

Minutes of Meeting held on 21 October 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
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Shannon Burns	NSW Police – Leichhardt Police Area Command
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
Ken Welsh	IWC's Coordinator Strategic Transport Planning
James Nguyen	IWC's Traffic Engineer
Christy Li	IWC's Business Administration Officer

VISITORS

Adrian King	Resident (Item 5)
David Benham	Resident (Item 11)
Brendan Jones	Resident (Item 11)
Barry Ireland	Resident (Item 11)
Benjamin Borger	Transport for NSW (TfNSW) (Item 15)

APOLOGIES:

Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 16 September 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC1024(1) Item 1 Intersection of Evans Street and Nelson Street, Rozelle - Proposed kerb extensions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

In October 2023, Council adopted the Balmain Local Area Traffic Management (LATM) Study for the Balmain precinct. One of the recommendations from the study was to further investigate the provision of kerb extensions at the intersection of Evans Street and Nelson Street, Rozelle. The proposal aims to improve traffic safety for pedestrian by shortening the crossing distance and enhancing visibility as well as enhancing driver sight distance for traffic exiting Nelson Street. Additionally, the work will provide opportunities for landscaping and kerbspace for on-street parking.

Officers Recommendation:

1. That the proposed kerb extensions in Evans Street, at Nelson Street, Rozelle be supported in principle and included in Council's Capital Works Program.
2. That the detailed design for the proposed kerb extensions be brought back to the Traffic Committee for consideration, including the results of Community Engagement.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition advised there were not enough bike logos in the design. Council Officers advised they will take on that feedback and will consider the comments during the development of the detailed design.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed kerb extensions in Evans Street, at Nelson Street, Rozelle be supported in principle and included in Council's Capital Works Program.
2. That the detailed design for the proposed kerb extensions be brought back to the Traffic Committee for consideration, including the results of Community Engagement.

For Motion: Unanimous

LTC1024(1) Item 2 Traffic Management Plan for the 2024 New Year's Eve Event (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt Pac)

SUMMARY

As part of the annual New Years Eve celebrations, Council implements a Traffic Management Plan to support NSW Police operations in the Balmain Peninsula.

This report outlines the traffic management plan for the 2024 New Year's Eve event including

temporary road closures, 'Bus Zones' and 'No Stopping' zones. Following last year's event, there was a need to modify the TMP to address the following matters:

- Lack of an emergency access route during the Balmain NYE closures for NSW Ambulances
- Safety issues with crowds conflicting with buses turning around at the roundabout at the intersection of Darling Street and Curtis Road.

These matters are detailed in the report and resulted in the addition of an emergency access route via Mackenzie Street, Rozelle and a Bus Loop via Booth Street/Darvall Street/Eaton Street, Balmain as an alternative to turning buses at the congested Darling Street/Curtis Road roundabout.

Officers Recommendation:

1. That the Traffic Management Plan (*Attachment 1*) detailing the traffic arrangements for the 2024 New Year's Eve be supported with the temporary modifications to bus stops being revised to also include:
 - a) On Eaton Street:
 - i. Install a temporary 27m and 41m length 'Bus Zone' between Darling Street and Gladstone Street on the east and west side respectively;
 - ii. Install a temporary 65m and 54m length 'Bus Zone' between Gladstone Street and Darvall Street on the east and west side respectively;
2. That the Traffic Management Plan (*Attachment 1*) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police).

DISCUSSION:

Council Officers tabled concerns from a local business owner regarding the previous New Year's Eve event and related closures advising that in the previous year, their restaurant had been fully booked however due to the closures, half of the bookings had been cancelled due to patrons not being able to enter the peninsula. Council Officers requested clarification on how the Police deal with rideshare vehicles wanting to enter on New Year's Eve.

The representative for the Leichhardt Police Area Command advised that there is difficulty with identifying carshare vehicles as there is no regulation on how a carshare vehicle is marked. It was noted that some carshare vehicles display the company they drive for on the back of their vehicle however this is not compulsory. The Representative for the Leichhardt Police Area Command advised they usually do not let rideshare vehicles into the peninsula after 7pm however there is the exception of rideshare vehicles occupied with a resident of the area or the elderly. It was noted that after 7pm, rideshare vehicles can drop off passengers and take bus services into Balmain. The Representative for the Leichhardt Police Area Command advised that VMS boards and notification letters allow for residents, and visitors to make alternative arrangements. There were also concerns tabled that ferry services were allegedly not running during prior years New Year's Eve.

Council Officers advised they will follow up with the relevant stakeholder to confirm the public transport arrangements.

Council Officers advised that there were amendments in the current Traffic Management Plan noting the proposal to install a temporary Bus Zone on Eaton Street to cater for the bus movements. It was noted that the Police have previously raised concerns with buses using

the Darling Street/Curtis Road roundabout to turn around and the potential risk of interaction with pedestrians and other buses. The temporary Bus Stop restrictions on Darling Street will remain unchanged as per previous years and will be reviewed for future events.

**** Please see Appendix 1 at the end of the minutes for updated TGS with temporary bus zones in Eaton Street that was tabled at the meeting****

Council Officers also noted that Mackenzie Street, will have barricades and a traffic controller to allow emergency vehicles through MacKenzie Street.

**** Please see Appendix 2 at the end of the minutes for updated TGS with traffic controller on Mackenzie Street that was tabled at the meeting****

The Representative for Transit Systems noted that the existing bus stop on Darling Street between Booth and Eaton Streets, were not highlighted in the reference provided on page 23 of the agenda.

The Representative for Transit Systems queried whether there will be a temporary bus stop on Crescent Street as per previous years. The Representative for the Leichhardt Police Area Command noted that they are still in discussion as to whether or not that bus stop will be used as a checkpoint this year and advised he will provide an update to the stakeholders outside the meeting. It was noted that signage was not previously installed at this check point and an amendment to the TMP would be required to have this included.

The Representative for Transit Systems questioned if it would still be possible to have that bus stop if the Police do not use that stop as a checkpoint. The Representative for the Leichhardt Police Area Command noted that would not be an issue on their end. Council Officers advised they will reach out to the Representative for Transit Systems for additional signage requirements on Robert Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the Traffic Management Plan (*Attachment 1*) detailing the traffic arrangements for the 2024 New Year's Eve be supported with the temporary modifications to bus stops being revised to also include:
 - a) On Eaton Street:
 - i. Install a temporary 27m and 41m length 'Bus Zone' between Darling Street and Gladstone Street on the east and west side respectively;
 - ii. Install a temporary 65m and 54m length 'Bus Zone' between Gladstone Street and Darvall Street on the east and west side respectively;
2. That the Traffic Management Plan (*Attachment 1*) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police).

For Motion: Unanimous

LTC1024(1) Item 3 Intersection of Glassop Street and White Street, Balmain - Proposed Treatment of Intersection for Improved Sight Lines (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from the community regarding insufficient visibility at the intersection of Glassop Street and White Street, Balmain.

This location formed part of the Rozelle North precinct where a Local Area Traffic Management (LATM) study was undertaken in 2022. The study recommended the installation of kerb extensions at the location at a medium priority, which was adopted by Council at the meeting held on 13 September 2022. As this project was not an immediate priority under the Council's Capital Works Program, an interim treatment has been proposed to address the safety issue.

The proposal sees the installation of painted kerb buildouts at the corners of Glassop Street at its intersection with White Street, and the introduction of 'Give Way' control for the White Street leg. The proposal aims to improve visibility at this intersection by bringing the give way line forward toward the Glassop Street travel lanes.

Officers Recommendation:

That the following treatment at the intersection of Glassop Street and White Street, Balmain be approved as follows:

- a) Linemark chevron islands on Glassop Street at the intersection of Glassop Street and White Street;
- b) Install a 'Give Way' (R1-2A) sign and supporting give way lines (TB & TB1) across White Street at Glassop Street; and
- c) Install 10m length double barrier lines (BB) in White Street commencing from Glassop Street.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the following treatment at the intersection of Glassop Street and White Street, Balmain be approved as follows:

- a) Linemark chevron islands on Glassop Street at the intersection of Glassop Street and White Street;
- b) Install a 'Give Way' (R1-2A) sign and supporting give way lines (TB & TB1) across White Street at Glassop Street; and
- c) Install 10m length double barrier lines (BB) in White Street commencing from Glassop Street.

For Motion: Unanimous

**LTC1024(1) Item 4 Lilyfield Road, Lilyfield - Proposed Raised Pedestrian and
Bicycle Crossings (Baludarri-Balmain Ward/Balmain
Electorate/Leichhardt PAC)**

SUMMARY

Detailed design plans for the two Raised Pedestrian and Bicycle crossings along Lilyfield Road has been prepared to improve pedestrians and bicycles connectivity to and from the Rozelle Parklands. There is ongoing work undertaken by Council to finalise the Plan of Management and revising the Masterplan for Rozelle Parklands and Eastern Park, which amongst many elements, includes pedestrian accessibility and safety in the vicinity at these parks. With the recognized need from the community to improve road safety, Council has expediated the design and development of two key crossing facilities in advance of the finalization of the Masterplan and the Lilyfield Road Cycleway design. The proposed two facilities will address key concerns from the community and Bicycle User Groups regarding the need to provide a safe interface point from Lilyfield Road into Rozelle Parklands and vice versa.

Officers Recommendation:

That the attached detailed design plan (Attachment 1) for the proposed Raised Pedestrian and Bicycle crossings on Lilyfield Road at Ryan Street and Lilyfield Road approximately 80m east of Denison Street, Lilyfield be approved.

DISCUSSION:

Council Officers noted that they have received a number of concerns regarding pedestrian safety from pedestrians and cyclists accessing Rozelle Parklands from Lilyfield Road and the residential areas north of the Rozelle Parklands. It was noted that was an urgent matter and that Council will be looking to expedite the installation process where possible.

Transport for NSW had noted that the threshold width at 5.6m would need to be at 6m minimum. Council Officers also noted that there the ‘Give Way’ lines required relocation to be immediately adjacent to the bicycle crossing linemarking and relocation of the ‘Give Way’ signposting to be on the same stem as the Pedestrian Crossing signage which would require the threshold to be 6.3m wide.

Council Officers requested that the Representative for Transport for NSW sends some examples of similar treatments done at the City of Sydney Council to ensure the treatment is consistent with what has been implemented around Sydney. Council Officers acknowledged that this was a relatively new treatment and that refinements to the standard design may need to be made overtime.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan (Attachment 1) for the proposed Raised Pedestrian and Bicycle crossings on Lilyfield Road at Ryan Street and Lilyfield Road approximately 80m east of Denison Street, Lilyfield be approved subject to the design being amended to: widen the threshold width to 6.3m; relocate ‘Give Way’ lines to be immediately adjacent to the bicycle crossing; and relocation of the ‘Give Way’ signposting to be on the same stem as the ‘Pedestrian Crossing’ signage.

For Motion: Unanimous

LTC1024(1) Item 5 Moyes Street, Marrickville - Proposed 'No Stopping' relocation (Marrickville-Midjuburi/Summer Hill Electorate/Inner West PAC)

SUMMARY

This report outlines current parking and road safety issues on Moyes Street, Marrickville

between Greenbank and Jersey Streets. It outlines key findings from an assessment carried out and proposes parking changes to improve safety.

Officers Recommendation:

That the existing 'No Stopping' restriction on the western side of Moyes Street, Marrickville (located approximately 17m from the bend) between Greenbank and Jersey Streets, be extended a further 13.5m (to the power pole adjacent to the driveway for 37 Moyes Street) to improve road safety in the vicinity of the bend.

DISCUSSION:

Public Speaker Adrian King entered the meeting at 11.03am.

Mr King opposed the recommendation advising that Moyes Street is a common rat-run and that the parked cars on Moyes Street assist with traffic calming. Mr King noted that there is high pedestrian and cyclist traffic from McNeilly Park and raised concerns that (1) the extension of the 'No Stopping' restriction and removal of parking will allow for vehicles to travel at higher speeds jeopardising pedestrian and cyclist safety; (2) vehicles will still have to cross over to the other side of the road to pass through due to the narrowness of Moyes Street; and (3) the potential increase in speeds from vehicles due to the extension of the 'No Stopping' zone will increase the risk to pedestrians and cyclists who use that intersection.

Public Speaker Adrian King left the meeting at 11.09am.

Council Officers noted that the proposed relocation of the existing 'No Stopping' restriction in Moyes Street will improve sightlines for pedestrians and removes the current issue with road users crossing onto the wrong side of the road just before a bend. It was also noted that the proposed relocation of the existing 'No Stopping' restriction will formalise the typical traffic rules. Council Officers advised that if there are parked cars on both sides of Moyes Street, it reduces the road width for passing cars to 2.7 metres for both directions which is not recommended. It was also noted that 2.7metres in width would not be wide enough for emergency vehicles. Council Officers noted that having parking on the eastern side of the street is the current typical parking arrangement and will allow for 4.7 meters in width of road which allow for two vehicles to pass. The Committee further noted that cyclist safety will improve under the proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the existing 'No Stopping' restriction on the western side of Moyes Street, Marrickville (located approximately 17m from the bend) between Greenbank and Jersey Streets, be extended a further 13.5m (to the power pole adjacent to the driveway for 37 Moyes Street) to improve road safety in the vicinity of the bend.

For Motion: Unanimous

LTC1024(1) Item 6 Pilgrim Avenue, Marrickville - Proposed 'No Parking' restrictions on the inner bend to improve access (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Currently large vehicles, including Council Waste Services vehicles, are having difficulty in

manoeuvring around the bend in Pilgrim Avenue, Marrickville due to vehicles being parked near the bend therefore Council is proposing to install a 20-metre length of 'No Parking' restrictions on the inner side of the bend in Pilgrim Avenue, Marrickville to improve access in the street.

Officers Recommendation:

That a 20-metre length 'No Parking' zone be installed on the inner bend in Pilgrim Avenue, Marrickville (eastern side starting from the boundary of No's 2 and 3 Pilgrim Avenue and extending 20m north around the bend) in order to improve access in the street.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That a 20-metre length 'No Parking' zone be installed on the inner bend in Pilgrim Avenue, Marrickville (eastern side starting from the boundary of No's 2 and 3 Pilgrim Avenue and extending 20m north around the bend) in order to improve access in the street.

For Motion: Unanimous

LTC1024(1) Item 7 Church Street, Ashfield, between Knocklayde Street and Alt Street-Proposed Raised Thresholds & Kerb Blister Islands (Traffic Calming)(Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC).

SUMMARY

Council is planning to provide traffic calming measures to improve safety in Church Street, Ashfield by constructing new raised thresholds & landscaped kerb blisters along Church Street near Knocklayde St, Goenka St, Tawa St & Taringa Lane. The traffic calming proposal aims to slow traffic & improve road safety in this part of Church Street and helps address concerns relating to pedestrian safety and driver behaviour.

Officers Recommendation:

That the amended detailed design plans (10284-A) sheets 1-4 to propose raised concrete thresholds and kerb blister islands with associated line and marking in Church Street, Ashfield, between Knocklayde Street and Alt Street, as shown in Attachment 1 be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the amended detailed design plans (10284-A) sheets 1-4 to propose raised concrete thresholds and kerb blister islands with associated line and marking in Church Street, Ashfield, between Knocklayde Street and Alt Street, as shown in Attachment 1 be approved.

For Motion: Unanimous

LTC1024(1) Item 8 Ramsay Street & Dalhousie Street, Haberfield - 40km/h High Pedestrian Activity Area (HPAA) (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve safety for all road users in Ramsay Street and Dalhousie Street, Haberfield by establishing a 40km/h High Pedestrian Activity Area (HPAA) for the core commercial and retail areas of Haberfield.

The proposal feature a number of linemarking treatments to indicate a reduced 40km/h speed limit, with accompanying entry, repeater and exit HPAA signs. Additionally, a landscaped kerb blister island will be constructed at the intersection of Dalhousie Street and Winchcombe Avenue which will complement the proposed treatments for a lower speed road environment.

The project will not impact on any legal on-street parking spaces in the area.

Officers Recommendation:

1. That the attached detailed design plan (Design Plan No.10312) for the proposed 40km/h High Pedestrian Activity Area (HPAA) treatments in Ramsay Street, Dalhousie Street, Gillies Avenue, Rawson Street, Dickson Street, Winchcombe Avenue, St Davids Road, and Kingston Street, Haberfield be approved.
2. That it should be noted that Council has submitted a Traffic Management Plan for the proposed 40km/h HPAA to Transport for NSW approval.

DISCUSSION:

Council Officers noted that Transport for NSW had requested Council to remove the proposed 50km area signs which advises the default speed limit. Council Officers advised they were happy to amend the plans accommodate the request.

**** Please see Appendix 3 at the end of the minutes for amended plans with the 50km/h speed limit signs removed that were tabled at the meeting ****

The Representative for the Member for Summer Hill questioned why this proposal for 40km/h zones were undertaken as part of the InnerWest@40 project. Council Officers advised that Ramsay Street is a Regional Road and therefore does not fall under the criteria for the InnerWest@40 study.

The Representative for the Member for Summer Hill questioned whether the treatments proposed will remain once the suburb converts to 40km/h. Council Officers advised the treatments will remain.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the attached detailed design plan (Design Plan No.10312) for the proposed

40km/h High Pedestrian Activity Area (HPAA) treatments in Ramsay Street, Dalhousie Street, Gillies Avenue, Rawson Street, Dickson Street, Winchcombe Avenue, St Davids Road, and Kingston Street, Haberfield be approved.

- 2. That it should be noted that Council has submitted a Traffic Management Plan for the proposed 40km/h HPAA to Transport for NSW approval.**

For Motion: Unanimous

LTC1024(1) Item 9 Clissold Street, between Queen Street and Victoria Street, Ashfield-Proposed removal of existing at-grade crossing and provide a new raised pedestrian(zebra) crossing- Deffered Item for additional information (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

The detailed design plan for this proposed treatment was raised at the Local Traffic Committee (LTC) on the 16 September 2024 and deferred to provide additional information on the concerns raised by the representatives from Transit Systems Australia (TSA) and TFNSW on the existing Bus Stops and reduced 'No Stopping' length on approach to the new crossing. This additional information is provided below under Discussion-Additional information in deferral of the item. It should be noted that the remainder of the report is that which was presented at the September 2024 LTC meeting and is presented for information and context with regards to the recommendation.

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 Street. 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 Member for Summer Hill queried if comments vision impaired residents were taken into consideration for the design. Council Officers advised this crossing had been treated with tactiles on the lead up to the crossing and the discussions with the designers have concluded that there were not many additional treatments that could be implemented due to the nature of the raised pedestrian crossing and the narrowness of the

road and footpath.

The Representative for the Member for Summer Hill asked if Council liaises with the Guide Dogs Australia for feedback on their designs. Council Officers advised that they do liaise with the Guide Dogs Australia however they did not liaise with them for this particular design. Council Officers did indicate that the mobility and inclusion coordinator will be requested to provide comments on pedestrian crossing designs in future.

The Representative for Transit Systems questioned whether there will be bus diversions from Clissold Street when construction works begin. Council Officers advised they will liaise with the Project Manager for installation of the proposed pedestrian crossing on the issue of timing of works and advised that they will pass on the details of the Representative for Transit Systems to the Project Manager so the Project Manager can reach out to discuss the timing of works and proposed arrangements.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC1024(1) Item 10 Victoria Street, Ashfield - Installation of a 'Keep Clear' zone at the front of Ashfield Police Station (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

This report outlines current emergency vehicle accessibility issues at Victoria Street between Liverpool Road and Norton Street and proposes the appropriate road treatment to improve police operations of Ashfield Police Station.

Officers Recommendation:

That the installation of a 'Keep Clear' zone on Victoria Street, Ashfield at the main driveway for Ashfield Police Station be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of a 'Keep Clear' zone on Victoria Street, Ashfield at the main driveway for Ashfield Police Station be approved.

For Motion: Unanimous

LTC1024(1) Item 11 Proposed EV Kerbside Charging Locations (All Wards / All

Electorates / All PACs)

SUMMARY

Council is committed to supporting and encouraging the use of electric vehicles (EVs) in the Inner West. Consequently, Council chose three kerbside public charging providers, as partners, through a Request for Quotation (RFQ) process. Subsequently, Council supported these partners in successfully applying for State Government funding.

Council's charging partners secured grant funding to roll-out 136 public EV charging ports; 95 of which are "dedicated" with signs and line marking, across our community by mid-April 2025.

The proposed initial network of EV kerbside charging port locations was publicly exhibited in July and August 2024, to gain community feedback. The overall proposal received 84% support from the community. In response to community feedback, on specific locations, the number of EV charging ports with dedicated kerbside spaces is proposed to be reduced from 95 to 81.

The community consultation included both dedicated and undedicated charging locations so that the community could understand the overall charging network proposed. In considering this it is important to note that; as chargers without dedicated spaces do not alter kerbside conditions and would be installed on existing Ausgrid infrastructure, they could be installed without Council approval. Their installation could be carried out under the Transport and Infrastructure State Environmental Planning Policy (SEPP).

Proposed signs and line marking plans for the chargers with dedicated kerbside spaces are included in Attachment 1.

Officers Recommendation:

1. That the EV charging sites identified in Table 3 be supported for installation as per the signage and line marking plans provided in Attachment 1.
2. That the EV charging sites identified in Table 2 be supported subject to targeted engagement and TfNSW approval as required.

DISCUSSION:

Public Speaker David Benham entered the meeting at 11.09 am.

Mr Benham was opposed to the proposed EV charging site for Alice Street, Newtown noting that there is currently inadequate on-street parking on Alice Street, and the installation of the EV charging site will add to the already difficult parking situation. Mr Benham questioned why the proposed charging site was a 'dedicated' space rather than a 'non dedicated' space which is proposed for some other areas. Mr Benham noted that there is currently a '2P' Resident Parking Scheme in the area however the scheme is rarely enforced further adding to the parking difficulties in the area. Mr Benham also noted that the report did not mention the objections raised by himself and his neighbour and only included a summary of submissions submitted to Your Say. Mr Benham also noted that the responses provided in the report did not indicate whether the respondents were residents or visitors. Mr Benham advised that none of his neighbouring residents own an electric vehicle and that the EV charging site will not be fulfilling the needs of the residents and will only be beneficial for visitors in the area. Mr Benham also noted that the report proposed that overstaying users would be charged idle fees however he did not believe that would be a deterrent for users unless the idle fees were exorbitant.

Public Speaker David Benham left the meeting at 11.17 am.

Public Speaker Brendan Jones entered the meeting at 11.18 am.

Mr Jones supported the proposed recommendation for installation of EV charging sites advising that the number of battery electric vehicles is rapidly growing in the Inner West Council area and that as of 30 September 2024, there were 2,740 electric vehicles registered in the Inner West Council area. Mr Jones emphasised the importance of EV charging sites in the Inner West area due to the rapid growth of electric vehicles and the lack of off-street parking and charging opportunities within the area. Mr Jones advised that the parking restriction signage needs to be made clear noting that the current proposed signage is ambiguous. Mr Jones suggested that dedicated charging spaces should have the pavement marked and painted before the charging stations become available for use by the public, noting that the painted pavement acts as a visual aid and dramatically reduces instances of non-electric vehicles parking in dedicated EV spots and was more effective than just signposting and linemarking alone. Mr Jones also noted the importance of Council monitoring the utilisation and turnover of 'dedicated' versus 'opportunity' EV charging spaces as the data will assist with providing feedback on the usage of spots and whether or not the electric vehicles are able to get a chance to use the 'opportunity' charging spaces to charge. Mr Jones also suggested that Council do a letterbox drop to notify all residents in all residents in the vicinity of each dedicated kerbside charging location, once they are operational.

Public Speaker Brendan Jones left the meeting at 11.22 am.

Public Speaker Barry Ireland entered the meeting at 11.23 am.

Mr Ireland proposed to relocate the proposed EV charging site at Rowntree Street, Birchgrove to Spring Street, Birchgrove near St Johns Church. Mr Ireland queried if Council had conducted site visits to the proposed sites. He also noted that he was unable to find his response in the report and was advised by a Council staff member that the response in the report were generated from Your Say and were anonymous. Mr Ireland noted there was an addendum to the report with responses from residents and questioned if those responses were taken into consideration.

Council Officers advised that Council had gone out to review the site along with Council's traffic engineers, and representatives from the service provider and all contentious issues raised were discussed with the stakeholders involved. Council Officers advised in relation to the addendum, Council's engagement team has advised that it was Council policy to not publish verbatim emails to prevent sensitive information being disclosed. Council Officers noted that the strategic planning team have read all the residents' responses and advised those responses were taken into consideration when writing the outcomes report.

Mr Ireland also noted that there are vehicles that park dangerously around Rowntree Street, such as parking in the 'No Stopping' zone, parking within 5 meters of the intersection as well as across his driveway hindering the access to and from his property and expressed his concern of the proposed EV charging site exacerbating the existing issues. Mr Ireland noted his concerns regarding the proposed site's usage of electricity and advised that there is a supply issue of electricity on the street noting that him and his neighbours experience flickering lights and expressed his concern regarding the increased demand of electricity further adding to the existing problem.

Council Officers advised they have spoken to Ausgrid regarding the electricity issue and was advised that the network in the area was being investigated for potential future upgrades.

Public Speaker Barry Ireland left the meeting at 11.28 am.

Council Officers tabled 2 additional submissions from 2 separate residents. One resident noted their concerns regarding the placement of charging infrastructure in front of residential dwellings which may lead to potential noise complaints, property damage and verbal/physical disputes. It was noted that there were concerns of loss of parking amenity in high demand areas, and that internationally, similar instances of charging ports being located outside residential properties did not work. The resident suggested that if chargers were to be placed outside of residential dwellings they should operate on a curfew and that chargers' placements be considered for relocation to areas with less residential properties.

Council Officers advised that chargers with dedicated spaces would have a curfew to provide opportunities for non- electric vehicles to use the space outside of curfew hours. Council Officers also noted that in the 2023 Electric Vehicle Encouragement strategy, it was noted that it was best to have the chargers placed outside of parks and community buildings with the last choice being residential properties, however, in areas where there are only residential buildings, there are no other options than to place chargers outside of residential dwellings.

Council Officers tabled in the addition submission from a resident requesting opportunities be provided to private individuals to charge their vehicles kerbside rather than providing public charging sites. The resident noted the economic and environmental benefits of being able to charge from solar energy and that it fits with Council's sustainability and net zero policies. It was also noted that adding public charging is beneficial for residents in apartments and similar but for homeowners, usually with limited off-street parking, the ability to charge safely from solar energy on the street would be greatly beneficial.

The Representative for the Member of Newtown questioned what the decision-making process was when determining whether a car space was going to be 'dedicated' or 'non-dedicated.'

Council Officers advised that the decisions were made by the providers themselves. It was noted that there was only one supplier that was putting in 'non-dedicated' spaces in conjunction with 'dedicated' spaces in order to gather data as to what type of space was more appropriate for the Inner West Council area.

Council Officers noted that these charging ports received grant funding and that the selection criteria for the grants included, capacity of electrical grid, areas with projected high EV uptake, areas with limited opportunity for on-site charging as well as safety and accessibility requirements.

Council Officers noted that the report provided to the Local Traffic Committee dealt only with the proposed 'dedicated' spaces as 'non-dedicated' or 'opportunity' chargers without dedicated spaces do not have any direct impact on kerbside allocation and under the Transport and Infrastructure State Environmental Planning policy, chargers can be installed without Council consent.

The Representative for the Member of Summer Hill questioned if a booking system will be in place for users to book in time at a dedicated space. Council Officers advised that the providers are currently setting up their platforms for their booking system to allow for pre-bookings. It was noted that the providers are examining systems to send push notifications to users to advise when their car is around 90% charge and prompting them to know they will have to return to their car shortly to avoid a overstay fee.

The Representative for the Member of Summer Hill questioned if Council would receive revenue from the charging spaces. Council Officers advised Council will not be receiving revenue on kerbside charging spaces until the providers hit their breakeven point. Once the agreed breakeven point has been reached, Council will start negotiations on a potential leasing scheme.

The Representative for the Inner West Bicycle Coalition noted the public speaker’s suggestion to paint the pavement to indicate the space as a dedicated EV charging space and questioned if Council had the intention of implementing that suggestion. Council Officers advised that the current approved treatments are linemarking and signposting noting that it was cost efficient and easily implemented, however Council will monitor the spaces to see if the proposed treatments are effective and if additional measures need to be considered.

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION:

1. That the EV charging sites identified in *Table 3* be supported for installation as per the signage and line marking plans provided in *Attachment 1*.
2. That the EV charging sites identified in *Table 2* be supported subject to targeted engagement and TfNSW approval as required.

For Motion: Unanimous

LTC1024(1) Item 12 Metropolitan Road, Enmore - Proposed changes to mobility parking (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council is proposing to adjust the existing angle parking layout and restrictions on the eastern side of Metropolitan Road, Enmore to improve access to the mobility parking space.

Officers Recommendation:

That the drawing showing additional timed parking restriction, changes to the existing mobility parking space, kerb extension, ‘STOP’ control line and kerb ramps on Metropolitan Road, Enmore (drawing no. 10300 sheet 1 of 1 – Metropolitan Road, Enmore - proposed adjustment to accessible parking space) be approved.

DISCUSSION:

Council Officers advised the purpose of the amendments to the proposal is to improve sight lines for vehicles exiting the laneway. Council Officers advised the ‘STOP’ line will be moved forward to its existing position, and to add edge linemarking from the existing kerb blister (extending out 1m from the edge of the kerb blister) into Enmore Lane (up to the first driveway).

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the drawing showing additional timed parking restriction, changes to the existing mobility parking space, kerb extension, ‘STOP’ control line and kerb ramps on Metropolitan Road, Enmore (drawing no. 10300 sheet 1 of 1 – Metropolitan Road, Enmore - proposed adjustment to accessible parking space) be approved with the following changes:

- The ‘STOP’ linemarking be moved forward to its previous position.

- **Edge linemarking be installed on the northern side of Enmore Lane, from the existing kerb blister (extending out 1m from the edge of the kerb blister) into Enmore Lane (up to the first driveway).**

For Motion: Unanimous

LTC1024(1) Item 13 Meeks Lane, Marrickville - Proposed 'No Stopping' and 'No Parking' restrictions (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

This report outlines parking issues in Meeks Lane, Marrickville and identifies the appropriate parking treatment to address them. The proposed parking treatment will improve access to Meeks Lane for adjacent properties.

Officers Recommendation:

That 'No Stopping' and 'No Parking' restrictions on the western side of Meeks Lane, Marrickville (i.e., along Boundary of 135 Meek Road) be installed as follows;

- 'No Stopping' restrictions extending for first 10m north of Meeks Road, and
- 'No Parking' restrictions extending 45m north from the proposed 'No Stopping' restrictions.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That 'No Stopping' and 'No Parking' restrictions on the western side of Meeks Lane, Marrickville (i.e., along Boundary of 135 Meek Road) be installed as follows;

- 'No Stopping' restrictions extending for first 10m north of Meeks Road, and
- 'No Parking' restrictions extending 45m north from the proposed 'No Stopping' restrictions.

For Motion: Unanimous

LTC1024(1) Item 14 Hutchinson Street, St Peters - Proposed 15-minute timed parking restrictions (Marrickville-Midjuburi Ward/Heffron Electorate/Inner West PAC)

SUMMARY

This report outlines parking issues in Hutchinson Street, St Peters and proposes 15-minute timed parking restrictions to provide short-term parking opportunities for nearby businesses.

Officers Recommendation:

That the proposed timed parking space (5.1m) signposted as 'P15 minute 7am-5pm Mon-Fri;

7am-12.30pm Sat' on the northern side of Hutchinson Street as shown in Attachment 1 be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed timed parking space (5.1m) signposted as 'P15 minute 7am-5pm Mon-Fri; 7am-12.30pm Sat' on the northern side of Hutchinson Street as shown in Attachment 1 be approved.

For Motion: Unanimous

LTC1024(1) Item 15 Temporary speed reductions to 40 km/h for Southwest Link

SUMMARY

During the 12-month closure of the T3 line (Sydenham to Bankstown), rail replacement Southwest Link bus services are expected to carry 56,000 (and up to 72,000) passengers a day, with the majority of passengers expected to transfer at Sydenham Station to access Metro and Train services to and from the CBD.

Temporary bus stops are being established at each station from Sydenham to Bankstown, resulting in a significant increase in pedestrian activity and footpath use.

As part of the Sydney Metro City & Southwest project, Transport for NSW is introducing temporary speed reductions at key locations to support safer streets around Southwest Link bus stops, cycling routes and to reduce noise impact on residents from replacement buses.

To support the temporary speed reductions in the Inner West Council area, Transport for NSW have procured traffic guidance schemes for the delivery of these changes.

Officers Recommendation:

That it be noted that TfNSW will be implementing Traffic Guidance Schemes (TGS) to support the delivery of temporary speed zone reductions for the Southwest Link as outlined in the report.

DISCUSSION:

Public Speaker Benjamin Borger (Representative for TfNSW) entered the meeting at 11.29 am.

Mr Borger advised that as part of the Southwest Link and Metro works, TfNSW is proposing to reduce mixed traffic to 40km/hr to enhance pedestrian and cyclist safety.

Council Officers advised that Council are currently implementing the newly adopted InnerWest@40 study and will work with and advise TfNSW of which locations will have permanent signage installed.

Public Speaker Benjamin Borger (Representative for TfNSW) left the meeting at 11.33 am.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That it be noted that TfNSW will be implementing Traffic Guidance Schemes (TGS) to support the delivery of temporary speed zone reductions for the Southwest Link as outlined in the report.

For Motion: Unanimous

General Business:

Item 16: Review of Mobility Parking near Henson Park for the upcoming AFLW events

The Representative for the Member for Summer Hill requested a review of Mobility Parking near Henson Park for the upcoming AFLW events. Council Officers advised they will take the request on notice and will look into discussing the possibility of putting aside spaces for mobility parking with the event organisers. It was noted that such request will need to be investigated and incorporated into the Traffic Management Plan.

Meeting closed at 12.55 pm.

CHAIRPERSON

Manod Wickramasinghe

Appendix 1 – Item 2 Traffic Management Plan for the 2024 New Year's Eve Event

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Legend:
 ROAD CLOSURE x 2
 CONE x 11
 NO LEFT TURN SIGN x 2
 TRAFFIC BARREL x 2

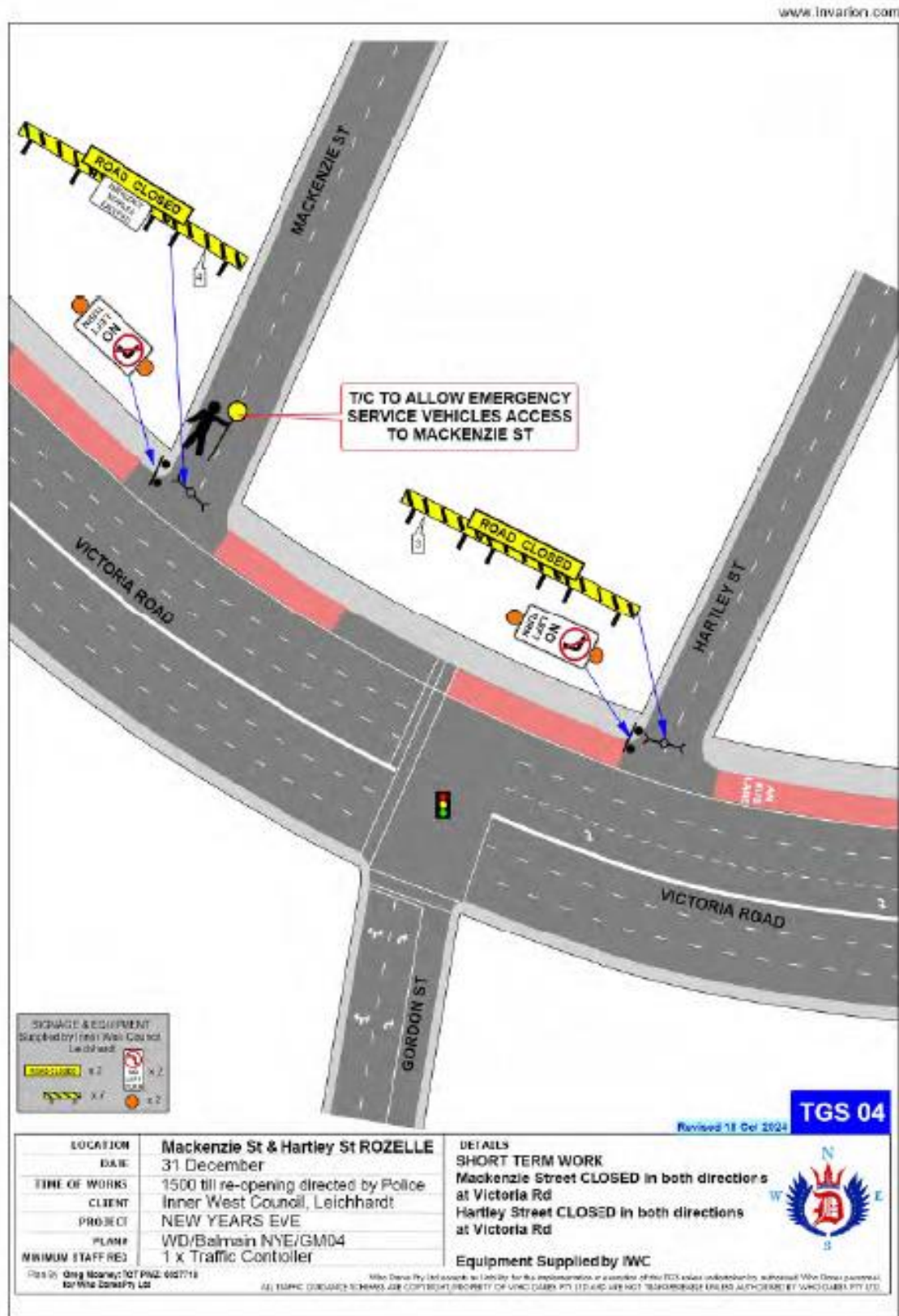
ADDITIONAL TEMPORARY BUS ZONE for NYE

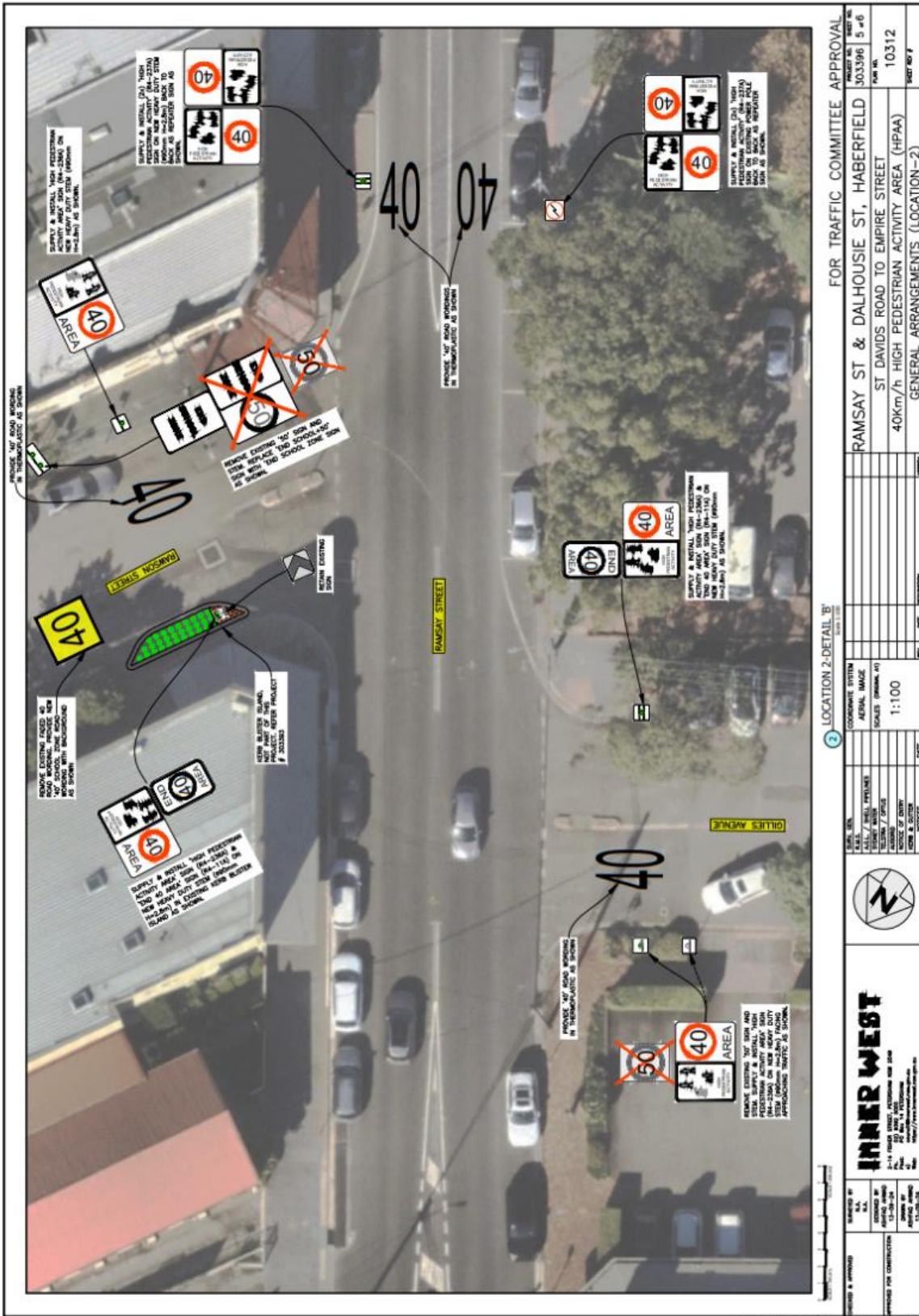
TGS 22
 Revised 18 Oct 2024

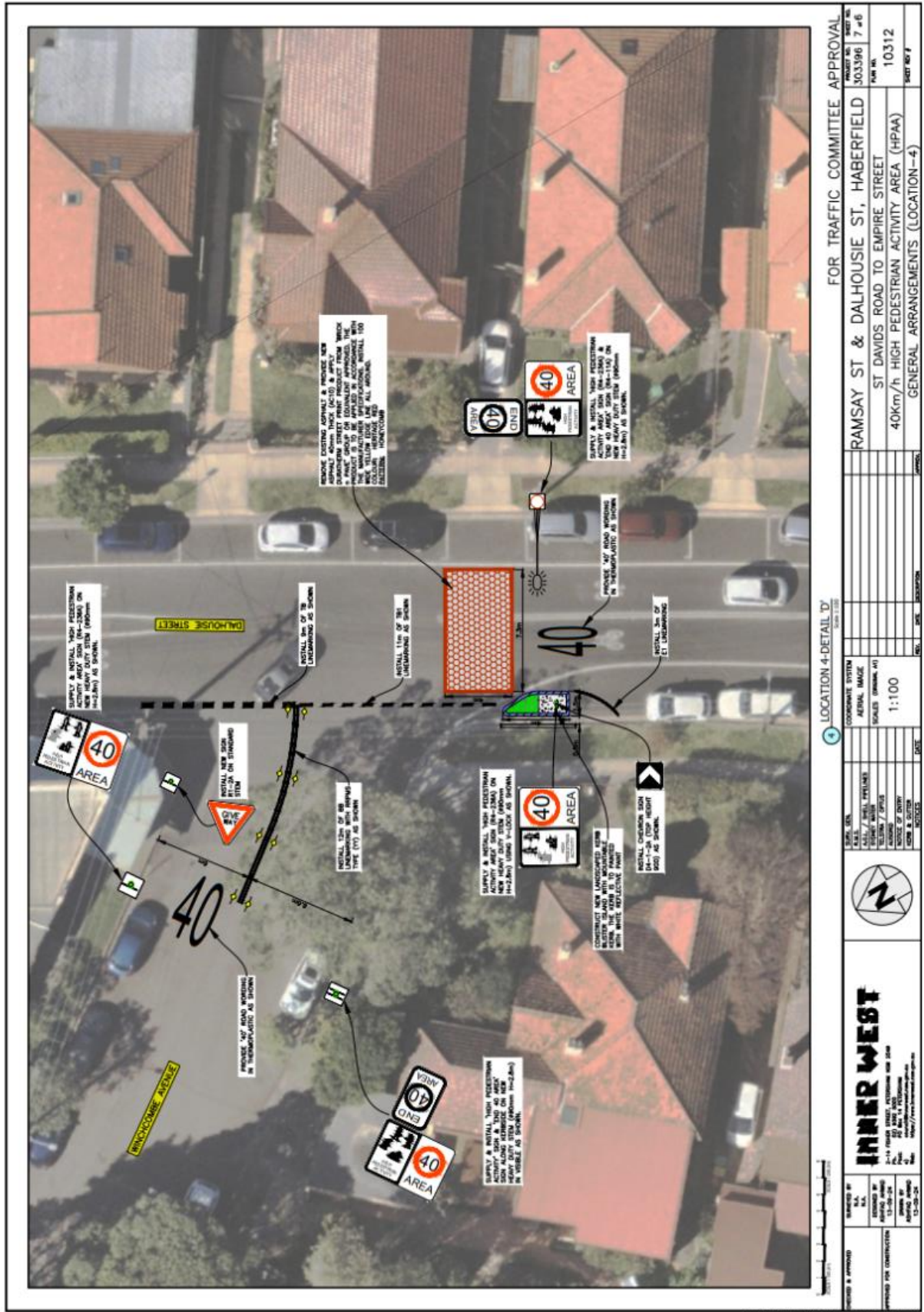
LOCATION	Booth St, Eaton St BALMAIN	DETAILS
DATE	31 December	SHORT TERM WORK
TIME OF WORKS	1500 till re-opening directed by Police	Booth St between Darling St and Darvall St turned one way south bound
CLIENT	Inner West Council	Eaton St between Darvall St and Darling St parking restriction change to BUS ZONE to allow buses layover
PROJECT	NEW YEARS EVE	Transit Systems route driver east bound buses to turn right from Darling St into Booth St follow Booth St, Darvall St Eaton St turning left into Darling St to return to route.
PLANE	WD/Balmain NYE/GM22	
MINIMUM STAFF REQ	TBC	

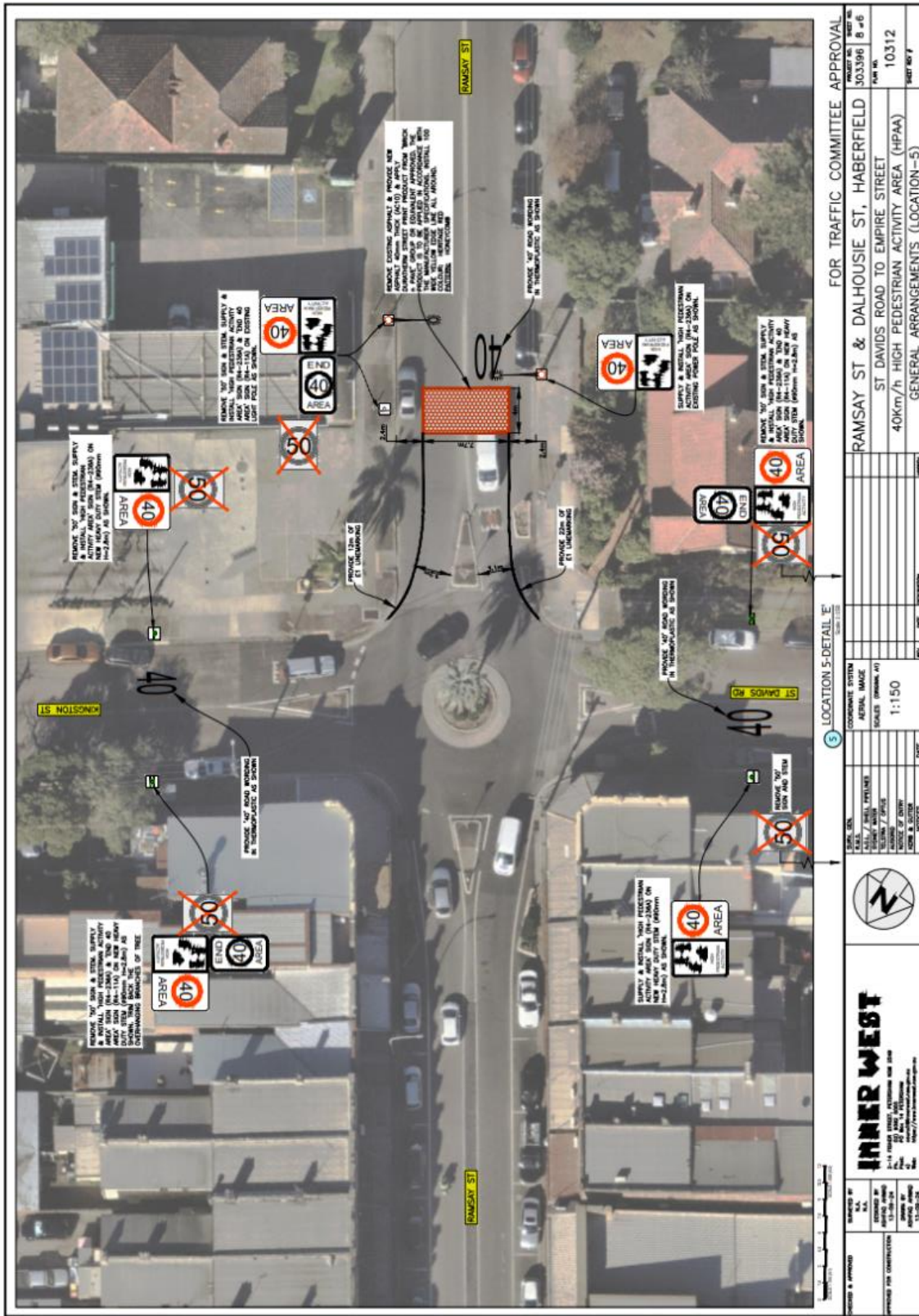
Plan by: Greg Mooney: TCT/FWJ: 9027716
 For Who Dares Pty Ltd
 Who Dares Pty Ltd accepts no liability for the implementation or execution of this TOS unless undertaken by authorised Who Dares personnel.
 ALL TRAFFIC GUIDANCE SCENARIOS ARE COPYRIGHT PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORIZED BY WHO DARES PTY LTD.

Appendix 2 - Item 2 Traffic Management Plan for the 2024 New Year's Eve Event









LINEMARKING SPECIFICATIONS

TF L1

BB L7

TB E1

TB1 E4

C1

C3 PCW

C4 PX

S1

ZIG ZAG LINE

DRAGON TEETH

LANE MARKING SPECIFICATIONS

- ALL DIMENSIONS IN METERS
- ALL DIMENSIONS TO CENTERLINE UNLESS SPECIFIED OTHERWISE
- ALL DIMENSIONS TO FACE UNLESS SPECIFIED OTHERWISE

DRAWN BY		DATE		SCALE		PROJECT		DRAWING NO.		SHEET NO.	
L. J. HAYES		10/2024		1:1		RAMSAY ST & DALHOUSIE ST, HABERFIELD		303386		9-0	
CHECKED BY		DATE		SCALE		PROJECT		DRAWING NO.		SHEET NO.	
L. J. HAYES		10/2024		1:1		RAMSAY ST & DALHOUSIE ST, HABERFIELD		303386		9-0	
APPROVED BY		DATE		SCALE		PROJECT		DRAWING NO.		SHEET NO.	
L. J. HAYES		10/2024		1:1		RAMSAY ST & DALHOUSIE ST, HABERFIELD		303386		9-0	
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L. J. HAYES		10/2024		1:1		RAMSAY ST & DALHOUSIE ST, HABERFIELD		303386		9-0	

FOR TRAFFIC COMMITTEE APPROVAL

INNER WEST

RAMSAY ST & DALHOUSIE ST, HABERFIELD

ST DAVIDS ROAD TO EMPIRE STREET

40km/h HIGH PEDESTRIAN ACTIVITY AREA (HPAA)

LINE MARKING SPECS

10312

10312

10312

