANIE STREET) SUMMER HILL- TEMPORARY FULL ROAD CLOSURE- 'SUMMER HILL FESTIVAL' ON SUNDAY 10 MARCH 2024.

(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure of Lackey Street & Smith Street (between Moonbie Street and Nowranie Street) Summer Hill, be approved for the purpose of holding a 'Summer Hill Festival' event on Sunday 10 March 2024 between 4.00am to 10.00 pm as per the submitted TMP and TGS, and subject to the following conditions and all standard Council conditions for a temporary full road closure.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West Council is presenting a Summer Hill Festival on Sunday, 10 March 2024 from 11am until 5pm on Lackey and Smith Street, Summer Hill.

The Summer Hill Neighbourhood Festival celebrates the area's rich culture in a street festival boasting a wide variety of delicious food, refreshments, and artisan goods, hosting 100% local content in the heart of Summer Hill.

The setting up of the site will start from 6am Saturday, 10 March and the pack down of the event site will commence following the conclusion of the event.

To facilitate the event, areas of Summer Hill, i.e. Lackey Street and Smith Street (between Moonbie Street and Nowranie Street) will be closed between 4am and 10pm Sunday 10 March 2024. Hardie Avenue will only be open for carpark access off Smith Street.

BACKGROUND

Lackey Street and the above section of Smith Street have been closed on numerous occasions in the past for various food and musical events. The temporary full road closure of Lackey Street and Smith Street has been approved through the Traffic Committee in the past, subject to appropriate traffic control, specific conditions as recommended above and other standard conditions as set out by Council.

DISCUSSION

It is expected that up to 3,000 people may attend the event. The event would be categorised under a class 2 (if not a 3) event under the TfNSW Special Events Guide where it does not impact on the major traffic and transport systems and non-event community over a wide area. The event requires the involvement of Local Council and Police.

Adequate traffic control will be provided, with traffic made to detour through the surrounding streets. Hardie Avenue will only be opened to access the Summer Hill carpark. If the carpark is full, vehicles will be directed to park elsewhere. Service vehicle activity in the area will be encouraged to be done outside the times of the event. Refer to the Traffic Guidance System (TGS) and Detour plans as shown on *Attachment 1* and Traffic Management Plan (TMP) *Attachment 2* to explain any further details on the event.

The event-coordinator will apply for a Road Occupancy License (ROL). Lackey Street and Smith Streets are not Bus Routes

The proposed temporary full road closure will be advertised in accordance with the Road Act 1993.

FINANCIAL IMPLICATIONS

Funding of approximately \$60,400 has been allocated by Council for the event under the Council's Economic Development Budget.

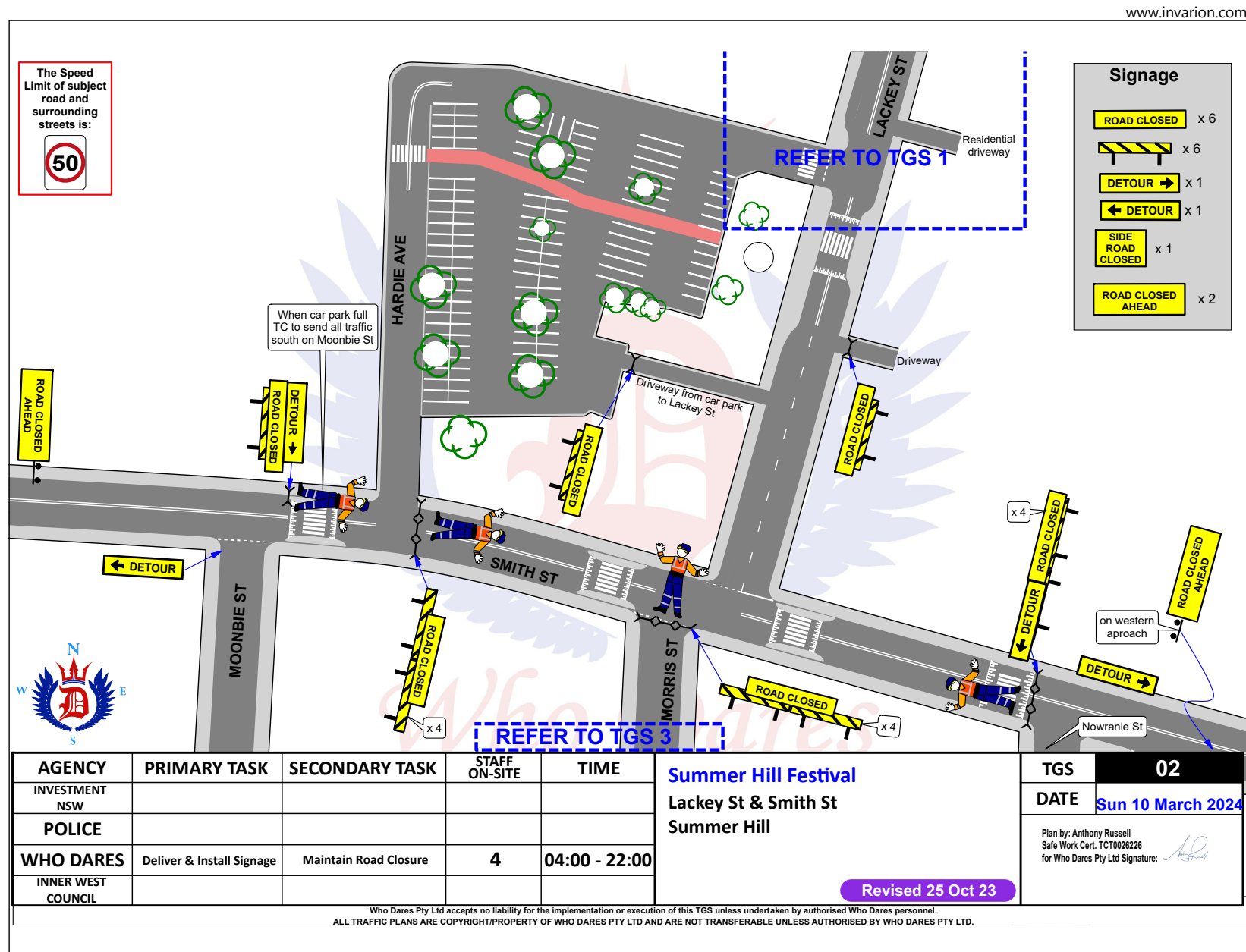
ATTACHMENTS

1. [Traffic Guidance System \(TGS\) plans and detour plan.](#)
2. [Traffic Management Plan.](#)

www.invarion.com

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	Summer Hill Festival Carlton Crescent & Lackey St, Summer Hill Revised 25 Oct 23	TGS	01
INVESTMENT NSW						DATE	Sun 10 March 2024
POLICE						Plan by: Anthony Russell Safe Work Cert. TC70026226 for Who Dares Pty Ltd Signature: <i>[Signature]</i>	
WHO DARES	Deliver & Install Signage	Maintain Road Closure	2	04:00 - 22:00			
INNER WEST COUNCIL							

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
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The Speed Limit of subject road and surrounding streets is:

50

Signage

- ROAD CLOSED RESIDENT ACCESS ONLY x 1
- DETOUR → x 2
- ← DETOUR x 2
- SIDE ROAD CLOSED x 2
- ROAD CLOSED AHEAD x 1

AGENCY

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
INVESTMENT NSW				
POLICE				
WHO DARES	Deliver & Install Signage	Maintain Road Closure	1	04:00 - 22:00
INNER WEST COUNCIL				

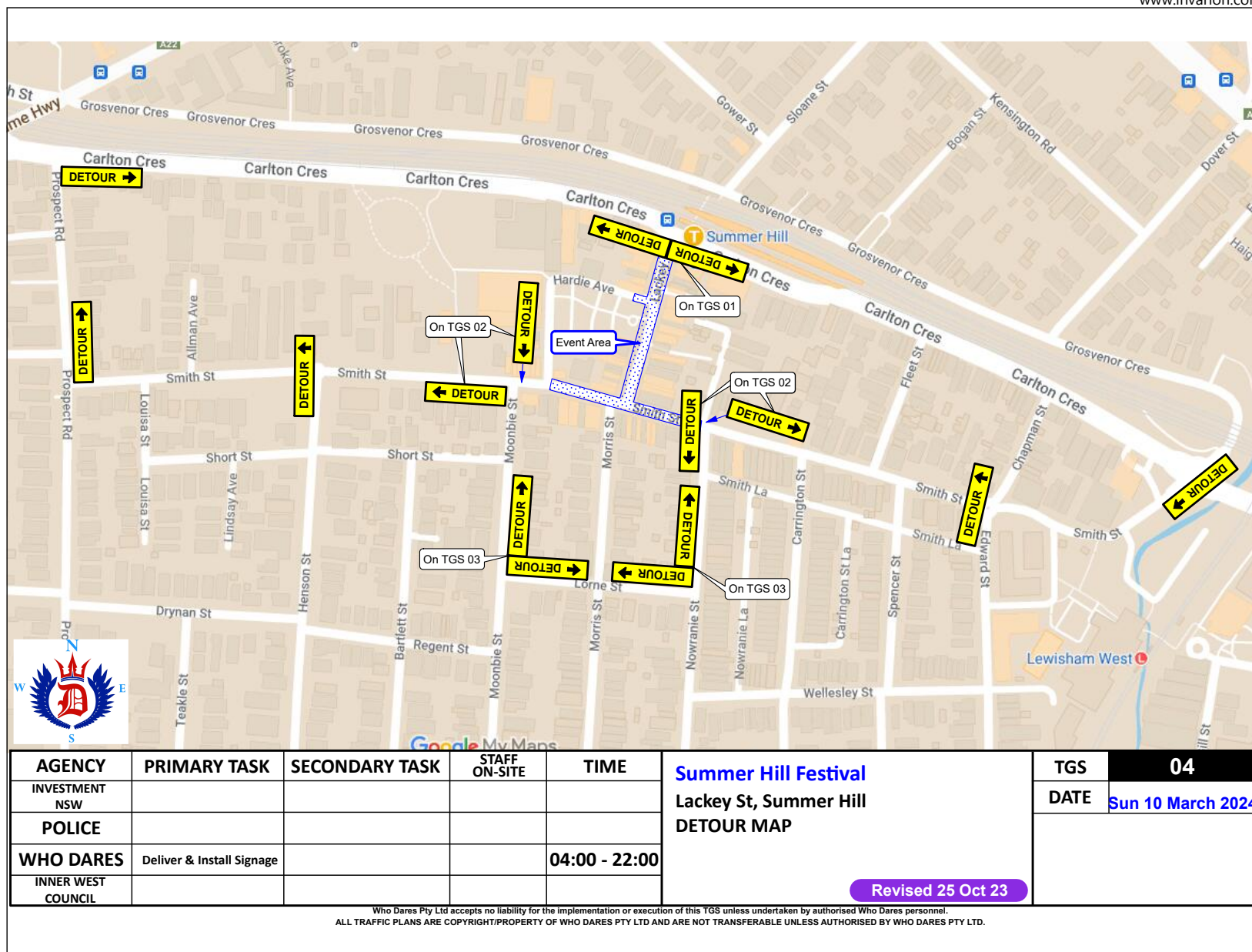
Summer Hill Festival
Smith St & Morris St
Summer Hill

TGS 03
DATE Sun 10 March 2024

Plan by: Anthony Russell
Safe Work Cert. TCT0026226
for Who Dares Pty Ltd Signature: *Anthony Russell*

Revised 25 Oct 23

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
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TRANSPORT MANAGEMENT PLAN

SUMMER HILL FESTIVAL LACKEY ST, SUMMER HILL

Sunday 10th March 2024

PREPARED ON BEHALF OF

INNER WEST

Version 1.2
25th Oct 2023

By

TRAFFIC PLANNERS
SAFETY CONSULTANTS

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

Ph: 02 9569 9922

Event Organiser: **Inner West Council**

Document Author: **Anthony Russell**
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Safe Work TCT1026226
Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.2	25 October 2023	DRAFT	First Draft

1. INTRODUCTION

1.1. Introduction

This plan has been prepared for the **Inner West Council**.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Summer Hill Festival event held on Sunday 10 March 2024.

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 Summer Hill Festival 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:	Summer Hill Festival
Event Date:	Sunday 10 th March 2024
Event Start Time:	11:00 hours
Event Finish Time:	17:00 hours
Event Set Up Time:	04:00 hours
Event Pack Down Finish Time:	22:00 hours
Event is:	A Community event.

2.2. Key Planning Contact Names

Inner West Council

Ffion Michaels

Events Manager

Phone 02 9392 5441
Mobile 0467 524 586
E-mail ffion.michael@innerwest.nsw.gov.au

George Tsaprounis

Acting Traffic Manager

Phone
Mobile
E-mail george.tsaprounis@innerwest.nsw.gov.au

NSW POLICE – Inner West Police

Constable Ben Walters Traffic & Operations Unit Inner West

Phone 02 9568 9299
Mobile
E-mail walt1ben@police.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd

Anthony Russell

Events Manager

Phone 02 9569 9922
Mobile 0427 632 726
E-mail anthony@whodares.com.au

Transport for NSW - Buses

Steven Blight

A/Transport Planning

Project Manager

Phone
Mobile 0447 377 450
E-mail busapproval@transport.nsw.gov.au

2.3. Brief Description of the event

The Summer Hill Neighbourhood Festival celebrates the area's rich culture in a street festival boasting a wide variety of delicious food, refreshments, and artisan goods, hosting 100% local content in the heart of Summer Hill.

It is expected that up to 3,000 people will enjoy the event.

3. TRAFFIC AND TRANSPORT MANAGEMENT

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

3.1. Road closures 04:00 hours - 22:00 hours - Sunday 10 March 2024

Full closure of Lackey Street from Carlton Crescent to Smith Street in both directions.

Full closure of Smith Street from Nowranie Street to Hardie Avenue in both directions

Partial closure of Hardie Avenue, from Lackey St to the entrance of the Car Park.

Road Closed Resident Access Only for Morris St between Smith Street and Lorne Street.

3.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include Smith Street onto Carrington Street and Moonbie Street. Carlton Crescent onto Prospect Road

3.3. Cleaning

Prior to the reopening of the roads at 22:00 hours Sunday 10 March 2024, the Inner West Council will undertake cleaning operations.

3.4. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct with "No Stopping" signage on Sunday 10 March 2024. This will assist with clearing the precinct of parked vehicles. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

3.5. Sydney Trains

The closest train station is Summer Hill Station. It is approximately 50 metres walk from the event precinct.

At the writing of this report there is currently no scheduled Track works for the T2 Inner West & Leppington Line.

<https://transportnsw.info/>

3.6. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct with "No Stopping" signage on Saturday 9 March 2024. This will assist with clearing the precinct of parked vehicles. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

3.7. Transit Systems & Transdev NSW Buses amended route changes

Impacts on buses

There are no Transit Systems services that will be impacted.

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

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

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 22:00 hrs.

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.

3.14. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.” *

Inner West Council are the Risk Managers for their event operations. It is Inner West Council's policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

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

Ashfield 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.

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

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.

4.8. Regulatory Framework

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

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2018 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic control at work sites – TfNSW Feb 2022 V6.1
- AS 1742.2-2019 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 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices - Traffic control for works on roads

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 prior to the event.

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:

No Portable VMS Boards will be used to advertise the event.

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 – Inner West Council

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

ANNEX 1

PUBLIC LIABILITY INSURANCE

Item 9

01 July 2023

Attention: Nova Bandian

The General Manager
Inner West Council
PO Box 45
LEICHHARDT NSW 2040

Dear Nova,

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.


CLASS	Public Liability/Professional Indemnity
MEMBER	Inner West Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2024
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection
STATEWIDE CERTIFICATE NUMBER	002114

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,



Naamon Eurell
Executive Officer



ABN 69 009 098 864
One International Towers,
100 Barangaroo Ave,
Sydney, NSW, 2000
Tel: (02) 9320 2700
Direct: (02) 9320 2726
Naamon.Eurell@ita.com.au
www.statewidemutual.com.au

(Insert Updated PLI when available)

Attachment 2

ROAD OCCUPANCY LICENCE TBC

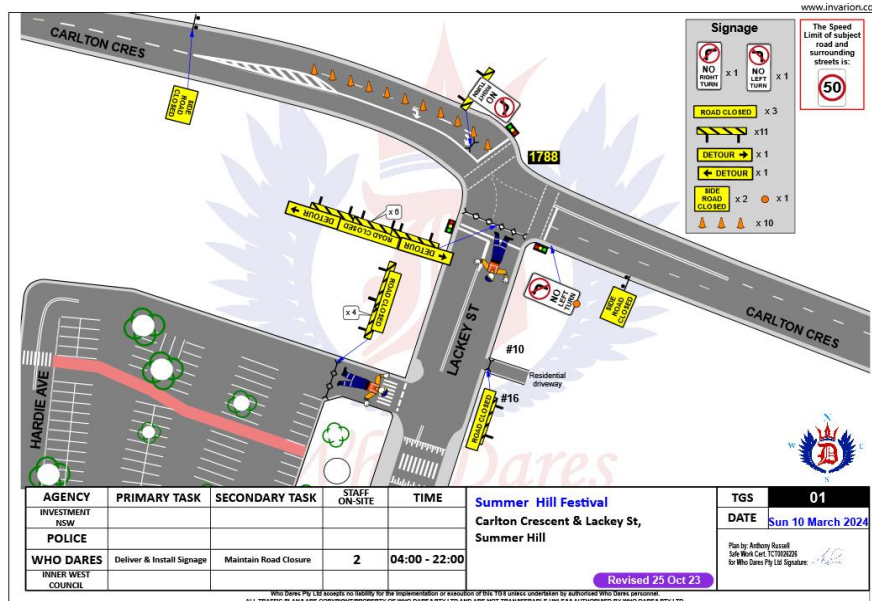
ANNEX 2

(Insert ROL when available)

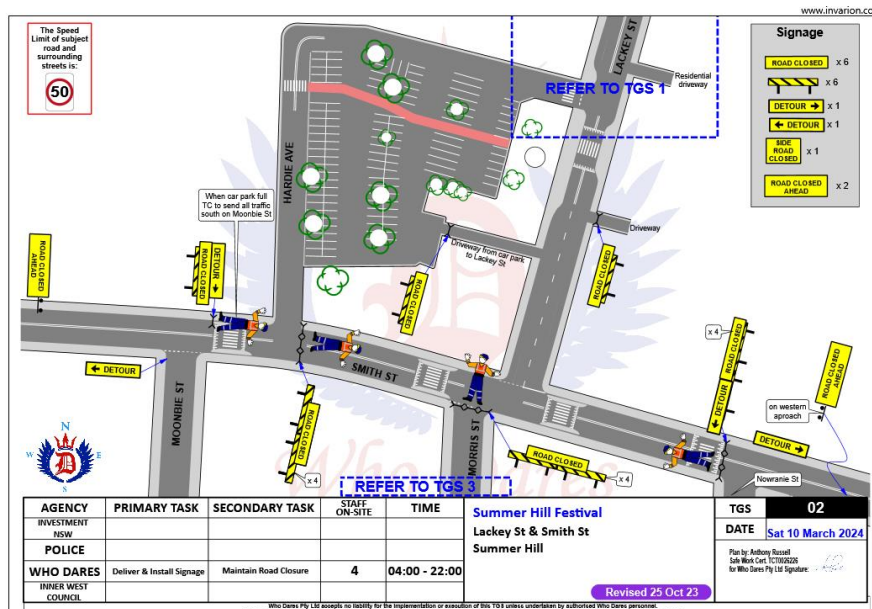
Item 9

Attachment 2

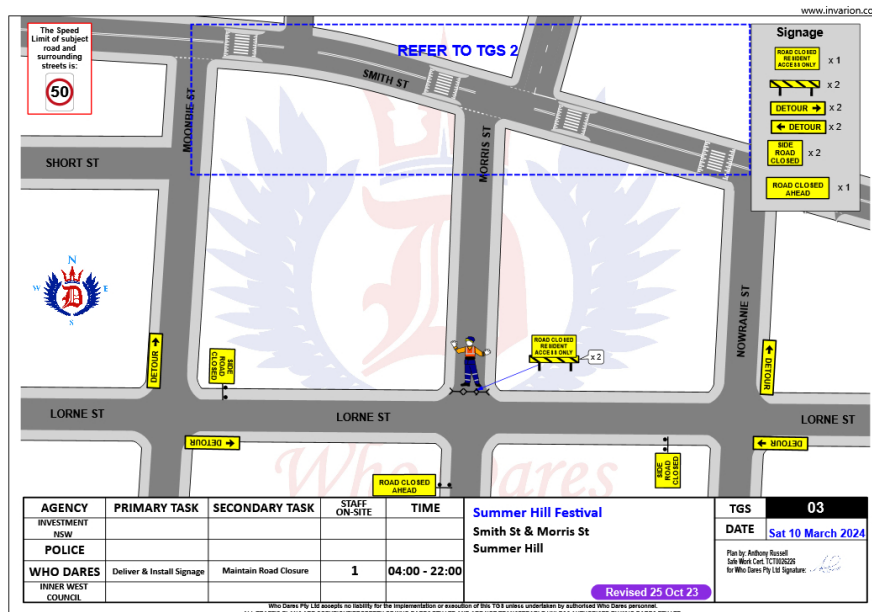
TGS 01 – Carlton Cres & Lackey St



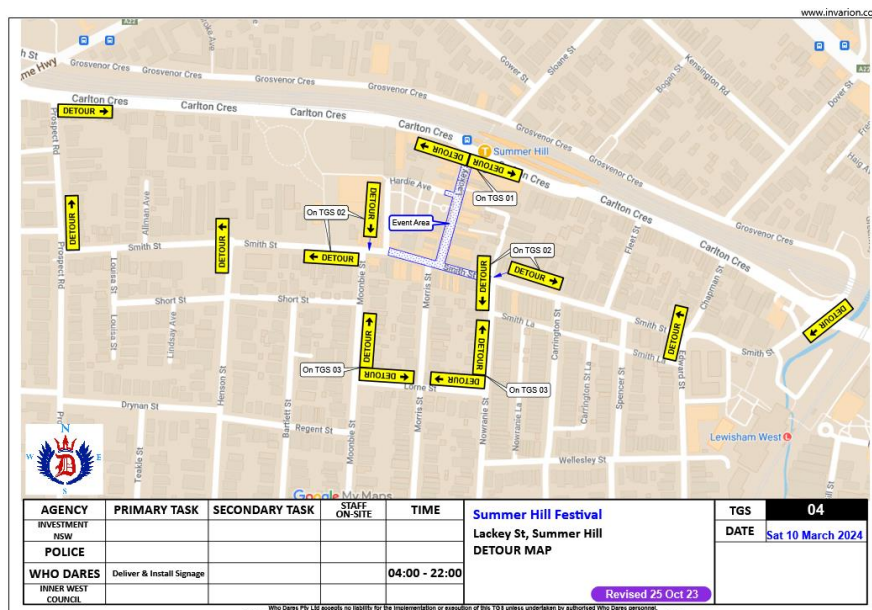
TGS 02 – Lackey St & Smith St



TGS 03 – Smith St & Morris St



TGS 04 – Detour Map



Item No: LTC1123(1) Item 10
Subject: CHARLOTTE STREET AT BLAND STREET, ASHFIELD-INTERSECTION IMPROVEMENT WORKS.

(DJARRAWUNANG- ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the intersection improvement works of Charlotte Street at Bland Street, Ashfield, with associated signs and line marking as shown on the Plan 10257 be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve road safety by constructing new landscaped kerb blister islands and kerb ramps in Charlotte Street, Ashfield (at its intersection with Bland Street). The proposal aims to improve pedestrian and motorist safety by better defining the existing traffic and parking lanes through the provision of constructed landscaped islands which also provides safer crossing location for pedestrians wishing to cross Charlotte Street.

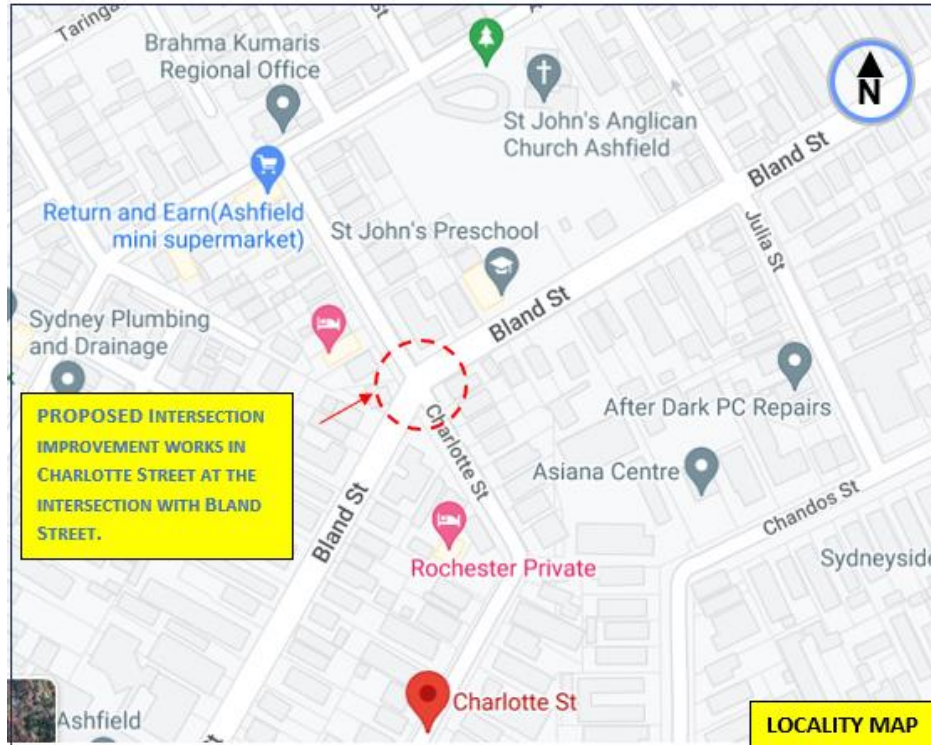
BACKGROUND

The intersection of Charlotte Street and Bland Street has been identified under the Ashfield Traffic Management Strategy 2017 and Pedestrian Access Mobility Plan (PAMP) 2022 to examine improved traffic and pedestrian safety measures through the intersection.

DISCUSSION

Other Staff comments

Site location and Road Network.



Street Name	Charlotte Street
Carriageway width (m) kerb to kerb	Approx.10m
Carraigeway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	41.3 (south of Bland Street) 44.6 (north of Bland Street)
Vehicles per day (vpd)	3150 (south of Bland Street) 2035 (north of Bland Street)
TfNSW available Reported crash history 2017- 2022	NIL in the last 5 years in vicinity of the intersection.
Parking arrangements	Unrestricted parking both sides
Side streets	Bland Street

The Plan

The following works are proposed and are illustrated on the attached plans:

Charlotte Street at Bland Street, Ashfield (Plan No. 10257)-see *Attachment 1* :

- Construct 4 new landscape concrete kerb blister islands, 3 with integrated kerb ramps;
- Construct 5 new kerb ramps;
- Reconstruct surrounding footpaths adjacent to the new kerb ramps;
- Adjust the existing “Stop” linemarking to improve motorist safety (as shown on the plans);
- Install any required signs associated with the works; and
- Re-mark existing pavement markings where affected by the works.

Parking Changes

This proposal will not result in the loss of any legal on-street parking spaces, as the kerb blister islands are accommodated within the existing ‘No Stopping’ zones to the corners of Charlotte Street. Please refer to the attached plan for further details.

Streetlighting

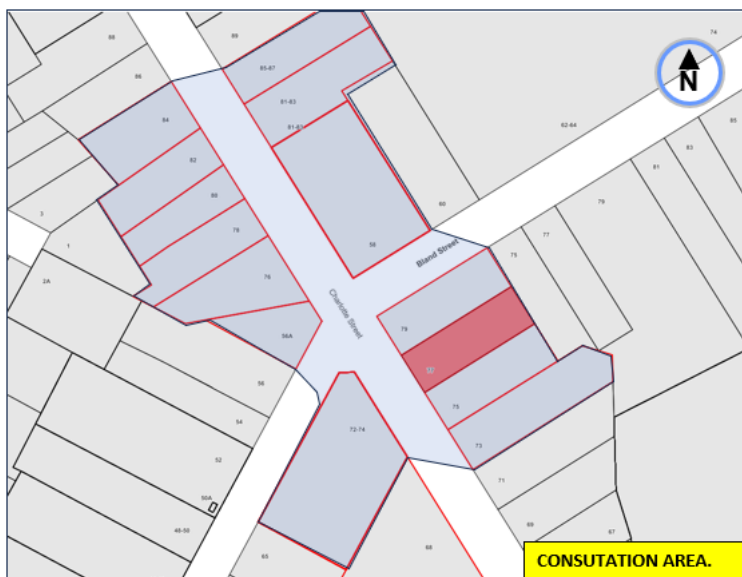
The existing lighting is deemed adequate and therefore there will be no changes to the existing street lighting due to the proposed works.

FINANCIAL IMPLICATIONS

The work is estimated to be around \$30,000 and will be funded and constructed under the Capital works or PAMP program, anticipated to be done during the 2023/2024 financial year.

PUBLIC CONSULTATION

Consultation letters with the proposed plan were issued to occupant/owners of (14) properties as shown on the consultation map below. The letters were sent out around the 26 October 2023 with the closure on submissions being the 8 November 2023. No responses were received.

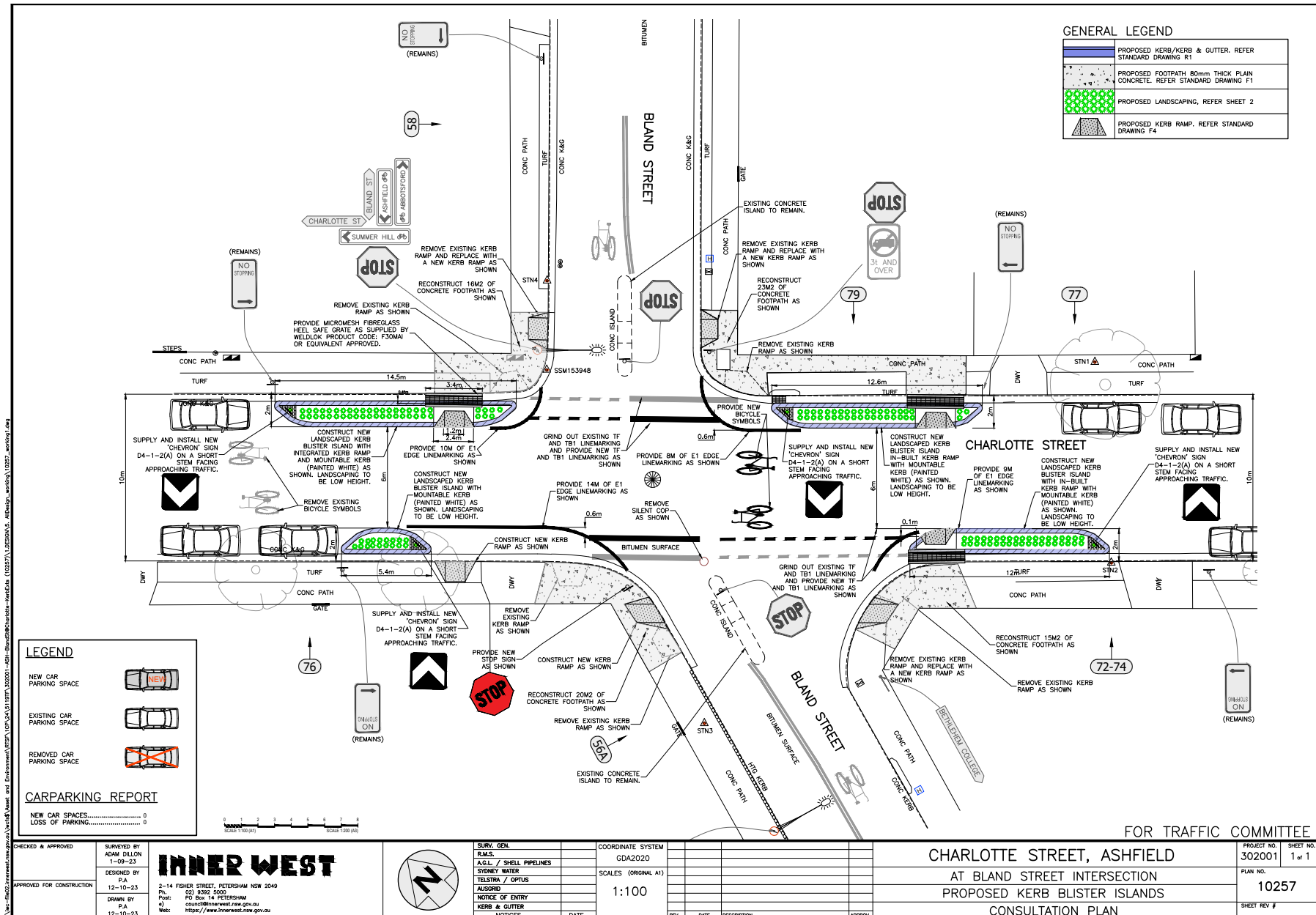


CONCLUSION

In view of the above, it is recommended that the intersection improvement works in Charlotte Street at Bland Street, Ashfield, with associated signs and line marking as shown on the Plan 10257 in *Attachment 1* be approved.

ATTACHMENTS

1. [↓](#) Proposed Improvement works- Charlotte Street at Bland Street, Ashfield.



Item No: LTC1123(1) Item 11

Subject: COLLINS STREET, TEMPE - PROPOSED 'NO PARKING' RESTRICTIONS AT DEAD-END (MIDJUBURI - MARRICKVILLE WARD/ HEFFRON ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the installation of full-time 'No Parking' restrictions (for a distance of approximately 21 meters) at the dead-end of Collins Street, Tempe be approved in order to deter illegal parking and provide clear vehicular access to the adjacent off-street parking space.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Concerns were raised by a resident regarding restricted vehicular access to their off-street car parking space, due to vehicles being parked at the dead-end of Collins Street, Tempe.

It is recommended that the installation of 'No Parking' restrictions (for a distance of approximately 21 meters) at the dead-end of Collins Street, Tempe be approved, in order to provide clear vehicular access to the adjacent off-street parking space, which is often restricted by illegally parked vehicles.

BACKGROUND

The resident advised that their property has a narrow driveway located at the dead-end of Collins Street. The resident further advised that vehicles are often illegally parked at 90 degrees to the kerb at the dead-end of Collins Street, which makes it very difficult for them to access their driveway and garage.

DISCUSSION

Collins Street is a two-way local residential street which runs west -east between Unwins Bridge Road and a dead-end near Toyer Street. The carriageway in Collins Street is 11.8 metres wide and unrestricted parallel to kerb parking is permitted on both sides of the street. The dead-end services an access gate to the adjoining railway corridor.

It was observed during a number of site inspections undertaken both in the morning and afternoon periods that on-street parking spaces on Collins Street were moderately utilised and that vehicles at times were parked at 90 degrees to the kerb at the dead-end of the street. This parking makes access to the adjoining properties difficult at times. Refer to the following photos.

It is noted that parallel parking is the usual way to park unless signs indicate otherwise. Vehicles parked in this location make it difficult to access the adjacent residential properties and great care needs to be taken to avoid colliding with vehicles parked against the railway fence. Refer to photos below.



To alleviate this issue it is proposed to signpost 'No Parking' restrictions in Collins Street at the western end cul-de-sac, Tempe. Please refer to the diagram below.



PUBLIC CONSULTATION

A notification letter was hand delivered on 22 September 2023 to owners and occupiers of Collins Street, Tempe regarding the proposal to install full-time 'No Parking' restrictions at the dead-end of Collins Street, Tempe. The closing date for submissions ended on 6 October 2023. 17 letters were distributed.

Resident Survey findings

One response was received in the form of a petition "NO to No Parking. Do not place no parking signs/restrictions on end of Collins Street, Tempe NSW 2044 (adjacent to railway) except on railway gate."

The petition stated that, they as neighbours and residents of numbers 15, 17, 22 and 24 Collins Street, Tempe (all properties near the railway line), need the parking spots at the location with the proposed restrictions. Other remedial solutions were proposed however the underlying principle, in this case, is governed by the Road Rules. Regulation 208 states that the driver of a motor vehicle may park that vehicle on the roadway in the correct direction of travel and as near as practical to the far left side of the road and that the driver must position the vehicle so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.

CONCLUSION

It is recommended that the installation of 'No Parking' restrictions (for a distance of approximately 21 meters) at the dead-end of Collins Street, Tempe be approved, in order to provide clear vehicular access to the adjacent off-street parking spaces, which are often restricted by illegally parked vehicles.

FINANCIAL IMPLICATIONS

The costs of installation of the 'No Parking' restrictions as recommended can be funded within Council's signs and line marking budget.

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 12
Subject: ELIZABETH STREET AT OAK STREET, ASHFIELD- INTERSECTION IMPROVEMENT WORKS (DJARRAWUNANG- ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the detailed design plan for the intersection improvement works of Elizabeth Street at Oak Street, Ashfield, with associated signs and line marking as shown on the Plan 10263 be approved.
2. That the extended 'Give-way' line as shown on Plan 10263 be replaced with a 'STOP' line, together with the 'Give-way' signs being replaced with 'Stop' signs in Oak Street.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve road safety by constructing new landscaped kerb blister islands in Elizabeth Street, Ashfield (at its intersection with Oak Street). The proposal aims to improve pedestrian and motorist safety by better defining the existing traffic and parking lanes through the provision of constructed landscaped islands which also provides safer crossing point pedestrians wishing to cross Elizabeth Street.

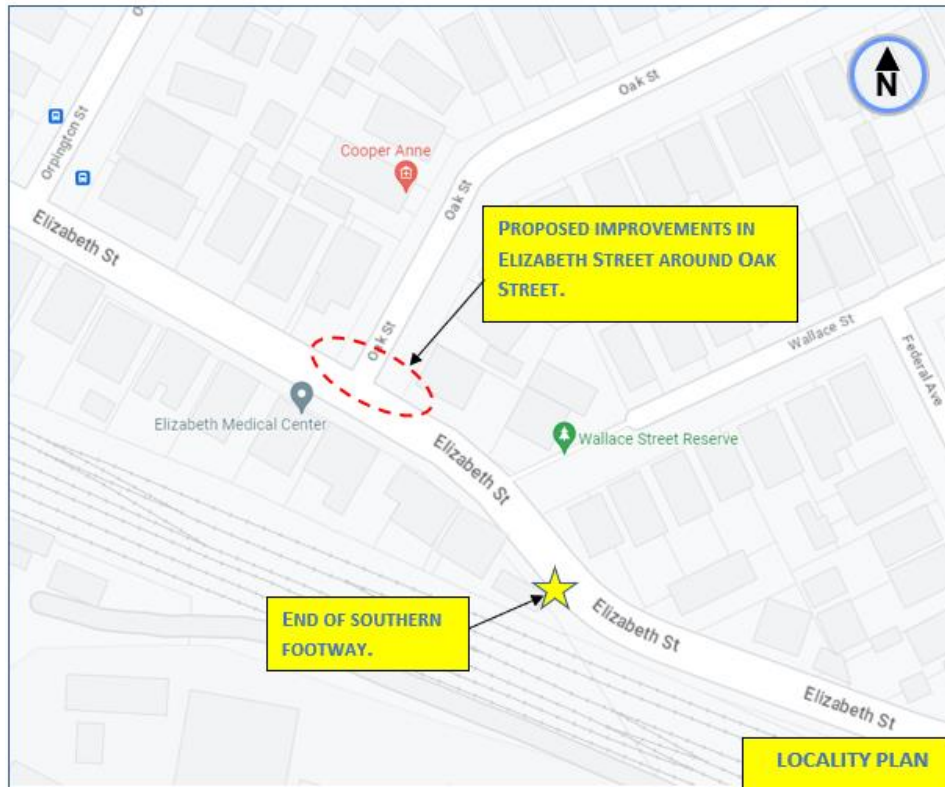
BACKGROUND

Elizabeth Street at/near the intersection of Oak Street has been identified under the Ashfield Traffic Management Strategy 2017 and Pedestrian Access Mobility Plan (PAMP) 2022 to examine improved traffic and pedestrian safety measures through the intersection or area.

DISCUSSION

Other Staff comments

Site location and Road Network.



Street Name	Elizabeth Street
Carriageway width (m) kerb to kerb	Approx. 8.8-8.9m
Carraigeway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	53 (last recorded 2008)
Vehicles per day (vpd)	Approx. 9500
TfNSW available Reported crash history 2017- 2022	(1) X 2019, RUM 44, Manov-parking-parked vehicle, Moderatre injury, west of Oak St (o/s 18-20). (1) X 2021, RUM 21, Right through, at intersection, non-casualty (towaway)
Parking arrangements	Unrestricted parking to the northern side
Side streets	Oak Street

The Plan

The following works are proposed and are illustrated on the attached plans:

Elizabeth Street at Oak Street, Ashfield (Plan No. 10263):

- Construct 3 new landscape concrete kerb blister islands; 1 with integrated kerb ramp
- Construct a new kerb ramp
- Reconstruct surrounding footpaths adjacent to the new works;
- Adjust the existing 'Stop' linemarkings to improve motorist safety (as shown on the plans);
- Install any required signs associated with the works;
- Re-sheet the road surface
- Reconstruct kerb and gutter as shown in the plans
- Re-mark existing pavement markings where affected by the works

Refer to the attached Consultation Plan (Plan No.10263) which illustrates the proposed works.

The original 'Give-way' line shown on plan is required to be altered to a STOP line as it is being extended out close to traffic. This shall be amended on the construction plan if approved.

It should be noted also that the southern footway ends some 80m to the east of Oak Street. The proposal provided pedestrian cross-over facility from south to north prior to the ending of the southern footway, at a location where sufficient and safe sight view is provided.

Parking Changes

This proposal will not result in the loss of any legal on-street parking spaces. The physical kerb blister islands are accommodated within the exiting 'No Stopping' zones and would replace the current painted kerb islands in the area.

Streetlighting

The existing lighting is deemed adequate and therefore there will be no changes to the existing street lighting due to the proposed works.

FINANCIAL IMPLICATIONS

The work is estimated to be around \$35,000 and will be funded and constructed under the Capital works or PAMP program, anticipated to be done during the 2023/2024 financial year.

PUBLIC CONSULTATION

Consultation letters with the proposed plan were issued to occupant/owners of (14) properties as shown on the consultation map below. The letters were sent out around the 26 October 2023 with the closure on submissions being the 8 November 2023. No responses were received.

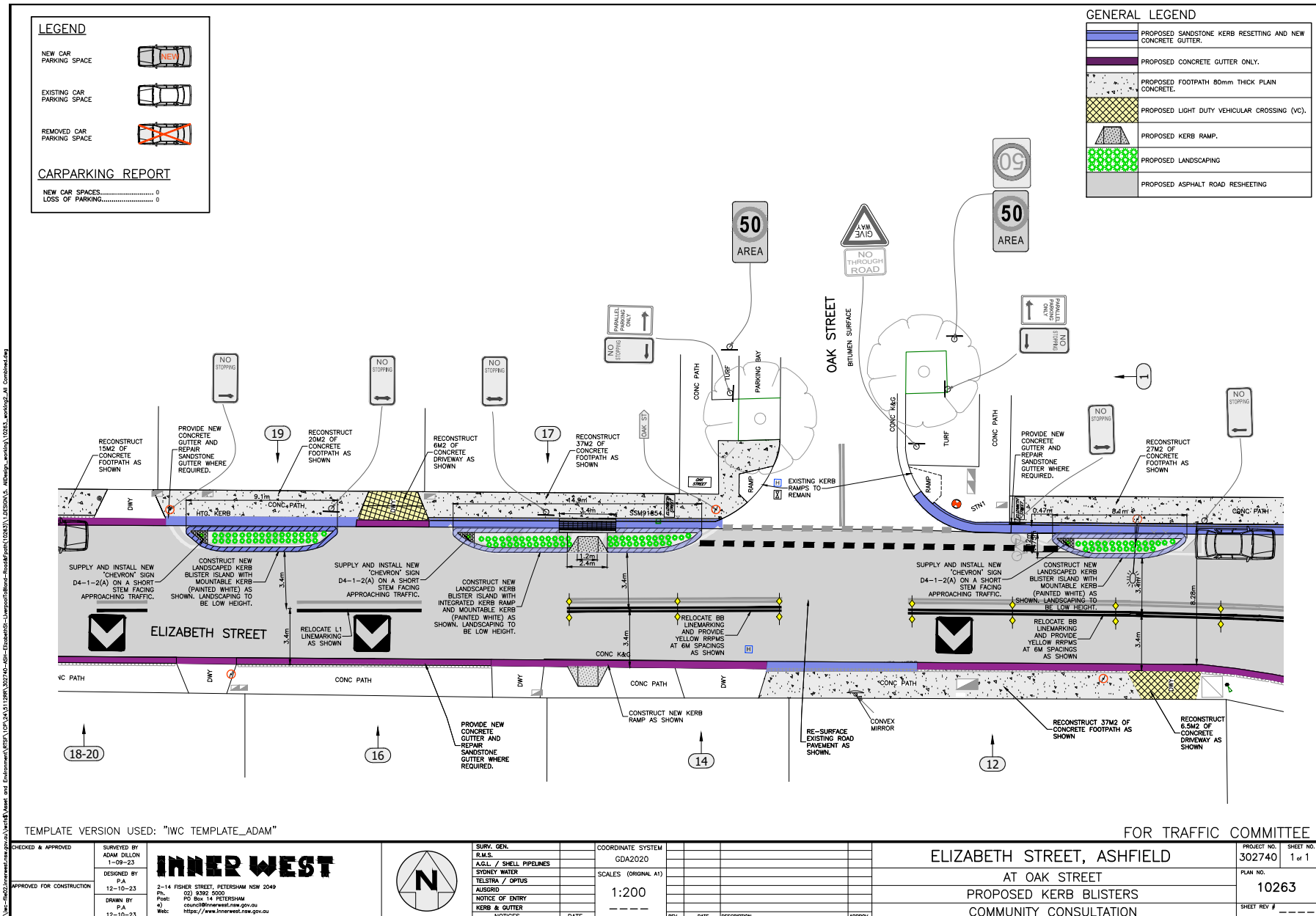


CONCLUSION:

In view of the above, it is recommended that the improvement works in Elizabeth Street around the intersection with Oak Street, Ashfield, with associated signs and line marking as shown on the Plan 10263 in *Attachment 1* be approved.

ATTACHMENTS

1. [Download](#) Proposed improvement works in Elizabeth Street at Oak Street, Ashfield.



Item No: LTC1123(1) Item 13

Subject: RAMSAY STREET AT RAWSON STREET, HABERFIELD - PROPOSED KERB BLISTER ISLAND (GULGADYA - LEICHHARDT/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Charbel El Kazzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed installation of a landscaped island and linemarking treatment on Rawson Street at Ramsay Street, Haberfield be supported as shown in the attached concept plan.
2. That the proposed Landscaped Island and line marking treatment on Rawson Street at Ramsay Street, Haberfield be included for consideration in Council's Capital Works Program.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety at the intersection of Rawson and Ramsay Street, Haberfield by constructing a new landscaped kerb blister island and installing linemarking treatment. The intention of the proposal is to maintain low vehicle speeds, protect existing property and provide a safer more accessible crossing point across Rawson Street for pedestrians.

BACKGROUND

It has been reported that trucks have previously caused damage to the awning at property No.179-183 Rawson Street, Haberfield. This has raised concerns for both the structural integrity of the awning and pedestrian safety as the awning is located over the public footpath. In response, council has installed temporary rubber kerbing (see *Figure 1*) to prevent parking and temporary standing of trucks in this area.

Additionally, a traffic study conducted on Ramsay and Dalhousie Streets, Haberfield in June 2021 assessed safety at the Haberfield Town Centre recommended the installation of line marking treatment in Rawson Street near the intersection with Ramsay Street, Haberfield to improve pedestrian safety and lower vehicle speeds. This has been incorporated into the proposal.



Figure 1 – Existing temporary rubber kerbing treatment

DISCUSSION

The concept plan shown in *Attachment 1* outlines the proposed kerb blister island on Rawson Street at Ramsay Street, Haberfield and includes:

- Removal of existing temporary rubber kerb ramp in Rawson Street
- Construction of new landscaped island in Rawson Street along with associated hazard marker signage
- Installation of line marking treatment on Rawson Street near the intersection with Ramsay Street

The proposal is expected to provide some landscaping opportunities, self-enforce the 'No Stopping' zone, and protect the awning of the adjacent property.

A consultation letter outlining the proposal was issued to the below properties and no responses were received.



FINANCIAL IMPLICATIONS

This project is estimated to cost \$28,000 and is recommended to be included in Councils Capital Works Program.

ATTACHMENTS

1. [Rawson Street, Haberfield - Plan](#)



Item No: LTC1123(1) Item 14

Subject: PRITCHARD STREET, ANNANDALE - PROPOSED 'NO PARKING' RESTRICTION (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Amir Falamarzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That a 147.9 m length 'No Parking' zone on the eastern side of Pritchard Street, Annandale opposite No.19 to No.49 be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

BACKGROUND

Council has received concerns regarding parked vehicles along a narrow section of Pritchard Street, Annandale, at times restricting vehicular access along the road and obstructing access to off-street parking between No.19 to No.47 Pritchard Street, Annandale.

It is proposed to signpost 'No Parking' restrictions opposite No.19 to No.49 Pritchard Street, Annandale. The proposed plan is shown in *Figure 1*.

It should be noted that during the initial consultation period, it was proposed to implement 'No Parking' restrictions opposite No.19 to No.47 Pritchard Street, Annandale. This has now been amended to reflect community feedback. The proposal does not result in the loss of any legal on-street parking.



Figure 1: Proposed restrictions in Pritchard Street, Lilyfield (source: Google Maps)

DISCUSSION

A letter outlining the proposal was mailed out to 69 properties in Pritchard Street, Annandale. Three (3) responses were received, in general support of the proposal with request for changes.

The main traffic and parking related concerns raised by the residents are tabled below:

Residents' Comments	Officer Comments
The 'No Parking' zone should be extended to encompass the area opposite No.19 to No.49 Pritchard Street, Annandale. This will allow greater vehicular maneuverability (1 comment) from the driveway of No.47.	Noted – the amended design includes the extension of the proposed 'No Parking' zone as stated.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 15
Subject: LAURA STREET, NEWTOWN - PROPOSED CHEVRON LINE MARKING AND PARKING BAYS (DAMUN-NEWTOWN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed chevron line marking and parking bays at the dead-end of Laura Street, Newtown be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Edgeware Road and Laura Street, Newtown are both located on Council's regional cycleway network. At the dead-end of Laura Street, a kerb ramp provides access for cyclists to enter Laura Street from the footpath on the northern side of Edgeware Road. There have been repeated instances of vehicles or trailers that park across this kerb ramp and impact access. A combination of chevron and marked parking bays is proposed at this dead-end and would help to clear the area adjacent the kerb and ensure that the kerb ramp remains unimpeded.

BACKGROUND

Council officers received feedback from the community requesting for improved delineation to the existing parking spaces adjacent to the existing kerb ramp at the dead-end of Laura Street which provides access to the roadway on Laura Street from the footpath on the northern side of Edgeware Road to ensure that the kerb ramp remains unimpeded.

In 2023 Council's parking officers have issued five (5) infringements to motorists that park their vehicles in a way which obstructs access to this kerb ramp on Laura Street. The installation of line marking or parking signs may improve parking compliance at this location.

DISCUSSION

Laura Street, Newtown is a dead-end street that is approximately 10.3 metres wide and intersects with Edgeware Road. Currently motorists park their vehicles at this dead-end and in some circumstances, a sole vehicle may impede access to the kerb ramp on the southern side of Laura Street which provides access from the footway on Edgeware Road to Laura Street. This is likely caused by the lack of line marking and parking regulatory signs to delineate the parking space to ensure the kerb ramp remains unimpeded.

Council Traffic Engineers subsequently consulted on a proposal to install 'No Parking' restrictions at this dead-end. The proposed 'No Parking' restriction is 3.8 metres wide along

the kerb at the dead-end and 6.8 metres wide along the kerb on the southern side of Laura Street (refer to the diagram below), creating a rectangular area that would allow for motorists to drop-off and pick-up and prevent long term parking. This proposal would have provided a wide unimpeded area for cyclists.

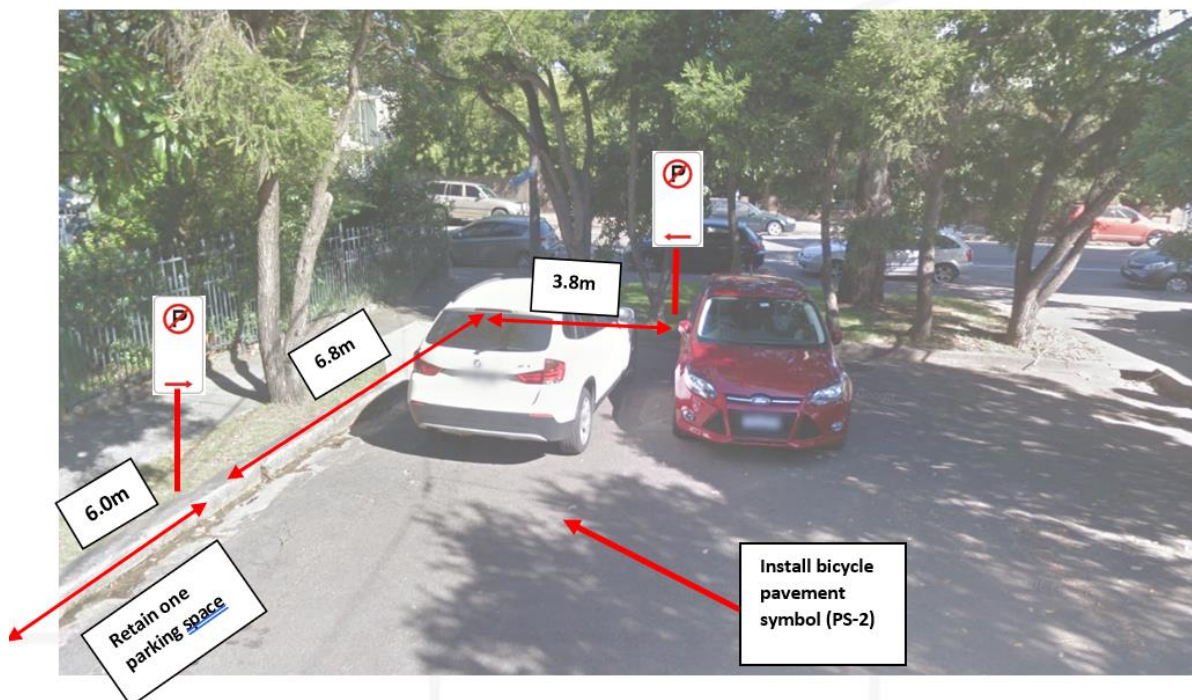


Figure 1 - Original proposal that was consulted

Following community consultation, Council's Traffic Engineers amended to proposal to reflect the parking needs of the community whilst seeking to ensure that the kerb ramp remains unimpeded at all times.

The amended proposal is shown in Attachment 1 and consists of the following:

- A 1.2 metre wide, 7.2-metre-long chevron stencil line marking.
- A 5.4 metre long, 1.8-metre-wide line marked parking bay on the southern side of Laura Street, adjacent to the property of No.256 Edgeware Road.
- A 4.8 metre long, 1.8-metre-wide line marked parking bay on the northern side of Laura Street, adjacent to the property of no. 254 Edgeware Road.
- Three (3) parking bays at the dead-end of Laura Street that are 4.8 metres long, two (2) of which are 2.6 metres wide and a 3.9-metre-wide bay. Attachment 2 provides swept path checks to ensure vehicles can enter and exit these parking spaces.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 23 properties in Laura Street and Edgeware Road requesting residents' views regarding the proposal. Two (2) responses supporting and two (2) responses opposing the proposal were received. They are summarised in the tables below:

Residents' comments	Officer comments
<p>The proposal is supported conditionally subject to the following suggested changes:</p> <ul style="list-style-type: none"> • Three (3) vehicles can park at the dead-end • Parking spaces are delineated with line marking • Provide a couple of motorcycle parking spaces near the kerb ramp • Provide residents with additional permit parking due to the loss of parking • Reduce the 3.8 metre wide 'No Parking' area to 2.0 metre wide 	<p>The original proposal has been amended to:</p> <ul style="list-style-type: none"> • Provide three (3) parking spaces which will be line marked at the dead-end. • The adjacent parking spaces just east of the parking spaces at the dead-end will also be line marked to create parking bays • The 3.8 metre wide 'No Parking' zone has been reduced to a 1.2 metre wide chevron pavement hatch. The length of the pavement hatch is 7.2 metres wide. • Multiple motorcycle parking spaces cannot be provided as there is insufficient width along the southern side of Laura Street, between the chevron line marking and parking bay. The Australian Standards requires that one (1) motorcycle parking space be 2.5 metres by 1.2 metres. With the current parking provisions for vehicles a sole motorcycle parking space cannot be geometrically accommodated as this would impact access to the most southern parking space at the dead end. • There is no loss of parking with the proposal which would require the provision of additional permit parking to residents.
<p>The proposal is not supported due to the following concerns:</p> <ul style="list-style-type: none"> • Improving access for cyclists to this kerb ramp will increase their travel speed and impact pedestrian safety. As the junction between the footpath on Edgeware Road and the kerb ramp on Laura Street is 90 degrees, there are visibility issues for cyclists in an area which has high pedestrian activity from the nearby school and day care centre • There is an unused driveway 10 metres east of the kerb ramp on Laura Street which cyclists can use • The loss of parking at the dead-end is not justified as there are existing ramps nearby for cyclists to use in the event that the kerb ramp is obstructed. The loss of parking will cause more stress on residents of Laura Street. 	<ul style="list-style-type: none"> • Council officers will investigate potential safety improvements to reduce the speed of cyclists at the 90-degree junction of the footpath on Edgeware Road and Laura Street • It is understood that there are alternative options for cyclists to use should the kerb ramp be unavailable due to an illegally parked vehicle. However, the preference is for the kerb ramp to function as per its intended purpose where possible. • The original proposal has been adjusted to ensure that there is no loss of parking whilst ensuring that there is visual communication in the form of line marking to advise motorists not to park adjacent to the kerb ramp.

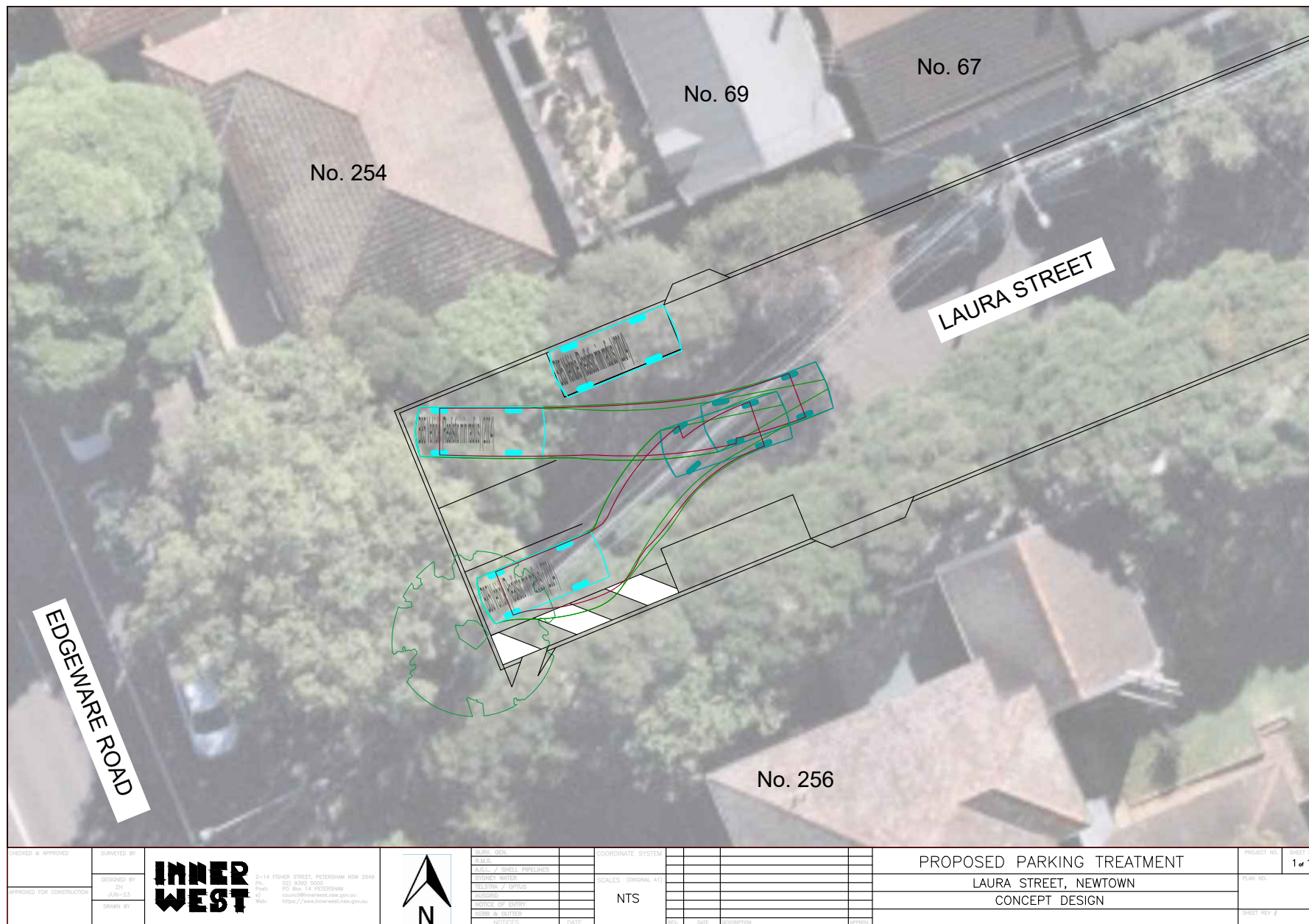
FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Laura Street, Newtown - Proposed line marking
2. [↓](#) Swept path analysis





Item No: LTC1123(1) Item 16

Subject: ALBERMARLE STREET, BALTIC STREET, OXFORD STREET, CHELMSFORD STREET, PROBERT STREET, DENISON STREET, LENNOX STREET, BISHOPGATE STREET, NEWTOWN - PROPOSED 'NO STOPPING' RESTRICTIONS (DAMUN-NEWTOWN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the traffic committee approve the installation of 'No Stopping' yellow line on:
 - a) The southern side of Albermarle Street for a distance of 10 metres, east of Baltic Street;
 - b) The western side of Baltic Street for a distance of 10 metres, north of Albermarle Street;
 - c) The western side of Oxford Street, 10 metres north of Albermarle Street;
 - d) The western side of Oxford Street, 10 metres south of Albermarle Street;
 - e) The western side of Chelmsford Street, 10 metres north of Albermarle Street;
 - f) The western side of Chelmsford Street, 10 metres, south of Albermarle Street;
 - g) The southern side of Albermarle Street, 10 metres east of Denison Street;
 - h) The western side of Denison Street, 9.2 metres north of Albermarle Street;
 - i) The northern side of Lennox Street for a length of 10 metres, east of Probert Street;
 - j) The northern side of Lennox Street for a length of 10 metres, west of Probert Street; and
 - k) The western side of Probert Street for a length of 10 metres, north of Lennox Street.
2. That the traffic committee approve the installation of a 'No Stopping' sign on:
 - a) The western side of Chelmsford Street, 9 metres north of Lennox Street;
 - b) The northern side of Lennox Street, 10 metres east of Chelmsford Street;
 - c) The southern side of Lennox Street, 10 metres east of Denison Street;
 - d) The western side of Denison Street, 10 metres north of Lennox Street;
 - e) The eastern side of Chelmsford Street, 6 metres north of Bishopgate Street;
 - f) The eastern side of Chelmsford Street, 6 metres south of Bishopgate Street;
 - g) the western side of Probert Street, 10 metres north of Bishopgate Street; and
 - h) the western side of Probert Street, 7.5 metres south of Bishopgate Street.
3. That the Traffic Committee approve Reducing the existing extended 'No Stopping' zone to 10 metres on the northern side of Albermarle Street west of Probert Street (install a 'No Stopping' sign on the northern side of Albermarle Street, 10 metres west of Probert Street)

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A review has been completed by Fire Rescue NSW (FRNSW) following a boarding house fire last year in Albermarle Street, Newtown. The review has identified road-access issues for the local brigade to the narrow streets in the Newtown area due to vehicles being parked too close to the intersections, affecting their ability to carry out first response duties nearby the location of the emergency as well as affecting first-response times.

Some of the intersections of these streets do not have existing 'No Stopping' restrictions to advise on rule 167 from the NSW Road Rules which prohibits a vehicle from stopping within 10 metres of an intersecting road.

The proposed installation of 'No Stopping' restrictions at various intersections of Albermarle, Lennox and Bishopgate Streets in Newtown will seek to improve parking compliance at the intersections, and ensure access to the street for emergency vehicles is maintained.

BACKGROUND

Council has received a request from FRNSW requesting for consideration of 'No Stopping' signs to be installed at various road intersections in Newtown to ensure road access for their vehicles. In August 2023, Council officers and FRNSW met on-site to assess the intersections that were identified by FRNSW to require the installation of 'No Stopping' signs or yellow 'No Stopping' line marking. The site inspection confirmed the lack of signage at various intersections where 'No Stopping' signs or yellow line marking would assist to advise motorists of where they can and cannot park, ensure compliance with rule 167 from the NSW Road Rules, and ensure that the intersections remain unimpeded to ensure access to first-response vehicles.

DISCUSSION

The local streets in Newtown bounded by Australia and Bedford Streets, and Kingston and Salisbury Roads are typically 7 metres wide with parking on both sides and bi-directional (two-way) with a travel lane of approximately 2.8-3.0 metres wide.

There are some intersections that have 'No Stopping' signs or yellow line marking installed to advise motorists where they can and cannot park. Site inspections by Council's Engineers confirm that these intersections have adequate compliance and that vehicles can turn to access the street unimpeded. Sight lines are also appropriate to ensure visibility of pedestrians on the footpath. Figure 1 below shows an intersection with a 'No Stopping' sign installed.



Figure 1 - Probert Street, eastern side, south of Lennox Street

Various streets within this area are currently signposted with '2P 8am-10pm Permit Holders Excepted Area M3', and signs have generally been installed to commence the timed permit parking restrictions, 10 metres from the intersecting road. As shown in Figure 2 below, a parking stem has been installed approximately 10 metres from the intersecting road, adjacent to the timed permit parking spaces. These parking stems serve to 'guide' vehicles where they can and cannot park as motorists should be aware of the NSW Road Rules which prohibits vehicles from stopping within 10 metres of the intersection.

Site observations revealed a varying degree of parking compliance in this scenario where at some intersections vehicles complied with the NSW Road Rules and did not park adjacent to the timed permit parking restrictions (Figure 2), and some intersections where motorists parked adjacent to the timed permit parking restrictions, and within 10 metres of the intersecting road, as shown in Figure 3.



Figure 2 - Typical parking signage at intersections



Figure 3 - Instances of illegal parking adjacent to timed permit parking restrictions

Where there were no timed permit parking restrictions with a parking stem (unrestricted parking), vehicles typically parked too close to the intersecting road, as there was no 'No Stopping' sign or parking stem to advise or 'guide' vehicles where they can and cannot park as shown in Figures 4 and 5 below.

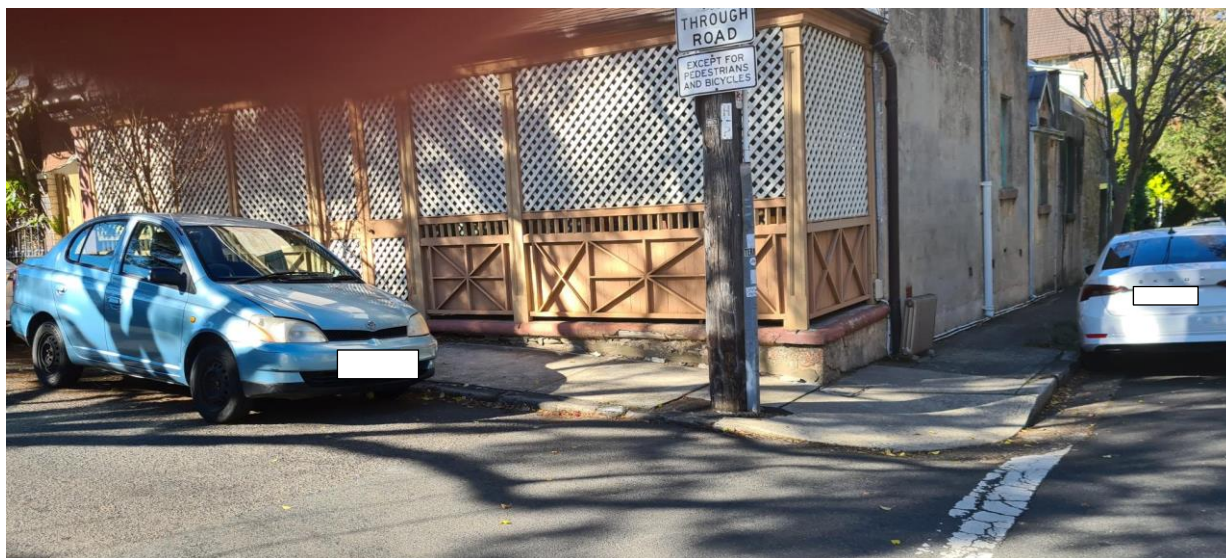


Figure 4 - Vehicles parked too close to the intersecting road



Figure 5 - Vehicles parked too close to the intersecting road

From site observations, there is a higher level of parking compliance when a 'No Stopping' sign is installed on parking stems to advise motorists of the NSW Road Rules. When vehicles park within the 10m 'No Stopping' zone, the turning movement for an emergency vehicle such as a fire rescue truck is compromised as room required to facilitate the turn is reduced by a parked vehicle as well as the sight lines of pedestrians being reduced. Furthermore, there are fire hydrants located on the roadway near these intersections that are required to remain unimpeded. Vehicles parked within 10 metres of the intersection of the road can obstruct access to these hydrants that are required in an emergency situation.

Table 1 below provides the recommendation for each intersection and the rationale for the proposal.

Table 1 - Proposed parking changes

Street	Side	Intersecting Street	Parking Stem (Y/N)	Distance	Recommendation	Rationale
Albermarle Street	Southern	East of Denison Street	Y	10m	Install 'No Stopping' sign to existing stem	<ul style="list-style-type: none"> Existing stem already at 10 metres Improve parking compliance and access Australia Street Infants School nearby generating higher levels of pedestrian activity. The 'No Stopping' zones will improve visibility of pedestrians along the footpath
	Northern	West of Probert Street	Y	~25m	Reduce the existing extended 'No Stopping' zone to 10 metres on the northern side of Albermarle Street west of Probert Street	<ul style="list-style-type: none"> Extended 'No Stopping' restriction was temporarily in place following a property fire and is no longer required by FRNSW Gain of approximately 2-3 parking spaces
	Southern	East of Baltic Street	N	10m	Install 'No Stopping' yellow line marking	<ul style="list-style-type: none"> Yellow line marking is recommended due to an existing tree located on the footpath Improve parking compliance and access Provide access to the adjacent hydrant
Baltic Street	Western	North of Albermarle Street	Y	10m	Install 'No Stopping' yellow line marking	<ul style="list-style-type: none"> Yellow line marking is recommended due to an existing tree located on the footpath Improve parking compliance and access
Chelmsford Street	Western	North of Lennox Street	N	9m	Install 'No Stopping' sign on new stem	<ul style="list-style-type: none"> A 9.0 metre 'No Stopping' length is recommended due to the existing adjacent driveway immediately north.
	Western	North of Albermarle Street	N	10	Install 'No Stopping' yellow line marking	<ul style="list-style-type: none"> Yellow line marking is recommended due to an existing tree located on the footpath Improve parking compliance and access

Street	Side	Intersecting Street	Parking Stem (Y/N)	Distance	Recommendation	Rationale
	Western	South of Albermarle Street	N	10		<ul style="list-style-type: none"> Provide access to the adjacent hydrant Yellow line marking is recommended to ensure consistency with the yellow line marking proposed on the western side of Chelmsford Street, north of Albermarle Street Improve parking compliance and access Provide access to the adjacent hydrant
	Eastern	North of Bishopgate Street	Y	6	Install 'No Stopping' sign to existing stem	<ul style="list-style-type: none"> A reduced 6m 'No Stopping' restriction is required at this location due to the existing approved permit parking restriction and location of the parking stem already installed 6 metres from the intersecting road (Bishopgate Street) Extending the 'No Stopping' zone would impact an existing permit parking space. The reduced 'No Stopping' zone has been supported in-principle by FRNSW Provide access to the adjacent hydrant
Chelmsford Street	Eastern	South of Bishopgate Street	Y	6	Install 'No Stopping' sign to existing stem	<ul style="list-style-type: none"> A reduced 6m 'No Stopping' restriction is required at this location due to the existing approved permit parking restriction and location of the parking stem already installed 6 metres from the intersecting road (Bishopgate Street) Extending the 'No Stopping' zone would impact an existing permit parking space. The reduced 'No Stopping' zone has been supported in-principle by FRNSW
Denison Street	Western	North of Lennox Street	Y	10	Install 'No Stopping' sign to existing stem	<ul style="list-style-type: none"> Existing stem already at 10 metres Improve parking compliance and access Australia Street Infants School nearby generating higher levels of pedestrian activity. The 'No Stopping' zones will improve visibility of

Street	Side	Intersecting Street	Parking Stem (Y/N)	Distance	Recommendation	Rationale
						pedestrians along the footpath.
Denison Street	Western	North of Albermarle Street	Y	9.2	Install 'No Stopping' sign to existing stem	<ul style="list-style-type: none"> Existing stem already at 9.2 metres Improve parking compliance and access Australia Street Infants School nearby generating higher levels of pedestrian activity. The 'No Stopping' zones will improve visibility of pedestrians along the footpath.
Lennox Street	Southern	East of Denison Street	Y	10	Install 'No Stopping' sign to existing stem	<ul style="list-style-type: none"> Existing stem already at 10 metres Improve parking compliance and access Australia Street Infants School nearby generating higher levels of pedestrian activity. The 'No Stopping' zones will improve visibility of pedestrians along the footpath
	Northern	East of Probert Street	N	10	Install 'No Stopping' yellow line marking	<ul style="list-style-type: none"> There is a gymnastic centre nearby which generates pedestrian activity. The 'No Stopping' zones will improve visibility of pedestrians along the footpath Yellow line marking is required to ensure consistency with adjacent intersections
	Northern	West of Probert Street	N	10	Install 'No Stopping' yellow line marking	<ul style="list-style-type: none"> There is a gymnastic centre nearby which generates pedestrian activity. The 'No Stopping' zones will improve visibility of pedestrians along the footpath Improve parking compliance and access
	Northern	East of Chelmsford Street	N	10	Install 'No Stopping' sign on new stem	<ul style="list-style-type: none"> Improve parking compliance and access
Probert Street	Western	North of Lennox Street	N	10	Install 'No Stopping' yellow line marking	<ul style="list-style-type: none"> There is a gymnastic centre nearby which generates pedestrian activity. The 'No Stopping' zones will improve visibility of pedestrians along

Street	Side	Intersecting Street	Parking Stem (Y/N)	Distance	Recommendation	Rationale
						the footpath
	Western	North of Bishopgate Street	Y	10	Install 'No Stopping' sign on existing stem	<ul style="list-style-type: none"> • Improve parking compliance and access • Improve parking compliance and access
	Western	South of Bishopgate Street	Y	7.5	Install 'No Stopping' sign on new stem	<ul style="list-style-type: none"> • A reduced 'No Stopping' zone of 7.5 metres is recommended due to the existing adjacent driveway
Oxford Street	Western	North of Albermarle Street	N	10	Install 'No Stopping' sign on new stem	<ul style="list-style-type: none"> • Improve parking compliance and access
	Western	South of Albermarle Street	N	10	Install 'No Stopping' sign on new stem	<ul style="list-style-type: none"> • Improve parking compliance and access

PUBLIC CONSULTATION

Council consulted with affected residents and businesses in the area. There were a total of 346 letters sent to residents and businesses. Letters were distributed to the relevant households and businesses that may be affected by the proposed parking changes at the intersections of each main street (Albermarle, Lennox and Bishopgate Streets).

The results and summary of the consultation are shown below in Tables 2, 3 and 4.

Table 2 - Consultation summary - Albermarle Street

Intersection	Support	Object	Community responses	Officer response
Albermarle and Denison Streets	-	-	-	-
Albermarle and Probert Streets	-	-	-	-
Albermarle and Chelmsford Streets	-	-	-	-
Albermarle and Oxford Streets	-	1	Will only support if Resident Parking Scheme/Permit is provided	Currently the M3 permit parking area provides permit parking spaces on the eastern side of Chelmsford and Probert Streets, and the western side of Denison Street between Albermarle and St Marys Street. A review of the M3 permit parking area will need to be completed to determine if there are any required changes to the M3 permit parking area.
Albermarle and Baltic Streets	-	-	-	-
All Streets	4		<ul style="list-style-type: none"> One response noted support of the proposal to ensure access for emergency vehicles, however requested for consideration of adding additional permit parking 	<ul style="list-style-type: none"> Currently the M3 permit parking area provides permit parking spaces on the eastern side of Chelmsford and Probert Streets, and the western side of Denison Street between Albermarle and St Marys Street. A review of the M3 permit parking area will need to be completed to determine if there are any required changes to the M3 permit parking

Intersection	Support	Object	Community responses	Officer response
			<p>spaces in the areas that are currently unrestricted as the 'No Stopping' restrictions will add more pressure onto the unrestricted parking spaces</p> <ul style="list-style-type: none"> • Additional 'No Stopping' restrictions are required at the intersection of Albermarle and Australia Streets • The proposed changes remove parking in an area where parking is currently hard to find. Would Council be able to make additional parking available in the area to make up for the parking spaces that are removed 	<p>area.</p> <ul style="list-style-type: none"> • Council officers will investigate the intersection of Albermarle and Australia Streets further. • There is a gain of approximately 2-3 unrestricted parking spaces on the northern side of Albermarle Street, west of Probert Street. • It is acknowledged that the 'No Stopping' restrictions affects motorists who may be parking within this area, the locations are considered to be essential access routes for Fire Rescue NSW vehicles. Council in conjunction with Fire Rescue NSW has carefully considered the locations that require 'No Stopping' restrictions.
Total	4	1		

Table 3 - Consultation summary - Lennox Street

Intersection	Support	Object	Community responses	Officer response
Lennox and Denison Streets	-	-	-	-

Lennox and Chelmsford Streets	1		Request for additional 'No Stopping' restrictions on Chelmsford Street at Lennox Street	<ul style="list-style-type: none"> Council officers will investigate the intersection of Chelmsford and Lennox Street to assess if further 'No Stopping' restrictions are required
Lennox and Probert Streets	-	-	-	-
All Streets	1			
Total	2	0		

Table 4 - Consultation summary - Bishopgate Street

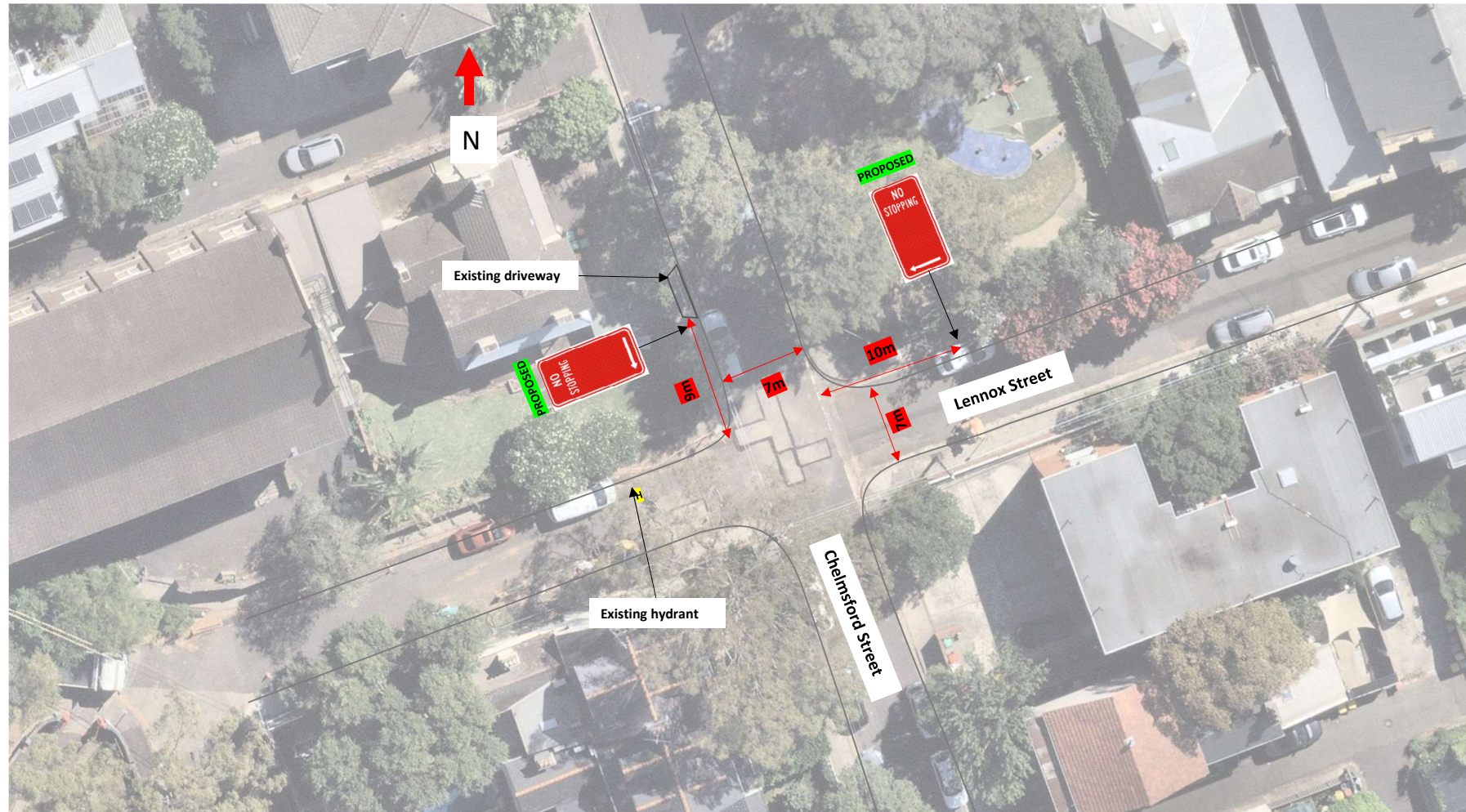
Intersection	Support	Object	Community responses	Officer response
Bishopgate and Probert Streets	-	-	-	-
Bishopgate and Chelmsford Streets	-	-	-	-
All Streets	-	-	-	-
Total	0	0		

FINANCIAL IMPLICATIONS

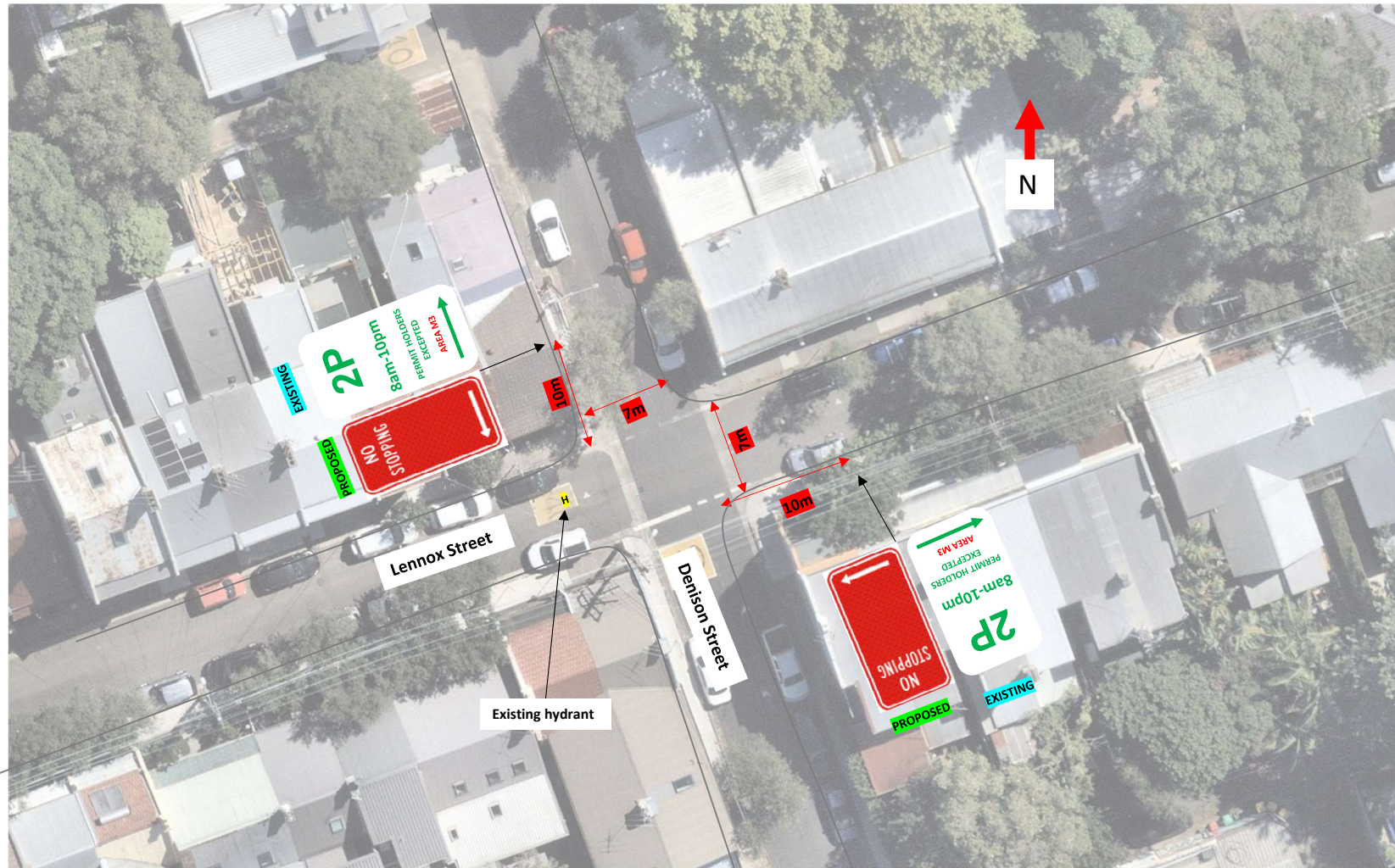
The costs of installation of the proposal(s) is to be funded within Council's signs and line marking budget

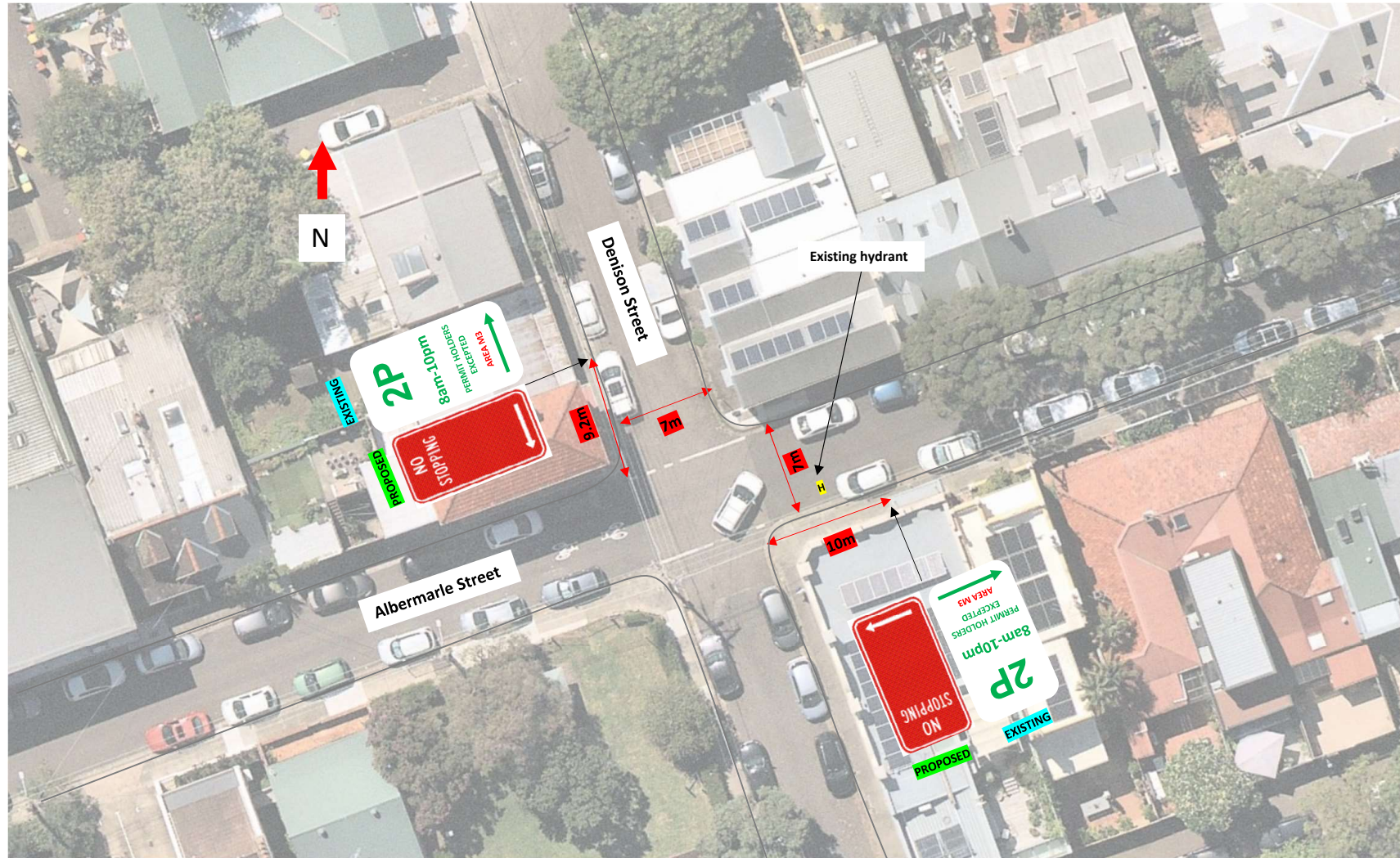
ATTACHMENTS

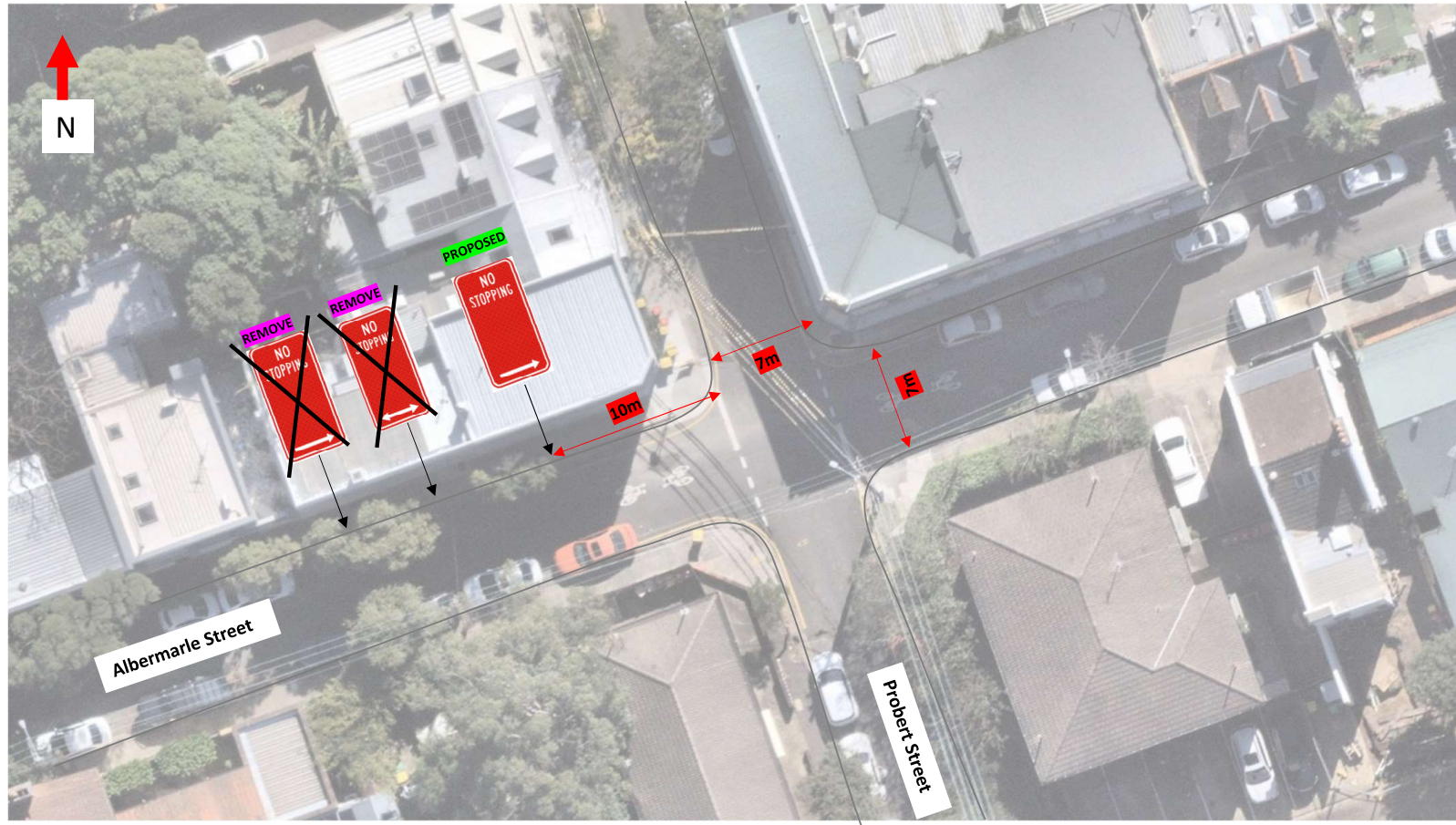
- [1.↓](#) Proposed parking changes



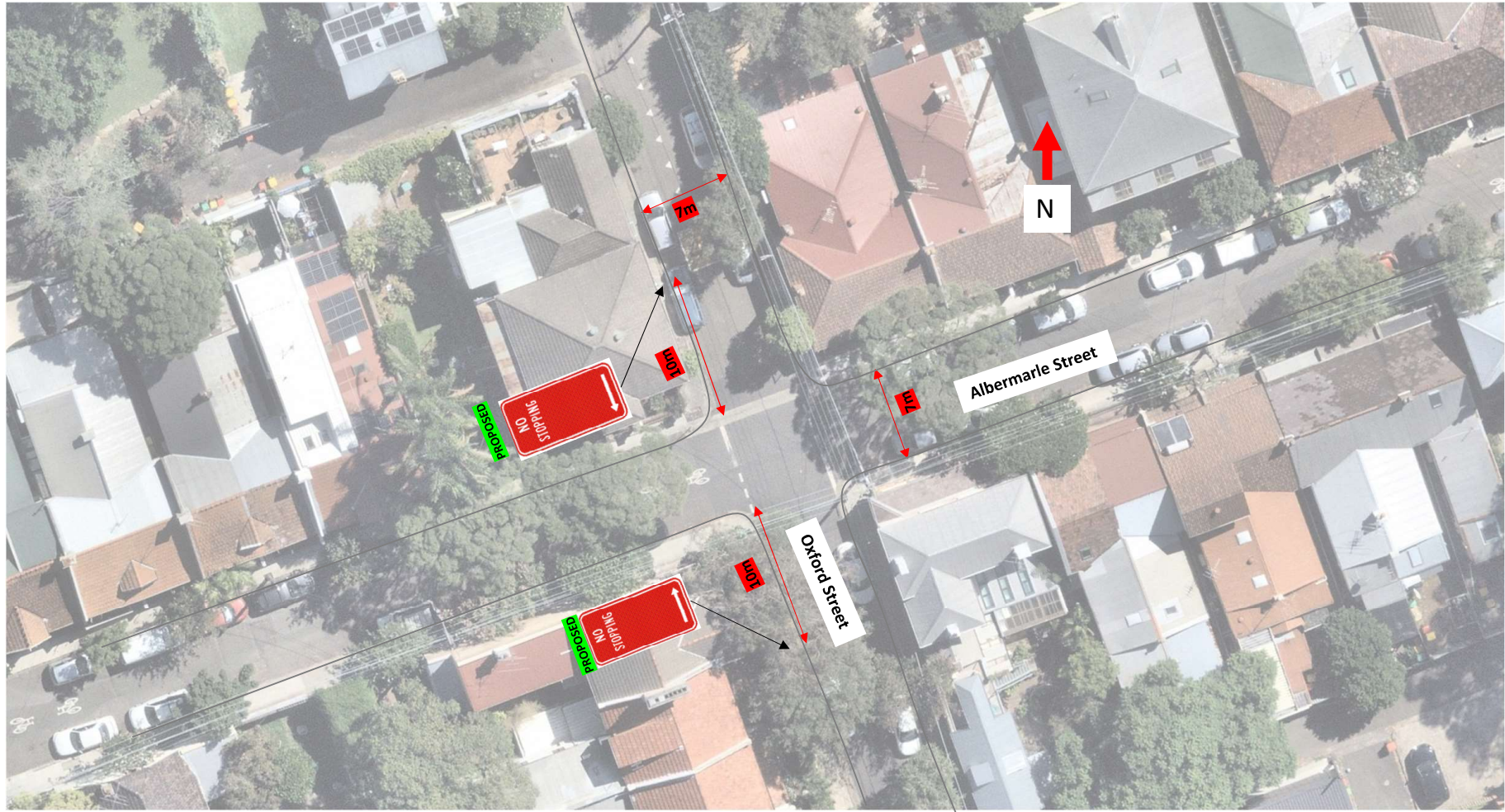


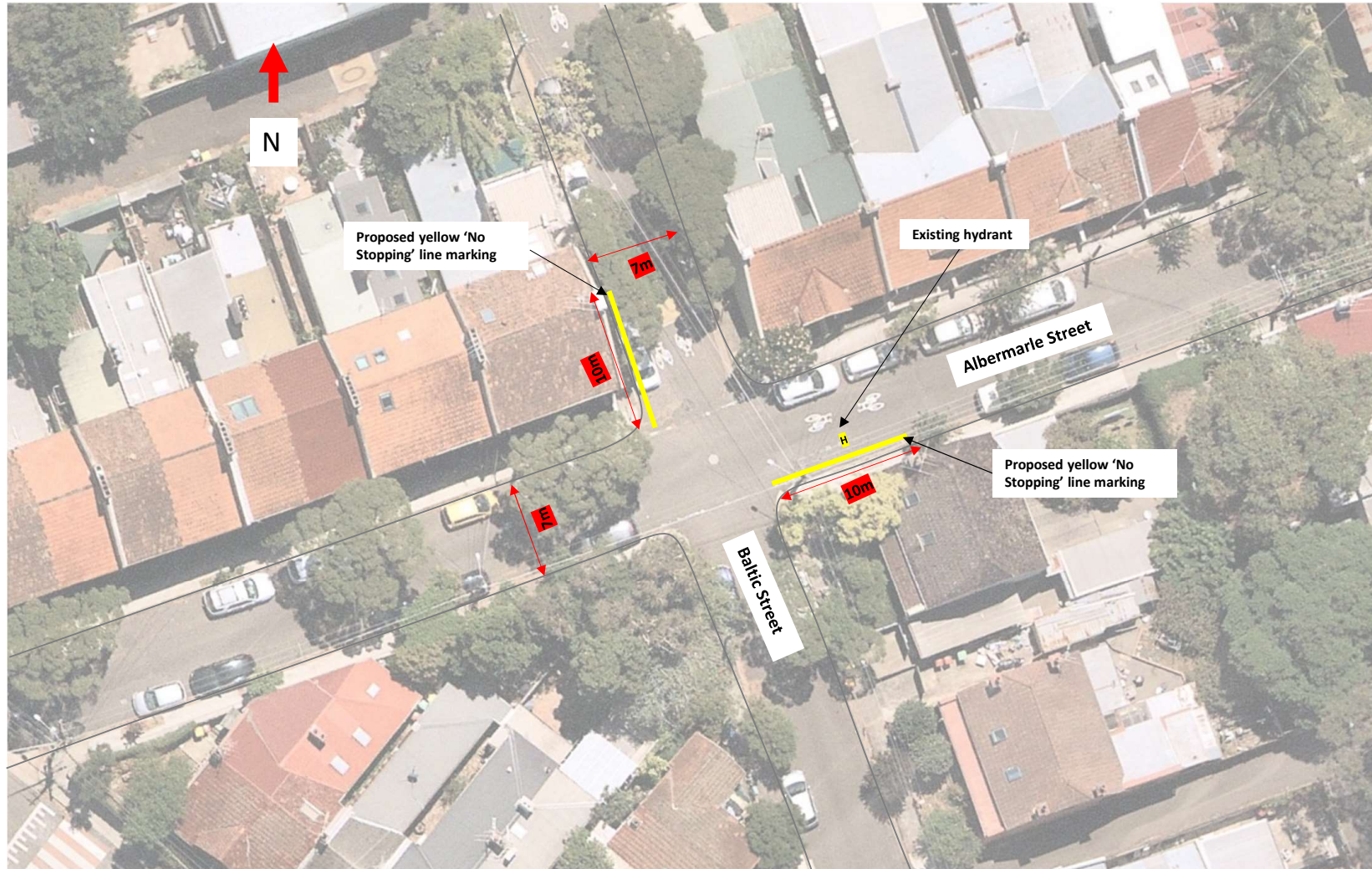


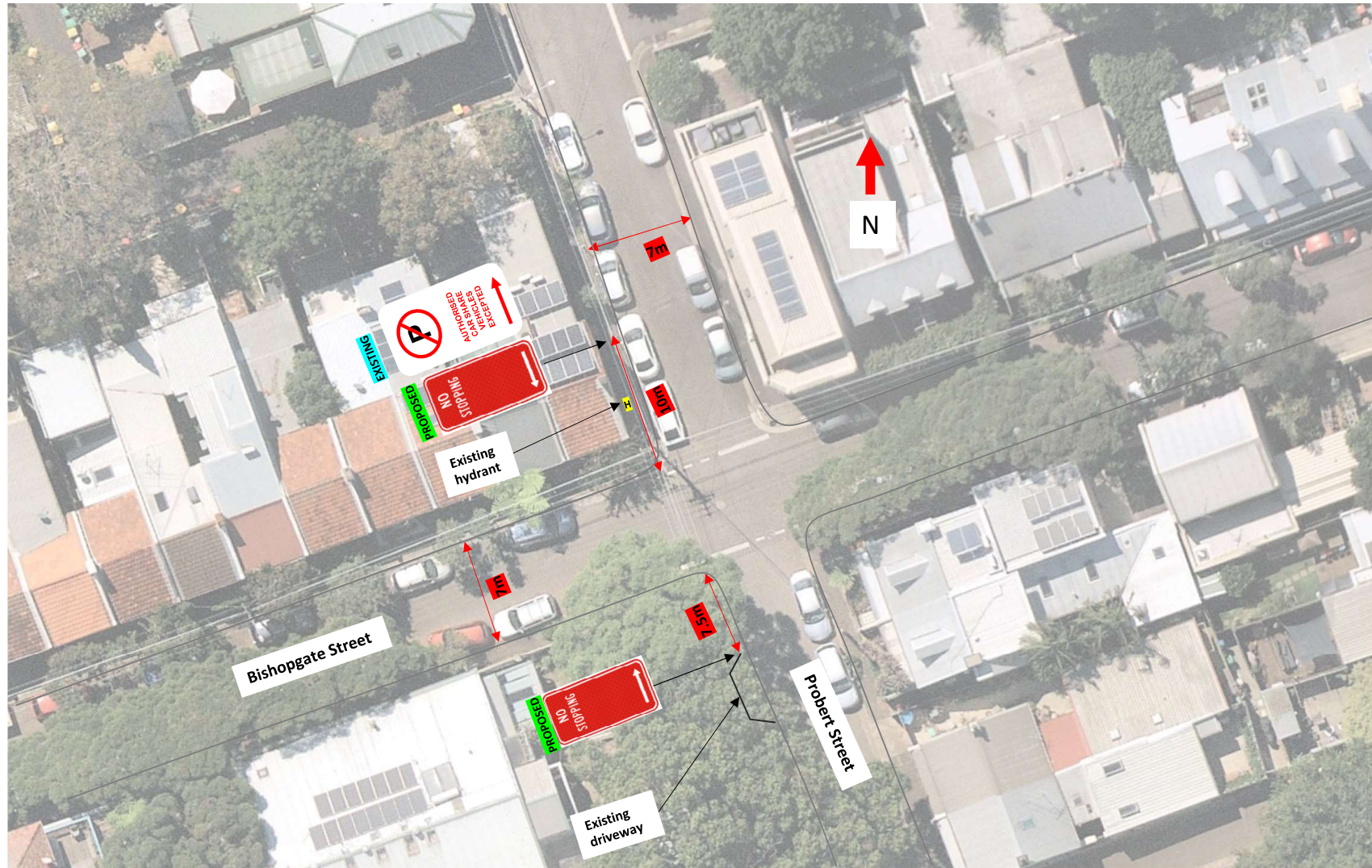














Item No: LTC1123(1) Item 17
Subject: PERRY LANE, LILYFIELD - PROPOSED 'NO PARKING' RESTRICTIONS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the implementation of a 7.0m 'No Parking' zone on the northern side of Perry Lane, Lilyfield opposite the rear garages of No.205 and 207 Lilyfield Road, Lilyfield, be approved.
2. That a 5.3m 'No Stopping' zone at the southern side of Steward Street near the intersection with Perry Lane, Lilyfield be investigated.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The proposal for the implementation of a 'No Parking' zone in Perry Lane at the rear access of No.205 and 207 Lilyfield Road, Lilyfield was deferred by Council on 8 August Council meeting pending an onsite meeting with the properties directly impacted. This meeting was held on 12 October 2023 in Perry Lane, with all sides reaching an agreement for a 7.0m length 'No Parking' zone to be implemented.

Concerns have been raised by the business owner at No.209 Lilyfield Road, Lilyfield on the reduced parking availability for customers. In response council staff will investigate a possible reduction of the 'No Stopping' length at the intersection of Steward Street and Perry Lane to generate an additional parking space.

BACKGROUND

Council had initially received concerns from residents with rear property access on Perry Lane, Lilyfield regarding vehicles parking on the northern side of the lane and obstructing access to their garages. Rear access for property No.205 Lilyfield Road is further limited by a tree located on the northern side of Perry Lane, to the west of the garage of No.1 Mary Street, Lilyfield.

A 'No Parking' zone was proposed to enable vehicle access to these properties. This proposal was supported by the Local Traffic Committee meeting however was later deferred by Council at its meeting on 8 August 2023 pending an onsite meeting to identify alternative solutions.

DISCUSSION

Subsequently, Council staff held a site meeting on 12 October 2023 with stakeholders from properties No.205, 207 and 209 Lilyfield Road, Lilyfield. Although all sides have given approval for the 'No Parking' zone to be implemented, some concerns remained regarding the reduced parking supply in the area. In examining possible options, Council has proposed reducing the length of the existing 10m 'No Stopping' on the western side of Steward Street near the

intersection of Perry Lane to approximately 5m, in order to maintain the same on-street parking supply in the area and noting the very low speed and volume of traffic in this area.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Perry Lane, Lilyfield - Plan



Item No: LTC1123(1) Item 18
Subject: RYAN STREET AT JOESPH STREET, LILYFIELD - PROPOSED KERB BLISTER ISLAND (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed Kerb Blister Island outside No.62 Ryan Street at the intersection of Joseph Street, Lilyfield be approved.
2. That this project be listed for consideration in a forward capital works program.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

It has been reported that vehicles have caused damage to the awning at property No. 62 Ryan Street, Lilyfield whilst maneuvering near the corner of Ryan Street and Joseph Street, Lilyfield. This has raised concerns for both the structural integrity of the heritage building and pedestrian safety. Therefore, council is proposing the installation of a garden bed outside of No.62 Ryan Street, Lilyfield to facilitate safer vehicle turning movements.

BACKGROUND

Council has received concerns regarding unsafe vehicle turning movements near the corner of Ryan Street and Joseph Street, Lilyfield. At this location, the awning supports at property No.62 Ryan Street, Lilyfield are located adjacent to the road carriageway with heavy vehicles previously causing structural damage to the awning whilst parking and maneuvering through the intersection. It should also be noted that the awning is located over the public footpath and therefore also presents a pedestrian safety risk. In response to these concerns council installed a painted island and road flaps with the intention to develop this into a landscaped Kerb Blister Island.

DISCUSSION

The proposal is shown within the below plan in *Figure 1*. It should be noted that there will be no loss of on-street parking due position of the garden bed being installed within the existing 'No Stopping' zone.

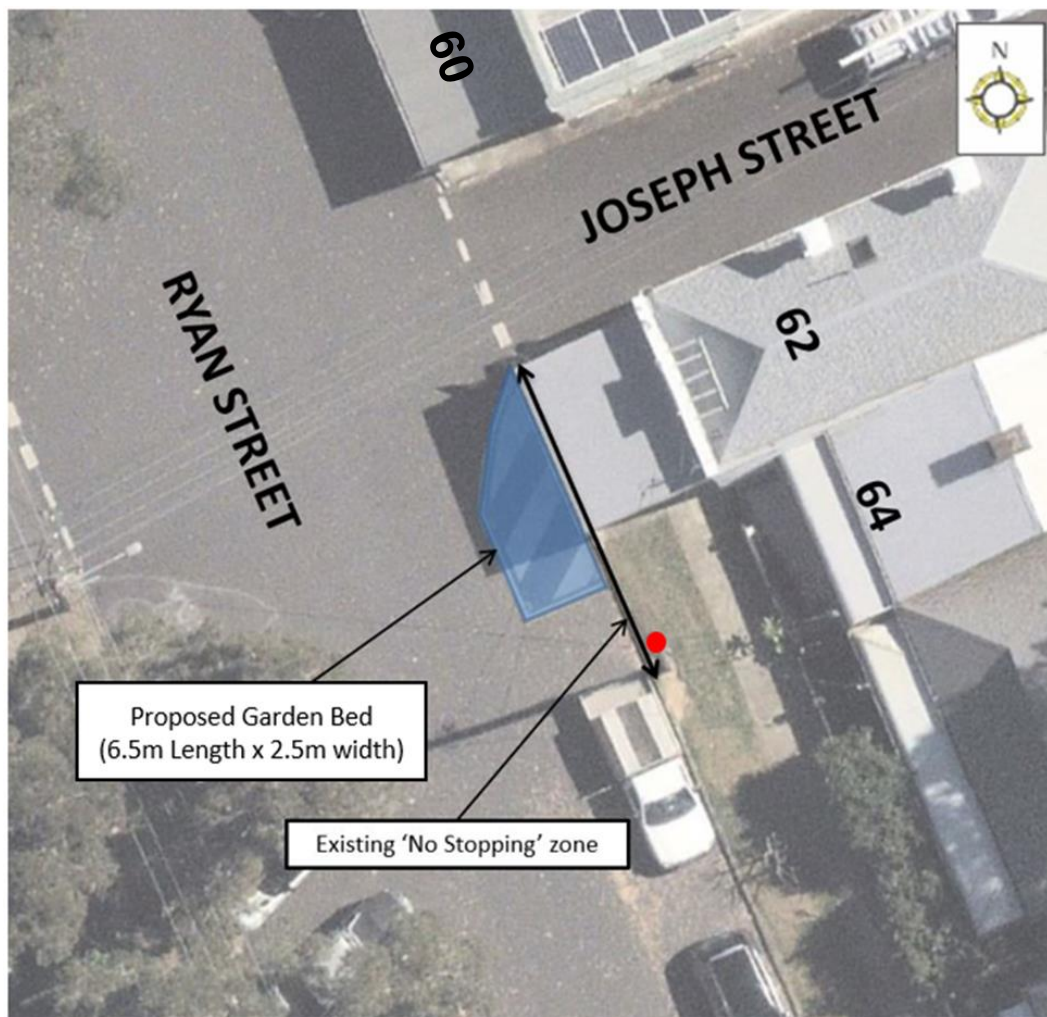


Figure 1: Proposed Kerb Blister Island at Joseph Street and Ryan Street, Lilyfield

A consultation letter outlining the proposal was issued to the below affected properties. One (1) response was received in support of the proposal and is summarised below.

Residents Comments	Officer Comments
I support the proposal but believe that a garden bed should also be installed on the opposite side in front of No.60 Ryan Street, Lilyfield	Australia Post uses this location to collect mail from the post box located near the boundary of No.58 and 60 Ryan Street, Lilyfield. It should be noted that a previous consultation for a 'No Stopping' zone in this section was not supported by the properties directly impacted.



FINANCIAL IMPLICATIONS

This project is estimated to cost \$12,000 and is recommended to be included in Council's Capital Works Program.

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 19
Subject: **WARBURTON STREET, MARRICKVILLE - PROPOSED TIMED PARKING RESTRICTIONS (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)**
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the nine (9) unrestricted 90-degree angle parking be signposted as '4P 8am-6pm' on the eastern side of Warburton Street, Marrickville just east of Herb Greedy Place.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Livable, connected neighborhoods and transport

EXECUTIVE SUMMARY

McNeilly Park is a key open-space park within the Inner West Council, located near the Marrickville train station and town centre. Currently, there are unrestricted parking spaces adjacent to the park which allows for long-term parking such as commuter parking. As a result, motorists can park for extended periods of time which affects the equity and accessibility to the park. The proposed timed parking restriction (4P 8am-6pm) seeks to deter commuter parking, provide access to the park for those who require a vehicle, and provide the necessary turnover of parking for visitors. The proposal will also benefit the nearby town centre where the timeframe permits recreational time at the park as well as visits to the nearby town centre.

BACKGROUND

Council has received a request from a resident requesting for timed parking restrictions on Warburton Street, Marrickville, just east of Herb Greedy Place. The resident has raised concerns about long term commuter parking as the parking spaces are currently unrestricted.

DISCUSSION

McNeilly Park is located adjacent to Marrickville Town Centre and approximately 300 metres from Marrickville Train Station. Currently, both sides of Warburton Street, just west of Illawarra Road is allocated as '2P 8.30am-6pm Mon-Fr; 8.30am-10pm Sat-Sun, Permit Holders Excepted Area M2'. This time restriction effectively limits commuter parking that may occur at this location due to the proximity to Marrickville Train Station. The time restriction also allows for turnover of parking for visitors to McNeilly Park and the nearby Marrickville Town Centre. However, further west along Warburton Street, there are currently nine (9) unrestricted 90 degree angle parking spaces adjacent to McNeilly Park and just east of Herb Greedy Place, which is inconsistent with the current time restricted parking spaces on Warburton Street.

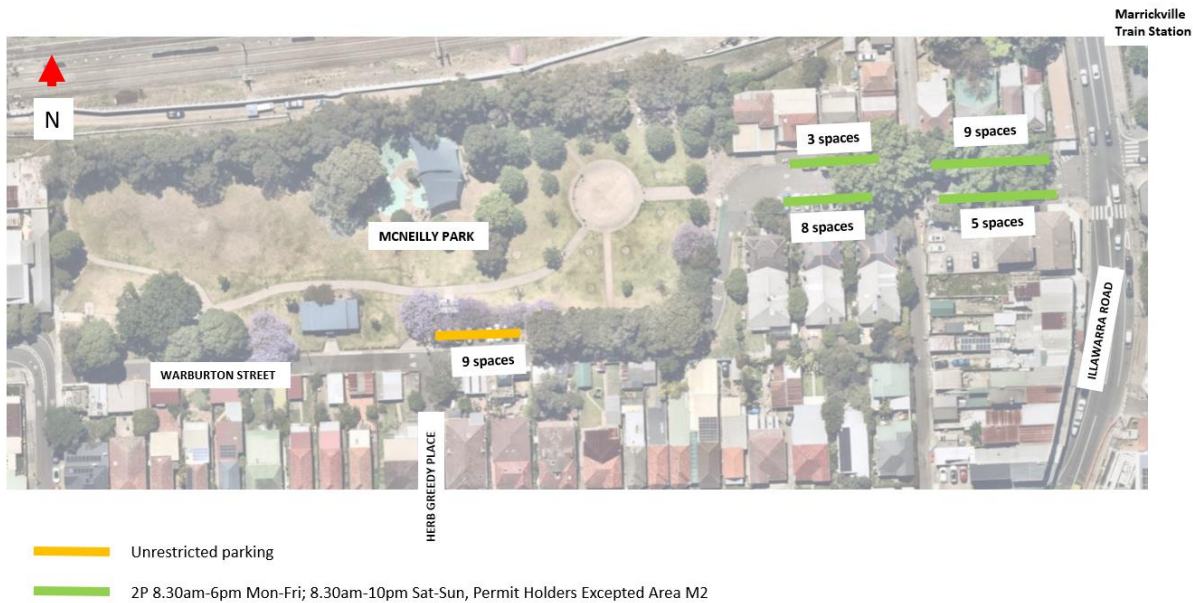


Figure 1 - Existing parking restrictions

Council officers have completed a parking survey to determine the duration of stay of vehicles at the nine (9) unrestricted parking spaces on Warburton Street. The results are presented below.

Table 1 - Duration of stay parking survey

Number plate survey; 12 October 2023		
11:25am	3:25pm	Vehicle parked for 4-hours
VEH1	VEH1	Yes
VEH2	VEH2	Yes
VEH3	VEH3	Yes
VEH4	VEH10	No
VEH5	VEH5	Yes
VEH6	VEH6	Yes
VEH7	VEH11	No
VEH8	VEH8	Yes
VEH9	VEH9	Yes

The results from Table 1 above, indicate there were 78 per cent of vehicles (7 out of 9) that parked for a four (4) hour period, between 11.25am and 3.25pm. This suggests an extended period of parking at McNeilly Park.

Table 2 - Duration of stay parking survey

Number plate survey; 16 October 2023		
8:52am	3:50pm	Vehicle parked for greater than 4-hours
VEH1	VEH1	Yes
VEH2	-	No
VEH3	VEH3	Yes
VEH4	VEH4	Yes
VEH5	-	No

VEH6	VEH6	Yes
VEH7	VEH7	Yes
VEH8	VEH8	Yes
VEH9	VEH9	Yes

Further duration of stay surveys were completed following the original survey of 12 October 2023. The survey from 16 October 2023 as shown in Table 2 above, indicate that 78 per cent of vehicles were parked from approximately 9am to 4pm (7 out of the 9 parking spaces were occupied by the same vehicle throughout the entire day).

Table 3 - Duration of stay parking survey

Number plate survey; 18/10/23			
6.30am	9am	3:40pm	Likely type of parking
-	VEH5	VEH5	commuter
-	VEH6	VEH6	commuter
-	VEH7	VEH7	commuter
VEH1	VEH1	VEH1	resident
-	VEH8	VEH8	commuter
VEH2	VEH2	VEH9	resident
VEH3	VEH3	VEH10	resident
VEH4	VEH4	VEH11	resident
-	VEH12	VEH12	commuter

A final survey was completed to determine if the vehicles that were parked in the 9 spaces were either by residents or commuters. To determine this, an early morning survey at 6.30am was completed, followed by another survey at 9am and in the afternoon at around 4pm. The results are presented in Table 3 above.

At 6.30am only 4 out of the 9 spaces were occupied, and it is likely that these vehicles are belonging to residents. By 9am, all 9 spaces were utilised, suggesting that 5 out of the 9 spaces (55 per cent) could be used by commuters. These 5 vehicles occupied the unrestricted parking spaces between 9am and 3.40pm indicating long term or commuter parking.

Based on these results, an effective parking solution is the implementation of time restricted parking. The proposed '4P 8am-6pm' time restriction allows for motorists and nearby residents to park unrestricted overnight whilst ensuring turn-over of parking at McNeilly Park during the day. Table 3 suggests that 75 per cent (3 out of 4) of residents move their vehicle after 9am. With the proposed 4P commencing at 8am, residents can park in the spaces until 12noon before having to move their vehicle to allow for a park visitor to park their vehicle near McNeilly Park.

The proposal will also allow for turn-over of parking on the weekends where parking demand at McNeilly Park is likely to be higher. The proposed '4P 8am-6pm' allows for a minimum of 2 turnover cycles (at 12noon, and at 4pm). As a starting point, this is an improvement over current conditions which does not allow for any turnover of parking.

PUBLIC CONSULTATION

Consultation was completed between Thursday 19 October 2023 and Friday 10 November 2023. There were 27 letters sent to nearby residents and businesses of Warburton Street advising them of the proposal. Council officers received one (1) response supporting the proposal and no responses opposing the proposal. The response supporting the proposal

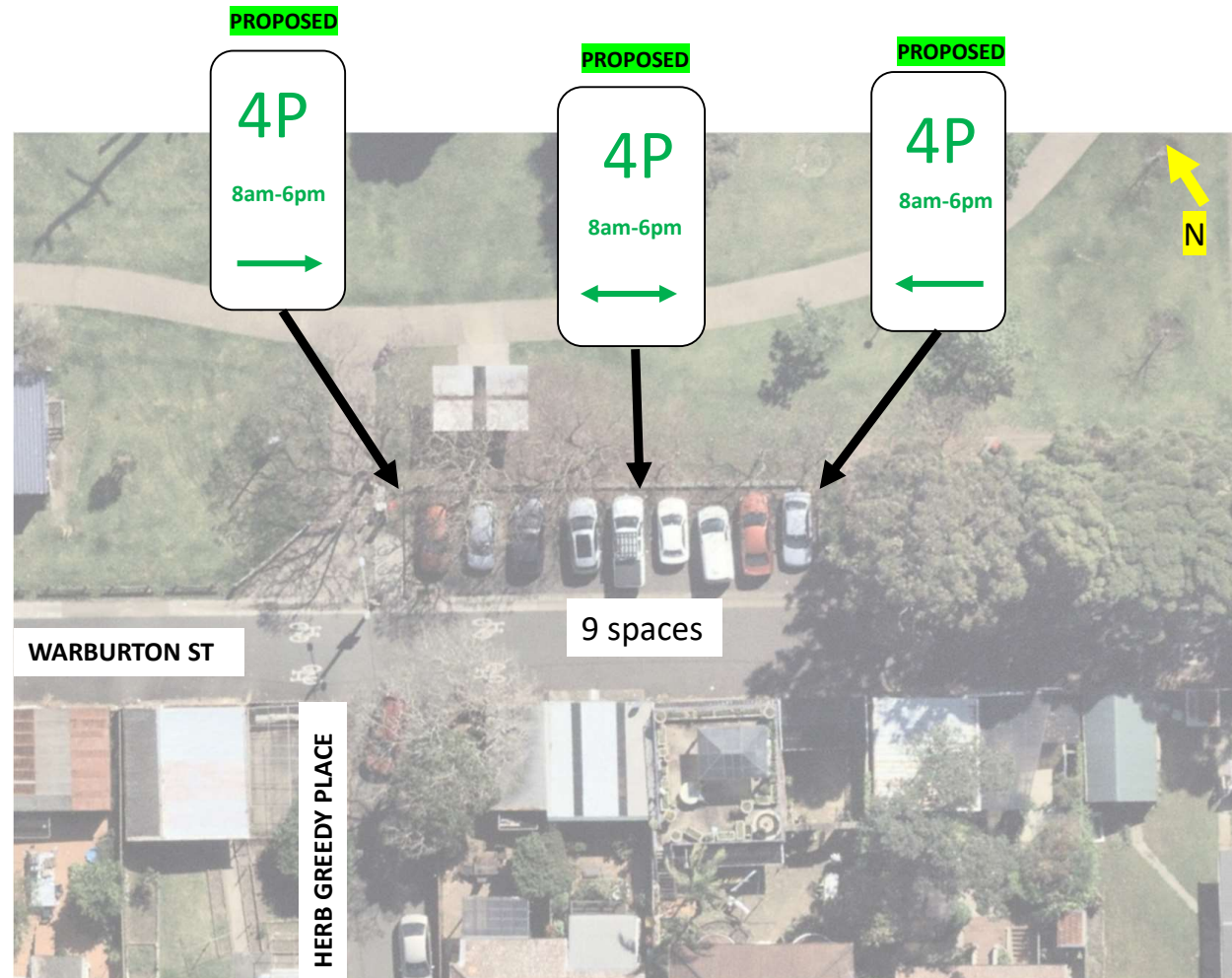
agreed with the time restricted parking to allow for people who use the park during the day especially parents with young children to park close to McNeilly Park.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Proposed time restricted parking - Warburton Street Marrickville



Item No: LTC1123(1) Item 20
Subject: BIRCHGROVE ROAD, BIRCHGROVE - PROPOSED 'NO STOPPING' (BALUDARRI-BALMAIN WARD/BALMAIN ELECORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: Sunny Jo - Coordinator Traffic Engineering Services (north)

RECOMMENDATION

That a 10m length 'No Stopping' restriction be installed at the frontage of No.84 Birchgrove Road, Birchgrove.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

DISCUSSION

Council has received concerns regarding vehicles parked close to the intersection of Reuss Street and Birchgrove Road, Birchgrove. It is reported that vehicles parked at the frontage of No.84 Birchgrove Road limits visibility of drivers when exiting from the driveway at No.84 and also from Reuss Street, Birchgrove. It is proposed to install a 10m 'No Stopping' restriction along the frontage of No.84 Birchgrove Road, Birchgrove.

A consultation letter was distributed to 17 properties on 9 October 2023 to owners and occupiers near the proposed 10m 'No Stopping' restriction. The closing date for submissions ended on 3 November 2023.

A total of five (5) responses were received all in support of the proposal.

Resident Comments	Officer Comments
Resident requested 'No Stopping' restriction along the frontage of 82 Birchgrove Road.	Council officers will monitor this location to determine if non-compliance is of concern and requires signposting.
Resident requested 'No Stopping' restriction at the south eastern corner of Birchgrove Road and Cove Street.	Council officers will monitor this location to determine if non-compliance is of concern and requires signposting.

The plan below outlined in *Figure 1* shows the proposed 10m 'No Stopping' restriction along the frontage of 84 Birchgrove Road, Birchgrove.



Figure 1 Proposed No Stopping zone in Birchgrove Road, Birchgrove (source NearMaps)

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 21
Subject: SMITH STREET, ROZELLE - REVIEW OF PARKING (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Sunny Jo - Coordinator Traffic Engineering Services (north)
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

DISCUSSION

At the October 2023 Traffic Committee, the Representative for the Member of Balmain requested an update on the request for the additional parking permits and suggestion for Council to turn some of the 2 hour resident parking zones into 4P paid parking, resident permit holders excepted based on a submission was received from the Inner Sydney Montessori School (ISMS) regarding a review of the recently implemented Resident Parking Scheme (RPS) in Smith Street and surrounding streets, Rozelle.

The subject RPS in Rozelle North was expanded and implemented between May and August 2023. This was one of the recommendations from the Rozelle North Precinct Parking Study which was undertaken with consultation with the community during 2021. The work included an analysis of parking utilisation data collected outside of the Covid restrictions and developed strategies to manage the limited on-street parking.

The Parking Study identified that a very high level of permit to parking capacity ratio in Rosser Street prior to the recent parking changes. Transport for NSW guidelines require that the number of permits should not exceed the number of spaces available under the RPS. Beyond this point, the effectiveness of the scheme and chance of a permit holder finding a vacant space is greatly diminished. The intention of the permit scheme is to prioritise residents over long-term day parking.

Historically Council understood that the ISMS had a parking deficiency in contravention to Council's planning requirements, and that this was in the order of 35-39 vehicles as noted in the School's original DA and Mod applications.

Due to the reason outlined above, the eight (8) permits recently issued to the School cannot be increased. Further to this, the number of permits issued ISMS is considered appropriate compared to other schools and 'community use' organizations in Rozelle and Balmain.

It is recognised that the number permits would be a significant change for staff and this would limit long-term parking options for vehicles to other areas such as Punch Park and Robert Street. Such a change may be a catalyst to shift to other transport modes such as public, active or shared transport.

Other options including establishing a 4P paid parking scheme in Smith Street as suggested is not currently supported as parking meters are intended for town centres and shopping strips with high demand and turnover and is not recommended for implementation in residential areas. It is also noted that 4 hour parking is typically not used for Resident Parking as it reduces turnover.

The parking along the ISMS frontage in Smith Street is currently signposted as a combination of:

- '5 Minute Parking 8.15am-8.45am, 2.45pm-3.15pm School Days'
- 'No Parking for 8.15am-8.45am, 2.45pm-3.15pm School Days'
- One (1) 'Mobility Parking Space 8.15am-3.15pm School Days'

Council can review the parking along the school frontage to improve turnover for staff and visitors to the school.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 22
Subject: PEDESTRIAN AND BICYCLE SAFETY AT BUS STOP - ROBERT STREET, ROZELLE (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Sunny Jo - Coordinator Traffic Engineering Services (north)
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

DISCUSSION

At the Traffic Committee meeting held on 16 October 2023, the Representative for the Member of Balmain requested an update on the Bus Stop on Robert Street, Rozelle.

Council has undertaken a review of the safety issues raised by a Rozelle resident at the existing Bus Stop and Shelter on the south side of Robert Street, Rozelle approximately 50m east of Victoria Road. It is reported that there are concerns for conflict between pedestrians and bicycle riders at the Bus Shelter, and several near misses have been reported. With the Shared User Path having a downhill grade from Victoria Road, bicycle riders are prone to quickly build speed on the approach to the Bus Stop.

Services 441 and 442 pass this location, connecting the City CBD to Birchgrove and Balmain East respectively, with a Bus Shelter with transparent side panels has been in place for some time. A bicycle route was adopted for Robert Street with linemarking reinforcing the Shared User Path installed circa 2016. Observations onsite confirm that a number of warning signs and linemarking installed for the downhill approach to this location as illustrated in *Figure 1* below.



Figure 1 Robert Street, approx.50m east of Victoria Road (source: Google Street View)

The width of the footpath along the White Bay Power Station frontage is approximately 3.5m, which is suitable for a Pedestrian and Bicycle Shared Path however, due to the limited width a bypass for bicycle riders behind the Bus Shelter could not be provided.

It is understood that Department of Planning and Environment is currently refining the Bays West Masterplan, which is expected to include a review of the current bus routes and stops, not limited to the existing 441 and 442 services. Under the plan, it is expected that an upgrade of the Mullens Street and Robert Street intersection would be required and implemented in subsequent years from the opening The Bays Metro Station in 2030. In the interim, it is recommended to retain the existing Shared User Path and Bus Stop configuration.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC1123(1) Item 23
Subject: TRAFFIC CALMING ON LILYFIELD ROAD, ROZELLE (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Sunny Jo - Coordinator Traffic Engineering Services (north)
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

DISCUSSION

At the October 2023 Traffic Committee meeting, the Representative for the Member of Balmain requested an update on the investigation of traffic calming devices and/or treatments on Lilyfield Road at the intersection of Victoria Road.

Council has now undertaken a review of the road configuration of Lilyfield Road at Victoria Road, Lilyfield. Concerns were received regarding road safety at this location as this site has changed due to the WestConnex Rozelle Interchange works. The intersection retains the left in and out movements, and now feature wider kerb ramps, and an unmarked crossing point for pedestrians and bicycle riders across Lilyfield Road. The existing raised threshold has been replaced with a Watts Profile Hump and relocated further west of its previous location.

Lilyfield Road is a cycle route and feature an on-street path which ends at Victoria Road. Previously Council has raised the issue of relocating the existing traffic calming device further away from Victoria Road, and that the Watts Profile humps are not considered the most suitable treatment for an on-street bicycle route such as Lilyfield Road.

Aerial photos of the Lilyfield Road and Victoria Road intersection are shown in *Figure 1* below, with recent site photos shown in *Figure 2 and 3* below.

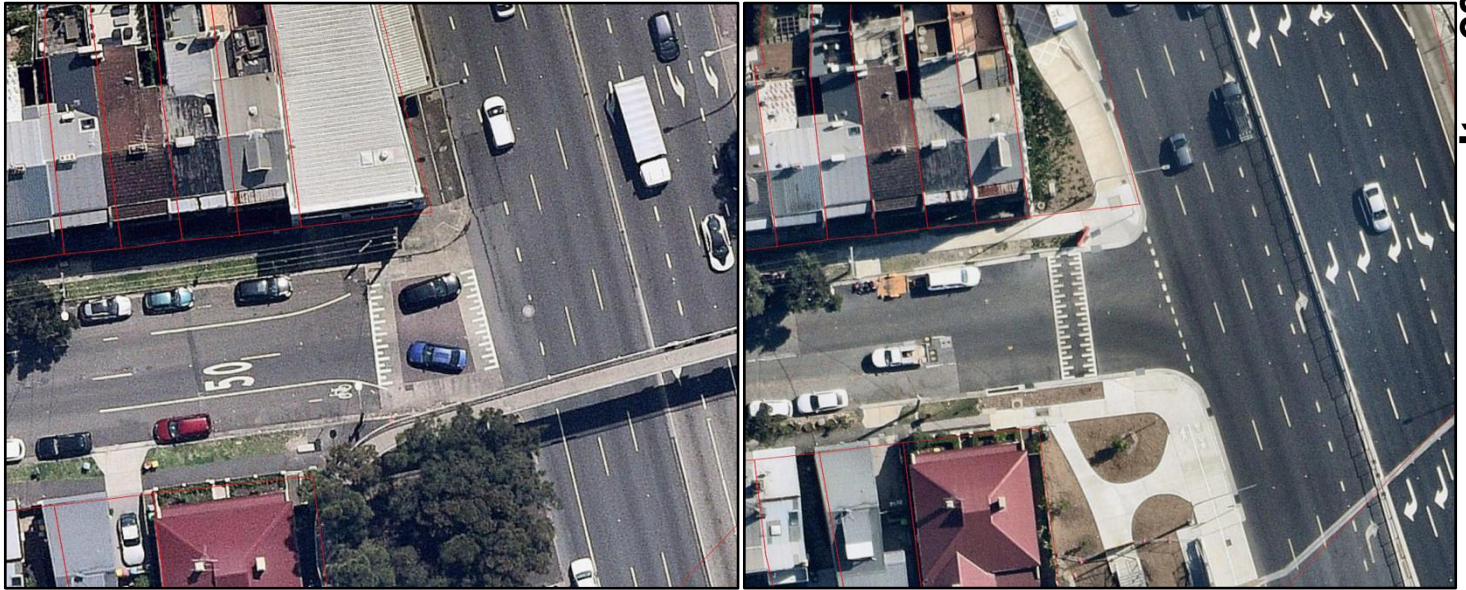


Figure 1: Intersection of Lilyfield Road and Victoria Road pre-WestConnex works (left) and post-WestConnex works

Council officers have noted the changes to this location and made comments back to Rozelle Interchange and to Transport for NSW regarding this location relating to:

- Unsuitability of the Watts Profile Hump for on-road bicycle riders as a replacement to the previous raised threshold
- Signposting and linemarking requirements
- Drainage, landscaping and footpath assets
- Pedestrian and bicycle riders safety at this location crossing Lilyfield Road

It should be noted that discussions are currently underway between Council and Transport for NSW regarding the delivery of the Lilyfield Cycleway.



Figure 2: Site photos of Lilyfield Road and Victoria Road intersection, facing east



Figure 3: Site photos of Lilyfield Road and Victoria Road intersection, facing north

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.