

Minutes of Meeting held on 17 June 2024

Meeting commenced at 11:05 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Eleanor Nurse	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Representative for the Inner West Bicycle Coalition (IWBC)
Michael Takla	Representative for Transit Systems
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC's Coordinator Traffic Studies & Road Safety
Christy Li	IWC's Business Administration Officer

VISITORS

Andy Portess	Resident (Item 2)
Kathryn Welsh	Resident (Item 2)
Melanie Norton	Resident (Item 4)

APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 20 May 2024 and Extraordinary Local Traffic Committee held on Monday, 3 June 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 15 April 2024 were adopted at Council's meeting held on 21 May 2024 subject to the following:

1. That officers provide a timeline, project plan and budget in relation to raising the existing pedestrian crossing on Illawarra Road, near Thornley Street, Marrickville, via councillor briefing note in advance of the June Ordinary Council meeting noting that council has previously resolved to fund upgrades in the next quarterly budget review

LTC0624(1) Item 1 Norton Street, Leichhardt - Temporary Road Closure - Italian Festa (Gulgadya - Leichhardt/Balmain Electorate/Leichhardt PAC)

SUMMARY

Annual Italian Festa is a recurring family and community event that will be held on 27 October 2024 on Norton Street between Marion Street and William Street and surrounding streets.

The attached Traffic Management Plan (TMP) has been prepared to provide the location of road closures and proposed traffic management strategies, stallholder access plan, the event clearway zone, emergency vehicle access plan, bus stop closures/available public transport, available public car parks and resident/local business access.

Officers Recommendation:

That the road closure application for the 'Norton Street Italian Festa 2024' on Sunday, 27 October 2024 be approved subject to the following conditions:

1. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 3:00am and 9:00pm:
 - a) Norton Street between William Street and Marion Street
 - b) Allen Street between Derbyshire Road and Norton Street
 - c) Arthur Street between Short Street and Allen Street
 - d) Short Street between Derbyshire Road and Norton Street
 - e) Wetherill Street between Derbyshire Road and Norton Street
2. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 6:00am and 9:00pm:
 - a) Allen Street between James Street and Norton Street
 - b) Macauley Street between Cromwell Street and Norton Street
 - c) Carlisle Street between Cromwell Street and Norton Street
 - d) Marlborough Street between Cromwell Street and Norton Street
 - e) Lou Street between Marion Street and Allen Street
 - f) Derbyshire Road at William Street
3. Approval from Transport for NSW for the TMP and TGS and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
4. Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two-way roads when Norton Street is closed to provide access for residents etc;
5. In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street;
6. Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section

prior to the event;

7. All affected residents and businesses, including the NSW Police Local Area Commander, Fire and Rescue NSW, NSW Ambulance Services and Transit Systems (Leichhardt Bus Depot) be notified in writing, by the organiser, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders; and
8. Temporary 'Bus Zones' be installed to accommodate two buses on both sides of William Street between Norton Street and James Street.

DISCUSSION:

The Representative for Transit Systems noted that in the previous 2-3 years the temporary bus stops that were put in place had not been managed by anyone and that vehicles were using the bus stops for parking. The Representative for Transit Systems requested that the traffic control company involved in the event organise staff to monitor the bus stops and that Council Officers pass on his details to the traffic controlling company.

Council Officers advised they will pass on the Representative for Transit Systems' contact details to the traffic control company contracted for the proposed road closure.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the road closure application for the 'Norton Street Italian Festa 2024' on Sunday, 27 October 2024 be approved subject to the following conditions:

1. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 3:00am and 9:00pm:
 - a) Norton Street between William Street and Marion Street
 - b) Allen Street between Derbyshire Road and Norton Street
 - c) Arthur Street between Short Street and Allen Street
 - d) Short Street between Derbyshire Road and Norton Street
 - e) Wetherill Street between Derbyshire Road and Norton Street
2. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 6:00am and 9:00pm:
 - a) Allen Street between James Street and Norton Street
 - b) Macauley Street between Cromwell Street and Norton Street
 - c) Carlisle Street between Cromwell Street and Norton Street
 - d) Marlborough Street between Cromwell Street and Norton Street
 - e) Lou Street between Marion Street and Allen Street
 - f) Derbyshire Road at William Street
3. Approval from Transport for NSW for the TMP and TGS and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
4. Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two-way roads when Norton Street is closed to provide access for residents etc;
5. In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street;
6. Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's

Traffic Section prior to the event;

7. **All affected residents and businesses, including the NSW Police Local Area Commander, Fire and Rescue NSW, NSW Ambulance Services and Transit Systems (Leichhardt Bus Depot) be notified in writing, by the organiser, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders; and**
8. **Temporary ‘Bus Zones’ be installed to accommodate two buses on both sides of William Street between Norton Street and James Street.**

For Motion: Unanimous

LTC0624(1) Item 2 Mathieson Street, Annandale - Proposed Drop Off and Pick Up Zone (Gulgadya - Annandale/Balmain/Leichhardt PAC)

SUMMARY

As part of the consent conditions for the approved Waranara School development application, it is proposed to install a drop off and pick up (DOPU) zone at the property frontage of No.11 Mathieson Street between Cahill Street and Water Street, Annandale.

The proposed signage will be signposted as ‘No Parking, 8:30-9:30am, 1:30-4:00pm School Days’ and will be 23.4m in length. A signage plan is provided in *Attachment 1* detailing the location, signage arrangement and length of the ‘No Parking’ zone. Existing ‘No Stopping’ zones will remain unchanged and the DOPU zone will be installed within the current unrestricted parking area.

Officers Recommendation:

1. That a 23.4m length ‘No Parking 8:30-9:30am, 1:30-4:00pm, School Days’ zone in Mathieson Street, between Cahill Street and Water Street, Annandale be approved.
2. That it be noted that the Waranara School will directly apply to Transport for NSW for a School Zone on the streets surrounding the school.

DISCUSSION:

Public Speakers Andy Portess and Kathryn Welsh entered the meeting at 11:08AM

Mr Portess and Ms Welsh advised they did not support the proposed recommendation raising concerns regarding the loss of parking spaces as there is already limited parking available in that area. Mr Portess advised that Council’s proposal to install a Drop off and Pick up zone would be inappropriate as it is a narrow street and there are ongoing issues with traffic congestion. Mr Portess suggested the possibility of moving the zone to Cahill Street to assist with alleviating the traffic issues on Mathieson Street and noted that Cahill Street already has 2P parking restrictions in place. Mr Portess advised that it may assist with the local traffic flow to have the school traffic funnelled through Cahill Street and Cahill Lane.

Ms Welsh advised that the school currently has permission to occupy some of the parking spaces whilst contractors carry out maintenance works on the footpath outside of the school. Mr Welsh noted that the parking situation last week was dangerous as people were parking close to the corner of Mathieson and Water Street. Ms Welsh also noted concerns regarding potential property damage if larger vehicles are unable to manoeuvre through the corner of Mathieson and Water Street as vehicles would have to mount the kerb when turning in as well as the possible risk of hitting parked vehicles. Ms Welsh and Mr Portess also advised

that there are moderate traffic movements in the area as there is a mix of commercial and residential usage noting that there are also trucks which utilise the streets as well as people who use Matheison Street and Water Street to avoid the Pymont Bridge Road and Parramatta Road intersection.

Public Speakers Andy Portess and Kathryn Welsh left the meeting at 11:16AM

Council Officers noted that there were 4 additional submissions received noting concerns regarding loss of parking and limited parking availability in the area. Council Officers advised that the school's Development Application has been reviewed and approved, requiring a school Drop off and Pick Up zone to be implemented to support the school's operation. Council Officers advised they have noted the public speaker's suggestion to relocate the Drop off and Pick Up zone and will consult with the school regarding the possibility of relocating to Cahill Street.

The Representative for Transport for NSW (TfNSW) noted that there was no footpath where the speakers proposed the relocation of the Drop off and Pick Up zone in Cahill Street. Council Officers advised that parents/carers would have to do a U-Turn at the end of Cahill Street to get back onto Matheison Street and noted that at the end of Cahill Street is a private carpark which Council has no jurisdiction over. The Representative for Transport for NSW (TfNSW) also advised concerns that having a School Zone and a Shared Zone simultaneously may not be permissible in Cahill Street.

Council Officers suggested that this item be deferred to allow for further investigations regarding minimising the loss of parking spaces and/or the relocation of the Drop off and Pick up zone to Cahill Street.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the consideration of a Drop off and Pick up zone in Mathieson Street be deferred to allow for further investigations regarding minimising the loss of parking spaces and/or the relocation of the Drop off and Pick up zone to Cahill Street

For Motion: Unanimous

LTC0624(1) Item 3 Rawson Street, Haberfield - Proposed Kerb Blister Island (Gulgadya, Summer Hill Electorate, Burwood PAC)

SUMMARY

Council is planning to remove the existing temporary kerb and bollards in Rawson Street near the intersection with Ramsay Street, Haberfield and install a new landscaped kerb blister island. The proposal aims to maintain low vehicle speeds, protect existing property and provide a safer more accessible crossing point across Rawson Street for pedestrians.

The proposal works does not change the existing parking in the street.

Officers Recommendation:

That the attached detailed design plan (Design Plan No.10292) for the proposed kerb blister on Rawson Street at the intersection with Rawson Street, Haberfield be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan (Design Plan No.10292) for the proposed kerb blister on Rawson Street at the intersection with Rawson Street, Haberfield be approved.

For Motion: Unanimous

LTC0624(1) Item 4 Petersham North LATM Final Report (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines the findings of the Final Petersham North LATM Study report. Council undertook Public Exhibition of the Final Draft Petersham North LATM Study through Yoursay Inner West in September 2023.

The response results indicate that the community generally supported all the proposed changes.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the LATM Study recommendations and some additional recommendations added. An independent peer review was also undertaken of the final draft report, engagement outcomes report and proposed amendments.

The recommended treatments will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets.

Officers Recommendation:

1. That the treatments listed below from the Petersham North LATM be approved and be listed for consideration in Council's Traffic Facilities program and operational linemarking/signposting program and prioritised as identified in the attached report.
 - a) That the raised threshold in Brighton Street between Wentworth Street and The Avenue be upgraded to a raised pedestrian (zebra) crossing.
 - b) That a roundabout be installed at the Croydon Street/Railway Street intersection.
 - c) That the midblock road closure island in Station Street be modified to provide a 1.5 metre gaps for cyclists and signposted 'No Entry Bicycles Excepted' and include cyclists wayfinding signposting.
 - d) A continuous footpath treatment be installed to cross The Avenue at Brighton Street.
 - e) The existing four space 'No Parking 4pm-6pm Mon-Fri' be replaced with 'No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street.
 - f) That kerb blisters be installed in Station Street at Lotus Street.
 - g) That a speed hump be installed in Brighton Street between Crystal Lane West and Crystal Street.
 - h) That double centrelines (BB) be linemarked in Palace Street between Fort Street and Andreas Street.
 - i) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve and convex safety mirrors at road bends.
 - j) That three sets of speed cushions be installed in Andreas Street between Palace

- Street and Parramatta Road.
- k) That right turn pavement arrows be linemarked in West Street on the southern approach to Brighton Street intersection.
 - l) That a raised pedestrian (zebra) crossing be installed at Palace Street north of Andreas Street.
 - m) That a raised pedestrian (zebra) crossing be installed at Andreas Street west of Palace Street.
 - n) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) at Brighton Street/Railway Street intersection.
 - o) That a raised pedestrian (zebra) crossing be installed at Railway Street (southern leg) at Brighton Street/Railway Street intersection.
 - p) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) of Brighton Street/Palace Street intersection.
 - q) That a raised pedestrian (zebra) crossing be installed at Brighton Street (western leg) of Brighton Street/Palace Street intersection.
 - r) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
 - s) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
 - t) That a raised pedestrian (zebra) crossing be installed at Terminus Street east of Palace Street.
2. That mobility parking space be installed at the following locations:
 - a) eastern side of Wentworth Street at the northern end along frontage of Petersham Park.
 - b) eastern side of West Street north of the existing at-grade pedestrian (zebra) crossing along the frontage of Petersham Park.
 3. That TfNSW be requested to:
 - a) review safety and performance of the West Street/Terrace Street traffic signals.
 - b) implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads within study area.
 4. That further investigation be undertaken into the following:
 - a) modifying the concrete island on the southern side of Terminus Street at Crystal Street to improve cyclist access.
 - b) Installing painted kerb extensions in Brighton Street at Brighton Lane and replacement of 'No Parking' with 'No Stopping' signs.
 - c) Widening the existing median island in Brighton Street at West Street to 2.0 metres.
 - d) Installing a kerb extension in The Avenue north of Little Brighton Street.
 - e) Installing a speed hump in Palace Street south of Queen Street.
 5. That a post installation assessment of the effectiveness of the traffic calming measures in Brighton Street and Palace Street be undertaken.

DISCUSSION:

Public Speaker Melanie Norton entered the meeting at 11:17AM

Ms Norton raised concerns regarding heavy vehicles using West Street between Parramatta Road and Railway Terrace between the early hours of the morning and during the day. Ms Norton advised that she has spoken to the heavy vehicle authority and they have advised that West Street is not a dedicated route for heavy vehicle use, yet the tonnage restrictions are not being adhered to or enforced. Ms Norton raised that the heavy vehicle usage is causing excessive noise pollution noting that previous noise readings of 30 decibels have increased to 65 decibels. Ms Norton also noted regular heavy vehicles using Brighton Street and raised that the data collected in the LATM report was insufficient and that the report

concluded there was limited heavy vehicle use on Brighton Street. Ms Norton also noted that most of the traffic data collected was during the time of the pandemic and is not reflective of the current volumes of traffic. Ms Norton advised that there is traffic congestion in the morning with motorists queuing on Brighton Street to get onto West Street, noting that drivers are getting frustrated and beeping their horns as well as driving on the wrong side of the road posing a potential safety issue. Ms Norton also requested that residents and herself be allowed the opportunity to present again as the notice provided to attend the Local Traffic Committee meeting was short.

Public Speaker Melanie Norton left the meeting at 11:25AM

Council Officers explained that this report had gone through the standard LATM consultation process where the initial consultation took place in 2022 and that the final draft report went on public exhibition in late 2023. Council Officers advised that heavy vehicles are allowed to use West Street, however, there is a sign on Parramatta Road at the intersection of West Street which prohibits trucks over 12m from making a right turn into West Street. Similarly, there is a sign on West Street at the intersection of Railway Parade, which prohibits vehicles from making a left turn from West Street into Railway Parade if they are over 9m in length however, there are no restrictions for vehicles heading south from Flood Street into West Street meaning heavy vehicles are permitted to use West Street. Council Officers advised in regards to Brighton Street, there is signage in place which prohibits vehicles over 3 tonnes from using the street however trucks are still permitted to use the street if they have a destination in the area. Council Officers noted there may be some trucks that are non-compliant to the signage however this is an enforcement issue. Council Officers advised that there were 5 traffic calming measures proposed on Brighton Street, which will help reduce vehicular speed and make it less appealing for vehicles to use that street.

Council Officers tabled in some correspondence sent in by a resident regarding concerns of 'rat running' in the section of Palace Street from Brighton Street to Andreas Street and noted that traffic tends to accelerate around the roundabout at Palace and Brighton Street and up the hill in Palace Street. The resident suggested that the recommendation be amended so that the double centrelines (BB) be linemarked in Palace Street between Fort Street and Andreas Street be extended in Palace Street between Andreas and Brighton Street, and that at least one set of speed cushions be installed in Palace Street between Brighton Street and Andreas Street. The resident also suggested that the raised pedestrian crossing for Palace Street south of Brighton Street be relocated to the area in Palace Street, north of Brighton Street as they were concerned that the proposed crossing could interfere with the operation of the 2 local cafes, that there is more traffic turning into Palace Street, north of Brighton Street and that a raised crossing could calm the traffic emerging from the roundabout which tends to accelerate up the hill and that moving the crossing north will fit with people wishing to access the post box.

Council Officers advised that the resident's proposal to move the proposed crossing in Palace Street further north will mean that the raised crossing will be situated on an incline as well as noted concerns from a stormwater drainage perspective. Council Officers suggested amending point 1. h) to add that a separation line be linemarked between Andreas Street and Brighton Street to inform motorists which side of the road they should be on as well as narrows the carriageway visually. Council Officers also advised that TfNSW had requested that the detailed designs of the proposed approved traffic calming devices be brought back to the Committee for consideration.

The Representative for the Member for Newtown noted that during public consultation, there were some requests from residents to implement 30km speed limits and questioned whether there was a reason why 40km speed limits were implemented instead of 30km speed limits. Council Officers advised that Council has recently completed and adopted the Inner West @ 40 Study which proposes 40km speed limits on all local roads within the Inner West LGA as

well as the rationalisation of speed limits on regional and state roads. It was advised that the proposed 40km speed limits were in line with Council’s decision to adopt the strategy. Council Officers advised that 30km speed limits were still a new concept and that a separate investigation would have to be undertaken before consideration.

Council Officers noted that in the engagement outcomes report, each item had a 69% – 90% support rate from the community. It was advised that the traffic data collected in February 2022 consisted of 7-day tube counts which measure vehicular speed and volume were conducted in various locations, intersection counts were conducted 2 hours in the morning and 2 hours in the afternoon on a weekday as well as an origin-destination survey which was completed to determine the amount of destination and pass through traffic. The Representative for TfNSW advised that February 2022 is considered a stable period for the data collection. Council Officers also noted that there was a reduction in traffic during the start of the pandemic but traffic volumes quickly appreciated back to regular volumes during and after the pandemic. Any minor changes in traffic volumes from the time of data collection to now are not considered substantial enough to impact recommendations put before the Committee.

The Representative for TfNSW suggested that Council investigate making the intersection at West Street and Brighton Street tighter so it makes it more difficult for trucks to turn into Brighton Street. Council Officers agreed to review the West Street and Brighton Street intersection and investigate the possibility of implementing a ‘No Left Turn’ ban for trucks.

The Representative for the Inner West Bicycle Coalition raised that there were inconsistencies with the signage regarding trucks being allowed to use the local roads noting that the area has signs prohibiting over 12m, over 9m, and over 3 tonne vehicles and suggested that a review of signage be undertaken for consistency.

Council Officers also noted that the issues of heavy vehicles utilising West Street and Brighton Street were more of an enforcement issue and suggested that this be forwarded to the Inner West Police Area Command for further review.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the treatments listed below from the Petersham North LATM be approved and be listed for consideration in Council’s Traffic Facilities program and operational linemarking/signposting program and prioritised as identified in the attached report.**
 - a) That the raised threshold in Brighton Street between Wentworth Street and The Avenue be upgraded to a raised pedestrian (zebra) crossing.**
 - b) That a roundabout be installed at the Croydon Street/Railway Street intersection.**
 - c) That the midblock road closure island in Station Street be modified to provide a 1.5 metre gaps for cyclists and signposted ‘No Entry Bicycles Excepted’ and include cyclists wayfinding signposting.**
 - d) A continuous footpath treatment be installed to cross The Avenue at Brighton Street.**
 - e) The existing four space ‘No Parking 4pm-6pm Mon-Fri’ be replaced with ‘No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri’ on eastern side of West Street between Parramatta Road and Station Street.**
 - f) That kerb blisters be installed in Station Street at Lotus Street.**
 - g) That a speed hump be installed in Brighton Street between Crystal Lane West and Crystal Street.**
 - h) That double centrelines (BB) be linemarked in Palace Street between Fort Street and Andreas Street and that a separation line be linemarked between Andreas Street and Brighton Street.**

- i) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve and convex safety mirrors at road bends.
 - j) That three sets of speed cushions be installed in Andreas Street between Palace Street and Parramatta Road.
 - k) That right turn pavement arrows be linemarked in West Street on the southern approach to Brighton Street intersection.
 - l) That a raised pedestrian (zebra) crossing be installed at Palace Street north of Andreas Street.
 - m) That a raised pedestrian (zebra) crossing be installed at Andreas Street west of Palace Street.
 - n) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) at Brighton Street/Railway Street intersection.
 - o) That a raised pedestrian (zebra) crossing be installed at Railway Street (southern leg) at Brighton Street/Railway Street intersection.
 - p) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) of Brighton Street/Palace Street intersection.
 - q) That a raised pedestrian (zebra) crossing be installed at Brighton Street (western leg) of Brighton Street/Palace Street intersection.
 - r) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
 - s) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
 - t) That a raised pedestrian (zebra) crossing be installed at Terminus Street east of Palace Street.
2. That mobility parking space be installed at the following locations:
 - a) eastern side of Wentworth Street at the northern end along frontage of Petersham Park.
 - b) eastern side of West Street north of the existing at-grade pedestrian (zebra) crossing along the frontage of Petersham Park.
 3. That TfNSW be requested to:
 - a) review safety and performance of the West Street/Terrace Street traffic signals.
 - b) implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads within study area.
 4. That further investigation be undertaken into the following:
 - a) modifying the concrete island on the southern side of Terminus Street at Crystal Street to improve cyclist access.
 - b) Installing painted kerb extensions in Brighton Street at Brighton Lane and replacement of 'No Parking' with 'No Stopping' signs.
 - c) Widening the existing median island in Brighton Street at West Street to 2.0 metres and implementing a 'No Left Turn' ban for trucks from West Street into Brighton Street.
 - d) Installing a kerb extension in The Avenue north of Little Brighton Street.
 - e) Installing a speed hump in Palace Street south of Queen Street.
 5. That a post installation assessment of the effectiveness of the traffic calming measures in Brighton Street and Palace Street be undertaken.
 6. That the detailed designs of the proposed approved traffic calming devices be brought back to the Committee for consideration.
 7. That the concerns raised regarding heavy vehicles using West Street and Brighton Street be forwarded to the Inner West Police Area Command for further review and enforcement.

For Motion: Unanimous

LTC0624(1) Item 5 Albermarle Street and Baltic Street, Newtown - Proposed 'No Stopping' restrictions (Damun-Newtown Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines issues parking and road safety issues at the intersection of Albermarle and Baltic Streets, Newtown, and proposes 'No Stopping' restrictions to address them. The 'No Stopping' restrictions will seek to improve parking compliance and road safety.

Officers Recommendation:

That the installation of 10m of 'No Stopping' restriction at all corners of the intersection of Albermarle and Baltic Streets, Newtown, with the exception of the southern side of Albermarle Street, west of Baltic Street in which the installation of 8.5m of 'No Stopping' all be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of 10m of 'No Stopping' restriction at all corners of the intersection of Albermarle and Baltic Streets, Newtown, with the exception of the southern side of Albermarle Street, west of Baltic Street in which the installation of 8.5m of 'No Stopping' all be approved.

For Motion: Unanimous

LTC0624(1) Item 6 Hanks Street at the intersection with Old Canterbury Road, Ashfield - Proposed New pedestrian refuge and kerb extension facilities (Djarrawawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is proposing to improve safety at the intersection of Hanks Street and Old Canterbury Road, Ashfield by constructing a new pedestrian refuge island and kerb extension. The proposal aims to improve safety for pedestrians and cyclists wishing to cross Hanks Street by narrowing the road pavement and crossing distance.

Officers Recommendation:

That the detailed design plan (10269-2) to install a pedestrian refuge and kerb extension with associated re-alignment to a pedestrian/bicycle shared path plus signs and line marking as shown in Attachment 1, be approved.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition was happy with the proposed recommendation advising that the garden beds would force cyclists into the lane and prevent them from being side-swiped by vehicles.

Council Officers tabled in correspondence sent in from a resident raising concerns that the proposal will remove parking spaces making it hard for them to park near their house. The resident also noted that the proposed removal of the tree would allow for more noise from traffic to filter through.

Council Officers addressed the question as to why the kerb ramps were proposed to be away from the intersection of Old Canterbury Road rather closer to Old Canterbury Road. It was advised that the reasons were that some services would be impacted as well as the refuge would be placed too far away from the alignment of the existing bicycle path and ramp. Council Officers did place the refuge in a location that would achieve the project objective whilst minimising parking loss.

Council Officers asked whether it was possible to reduce the proposed 20m 'No Stopping' zone. The Representative for the TfNSW advised that the 20m no-stopping zone was necessary as the approach to the refuge was tight and vehicle travel lane would be pushed closer to the kerb.

The Representative for the Member of Summer Hill questioned if the affected properties have driveways. Council Officers advised that some of the affected properties do have driveways. It was noted that the property of the resident whose concerns were tabled still has access to park on the side boundary of their property and that there was still off-street parking available.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan (10269-2) to install a pedestrian refuge and kerb extension with associated re-alignment to a pedestrian/bicycle shared path plus signs and line marking as shown in *Attachment 1*, be approved.

For Motion: Unanimous

LTC0624(1) Item 7 Hanks Street and Holden Street intersection, Ashbury - Proposed new kerb blister islands (Djarrawawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is proposing to improve safety at the intersection of Hanks Street and Holden Street, Ashbury by constructing new kerb blister islands. The proposal aims to improve safety for pedestrians wishing to cross Hanks Street by narrowing the road pavement and crossing distance.

Officers Recommendation:

That the detailed design plan (10269) to install landscaped kerb blister islands in Hanks Street at Holden Street, Ashbury, with associated signs and line marking as shown in Attachment 1, be approved.

DISCUSSION:

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan (10269) to install landscaped kerb blister islands in Hanks Street at Holden Street, Ashbury, with associated signs and line marking as shown in *Attachment 1*, be approved.

For Motion: Unanimous

LTC0624(1) Item 8 Marrickville Road, Seaview Street and Caves Lane, Marrickville – Temporary full Road Closures for Dulwich Hill Village Fair – Sunday 29 September 2024 (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

‘Dulwich Hill Village Fair’ is an annual event and this year it will be held on Sunday 29 September 2024. As per previous years the event will necessitate the temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street); part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

Officers Recommendation:

1. That the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the ‘Dulwich Hill Village Fair’ Event on Sunday 29 September 2024 between the hours of 3:00am and 9:00pm be approved as per the submitted TMP and TGSs;
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 Brigades 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;
 - a) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
 - b) 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 Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 29 September 2024 between the hours of 3:00am and 9:00pm be approved as per the submitted TMP and TGSs;
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 Brigades 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;
 - a) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
 - b) The occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0624(1) Item 9 Smidmore Street, Marrickville – Temporary full road closures for Marrickville Metro Markets/Events 27 September to 30 September 2024, 25 October to 3 November 2024, 13 December to 16 December 2024 and 20 December to 24 December 2024 and related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of community bus (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has been notified by MLA Transport Planning, on behalf of Marrickville Metro Shopping Centre, regarding the temporary full road closure of Smidmore Street, Marrickville between Murray Street and the Centre's Smidmore Street car park access for Marrickville Metro Market events (ENRC/2024/0024). Closures are proposed over four (4) separate occasions. The closures will involve related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of the community bus stop. It is recommended that the proposed temporary road closures be approved subject to all standard Council conditions for a temporary full road closure. The related changes to kerbside signage be approved also subject to all works and costs associated with the signage changes for the relocated 'Community Bus zone' and reinstatement of Council's original parking restrictions is to be borne by the applicant.

Officers Recommendation:

1. That the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville on 27 September to 30 September 2024, 25 October to 3 November 2024, 13 December to 16 December 2024 and 20 December to 24 December 2024 for the purpose of holding Marrickville Metro Shopping Centre Markets/Events be approved, subject to the applicant complying with, but not limited to, the following conditions:
 - a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
 - c) The occupation of the road carriageway must not occur until the road has been physically closed; and
 - d) A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.

2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be APPROVED subject to the following conditions:
 - a) All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and
 - c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville on 27 September to 30 September 2024, 25 October to 3 November 2024, 13 December to 16 December 2024 and 20 December to 24 December 2024 for the purpose of holding Marrickville Metro Shopping Centre Markets/Events be approved, subject to the applicant complying with, but not limited to, the following conditions:
 - a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
 - c) The occupation of the road carriageway must not occur until the road has been physically closed; and
 - d) A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.

2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be APPROVED subject to the following conditions:
 - a) All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and
 - c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

For Motion: Unanimous

LTC0624(1) Item 10 Alt Street, Ashfield- Relocation of School part-time Bus Zone (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

A current part-time school 'Bus Zone' located in front of St Vincent's College, premises No. 45 Alt Street, Ashfield, is proposed to be moved further south (by 16m) from outside premises No. 41 Alt Street to No.39 Alt Street. The relocation is required to provide full-time 'No Stopping' restrictions of 10 metres on the departure side of an existing pedestrian (zebra) crossing located just north of the Bus Zone.

This relocation or movement of the Bus Zone is required to adhere to current TfNSW guidelines for sight view clearance around pedestrian (zebra) crossings.

Officers Recommendation:

1. That the part time School 'Bus Zone' on the eastern side of Alt Street, outside St Vincent's College (premises No. 45 Alt Street, Ashfield), be extended 16m south.
2. That 10 metres of full-time 'No Stopping' be applied on departure side of the existing pedestrian (zebra) crossing on the eastern side of Alt Street, south of Albert Parade.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the part time School 'Bus Zone' on the eastern side of Alt Street, outside St Vincent's College (premises No. 45 Alt Street, Ashfield), be extended 16m south.
2. That 10 metres of full-time 'No Stopping' be applied on departure side of the existing pedestrian (zebra) crossing on the eastern side of Alt Street, south of Albert Parade.

For Motion: Unanimous

LTC0624(1) Item 11 Robert Street, Rozelle - Installation of wheel stops (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Multiple requests have been received from road users regarding the impact of angle parking on the footpath north side of Robert Street where parked vehicles into the footpath and obstruct it partially. Some options to resolve this issue were considered, including changing the parking layout to front to kerb or installing wheel stops. It is recommended to install wheel stops on the north side of Robert Street, east of Mullens Street based on its benefits for road users such as physically preventing vehicles from overhanging the footpath. Additionally, it is proposed to linemark the angle parking bays on these spaces which will result in efficient parking of on-street spaces and align parking with the wheel stops.

Officers Recommendation:

That wheel stops and parking bay line marking be approved on the 90-degree angle parking spaces on the north side of Robert Street, east of Mullen Street, Rozelle as shown in *Attachment 1*.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition provided comments from Bike Leichhardt regarding concerns about the tightness of parking on the Mullens Street end of Robert Street and suggested repositioning the bicycle logos and extending the edge linemarking to ensure cyclists have adequate room to pass through Robert Street. Council Officers agreed to incorporate the review of linemarking and bicycle logos into the recommendation as well as investigating the squeeze point in Robert Street.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That wheel stops and parking bay line marking be approved on the 90-

degree angle parking spaces on the north side of Robert Street, east of Mullen Street, Rozelle as shown in Attachment 1.

2. That the existing edge linemarking and bicycle logos on Robert Street be reviewed.

For Motion: Unanimous

LTC0624(1) Item 12 College Street, Balmain - 'No Parking' Zone (Baludarri - Balmain/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received several concerns from residents regarding the narrow carriageway on College Street near Cameron Street, Balmain. To provide sufficient space for vehicular travel and improved opportunities for two-way passing of vehicles, it is proposed to install a 16m 'No Parking' zone on the southern side of College Street near the intersection with Cameron Street, Balmain.

Officers Recommendation:

That a 16m length 'No Parking' zone be installed on the southern side of College Street near the intersection with Cameron Street, Balmain as per attached plan.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That a 16m length 'No Parking' zone be installed on the southern side of College Street near the intersection with Cameron Street, Balmain as per attached plan.

For Motion: Unanimous

LTC0624(1) Item 13 Holbeach Avenue, Tempe – Temporary Full Road Closure for MS Sydney to the Gong Bike Ride on Sunday 3 November 2024 – (Midjumburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 3 November 2024. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 3 November 2024.

The comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

Officers Recommendation:

That the report be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

General Business:

Item 14 – Concerns of incidents on Balmain Road, Leichhardt

DISCUSSION:

TfNSW and Council Officers advised that due to a recent incident on Balmain Road, there have been requests made by a resident for changes to traffic conditions on Balmain Road (a state road under the jurisdiction of TfNSW). Comments had subsequently been received from the Representative for the Leichhardt Police Area Command advising that the driver was not injured during the incident and that driving under the influence of alcohol was the contributing factor to the incident rather than speed. The Representative for the Leichhardt Police Area Command also noted that Balmain Road is not usually a road of concern for high speeds or major collisions. The Representative for TfNSW advised they have previously investigated Balmain Road and are comfortable that the 50km/h speed limit is adequately signposted and that the pedestrian refuge narrows the carriageway and deters motorists from speeding down the road.

Meeting closed at 12.19 pm.

CHAIRPERSON

Manod Wickramasinghe