

Minutes of Meeting held on 16 September 2024

Meeting commenced at 11:01 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

John Parrington	Resident (Item 4)
Kate Parrington	Resident (Item 4)

APOLOGIES:

Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Ben Walters	Representative for NSW Police – Inner West Police Area Command

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 19 August 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 17 June 2024 were adopted at Council's meeting held on 03 September 2024 subject to the following:

- a. That in reference to the Petersham North LATM Final Report, that Council allocate funding from the current budget for installation of the recommended raised pedestrian (zebra) crossings and speed humps on Brighton Street, in response to community concern about speeding and rat running, with funding to be diverted from another project in the Stanmore-Damun Ward.

The Minutes of the Local Traffic Committee meeting held on 15 July 2024 were adopted at Council's meeting held on 03 September 2024 subject to the following:

- b. That Council include the proposed resident parking scheme in Glassop Street between Punch and White Streets as part of the approved residential parking scheme; and
- c. That Council allocate funding for the proposed pedestrian crossing at Mary Street, Lilyfield in this year's budget, to be funded by substituting another project from the Balmain-Baludarri Ward.

The Minutes of the Local Traffic Committee meeting held on 19 August 2024 were adopted at Council's meeting held on 03 September 2024.

LTC0924(1) Item 1 The Boulevarde, Lilyfield - Proposed Streetscape improvements and Civil Works (Baludarri - Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

The Council is planning to undertake streetscape improvement works in The Boulevarde, Lilyfield. The works are intended to improve pedestrian and motorist safety at the intersection of the Boulevarde and Balmain Road by constructing kerb extensions as well as improving the general amenity of the street by providing in-road trees, including repairing the road and footpaths.

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

Officers Recommendation:

That the attached detailed design plan No.10278-A for the proposed streetscape improvements and civil works on The Boulevarde between Balmain Road and Joseph Street, Lilyfield be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan No.10278-A for the proposed streetscape improvements and civil works on The Boulevarde between Balmain Road and Joseph Street, Lilyfield be approved.

For Motion: Unanimous

LTC0924(1) Item 2 Derbyshire Road, Leichhardt - Sydney Secondary College Leichhardt - Proposed Kerb Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This report outlines the pedestrian safety issues raised by Sydney Secondary College Leichhardt on Derbyshire Road, Leichhardt between Pioneer Memorial Park and the rear gate of the school. It is proposed that a kerb extension be installed as a long-term treatment to assist pedestrians crossing Derbyshire Road during community, sporting and school events. A short term proposed 'No Stopping' zone, warning signs and line marking is recommended to be installed as an interim measure.

Officers Recommendation:

1. That the proposed kerb extension, footpath, and ramps on Derbyshire Road, Leichhardt between Pioneer Memorial Park and the rear gate of Sydney Secondary College Leichhardt as shown in *Figure 1* be supported in principle and included for consideration in Council's Capital Works program.
2. That the interim measures, including a painted chevron, two W6-1A pedestrian warning signs, and an 8.0m length 'No Stopping' zone at the east side of Derbyshire Road, Leichhardt near the rear gate of Sydney Secondary College Leichhardt as shown in *Figure 2* be approved for installation.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition questioned if Council could clean the grated gutter crossing at the entry to the footpath between the north side of the school and the sports field from Balmain Road and noted that the gutter on the south side gets covered in leaves. The Representative for the Inner West Bicycle Coalition added that the bollards are far placed that cyclists turning left onto Derbyshire Road tend to cut the corner and crash into the gutter.

Council Officers advised that they would investigate the issue as a separate matter and advised the Representative for the Inner West Bicycle Coalition to forward the related correspondence to Council Officers for review.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed kerb extension, footpath, and ramps on Derbyshire Road, Leichhardt between Pioneer Memorial Park and the rear gate of Sydney Secondary College Leichhardt as shown in *Figure 1* be supported in principle and included for consideration in Council's Capital Works program.
2. That the interim measures, including a painted chevron, two W6-1A pedestrian warning signs, and an 8.0m length 'No Stopping' zone at the east side of Derbyshire Road, Leichhardt near the rear gate of Sydney Secondary College Leichhardt as shown in *Figure 2* be approved for installation.

For Motion: Unanimous

Marrickville & Tempe - Proposed speed limit reduction from 50km/h to 40 km/h (Midjuburi-Marrickville & Damun-Stanmore Wards/ Heffron, Summer Hill & Newtown Electorates/Inner West PAC)

SUMMARY

At the Council meeting on Tuesday 5 March 2024, Council adopted the *Inner West@40 "Investigation in Potential Local Road Speed Limit Reductions"* Study and would seek approval and funding from Transport for NSW (TfNSW) to expedite the implementation of 40km/h speed limits on all local streets within the Inner West Local Government Area (LGA).

TfNSW have approved the reduction in speed limit from 50km/h to 40km/h on all local streets within the Inner West LGA and Council was successful in receiving grant funding (approximately \$1.8M) under the 2024-2025 Safe Speed Program to undertake the necessary implementation work (signage and linemarking) for two of the high priority areas: Area 6 – Enmore & Marrickville East and Area 7 – Marrickville & Tempe.

Proposed signs and linemarking plans are enclosed.

Officers Recommendation:

That the proposed signage and line marking plans for the reduction in posted speed limit from 50km/h to 40km/h in all local roads in Areas 6 and 7 of the Innerwest@40study of Enmore, Marrickville and Tempe be approved.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition suggested that Council investigate implementing 30km/h speed limits due to narrow streets and high pedestrian and cyclist activities. Council Officers advised that the InnerWest@40 strategy was only recently adopted by Council and is still to be implemented across the LGA. It was noted that once the InnerWest@40 had been implemented, Council could then investigate 30km/h speed limits. The Representative for Transport for NSW advised that they required the work instructions for all the proposed signage changes so they could update their systems. Council Officers advised they will forward those documents to TfNSW.

The Representative for the Member of Summer Hill questioned what the proposed timeline was for the completion of this project. Council Officers advised that it was estimated that the project would be completed in early 2025.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed signage and line marking plans for the reduction in posted speed limit from 50km/h to 40km/h in all local roads in Areas 6 and 7 of the InnerWest@40study of Enmore, Marrickville and Tempe be approved.

For Motion: Unanimous

LTC0924(1) Item 4 Newtown South Local Area Traffic Management Plan (LATM) Final Report (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines the findings of the Final Newtown South LATM Study report.

The final draft report was placed on public exhibition in May 2024. A total of 30 contributions were made through YSIW. An additional 39 emails were received regarding the final draft report during the public exhibition period. All recommendations noted in the final draft have been included in the final report with some adjustments.

The response results indicate that the community generally supported all the proposed changes with a support rate through Yoursay Inner West of 57% to 86% for each of the recommendations.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with adjustments made to a few of the LATM Study recommendations.

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:

That the treatments listed below from the Newtown South Local Area Traffic Management (LATM) Final Report be listed for consideration in Council's Traffic Facilities Program and Operational linemarking/signposting program and prioritised as identified in the attached report:

- a) Reconstruct the existing raised pedestrian (zebra) crossing incorporating kerb extensions in Alice Street west of Hawken Street.
- b) Upgrade the existing pedestrian refuge in Alice Street west of Pearl Street into a raised pedestrian (zebra) crossing.
- c) Upgrade the existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing and upgrade the median island in Walenore Avenue.
- d) That widened median island be installed to cross Dickson Street at King Street.
- e) That a continuous footpath treatment be installed to cross Wells Street at King Street.
- f) That a continuous footpath treatment be installed to cross Darley Lane at King Street.
- g) That a raised platform be installed at the John Street/Darley Street intersection including No Stopping at the intersection subject to a risk assessment to determine length of No Stopping.
- h) That a raised platform be installed at the John Street/Lord Street intersection including No Stopping subject to a risk assessment to determine length of No Stopping.
- i) That subject to TfNSW approval, a 10km/h Shared Zone be installed in Alice Lane between Walenore Avenue and Holmwood Street and Alice Lane be converted to one way eastbound between Pearl Lane and Walenore Avenue.
- j) The footpath be widened on the southern side of Lord Street between King Street and the railway station access.
- k) Install statutory 10 metres of No Stopping restrictions at the Pearl Street/Wells Street intersection.
- l) Install No Stopping restrictions at the Laura Street/Commodore Street intersection.
- m) Modify the existing timed parking restrictions from 'No Parking 8:30am-6:00pm Mon-Fri' to 'No Parking 8:30am-6:00pm Mon-Sat' on the eastern side of Edgeware Road between Llewellyn Street and Victoria Road.
- n) Install a raised pedestrian/cyclist crossing in Edgeware Road south of Bedwin Road with kerb extensions and median splitter island.
- o) Paint road bends red in Wells Street at Commodore Street and Wells Street at John Street and improve pedestrian connection through the road closure by removing step.
- p) Install Pedestrian Warning (I) sign and supplementary 'disabled' sign at Edgeware

Road/Llewellyn Street/Alice Street intersection facing northbound motorists in Edgeware Road

- q) Replace existing road closure gate in Pearl Lane at Dickson Street to allow for cyclist's access through the road closure.
- r) Request TfNSW implement 40 km/h speed limit on Local Roads within the study area and a reduced speed limit on Regional Roads as per innerwest@40 study.
- s) Linemark additional bicycle logos in Alice Street, Pearl Street, John Street, Darley Street, Lord Street and Edgeware Road.
- t) Request TfNSW investigate installing a signalised pedestrian crossing on the southern leg of the King Street/Alice Street traffic signals.
- u) Further investigation into road safety improvements at the Victoria Road/Edgeware Road intersection to improve conditions for right turn movements from Victoria Road into Edgeware Road be undertaken.

DISCUSSION:

Public Speakers John Parrington and Kate Parrington entered the meeting at 11:04am.

Mr and Ms Parrington supported the recommendations made by Council however raised concerns regarding the recommendations that affect Alice Lane. Mr Parrington advised he supported the recommendation to convert Alice Lane to 'One Way' however, he was concerned regarding the position of the marked parking spaces outside of No. 8A/8B Alice Lane noting that having parked cars outside 8A Alice Lane affects the turning circle for garaged parking at his property, as well as impedes the front gate pedestrian access to his property. Mr Parrington noted that when he exits his property, he is unable to turn eastbound due to parked cars restricting sightlines and suggested the possibility of removing parking in front of their property. Ms Parrington also raised concerns regarding vehicles sometimes being parked too close to the kerb which further restricts pedestrian access and makes it harder for them to use the already narrow footpath.

Council Officers advised that they have received similar concerns from residents regarding access to Alice Lane and noted that the final recommendation takes into consideration these concerns by retaining 'two-way' traffic flow in Alice Lane between Walenore Avenue and Holmwood Street to improve resident access. Council Officers noted that the current recommendation is still conceptual and that once the detailed design is drafted, residents will be consulted and be provided a chance to have a say in the final design. It was also noted that Council will take into consideration the concerns raised by the residents and ensure that pedestrian and vehicular access is maintained when marking where parking is permitted.

Ms Parrington asked what plans Council had to highlight the proposed 'Shared Zone.' Council Officers advised that the entrance points will be signposted with 'Shared Zone' signage and that the pavement would be a different colour to assist with highlighting the 'Shared Zone.'

Mr Parrington suggested the possibility of looking into angled parking on one side of Walenore Avenue. Council Officers advised Council is looking into the possibility of angled parking in the area as part of another study.

Public Speakers John Parrington and Kate Parrington left the meeting at 11:15am.

Council Officers tabled correspondence submitted by a resident regarding concerns for the safety of cyclists on Alice Street, Newtown noting they had several near misses whilst taking their children to school by bike. The resident noted that in the final LATM report, suggestions for a separate cycleway along Alice Street were rejected to preserve parking and advised that this goes against the Road User Prioritisation Hierarchy which both the Inner West Council and Transport for NSW endorse, with pedestrians being the highest priority road user, followed by bikes, buses, and then private vehicles. The resident acknowledged that a separated cycleway is a major project and may be out of scope for this work, however,

simply adding painted bike symbols on a busy road does not increase safety. The resident requested that Council consider more impactful improvements such as lowering the speed limit or adding a protected bike lane.

Council Officers advised that the recommendation includes proposals for upgrades of level pedestrian crossings to raised pedestrian crossings on Alice Street which will assist with reducing the speed of travelling vehicles and enhancing pedestrian safety. It was noted that there were currently no plans for a separate cycleway as that would require the removal of a considerable number of parking spaces which will have a significant impact to the community. It was noted that the implementation of a cycle route would usually be a part of a larger project that will look into extending existing cycle routes.

Council Officers advised that Council is reviewing the Cycling Action Plan, and that the resident's suggestion can be forwarded to the Strategic Transport Planning team to be investigated as part of the Cycling Action Plan and review.

The Representative for the Inner West Bicycle Coalition raised concerns regarding vehicles speeding on Alice Street and Camden Street, Newtown. The Representative for the Inner West Bicycle Coalition noted that these streets were busy streets, with Camden Street also being quite narrow, and suggested reducing the speed limits to enhance pedestrian safety.

Council Officers advised that Camden Street will have its speed limit reduced to 40km/h as part of the InnerWest@40 project.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the treatments listed below from the Newtown South Local Area Traffic Management (LATM) Final Report be listed for consideration in Council's Traffic Facilities Program and Operational linemarking/signposting program and prioritised as identified in the attached report:

- a) **Reconstruct the existing raised pedestrian (zebra) crossing incorporating kerb extensions in Alice Street west of Hawken Street.**
- b) **Upgrade the existing pedestrian refuge in Alice Street west of Pearl Street into a raised pedestrian (zebra) crossing.**
- c) **Upgrade the existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing and upgrade the median island in Walenore Avenue.**
- d) **That widened median island be installed to cross Dickson Street at King Street.**
- e) **That a continuous footpath treatment be installed to cross Wells Street at King Street.**
- f) **That a continuous footpath treatment be installed to cross Darley Lane at King Street.**
- g) **That a raised platform be installed at the John Street/Darley Street intersection including No Stopping at the intersection subject to a risk assessment to determine length of No Stopping.**
- h) **That a raised platform be installed at the John Street/Lord Street intersection including No Stopping subject to a risk assessment to determine length of No Stopping.**
- i) **That subject to TfNSW approval, a 10km/h Shared Zone be installed in Alice Lane between Walenore Avenue and Holmwood Street and Alice Lane be converted to one way eastbound between Pearl Lane and Walenore Avenue.**
- j) **The footpath be widened on the southern side of Lord Street between King Street and the railway station access.**
- k) **Install statutory 10 metres of No Stopping restrictions at the Pearl Street/Wells Street intersection.**

- l) Install No Stopping restrictions at the Laura Street/Commodore Street intersection.
- m) Modify the existing timed parking restrictions from 'No Parking 8:30am-6:00pm Mon-Fri' to 'No Parking 8:30am-6:00pm Mon-Sat' on the eastern side of Edgware Road between Llewellyn Street and Victoria Road.
- n) Install a raised pedestrian/cyclist crossing in Edgware Road south of Bedwin Road with kerb extensions and median splitter island.
- o) Paint road bends red in Wells Street at Commodore Street and Wells Street at John Street and improve pedestrian connection through the road closure by removing step.
- p) Install Pedestrian Warning (I) sign and supplementary 'disabled' sign at Edgware Road/Llewellyn Street/Alice Street intersection facing northbound motorists in Edgware Road
- q) Replace existing road closure gate in Pearl Lane at Dickson Street to allow for cyclist's access through the road closure.
- r) Request TfNSW implement 40 km/h speed limit on Local Roads within the study area and a reduced speed limit on Regional Roads as per innerwest@40 study.
- s) Linemark additional bicycle logos in Alice Street, Pearl Street, John Street, Darley Street, Lord Street and Edgware Road.
- t) Request TfNSW investigate installing a signalised pedestrian crossing on the southern leg of the King Street/Alice Street traffic signals.
- u) Further investigation into road safety improvements at the Victoria Road/Edgware Road intersection to improve conditions for right turn movements from Victoria Road into Edgware Road be undertaken.

For Motion: Unanimous

LTC0924(1) Item 5 Marrickville Road at Despointes Street, Marrickville – Proposed new raised pedestrian crossing - Design Plan 10297 (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

SUMMARY

Council is planning to improve safety in Marrickville Road, Marrickville by constructing a new raised pedestrian crossing near Despointes Street to replace the existing "at-grade" flat pedestrian crossing. The proposal aims to improve pedestrian safety by better defining the safe pedestrian crossing point and addresses concerns for pedestrian safety and driver behaviour at this location. It is noted that Council has received Blackspot funding to raise the crossing.

Officers Recommendation:

That the detailed design plan for the proposed new raised pedestrian crossing on Marrickville Road at Despointes Street, Marrickville and associated signs and line markings (as per Design Plan No.10297) be approved.

DISCUSSION:

The Representative for the Member of Summer Hill noted that the vegetation near the pedestrian crossing sometimes obstructs the driver's sightlines, making it difficult to spot pedestrians at times, and questioned if Council could trim the vegetation near the crossings.

Council advised they will have the vegetation near the crossing reviewed and trimmed back where necessary.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan for the proposed new raised pedestrian crossing on Marrickville Road at Despointes Street, Marrickville and associated signs and line markings (as per Design Plan No.10297) be approved.

For Motion: Unanimous

LTC0924(1) Item 6 Clissold Street, between Queen Street and Victoria Street, Ashfield - Proposed removal of existing at-grade crossing and provide a new raised pedestrian (zebra) crossing (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council at its meetings on the 18 March 2024 (through its Traffic Committee 11 December 2023) approved in principle, subject to detailed design, a series of proposed pedestrian (zebra) crossings and kerb extension treatments (under concept) for improved pedestrian and road safety around and near to the Cardinal Freeman (Retirement) Village, Ashfield.

This report describes and shows the detailed design plan of one of the proposed treatments, i.e. install a proposed new raised pedestrian (zebra) crossing in Clissold Street, just east of gate No.11 to the Cardinal Freeman Village (near William Street), and the removal of the existing at-grade pedestrian crossing further east in Clissold Street, between Queen Street and Victoria Road. This work is programmed and envisaged to be constructed in the 2024/2025 financial year, subject to funding.

Officers Recommendation:

That the detailed design plan (10296) for the proposed new raised pedestrian (zebra) crossing in Clissold Street, just east of gate No.11 to the Cardinal Freeman Village (near William Street), and the removal of the at-grade pedestrian crossing further east in Clissold Street, between Queen Street and Victoria Road, Ashfield, as shown in *Attachment 1* be approved.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition questioned if Council has resolved the issue regarding Guide Dogs not being able to sense the pedestrian crossing if there is no dip in the gutter. Council Officers advised that the designers were advised of the residents' concerns and that they have been taken into consideration for the detailed design.

Council Officers advised that the final design of the pedestrian crossings may vary depending on circumstances (i.e. height of the footpath, width of the footpath, width of the road, and the height of the raised pedestrian crossing).

It was noted that traffic treatments will be included in the design where possible so the guide dogs can differentiate the raised pedestrian crossing from the normal road. It was also noted that tactile dots were implemented into the design plan to assist vision-impaired pedestrians using canes. It was noted that tactile dots are used as a standard throughout the state at

present.

The Representative for the Member of Summer Hill raised concerns from a resident noting that the report for this agenda item does not mention the vision concerns being specifically addressed.

Council Officers advised they would pass on the concerns to the designers.

The Representative for Transit Systems advised that he had met with a Council Officer earlier in the year regarding the proposed pedestrian crossing. It was noted that the pedestrian crossing would not work unless the current bus stop was moved. The Representative for Transit Systems advised that there are still concerns with the specific location of the crossing and associated street furniture that need to be reviewed.

The Representative for Transport for NSW suggested that the item be deferred so that further investigations regarding the raised concerns can take place.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the proposed removal of existing at-grade crossing and construction of a new raised pedestrian (zebra) crossing at Clissold Street, between Queen Street and Victoria Street, Ashfield be deferred.

For Motion: Unanimous

**LTC0924(1) Item 7 Flood Street, Leichhardt – Proposed Slow Point at Regent Street
(GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/
LEICHHARDT PAC)**

SUMMARY

Council is planning to improve safety in Flood Street, Leichhardt by constructing a slow point treatment at Regent Street. The proposal aims to improve cyclist and motorist safety at the intersection by reducing vehicle speeds at this location.

The proposed slow point will have no impact on the existing parking arrangements in the street.

Officers Recommendation:

That the attached detailed design plan No.10269 for the proposed slow point on Flood Street at the intersection with Regent Street in Leichhardt be approved.

DISCUSSION:

The Representative for Transit Systems noted that Flood Street was a main thoroughfare for a few bus services and noted that with the upcoming Norton Street Festa event, bus services will be diverted down Flood Street. He questioned if the heavy vehicles would be able to fit through the proposed slow point.

Council Officers advised that the designers have done a swept path analysis and there should not be issues for heavy vehicles.

The Representative for Transport for NSW requested that moving forward, Council include

the swept path analysis in the reports.

The Representative for the Inner West Bicycle Coalition raised concerns regarding the provision of bicycle lanes being in the door zone of parked cars and requested that a mixed traffic arrangement be made for the whole route in Flood Street. The Chair advised that the existing arrangement has been installed in the past with consultation undertaken with the Bicycle User Groups. Changes to the bicycle route would be outside the scope of the proposed project and that this can be considered in the Cycling Strategy and Action Plan.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan No.10269 for the proposed slow point on Flood Street at the intersection with Regent Street in Leichhardt be approved.

For Motion: Unanimous

LTC0924(1) Item 8 Alt Street, south of Albert Parade, Ashfield-Proposed raising of existing pedestrian (zebra) crossing adjacent to St. Vincent's College. (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve safety in Alt Street, Ashfield by constructing a new Raised Pedestrian Crossing near Albert Parade to replace the existing "at-grade" flat pedestrian crossing adjacent to St Vincent's College (formerly De La Salle College).

The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points and addresses pedestrian safety and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan (10256) to raise the existing at-grade pedestrian (zebra) crossing with associated signs and markings in Alt Street, Ashfield, just south of Albert Parade and adjacent to St Vincent's College (including the 'No Stopping at other times' restriction at the rear of the part-time Bus zone being removed) be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan (10256) to raise the existing at-grade pedestrian (zebra) crossing with associated signs and markings in Alt Street, Ashfield, just south of Albert Parade and adjacent to St Vincent's College (including the 'No Stopping at other times' restriction at the rear of the part-time Bus zone being removed be approved.

For Motion: Unanimous

LTC0924(1) Item 9 Ryan Street, Lilyfield (at Joseph Street) – Proposed Landscaped Kerb Blister Island (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

SUMMARY

Council is planning to construct a landscaped kerb blister island outside the property No. 62 Ryan Street, Lilyfield. The proposal aims to protect the heritage awning and its posts from turning vehicles at this intersection.

It is noted that there will be no loss of on-street parking due position of the kerb blister island being installed within the existing 'No Stopping' zone.

Officers Recommendation:

That the attached detailed design plan No.10299 for the proposed landscaped kerb blister island, bollards, road re-sheeting and associated new signage on Ryan Street at the intersection with Joseph Street, Lilyfield be approved.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition raised concerns regarding nose-in angled parking and the dangers it poses to cyclists and requested a review of current nose-in angled parking.

Council Officers advised that generally all new angled parking restrictions are installed as 'rear to kerb parking', particularly on a cycle route however, there are some historic angled parking restrictions that were installed as 'front to kerb' such as Ryan Street. Council Officers advised that this would be reviewed as part of the next LATM.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan No.10299 for the proposed landscaped kerb blister island, bollards, road re-sheeting and associated new signage on Ryan Street at the intersection with Joseph Street, Lilyfield be approved.

For Motion: Unanimous

General Business

Item 10 - Frederick Street and John Street, Ashfield traffic signal update

The Representative for the Member for Summer Hill requested an update on the traffic signals at the intersection of Fredrick Street and John Street, Ashfield. The Representative for Transport for NSW advised that the project is currently in the detailed design stage and that Transport for NSW has applied for funding for the next two financial years for construction. The Representative for Transport for NSW advised that the construction would have to be staged over two years as it is a difficult site for the construction of traffic signals.

Item 11 - Edward Street at Old Canterbury Road signalised intersection update

The Representative for the Bicycle Coalition requested an update on the traffic signals on the intersection of Edward Street at Old Canterbury Road. Council Officers advised they are currently in the design stage and are currently negotiating final approvals with Transport for NSW. Council Officers noted that the works are proposed to be completed this financial year as part of the Greenway project.

Meeting closed at 12.05 pm.

CHAIRPERSON

Manod Wickramasinghe