

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 5 DECEMBER 2022

11.00AM

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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Late Items

Nil at time of printing.

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Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held on 21 November 2022 at Ashfield Service Centre**

Meeting commenced at 11.03AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward (Chair)
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Solon Ghosh	Transport for NSW (TfNSW)

OFFICERS IN ATTENDANCE

Cr Justine Langford	Councillor – Midjuburi-Marrickville Ward
Colin Jones	Inner West Bicycle Coalition
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Jason Scoufis	IWC's Traffic and Parking Planner
Christina Ip	IWC's Business Administration Officer

VISITORS

Adam Lockyer	Resident – Item 3
Bridget Cleaver	Resident – Item 3
Jimmy	Resident – Item 3
Libbie Bedford	Resident – Item 3
Lisa Bonhote	Resident – Item 3
Colin Markus	Resident – Item 3
Maria Markus	Resident – Item 3
Antonio Markus	Resident – Item 3
Kim Buvac	Resident – Item 4
David Keegan	Resident – Item 7
Geoff Donnelly	Resident – Item 7
John Freeman	Resident – Item 9
Ben Prag	Resident – Item 9

APOLOGIES:

Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Colin Hesse	Representative for Jenny Leong MP, Member for Newtown
Paul Kelaita	Representative for Jason Yat-Sen Li MP, Member for Strathfield
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)

DISCLOSURES OF INTERESTS:

Cr Langford declared a non-significant, non-pecuniary interest in Item 3 Wardell Road/Riverside Crescent, Dulwich Hill - No Left Turn Restriction as she lives on the Marrickville side of Riverside Crescent.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on 17 October 2022 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting on 17 October 2022 were adopted at Council's meeting on 8 November 2022.

LTC1122(1) Item 1 Palmer Street and Donnelly Street, Balmain - Intersection Improvements (Baludarri-Balmain Ward / Balmain Electorate / Leichhardt LAC)

SUMMARY

Concerns have been raised from a local resident regarding road safety at the intersection of Donnelly/Palmer/Booth Streets. A review has been undertaken and a signage and linemarking improvement is proposed.

Officer's Recommendation

That:

1. Linemarking at the intersection of Booth Street and Donnelly Street, Rozelle be upgraded to include a painted median island in Donnelly Street as shown in the attached plan; and
2. Two (2) W5-11A 'Crest' warning signs be installed on Palmer Street and Donnelly Street 40m west and 40m east of Booth Street as shown in the attached plan.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. Linemarking at the intersection of Booth Street and Donnelly Street, Rozelle be upgraded to include a painted median island in Donnelly Street as shown in the attached plan; and
2. Two (2) W5-11A 'Crest' warning signs be installed on Palmer Street and Donnelly Street 40m west and 40m east of Booth Street as shown in the attached plan.

For motion: Unanimous

**LTC1122(1) Item 2 Smith Street (at Lackey Street and Morris Street), Summer Hill-
Proposed Streetscape Improvement Works
(Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood
LAC)**

SUMMARY

Council has finalised design plans to improve the streetscape in Lackey Street, Morris Street & Smith Street, Summer Hill by providing widened decoratively paved footpaths incorporating landscaped garden beds. The proposal aims to improve the overall aesthetic of the town centre as well as improving pedestrian and motorist safety at these intersections.

Officer's Recommendation

That the detailed design plan to provide widened decorative paved footpaths incorporating landscape garden beds (with associated/revised signs and markings) at the intersections of Smith Street with Lackey and Morris Street and integrating two (2) existing crossings in Smith Street, Summer Hill (as shown per plan 10221-Attachment 1) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan to provide widened decorative paved footpaths incorporating landscape garden beds (with associated/revised signs and markings) at the intersections of Smith Street with Lackey and Morris Street and integrating two (2) existing crossings in Smith Street, Summer Hill (as shown per plan 10221-Attachment 1) be APPROVED.

For motion: Unanimous

**LTC1122(1) Item 3 Wardell Road/Riverside Crescent, Dulwich Hill- No Left Turn
Restriction (Djarrawunang-Ashfield Ward/Summer Hill Electorate/
Inner West PAC)**

SUMMARY

A number of recommendations are proposed in the area bounded by Wardell Road, Ewart Street and Garnet Street, Dulwich Hill. These recommendations include replacing the 'No Left Turn' restriction with a 'No Left Turn Vehicles Over 6 metres' restriction at Wardell Road/Riverside Crescent.

It also includes the introduction of a 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign in Riverside Crescent at Tennyson Street and other additional measures to reduce speeds in the local area.

Officer's Recommendation

That:

1. The existing 'No Left Turn' restriction be replaced with a 'No Left Turn Vehicles Over 6 metres' restriction at Wardell Road/Riverside Crescent subject to approval by TfNSW;

2. A 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign be installed in Riverside Crescent at Tennyson Street to restrict westbound movements subject to approval by TfNSW;
3. 20 metres of 'No Parking 7:00am-9:30am Mon-Fri' be installed on the western side of Wardell Road south of Ewart Street along the frontages of 281-285 Wardell Road;
4. The statutory 10 metres of 'No Stopping' be installed on the southern side of Ewart Street immediately east of Riverside Crescent;
5. The BB lines in Riverside Crescent at Wardell Road be adjusted by relocating 1 metre northeast for a length of 10 metres;
6. A concept design for traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent and Riverside Crescent/Balfour Street intersections be prepared for consideration by Traffic Committee;
7. A concept design for an upgraded pedestrian refuge in Riverside Crescent at Ewart Street be prepared for consideration by Traffic Committee; and
8. TfNSW be requested to consider a 30 km/h speed limit trial in Ness Avenue, Balfour Street, Tennyson Street and Riverside Crescent between Wardell Road and Ewart Street.

DISCUSSION

Public speakers: Libbie Bedford, Adam Lockyer, Bridget Cleaver, Jimmy, Lisa Bonhote, Colin Marcus, Maria Marcus and Antonio Marcus entered at 11.08am.

Ms Bedford stated that she does not support the recommendation because it prioritises private vehicles above active transport users, prioritises the concerns of those outside the LGA over residents, and goes against overarching plans, frameworks and reports. Ms Bedford also noted that the petition in favour of Option 3 received a high number of signatures. Ms Bedford supported Option 3 which includes retaining the existing 'No Left Turn' restriction at Wardell Road/Riverside Crescent.

Ms Bonhote raised concerns with the removal of the existing 'No Left Turn' stating that it would encourage more traffic in Riverside Crescent and Tennyson Street. She commented that the 'No Left Turn Vehicles Over 6 metres' restriction is not required as very few vehicles over 6m travel through the area.

A submission from Jennifer Whitmarsh, who could not attend the meeting, gave support to Option 3 and raised similar concerns with the removal of the existing 'No Left Turn' sign.

Jimmy did not support the recommendation or the other options consulted on. He requested the removal of the existing 'No Left Turn' at Wardell Road/Riverside Crescent as the restriction disrupts traffic flow, causes congestion including delays to bus movements in Wardell Road and has a knock-on effect on other parts of the road network.

(The speakers left at 11.37am)

Based on community feedback, the representative for the Member for Summer Hill requested that parts 1, 2, 3 and 5 of the Officer's recommendation be deferred pending the completion of the concept designs for the traffic calming and the upgrade of the pedestrian refuge as set out in parts 6 and 7 of the Officer's recommendation. The Committee members agreed to defer parts 1, 2, 3 and 5 of the officers recommendation and adopt parts 4, 6, 7 and 8.

COMMITTEE RECOMMENDATION

That:

- 1. The statutory 10 metres of 'No Stopping' be installed on the southern side of Ewart Street immediately east of Riverside Crescent;**
- 2. A concept design for traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent and Riverside Crescent/Balfour Street intersections be prepared for consideration by Traffic Committee;**
- 3. A concept design for an upgraded pedestrian refuge in Riverside Crescent at Ewart Street be prepared for consideration by Traffic Committee;**
- 4. TfNSW be requested to consider a 30 km/h speed limit trial in Ness Avenue, Balfour Street, Tennyson Street and Riverside Crescent between Wardell Road and Ewart Street; and**
- 5. The following proposals be deferred pending the completion of the concept designs for traffic calming and an upgraded pedestrian refuge:**
 - a) The existing 'No Left Turn' restriction be replaced with a 'No Left Turn Vehicles Over 6 metres' restriction at Wardell Road/Riverside Crescent subject to approval by TfNSW;**
 - b) A 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign be installed in Riverside Crescent at Tennyson Street to restrict westbound movements subject to approval by TfNSW;**
 - c) 20 metres of 'No Parking 7:00am-9:30am Mon-Fri' be installed on the western side of Wardell Road south of Ewart Street along the frontages of 281-285 Wardell Road; and**
 - d) The BB lines in Riverside Crescent at Wardell Road be adjusted by relocating 1 metre northeast for a length of 10 metres.**

For motion: Unanimous

LTC1122(1) Item 4 New Canterbury Road at Balanaming Lane, Petersham - 'No Left Turn Vehicles Over 6m Long' restrictions (Damum - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Following safety concerns raised by residents regarding trucks turning left at New Canterbury Road into Balanaming Lane, a left turn ban for vehicles greater than 6 metres is proposed. Trucks making a left turn from New Canterbury Road into Balanaming Lane are constrained by the width of the laneway and the adjacent buildings. This has resulted in damage to the awning on the southwest corner on numerous occasions

Officer's Recommendation

That the installation of 'No Left Turn Vehicles Over 6m Long' restrictions on New Canterbury Road at Balanaming Lane, Petersham be supported subject to a Traffic Management Plan (TMP) being considered and approved by TfNSW in order to deter trucks turning into the laneway and damaging the adjoining properties.

DISCUSSION

Public speaker: Kim Buvac entered at 11.38am.

Ms Buvac supported the recommendation as it would prevent ongoing property damage and potential personal injury. Ms Buvac asked where the proposed “No Left Turn Vehicles Over 6m Long’ signage would be installed and suggested installing a bollard or a signpost to further prevent large vehicles from turning left into the lane.

Council Officers advised the signage would most likely be installed on the existing power pole on the corner of Balanaming Lane. The installation of a bollard can be investigated by Council Officers; however, a signpost was not recommended as it is not designed to withstand a vehicle impact and could bend into the carriageway or footpath if a vehicle strikes it.

(Ms Buvac left at 11.45am)

The Committee members agreed with the Officer’s recommendation with the addition of a recommendation to investigate the installation of a bollard on Balanaming Lane.

COMMITTEE RECOMMENDATION

THAT:

- 1. the installation of ‘No Left Turn Vehicles Over 6m Long’ restrictions on New Canterbury Road at Balanaming Lane, Petersham be supported subject to a Traffic Management Plan (TMP) being considered and approved by TfNSW in order to deter trucks turning into the laneway and damaging the adjoining properties; and**
- 2. the installation of a bollard on Balanaming Lane at New Canterbury Road be investigated.**

For motion: Unanimous

LTC1122(1) Item 5 Dulwich Hill Station Precinct Public Domain Improvements Amendment – Amendment to Bus Zone Operational Times (Midjumburi – Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council adopted the Master Plan for Dulwich Hill Station Precinct at its 13 August 2019 meeting. The Dulwich Hill Station Public Domain Master Plan provides the Dulwich Hill community with a plan to transform the streets and public spaces around the station into a pedestrian oriented village. An assessment for Stage 2 works were submitted and approved by the Local Traffic Committee in February 2022. Stage 2 works involved:

- Raised entry thresholds at the north and south of Wardell Road and southwest of Ewart Street;
- Upgrading the existing threshold at Ewart St East, to IWC standards;
- Tree plantings, garden beds and a rain garden; and
- New Bluestone Pavers for footpaths.

This assessment is for an amendment to parts of the Stage 2 works. The Bus Stop (for school buses) in front of the new entrance to the Metro Station on Wardell Road now will have its operational hours amended to accommodate timed parking for the general public

outside bus operational times. This will provide much needed parking opportunities for the public in the locality. In addition, the now redundant 'No Parking 4-6pm Mon-Fri' restrictions between No.248 and No.252 Wardell Road, Dulwich Hill is proposed to be removed.

Officer's Recommendation

That:

1. The operation of the Bus Zone on Wardell Road outside the new Metro Station be amended as follows – 'Bus Zone AM Peak 0.7.30 – 08.30 and PM Peak 3.00 – 4.00'. and '1P 8.30AM to 3PM Mon-Fri and 800AM – 12PM Sat'; and
2. The redundant 'No Parking 4-6pm Mon-Fri' restrictions on Wardell Road, between No.248 and No.252 Wardell Road, Dulwich Hill be removed and replaced with '1P 8AM – 6PM Mon-Fri and 8AM -12PM Sat'.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That

1. the operation of the Bus Zone on Wardell Road outside the new Metro Station be amended as follows – 'Bus Zone AM Peak 0.7.30 – 08.30 and PM Peak 3.00 – 4.00'. and '1P 8.30AM to 3PM Mon-Fri and 800AM – 12PM Sat'.
2. the redundant 'No Parking 4-6pm Mon-Fri' restrictions on Wardell Road, between No.248 and No.252 Wardell Road, Dulwich Hill be removed and replaced with '1P 8AM – 6PM Mon-Fri and 8AM -12PM Sat'

For motion: Unanimous

LTC1122(1) Item 6 Unnamed Link Road, Lilyfield (between Mary Street and Maliyawul Street) - Proposed Shared Pedestrian and Bike Path & One-way traffic (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian and cyclist safety in the unnamed Link Road, Lilyfield (between Mary Street, Frazer Street and Maliyawul Street) by constructing kerb and gutter to narrow the road and widen the footpath to form a shared pedestrian and bike path.

Officer's Recommendation

That the attached detailed design plan (Design Plan No.10216) for the proposed shared pedestrian and bike path, road narrowing, one-way southbound conversion and associated works at Unnamed Link Road, Lilyfield (between Mary Street, Frazer Street and Maliyawul Street) be approved.

DISCUSSION

The IWBC representative raised concerns that the cycling route from Leichhardt Park Aquatic Centre to Le Montage does not meet the design guidelines set out by the TfNSW Cycling Design Toolbox. The representative suggested that the Unnamed Link Road would be a more suitable route than Lilyfield Road as a cycling route as it is not as steep. The

representative asked that Council's engineers liaise with the IWBC and consider redesigning the route and making it a 30km/h speed zone.

Cr Byrne advised that in approving the skate park, Council had resolved to undertake the proposed improvements to address safety for pedestrians and skate park users in conjunction with the construction of the skate park before it opens. Redesigning the cycle route now means the skate park would open without the safety improvements. Cr Byrne advised that the safety works were a higher priority; however, he can discuss possible amendments with IWBC that do not jeopardise the proposed safety improvements prior to the next Council meeting.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the attached detailed design plan (Design Plan No.10216) for the proposed shared pedestrian and bike path, road narrowing, one-way southbound conversion and associated works at Unnamed Link Road, Lilyfield (between Mary Street, Frazer Street and Maliyawul Street) be approved.

For motion: Unanimous

LTC1122(1) Item 7 Rozelle North Precinct Resident Parking Scheme Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council at its meeting on 12 April 2022 adopted the Rozelle North Precinct Parking study. As part of the study, both short and long term strategies were developed including the expansion of the existing Resident Parking Scheme (RPS) to residential streets within the Rozelle North Precinct (R1 or B1 Zone) and to introduce eight (8) time restricted parking in Robert Street to provide a higher visitor turnover to support local businesses. This report provides details of the proposed parking changes.

Officer's Recommendation

That:

1. The proposed '2P 8am-6pm Mon-Fri Permit Holders Excepted area R1' be installed on sections of Evans Street, Clare Street, George Street, Goodsir Street, Collins Street, Moore Street, Perrett Street, Murdoch Street, Mansfield Street, Mackenzie Street, Brent Street, Hartley Street, and Mullens Street, as shown in the attached plan;
2. The proposed '2P 8am-6pm Mon-Fri Permit Holders Excepted area B1' be installed on sections of Mullens Street, Stewart Street, Sutton Street, Valley Street, Davidson Street, Creek Street, Wortley Street, Reynolds Street, Reynolds Avenue, Rumsay Street, Smith Street, Beattie Street, Evans Street, Clare Street, Clay Street and George Street, as shown in the attached plan;
3. The existing time limit restrictions and hours of operation of current streets in the B1 zone that have an existing RPS will be retained, however, the restriction be converted to a B1 zone at the next permit renewal period.
4. '2P 6am-4pm Mon-Fri' be installed for eight (8) parking spaces on the south side of Robert Street, east Mullens Street as outlined in the attached plan; and

5. Council's Compliance Manager be informed of the parking changes in Balmain and Rozelle.

DISCUSSION

Public speakers: Geoff Donnelly and David Keegan entered at 11.46am.

Mr Donnelly stated that 27 Smith Street residents signed a petition to request Council to expedite the implementation of the expanded RPS including Smith Street. Mr Donnelly stated that Smith Street residents do not have a clear understanding of where the RPS implementation stands and requested that Council updates residents on the remaining steps that are required to implement the expanded RPS covering Smith Street and the timeframe for implementation.

Council Officers advised that it is expected that letters outlining how residents can apply for permits will be distributed from this month and signposting will begin in December following Council adoption of the Committee's recommendation.

Mr Keegan stated that the recent development of three businesses within walking distance of Smith Street has increased competition for parking at night and on weekends, and requested Council consider extending the permit parking restrictions in Smith Street to cover 8am-10pm Monday to Sunday which would bring Smith Street in line with surrounding streets. Council Officers advised that this suggestion will be investigated separately as changes to the restriction times requires further consultation with Smith Street residents.

(Mr Donnelly and Mr Keegan left at 11.58am)

The Committee members agreed with the Officer's recommendation and the addition of a recommendation to investigate extending the hours of operation of the Smith Street parking permit zone.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed '2P 8am-6pm Mon-Fri Permit Holders Excepted area R1' be installed on sections of Evans Street, Clare Street, George Street, Goodsir Street, Collins Street, Moore Street, Perrett Street, Murdoch Street, Mansfield Street, Mackenzie Street, Brent Street, Hartley Street, and Mullens Street, as shown in the attached plan.
2. The proposed '2P 8am-6pm Mon-Fri Permit Holders Excepted area B1' be installed on sections of Mullens Street, Stewart Street, Sutton Street, Valley Street, Davidson Street, Creek Street, Wortley Street, Reynolds Street, Reynolds Avenue, Rumsay Street, Smith Street, Beattie Street, Evans Street, Clare Street, Clay Street and George Street, as shown in the attached plan.
3. The existing time limit restrictions and hours of operation of current streets in the B1 zone that have an existing RPS will be retained, however, the restriction be converted to a B1 zone at the next permit renewal period.
4. That '2P 6am-4pm Mon-Fri' be installed for eight (8) parking spaces on the south side of Robert Street, east Mullens Street as outlined in the attached plan.
5. Council's Compliance Manager be informed of the parking changes in Balmain and Rozelle.
6. Extending the hours of operation of the Smith Street permit parking zone to 8am-10pm Monday to Sunday be investigated.

For motion: Unanimous

LTC1122(1) Item 8 Park Lane, Sydenham - Proposed installation of 'No Parking' restrictions western side between Henry Street and Rowe Lane (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Requests have been received from residents of Railway Road, Sydenham for the installation of 'No Parking' restrictions on the western side of Park Lane, to improve vehicular access to their off-street parking space at the rear of their property. On investigation it was found that there are no parking spaces on the western side of the laneway which did not interfere with driveway/off-street access for properties on the eastern side of the laneway. Residents have been notified of the proposal to install 'No Parking' signs on the west side of Park Lane. It is recommended that the proposal be approved.

Officer's Recommendation

That the installation of a full-time 'No Parking' zone on the western side of Park Lane, between Henry Street and Rowe Lane, Sydenham be APPROVED to provide clear vehicular access to the residents' off-street car parking spaces.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the installation of a full-time 'No Parking' zone on the western side of Park Lane, between Henry Street and Rowe Lane, Sydenham be APPROVED to provide clear vehicular access to the residents' off-street car parking spaces.

For motion: Unanimous

LTC1122(1) Item 9 Rozelle Public School - Road Safety Improvements (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received representations from The Victoria Road Parents & Residents Safety Working Group who have submitted a report to TfNSW outlining a number of road safety concerns in and around Victoria Road along the frontage of Rozelle Public School. Whilst these concerns relate to issues under the care and control of TfNSW this report is provided as information only.

Officer's Recommendation

That the report be received and noted.

DISCUSSION

Public speakers: John Freeman and Ben Prag entered at 11.58am.

Mr Freeman and Mr Prag, representatives from the Victoria Road Parents & Residents Safety Working Group, spoke about undertaking audits of Victoria Road intersections near Rozelle Public to capture school student numbers crossing Victoria Road. These audits are

part of the submission presented to TfNSW, State Ministers and other representatives for consideration. The speakers raised concerns that suggested safety measures to improve pedestrian safety around the school over the years have been refused by TfNSW.

The TfNSW representative advised that Victoria Road does not currently meet the warrants for a school zone as the school does not have a direct access point onto Victoria Road. However, the representative will review the examples listed in the speakers' submission where exceptions have been made. Advice from various TfNSW teams will form part of a consolidated response which will be tabled to the Committee when it is available.

Cr Byrne requested an update on the WestConnex configuration of Victoria Road and the associated improvements to public amenity that relate to this item. The TfNSW representative will seek information on this.

(Mr Freeman and Mr Prag left at 12.10pm)

The Committee agreed to include recommendations that the response from the State Government to the school community be tabled to the Committee for consideration and the Committee write to TfNSW seeking attendance of an officer to brief the Committee on the plan to reconfigure Victoria Road.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

- 1. the report be received and noted;**
- 2. the State Government's response to the submission from the Victoria Road Parents & Residents Safety Working Group be tabled to the Committee; and**
- 3. the Committee write to TfNSW to invite a representative to brief the Committee on the WestConnex plans to reconfigure Victoria Road.**

For motion: Unanimous

LTC1122(1) Item 10 Update on improvements to the Frederick Street, Ashfield crossing

The TfNSW representative advised that community consultation for the proposed signalisation of the Frederick Street pedestrian crossing closed last month. The majority of respondents supported the signalisation of the crossing at John Street and Frederick Street. TfNSW have received Council's submission which will also inform the development of the signalised crossing. A formal consultation report will be ready by the end of this month.

LTC1122(1) Item 11 Roundabout at Wigram Road and Booth Street, Annandale

Cr Byrne received correspondence from Cr William Chan at City of Sydney regarding pedestrian safety at the Wigram Road and Booth Street roundabout which borders both Councils. Council Officers were asked to investigate the request with City of Sydney and advise Cr Chan of the investigation.

LTC1122(1) Item 12 Road safety at the intersection of Donnelly/Palmer/Booth Streets, Balmain

Cr Byrne received correspondence from a resident raising concerns with road safety at the intersection of Donnelly/Palmer/Booth Streets, Balmain. It was noted that the issues raised by the resident have been addressed at this meeting through the Committee's adoption of

recommendations in Item 1. Council Officers will notify the resident of the Committee's recommendation and that the recommendation will be presented at the next Council meeting for adoption.

LTC1122(1) Item 13 Traffic in Chandos Street, Haberfield

Cr Byrne stated that a resident has raised concerns with congestion in Chandos Street and traffic that is being generated in the street from the COVID testing clinic on the corner of Parramatta Road. Council Officers will contact the resident about his concerns and table the resident's request at the next Committee meeting.

LTC1122(1) Item 14 Update on Dulwich Hill Precinct works

Cr Langford asked for an update on the Dulwich Hill Precinct works. Council Officers advised that they do not have a construction update, however, officers have been investigating options to reduce loss of parking including removing some garden beds and having proposed changes to signposting which have already been brought to the Committee.

Meeting closed at 12.40pm.

Item No: LTC1222(1) Item 1

Subject: HILLCREST STREET, TEMPE – PROPOSED LANDSCAPED KERB
BLISTER RAINGARDEN (DESIGN PLAN NO.10202) (MIDJUBURI –
MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

Prepared By: Robert Ristevski - Engineer Traffic and Parking Services (South)

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A design plan has been finalised for the proposed landscaped kerb blister raingarden in Hillcrest Street, Tempe. The proposal includes removal of the existing redundant kerb blister island and the construction of a new larger landscaped kerb blister island that will integrate a raingarden stormwater inlet and outlet system. The intention of this raingarden is to improve the streetscape by providing healthy and diverse landscaping that falls in line with Council's Urban Forest Strategy, as well as to improve the quality of stormwater entering councils street drainage system.

RECOMMENDATION

That the design plan including (signs and linemarking)for the proposed landscaped kerb blister raingarden in Hillcrest Street, Tempe (Design Plan No.10202), be APPROVED.

BACKGROUND

Several years ago, Council implemented angle parking in Hillcrest Street, Tempe, in order to provide additional on-street parking for residents. As part of this work, a temporary line marked kerb blister island was provided near the intersection with Unwins Bridge Road to transition traffic as they entered the street past the new angle parking spaces. It was Council's intention to convert this temporary line marked kerb blister into a permanent structure once funding became available.

Accordingly, Council has now prepared a design plan to construct a landscaped kerb blister raingarden in Hillcrest Street within the footprint of the current painted kerb blister island. The aim of the proposal is to improve the streetscape by providing a landscaped island as well as improving the quality of stormwater entering the street drainage system. The design plan together with the consultation are presented in this report for consideration.

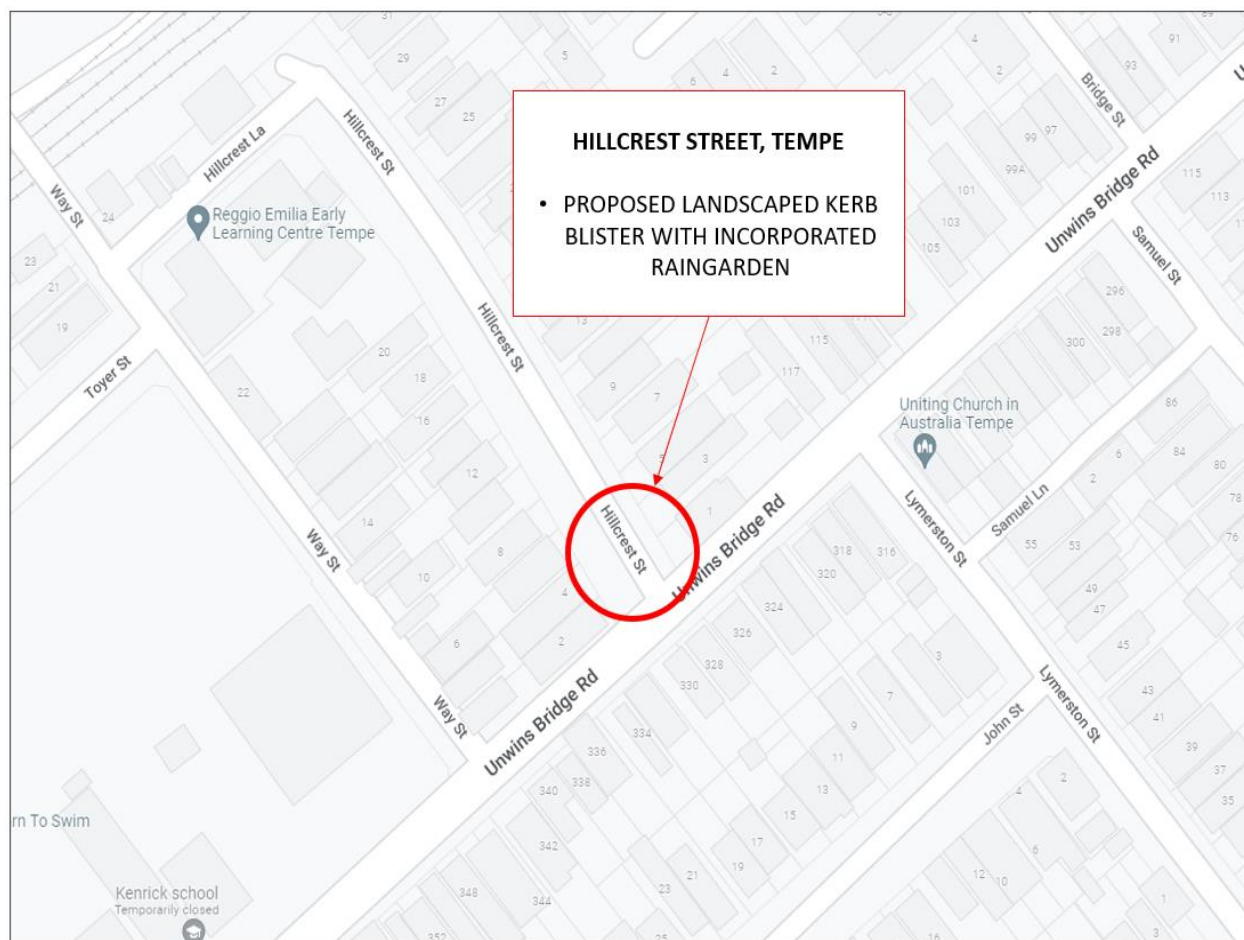
Please note that a raingarden is a constructed system which receives stormwater from the street drainage and treats it through a specialised mix of filtering soil media to improve its quality before it re-enters the street drainage system.

FINANCIAL IMPLICATIONS

Funding of \$80,000 has been allocated by Council for the proposed works as part of the 2022/23 Traffic Facilities Capital Works Program.

OTHER STAFF COMMENTS

Site Location & Road Network



LOCALITY MAP

Street Name	Hillcrest Street
Section	Between Unwins Bridge Road and Hillcrest Lane
Carriageway Width (m) kerb to kerb	12.2m
Carriageway Type	Two-way, one travel lane each direction, kerbside parking both sides
Classification	Local
Speed limit (km/h)	50
85th Percentile Speed (km/h)	N/A
Vehicles Per Day (vpd)	N/A
Reported Crash History (July 2015 – June 2020)	1 recorded crash, 2019, Unwins Bridge Road at Hillcrest Street intersection, Rum Code 71 (Off Road Left), Vehicle into Object, Night-time, Serious Injury
Heavy Vehicle Volume (%)	N/A

Parking Arrangements	Unrestricted parking, 90-degree parking on western side, parallel parking on eastern side
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TRAFFIC & ROAD DATA

Design Plans

The proposed scope of works includes the following:

- Partially remove the existing kerb blister island, gutters and landscaping on the western side of Hillcrest Street near Unwins Bridge Road and construct a new kerb blister landscaped raingarden (comprising an inlet drainage system, internal sub-surface drainage system, filter media, outlet drainage system, mulch and landscaping) generally within the footprint of the existing line marked kerb blister island,
- Construct a new raingarden stormwater inlet system - comprising a grated inlet pit (upstream of the existing kerb inlet pit in Unwins Bridge Road), change in direction junction pit together with inlet pipes to direct stormwater into the raingarden,
- Construct a new raingarden stormwater outlet pipe system - connecting to existing stormwater pipe in Unwins Bridge Road,
- Reconstruct existing kerb ramps in southwest corner of Hillcrest Street and surrounding the footpath concrete footpath; and
- Remove redundant 'No Stopping' signage on Hillcrest Street, just north of Unwins Bridge Road.

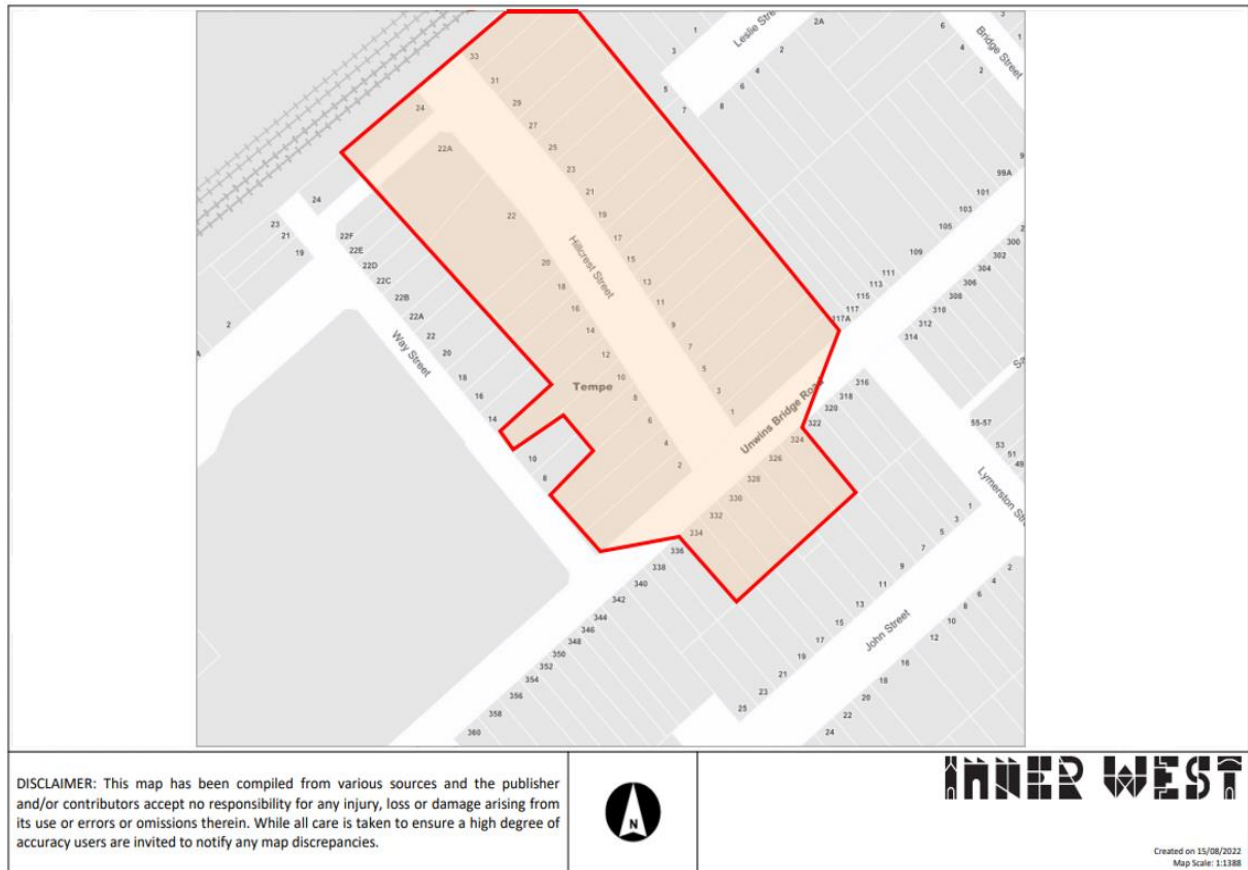
Please refer to the attached design plans at the end of this report (Plan No.10202) which illustrates the above proposed works.

On-street Parking

It should be noted that the proposed landscaped kerb blister raingarden proposal will result in no loss of parking spaces in Hillcrest Street and all current vehicular access to the nearby properties will be retained.

PUBLIC CONSULTATION

Consultation was undertaken between 2 November 2022 and 18 November 2022. A total of 57 letters that included a copy of the design plan were distributed to residents in Hillcrest Street and Unwins Bridge Road directly impacted by the proposal (see consultation map below). No feedback was received.



CONSULTATION MAP

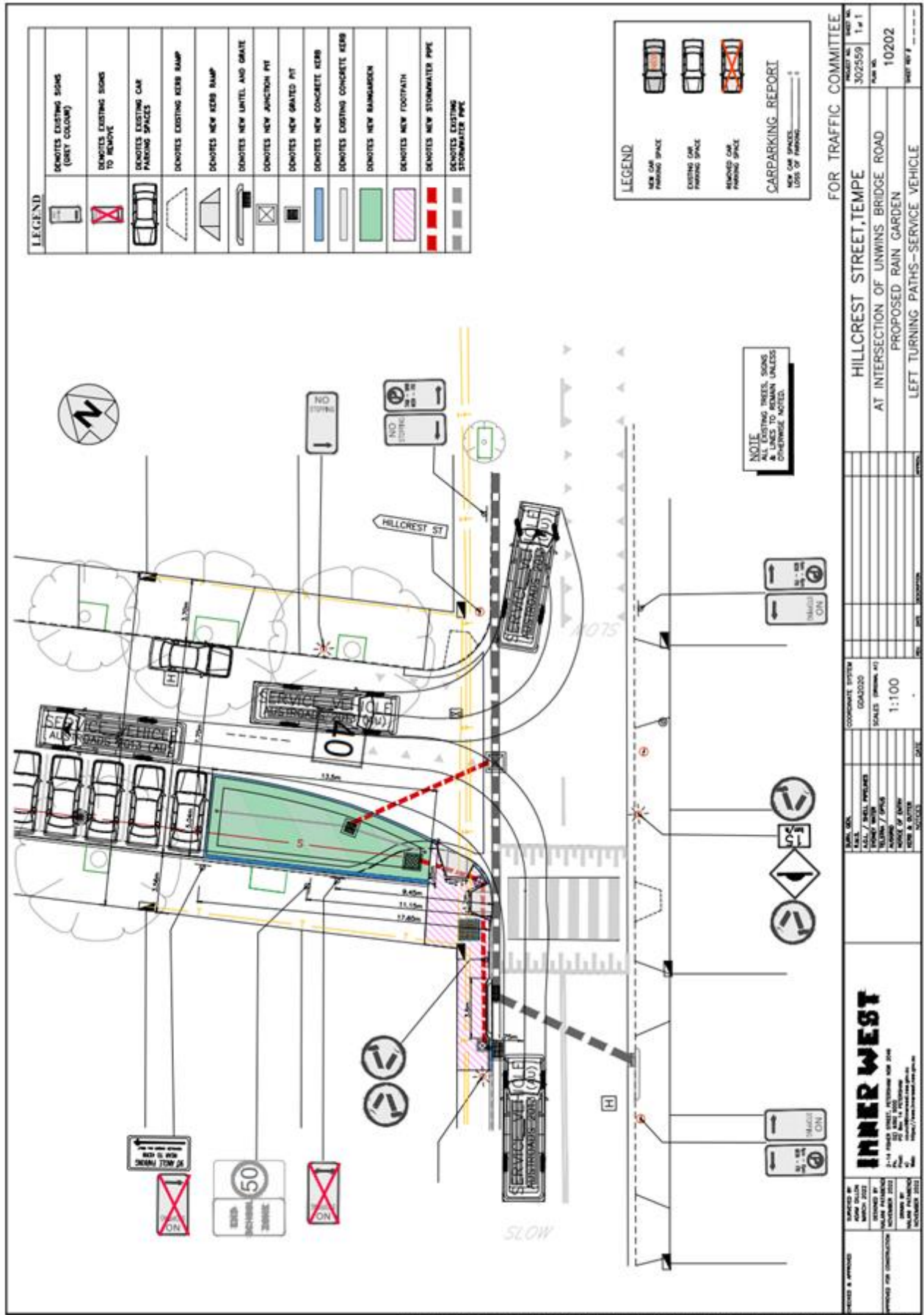
CONCLUSION

It is recommended that the design plan for the proposed landscaped kerb blister raingarden in Hillcrest Street, Tempe (Design Plan No.10202), be approved in order to improve the streetscape by providing healthy and diverse landscaping that falls in line with Council's Urban Forest Strategy, as well as to improve the quality of stormwater entering councils street drainage system.

ATTACHMENTS

1. [Design Plan - Hillcrest Street, Tempe](#)
2. [Turning Path Analysis No.1 - Hillcrest Street, Tempe](#)
3. [Turning Path Analysis No.2 - Hillcrest Street, Tempe](#)







Item No: LTC1222(1) Item 2

Subject: TEMPE RESERVE, TEMPE – TEMPORARY ROAD CLOSURES FOR SYDNEY IGLFA SOCCER TOURNAMENT 20-23 FEBRUARY 2023 – (MIDJUBURI - MARRICKVILLE WARD/HEFFRON ELECTORATE/NEWTOWN LAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

As part of upcoming events planned for Sydney World Pride 2023 celebrations Council has endorsed use of Tempe Reserve (main venue) and Mackey Park (an overflow playing area area) to host a four-day soccer tournament between Monday 20 February and Thursday 23 February 2023. A TMP has been prepared to support the soccer tournament and use of Tempe Reserve, Tempe however the TMP will need to be reviewed and updated to address issues raised in this report.

RECOMMENDATION

That:

1. no objection be raised to the Soccer Tournament over the four day period between 11 February to 5 March 2023 subject to the applicant complying with the following conditions: -
 - a) The TMP be reviewed and updated accordingly to address issues raised in this report.
Reason – to ensure the event runs safely and efficiently throughout this period and to address any unforeseen issues arising.
 - b) The applicant is to provide an estimate of expected traffic volume figures attending the event. This shall include details about the average arrivals/departures per day as well as peak hour arrivals/departures. Furthermore, direction(s) of traffic flow needs to be included in this analysis (ie. of where traffic is going to and coming from).
Reason - This information is required for each day to assess the impact of any possible traffic congestion at the signalised intersection of Holbeach Avenue and Princes Highway.
 - c) An updated TMP be sent to TfNSW for their review and comment.
Reason – to ensure TfNSW is aware of the event series and can provide comment on any impact(s) on the operation of the signalised intersection of Princes Highway and Holbeach Avenue, Tempe.
 - d) Notification of the proposed event be forwarded to the NSW Police, Transit Systems and State Transit Authority (Kingsgrove Depot), the NSW Fire Brigade and the NSW Ambulance Services.
Reason – so emergency services and transport services are aware of the event series and can plan around the event.
 - e) Affected residents and/or businesses are notified in writing at least two weeks prior to event.
Reason – so residents and businesses are aware of the event series and can plan

around event.

- f) Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. TCP must be implemented on the day(s) by an appropriate certified traffic controller (designer of TCP or similar certification). Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

Reason – to ensure that the management of pedestrians, cyclists, vehicles and road other users is undertaken in a safe and efficient manner.

2. The above comments of the Local Traffic Committee be received and noted.

BACKGROUND

Council's Notice of Motion on 13 September 2022 Item 29 was raised in support of Sydney World Pride 2023 Celebrations and supports the use of Tempe Reserve (main venue) and Mackey Park (an overflow playing area area) to host a four-day soccer tournament between Monday 20 February and Thursday 23 February 2023. It also supported the applicant in the preparation of a TMP to help facilitate the event.

Fundamentally, Council is supporting the Flying Bats FC, Sydney Rangers FC and Pride Football Australia in their LGBTIQA+ 11-a-side soccer tournament, coinciding with Sydney WorldPride. The tournament is endorsed by Sydney WorldPride as one of their official sporting events and will be delivered in partnership with the International Gay and Lesbian Football Association (IGLFA).

The tournament is planned to operate from Monday 20 February to Friday 24 February 2023 at Tempe Reserve and Mackey Park in the Inner West.

Council's Sporting Grounds Allocation Policy requires all sporting grounds, with a few exceptions, to be rested on Mondays. It is critical for the tournament timetable to provide access to the fields on Monday 20 February 2023 for the tournament bump in, setting of temporary goals across the fields and possibly some games to start the competition.

Council staff have held several meetings with the Flying Bats, Sydney Rangers and Canterbury District Soccer Football Association (CDSFA) who have been central to organising the tournament and have agreed to notify local residents, work with organisers on a local traffic management plan and any other mitigation measures to reduce the impacts on local residents.

FINANCIAL IMPLICATIONS

There are no traffic or parking related costs to Council associated with this proposal.

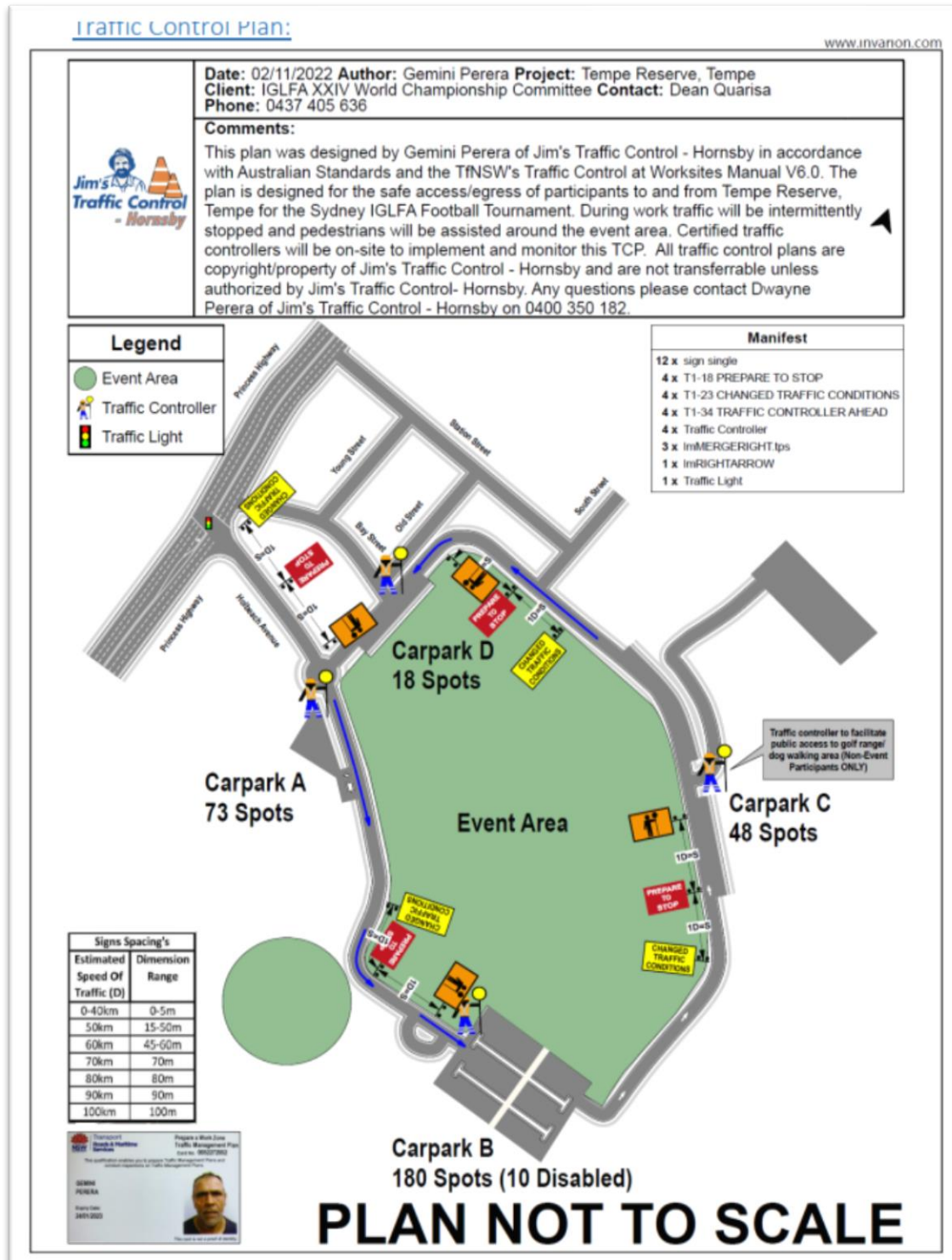
OFFICER COMMENTS

There are no temporary road closures proposed as part of the event although traffic controllers will manage entry into Tempe Reserve Parking area and around Tempe Reserve. The applicant provided a basic Traffic Management Plan (TMP) to manage the parking at the site and detailed no other traffic control application or traffic impact specifics making a full assessment of the impact of the event difficult.

The TMP notes that *'there will be a total of 4 parking areas available to accommodate participant' vehicles and that there is expected to be approx. 300 participants throughout the*

event with peak volumes reaching 600 at any one time, and 6 trucks during event bump in and out periods.'

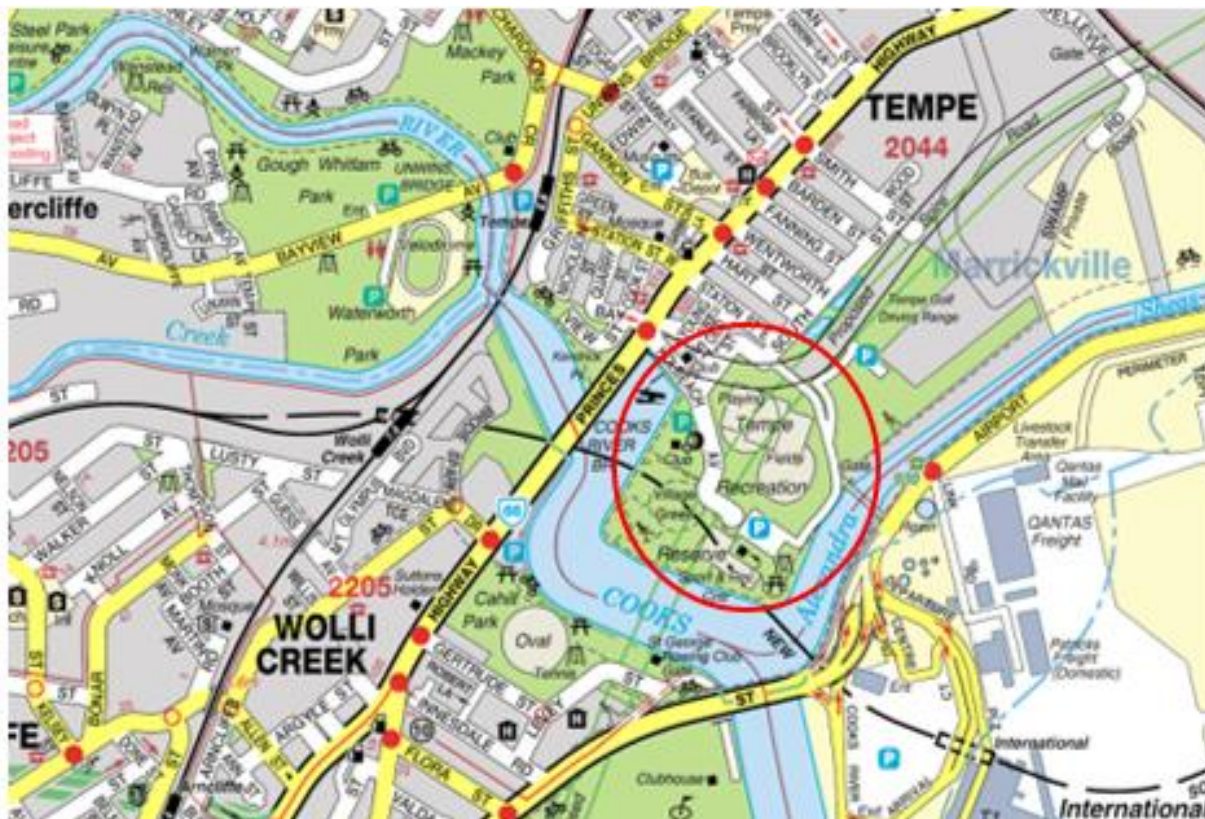
It is noted that 'Traffic Controllers will restrict parking within the 4 carparking areas to ensure on the day of the event there is sufficient parking to accommodate event participants. Traffic Controllers will begin the restricting process on 23/02/23 5am.' A Traffic Control Plan (TCP) has been developed to ameliorate conditions whilst the event is taking place. (See plan below) The applicant advises that Traffic controllers will be situated at each carpark area to control queue lengths and vehicle movements. Short delays to motorists on the affected road are possible.



The applicant also advised that there will be no effect on Public Transport services nor emergency services. It is difficult to determine if spillover of parking will occur in the neighbouring Tempe residential area south of Princes Highway and east of Holbeach Avenue.

Essentially, the TMP does not address some necessary elements of holding events at Tempe Reserve and their potential impacts. The event will be held during week days so will not clash with weekend park users. Issues arising with the review of the submitted TMP are listed below:

- It does not seem that consideration been given to the fact that any other events held at Tempe Reserve has the potential to reduce the availability of parking and increase the likelihood of parking in adjacent residential streets.
- Holbeach Avenue is the main access route into Tempe Reserve and the only road to be used for access. TfNSW will need to be notified prior to the event. The applicant will need to address contingency plans for potential spillover of queues onto Princes Highway.



- Venue worker parking arrangements and loading and unloading provisions are not detailed and the application should be updated to include some specific conditions of consent to manage these along with traffic and pedestrian movements around the event site.
- Access for emergency vehicles will be required to be maintained at all times and will be from Princes Highway via Holbeach Avenue, Tempe.
- Cyclists are to be able to travel along the path through the event site between Princes Highway and Airport Drive. Access for cyclists through the site is required to be maintained.
- Pedestrians are to be encouraged to cross roads at dedicated and safe points. It is advised that fenced water filled barriers be placed to discourage pedestrians straying onto roads at unsafe points.

It is also advised that certified traffic controllers be on site at all main crossing points around the event site to manage and direct the safe movement of pedestrians.

In addition, it is noted that Sydney Gateway works may be impacted or impact the proposed event. TfNSW need to be consulted to check whether there could be any potential interaction.

PUBLIC CONSULTATION

The applicant advised that *'To provide early notification to the public a letter box drop will be done 1 week prior to the works'*. It is recommended that Council approve any notification letter that goes out to the public surrounding Tempe Reserve and residents/businesses are given 2 weeks' notice.

CONCLUSION

It is recommended that the comments of the Local Traffic Committee (LTC) be received and noted.

ATTACHMENTS

Traffic Management Plan

A Traffic Management Plan (TMP) must be prepared for any activity or event that results in a temporary road closure. Council submits all applications for road closures to the Roads and Maritime Services (RMS) for approval.

The RMS require all TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan (TMP)" Ver 2.0 dated December 2001. The relevant details required for the TMP is reproduced below.

Activity/Event	Sydney IGLFA Football Tournament
Location	Tempe Reserve
Applicant	IGLFA XXIV World Championship Committee
Event Date(s)	Monday 20th February - Thursday 23rd February 2023
Event Hours	Bump In (Monday 5am – 9am) 9am – 7pm Bump Out (Thursday 7pm – 10pm)

Description or detailed plan of proposed measures

IGLFA XXIV World Championship Committee© propose to utilise the carpark facilities and a portion of Tempe Recreation Reserve to accommodate event participants for the 2023 Sydney IGLFA Football Tournament. There will be a total of 4 parking areas available to accommodate participant' vehicles. There is expected to be approx. 300 participants throughout the event with peak volumes reach 600 at any one time, and 6 trucks during event bump in and out periods. The below table outlines the estimated number of participants throughout the day.

Time Period	Peak Number of Participants
5am-6am (Setup)	10-20
6am-7am (Setup)	20-40
7am-8am (Setup)	20-40
8am-9am (Setup)	40-60
9am-10am	60-150
10am-11am	150-300
11am-12pm	200-300
12pm-1pm (Peak)	300-450
1pm-2pm (Peak)	400-600
2pm-3pm (Peak)	400-600
3pm-4pm (Peak)	300-450
4pm-5pm	150-300
6pm-7pm	100-150
7pm-8pm (Pack-up)	40-60
8pm-9pm (Pack-up)	20-40
9pm-10pm (Pack-up)	20-40

Traffic Management

Traffic management will be provided for the event as follows:

Removal of Parking (Morning of):

- Traffic Controllers will restrict parking within the 4 carparking areas to ensure on the day of the event there is sufficient parking to accommodate event participants. Traffic Controllers will begin the restricting process on 23/02/23 5am.

Bump In/Bump Out:

- During bump in/out vehicles will park in the designated loading/unloading zone moving in a forward direction entering from the Northern end of Holbeach Avenue and exiting in an anti-clockwise direction.
- Traffic Controllers will ensure that vehicles arrive in their designated time slot and leave promptly at the conclusion of their time slot.
- No queuing of vehicles is to occur on Holbeach Avenue, vehicles will be turned away if they arrive outside their time slot.

Carpark Areas:

- During the event, all 4 parking areas will be open to participants.
- Traffic controllers will be positioned at various locations including at each carpark area.
- Traffic controllers at the carpark areas will fill each area in an anti-clockwise direction starting from carpark A to D.
- Once an area is full traffic controllers will close the entrance to the carpark area with barricades and direct event participants to the next area.
- The carpark area for the golf range will not be available for event participants and will be reserved for the public who wish to use the golf range or dog walking area.
- Minimum 10 disabled parking spaces at Carpark B will be maintained throughout the event.

Traffic Flow:

- Traffic will flow in a cyclical manner from Holbeach Avenue in an anti-clockwise direction.
- Once within the carpark, traffic controllers will guide vehicles to appropriate parking locations.
- Traffic will flow in a one-way manner with no two-way traffic around Tempe Recreational Reserve Oval.
- Public who wish to use the golf range or dog walking area will be allowed to flow clockwise from Holbeach Avenue, Bay Street or South Street.

Monitoring:

- Traffic controllers and safety vehicles will all be equipped with 2-way radios.
- As parking areas are filled the traffic controllers will communicate with the traffic controllers via 2-way radio.
- A traffic safety vehicle will periodically circle the oval to check that all vehicles are parked in the correct locations and ensure all traffic devices are setup correctly.

Pedestrians:

- Pedestrians will be instructed to use the footpaths only.
- Traffic Controllers will assist pedestrians cross where possible at carpark areas and at the event area.

Venue Workers:

- Venue Workers will be provided with a timetable and site map indicating their time slot to arrive to setup/pack-up.
- The traffic controller at the entry point will also hold a site map and guide Venue Workers to their location.

All measures will be in place for the duration of the event and are precautionary safety measures for the unlikely chance of incident.

A Traffic Control Plan (TCP) has been developed to ameliorate conditions whilst the event is taking place. Short delays to motorists on the affected road are possible.

Measures to ameliorate the impact of re-assigned traffic

Traffic controllers will be situated at each carpark area to control queue lengths and vehicle movements. Event Participants will be encouraged to use public transport as much as possible given the close proximity to the train station so as to minimise vehicular traffic.

Traffic Controllers will carry 2-way radios to ensure communication can be maintained between the traffic controllers. Local access will be maintained for the duration of the works. Traffic will be intermittently stopped on Holbeach Avenue to assist with participant movements.

Assessment of public transport services effected

Public Transport will not be impacted by these works as no busses use Holbeach Avenue.

Details of provision made for emergency vehicle, heavy vehicles, cyclist and pedestrians

All emergency services will have been notified of the day of activities prior to the event commencing to ensure prompt action in the case of an emergency situation. In the event that an emergency vehicle requires access, traffic controllers will assist access and communicate with traffic controllers to ensure a clear and direct path is established for emergency vehicles. Short delays are expected for motorists as they navigate around the event. There will be 2 access points for emergency vehicle maintained for the duration of the event.

Public Consultation Process

To provide early notification to the public a letter box drop will be done 1 week prior to the works.

Letter to Residents:

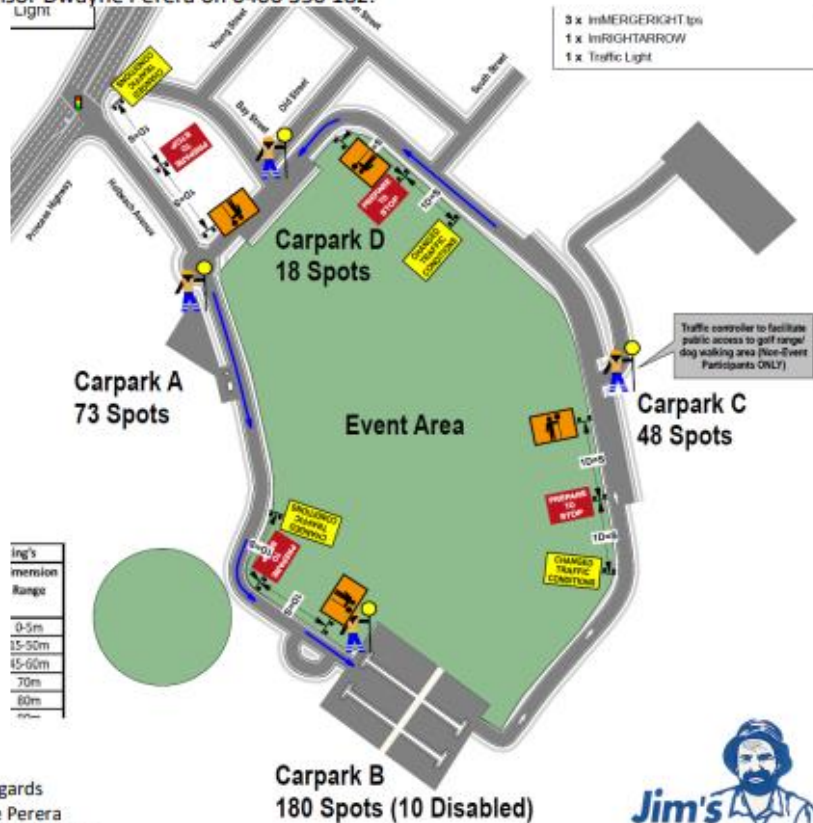
Jim's Traffic Control (Hornsby)

Event at Tempe Reserve Tempt from Monday 20th – Thursday 23rd February 2023

There will be changed traffic conditions on Holbeach Avenue, Tempe on from Monday 20th 5am – Thursday 23rd 10pm February. Each day traffic controllers will be in place to assist event participants navigate the event area. Backup dates for this event will be 27/2-2/3, 6-9/3, 13-16/3, 20-23/3 . We ask that you please ensure 1 day prior no vehicles/trailers be left in these areas to allow our event to run smoothly and quickly to minimise local disruption.

We apologise for any inconveniences caused throughout the event and plan to minimise disruption to local residents/traffic. To help minimise and/or eliminate such disturbances during the event, traffic controllers will be in attendance to help guide vehicles and pedestrians around the event area as seen in the below Traffic Control Plan. We will also be maintaining resident access for the duration of the event.

For any concerns on the days of the event or to find out further details please contact the site supervisor Dwayne Perera on 0400 350 182.



Kind Regards
Dwayne Perera
Managing Director
Jim's Traffic Control (Hornsby)
0400 350 182



TMP – Sydney IGLFA Football Tournament | Jim's Traffic Control (Hornsby)



Letterbox Drop Zones:




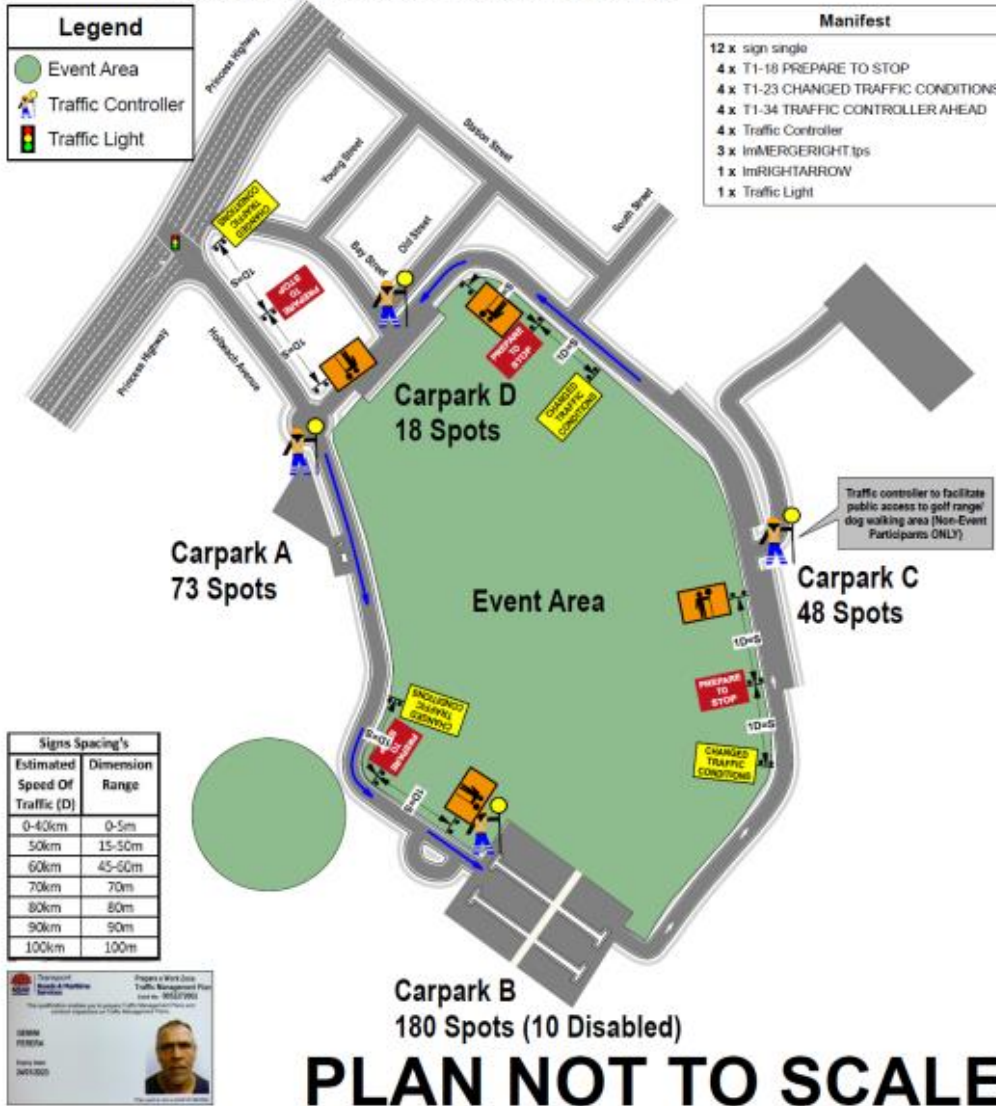
TMP – Sydney IGLFA Football Tournament | Jim's Traffic Control (Hornsby)



Traffic Control Plan:

www.invarion.com

	Date: 02/11/2022 Author: Gemini Perera Project: Tempe Reserve, Tempe Client: IGLFA XXIV World Championship Committee Contact: Dean Quarisa Phone: 0437 405 636
	Comments: This plan was designed by Gemini Perera of Jim's Traffic Control - Hornsby in accordance with Australian Standards and the TfNSW's Traffic Control at Worksites Manual V6.0. The plan is designed for the safe access/egress of participants to and from Tempe Reserve, Tempe for the Sydney IGLFA Football Tournament. During work traffic will be intermittently stopped and pedestrians will be assisted around the event area. Certified traffic controllers will be on-site to implement and monitor this TCP. All traffic control plans are copyright/property of Jim's Traffic Control - Hornsby and are not transferrable unless authorized by Jim's Traffic Control - Hornsby. Any questions please contact Dwayne Perera of Jim's Traffic Control - Hornsby on 0400 350 182.



TMP – Sydney IGLFA Football Tournament | Jim's Traffic Control (Hornsby)



Site Schematics:



TMP – Sydney IGLFA Football Tournament | Jim's Traffic Control (Hornsby)



ATTACHMENTS

Nil.

Item No: LTC1222(1) Item 3

Subject: EDITH STREET, LEICHHARDT (SOUTH OF MARION STREET) - ANGLE PARKING PROPOSAL (GULGADYA-LEICHHARDT WARD / BALMAIN ELECTORATE / LEICHHARDT PAC)

Prepared By: Felicia Lau - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council recently completed community engagement on an angle parking proposal in Edith Street, south of Marion Street. The angle parking proposal was one of the strategies from the Leichhardt West Precinct Parking Study. This report provides the outcome of the community responses.

RECOMMENDATION

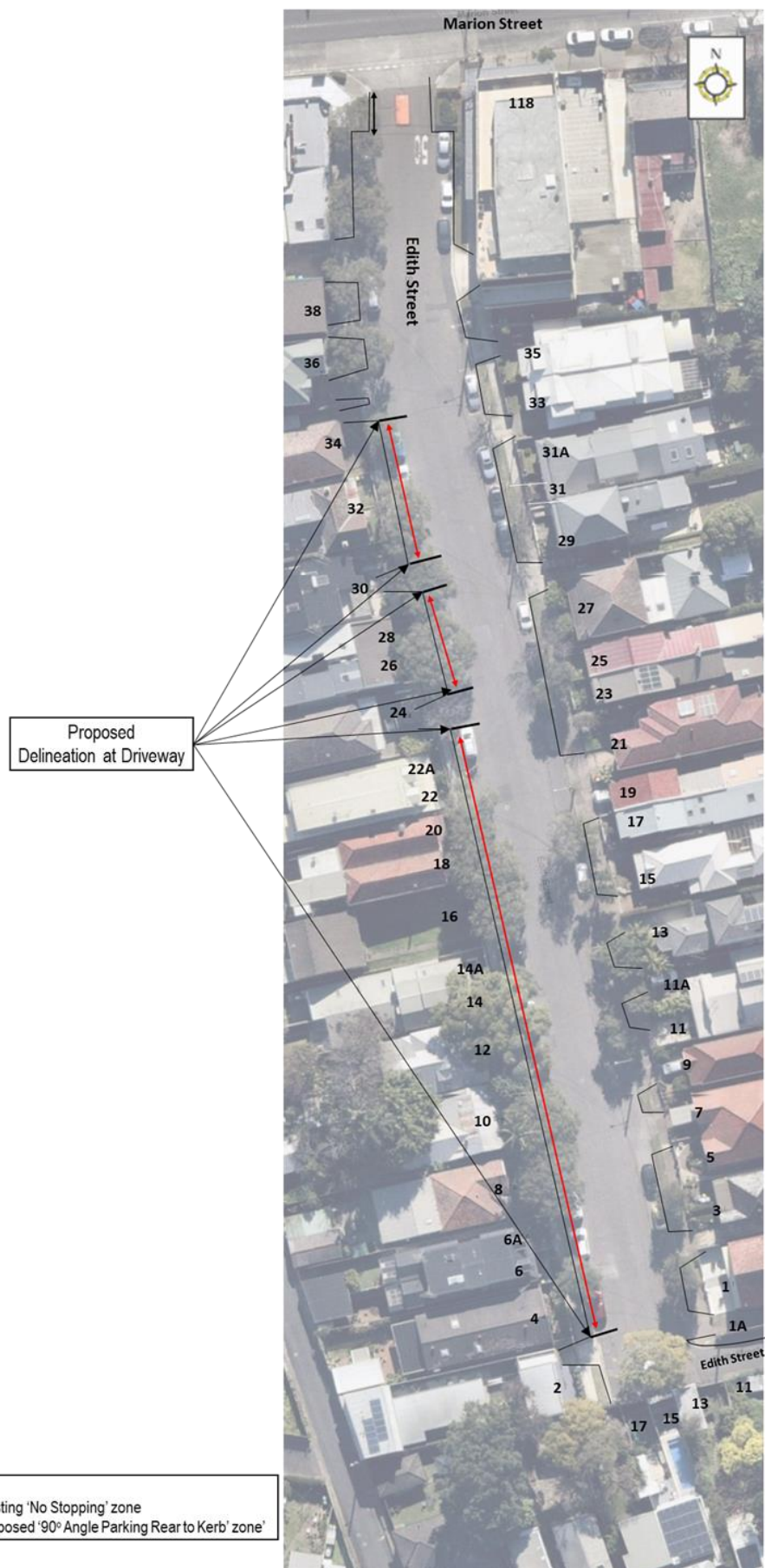
That the proposed conversion of parallel parking to 90° angle parking in Edith Street, Leichhardt (south of Marion Street) not be supported at the present time due to the lack of support from the community.

BACKGROUND

Council has undertaken an investigation to implement angle parking in Edith Street, Leichhardt (south of Marion Street). This proposal was one of the strategy items from the Leichhardt West Precinct Parking Study adopted by Council in 2022.

Preliminary investigations have indicated that the roadway is wide enough to support 90° angle parking on one side of the street. A consultation letter was sent to nearby properties during September 2022 proposing to convert a section of existing parallel parking by signposting and line marking driveways on the western side of Edith Street, between property No.4 and 34 with a signposting '90° Angle Parking, Rear to Kerb, Vehicles under 6m only'. A concept plan is shown below.

The proposal is expected to result in 25 additional standard vehicle parking spaces. Existing parking restrictions such as timed-restricted permit excepted parking and 'No Stopping' zones will remain unchanged.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A letter outlining the above angle parking proposal was mailed out to the residents of Edith Street as well as adjacent properties on Marion Street and properties in Myrtle Street with rear access off Edith Street. A project page was also set up in Council Your Say Website allowing communities to provide their feedback regarding the proposal.

Of the 46 properties in Edith Street, a total of 12 responses were received, 9 via Your Say website, two (2) received via emails, and one (1) from a property with rear access to Edith Street. This represents a response rate of about 26.1% which is considered low. The level of support for the proposal is summarised in the table below:

	Support	No Support
Angle Parking in Edith Street, Leichhardt south of Marion Street	3 (25%)	9 (75%)

Some of the comments raised by the residents who opposed the proposal are:

- Safety to young patrons of the swim school, where getting off on a vehicle on the footpath/verge side is a safer option.
- Exhaust fumes will be going into houses as most houses are below the level of the road.
- Reduce the livability of the street, creating more traffic on a quiet and wide street as it is presently.
- Significant increase in noise and increase in driver blind spots.
- Increase in pollution levels given drivers will be circulating the street in search of parking.
- The Marketplace Shopping Centre nearby offers 3 hours free parking and plenty of parking spaces, which is quite sufficient.
- The reduced road width would make maneuvering a boat into my driveway almost impossible as it is already very tight at present.
- There are no existing parking issues. Wider road allows service vehicles such as waste collection vehicle to enter and exit with ease.

It is noted that there may be increase in vehicular movement in Edith Street with the increase of parking spaces, however, the increase is not expected to be significant as the main beneficiary will be the residents and visitors of Edith Street and adjacent streets.

As this proposal did not receive enough level of support and noting the low level of responses from the community, the proposal is not supported at this time.

CONCLUSION

Based on the above results, the proposed angle parking in Edith Street, Leichhardt (south of Marion Street) is not supported due to the lack of support and a wide range of concerns received regarding this proposal. There will also be a moratorium period of two years for further investigation subject to no major land use changes in and adjacent to Edith Street.

ATTACHMENTS

Nil.

Item No: LTC1222(1) Item 4

Subject: MANNING STREET, ROZELLE - 'NO STOPPING' RESTRICTION

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

As part of the King George Park Car Park upgrade works, it is proposed to signpost a 50m 'No Stopping' zone on the southern side of Manning Street, near the intersection of Clubb Street, Rozelle. The Car Park upgrade is part of the King George Park Plan of Management (POM) and Master Plan.

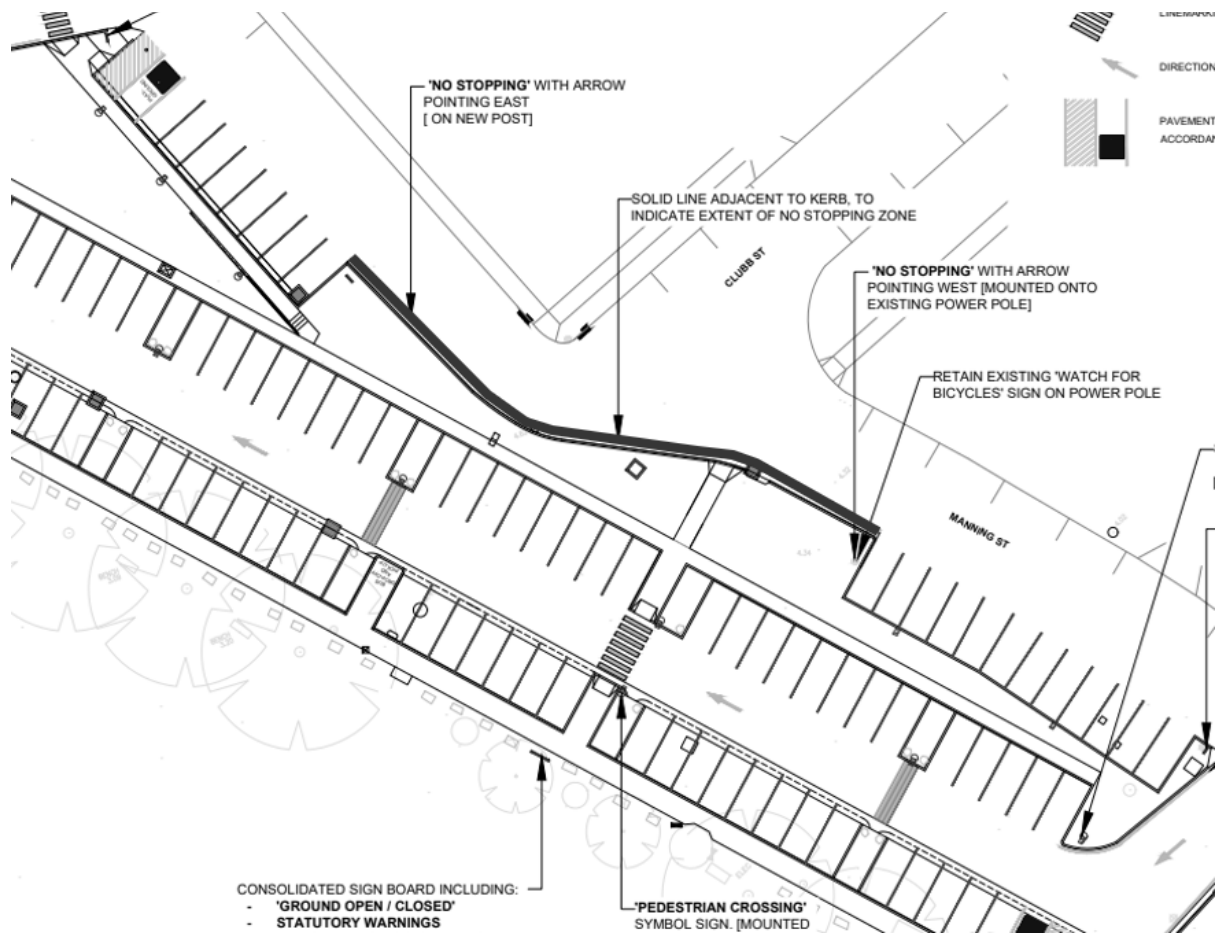
RECOMMENDATION

That a 50m 'No Stopping' zone be installed on the southern side of Manning Street, near the intersection of Clubb Street, Rozelle.

BACKGROUND & OTHER STAFF COMMENTS

As part of the proposed King George Car Park upgrade in Manning Street, Rozelle a section of new kerb and gutter is proposed along the street at the Clubb Street intersection.

The proposal may result in constricted travel paths if vehicles were to park on this section of the kerb. In order to alleviate this potential issue, it is proposed to signpost a 50m 'No Stopping' zone on the southern side of Manning Street, near the intersection of Clubb Street. This will be supplemented with a solid yellow No Stopping line.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (18 properties) in Manning and Clubb Street, Rozelle.

One (1) response was received, in support of the proposal.

ATTACHMENTS

Nil.

Item No: LTC1222(1) Item 5

Subject: GARNET AND TERRACE LANES, DULWICH HILL – CHANGES TO EXISTING PARKING RESTRICTIONS (DJARRAWUNANG – ASHFIELD WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Robert Ristevski - Engineer Traffic and Parking Services (South)

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Concerns have been raised with Council regarding large vehicles attempting to access through the narrow section of Garnet Lane (between Myra Road and Terrace Lane) as well as Terrace Lane (between Garnet Lane and Terrace Road) when vehicles are parked in these laneways. This situation is also negatively impacting on council waste service vehicles when collecting the waste, recycling and green bins.

RECOMMENDATION

That:

1. Part time 'No Parking 4.00pm – 9.00pm Monday' and '5.00am – 11.00am Tuesday' restrictions be installed on the northern side of Garnet Lane between Myra Road and Terrace Lane, Dulwich Hill;
2. Part time 'No Parking 4.00pm – 9.00pm Monday' and '5.00am – 11.00am Tuesday' restrictions be installed on both sides of Terrace Lane between Garnet Lane and Terrace Road, Dulwich Hill;
3. Regulatory 10m 'No Stopping' restrictions be installed on both sides of Terrace Lane at the intersection of Terrace Road, Dulwich Hill; and
4. The existing 'No Parking' restrictions in Garnet Lane be retained and extended to the driveway of No.1-5 Myra Road, Dulwich Hill.

BACKGROUND

Garnet and Terrace Lanes are both narrow and relatively long laneways that carry a low vehicle volumes and are predominantly used by local residents to access properties that back onto the laneways. Garnet Lane (between Myra Road and Terrace Lane) currently has 'No Parking' restrictions installed on the southern side whereas Terrace Lane (between Garnet Lane and Terrace Road) is currently unrestricted parking on both sides.



AERIAL VIEW OF GARNET AND TERRACE LANES, DULWICH HILL

FINANCIAL IMPLICATIONS

The cost of installing the proposed 'No Parking' and 'No Stopping' signs will be funded through Council's operational budget.

OTHER STAFF COMMENTS

Site observations were undertaken throughout the day in order to gauge an understanding of the current driver and parking behaviour. The observations confirmed that vehicles were constantly parked within the laneways minimising the passing space for all other vehicles.

It was also confirmed that when waste service trucks attempted to collect the waste, recycling and green bins, it was difficult due to the number and size of parked vehicles within the laneways. This not only created potential vehicular conflict but also generated congestion for local residents trying to access their properties at that time. The photo below demonstrates the issues facing the waste collection team.



COUNCILS WASTE SERVICE TEAM ENCOUNTERING ISSUES COLLECTING BINS

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 37 properties directly impacted. Five replies were received that were all in favour of the proposal. It should be noted that an issue of vehicles parking too close to the rear driveway of 526-528 New Canterbury Road (in Garnet Lane) was raised, creating access issues for residents of the building.

This matter will be investigated separately following the installation of the new parking restrictions to determine the impacts of the new configuration and if any further action will be required.

CONCLUSION

In order to alleviate the issues being experienced by local residents and council waste service trucks, it is proposed to install part-time 'No Parking 4:00pm – 9:00pm Monday' and '5:00am – 11:00am Tuesday' signs on the northern side of Garnet Lane between Myra Road and Terrace Lane, and on both sides of Terrace Lane between Garnet Lane and Terrace Road.

Also, it is proposed to install a 10m 'No Stopping' zone on both sides of Terrace Lane from Terrace Road. The existing 'No Parking' signage in Garnet Lane will be retained and extended to the driveway of Nos.1-5 Myra Road.

Please refer to the diagram below.



ATTACHMENTS

Nil.

Item No: LTC1222(1) Item 6

Subject: TRAFFIC COMMITTEE SCHEDULE 2023

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The proposed schedule of the Local Traffic Committee meetings has been prepared for the 2023 calendar year. It is recommended that the proposed meeting schedule be received and noted.

RECOMMENDATION

That the proposed schedule of meetings of the Local Traffic Committee for the 2023 calendar year be received and noted.

BACKGROUND

To assist Committee members with forward planning, the schedule of meetings of the Local Traffic Committee for 2023 is detailed below.

OTHER STAFF COMMENTS

All meetings will be held on the 3rd Monday of each month, excluding January during which no meeting is held and December which has been brought 1 week forward to avoid the Christmas holiday period. The meetings will commence at 11.00am. The proposed meeting dates for 2023 are as follows:

Date	Time
Monday, 20 February 2023	11.00am
Monday, 20 March 2023	11.00am
Monday, 17 April 2023	11.00am
Monday, 15 May 2023	11.00am
Monday, 19 June 2023	11.00am
Monday, 17 July 2023	11.00am
Monday, 21 August 2023	11.00am
Monday, 18 September 2023	11.00am
Monday, 16 October 2023	11.00am
Monday, 20 November 2023	11.00am
Monday, 11 December 2023	11.00am

ATTACHMENTS

Nil.