

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 20 FEBRUARY 2023

11.00am

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

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Nil at time of printing.

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Nil at the time of printing.

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**Minutes of Local Traffic Committee Meeting
Held on 5 December 2022 at Ashfield Service Centre**

Meeting commenced at 11.01AM

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
Bill Holliday
Graeme McKay
Solon Ghosh

Councillor – Baludarri-Balmain Ward (Chair)
Representative for Jamie Parker MP, Member for Balmain
Representative for Jo Haylen MP, Member for Summer Hill
Transport for NSW (TfNSW)

OFFICERS IN ATTENDANCE

Cr Justine Langford
Colin Jones
Manod Wickramasinghe
Sunny Jo
George Tsaprounis
Christina Ip

Councillor – Midjuburi-Marrickville Ward
Inner West Bicycle Coalition
IWC's Traffic and Transport Services Manager
IWC's Coordinator Traffic Engineering Services (North)
IWC's Coordinator Traffic Engineering Services (South)
IWC's Business Administration Officer

VISITORS

Maria Soria
Yvette Perkinson

Resident – Item 3
Resident – Item 3

APOLOGIES:

Colin Hesse
Paul Kelaite

Representative for Jenny Leong MP, Member for Newtown
Representative for Jason Yat-Sen Li MP, Member for Strathfield

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 21 November 2022 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting on 21 November 2022 are awaiting Council adoption.

LTC1222(1) Item 1 Hillcrest Street, Tempe – Proposed Landscaped Kerb Blister Raingarden (Design Plan No.10202) (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

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 council's street drainage system.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC1222(1) Item 2 Tempe Reserve, Tempe – Temporary Road Closures for Sydney IGLFA Soccer Tournament 20-23 February 2023 – (Midjuburi - Marrickville Ward/Heffron Electorate/Newtown LAC)

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) 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.

Officer's 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.

DISCUSSION

Following further conversations with residents, Council Officers suggested that additional traffic controllers be situated at certain intersections to better control traffic in local streets. The suggested amendments were for additional traffic controllers at:

- the western end of South Street;
- Bay Street east of Princes Highway
- Station Street east of Princes Highway;
- Hart Street, east of Princes Highway; and,
- that notifications be undertaken two weeks in advance and the event organiser and traffic control company contact details and names be included in the notification letter.

Cr Langford asked if there was a traffic plan for the Mackey Park area. Council Officers advised that the TMP should capture Mackey Park; however, the applicant will be asked to incorporate more detail in the TMP.

The Committee members agreed for the above suggestions to be included in the recommendation.

COMMITTEE 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 and the event organiser and traffic control company contact details and names be included in the notification letters.
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. Additional traffic controllers to be situated at:
 - the western end of South Street;
 - Bay Street east of Princes Highway;
 - Station Street east of Princes Highway; and
 - Hart Street, east of Princes Highway.

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

For motion: Unanimous

LTC1222(1) Item 3 Edith Street, Leichhardt (South of Marion Street) - Angle Parking Proposal (Gulgadya-Leichhardt Ward / Balmain Electorate / Leichhardt PAC)

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.

Officer's 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.

DISCUSSION

Public speakers: Maria Soria and Yvette Perkinson entered at 11.03am.

Ms Soria opposed the proposal for angle parking as it would increase traffic, noise, pollution and blind spots. Ms Perkinson also opposed angled parking in Edith Street as it would increase headlight glare towards properties, discourage active transport, devalue properties and make waste collection more difficult.

Ms Perkinson tabled a petition with signatures of residents who opposed the proposal for angled parking. Cr Byrne advised Ms Perkinson to submit the petition, in an official format including names and addresses, to Council for consideration.

(The speakers left at 11.13am.)

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC1222(1) Item 4 Manning Street, Rozelle - 'No Stopping' Restriction

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.

Officer's Recommendation

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

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

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

For motion: Unanimous

LTC1222(1) Item 5 Garnet and Terrace Lanes, Dulwich Hill – Changes to Existing Parking Restrictions (Djarrawunang – Ashfield Ward / Summer Hill Electorate / Inner West PAC)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For motion: Unanimous

LTC1222(1) Item 6 Traffic Committee Schedule 2023

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.

Officer's Recommendation

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

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

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

For motion: Unanimous

General Business

LTC1222(1) Item 7 Update on improvements to the Frederick Street, Ashfield crossing

The TfNSW representative advised that they are seeking funding sources to develop the design of the signalised crossing on John Street and Frederick Street. The consultation report is expected to be finalised by the end of the year.

LTC1222(1) Item 8 Traffic in Chandos Street, Haberfield

A resident of Chandos Street, Haberfield has requested for left turns from Parramatta Road to Chandos Street to be banned due to concerns with speeding and traffic volumes. Council Officers advised that this request was considered two years ago but the proposal received significant community opposition at the time. Council Officers will analyse available data to determine whether Chandos Street conditions have worsened and whether another investigation for a left turn ban is warranted.

LTC1222(1) Item 9 Traffic signal projects awaiting approval

Council Officers stated that they have not received any updates from TfNSW on several traffic signal projects since they were submitted for approval in 2020. An update was sought for proposed signals at Wardell Road at Dudley Street, Dulwich Hill; Wardell Road at Ewart Street, Dulwich Hill; Princes Highway at Canal Road, St Peters; Mary Street to Sydenham Station; and George Street, Sydenham.

TfNSW advised that the Wardell Road and Dudley Street, Dulwich Hill site has been prioritised and comments from TfNSW have been sent to the contractor and should be approved soon. Comments for the Wardell Road and Ewart Street, Dulwich Hill site were received from the contractor last week. Comments from the contractor for the remaining sites are pending. The Committee members agreed that the Mayor write to TfNSW seeking that the listed signalised intersections be expedited for approval.

Meeting closed at 11.36am.

Item No: LTC0223(1) Item 1

Subject: DARLING STREET BETWEEN MORT STREET AND CURTIS ROAD,
BALMAIN - ROAD OCCUPANCY - ANZAC DAY DAWN SERVICE
(BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT
PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

In preparation to mark the ANZAC Day Dawn Service 2023 on Tuesday, 25 April 2023, Inner West Council is organising the ANZAC Day dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am.

RECOMMENDATION

That the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Tuesday, 25 April 2023 between 2.30am – 9.30am be supported, subject to the following conditions:

1. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
2. That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
3. The occupation of the road carriageway must not occur until the road has been physically closed.

BACKGROUND & OTHER STAFF COMMENTS

In preparation to mark the ANZAC Day Dawn Service 2023, Council is organising an event at the Loyalty Square memorial, Balmain.

The details of the event are as follows:

Day:	Tuesday, 25 April 2023
Commemorative Service:	6.00am – 7.00am
Venue:	Loyalty Square, Balmain (outside Woolworths)
Procession:	There will be no march down Darling Street for 2023

To facilitate the event, it is proposed to close Darling Street between Mort Street/Beattie Street and Curtis Road (approximately 260m) between 2.30am and 9.30am. This road closure will prevent all traffic travelling through this closed section and will prevent any additional on-street parking on both sides of the subject section of Darling Street.

It should be noted that although the land uses in this area are predominantly retail/commercial, there are a number of residential properties in this section of Darling Street.

The Traffic Management Plan prepared for the event is attached.

All businesses/residents in the affected area will be advised to avoid parking in the subject section of Darling Street.

Based on the discussions held with the Transit Systems representative, buses would need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements. To maintain transport services between Balmain East and Balmain, Council will organise two shuttle bus services running between Balmain East and Darling Street/Rowntree Street/Montague Street. The shuttle bus service routes are shown on the attached TCP (Attachment 2).

Transit Systems will post notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April 2023. All other eastbound and westbound traffic will need to use Curtis Road or Palmer Street to access Balmain East.

The Transit Systems representative has also requested the temporary expansion of the bus turning area at Grove Street to accommodate additional buses. Therefore, it is proposed to temporarily remove three parking spaces on the northern side even numbered side (No. 22, 24, 26A) of Grove Street near Deloitte Avenue, Birchgrove. Affected residents will be notified.

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

Council's Community Events Coordinator will organise a notification letter outlining the closure of Darling Street (Mort Street/ Beattie Street-Curtis Road) to all affected properties and the emergency services, including Balmain Hospital of the temporary road closure.

The proposed road closure is currently advertised on Council's website in accordance with the Roads Act 1993.

ATTACHMENTS

1. [Traffic Control Plan - Darling Street \(Beattie Street - Curtis Road\) ANZAC Day Dawn Service](#)
2. [Traffic Management Plan - Darling Street \(Beattie Street - Curtis Road\) ANZAC Day Dawn Service](#)

www.invarion.com



TRAFFIC CONTROL PLAN FOR EVENT

NOTE

Cato Location Services Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Locations Pty Ltd.

MANIFEST

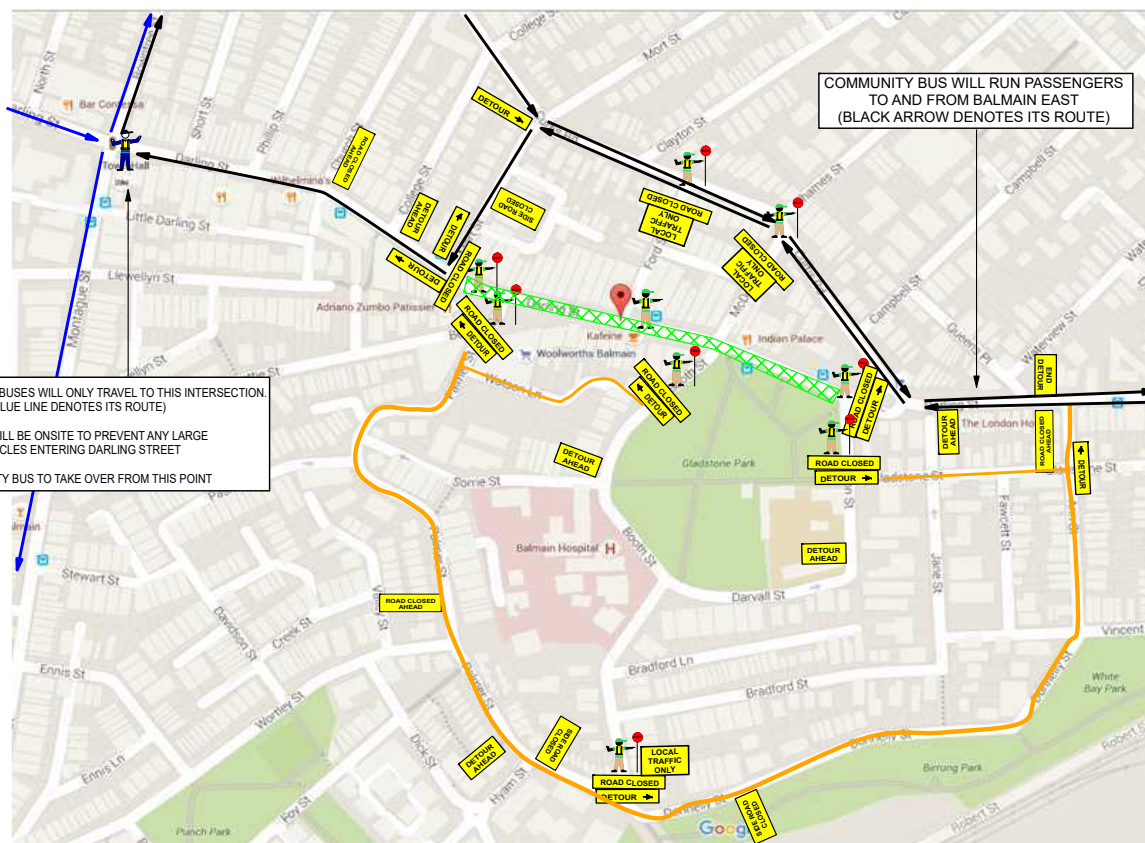
- 8 X ROAD CLOSED
- 4 X DETOUR LEFT
- 5 X DETOUR RIGHT
- 3 X LOCAL TRAFFIC ONLY
- 3 X SIDE ROAD CLOSED
- 3 X ROAD CLOSED AHEAD
- 5 X DETOUR AHEAD
- 1 X END DETOUR
- 74 X CONES

"TRANSIT SYSTEMS" BUSES WILL ONLY TRAVEL TO THIS INTERSECTION.
(BLUE LINE DENOTES ITS ROUTE)

POLICE WILL BE ONSITE TO PREVENT ANY LARGE
VEHICLES ENTERING DARLING STREET
COMMUNITY BUS TO TAKE OVER FROM THIS POINT

LEGEND

- MANAGER x 1
- POLICE OFFICER
- TRAFFIC CONTROLLER x 8
- DETOUR ROUTES (ORANGE)
- COMMUNITY BUS ROUTE (BLACK)
- "TRANSIT SYSTEMS" BUS ROUTES (BLUE)
- EVENT AREA



Local Government
APPROVED CONTRACTOR

NOTE
Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Locations Pty Ltd.

TRAFFIC GUIDANCE SCHEME FOR EVENT

EVENT DATE: TUE 25 April 2023

NOTES:

1. THIS TRAFFIC GUIDANCE SCHEME HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V4.
2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TGS. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "DESIGN & AUDIT" QUALIFICATION ONLY.
3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3
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COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT:	PLAN No :
INNER WEST	KIERAN CATO	KIERAN CATO	19/01/2023	"ANZAC DAY DAWN SERVICE 2023"	ANZ-2
APPROVAL REQUIRED:	CERT:	CERT:	ORIGINAL SIZE:	CLIENT:	VARIANT:
LOCAL	X	TCT 0040880	A4 LANDSCAPE	INNER WEST COUNCIL	(A)
STATE	X			CONTACT:	TYPE:
OTHER			NTS	Michael Daly	TCP
				Serena Chalker	REV:
				PHONE:	1.0
				02 9392 5259	
				02 9392 5769	



TRAFFIC MANAGEMENT PLAN ANZAC Day 2023

DARLING STREET, BALMAIN



Tuesday 25 April 2023

PREPARED FOR



BY CATO Location Services



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STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE

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DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site

Version	Prepared by	Date	Comments	Reviewed and approved by
1.0	Mick Darda	25/01/2023	Draft	Kieran Cato

diagrams will be locked for printing and restricted by password. A copy of the final version will be supplied to the event organiser prior to the event.





STAKEHOLDER CONTACTS

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Risk Management Supervisor	Michael Daly	02 9392 5259	michael.daly@innerwest.nsw.gov.au





1. DESCRIPTION OF PROPOSED MEASURES

In preparation to mark ANZAC Day DAWN SERVICE 2023, Inner West Council is organising an event at the Loyalty Square War Memorial, Balmain.

The details of the event are as follows:

Day: Tuesday 25 April 2023

Commemorative Service: 6:00am – 7:00am

Venue: Loyalty Square, Balmain (outside Woolworths)

To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road (approx. 260m) between 2:30am and 9:30am.

This proposal will prevent all traffic travelling through this closed section and will prevent any additional on-street parking on both sides of the subsection section of Darling Street.

2. IDENTIFICATION AND ASSESSMENT OF IMPACT OF PROPOSED MEASURES

It should be noted that the land uses along the subject section of Darling Street are predominantly retail/commercial with a few residential properties.

All eastbound and westbound traffic except buses will need to use Curtis Road or Palmer Street to access Balmain East.





3. MEASURE TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC

As the road closure occurs between 2:30am and 9:30am on a Tuesday, the amount of traffic that would be redirected through Curtis Road and Beattie Street/Palmer Street is expected to be minimal.

4. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

As discussed with Transit Systems representatives, all buses need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements.

To maintain transport services between East Balmain and Balmain, Council will organise a shuttle bus services running between Balmain East and Darling Street/Rowntree Street.

The shuttle bus service route is shown on the TGS.

The Transit Systems representative will organise posting notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April.

5. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

A 3m clear width on Darling Street will be maintained throughout the closure. During this time, assistance from NSW Police would be required to gain access for emergency vehicles if required.

Large heavy vehicle access to Balmain East area will not be available during the road closure. As the closure occurs in early morning hours, the volume of heavy vehicles would be minimal.

Cyclists can use Curtis Road and Beattie Street/Palmer Street. The existing pedestrian access along Darling Street is to be retained.





6. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF PROPOSED MEASURES

No transport implications on any future developments along the subject section of Darling Street are expected.

7. ASSESSMENT OF EFFECT OF PROPOSED MEASURES ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

There will be no impact on adjoining Council areas.

8. PUBLIC CONSULTATION PROCESS

All affected properties will be advised in writing of the proposed temporary road closure two weeks in advance.





9. ATTACHMENTS

9.1. TRAFFIC GUIDANCE SCHEMES



Balmain ANZAC Day 2023 – TRANSPORT MANAGEMENT PLAN
V1.0 –25 January 2023 – Kieran Cato – License No. TCT 0040880 – CATO Location Services



9.2 ROAD OCCUPANCY LICENSE

(TO BE ATTACHED ONCE RECEIVED)



Item No: LTC0223(1) Item 2

Subject: THE TERRACE, BIRCHGROVE - PROPOSED KERB EXTENSION AND LANDSCAPED GARDEN BED (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is planning to improve the streetscape in The Terrace Birchgrove by formalising the existing kerb blister constructed from temporary materials by constructing a new landscaped and integrated kerb blister island. The proposal aims to improve pedestrian and motorist safety by better defining the existing traffic lane and parking arrangements in the street, providing a more accessible footpath and improve the visual amenity by providing additional landscaping.

RECOMMENDATION

That the attached detail design plan (Design Plan No.10217-A) for the proposed kerb extension and garden bed at the entrance of Birchgrove Oval on The Terrace, Birchgrove be approved.

BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in Attachment 1 outlines the proposed works at the entrance of Birchgrove Oval on The Terrace, Birchgrove and includes the following treatments:

- Replacement of existing four rumble bars and three flexi-bollards to kerb return by constructing new sandstone kerb to create an integrated landscaped kerb return;
- Resurfacing the existing asphalt road with new asphalt (where shown on plans);
- Re-installation of existing pavement line marking to match existing situation;
- All existing road signs still to remain unchanged, only one 'No Stopping (right arrow)' sign is proposed, near the toilet block.

The proposal will not result in the loss of any on-street parking on The Terrace, Birchgrove.

FINANCIAL IMPLICATIONS

Funding of \$10,000 has been allocated to this project for construction in the 2022/2023 Traffic Facilities (LATM) Capital Works Program.

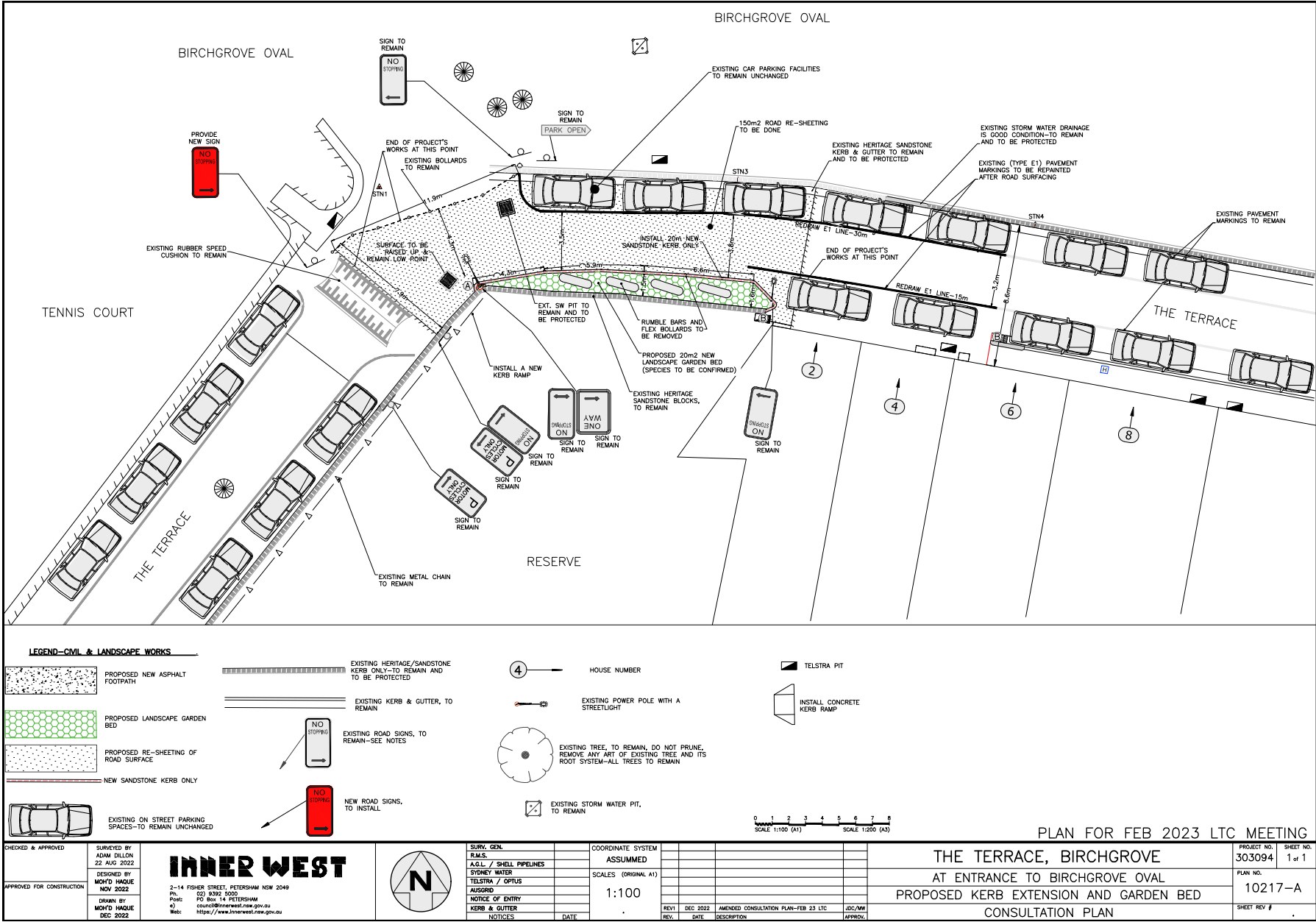
PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 8 properties in The Terrace, Birchgrove requesting residents' views regarding the proposal. Two (2) responses were received in general support with request for changes. The main concerns raised by the residents are outlined below in the table.

Residents' Comments	Officer Comments
The proposed works into the Ferdinand Street corner may further compromise access (including delivery trucks and emergency vehicles) as the corner to Ferdinand Street and The Terrace is a relatively narrow sharp bend and often busy with people and vehicles using the main park entrance.	Turn paths have been checked for design vehicles (including large rigid vehicles). Council considers the movements of these vehicles will not be impacted by the proposed new landscaped blister island.
The proposed kerb, gutter and footpath works in front of No.2, 4 and 6 The Terrace should be excluded as the existing conditions are fine	The proposed kerb, gutter and footpath works originally proposed in front of No.2, 4 and 6 The Terrace has been removed in the amended plan.
The height of the proposed kerbing should be 250mm or greater to ensure cars do not attempt to use the area to park.	Council considers the proposed sandstone kerb height (approximately 200mm high) to be sufficient for the new landscaped kerb blister.
The entire area slated for resurfacing be done in raised pavers to encourage cars to keep to the 10 kph speed limit with additional signage to encourage drivers to slow down.	Council does not consider it necessary to provide pavers within the road pavement, in lieu of the proposed new asphalt, to slow the traffic. The natural curve/bend at this location, together with the new landscaped kerb blister island, is sufficient to control speeds through this section of the street, The Terrace.
Consider a pedestrian zebra crossing adjacent to No.12 The Terrace as this area this is a safety concern for children who often run down the path and across the Terrace at this point.	Council does not propose to pursue this option as part of these scope of works as the minimum warrant requirements required for installation of a marked pedestrian crossing at this location would not be met.
The Terrace should be resurfaced as it is in generally poor condition with frequent requests to Council to fill in potholes.	Road resurfacing of The Terrace is not currently listed on Council's four (4) year program of works for resurfacing. The request will be forwarded to Council's Assets team for consideration.
Council should implement access paths to Birchgrove Oval from The Terrace and Ferdinand Street as the small reserve remains freely available to all members of the public.	Accessible path links will be included within the scope of works for the proposed Plan of Management for this area and will be undertaken by Council's Parks planning team in approximately 18 months.

ATTACHMENTS

1. [Detailed Design Plan - The Terrace, Birchgrove - Proposed Kerb Extension and Garden Bed](#)



Item No: LTC0223(1) Item 3

Subject: BALMAIN ROAD, LEICHHARDT (AT HILL STREET) - PROPOSED
PEDESTRIAN IMPROVEMENT WORKS (GULGADYA - LEICHHARDT
WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is planning to improve pedestrian safety in Balmain Road, Leichhardt by reconstructing and relocating the existing raised pedestrian (zebra) crossing and providing a landscaped footpath to better align the pedestrian crossing point in Hill Street where it intersects with Balmain Road. The proposal aims to improve pedestrian and motorist safety by relocating the pedestrian crossing away from the intersection which is intended to reduce conflicts with traffic movements and improve pedestrian safety at this location.

RECOMMENDATION

That the attached detailed design plan (Design Plan No.10237) for the proposed pedestrian crossing improvements on Balmain Road, Leichhardt at Hill Street be approved.

BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on Balmain Road, Leichhardt at Hill Street and includes the following treatments:

- Demolish existing raised pedestrian crossing and construct a new concrete raised pedestrian crossing approximately 4.5m away from the existing location, with 2m long ramps to reduce noise impacts;
- Construct "gutter bridges" with heel safe grating to provide safe access over existing kerb and guttering to the new raised pedestrian crossing
- Construct new concrete kerb & gutter returns to accommodate new kerb ramps in Hill Street where it intersects with Balmain Road;
- Remove 1 existing small tree (located within the grass verge in front of the school) to provide space for the new relocated pedestrian crossing
- Provide new landscaping within the widened footpath and adjust existing landscaping to accommodate the relocated raised pedestrian crossing;
- Relocate the existing planter box closer to the relocated raised pedestrian crossing (as shown);
- Reconstruct some of damaged sections of concrete footpath with new concrete footpath on both sides of the proposed pedestrian crossing, including removal of some existing grass verge and replacing with new concrete footpath
- Resurface some of the existing damaged asphalt road with new asphalt;
- Adjust some of the existing "No Stopping" & "Bus Zone" signage & zones, without impacting the existing car parking spaces;
- Install associated pavement line marking and signage as required;

FINANCIAL IMPLICATIONS

Funding has been allocated to this project for construction in the 2022/2023 Pedestrian Access and Mobility Plan (PAMP) Program.

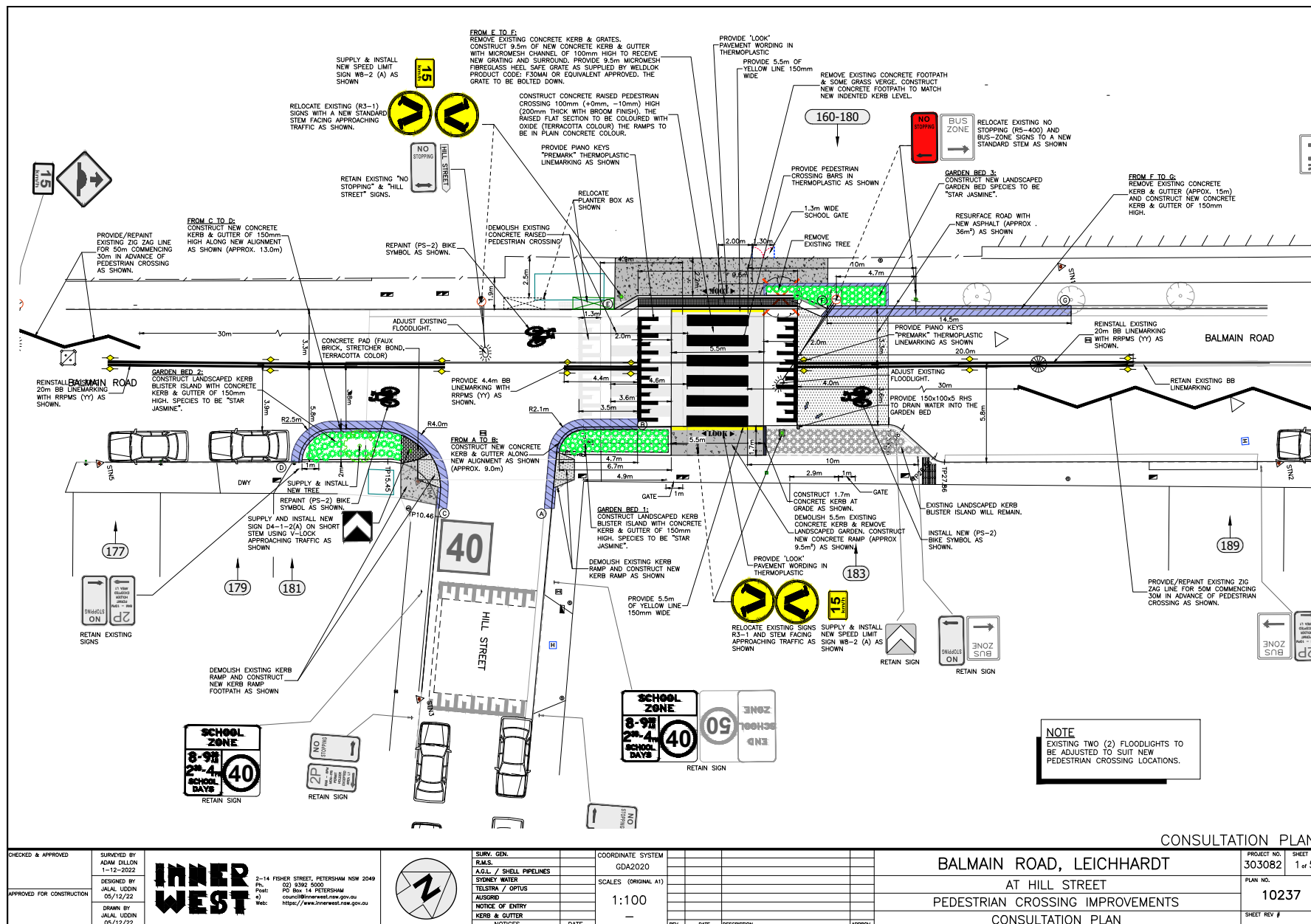
PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 33 properties in Balmain Road and Hill Street, Leichhardt requesting residents' views regarding the proposal. Two (2) responses were received in general support with request for changes. The main concerns raised by the residents is outlined below in the table.

Residents' Comments	Officer Comments
The addition of physical traffic calming measures on the approach to the crossing in both directions is required to make the crossing as safe as possible and to aid with the speed of cars travelling at that section of the road, and driver visibility.	The proposed pedestrian crossing is raised and acts as a traffic calming measure. The new location will improve visibility as it is moving away from the intersection.
Concerns raised about the location of the new bus stop.	The existing bus zone will remain in the same location but will be extended by a further 5 metres.

ATTACHMENTS

1. [Detailed Design Plan - Balmain Road, Leichhardt \(at Hill Street\) - Proposed Pedestrian Improvement Works](#)



Item No: LTC0223(1) Item 4

Subject: BALMAIN ROAD, LEICHHARDT (AT STANLEY STREET) - PROPOSED PEDESTRIAN IMPROVEMENT WORKS (GULGADYA - LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is planning to improve pedestrian safety in Balmain Road by upgrading the existing at-grade crossing to a raised (zebra) pedestrian crossing. The proposal aims to improve pedestrian and motorist safety by replacing the existing two speed cushions on each approach with a single raised crossing and reduce vehicle speeds.

RECOMMENDATION

That the attached detail design (Design Plan No.10238) for the proposed raised pedestrian (zebra) crossing on Balmain Road, Leichhardt at Stanley Street be approved.

BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on Balmain Road, Leichhardt near Stanley Street and includes the following treatments:

- Construct a new concrete raised pedestrian crossing approximately at the existing at-grade pedestrian crossing location, with 2m long ramps to reduce noise impacts;
- Reconstruct sections of concrete footpath to new levels with new concrete footpath on both sides of the proposed pedestrian crossing, including removal of some existing landscaping and sandstone kerb and replacing with new concrete footpath;
- Provide new drainage pits and lintels to drain stormwater at the new raised crossing
- Remove two existing speed cushions adjacent to pedestrian crossing;
- Install / re-mark associated pavement line marking and signage as required;

FINANCIAL IMPLICATIONS

Funding has been allocated to this project for construction in the 2022/2023 Pedestrian Access and Mobility Plan (PAMP) Program.

PUBLIC CONSULTATION

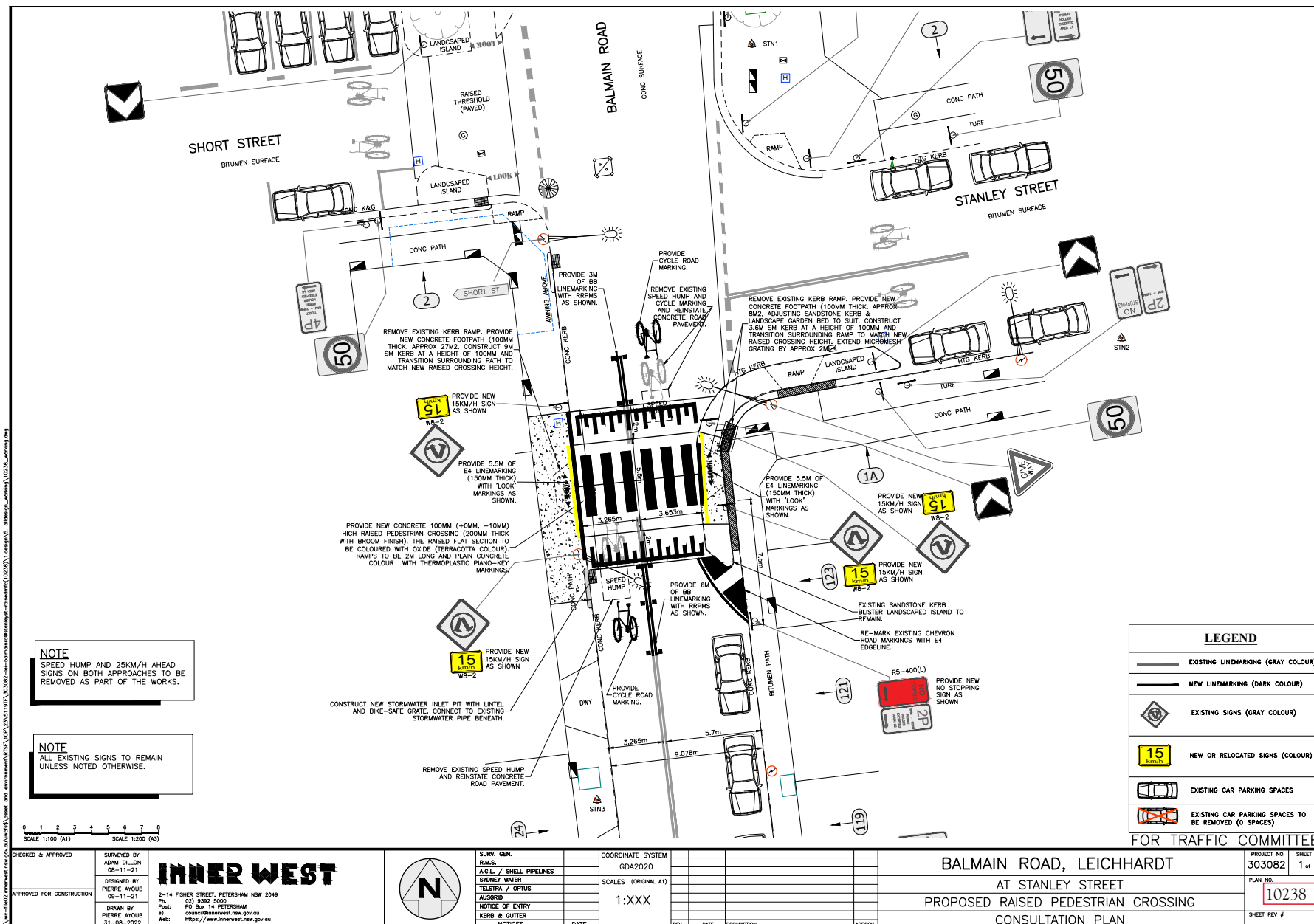
A letter outlining the proposal was mailed out to 16 properties in Balmain Road, Stanley Street, Short Street, Derbyshire Road and Wetherill Street, Leichhardt requesting residents' views regarding the proposal. Three responses were received with one (1) in general support with request for changes and two (2) in objection. The main concerns raised by the residents are outlined in the below table:

Residents' Comments	Officer Comments
---------------------	------------------

<p>The proposed works will result in impact noise as vehicles (especially buses) touch on and elevate themselves over the raised threshold. The road noise generated will have a significant amenity issue for the use/liveability for properties in close proximity to the raised threshold.</p>	<p>The raised section of the crossing is only 90mm high which will reduce any noise impacts.</p>
<p>The existing pedestrian crossing is effectively marked and there have been no incidents to suggest that its dangerous. There are no statistics that would suggest that a raised crossing will be safer than the present one.</p>	<p>Raising a pedestrian crossing provides another element of safety for pedestrians as it calms traffic on approach to a crossing by providing a physical deterrent to speeding.</p> <p>By upgrading the crossing to a raised crossing, this visually makes the crossing more recognizable and reduces travel speed for all vehicles including trucks and buses which previously did not require to slow down at the speed cushions.</p>
<p>Trees on approach on the pedestrian crossing are restricting sight lines.</p>	<p>Trees on approach do not obstruct the pedestrian crossing in any way.</p>

ATTACHMENTS

1. [Detailed Design Plan - Balmain Road, Leichhardt - Proposed Pedestrian Improvement Works](#)



Item No: LTC0223(1) Item 5

Subject: GOW STREET AT PUNCH STREET AND FITZROY AVENUE, BIRCHGROVE
- PROPOSED KERB EXTENSION AND NEW FOOTPATH (BALUDARRI -
BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is planning to improve pedestrian safety by constructing a new landscaped kerb extension and footpath in Punch Street and Gow Street, Birchgrove. The proposed works is intended to improve pedestrian and motorist safety in the area.

RECOMMENDATION

That the attached detail design plan (Design Plan No.10224-A) for the proposed kerb extension and footpath on Gow Street at Fitzroy Avenue and Punch Street, Birchgrove be approved.

BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on Gow Street at Fitzroy Avenue and Punch Street, Birchgrove and includes the following treatments:

- Construction of new concrete kerb & gutter along new alignment in Punch Street
- Construction of a new concrete footpath, connecting the existing footpaths in Gow Street & Fitzroy Avenue;
- Construction of three (3) new concrete kerb ramps;
- Removal of one (1) existing street tree (to provide space for the new footpath);
- Adjustment of one (1) existing driveway to match new kerb & gutter alignment and new levels;
- Regrade and returf grass verges as per plan;
- Implementation of new 'No Stopping' zone as in Fitzroy Avenue, Punch Street & Gow Street to facilitate traffic movements and manage parking as per plan;
- Provide new Give way line marking at the intersection of Gow Street & Punch Street to match with new kerb return alignment.

It is proposed to provide a new 'No Stopping' zone at the road bend in Fitzroy Avenue and Punch Street. This will result in the loss of one (1) legal parking space in Gow Street as a result of the proposed works.

FINANCIAL IMPLICATIONS

Funding of \$82,000 has been allocated to this project for construction in the 2023/2024 Footpath Upgrade Program.

PUBLIC CONSULTATION

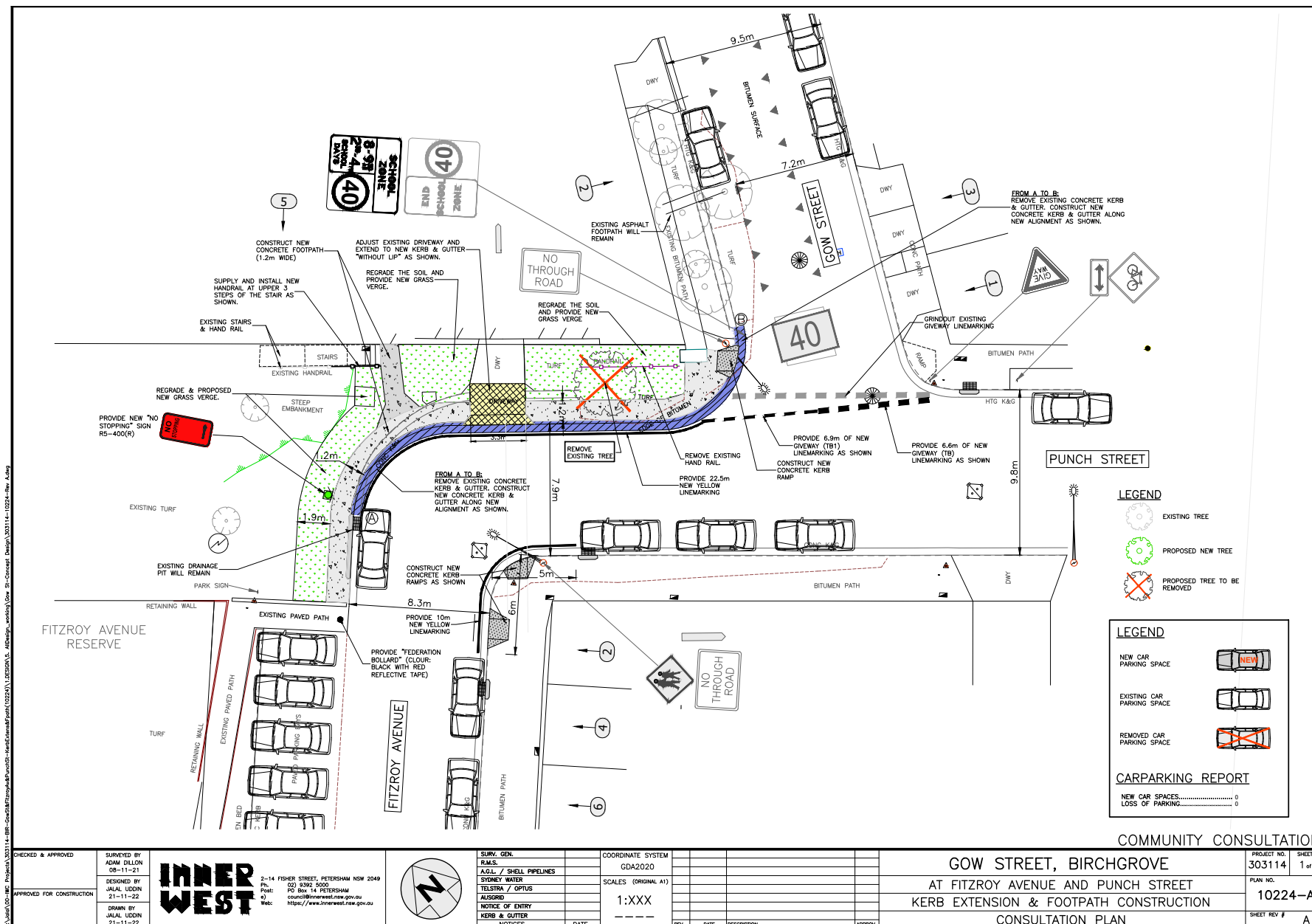
A letter outlining the proposal was mailed out to 31 properties in Gow Street, Punch Street and Fitzroy Avenue, Birchgrove requesting residents' views regarding the proposal. Ten (10) responses were received in general support with request for changes. The main concerns raised by the residents are outlined in the table below.

Residents' Comments	Officer Comments
The proposed handrail adjacent to the new footpath should be removed as it does not increase the overall safety of the footpath and is not visually pleasing.	The proposed handrail has been removed in the amended plan (Design Plan No.10224-A).
The existing handrail should be extended to the topmost stair as the top three stairs are dangerous.	The existing handrail will be extended to the top of the stairs in the amended plan.
Installing under handrail lighting to the stairs to No. 5 Punch Street to illuminate the stairs at night as they are dark and dangerous. This issue will be heightened by the proposed trees that will block the street lighting that currently provides some illumination to these stairs.	The installation of the proposed 2 trees at the bottom of Punch Street has been removed as part of the scope of this project. Council does not propose to provide hand rail lighting as part of the works as lighting of this area could better be provided through private lighting options rather than public lighting.
The removal of the parking space in Gow Street will not be beneficial to residents or visitors who need to park. This will also affect patrons to the Dawn Fraser Pool. Parking in Punch Street and Fitzroy Avenue is generally unsatisfactory due to the operation of Dawn Fraser Baths.	The subject parking space has been reinstated in the amended plan. The operation of the Dawn Fraser Baths facility is outside the planning and design scope for this current project.
There will be an excessive number of new stems that will be erected associated with the proposed 'No Stopping' restrictions which will constitute to visual pollution on the street and hence diminish the value of the properties on the street.	4 out of the 5 initially proposed 'No Stopping' signs have been removed in the amended plans and replaced with yellow line marking instead to delineate the proposed new 'No Stopping' zones at either side of the road.
The addition of the landscaped kerb return as part of the proposed works will reduce the existing width of the entry/exit point in Gow Street. This is a safety concern for drivers and pedestrians as the entry/exit would be narrower.	The proposed kerb and gutter has been terminated at the intersection and will no longer extend into Gow Street, resulting in the removal of the proposed landscaped kerb return in Gow Street. Therefore parking and traffic movements in Gow Street will not be affected by the proposed works.
There is no footpath for pedestrians to cross Punch Street at that point to access the Fitzroy Avenue footpath. This corner has very limited visibility for pedestrians with vehicles coming from both directions which is a safety concern.	An additional kerb ramp on the south-east corner of Punch Street and Fitzroy Avenue has been included in the amended plan to assist pedestrians to cross the road.
The removal of the existing tree on Punch Street is unnecessary and would like it preserved. Council should push the kerb further out to accommodate the retaining of the tree.	The removal of the existing tree must proceed in order to provide sufficient space for new realigned footpath and safe accessibility.
Council should review the area off Fitzroy Avenue where the access road to the disable parking area on the waterfront intersects. This grassed area is taken over by illegally parked off street parking on the grass on the weekend. Council should convert this area into a paved small car parking area to generate safe, legal parking to take some load off the street.	This request will be investigated separately as it is outside the planning and design scope for this current project.

Council should implement a Resident Parking Scheme in Punch Street and Fitzroy Avenue and angle parking in White Street along the frontage of Elkington Park to generate more parking.	This request will be investigated separately as it is outside the planning and design scope for this current project.
Council should consider a more effective turning circle at the end of Fitzroy Avenue as vehicles who come down the street and fail to find a park cannot turn around easily and cannot pass each other.	This request will be investigated separately as it is outside the planning and design scope for this current project.
There is currently no footpath and therefore no gutter at in the north-west part of Punch Street at the intersection of Gow Street. This will increase the levels of uncontrolled run off coming from the road.	The proposed kerb and gutter has been terminated at the intersection and will no longer extend into Gow Street, resulting in the removal of the proposed landscaped kerb return in Gow Street. This will allow for the stormwater to channel along the road pavement past Gow Street and into the existing drainage pit on Punch Street.
Council should install a bollard on the pedestrian entrance to Fitzroy Avenue to prevent cars parking on this footpath.	The amended plan has included a new "Federation" style bollard at the entry of the existing paved footpath of Fitzroy Avenue Reserve to discourage vehicle parking on this access path.
Council's amended plan (Design Plan No.10224-A) does not address the drainage problems at No.8 Gow Street as the kerb and guttering no longer extend into Gow Street.	Any existing water issues will still be improved as a result of the works compared to the existing situation.
Object to the installation of the two red gum trees as it will diminish the heritage value of the federation terraces on the street. Furthermore, the panoramic view of Cockatoo Island and the Parramatta Rive is already impacted by current trees at the bottom of Punch Street and will be further impacted by the provision of the proposed Red Gum trees.	The installation of the proposed 2 trees at the bottom of Punch Street has been removed as part of the scope of this project. Council's Trees Team will consider whether they will propose any new trees as part of any future tree planting program.

ATTACHMENTS

1. [Detailed Design Plan - Gow Street, Birchgrove \(at Punch Street and Fitzroy Avenue\) - Proposed Kerb Extension and New Footpath](#)



Item No: LTC0223(1) Item 6

Subject: CHALLIS AVENUE AT ALBERMARLE STREET, DULWICH HILL –
PROPOSED KERB EXTENSION AND NEW FOOTPATH (DESIGN PLAN
NO.10225)

(MIDJUBURI – MARRICKVILLE 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

A design plan has been finalised for the proposed kerb extension and new footpath in Challis Avenue, Dulwich Hill, at its intersection with Albermarle Street. The proposal includes the construction of a new concrete kerb and gutter, new concrete footpath with associated kerb ramps and a new kerb blister island with low level plantings. It is anticipated that this proposal will improve pedestrian and motorist safety by defining the existing traffic lanes and traffic movements and will provide a more accessible footpath and safer crossing facility.

RECOMMENDATION

That the design plan for the proposed kerb extension and new concrete footpath in Challis Avenue at the intersection of Albermarle Street, Dulwich Hill (Design Plan No.10225) be approved.

BACKGROUND

A resident of the area raised some concerns with pedestrian safety at the intersection of Challis Avenue and Albermarle Street, Dulwich Hill.

Following a discussion with the resident and review of the intersection, the following issues were noted:

- No safe or direct crossing from the Challis Avenue footpath onto northeast corner pathway of the bridge.
- Obstruction of northeast corner pathway of bridge by two wooden power poles.
- No kerb ramp to get on/off at northeast corner pathway of bridge for prams or wheelchairs.
- Insufficient separation of pedestrians from vehicles. More specifically very low guttering on northeast corner that tapers out to be level with road.

The following image highlights some of these concerns.



Council is now planning to provide new concrete kerb and gutter, a new concrete footpath with associated kerb ramps and a kerb blister island that will include some low-level plantings.

These improvement works will directly assist with the pedestrian safety issues currently being faced.

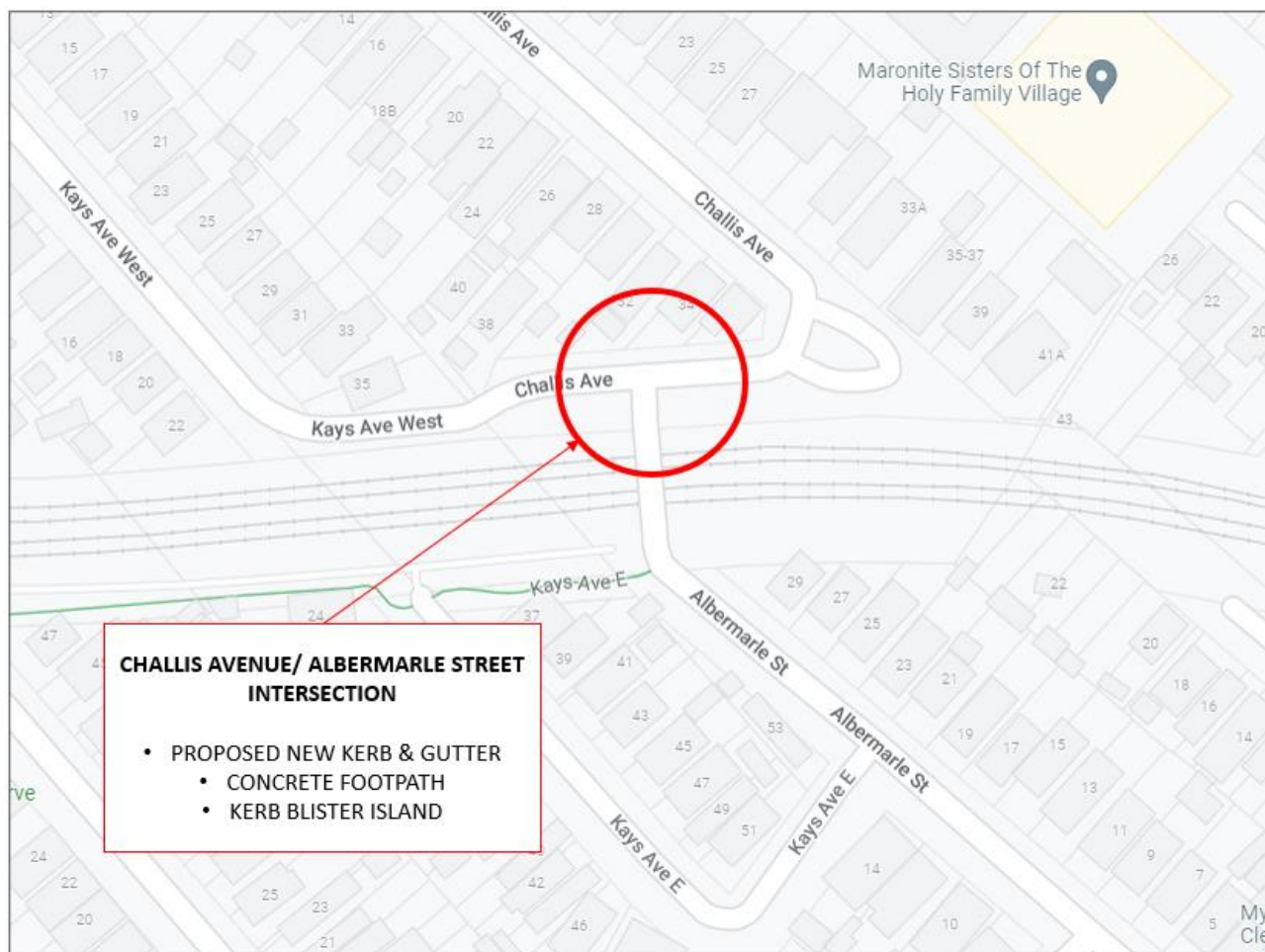
The design plan has been finalised for the proposed works together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$20,000 has been allocated by Council for these proposed works as part of the 2022/23 Traffic Facilities Capital Works program.

OTHER STAFF COMMENTS

Site Location & Road Network



LOCALITY MAP

Street Name	CHALLIS AVENUE
Section	Intersection with Albermarle Street
Carriageway Width (m) kerb to kerb	12.0m
Carriageway Type	Two-way, one travel lane each direction, kerbside parking on north side that includes bicycle lane
Classification	Local
Speed limit (km/h)	50
85th Percentile Speed (km/h)	48.6
Vehicles Per Day (vpd)	1213
Reported Crash History (July 2015 – June 2020)	No recorded crashes
Heavy Vehicle Volume (%)	2.0
Parking Arrangements	Unrestricted parking

TRAFFIC & ROAD DATA

Design Plans

The proposed scope of works includes the following:

- Construction of a new concrete kerb and gutter along a new alignment to form a landscaped kerb return on the corner in Challis Avenue, at the northeast corner of Albermarle Street.
- Construction of a new concrete footpath and two new concrete kerb ramps connecting the existing footpaths in Albermarle Street and Challis Avenue.
- Removal of the existing central concrete median island and replacing it with line marking.
- Construction of a new concrete kerb blister island with integrated kerb ramp in Challis Avenue (adjacent to No. 34).
- Regrading and returfing of the grass verges and providing native landscaping (where shown on plans and subject to final design).
- Providing new regulatory pavement line marking at the intersection of Challis Avenue and Albermarle Street to reinforce the existing “Stop” regulation.

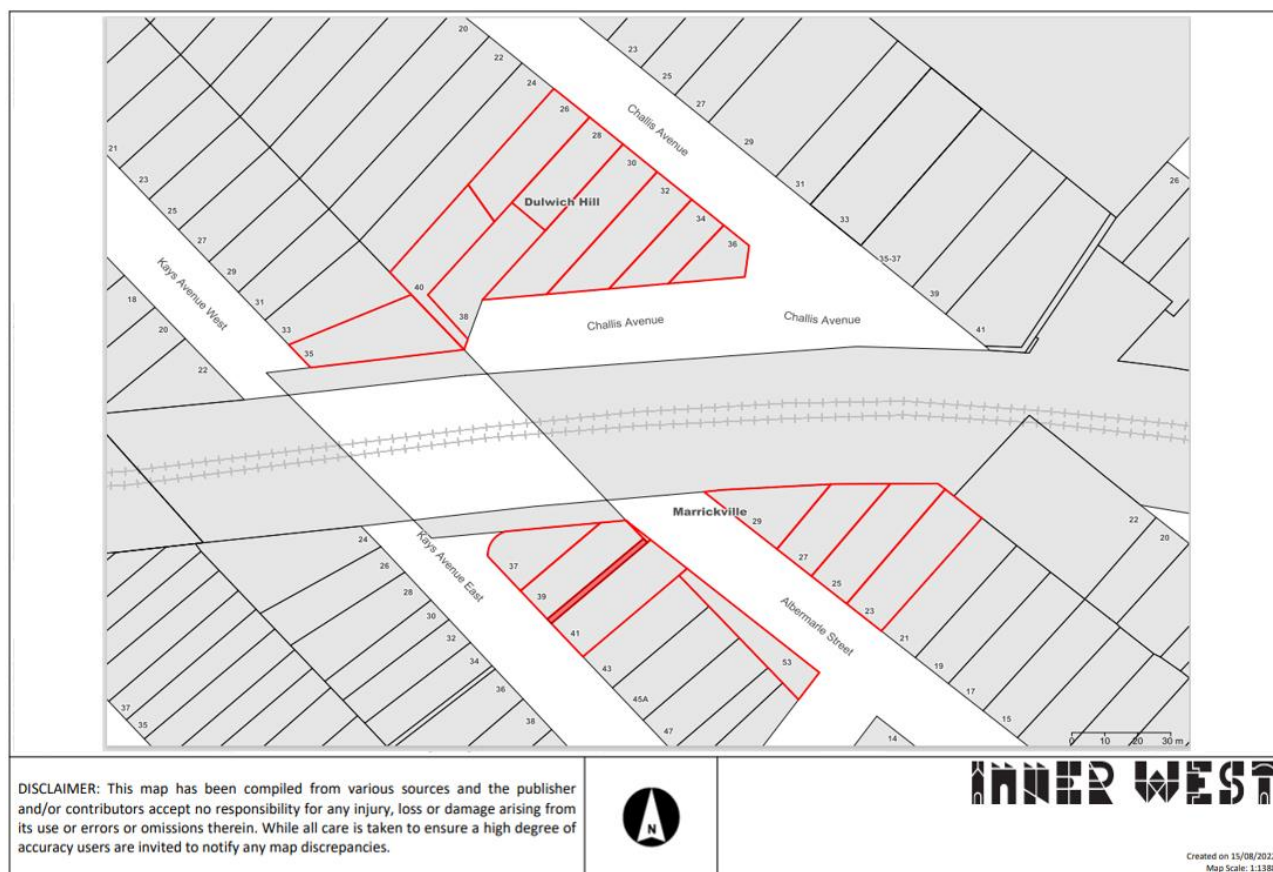
Please refer to the attached design plan at the end of this report (Plan No.10225) which illustrates the above proposed works.

On-street Parking

It should be noted that the proposed improvement works will result in a **loss of one parking space**. Given that the proposal will directly assist with the pedestrian safety issues currently being faced, the loss of this parking space is considered acceptable.

PUBLIC CONSULTATION

Consultation was undertaken between 24 November 2022 and 15 December 2022. A total of 20 letters that included a copy of the design plan were sent to the residents in Challis Avenue, Albermarle Street and Keys Avenue directly impacted by the proposal (see consultation map below). One response was received and is also detailed below.



CONSULTATION MAP

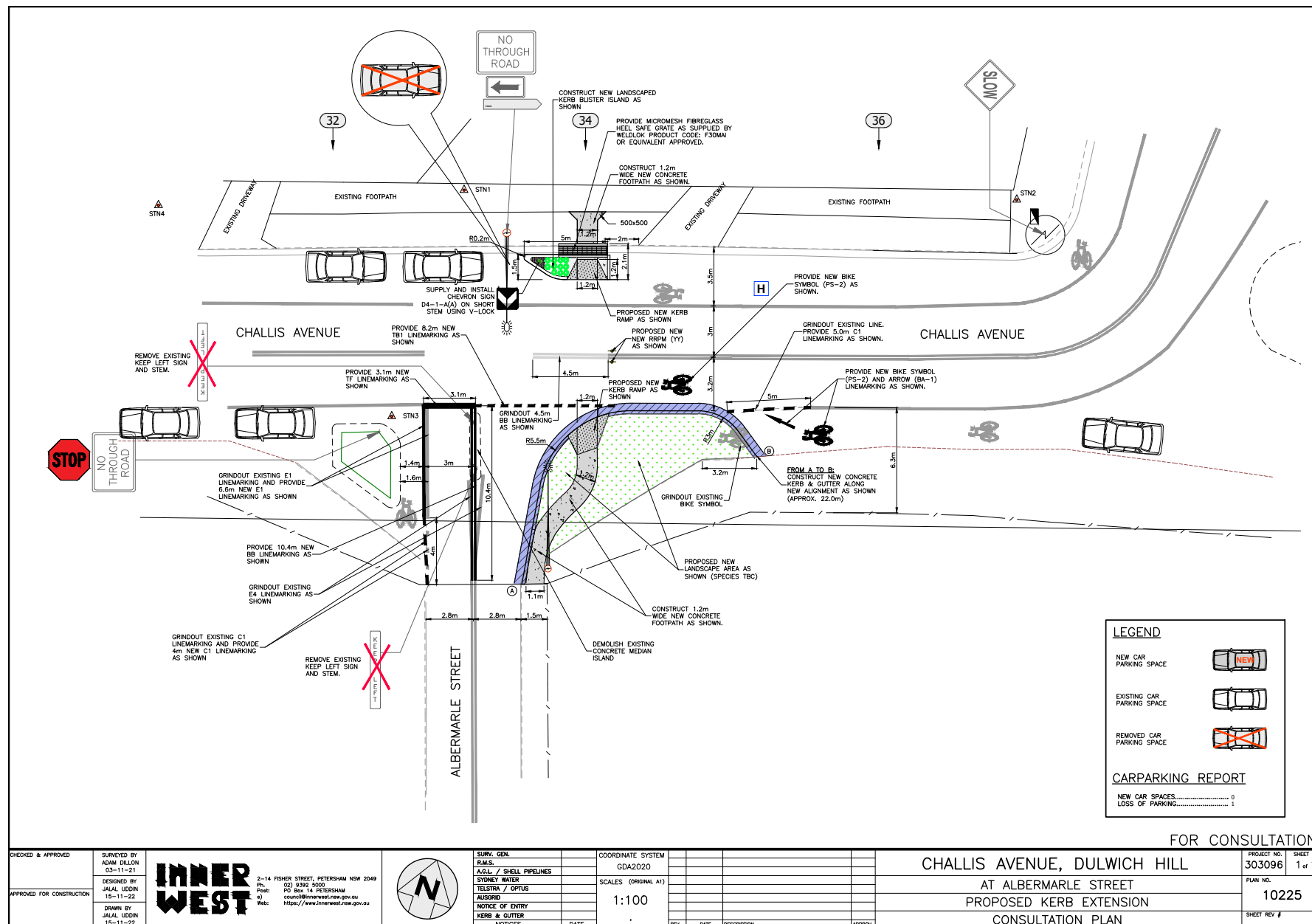
Resident's Comments	Officer's Reply
<ol style="list-style-type: none"> Over the ten years we have lived in that property we have noticed the growing competition for parking space. An increasing number of commercial vehicles are using the area for overnight parking. The loss of one more space will exacerbate this shortage of parking spaces. Our property currently has a garage gate and at some point in the future, we may adjust our garden to allow for off street parking. The proposed design seems to mean that the use of existing double gates will be prevented by the construction of the landscaped kerb blister. While the Council may have good intentions, the current maintenance of the vegetation on the triangle at the bottom of Challis Ave does not inspire confidence. What could have been an attractive miniature garden bed is simply neglected open space. We suspect the kerb blister will suffer the same fate. 	<ol style="list-style-type: none"> Given that the proposal will directly assist with the pedestrian safety issues currently being faced, the loss of this parking space is considered acceptable. This will be investigated at the time a driveway application is submitted. It should be noted that there is sufficient space on the western side of the property to allow for a driveway. Councils Landscape Services team will re-establish the existing landscaped traffic island as part of the proposed improvement works.

CONCLUSION

It is recommended that the design plan (Plan No.10225 – see attachment below) of the proposed improvement works in Challis Avenue, Dulwich Hill, at its intersection with Albermarle Street, be approved in order to enhance pedestrian and motorist safety by defining the existing traffic lanes and traffic movements but more importantly by providing a more accessible footpath and safer crossing facility.

ATTACHMENTS

1. [↓](#) Challis and Albermarle Streets- Design Plan 10225



Item No: LTC0223(1) Item 7

Subject: CHURCH STREET, ST PETERS – PROPOSED MARKED PARKING BAYS
(MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER
WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is proposing to formalise the existing footpath parking in the cul-de-sac section of Church Street east of Victoria Street, St Peters to allow this parking behaviour to occur whilst retaining adequate travel lane width for emergency service vehicles and adequate footpath width for pedestrians.

RECOMMENDATION

That:

1. 'Park in Bays Only' restrictions be approved and installed in Church Street, east of Victoria Street, St Peters; and
2. Parking bay line marking be installed on Church Street, St Peters, east of Victoria Street, as shown on the signposting and linemarking plan, including:
 - a. The 5-space section of footpath parking on the north side of Church Street, St Peters, between the school entrance opposite Victoria Street and eastern boundary of property No.95 Church Street;
 - b. On street parking on the south side of Church Street in front of property Nos. 138-148, 150,154,156.

BACKGROUND

Traffic Committee at its meeting held on 2 November 2020 (LTC1120 Item 8) considered a report on Church Street, St Peters outlining a proposal to address concerns with parked vehicles obstructing the safe passage of vehicles including emergency service vehicles in the cul-de-sac section of Church Street. It was recommended, through a majority vote, that a 5-space section of rollover kerb be approved in principle in Church Street, St Peters, between the school entrance opposite Victoria Street and eastern boundary of property No. 95 Church Street, this recommendation was subsequently adopted by Council.

During the detailed design stage of the project, it was found to be more complicated than anticipated to convert the existing sandstone kerb to a roll top kerb. Subsequently the sandstone kerb was set to allow it to perform the same function as a roll over kerb by allowing vehicles to readily mount it.

This report discusses the further proposal to formalise the footpath parking spaces and recommends that marked parking bays be installed in the cul-de-sac end of Church Street, St Peters.

It should be noted that the original proposal that was consulted on in 2020 included the implementation of 'No Parking' restrictions on the northern side of Church Street from property No. 95 Church Street to property No. 103 Church Street. This section encompasses the driveways of the properties, and the restrictions were designed to reinforce the road rule

prohibiting parking across driveways and prevent the obstruction of the passage of vehicles, including service vehicles and emergency service vehicles.

The current proposal similarly does not include marked parking bays in this section of Church Street.

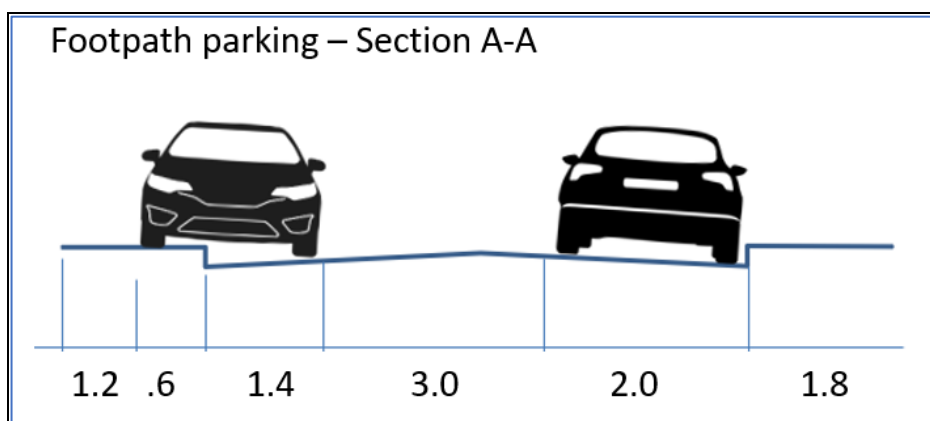
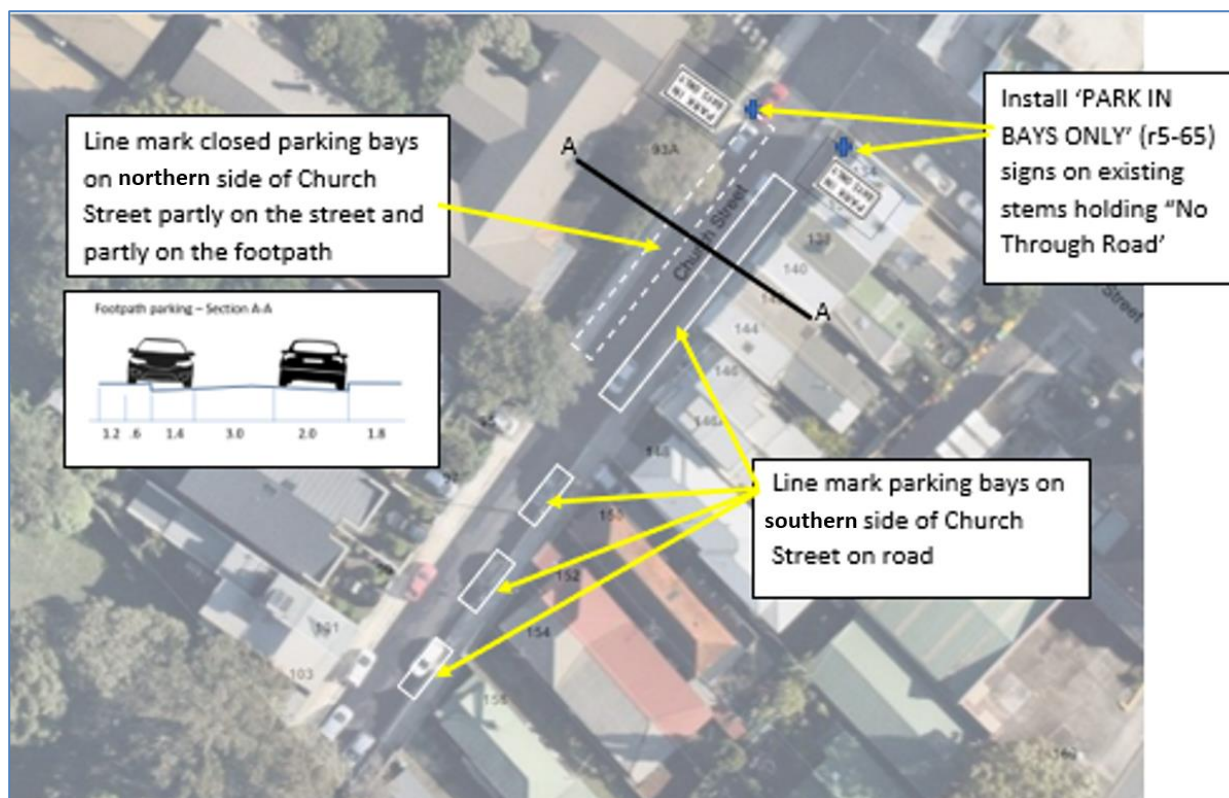
The original proposal is illustrated below and removed 3 instead of a possible 8 on-street spaces on the northern side of Church Street when the 5-space section of rollover kerb was included.



OTHER STAFF COMMENTS

Church Street is a two-way street and is 6.8 metres wide. The carriageway width along Church Street is generally not sufficiently wide to accommodate parking on both sides. Parking restrictions installed in the street need to reflect the narrowness of the street and the demand for parking in the area by allowing for parking where access and the movement of vehicles are not obstructed.

Signposting 'Park in Bays Only' restrictions in the closed section of Church Street and marking parking bays on both sides of Church Street allows for legal parking on both sides of the street whilst providing adequate footpath width for pedestrians and adequate lane width for vehicles. This proposal is shown in the following signage and linemarking diagram below:



It is noted that Church Street is within the M12 parking area, currently with unrestricted parking available on the northern side and '2P 8.30am – 6pm Mon-Fri Permit Holders Excepted – Area M12' restrictions along the southern side of the street and should any resident not have any off-street parking they may be eligible for a parking permit.

CONSULTATION

A consultation letter detailing the proposal to formalise the 5-space section of rollover kerb with a marked parking bay and 'Park in bays only' restrictions was delivered to affected residents in the closed section of Church Street, St Peters on Thursday, 15 December 2022. Twenty-five (25) letters were distributed and an email was sent to St Peters Public School.

Only one response has been received requesting that a sign stating people can park half up on the kerb should be provided instead of marked parking bays.

To formalise parking half on the road and half on the kerb a marked parking bay is necessary with appropriate signage otherwise the parking is deemed illegal and contrary to the road rules. The marked parking bays and 'Park in bays only' restrictions would allow permitted

parking on both sides of the street. Should the bays not be marked the street would effectively lose all the parking along the northside of the street.

FINANCIAL IMPLICATIONS

The costs of the marked parking bays and installation of the proposed 'Park in bays only' restrictions can be funded within Council's signs and line marking budget.

CONCLUSION

Given the narrowness of the street, the proposal addresses the need for access and the safe use of the thoroughfare with the loss of the minimum number of legal parking spaces; it is therefore recommended that the proposal be supported.

ATTACHMENTS

Nil.

Item No: LTC0223(1) Item 8

Subject: 437 – 439 ILLAWARRA ROAD, MARRICKVILLE – ENR1/2020/0157
CONDITION 3 – SIGNS AND LINE MARKINGS PLAN - DA 201800560
(MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE /
INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A detailed signs and line marking plan for 437-439 Illawarra Road, Marrickville has been submitted as part of ENR1/2020/0157 approval special condition 3 "Loading Zone" prior lodgement of the 'Roadworks – Step 2 Permit to Construct'. It is recommended that the submitted plan be supported in principle subject to Transport for NSW's (TfNSW) concurrence.

RECOMMENDATION

That:

1. The detailed line marking and signage plan for the proposed 437-439 Illawarra Road development located on Illawarra Road at its corner with Warren Road, Marrickville showing new 'No Stopping' restrictions and amended loading zone restrictions (as per the attached Plan B) be approved, subject to TfNSW's concurrence; and
2. The costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.

BACKGROUND

Development Application DA201800560 is a proposal to demolish part of the premises and construct a 6 storey mixed use building comprising 2 commercial tenancies on the ground floor and residential units above with associated basement parking. The application was determined by Inner West Local Planning Panel and was granted a Deferred Commencement consent subject to the conditions on 19 November 2019.

The site has a frontage to Illawarra Road, a classified road. Under Clause 101 (2) of SEPP Infrastructure 2007, the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that the efficiency and operation of the classified road will not be adversely affected by the development.

The application was referred to Transport for NSW (formerly RMS) for comment. Transport for NSW raised no objections with the application with regard to ingress and egress to the site which remains adequate to support the intended vehicle movements by road. The application is considered acceptable with regard to Clause 101 of the SEPP Infrastructure 2007.

The Public Domain Works proposed for the development at 437-439 Illawarra Road, Marrickville has been approved by Council. A Step 1 Permit (Design Approval) was issued 10 June 2021. Special condition no.3 of the Permit specifies requirement for submission of a signage plan:

"Loading zone: The applicant shall prepare a 'Signage Plan' for review by Council, showing the existing and proposed parking restrictions in Warren Road, including the relocation of the 'Loading Zone' within Warren Road. The 'Signage Plans' shall be

subject to Local Traffic Committee Approval and shall be submitted prior to lodgement of the 'Roadworks - Step 2 Permit to Construct'."

FINANCIAL IMPLICATIONS

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

DISCUSSION

Illawarra Road, south of Marrickville Road is a Regional Road running north-south between Marrickville Road and the Cooks River to the south. Illawarra Road carries around 14,500 vehicles per day and it is used as a bus route. Warren Road has recently become one-way in a westerly direction and carries around 2,500 vehicles per day.

The submitted signs and line marking plan identifies a slight relocation of the 'Bus Stop' and 'No Stopping' stem northward on the eastern side of Illawarra Road north of Warren Road. The existing timed 'Loading Bay' restrictions along the northern side of Warren Road east of Illawarra Road have been shortened due to the change of use and new driveway and an eight (8) metre length of "Loading Zone 6.30am-6.30pm Mon-Fri 8.30am-12.30pm Sat" restrictions will be installed east of the driveway. The gap between the proposed driveway of 437 Illawarra Road and the driveway of 55 Warren Road will be sign posted "Motor Bikes Only" restrictions and the existing 'No Parking 6.30am-6.30pm Mon-Fri 8.30am-12.30pm Sat' restrictions outside No.57 Warren Road will be moved to the western side of the driveway at No.55 Warren Road, Marrickville. A copy of the plan is provided in **Attachment 1**.

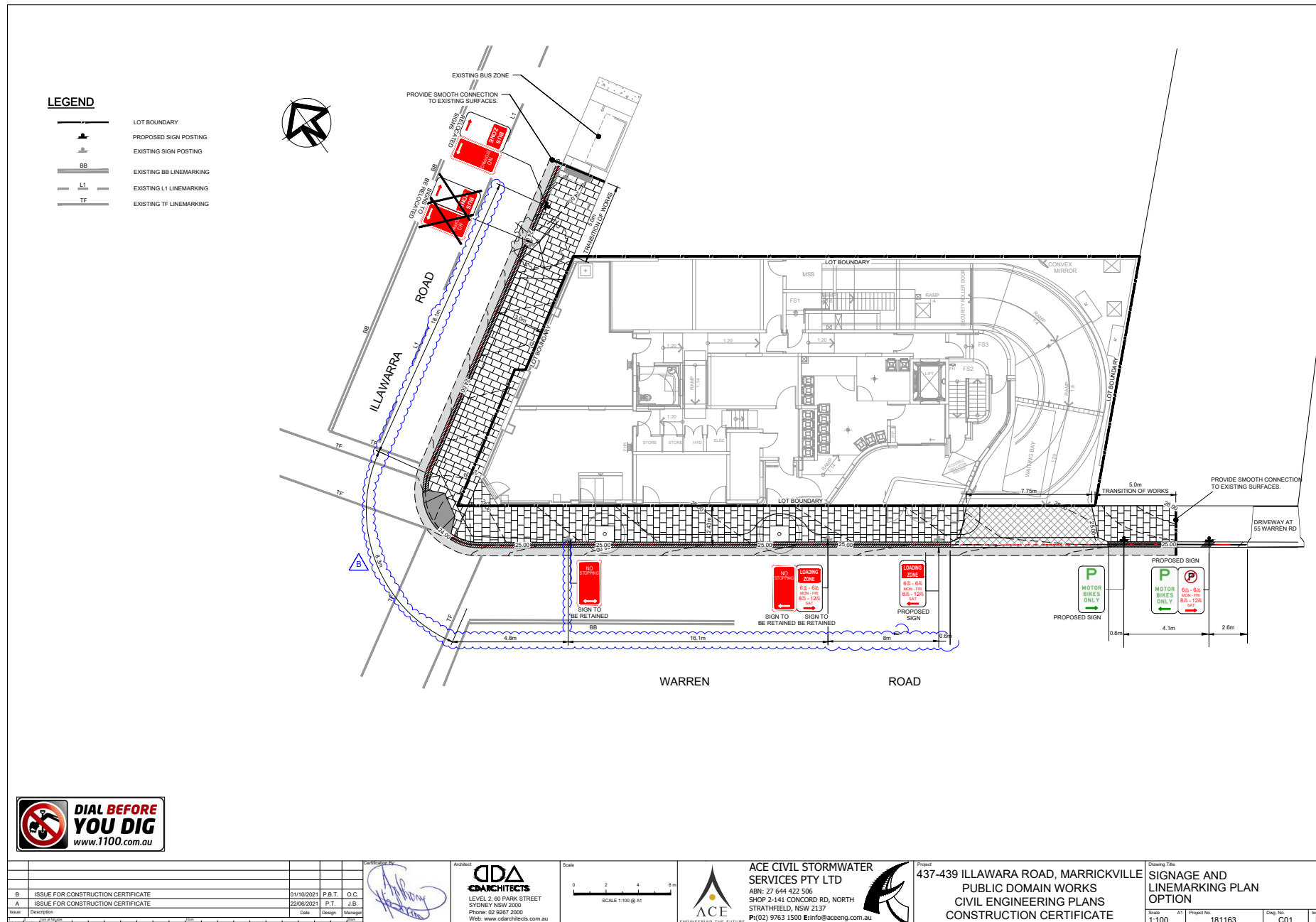


PUBLIC CONSULTATION

The applicant will notify adjoining and surrounding properties of the proposed changes and will report back to Council the results of that notifications.

ATTACHMENTS

1. [Signage and linemarking Plan B](#)



Item No: LTC0223(1) Item 9

Subject: INTERSECTION OF EDWARD STREET AND MUNGO SCOTT PLACE/WELLESLEY STREET, SUMMER HILL - PROPOSED KERB BLISTER ISLANDS AND NEW PRAM RAMPS.

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

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised design plans to construct new landscaped kerb blister islands and kerb ramps in Edward Street, Summer Hill (at its intersection with Mungo Scott Place & Wellesley Street). The proposal aims to further improve pedestrian and motorist safety by better defining the existing traffic and parking lanes through the provision of constructed landscaped islands which also provides safer refuge/shorter distance width for pedestrians wishing to cross Edward Street.

RECOMMENDATION

That the detailed (amended) design plan for new kerb blisters and pram ramps with associated signs and line marking, with the provision to accommodate any future proposed pedestrian crossing at the intersection of Edward Street and Wellesley Street/Mungo Scott Place, Summer Hill be approved as per the amended plan 10228 in Attachment 2.

BACKGROUND

Council at its meeting held on the 8 March 2022 (through the Traffic Committee) approved an interim measure to improve vehicle sight view at the crossroad intersection of Edward Street and Wellesley Street/Mungo Scott Place, Summer Hill.

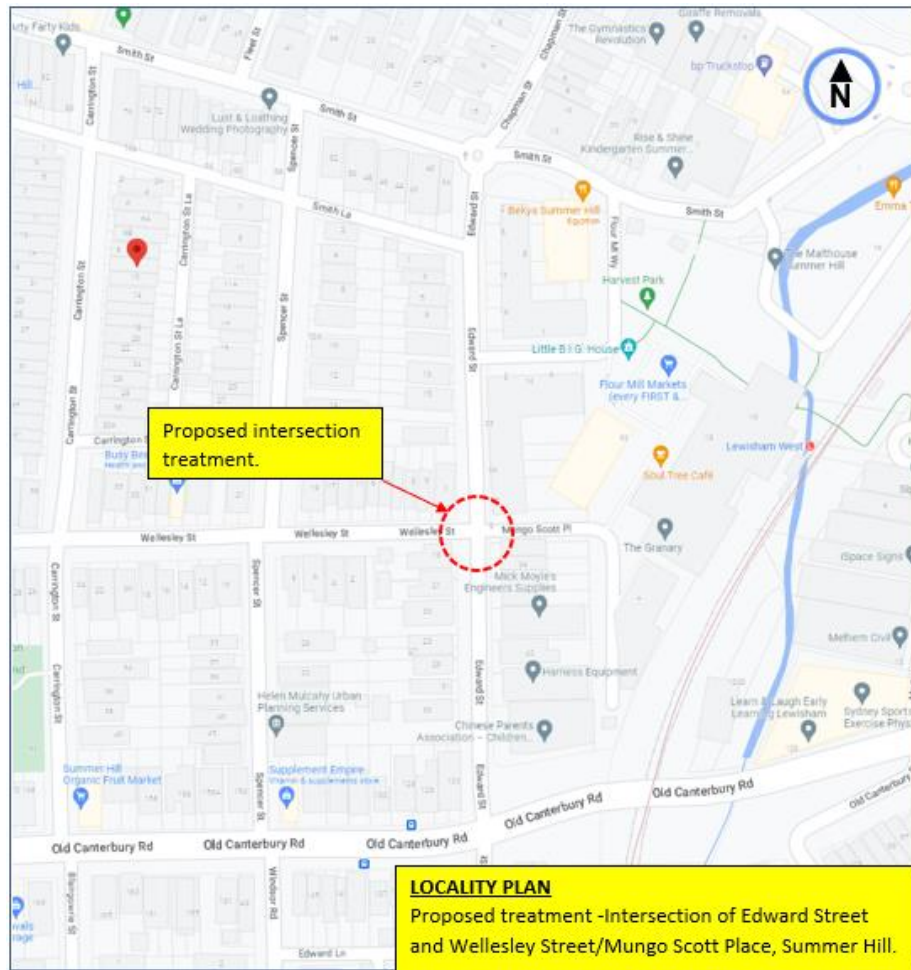
The intersection was treated via signs and line marking by building out the corners of Edward Street in paint and introduce STOP control markings in Wellesley Street and Mungo Scott Place out in/near line of the build outs. The treatment was also made to assist in the control and speeding of traffic in the area.

The intersection was then listed under Council's capital work program to further investigate a permanent treatment to either physically reinforce the build outs and retain line marking and STOP control as proposed under interim, or devise a different treatment based on the speed, traffic/pedestrian safety and any other development at/around the intersection.

To further enhance the sightlines out of Mungo Scott Place, the first unrestricted car space (up to 7.2m) north on the approach to Mungo Scott Place and outside the units was removed and altered for motorcycle parking noting motorists can view over parked motorcycles. This measure allowed some parking in the area rather than lose out on parking all together.

OTHER STAFF COMMENTS

Site location and Road Network



Street Name	Edward Street (at intersection with Wellesley Street/Mungo Scott Place)
Carriageway width (m) kerb to kerb	Approx. 10m
Carriageway type	Two-way, one travel lane each direction, kerb side parking both sides.
Classification	Local
Speed Limit km/h	50
85th percentile speed km/h	46
Vehicles per day (vpd)	3500
Reported crash history July 2016-July 2020	(3) crashes within Edward Street, <u>NIL</u> at the subject intersection: (1)x 2021-RUM 71-off road left into object (south bound) -outside near No 11 Edward Street- non casualty (towaway). (1) x 2020-RUM 63-on path-vehicle door open at Flour Mill Way- moderate injury.

	(1)x 2019-RUM49-parking/u-turn - outside No3- non casualty towaway.
	No further incidence as reported by Police to date.
Parking arrangements	Eastside, unrestricted parking. Westside, 2 HP 8am-6pm Mon-Fri, Permit Holders Excepted Area 13
Side streets	-Wellesley Street- public local street -approx.10m wide. -Mungo Scott Place- private street -serving Floor Mill unit/businesses-approx. 6-8m wide.

The following works were initially proposed under consultation and are illustrated on the plans shown in **Attachment 1**.

Edward Street at Mungo Scoot Place & Wellesley Street, Summer Hill (Plan No. 10228):

- Construct 3 new landscape concrete kerb blister islands to replace some of the painted marked areas in Edward Street;
- Construct 2 new kerb ramps;
- Adjust and partially reconstruct 1 existing driveway and surrounding footpath to accommodate 1 of the new kerb ramps;
- Adjust the existing "Stop" line marking to improve motorist safety (as shown on the plans);
- Adjust 2 existing "No Stopping" zones by approximately 2-3m by relocating 2 existing "No Stopping" signs (as shown on Plans);
- Install any required signs associated with the works;
- Re-mark existing pavement markings where affected by the works.

Parking Changes

It was proposed under the initial plan to adjust 2 of the existing "No Stopping" zones in Edward Street by approximately 2-3m to better accommodate the new kerb ramps and landscaped kerb blisters. However, this proposal will not result in the loss of any legal on-street parking spaces.

Streetlighting

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

Pedestrian Safety

The initial proposal identified alternate means to improve pedestrian safety failing the normal warrants to consider a pedestrian crossing at the intersection in accordance with the *Supplement to Australian Standards AS 1742.10-2009*. It is acknowledged there is a noticeable pedestrian desire line at this intersection connecting to and from the Flour Mill. Pedestrian numbers were observed to be between 17-34 per hour in 3 separate occasions of the day. 1 of the 3 occasions only showed the required number of pedestrians per hour needing to be equal to or over 30 pedestrians per hour, under the warrant. However, traffic volumes were observed to fall short of the required minimum of 500 vehicles per hour on all occasions under the warrant. Both minimum pedestrian and traffic volume numbers must be met to consider a pedestrian crossing.

In view to the above, and with concerns raised by residents to consider further traffic safety measures in the area due to likely future developments, it is proposed that the kerb blister islands to the northside of the intersection be repositioned to accommodate and facilitate a

possible future pedestrian crossing. These modifications have been incorporated into amended revised plan 12088 version (A) in **Attachment 2**.

No further car spaces are removed under this amended proposal. The motorcycle parking would be reduced from 4 bays to 2 bays. It has been viewed that motorcycle parking has not been effectively utilised and was initially introduced in compromise to provide added sight view of traffic from vehicles coming out of Mungo Scott Place.

FINANCIAL IMPLICATIONS

The proposed physical works to the intersection of Edward Street and Wellesley Street/Mungo Scott Place is estimated at \$35,000 and will be constructed under the Capital Works Program for the financial year 2023/2024.

PUBLIC CONSULTATION

Letters containing the initial proposal per plan 12088 (**Attachment 1**) were mailed out to 188 residing occupants and non-residing owners of households and unit apartments as shown in the consultation area below to seek comments. Consultation letters were sent out on 24/11/2022 and closed on 15/12/2022



(4) Submissions were received, all in support of the works but three submissions raised concerns on whether certain aspects of the proposal fulfill traffic or pedestrian safety, or that further traffic/pedestrian safety measures be incorporated.

See below officer response to resident comments.

Resident comments	Officer response
This work will complete the temporary measure which has introduced a much-improved level of safety for both motorists & pedestrians living in the vicinity of the Mungo	Noted. The amended proposal Plan 12088 (A) - attachment 2 shall further enhance

<p>Scott Flourmill.</p> <ul style="list-style-type: none"> • Serious rat ran, speeding, traffic calming, cars turning from Old Canterbury Road with high speed, they asked council to consider this speeding issue. • Dip at Edward St due to dish drain, traffic from Wellesley St to Edward St has to nose out" into Edward St right making difficult & dangerous. • Regularly beeped by speeding cars to see a vehicle poking out of Wellesley St. 	<p>traffic/pedestrian safety in the area.</p> <ul style="list-style-type: none"> • 85 percentile speeding in the area was recorded below the 50 km/h speed limit. There is a low reported accident history in the last 5 years through Edward Street. At this point of time, it is considered that there is no justification to provide further traffic calming in the area. Should a pedestrian crossing be added near to the intersection in future, this will assist in traffic calming through Edward Street. • Regarding the dish drain, the "Stop line" will be set back 0.7m to avoid/prevent vehicles from nosing out to far into the travel lane. DIP sign(s) could be considered separately to better warn motorists of the dish drain ahead in Wellesley Street. • Visual clearance will be increased by another 2.2m to the right- hand side corner of Edward Street at Wellesley Street.
<ul style="list-style-type: none"> • Encouraging crossing on the southern side with proposed kerb ramps at 32 Edward St is dangerous & hazardous from a vision of vehicle. The north side crossing point near the bike parking has a better vision of Traffic. 	<ul style="list-style-type: none"> • Pedestrians are also observed to cross-over on the southern side with no kerb ramps present. Proposing kerb ramps on the south side provides a better facility for pedestrian to cross-over and aligns to provide a safer/improved movement at right angles across the road. The proposed kerb blister to the southwestern corner assist to provide better refuge to pedestrians. Pedestrians can select which side of the intersection to cross over.
<ul style="list-style-type: none"> • These works are not sufficient to improve pedestrian safety on Edward Street. • Cars travelling very quickly down Edward Street, as a short cut from Old Canterbury Road, suggestion for a speed hump and pedestrian crossing. 	<ul style="list-style-type: none"> • The amended proposal Plan 12088 (A) - attachment 2 shall further enhance traffic/pedestrian safety in the area. • The amended proposed plan has been made to accommodate any future pedestrian crossing, if required, and assist in further traffic calming in the area. • Additional 'Pedestrian' warning signs on both sides of the street on approach to the intersection could be considered separately to enhance warning of pedestrians ahead.

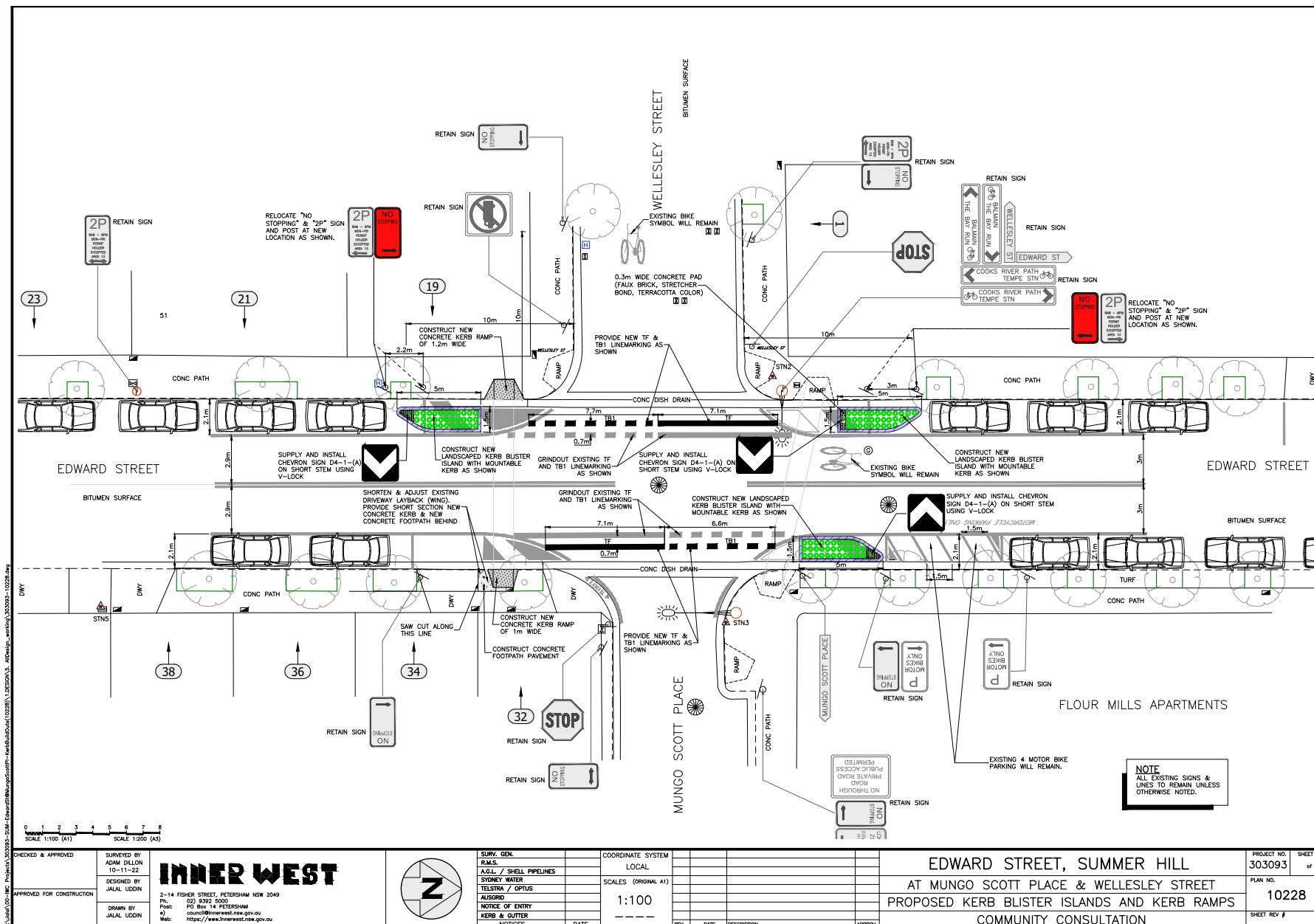
Residents that have made submissions will be notified on the amended plan changes to the intersection.

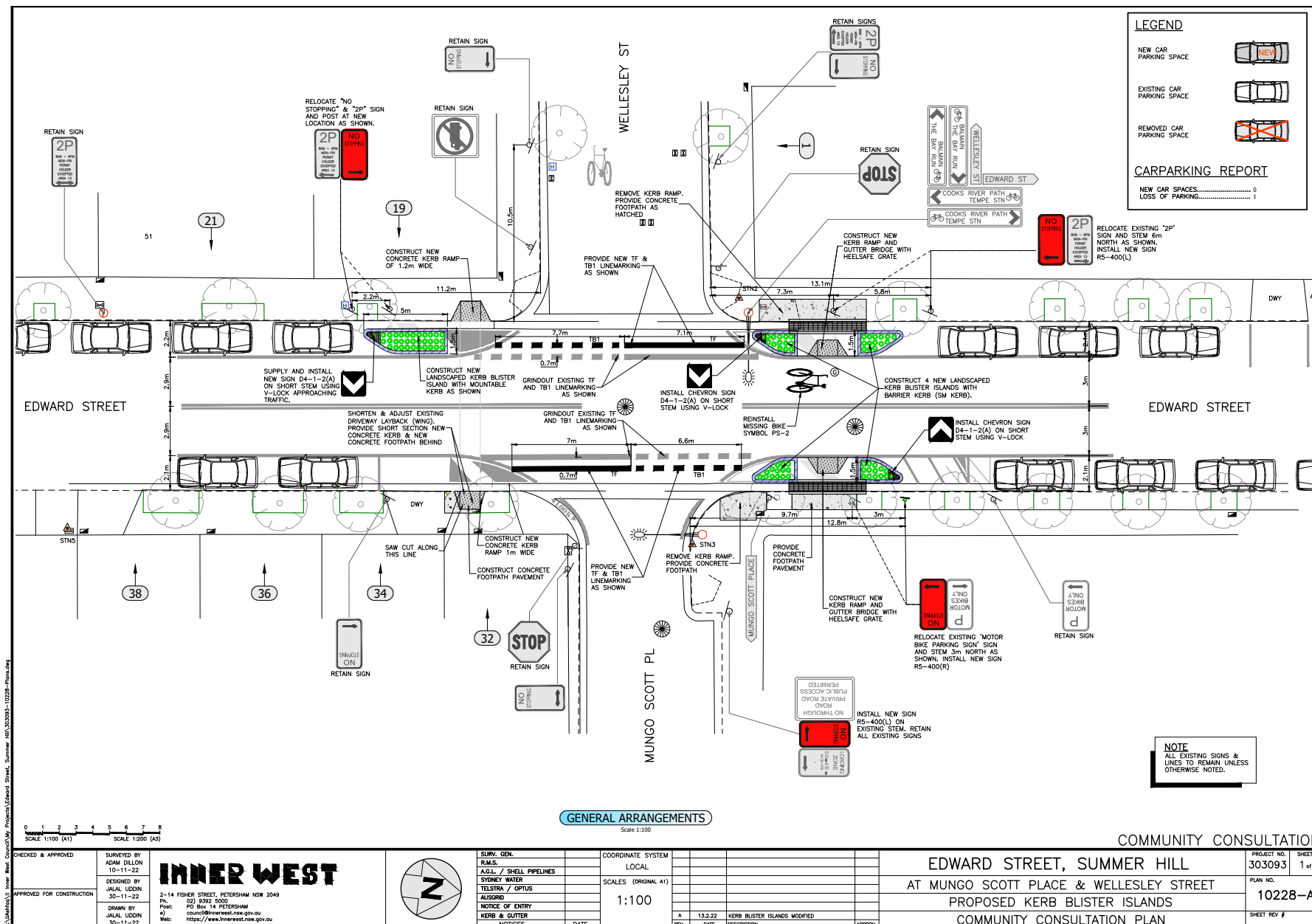
CONCLUSION

In view of the above, it is recommended that improved treatment works at the intersection of Edward Street and Wellesley Street/Mungo Scott Place be carried out to enhance pedestrian and motorist (traffic) safety as shown on the amended Plan 12088 (Attachment 2).

ATTACHMENTS

1. [↓](#) Initial proposed Plan 10288
2. [↓](#) Amended proposed plan 10288





Item No: LTC0223(1) Item 10

Subject: TRAFFIC MANAGEMENT INVESTIGATION POLICY

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

This is a report recommending endorsement of the Traffic Management Investigation Policy.

Council has prepared a Traffic Management Investigation Policy to be used when assessing the suitability of locations on local and regional roads for traffic management devices. This policy as detailed in **Attachment 1** provides guidance regarding when to initiate investigation and assistance in assessing the need for traffic calming measures to control speeding.

Council has recently undertaken public exhibition of the draft Traffic Management Investigation Policy. The response results indicate that the community generally support the policy. After considering the comments, a review of the draft policy was undertaken with some adjustments to finalise the Traffic Management Investigation Policy.

The Policy aligns with the Strategic Plan Objective 2: Unique, liveable, networked neighbourhoods.

RECOMMENDATION

That the Traffic Management Investigation Policy be supported and adopted.

BACKGROUND

At the June 2022 Local Traffic Committee meeting, a report was considered regarding placing a draft Traffic Management Investigation Policy on public exhibition. The traffic committee recommended as follows which was subsequently endorsed by Council:

1. *That the Committee support the draft Traffic Management Investigation Policy in principle; and*
2. *The draft Traffic Management Investigation Policy be put on public exhibition for a period of 28 days for comment with the results being brought back to the Committee for consideration.*

The Policy was developed to provide guidance regarding when to initiate investigation, taking into consideration whether a Local Area Traffic Management (LATM) Study has been recently prepared, and the number of resident enquiries received by Council. It also includes guidelines to assist in assessing the need for traffic calming measures to control speeding taking into consideration the number of report crashes, traffic volume and speed data.

FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

Council undertook public exhibition of the draft policy in November/December 2022. A total of 13 responses were received through Your Say Inner West and one additional response was received via email. 54% of respondents through YourSay supported the strategy. The single

email response did not support the strategy. The feedback is provided in the Community Engagement Outcomes Report in **Attachment 2**.

Based on the feedback the policy has been adjusted to take into consideration concerns noted regarding the policy not considering the distinctiveness of two-way one lane traffic roads, hence the final policy has been updated to include the following in Section 6.2 Guidelines in assessing the need for traffic calming.

- On roads where there is two-way traffic with only one shared traffic lane the 85th %ile speed (in any direction) must be over 40km/h regardless of the posted speed limit.

ATTACHMENTS

1. [↓](#) Attachment 1 - Traffic Management Investigation Policy
2. [↓](#) Attachment 2 - Community Engagement Outcomes Report



Traffic Management Investigation Policy

Title	Traffic Management Investigation Policy
Summary	This Policy outlines the criteria to be used for assessing requests for traffic management devices on Council controlled streets.
Background	<p>Council receives numerous requests for the installation of traffic management measures to control perceived speeding or high vehicle volumes in local streets.</p> <p>In general, the travelling speed of a vehicle is difficult to quantify from observations, particularly in a narrow road width environment. Speeding by a few vehicles could also give a perception of constant speeding.</p> <p>Similarly, the average volume of traffic is difficult to quantify from observations alone.</p> <p>These requests may therefore require detailed investigation over several months including data collection and warrant checks prior to concept development, modelling, community engagement and approval through the Local Traffic Committee. Once this assessment is completed, funding will need to be considered on a priority basis.</p>
Policy Type	Council
Relevant Strategic Plan Objective	<ul style="list-style-type: none"> Strategic Direction 2: Unique, liveable, networked neighbourhoods
Relevant Council References	<p>Related Policy Includes:</p> <ul style="list-style-type: none"> Integrated Transport Strategy <p>This Policy supersedes:</p> <ul style="list-style-type: none"> Leichhardt Council: Traffic Calming Policy
Main Legislative Or Regulatory Reference	<p>Road Transport Act 2013 Road Transport (General) Regulation 2013 NSW Road Rules Transport Administration Act 1988</p>
Applicable Delegation Of Authority	As per delegations' register
Attachments	Nil

Record Notes	External available document
Version Control	See last page

Document:	Policy	<i>Uncontrolled Copy When Printed</i>	
Custodian:	Traffic and Transport Planning Manager	Version #	Version Final
Approved By:	Director Infrastructure	ECM Document #	
Adopted By:	Council	Publish Location	Intranet/ Internet
Adopted Date and Minute #:		Next Review Date	

1. PURPOSE

The purpose of this policy is to outline the criteria for assessing requests for traffic management devices on Council managed roads.

2. OBJECTIVES

The policy aims to:

- Contribute to road safety outcomes.
- Improve amenity for people walking and cycling.
- Manage public spaces in the public interest.
- Allow Council's limited resources to be prioritised.
- Support the Integrated Transport Strategy of Council
- Support public domain planning initiatives of Council.
- Contribute to the fair, transparent and consistent management of traffic

3. SCOPE

The Policy relates to assessment of traffic management devices on local roads and regional roads under the care and control of Inner West Council. Traffic management on State Classified Roads require the approval of Transport for NSW.

4. DEFINITIONS

Term	Definition
85 th percentile speed	85% percentile speed is used as a design speed, it indicates the speed at which 85 percent of vehicles travel at or less than.
ADT	Acronym for 'Average Daily Traffic'
LATM	Acronym for 'Local Area Traffic Management'
Local Traffic Committee	Committee constituted by Council to enable Council to exercise delegation granted by TfNSW pursuant to S50 Transport Administration Act 1988.
TfNSW	Acronym for Transport for NSW
Traffic management devices	A suite of potential treatments aimed toward the modification of road-user behaviour including but not limited to speed cushions, raised thresholds, movement bans, roundabouts, speed limits and regulatory signage and linemarking.

5. POLICY STATEMENT

The safety, sustainability and efficiency of the transport network is crucial to the liveability and prosperity of the Inner West. Local Area Traffic Management (LATM) studies and the subsequent installation of traffic management devices are a key tool used to improve outcomes for the local transport network including improved safety, access and amenity.

6. POLICY

The following guidelines have been prepared to assist in assessing the need for traffic management measures to control vehicle speeds and volumes.

6.1. Initiation of Investigations

The development, review and implementation of traffic management devices may be commenced through Council initiated LATM studies, through site specific investigations initiated because of resident requests or through Government programs such as the Australian Government Blackspot Program.

It is desirable that traffic management investigations are undertaken on a precinct wide basis through LATM studies noting traffic management treatments considered in isolation may result in traffic diverting and impacting adjacent streets.

In instances where a precinct wide LATM study is not scheduled within 3 years, a site-specific investigation can be considered.

Furthermore, should Council have conducted a LATM study or site-specific investigation in the previous 3 years, no further investigation should be taken on the same matter, unless substantial land use change has subsequently occurred, permanently impacting traffic conditions in the neighbourhood.

For site specific investigations to be initiated through resident requests, the number of requests should indicate a reasonable level of resident support for potential changes in the neighbourhood.

Therefore, a minimum of 5 enquiries or a petition signed by 5 or more residents from different properties in the subject section of the street within a year is required to initiate an investigation.

6.2. Guidelines

The following guidelines have been prepared to assist in assessing the need for traffic calming measures to control vehicle speeding:

- There must be three or more TfNSW reported accidents that have occurred in the previous 5 years **or**
- The volume of traffic (bi-directional) must be greater than 500 vehicles per day **and**
- The 85ththile speed (in any direction) must be over 44km/h where the speed limit is 40km/h and 55km/h where the speed limit is 50km/h with the exception of roads where there is two-way traffic with only one shared traffic lane the 85th %ile speed (in any direction) must be over 40km/h regardless of the posted speed limit.

The site-specific investigation of traffic management measures to control traffic volumes in a local street, will be considered where peak traffic volumes are more than the environmental capacity of 300 vehicles per hour on a local street or 500 vehicles per hour on a local collector street.

The site-specific investigation of traffic concerns in laneways will be considered on a case-by-case basis.

Raised traffic calming devices should be avoided in streets which have truck volume compositions higher than 5% due to the noise impacts caused by a high volume of truck traffic.

6.3. Consultation

Given the strong community interest in traffic management, the affected community will be consulted on proposed changes that introduce traffic management devices into a street.

Council will generally not proceed with implementation of traffic management treatments in isolation from a precinct wide LATM study unless at least 60% of respondents, from different households within the subject street section, support the proposal and provided a minimum response rate of 20% of households within the subject street section is achieved to Council's survey.

Proposals will be assessed for technical compliance through the Local Traffic Committee.

6.4. Review of installed traffic management devices

It is acknowledged that following the introduction of traffic management devices by Council or reductions to speed limits by TfNSW, that there will be a transition period during which road users will adjust behaviour to account for the modified conditions by reducing vehicle speeds and/or adopting alternate routes.

In these instances, the consideration of additional traffic management devices will be deferred until traffic conditions have appropriately stabilised. The timeframe for this is expected to be over a period of at least 6-12 months for most physical devices with longer timeframes for signposted speed limit changes.

Once traffic conditions have stabilised, the commencement of a review will be initiated as outlined in this Policy.

Version Control – POLICY HISTORY:

Governance Use only:

Version	Amended By	Changes Made	Date	ECM Document #
1	Traffic and Transport Planning Manager	New policy		
2	Traffic and Transport Planning Manager	Final Policy following public feedback		

INNER WEST



Engagement outcomes report Traffic Management Investigation Policy

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Summary

This Engagement Outcomes Report outlines the feedback received during the community engagement of the draft Traffic management Investigation Policy.

Council undertook the consultation through Council's Yoursay website in November/December 2022 including promotion through the Monthly YSIW update. A total of 13 responses were received.

The main outcomes of consultation are that residents were concerned that the policy may restrict implementation of traffic calming measures due to requirements of support rate, traffic speed and volumes requirements.

Background

Council receives numerous requests for the installation of traffic management measures to control perceived speeding or high vehicle volumes concerns in local streets.

This Policy provides guidance regarding when to initiate investigation, taking into consideration whether a Local Area Traffic Management (LATM) Study has been recently prepared and also the number of resident enquiries received by Council. It also includes guidelines to assist in assessing the need for traffic calming measures to control speeding taking into consideration the number of report crashes, traffic volume and speed data.

Promotion

The opportunity to participate was promoted via Your Say Inner West E-news and homepage.

Engagement methods

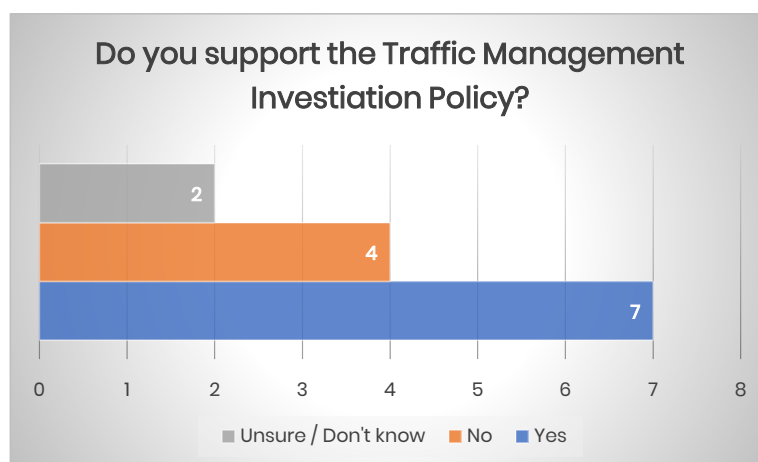
The community could provide feedback online via Your Say Inner West or by direct email or post.

Engagement outcomes

Council undertook the survey through Council's Yoursay website in November/December 2022. A total of 13 responses were received through Yoursay plus one additional response was received via email.

The figure below indicates that 54% of respondents through Yoursay support the strategy. The email response did not support the strategy.

Figure 1 Overall Support for Traffic Management Investigation Policy



Several issues were raised regarding the draft policy as detailed below.

- Suggestion that there should not be a warrant policy for traffic calming as warrants serve as a barrier to installing traffic calming. Traffic calming should be planned in a strategic manner that encourages active travel and discourages car use for short trips and then prioritised by their impact on safety, not as a response to only excessively dangerous conditions. Further, the benchmarks in the policy are too high and will discourage people from walking or cycling.
- Policy seems to relate to concerns of speeding and high road usage, not road usability due to congestion. Congestion on our single lane street . At these times (weekend midday and some evening rush hours), the street can become unusable. Feels like this type of issue is not about speed at all, and overall quantity of cars is only part of the issue. The metrics proposed for analysis may not capture congestion, and therefore miss our problem.
- The focus of the draft policy is driven by vehicle speeds. This is not sufficient. Intersections that a poorly designed will not necessarily trigger an investigation. The policy should include a driver as being pedestrian and cyclist safety.
- Does not agree with requirement of a minimum 60% support rate and 20% response rate. Suggests it should be 51 % of respondents as it may prevent very important traffic management implementation to go ahead. It is also more democratic. The 20% response rate should not be a criteria, rather council should rely on any complaints from residents about severe traffic issues.
- Resident advised that Dibble Avenue, Marrickville is a two way street that has parking on both sides, that can only accommodate a single vehicle driving through the street. Cars will often speed through this street, using Dibble Avenue as a detour to bypass lights on the main roads of Ewart and Wardell Road.
- Unclear from the policy the basis of the traffic levels and other criteria being proposed for assessment. Are these numbers from case studies in the council area? How often does council propose to review them? What would the review process entail? References to studies or documents based on which the criteria have been arrived at would be desirable.
- Resident raised concern regarding pedestrian safety concerns at Foster Street/Lords Road, Leichhardt traffic signals in regard to lack of phase time to allow pedestrians to cross before the red arrow to turn right onto Foster

street turns green. Dangerous as due to proximity of Kegworth Public School.

- Resident suggested that the policy is not in keeping with the Community Strategic Plan (the goal to make walking, riding a bike and public transport easier and safer and the goal to lower private car ownership and VKT) nor with the Integrated Transport Strategy transport user hierarchy.

Officer comments

In regard to the requirement for 60% support rate and 20% response rate, this is considered appropriate as it is not suitable to pursue changes to traffic management of a road without general support and demonstrated interest from residents for a proposal. It is important that residents convey their support for a proposal as opposed to proceeding with a proposal should limited residents contribute during the consultation process.

Concerns raised regarding Foster Street/Lords Road traffic signals have been forwarded to TfNSW who are responsible for traffic signals. Concerns raised regarding Dibble Avenue have been forwarded to the appropriate Council officer for investigation.

In regard to concerns with the policy not taking into account two-way one lane traffic roads, the policy will be updated to include the following;

- On roads where there is two-way traffic with only one shared traffic lane the 85th %ile speed (in any direction) must be over 40km/h regardless of the posted speed limit.

Regarding the suggestion that there should be no guidelines as it forms a barrier to traffic calming, and that the benchmarks for investigation are too high, the Policy is being modified as detailed above to reduce the triggers for traffic calming on narrow roads. It is not considered appropriate to have no guidelines as it would result in an inability to prioritise spending on traffic calming.

Regarding concerns that the policy does not align with the community strategic plan and priorities within the Integrated Transport Strategy, the policy is considered to align with these plans as the policy aims to reduce vehicular speeds thereby supporting pedestrian and cyclist activity. The policy relates to reactive investigations and is one of many policies/plans that Council has including strategic plans such as the Bikeplan, LATMs and PAMP that in

combination aim to meet the needs of the Community Strategic Plan and Integrated Transport Strategy.

Item No: LTC0223(1) Item 11

Subject: **HARRIET STREET, MARRICKVILLE - RESIDENT PARKING SCHEME PROPOSAL (MIDJUBURI - MARRICKVILLE 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

In response to a community petition received by Council from several residents of Harriet Street, Marrickville, Council has investigated the proposal for a Residential Parking Scheme. This report provides the result of the residential parking scheme investigation in Harriet Street, Marrickville.

RECOMMENDATION

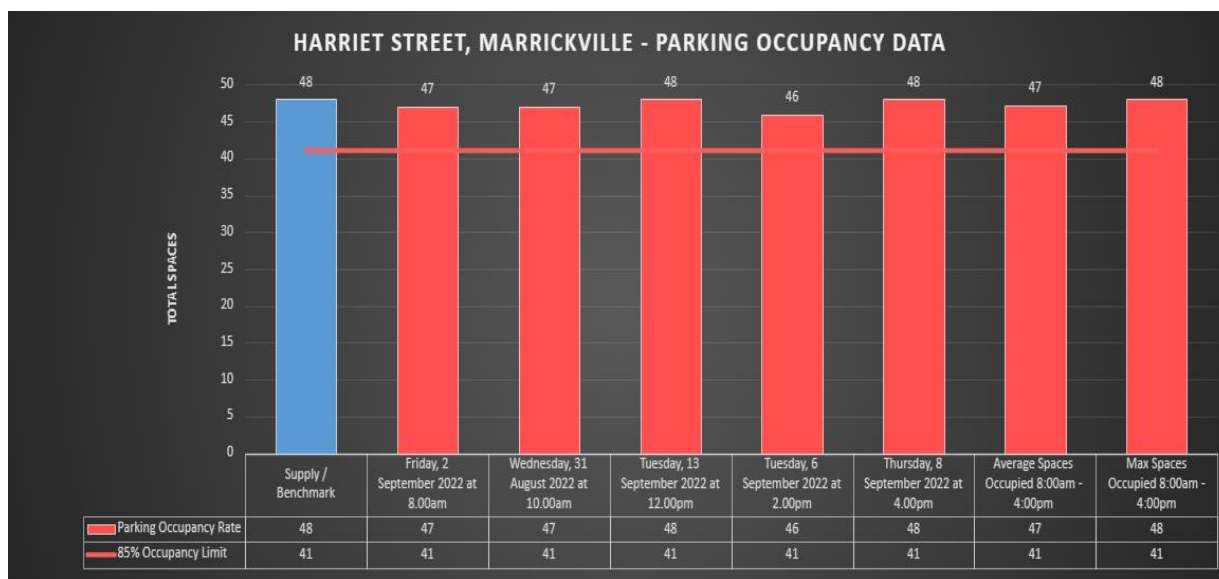
That a proposed '2P 8am - 4pm Mon-Fri Permit Holders Excepted Area M2' Residential Parking Scheme in Harriet Street, Marrickville, be approved for the north side of Harriet Street between Charlotte Ave and no's 22-26 Harriet Street to provide increased opportunities for residents to park within Harriet Street.

BACKGROUND

A number of residents in Harriet Street, Marrickville, have requested the implementation of a Residential Parking Scheme (RPS) within their street. Consequently, parking occupancy surveys were undertaken in Harriet Street in accordance with Council's Parking Scheme Investigation guidelines.

The survey results indicated consistently high parking occupancy levels (in excess of 85%) in the street during the five main survey times of 8.00am, 10:00am, 12.00pm, 2.00pm and 4.00pm. These high parking rates can be directly attributed to the eastern end of Harriet Street encompassing a number of commercial businesses with staff taking up valuable parking spaces. The results are tabled below.

	Supply/ Bench mark	Fri 2 Sept 2022 at 8.00am	Wed 31 Aug 2022 at 10.00am	Tues 13 Sept 2022 at 12.00pm	Tues 6 Sept 2022 at 2.00pm	Thurs 8 Sept 2022 at 4.00pm	Average Spaces Occupied 8:00am - 4:00pm	Max Spaces Occupied 8:00am - 4:00pm
Parking Occupancy Rate	48	47	47	48	46	48	47	48
85% Occupancy Limit	41	41	41	41	41	41	41	41
Parking Occupancy Percentage	100%	98%	98%	100%	96%	100%	98%	100%



As such, the northern side of Harriet Street was chosen for the proposed Residential Parking Scheme to best balance the parking demand for all road users. This is consistent with Council's guidelines to typically have RPS proposed along frontages of eligible residential properties and on one side of the road only.

PUBLIC CONSULTATION

A total of 29 consultation letters outlining the proposal were sent to all properties and their respective owners (where applicable) in Harriet Street, Marrickville. Of the 29 letters sent, eight responses were received. All received responses were in support of the proposal with the consultation results summarised below.

Number of Residential Properties	- 29
Total Responses	- 8
Total Support	- 8
Total Support Rate	- 100%
Total Oppose	- 0
Total Oppose Rate	- 0%
Overall Response Rate	- 27.5%
Overall Support Rate	- 100%

Referencing Council's Resident Parking Policy, a minimum response rate of 30% of households and a minimum of 65% support from respondents are required in order to for Council to proceed with implementation. Given the above results, the response rate did not meet the minimum requirement. However, given that all responses received were in support of the scheme and that the overall response rate only marginally below the minimum response rate, it is recommended in this case that Council support the implantation of a RPS for Harriet Street.

CONCLUSION

Based on the results, the Residential Parking Scheme proposal in Harriet Street, Marrickville, is recommended to be supported.

ATTACHMENTS

Nil.

Item No: LTC0223(1) Item 12
Subject: NELSON STREET, ROZELLE - PROPOSED 'MOTOR BIKE ONLY' PARKING RESTRICTIONS (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns regarding obstructed resident access in George Street for No.58 and No.60 Nelson Street, Rozelle. In order to prevent vehicles impeding resident access whilst making use of this redundant space it is proposed to install 3.7m of 'Motor Bike Only' parking.

RECOMMENDATION

That a 3.7m length of 'Motor Bike Only' parking be installed on the southern side of Nelson Street between the driveways of No.58 and No.60 Nelson Street, Rozelle.

BACKGROUND & OTHER STAFF COMMENTS

Council has received concerns regarding obstructed resident access in Nelson Street for No.58 and No.60 Nelson Street, Rozelle.

The existing kerb space in Nelson Street between No.58 and No.60 Nelson Street is insufficient to accommodate a standard vehicle without impeding resident access to No.58 and No.60 Nelson Street, Rozelle. This location has been historically marked with advisory linemarking indicating 'small car only', however this has not resolved the access issue.

In order to prevent vehicles impeding resident access whilst making use of this redundant space it is proposed to install 3.7m of 'Motor Bike Only' parking.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 12 properties in Nelson Street, Rozelle requesting residents' views regarding the proposal. 1 response was received in objection to the proposal.

The main traffic and parking related concerns raised by the resident are outlined in the below table:

Residents' Comments	Officer Comments
They are three (3) 'Motor Bike Only' parking bays on Darling Street in close proximity to Nelson Street which serves the community adequately.	The existing kerb space between the driveways is insufficient to allow parking of a car whilst maintaining driveway access. This proposal will improve access whilst retaining some parking for motorcycles.
There is already lack of parking bays on Nelson Street and Council's proposal will further add to this problem	
Council should convert the subject parking space to 'Small Cars' Only	Please note that Council does not install 'Small Cars Only' restrictions as it is not enforceable.

ATTACHMENTS

Nil.

Item No: LTC0223(1) Item 13

Subject: KINGSTON ROAD, CAMPERDOWN – PROPOSAL TO FORMALIZE ‘MAIL ZONE’ OUTSIDE 21-25 KINGSTON ROAD (DAMUM - STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Australia Post have requested that Council formalise an existing Mail Zone adjacent to their Street Post Box (SPB) on Kingston Road, Camperdown outside property No. 21-25 Kingston Road to allow Australia Post staff to safely park to clear mail from their SPB. They have specified operational hours for clearing the SPB as 12pm to 3pm Monday to Friday. The proposal to formalise the ‘Mail Zone 12pm - 3pm Mon – Fri’ restrictions and ‘P30 8.30am-12pm 3pm-6pm Mon – Fri 8.30am-12.30pm Sat’ restrictions will provide a space for Australia Post vehicles to safely continue to service their post box and also open the space for additional short term parking for the public.

RECOMMENDATION

That a 6.0 metre length ‘Mail Zone 12pm - 3pm Mon-Fri’ restrictions and ‘P30 8.30am-12pm 3pm-6pm Mon-Fri 8.30am-12.30pm Sat’ restrictions be installed outside No.21-25 Kingston Road, Camperdown.

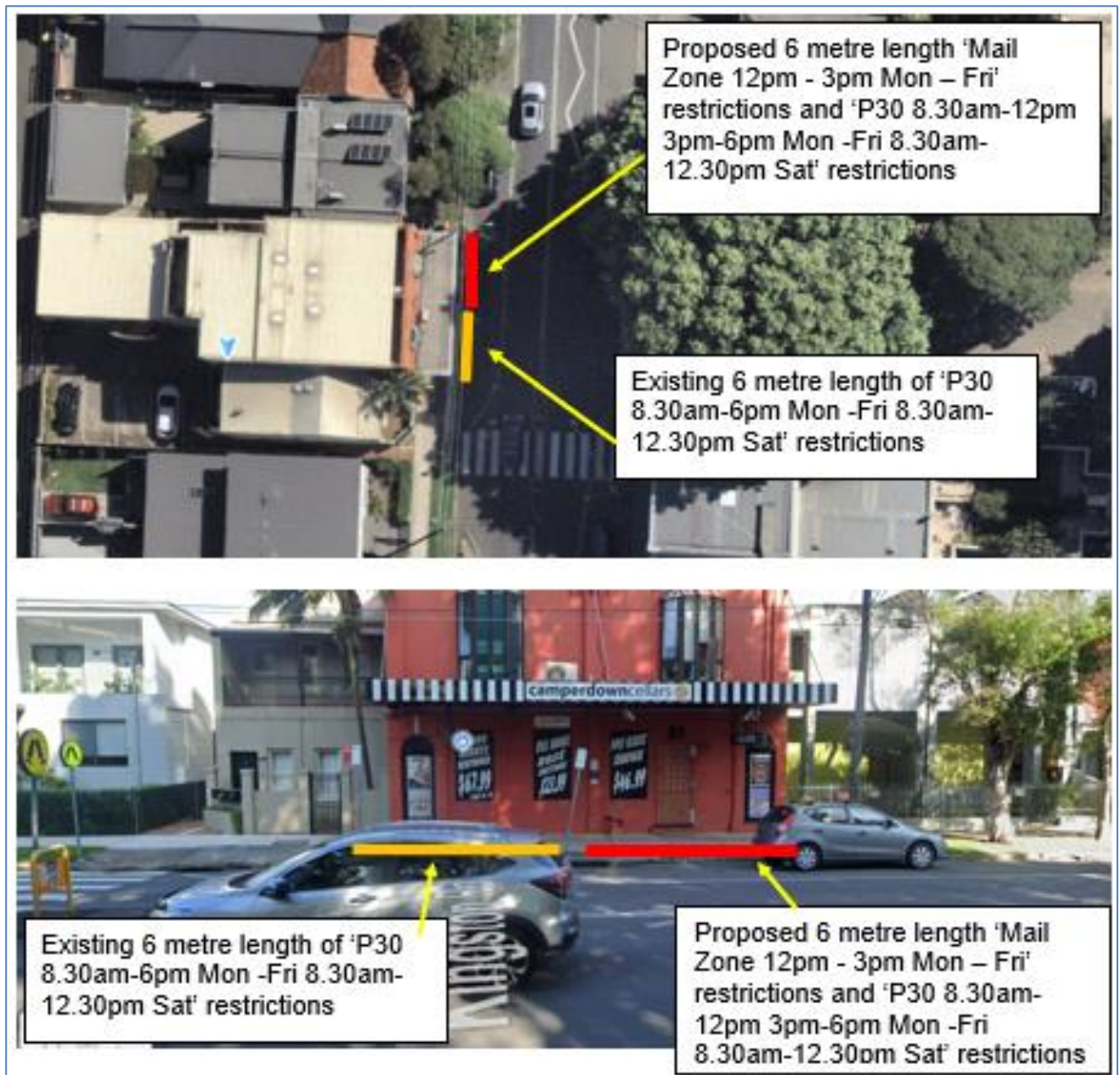
BACKGROUND AND OFFICERS COMMENTS

Australia Post have requested the formalisation of their existing Mail Zone outside property No. 21-25 Kingston Road, Camperdown. They have specified operational hours for clearing the SPB as 12pm to 3pm Monday to Friday. Currently the kerb space on the western side of Kingston Road adjacent to the SPB is unrestricted parking. To address the request and to provide additional short term parking for the adjacent business, it is proposed to formalise the mail zone with the following sign posted restrictions ‘Mail Zone 12pm - 3pm Mon – Fri’ restrictions and ‘P30 8.30am-12pm 3pm-6pm Mon -Fri 8.30am-12.30pm Sat’. Please refer to following diagram.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting is to be funded from Council’s signs and line marking budget

Kingston Road is mainly residential in composition and is classified a Regional Road and part of an important connecting link between Parramatta Road and Stanmore Road and beyond. Traffic volumes on Kingston Road, between Rowley Street and Gilpin Street, are approximately 16,500 vehicles per day and the 85th percentile speed is around 37.9km/h. In the locality there is mostly unrestricted parking on the western side and 2P restricted parking 8am-10pm restrictions for Area M3 permit parking area on the eastern side.



PUBLIC CONSULTATION

Community engagement commenced on 15 December 2022 and closed on 25 January 2023. Twenty-five (25) notification letters were hand delivered to the owners and occupiers within the immediate surrounding area and an email sent to Australia Post and Milestone Pty Ltd. Two responses were received one from Milestone Pty Ltd supporting the proposal and one from a local resident objecting to the proposal, stating general parking in the area is already strained.

The responses and comments are shown below.

Resident/Business comments	Officer Response
(1) Resident in objection. Parking around this street and general area is already very congested and it's becoming more and more difficult to find spaces ...There is already a time	Noted. Australia Post is a Public Utility and requires parking to service and deliver mail. The Mail Zone times are limited to times needed for pick- up and delivery of mail and

restricted parking zone directly opposite the building so adding an additional zone seems unnecessary and a huge added inconveniencewe rely heavily on that space availability.	then open to public for short term parking opportunities.
<p>(1) Business in general support.</p> <p>This submission supports the proposal to formalise the Mail Zone and retain the existing 'P30' time-restricted car parking space adjacent, however requests the following:</p> <ul style="list-style-type: none"> • That a traffic calming mechanism be introduced on the northern side of the pedestrian crossing on the western side of Kingston Road to ensure there is a physical separation between pedestrians and vehicles reversing from the southernmost parking space. • That Council implement additional '30-minute' or '2-hour' time-restricted car parking spaces to the north of the Camperdown Cellars Store on the western side of Kingston Road to provide more opportunities for time-restricted customer parking in proximity to the site • That Council take further action in the monitoring of time-restricted car parking spaces along Kingston Road as these spaces are regularly and illegitimately used for all day parking. 	<p>Noted.</p> <p>The pedestrian crossing just south of 21-25 Kingston Road, Camperdown has a good safety record with only one associated incident in the last 5 years according to a review of the latest TfNSW recorded crash data. Thus, it is not proposed to introduce a traffic calming mechanism on the northern side of the pedestrian crossing.</p> <p>As to the request for additional '2P' parking restrictions on the western side of Kingston Road north of 21-25 Kingston Road, Camperdown please be advised that Council generally does not provide residential permit parking restrictions on both sides of the street and therefore cannot accede to your request. The current '2P 8am-10pm Permit Holders Excepted Area M3' on the eastern side of Kingston Road, between Salisbury Road to Rowley Street was approved in February 2014 as an amendment to the Newtown/ Enmore Parking Strategy completed in 2013.</p> <p>It is noted that it is an enforcement issue if motorists are overstaying any parking time restrictions. Council Rangers can be contacted and be requested to take enforcement action as required.</p>

CONCLUSION

In view of the report above, it is recommended that a 6.0 metre length 'Mail Zone 12pm - 3pm Mon – Fri' restrictions and 'P30 8.30am-12pm 3pm-6pm Mon – Fri 8.30am-12.30pm Sat' restrictions be installed outside No.21-25 Kingston Road, Camperdown in order to provide a space for Australia Post vehicles to safely continue to service their post box and to also open the space for additional short term parking for the public.

ATTACHMENTS

Nil.

Item No: LTC0223(1) Item 14

Subject: PEDESTRIAN CROSSINGS REVIEW - ALL WARDS

Prepared By: Sunny Jo - Coordinator – Traffic and Parking Services - North

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

This report summarises the audit undertaken on existing pedestrian crossings on public roads examining signage and gutter guards that can provide a level access for all pedestrians from the footpath to the platform of the raised pedestrian crossing.

RECOMMENDATION

That the report be received and noted.

BACKGROUND

At the Council Meeting held 23 November 2021, Council requested a report on a pedestrian crossing audit with particular reference to pedestrian crossing signage obstructions and pedestrian gutter crossings being provided on the raised pedestrian crossing to provide a level crossing from footpath to the platform of the raised pedestrian crossing (see figure 1 below).

Council's resolution in full was:

THAT Council:

1. *Note the completion of the draft Pedestrian Access Mobility Plan which has identified \$8M worth of capital works that the new Council consider fast tracking through the development of the 22/23 budget;*
2. *Note that an audit is underway of all footpaths and that funding will be allocated to renew all Condition 4 and 5 (poor) footpaths in 2022/23;*
3. *Commit to working towards making all Inner West footpaths well-maintained, level and accessible so that everyone can safely travel around their local communities;*
4. *Review the draft Urban Public Domain Guidelines, the Tree Master Plan, Local Approvals Policy and advise on changes needed to retain or improve existing footpath accessibility levels;*
5. *Ensure findings from the above steps inform the Disability Inclusion Action Plan 2022-2025 and Council's new Community Strategic Plan;*
6. *Council considers fully funding and fully resourcing the Disability Inclusion Action Plan 2022-2025; and*
7. ***Report on the number of non-compliant crossings in terms of signage and gutter guards at pedestrian crossings and signage poles on footpaths***

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Council staff have subsequently reviewed 163 pedestrian crossing sites with 63 sites were found to be at grade crossings. Of the remaining raised pedestrian crossings, 40 sites were identified to not include a gutter crossing.

It should be noted that the absence of a pedestrian gutter crossing does not indicate non-compliance and pedestrian crossings without these have often been installed due to site

constraints, drainage and/or to accommodate vehicle swept paths which would otherwise lead to damage of any installed pedestrian gutter crossing.

Council is progressively upgrading pedestrian crossings to include gutter crossings where feasible as part of Local Area Traffic Management investigations or individual pedestrian crossing upgrades.

With regard to pedestrian crossing signage and associated signage poles, all pedestrian crossings audited included the necessary pedestrian crossing signage and the associated signage in the footpath was found to be installed with minimum footpath widths maintained.

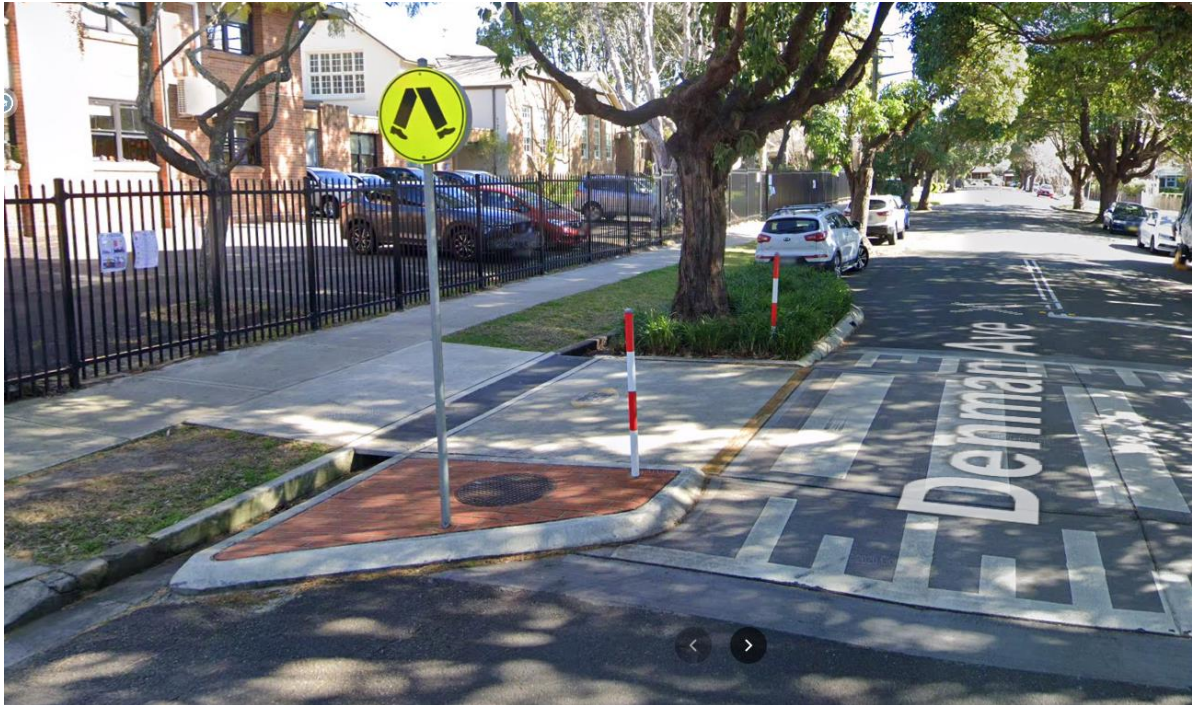


Figure 1 – raised pedestrian crossing with gutter crossing to provide level surface



Figure 2 – raised pedestrian crossing without gutter crossing to allow for heavy vehicle swept path

ATTACHMENTS

Nil.