

DATE: FRIDAY 3 JUNE 2016 AT 9.30am

VENUE: LEVEL 6, ASHFIELD CIVIC CENTRE, 260 LIVERPOOL ROAD, ASHFIELD.

The meeting commenced at 9.30am and concluded at 11.00am.

BUSINESS:

A. Attendances and apologies

B. Ashfield Traffic Committee minutes of 26 April 2016 and Ashfield Council's resolution at its meeting on the 23 February 2016.

"That the Minutes of the Ashfield Traffic Committee held on the 1 April 2016 be confirmed and that the recommendations contained in the Minutes be adopted subject to Council, in relation to Item 002, investigating the issues of the Trinity buses turning left, location of the speed humps and adherence to Stop signs in Queen Street North and Hardy Street."

C. The next meeting of the Local Traffic Committee of the Inner West Council (former Marrickville, Ashfield, Leichhardt local government areas) is at Petersham Administration Centre, 3rd Floor, 2-14 Fisher Street, Petersham, on the Thursday 7 July 2016, commencing at 10.00am.

FORMAL ITEMS:

Items which require the Council administrator to exercise delegation functions.

1. Ashfield Resident Parking Scheme Review-Ashfield & Croydon.	Parking	SH
2. 2P Resident Parking restrictions-William Street, Robert Street, Queen Street & New Street, Ashfield.	Parking	SH
3. 2 P Resident Parking restrictions- Lion Street & Wetherill Street, Croydon.	Parking	SH
4. 2 P Permit parking& No Parking in lane to the south of Smith Street, Summer Hill.	Parking	SH
5. 15 min P parking restrictions, Henry Street-Ashfield.	Parking	SH
6. No Parking –Allum Street, Ashfield.	Parking	SH
7. No Stopping – Hay Street, Croydon Park	Parking	SH
8. Works Zone- Hennessey Street, Croydon.	Parking	SH
9. Annual Spring Cycle 2016- (section through Haberfield) Sunday 16 October 2016	Special Event	SH

10. Annual Food Festivals 2016 (Ashfield, Summer Hill 7,9 October and Haberfield 4 December 2016)	Special Events -temporary road closures	SH
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(SH) – Summer Hill Electorate

INFORMAL ITEMS:

Items progressed with members outside of the formal Traffic Committee meeting and require the Council administrator to exercise delegation functions.

NIL

BUSINESS

A. Attendances and apologies.

Voting members:

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|------------------------|--|
| Mr. Davide Torresan | Acting Chairperson- Inner West Council
- Act. Senior Engineer Infrastructure Design and Traffic Services. |
| Mr. Ryan Horne | Roads and Maritime Services |
| Snr. Const. Sam Thome. | NSW Police Service Traffic section - Ashfield Police Station. |
| Mr. Matt Howard | Representative for Ms. Jo Haylen, State Member of Parliament for Summer Hill |
| Mr Bill Holiday | Representative for Jamie Parker, State Member of Parliament for Balmain. |

Informal advisors:

- | | |
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| Mr. Boris Muha | Inner West Council – Traffic and Projects Engineer, Ashfield. |
| Mr. James Brocklebank | Inner West Council – Traffic Officer, Ashfield. |

Apologies:

NIL

B. Ashfield Traffic Committee minutes and Council resolution.

The minutes of the 1 April 2016 meeting of the Traffic Committee was circulated to members and informal advisors following the meeting and were confirmed.

Ashfield Council at its meeting on the 23 February 2016 resolved:

“That the Minutes of the Ashfield Traffic Committee held on the 1 April 2016 be confirmed and that the recommendations contained in the Minutes be adopted subject to Council, in

relation to Item 002, investigating the issues of the Trinity buses turning left, location of the speed humps and adherence to Stop signs in Queen Street North and Hardy Street.”

C. Next Inner West Local Traffic Committee meeting

The next meeting of the Local Traffic Committee of the Inner West Council (former Marrickville, Ashfield, Leichhardt local government areas) is at Petersham Administration Centre, 3rd Floor, 2-14 Fisher Street, Petersham, on the Thursday 7 July 2016, commencing at 10.00am.

FORMAL ITEMS

Items which require the Council administrator to exercise delegation functions.

ITEM NO: 001

SUBJECT: Ashfield Resident Parking Scheme Review – Ashfield & Croydon.

ELECTORATE: Summer Hill

DESCRIPTION: The Ashfield Resident Parking Scheme was introduced in late 2014. At the time it was introduced it was resolved that it be reviewed in 12 months' time. The review has now been conducted and this report summarises the process conducted and the review outcomes. In conjunction with the review Ashfield Council's Resident Parking Permit Scheme Policy was also reviewed although given the amalgamation of the Inner West Council's adoption of the revised Policy is not recommended at this time.

COUNCIL OFFICERS REPORT:

Review of Ashfield Resident Parking Scheme

In conducting the review the following has been undertaken:

- Target parking occupancy rates have been devised
- Parking occupancy has been surveyed to determine if the resident parking restrictions are resulting in acceptable levels of parking availability on street and if residents are successfully able to find parking
- Numberplate surveys have been undertaken in streets where high occupancy rates have been observed to gauge if the high occupancy is as a result of commuter parking in the street

- Off-street parking availability and permit take up rates have been examined on a street by street basis to gauge the level of need for permit parking restrictions.
- Parking occupancy rates in streets lying on the fringes of the resident parking scheme area have been reviewed to monitor any “shift” in commuter parking activity
- Recommendations for changes have been made for further investigation and consultation

Parking Targets

It is desirable that on-street parking occupancy lie with the range of 50-75% of available spaces. At these levels vacant parking spaces within reasonable proximity to desired destinations can generally be found and good use of the available parking resource is being made. 75% occupancy is the trigger point at which Ashfield Council’s Resident Parking Policy says that a resident parking scheme may be necessary. Where a resident parking scheme has been established it is therefore desirable that parking occupancy within the resident parking zone should be less than 75% of available supply. Resident Parking Schemes within the former Ashfield Council LGA have been introduced with permit parking applying only one side of each street. In reviewing the scheme any street where occupancy levels within the resident parking zone lie above 85% of available supply has been highlighted for possible changes.

If parking occupancy within the resident parking zone drops below 50%, vacant on-street spaces are easy to find. If low numbers of permit holders are also present within the resident parking zone it may be the case that a reduction in the extent of the time restricted zone or an increase in the time restriction might be required to lift the occupancy levels. Any street with a parking occupancy within the resident parking zone below 50% was highlighted for further investigation, particularly if there was low take up of permits and/or high occupancy levels on the unrestricted side of the road.

Where a resident parking zone has been established it is desirable that a reasonable proportion of those parking within the time restricted zone are permit holders. If less than 50% of homes within a street or street section are eligible for permits and if permit take up rates are less than 25% of homes it is considered that the extent of the restrictions or the applicable time restriction may be in need of review.

Parking Surveys

Parking occupancy surveys have been conducted on at least two days in every street within Resident Parking Areas 1, 2 & 6 (Ashfield and Croydon) i.e. within each of the resident parking

areas implemented in 2014. Resident Parking Areas which were implemented at a later date are not part of this review however have also been monitored for completeness of the data.

In each street where average observed parking occupancies in excess of 85% of available supply were found a follow up number plate survey was also undertaken to obtain a better understanding of how many of the vehicles parked in the street on a long term basis appeared to belong to commuters. To undertake these surveys number plates were recorded early to mid- afternoon and checked again in the evening after resident parking restrictions expired. If the number plate was present in the same location in the day and in the evening the vehicle was assumed to belong to a resident of the street, if the numberplate recorded during the day was gone in the evening the car was assumed to be a commuter's, if the number plate was new in the evening it was assumed to be a resident's vehicle returning home after work. The above assumptions are not, of course, entirely accurate however provide a useful picture of the number of vehicles of each category parking in each street.

Where the number plate surveys reveal a high percentage of commuters parking within the resident parking zone it possibly indicates that more enforcement is required to ensure higher levels of compliance or that a reduced time restriction is necessary to encourage greater turnover.

Where the number plate survey shows a low percentage of residents parking in the street it may suggest that the extent of the resident parking restrictions may be too large. For example, it may suggest that there are a low number of residents requiring permits or a low level of awareness of the need to obtain permits.

If the number plate survey reveals high numbers of residents are parking on the unrestricted side of the road it could also show that residents are finding it difficult to find parking on the permit parking side of the street.

Permit Take Up

For each street data has been collected on the number of homes that are potentially eligible for permits. i.e. the number of homes with one off-street parking space or with no off-street parking spaces. In streets where there are a low number of homes that are potentially eligible for permits it may be appropriate to consider removing or reducing the amount of kerb space allocated to resident parking restrictions. This would particularly be the case where parking data shows low occupancy within the resident parking zone. The presence of long lengths of kerb space allocated to resident parking in these streets may make the parking situation worse for residents of the street.

The number of homes potentially eligible for permits has also been compared to the numbers who have actually obtained resident parking permits. Where there is a significant discrepancy between the number potentially eligible for permits and the number who have obtained permits it may indicate low car ownership levels in the street or a low parking demand and again, the need for long lengths of kerb space allocated to resident parking restrictions could be questioned.

If there are high numbers of residents in a street who are potentially eligible for permits or who have obtained permits and if the occupancy rate within the resident parking zone is high there may be a need to consider extending the length of kerb allocated to permit parking.

Review outcomes

After considering data obtained in regard to each of the above areas, recommendations have been made for each street within the resident parking schemes. The outcomes from the review are summarised below:

A'Beckett Avenue:

There are currently 21 residents of the street with resident parking permits. There are 26 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 85% of available parking supply within the resident parking zone with an average of 18.5 permit holders parked within the street including an average of 5 permit holders parked on the unrestricted side of the road. This data suggests that the size of the resident parking zone may be smaller than required and possibly that a higher level of enforcement could be needed.

Alma Street:

There are currently only 5 residents of the street with resident parking permits and only 6 who may potentially be eligible for permits. There are 18 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 47% of available parking supply within the resident parking zone and an average of 95% occupancy on the unrestricted side of the road. An average of 7 permit holders were observed parked in the street. This data suggests that the size of the resident parking zone is larger than required. A reduction in the length of the resident parking zone should be considered. Residents who have permits and who may be eligible for permits are located at the southern end and in the middle of the street and the removal of restrictions other than two smaller pockets of 2P permit Parking restrictions in these areas of the street is recommended.

Arthur Street:

There are currently 18 residences out of 78 homes in the eligible section of the street with resident parking permits and a total of 46 who may potentially be eligible for permits. There are 97 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 36% of available parking supply to the west of Holden Street and 64% of available supply to the east of Holden Street. It should be noted that parking is not permitted on the southern side of the road owing to the road's narrow width. An average of 28 permit holders were observed parked in the street. The low levels of parking activity in the resident parking zone is the greatest concern particularly given the low level of permit take up in the street. A reduction in the length of the resident parking zone or a change from a 2P to a 4P restriction should be considered to encourage greater levels of parking activity. Residents who have permits are scattered along all points of the street so adjusting the restrictions from 2P to 4P may be a more appropriate course of action, particularly given that parking is not permitted on the southern side of the street. This means that visitors and tradesmen must park within the resident parking zone. A 4P restriction gives greater flexibility in on-street parking for such visitors.

Beatrice Street:

Existing average parking occupancy within the resident parking zone is 57% with average parking occupancy on the unrestricted side of the street being 89.5%. There are currently 10 permit holders within the street with an average of 4 permit holders observed to be parked within the resident parking zone. Although occupancy on the unrestricted side of the street is higher than ideal and permit take up is lower than expected parking availability in the street is reasonable and no changes are recommended at this time.

Carlilse Street:

There are currently 18 residents of the street with resident parking permits. There are 34 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 54% of available parking supply within the resident parking zone with an average of 14 permit holders parked within the street. The average parking occupancy on the unrestricted side of the street is very high at 97% of available supply. Despite the above, the data suggests that the size of the resident parking zone is appropriate, given the relatively high number of permit holders in the street, with residents able to find parking relatively easily. No Action is recommended for this street.

Cavill Avenue:

There are currently only 3 residents of the street with resident parking permits. There are 7 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 93% of available parking supply within the resident parking zone with an average of only 1 permit holder parked within the street. Cavill Avenue lies within the commercial zone of the Ashfield shopping district and parking is zoned 1P rather than being unrestricted on the non-permit side of the road. The average parking occupancy on the 1P side of the street is very high at 100% of available supply. This data suggests that parking is difficult to find on either side of the road, no doubt due to the commercial nature of the parking activity in the street. To improve turnover and make parking easier to enforce it is recommended that the time restriction on the permit parking side of the road be reduced from 2P to 1P to match the restriction on the other side.

Hampden Street:

There are currently 8 residents of the street with resident parking permits although there are 40 homes in the street with 29 of these potentially being eligible for permits. There are 14 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 39% of available parking supply within the resident parking zone with an average of 8 permit holders parked within the street. The average parking occupancy on the unrestricted side of the street is high at 83% of available supply however given the isolated nature of the street which lies at the western extremity of the Area 1 resident parking zone it is considered, given the low level of occupancy within the resident parking zone, that a change in the time limit from 2P to 4P may be appropriate.

Heighway Avenue:

There are currently 2 residents of the street with permits. This number, although low, is reasonable given that there are only 14 homes in the street with 8 potentially being eligible for permits. There are 8 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 44% of available parking supply within the resident parking zone with an average of 3 permit holders (including disabled permits) parked within the street. The average parking occupancy on the unrestricted side of the street is also reasonable at 75% of available supply. This data suggests that the size of the resident parking zone is appropriate with both residents and visitors able to find parking relatively easily. No Action is recommended for this street.

Holden Street:

There are currently 26 residents of the street with resident parking permits. There are 27 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 67% of available parking supply within the resident parking zone with an average of 14 permit holders parked within the street. Although the average parking occupancy on the unrestricted side of the street is very high at 98% of available supply this data suggests that the size of the resident parking zone is appropriate with residents able to find parking relatively easily. No Action is recommended for this street although parking observations undertaken in Holden Street between Robert Street and Clissold Street (outside the boundaries of the existing permit parking scheme) have shown occupancy rates of over 90% of available parking supply. It is therefore suggested that this section of Holden Street continue to be monitored once changes recommended in this review have been implemented and when works at the Cardinal Freeman Village have been completed.

Hordern Parade:

There are currently 7 residents of the street with resident parking permits. There are 12 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 79% of available parking supply within the resident parking zone with an average of 4.5 permit holders parked within the street. Parking is not permitted on the eastern side of the street given its narrow width however the above data suggests that the size of the resident parking zone is appropriate with residents able to find parking relatively easily. No Action is recommended for this street.

Hugh Street:

There are currently 10 residents of the street with resident parking permits. There are 34 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 87.5% of available parking supply within the resident parking zone with an average of 9 permit holders parked within the street. The average parking occupancy on the unrestricted side of the street is very high at 102% of available supply (i.e. all spaces full and some vehicles parking across driveways). This data suggests that parking availability in the street is at very low levels despite the presence of the resident parking zone. As the number of permit holders in the street is quite low expansion of the resident parking zone is not recommended. Numberplate surveys show a high percentage of those parked in the resident parking zone are parking appear to be parking on a long term basis and not displaying permits. A higher level of enforcement or more visible enforcement activity in this street is possibly needed.

Joseph Street:

There are currently 22 residents of the street with resident parking permits. There are 27 spaces within the resident parking zone, which covers the eastern side of the street. Parking observations reveal an average on-street parking occupancy of 91% of available parking supply within the resident parking zone with an average of 23 permit holders (including disabled permits) parked within the street. It is noted that an average of 5.5 permit holders parked are parking on the unrestricted side of the road suggesting they are finding it difficult to obtain vacant space on the time restricted side. This data suggests that the size of the resident parking zone may be smaller than required. A number plate survey has also shown quite high levels of what appears to be non-resident parking activity within the resident parking zone despite regular visible enforcement activity in the street. On the basis of the above it is suggested that an expansion of the 2P Permit Parking zone in this street might be appropriate. There is a high concentration of permit holders on the western side of the street immediately south of Arthur Street and creating an additional 10 spaces of Permit parking in this vicinity might be appropriate.

King Street:

There are currently 10 residents of the street with resident parking permits. There are 26 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 58% of available parking supply within the resident parking zone with an average of 4.5 permit holders parked within the street. Although permit take up has been quite low and the average parking occupancy on the unrestricted side of the street is quite high at 87% of available supply this data suggests that the size of the resident parking zone is appropriate with residents able to find parking relatively easily. No Action is recommended for this street.

Lapish Avenue:

There are currently 5 residents of the street with resident parking permits. There are 9 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 94% of available parking supply within the resident parking zone with an average of 4.5 permit holders parked within the street. Lapish Avenue lies close to commercial premises on Liverpool Road and observations suggest high levels of non-resident parking activity on both the restricted and unrestricted sides of the road. The average parking occupancy on the unrestricted side of the street is very high at 100% of available supply. This data suggests that parking is difficult to find on either side of the road. To improve turnover and make parking easier to enforce it is recommended that the time restriction on the permit parking side of the road be reduced from 2P to 1P.

Miller Avenue:

Existing average parking occupancy within the resident parking zone is 91% with average parking occupancy on the unrestricted side of the street being 104% i.e. all spaces full with some parking across driveways. There is currently only 1 permit holder within the street and only 4 homes possibly eligible for permits. Observations reveal an average of 4 permit holders (including disabled permits) parked within the resident parking zone. Given the high occupancy rates on both sides of the street a reduction in the time limit was considered however given the low permit take up this may penalise residents. Removal of restrictions from the street was also not considered appropriate given the location (close to commercial premises on Liverpool Road) as this would lead to even more pressure on the parking supply. This street should continue to be monitored and parking officers asked to consider more visible enforcement activity.

Milton Street North:

There are currently 13 residents of the street with resident parking permits. There are 25 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 50% of available parking supply within the resident parking zone with an average of 6.5 permit holders parked within the street. The average parking occupancy on the unrestricted side of the street is high at 98% of available supply (i.e. all spaces full and some vehicles parking across driveways). Car repair businesses located at the Liverpool Road end of the street are undoubtedly contributing to the high parking occupancy. This data suggests that the size of the resident parking zone is appropriate with permit holders able to find parking relatively easily. No Action is recommended for this street.

Norton Street:

There are currently 22 residences out of 162 homes in the eligible section of the street with resident parking permits with a total of 120 homes that may potentially be eligible for permits. There are 56 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 45% of available parking supply to the west of Holden Street and 48% of available supply to the east of Holden Street. It should be noted that parking is not permitted on the southern side of the road owing to the road's narrow width and there is a large length of Norton Street between Miller Street and Queen Street where no on-street parking is permitted. An average of 10 permit holders parked were observed parked in the street. The low levels of parking activity in the resident parking zone is the greatest concern particularly given the low level of permit take up in the street. A reduction in the length of the resident parking zone or a change from a 2P to a 4P restriction should be considered to encourage greater levels of parking activity. Residents who have permits are scattered along all points of

the street so adjusting the restrictions from 2P to 4P may be a more appropriate course of action, particularly given that parking is not permitted on the southern side of the street. Visitors and tradesmen are therefore required to park within the resident parking zone. A 4P restriction gives greater flexibility in on-street parking for these visitors.

Pyrmont Street:

Existing average parking occupancy within the resident parking zone is 59% with average parking occupancy on the unrestricted side of the street being 100%. There are currently 4 permit holders within the street with an average of 4.5 permit holders (including disabled permits) observed to be parked within the resident parking zone. Permit take up is reasonable given that there are only 13 homes in the street. Although occupancy on the unrestricted side of the street is high there are only 11 spaces on that side of the road and 11 on the time restricted side so this is not overly concerning and parking availability in the street for residents is reasonable. No changes are recommended at this time.

Queen Street:

There are currently 10 residents of the street with resident parking permits. There are 25 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 68% of available parking supply within the resident parking zone with an average of 6 permit holders parked within the street. Permit take up has been quite low and the average parking occupancy on the unrestricted side of the street is quite high at 96% of available supply. The data does however suggest that the size of the resident parking zone is appropriate with residents able to find parking relatively easily. No Action is recommended in this section of Queen Street although it should be noted that there is a separate report in this agenda in regard to expansion of permit parking restrictions into Queen Street south of Robert Street (given high parking occupancies).

Railway Street:

There are currently 2 residents of the street with resident parking permits. There are 8 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 56% of available parking supply within the resident parking zone with an average of 2.5 permit holders parked within the street. Parking is not permitted on the western side of the street given its narrow width however the above data suggests that the size of the resident parking zone is appropriate given that there are only 8 parking spaces in total in the street. Residents and short term visitors are able to find parking relatively easily. No Action is recommended for this street.

Rose Street:

There are currently 46 residents of the street with resident parking permits. There are 42 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 70% of available parking supply within the resident parking zone with an average of 30 permit holders parked within the street. In Rose Street permit parking restrictions are present over all of one side of the street and part of the other. The average parking occupancy in the unrestricted section of the street is very high at 105% of available supply (i.e. all spaces full and some vehicles parking across driveways). This data suggests that parking availability in the street for permit holders is reasonable but very difficult for those without permits. Given that there has been a good take up of permits by residents it is considered that no action is required at this time.

Shepherd Street:

There are currently only 4 residents of the street with permits although there are 21 who may potentially be eligible for permits. There are 23 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 52% of available parking supply within the resident parking zone and an average of 68% occupancy on the unrestricted side of the road. An average of 5 permit holders were observed parked in the street. This data suggests that the size of the resident parking zone is larger than required. A reduction in the length of the resident parking zone should be considered. Residents who have permits and who may be eligible for permits are located at the northern and very southern ends of the street and the removal of restrictions other than two smaller pockets of 2P permit Parking restrictions in these areas of the street is recommended.

The Avenue:

There are currently 21 residents of the street with resident parking permits. There are 21 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 88% of available parking supply within the resident parking zone with an average of 12 permit holders parked within the street. Parking occupancy on the unrestricted side is also high at 80% however given that there are 91 residences within The Avenue with 84 of those potentially being eligible for permits competition for parking in the street is always going to be high. The Avenue is sited adjacent to Cavill Avenue (which is largely commercial in nature) and number plate surveys suggest that a number of those parked in the street may be commuters/office workers. A reduction from a 2P to a 1P restriction within the permit parking zone might be appropriate to increase turnover of non- resident parking.

Thomas Street:

There are currently 11 residents of the street with resident parking permits. There are 30 spaces within the resident parking zone. Parking observations reveal an average on-street parking occupancy of 40% of available parking supply within the resident parking zone with an average of 5 permit holders parked within the street. Parking on the southern side of the street is unrestricted with an average occupancy of 69% of available supply. It is noticeable that parking activity is more intense to the east of Frederick Street. Although occupancy rates within the permit parking zone are low it is considered that the size of the resident parking zone is appropriate and removal of restrictions is likely to create issues given that there are many residences who are eligible for permits but have not yet obtained them. No Action is recommended for this street.

Fringe Streets

Parking occupancy data has been obtained in a number of streets lying on the fringes of the existing resident parking schemes. Further reporting in regard to some of these streets appears in items 2 & 3 of this agenda.

In addition, monitoring has also shown parking occupancy rates above 85% in a number of other streets. These were:

Victoria Street (between Norton Street and Clissold St),
Norton St (between Victoria Street and Prospect Road),
Holden Street (between Robert St and Clissold Street),
Park Ave (between Holden Street and Alma Street) and
Tintern Road (between Norton Street and Robert Street)

There are a number of changes being proposed to existing restrictions which should act to reduce parking pressure on some of these fringe streets. It is also noted that parking pressures in each of the above streets is currently being intensified by construction worker parking associated with extensive building works at the Cardinal Freeman Village. At this point in time it is proposed that these streets continue to be monitoring once changes recommended in this agenda have been introduced.

Resident Parking Policy

In conjunction with the review of the Ashfield Resident Parking Scheme, Ashfield Council's Resident Parking Permit Scheme Policy has also been reviewed. Given that Ashfield, Leichardt & Marrickville Council's have now merged and as each of those Council's has operated resident parking schemes under different criteria it is considered inappropriate to seek adoption

of the revised Policy. The sections which have been amended in the current version of the Policy (dated December 2013) are listed below for future reference if and when a new Policy document for all 3 of the member councils is developed.

A number of minor changes to Ashfield Council's Resident Parking Policy have been made to clarify the intent of the policy and address sections which may be misunderstood or misinterpreted. The intent of the policy remains the same and it continues to be consistent with RMS Permit Parking Guidelines. The policy has been amended at the following points.

- Tense throughout the document has been amended from future to present tense ("will" changed to "is" or "are" as appropriate)
- Additional wording has been added at several points to reflect that an application form must be completed when seeking a permit.
- "Definitions" moved forward in the Policy from section 5 to section 4.
- A Definition for a "Standard Car" has been added (4.8)
- References to "on-site" parking have been changed to "off-street" parking and used consistently throughout the document.
- Eligibility condition 5.1 has been expanded to include the following text "...AND have a street frontage to a length of street with permit parking restrictions on one or both sides AND..."
- Eligibility condition 5.9 has been strengthened to clarify that granny flats will not be entitled to additional permits.
- Wording and title of section 6.1 amended
- Some clarification added to the wording of section 6.2
- Section 6.3 – wording adjusted slightly but intent remains the same.
- Section 6.5 (Temporary permits) – added to advise that temporary permits are not issued
- Section 6.6 (Renewal of Existing Permits) expiry date changed from August to 30 September (to suit former Ashfield Council's rates cycle) with extra text added advising that Council issues renewal reminder notices but that residents who don't reapply for permits may receive parking infringements
- Section 6.7 (Applications received late in the year) – added
- Section 6.8 (Transferral of Existing permits) – additional wording added to the effect that no fee will be charged provided the old permit is returned.
- 6.12 (resident parking permit entitlements) – reference to "Parking Areas 1,2 & 6(Areas 3,4 & 5 are not operational)" removed as it is unnecessary
- 6.13 (Increase/Decrease to maximum Number of Permits allowable in a street) – extra words added to clarify that this clause relates to the number of permits that might be issued to each property. Reference to Clause 6.10 also changed to clause 6.12

- Section 7 (b) amended wording so that parking surveys can be conducted on any typical weekday between 10am and 4pm and not just a Tuesday or Wednesday between 10am and 2:30p.m. References to proposed RPS “area” have also been changed to “area (or street)” to reflect that sometimes resident parking zones are implemented on a street by street basis rather than over a broader area.
- Section 9 (Review Process)

The initial assessment of resident parking permit applications is undertaken by customer services staff, when an application is disputed or “Part B” of the application form (for appeals or non-standard applications) is completed it is then referred to a staff member in the Traffic Team for consideration. The review process in the Policy has been amended to reflect that this initial review of a permit refusal or of the resident parking scheme process may be conducted by a single staff member. Where the resident remains dissatisfied with the outcome of the officer’s review the matter is then reviewed by a panel of three independent staff members.

References in section 9.3 to councillors being able to request that the matter be submitted to Council for consideration have been removed as it was considered excessive and inappropriate for a minor administrative matter. Councillors will merely be advised of the panel’s determination.

COMMITTEE DISCUSSION:

The representative for the State MP Summer Hill advised of resident issues and concerns in Hampden Street with construction activity. These issues will be addressed through consultation with the residents.

The Representative for the State MP for Summer Hill also requested that the Section 9.3 reference in the Resident Parking Scheme Policy be considered to be retained, and not removed, in conjunction with the development of any new Resident Parking Scheme Policy for the new Inner West Council.

COMMITTEE RECOMMENDATION:

- 1. That the matters included in the review of the Resident Parking Permit Scheme Policy be noted and considered in conjunction with the development of any new Resident Parking Scheme Policy for the new Inner West Council.**
- 2. Parking officers are asked to provide more visible enforcement activity within Permit Parking zones particularly in Hugh Street and Miller Avenue.**

3. That the following matters be the subject of further reporting to the Traffic Committee (for approval of any changes) following consultation :

- Residents of A'Beckett Avenue be consulted regarding the option of extending the resident parking zone into part of the eastern side of the street
- Residents of Alma Street be consulted regarding the option of reducing the length of the resident parking zone to around 12 spaces located within the middle and southern ends of the eastern side of the street
- Residents of Shepherd Street be consulted regarding the option of reducing the length of the resident parking zone to around 12 spaces located at the northern and southern ends of the eastern side of the street
- Residents of Hampden Street, Arthur Street & Norton Street be consulted regarding the option of changing the time restriction from 2P Permit Parking to 4P Permit Parking
- Residents of Cavill Avenue, The Avenue & Lapis Avenue be consulted regarding the option of changing the time restriction from 2P Permit Parking to 1P Permit Parking on the time restricted side of the street
- Residents of Joseph Street be consulted regarding the option of extending the resident parking zone by approximately 10 spaces into part of the western side of the street, south of Arthur Street

ITEM NO: 002

SUBJECT: 2P Resident Parking Restrictions – William Street, Robert Street, Queen Street & New Street, Ashfield

ELECTORATE: Summer Hill

DESCRIPTION: In February 2016 Ashfield Council resolved to consider a resident parking scheme for William Street. Rather than considering William Street in isolation, surrounding streets which also experience worker/commuter parking problems have been included in the investigations. This report summarises the outcomes from the investigation and consultation processes.

COUNCIL OFFICERS REPORT:

Council officers have undertaken parking investigations and community consultation with a view to expanding the Ashfield Resident Parking Scheme into William Street, Robert Street

(between Holden St and Victoria Ave), Queen Street (between Robert St and Clissold St) and New Street.

These streets lie at the southern extremity of Area 1 of the Ashfield Resident Parking Scheme. The streets are within close proximity to the Sydney Private Hospital and the Cardinal Freeman Village. In addition they lie within a 1km walk from the Ashfield Station and since the introduction of the Ashfield Resident Parking Scheme parking pressures have intensified, this is being further exacerbated by ongoing large scale construction activity at the Cardinal Freeman Village and other building works at 32-36 William Street.

Parking Surveys

On-Street parking surveys conducted over several days and times have revealed average on-street parking occupancies within each of the subject streets to be well in excess of 75% of available supply i.e. vacant parking spaces are very difficult to find with parking in No Stopping zones and across driveways observed to be common place. A number plate survey conducted during both business and after hours has revealed that almost 50% of the vehicles parked in the subject streets during the day are not present in the street in the evening. i.e. they would appear to belong to commuters or other daytime visitors to the street. The numberplate survey has also revealed significantly lower parking occupancy rates in the evening (64% evening occupancy as opposed to 89% occupancy overall during daytime hours).

Off-street parking surveys reveal that for the 125 dwellings in the streets there are some 113 off-street parking spaces i.e. a large number of residences, particularly in William St and New Street have no off-street parking or one off-street parking space. There is therefore a high potential demand for resident parking permits from residents of the streets.

Consultation

All residents of the subject streets have been consulted for their views in regard to the potential introduction of a 4P resident parking zone on one side of each street. There have been responses from 33 residences with 23 of those (70%) expressing support for the introduction of Permit parking restrictions. 19 of the respondents have advised that they would like the restrictions to apply 8am to 6p.m Monday to Friday. It should be noted that the former Ashfield Council had adopted a 2P parking restriction elsewhere within the Ashfield Resident Parking Scheme Area. A 4P restriction was proposed for these streets to indicate that these streets would act as a transition from the permit parking zone to unrestricted parking further to the south. Given that the streets lie almost a kilometre from the Ashfield CBD it was considered unlikely that office workers in the CBD would walk that distance to move their cars at lunchtime to avoid fines for overstaying the 4P limit. A number of the respondents have however raised concerns about the option of a 4P restriction suggesting that a 2P restriction would be more appropriate and pointing out that many of those parking in the streets work at the nearby hospital or on the Cardinal Freeman building site. The resident's feedback is considered valid

and for this reason a 2P restriction is now considered a more appropriate option and more likely to be effective in maximizing parking availability on-street for residents.

Several of the respondents have also commented that parking congestion has only become acute when works commenced on the Cardinal Freeman Building site and that once those construction works are complete the need for the restrictions may disappear. It is therefore proposed that the parking restrictions be introduced but reviewed in consultation with residents at the completion of works on the Cardinal Freeman Village.

No Stopping zone on the dog-leg in William Street

Given increased parking pressures in William Street and its narrow width Ashfield Council recently resolved to install No Stopping restrictions on “both sides of the bend in William Street, Ashfield, from outside No.22 to across the rear driveway of the Sydney Private Hospital, and from outside No.21 to outside No.17”.

Prior to consideration of the matter by Ashfield Council a shorter length of No Stopping was installed as an interim measure to ensure that two way through traffic flow remained possible and safe along the street. These interim restrictions terminate approximately half way along the side frontage of No. 19 William Street i.e. they don't extend to No.17 as outlined in Ashfield Council's resolution. Residents have been in contact with Council suggesting that the interim measures are adequate and, after inspection, staff were of the same view. As such, no further extension of the No Stopping zone is considered necessary at this time, an outcome which will result in several additional parking spaces for residents of the street.

Outcomes

There is a high level of support for the introduction of resident parking restrictions into the subject sections of Robert Street and Queen Street and into the full length of William Street and New Street, with well over 50% of respondents supporting the introduction of restrictions applying 8am to 6p.m Monday to Friday. Parking observation also support the introduction of restrictions in each street with more than 75% of available parking supply being occupied. Introduction of 2P rather than 4P Permit Parking restrictions are recommended in the following terms.

COMMITTEE DISCUSSION:

Construction activity in the area is causing problems for residents from parking on street. A high degree of properties have no off-street parking. There is a high level of support for resident parking in these streets

The RMS representative raised concern in regard to the street being far from the station, and the occupancy rate and need for other public users (e.g. commuters, police, and hospital staff) to park on the street.

A resident parking scheme would be considered as a temporary solution and the matter can be re-visited once the construction activity is complete. The representative for the State MP for Summer Hill felt that this would be a workable compromise.

The RMS representative further added that resident parking should be based on occupancy rate and not so on resident demand.

The committee concluded that resident parking could be established on a temporary basis until the completion of the Cardinal Freeman Village. The matter in turn would be reviewed in consultation with the residents at the completion of the construction works, with close attention being given to on-street parking occupancies.

COMMITTEE RECOMMENDATION:

1. **That a 2P parking restriction (Permit Holders Excepted – Area 11) applying 8am to 6pm Monday to Friday be established at the following locations on a temporary basis until the completion of development on Cardinal Freeman Village.**
 - (a) **The western side of William Street (noting that no changes to the current extents of the No Stopping zone on the dog leg bend will occur).**
 - (b) **The northern side of Robert Street (between Holden Street and Victoria Avenue).**
 - (c) **The northern side of New Street**
 - (d) **The eastern side of Queen Street (between Robert St and Clissold Street)**
2. **That residents of the above streets be invited to apply for permits.**
3. **That both the need for the restrictions and the applicable time restriction (2P or 4P) be reviewed in consultation with the residents at the completion of construction works on the Cardinal Freeman Village, with close attention being given to on-street parking occupancies.**

ITEM NO: 003

SUBJECT: 2P Resident Parking Restrictions – Lion Street & Wetherill Street, Croydon

ELECTORATE: Summer Hill

DESCRIPTION: A request from residents of Lion Street, Wetherill Street and Highbury Street, Croydon for consideration of resident parking restrictions in their streets.

COUNCIL OFFICERS REPORT:

Council has received several requests in the past year from residents of Lion Street, Wetherill Street and Highbury Street, Croydon for the expansion of resident parking restrictions into their streets. Each of these streets currently has unrestricted parking on both sides. In conjunction with the Ashfield Resident Parking Review parking surveys have been undertaken in these streets which have revealed that parking occupancy levels in Lion Street, Wetherill Street (north and south of Liverpool Road) and Highbury Street are at 77%, 80%, 73% and 57% respectively. Ashfield Council's Resident Parking Policy states that where the occupancy level exceeds 75% the street may be eligible for consideration for resident parking restrictions.

Further investigations have revealed that both Lion Street and Wetherill Street (north of Liverpool Road) have high numbers of homes with a limited supply of off-street parking. In Lion Street there are 26 homes with 25 of those having one or no off-street parking spaces. In Wetherill Street (north of Liverpool Road) there are 32 homes with 16 of those having one or no off-street parking spaces. Both of these streets may therefore be appropriate to consider for the introduction of resident parking restrictions.

Resident consultation has not yet been undertaken however more than 50% of respondents should be supportive of the introduction of resident parking restrictions it is considered that they should be introduced on one side of the street. There are more homes potentially eligible for permits on the west side of Lion Street and on the east side of Wetherill Street. Restrictions should therefore be proposed for those sides of each street. Wetherill Street could be incorporated into the Area 2 Resident Parking Scheme while Lion Street could be incorporated into the Area 7 Resident Parking Scheme.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That:

- 1. residents of Lion Street and Wetherill Street (north of Liverpool Road) be consulted in regard to the potential introduction of a 2P Permit Parking restriction on the west side of Lion Street and the east side of Wetherill Street.**

2. The outcomes of the consultation are reported back to the Traffic Committee with a direction on the matter.

ITEM NO: 004

SUBJECT: 2P Permit Parking & No Parking in the lane to the south of Smith Street, Summer Hill

ELECTORATE: Summer Hill

DESCRIPTION: A request from residents of Smith Street for consideration of Permit Parking and extra No Parking restrictions in the lane at the rear of Smith Street between Spencer Street and Carrington Street.

COUNCIL OFFICERS REPORT:

In March the Summer Hill Resident Parking Scheme was introduced. In conjunction with the introduction of the Resident Parking Scheme former Ashfield Council's original proposal was to introduce "No Parking" restrictions in the lanes at the rear of Smith Street, Nowranie Street and Carrington Street to ensure that commuter parking activity did not shift into these lanes. Given that there was a lot of resident opposition to the introduction of "No Parking" in the lanes Ashfield Council resolved to install "No Parking" signs only at critical locations in the lanes such as at intersections and tight bends where property access would be significantly impacted by parked vehicles.

It is evident that there has been an increased amount of long term commuter parking activity in the unnamed lane to the south of Smith Street since the introduction of the Resident Parking Scheme. Council has received feedback from residents with access to/from the lane suggesting that further restriction of parking in this section of the lane is required to ensure residents are able to access their off-street parking spots.

To address these concerns residents have been asked for their feedback on a proposal for a mix of 2P parking (Area 12 permit holders excepted) coupled with some additional "No Parking". Responses, including a petition from 10 residents, have welcomed the introduction of additional restrictions although there has been mixed feedback in regard to the extent of any permit parking restrictions. While there is a general desire for some parking to be retained in the lane for residents there is concern that any permitted parking may block access to garages/property access points. After considering the feedback and reviewing the location of property access points it is considered that the following changes are appropriate.

- A No Parking restriction to remain in place over the full length of the lane on its southern side between Spencer Street and Carrington Street

- A 2P Permit Parking restriction to be introduced on the northern side of the lane at the rear of No's 72-76 & No's 62-66. The balance of the northern side to be signposted No Parking

The 2P restrictions would apply 8a.m to 6p.m Monday to Friday (as has been installed elsewhere in the Summer Hill Resident Parking Scheme Area). The "No Parking" restriction would apply on a full time basis.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That a 2P parking restriction (Permit Holders Excepted – Area 12) applying 8am to 6pm Monday to Friday be established on the north side of the lane to the south of Smith Street at the rear of No's 62-66 and 72-76.
2. That a "No Parking" restriction apply over the remainder of both sides of the lane (between Spencer Street and Carrington Street).

ITEM NO: 005

SUBJECT: 15min P parking restriction, Henry Street – Ashfield

ELECTORATE: Summer Hill

DESCRIPTION: Requests have been received from residents of Richmond Avenue for measures to reduce parking problems associated with the operation of the Infants Home in Henry Street. The residents advise that staff parking for the day and parents dropping off and picking up children are using Richmond Avenue. The residents have requested a resident parking zone in their street.

COUNCIL OFFICERS REPORT:

Investigations reveal that most homes in Richmond Avenue have off-street parking for two or more vehicles. Accordingly, few residents would be eligible for resident parking permits so a resident parking scheme is unlikely to be appropriate or well received by the residents.

Council has written to the management of the Infants Home to advise them of the concerns. The Infants Home have responded by advising that they are aware of the resident's concerns and have taken steps to ensure that parking is available on-site for drop off and pick up

purposes by instructing staff not to park in the off-street parking area. This has the unfortunate consequence that the off-street parking spaces are underutilised at most times of the day.

Discussions with the Infants Home Manager have also confirmed that two disabled parking spaces that were created on-street to facilitate drop off/pick up of disabled students during recent construction activities on the site, are no longer required. It is therefore proposed to remove these spaces and replace them with a 15min P parking restriction. This will act to ease pressure on the off-street parking supply at the Infants Home which will allow the Infants Home to dedicate more space off-street for staff parking which will, in turn, reduce parking pressure in Richmond Avenue.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That 15min P restrictions applying 7:30am-10am and 3:30pm to 5:30pm Mon-Fri be introduced in place of the existing disabled parking spaces on the northern side of Henry Street outside The Infants Home.

ITEM NO: 006

SUBJECT: No Parking - Allum Street, Haberfield

ELECTORATE: Summer Hill

DESCRIPTION: A request from a resident of Walker Avenue for No Parking restrictions to be introduced in Allum Street to facilitate ease of property access.

COUNCIL OFFICERS REPORT:

In conjunction with works associated with the WestConnex Project the consortium proposes to close Allum Street between Wattle Street and Walker Avenue. At present, most of Allum Street is zoned either No Stopping or No Parking however there is currently a length of approximately 3 parking spaces on the east side of this section of Allum Street which is unrestricted.

It is understood that these spaces remained unrestricted to provide parking for residents of home units fronting Wattle Street who had no off-street parking. Those units have since been resumed by WestConnex so retention of the spaces is of little merit.

Two of the 3 responses received have been supportive of the change.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE'S RECOMMENDATION:

That "No Parking" be introduced in place of the remaining 3 parking spaces on the east side of Allum Street opposite the property access for No.34 Walker Avenue.

ITEM NO: 007

SUBJECT: No Stopping - Hay Street, Croydon Park

ELECTORATE: Summer Hill

DESCRIPTION: A request has been received for an extension to the No Stopping restriction on the east side of Hay Street to improve safety for traffic entering and exiting the street at Georges River Road.

COUNCIL OFFICERS REPORT:

At present there is a No Stopping zone of 10m in length on either side of Hay Street south of Georges River Road. Vehicles frequently park on both sides of Hay Street beyond the No Stopping zone which restricts the available carriageway on Hay Street to less than 6m. This creates a hazardous situation as vehicles exiting Georges River Road are often doing so at relatively high speeds due to the speed and/or volume of traffic on Georges River Road.

To improve safety for traffic entering and exiting Hay Street it is proposed to extend the No Stopping zone on the east side of Hay Street by another 10m. This will give more space for vehicles entering and exiting the street to pass.

Residents on either side of Hay Street near the intersection have been notified and raised no objection to the change.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That the No Stopping zone on the east side of Hay Street be extended by 10m in a southerly direction.

ITEM NO: 008

SUBJECT: Works Zone – Hennessey Street, Croydon

ELECTORATE: Summer Hill

DESCRIPTION: A request from contractors undertaking work for PLC Croydon for a Works Zone on the north side of Hennessey Street near its intersection with College Street.

COUNCIL OFFICERS REPORT:

Staff met with the contractor undertaking the work on Thursday 19 May. The contractor was originally seeking a Work Zone of 20m in length for a period of 4 months however after discussion the Contractor agreed to amend their proposal to seek a Work Zone for 3 x periods of 10 days over a 3 month time frame. The Works Zone is required to facilitate activities such as concrete pours and site deliveries to the eastern end of the building site. These activities are unable to be achieved from within the site or via from the sites other Work Zone in Meta Street (at the western end of the site). At times when the Work Zone is not required the contractors have agreed that the kerb space will be returned to the pre-existing 1P parking meaning the impact on on-street parking availability is significantly reduced. The contractors also seek closure of the footpath on the west side of College Street (for a period of 7 months). A footpath is available on the east side of College Street and pedestrians will be redirected to use that footpath. The installation of a Class B hoarding over the footpath on the north side of Hennessey Street (for a period of 7 months) is also proposed to ensure that pedestrian access is maintained along the northern side of Hennessey Street and their safety ensured.

As the Committee will recall, there was a significant level of opposition to the loss of parking resulting from temporary changes to facilitate the Croydon Station upgrade works. In particular there were strong objections from shopkeepers to the loss of parking on the northern side of Hennessey Street as a result of the relocation of the pedestrian crossing. At the last Traffic Committee approval was given to the temporary removal of the pedestrian crossing during the works (given low levels of usage by pedestrians) this enabled approximately 10 parking spaces to be reinstated. The Works Zone application now under consideration will remove 3-4 of those parking spaces for 3 periods of around 10 days however this is a significantly improved outcome than the original proposal for a Work Zone applying over the full 4 month period.

The Applicant will be required to notify shopkeepers on the north side of Hennessey Street of the work and although there may be some objections to the loss of parking it is considered that the proposal is a good compromise solution and the creation of a Works Zone which applies only when needed is considered reasonable and essential to enable completion of the works on the site.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That a Works Zone of 20m in length be approved on the north side of Hennessy Street to the west of College Street. The Works Zone is to apply for 3 periods of 10 days in September, October and November 2016 with parking reverting to 1P at times when the Works Zone is not required and upon completion of the 3 month period.

ITEM NO: 009

SUBJECT: Annual Spring Cycle 2016 (section through Haberfield)- Sunday 16 October 2016

ELECTORATE: Summer Hill

DESCRIPTION:

Bicycle New South Wales (BNSW), seeks support from Council in regard to the 2016 Spring Cycle Event, to be held on Sunday 16 October 2016.

COUNCIL OFFICERS REPORT:

The Spring Cycle is organized by Bicycle NSW with the support of the NSW Government, Transport for NSW, Transport Management Centre, Roads and Maritime Services, NSW Police, NSW Ambulance Service, St John First Aid, City of Sydney, Sydney Olympic Park, Local Councils and more than 500 trained Bicycle NSW volunteers. www.springcycle.com.au.

The Spring Cycle is Sydney's largest recreational mass community bike riding event that provides an opportunity to travel through Sydney by bike, capturing the city's iconic attractions, landscape and views. Every year, around 10,000 people join the Spring Cycle that starts in North Sydney and continues across the Sydney Harbour Bridge main deck to various finish destinations in Sydney.

This year will again see three ride options as similar to the 2015 event.

- 12km City Ride- Starting at North Sydney and finishing at Pirrama Park, Prymont.
- 50km Classic Ride- Starting at North Sydney, then travelling through the Inner West and finishing at Sydney Olympic Park.
- 100km Challenge Ride- Starting at North Sydney, then travelling through the inner west and finishing at Sydney Olympic Park-incorporates criterium style loops within Sydney Olympic Park.

Bicycle NSW will produce a full Traffic Management Plan in conjunction with the NSW Police and the RMS Transport Management Centre.

The route for both rides through the Haberfield Area of the Inner West Council is as follows: From the City-Leichhardt area, at the end of Lilyfield Road, riders will turn left onto the Canal Road cycleway under the City West Link, before turning right over the new cycle bridge across Hawthorne Canal, turning left along the pathway in Richard Murden Reserve. The route goes up Waratah Street, right at the roundabout at Boomerang Street, left into Mortley Street and across the intersection of Mortley Avenue and Dobroyd Parade into Trimbell Drive (under City of Canada Bay). Various intersections and road cross over points of the route will be controlled by Marshalls and Police.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

No objection is raised for part of the annual Sydney Spring Cycle Event on Sunday 18 October 2015 to run through the Haberfield area of the Inner West Council from Canal Road into Richard Murden Reserve, Hawthorne Parade, Waratah Street, Boomerang Street, Mortley Avenue and then onto Trimbell Drive (City of Canada Bay) subject to Bicycle NSW producing a final Traffic Management Plan approved by NSW Police and the RMS.

ITEM NO: 0010

SUBJECT: Annual Food Festivals 2016 (Ashfield, Summer Hill 7 & 9 October and Haberfield 4 December 2016).

ELECTORATE: Summer Hill

DESCRIPTION: Council will be holding its annual food festival events in Haberfield, Ashfield and Summer Hill this coming October and December.

The events will require lane or road closures similar to as per last year's events for Haberfield and Ashfield, and Summer Hill.

COUNCIL OFFICERS REPORT:

Ashfield Taste of Asia- Friday 7 October 6pm-9pm. Lane closures will be conducted to both sides of Liverpool Road between Knox Street and Hercules Street. Fencing will be erected

along the kerb line of the road to control pedestrian and stall activity on the footway. Bus stops in the area will not be affected.

The northern side kerb lane of Liverpool Road, with no clearway times in the afternoon, will be closed at 6pm, whereas the southern side kerb lane would not be closed until completion of the clearway times at 7pm.

Summer Hill Neighbourhood Feast – Sunday 9 October 10am-4pm. A full road closure will be conducted from Lackey Street (between Smith Street and Carlton Crescent) and Hardie Avenue (from Smith Street to Lackey Street). Hardie Avenue will provide Council car park access only off Smith Street.

The road will be closed from 6am-6pm to set up and dismantle. Traffic will be able to divert via the side streets.

Haberfield Fiesta – Sunday 4 December 10am-4pm. Full road closures will be conducted in Dalhousie Street (between Winchcombe Avenue and Dickson Street) and Ramsay Street (between Gillies Avenue and Kingston Street). **The road will be closed from 6am-6pm to set up and dismantle.** Traffic and buses will be able to divert via the side streets.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That no objection is made, subject to RMS and Police approval/agreement, for Council to carry out lane or full road closures in association with various food festivals during October and December 2016 in Ashfield, Summer Hill and Haberfield. This will be on the provision that Council applies for Road Occupancy Licensing and provides Traffic Management Plans to the RMS for approval in closing the roads.

