

DATE: FRIDAY 5 FEBRUARY 2016 AT 9.30am

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

The meeting commenced at 9.30am and concluded at 11.30am.

BUSINESS:

A. Attendees and apologies.

B. **Ashfield Traffic Committee minutes of 4 December 2015 and Council's resolution at its meeting on the 15 December 2015:**

1/2 That the Minutes of the Ashfield Traffic Committee held on 4 December 2015 be confirmed and that the recommendation contained in the Minutes be adopted.

2/2 That with regards to Item No: 004 Upgrade of the intersection of Armstrong Street/Queen Street/Hardy Street, Ashfield to a roundabout, before any proposal goes to the Traffic Committee public consultation be undertaken.

C. The next meeting of the Ashfield Traffic Committee will be held at 9:30am on Friday 4 March 2016 at Level 6, Ashfield Civic Centre, 260 Liverpool Road, Ashfield.

FORMAL ITEMS:

Items which require the elected Council to exercise its delegation functions.

1. Request for removal of Disabled parking space, 39 Moonbie Street, Summer Hill	Parking restrictions	SH
2. Request for removal of Disabled parking space, 29 Carlton Crescent, Summer Hill	Parking restrictions	SH
3. Request for parking restrictions, Eccles Lane, Ashfield	Parking restrictions	SH
4. Parking Restrictions, William Street, Ashfield	Road safety	SH
5. Traffic Calming in Waratah and Tillock Street, Haberfield	Road safety	SH
6. Resident Parking Zone, Webbs Avenue, Ashfield	Parking restrictions	SH
7. Car share parking space, Moonbie Street, Summer Hill	Parking restrictions	SH
8. Pedestrian Access and Management Plan Study, Ashfield	Pedestrian facilities	SH, S, C
9. Part-time No Stopping along eastside of William Street for rear sub-divide development of 85 Victoria Street, from opposite 31 William Street to Clissold Street, Ashfield.	Temp development parking restrictions.	SH

(SH) – Summer Hill Electorate

(S) – Strathfield Electorate

(C) – Canterbury Electorate

INFORMAL ITEMS:

Items progressed with members outside of the formal Traffic Committee meeting and require the elected Council to exercise its delegation functions. - NIL

BUSINESS

A. Attendees and apologies

Voting members:

Councillor Caroline Stott	Ashfield Council - Acting Chairperson
Mr. Mitchell Wilson.	Representative for Ms. Jo Haylen, State Member of Parliament for Summer Hill

Informal advisors:

Mr. Peter Whitney	Sydney Buses
Ms. Delilah Marta	Ashfield Council – Senior Engineer-Infrastructure Design & Traffic Services.
Mr. Boris Muha	Ashfield Council – Traffic and Projects Engineer

Apologies:

Sergeant John Micallef	NSW Police Service Traffic section (comments forwarded to Council)
Mr. Ryan Horne	Roads and Maritime Services (comments forwarded to Council)
Ms. Jacqui Thorburn	Representative for Ms. Jodi Mckay, State Member of Parliament for Strathfield.
Mr. Colin Jones	ASHBUG (bicycle user group)
Ms. Cathy Edwards-Davis	Ashfield Council - Director Works and Infrastructure

Other Attendees:

Ms C Wigbout & Mr P and Ms C Cook Residents William Street- Item 9

B. Ashfield Traffic Committee minutes and Council resolution

The minutes of the 4 December 2015 meeting of the Traffic Committee was circulated to members and informal advisors following the meeting and were confirmed.

Council at its meeting on the on the 15 December 2015 resolved:

1/2 That the Minutes of the Ashfield Traffic Committee held on 4 December 2015 be confirmed and that the recommendation contained in the Minutes be adopted.

2/2 That with regards to Item No: 004 Upgrade of the intersection of Armstrong Street/Queen Street/Hardy Street, Ashfield to a roundabout, before any proposal goes to the Traffic Committee public consultation be undertaken.

C. Next Ashfield Traffic Committee meeting

The next meeting of the Ashfield Traffic Committee will be held at 9:30am on Friday 4 March 2016 at Level 6, Ashfield Civic Centre, 260 Liverpool Road, Ashfield.

FORMAL ITEMS

Items which require the elected Council to exercise its delegation functions.

ITEM NO: 001

SUBJECT: Removal of Disabled Parking Space, 39 Moonbie Street, Summer Hill.

ELECTORATE: Summer Hill

DESCRIPTION:

Council has received an email from the resident at 39 Moonbie Street, Summer Hill requesting removal of an existing disability parking space outside her property as she has sold the property and does not require it.

COUNCIL OFFICERS REPORT:

The disabled parking space was provided outside 39 Moonbie Street, Summer Hill in February 2008 upon the request from the resident (same resident requesting removal of this space). This space has been continually monitored by the Council at regular intervals since then. Council received an email from the resident stating that she has sold the property and does no longer require the disabled parking space.

Council's officer sent out consultation letters in the vicinity of this property in order to determine if the space was still required. Council did not receive any verbal or written comments from the residents at Moonbie Street, Summer Hill.

The removal of the disabled parking space will create one additional general parking space on the street.

COMMITTEE DISCUSSION:

Police, RMS and the committee members in attendance supported the officer's recommendation. Council officers advised that a regular review (at least 12 months) would be undertaken to determine continuing need of disabled parking zones throughout the Ashfield Council.

COMMITTEE RECOMMENDATION:

That the existing disabled parking space outside 39 Moonbie Street, Summer Hill, be removed and the subject kerb space be made unrestricted parking.

ITEM NO: 002**SUBJECT: Removal of Disabled Parking Space, 26 Carlton Crescent, Summer Hill.****ELECTORATE: Summer Hill****DESCRIPTION:**

Council has received an email from the resident at 26 Carlton Crescent, Summer Hill requesting removal of an existing disability parking space outside his property.

COUNCIL OFFICERS REPORT:

The disabled parking space was provided outside 26 Carlton Crescent, Summer Hill in July 2007 upon the request from the resident. This space has been continually monitored by the Council at regular intervals since then. Council has received an email from the current resident stating that the space has now become redundant.

Council's officer sent out consultation letters in the vicinity of this property in order to determine if the space was still required. Council did not receive any verbal or written comments from the residents. The removal of disabled parking space will create an additional general parking space on the street.

Council will be shortly introducing a Resident Parking Scheme in Summer Hill, and the subject kerb space will be signposted with 2P resident parking 8am-6pm Mon-Fri (Area 12).

COMMITTEE DISCUSSION:

Police, RMS and the committee members in attendance supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That the existing disabled parking space outside 26 Carlton Crescent, Summer Hill, be removed and the subject kerb space be made 2P 8am-6pm Mon-Fri., Authorised Permit Holders Excepted (Area 12).

ITEM NO: 003**SUBJECT: Request for introducing parking restrictions, Eccles Lane, Ashfield****ELECTORATE: Summer Hill****DESCRIPTION:**

Council has received multiple requests on various occasions with regards to vehicles parking on both sides of Eccles Lane, Ashfield and obstructing the access to and from this lane.

COUNCIL OFFICERS REPORT:

Eccles Lane provides two way access between Elizabeth Street and Eccles Avenue, Ashfield. It is 4.5m to 5.0m in width and currently does not have any parking restrictions. This lane also provides the access to four garages in the lane, one on western side and three on eastern side.

There have been various instances when vehicles are parked on both sides of Eccles Lane thereby blocking the access through the lane. Council has received four complaints in one week period from various residents in the surrounds of this lane.

Most residents requested to introduce parking restrictions on the laneway. As a result, consultation letters were issued out to the residents in the surrounds of this lane. Council received three written comments and two verbal comments regarding this proposal, all of them being in favour of introducing "No Parking" on one side or either sides of the lane, except for one, that was unclear.

Following the investigations and comments from the residents, it is recommended that "No Parking" be introduced along the western side of this lane thus providing the access to through traffic while still retaining the parking facility along the eastern side.

COMMITTEE DISCUSSION:

Police, RMS and the committee members in attendance supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That the "No Parking" be introduced on western side of Eccles Lane, Ashfield.

ITEM NO: 004

SUBJECT: Parking Restrictions, William Street, Ashfield.

ELECTORATE: Summer Hill

DESCRIPTION:

Council has received several complaints with regard to vehicles parking on both sides along the dog-legged section of the street.

COUNCIL OFFICERS REPORT:

William Street is a two way street between Robert Street and Clissold Street, Ashfield with the width varying between 6.5 – 7.0 m. This street also serves as an access to the Sydney Private Hospital and small semi-trailers to the Hospital use this access quite often. More recently this street has seen an increased number of vehicles parking on both sides of the street and it has been observed that parking on this street has become of premium. Investigations reveal that vehicles are even parking

around the bend making access for garbage collection trucks and emergency vehicles impossible. The situation around this section of the street has made safety concerns obvious.

Council has installed temporary “No Parking” zone around the bend from outside No. 22 William Street to across the rear driveway of the Sydney Private Hospital, and from outside No.21 to approx. 15 metres round the corner at the side of No.15. This is to address the safety issues and assist vehicular access with improved manoeuvrability around the bend. This proposal was sent forth to RMS and Police seeking their consent and both agreed to take immediate actions to ease the situation. Letters were distributed to the residents notifying them about the immediate actions to be taken as a temporary solution to this problem until the time the matter is reported to the Traffic Committee in February 2016. It is therefore after proposed then to extend the zone(s) further to discourage parking around the bend. This would provide a proper and safe environment for traffic movement in the area including that of garbage collection trucks and emergency vehicles. This extended proposal to further the No Parking from the side of No.19 to outside No.17 was also distributed for resident comment in line with the notification to proceed with the temporary measure above. Diagrams were displayed at the meeting for members to view the temporary and extended proposed measures.

Council received five resident responses in total, two being in favour and three in objection with the proposal going ahead. Those residing around the bend were in objection/concern with the proposal, one of them being a holder of disability permit, whilst another requesting modification because that person has been used to parking near his house for many years. A third submission was by a person being happy with the current temporary arrangement, but felt that there was no need for the zone being extended.

Providing the extended “No Parking” zone areas (i.e from outside No.22 and across the rear hospital driveway, and from outside No.21 to outside No.17) will mitigate the safety concerns relating to traffic and will provide room for manoeuvring to the garbage trucks and emergency vehicles. RMS’s general guidelines or parking rules specifies the following in relation to parking around the curve, “When you are parking on a hill or a curve outside a built up area, make sure that someone coming over the hill or around the bend can see your car from at least 100 metres away”. While this is an ideal condition, it is not achievable in this case. Council has tried to minimise the effect on parking giving consideration to the fact that William Street is a low volume and speed environment, and that the extended proposal is put forth as an optimum solution to solve the access problems and hence the safety issues existing on this street.

An alternative option was to provide/maintain two parking space along the side boundaries of 19 and 22 William Street, within the area of the bend, along with the No Parking. This option was also displayed in diagram at the meeting. This option is not considered favourable, as it is negotiating with the safety and accessibility of vehicles manoeuvring around the bend. It is recommended that a long term / permanent solution should be sorted out to avoid people from parking right around the bend and posing threat to the road users.

COMMITTEE DISCUSSION:

Police, RMS and the committee members in attendance supported the officer's recommendation in light of the above report.

COMMITTEE RECOMMENDATION:

That "No Parking" zone areas be permanently installed 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.

ITEM NO: 005**SUBJECT: Traffic Calming in Waratah Street and Tillock Street, Haberfield.****ELECTORATE: Summer Hill****DESCRIPTION:**

A report was provided for the information of Council at its meeting on the 8 December 2015 advising of a Council initiative in response to a community requests, prior to any West Connex information, for traffic calming measures to be introduced in Waratah Street and Tillock Street, Haberfield.

In a overview of the report, it was stated that notice be given to Council, prior to community consultation, of a Council initiative to introduce traffic calming in Waratah Street and Tillock Street, Haberfield. The proposal is independent of the West Connex project. It is intended to consult the community, report the proposal to Traffic Committee and Council for a resolution in early 2016 and complete construction of any approved works prior to June 2016.

In further detail to the above report, Council received a petition in July 2014 from the Haberfield community requesting speed control devices in Waratah and Tillock Streets, Haberfield. Council also received multiple individual requests from Haberfield north area requesting to investigate the possibility of introducing traffic calming in the area.

In response to these requests (and prior to WestConnex information), Council officers commenced investigations, planning and design for local area traffic management in Haberfield north area. Traffic counts were conducted in various locations and a draft concept design was established. Earlier this year, to do something now, some of the speed humps in the area were upgraded as a part of Council's maintenance program as they were deteriorating, as well as some additional line-marking was introduced at selected intersections to try and influence driver's behaviours to slow down. Funding for implementing new devices in Haberfield north area was programmed to commence from 2017/18 under SRV program. Subsequently community consultation on any proposed new devices was delayed to commence closer to funding availability.

Following this, detailed information on WestConnex was released. An opportunity to bring forward funding for these devices to this financial year became available around the same time. This project was considered to be a Council initiative, separate to WestConnex project that would deliver benefits

to residents in Haberfield. The project was therefore progressed with the aim of construction delivery before June 2016. The concept design was reviewed considering the impacts of the proposed West Connex and further design was undertaken to confirm that the proposed devices were possible.

COUNCIL OFFICERS REPORT:

A thorough traffic count survey was carried in mid- 2015 to determine patterns of traffic movement and speeding in the area. Volumes in Waratah Street, between Boomerang Street and Hawthorne Parade registered Annual Average Daily Traffic (AADT) figures in both directions between 2,700 and 3600 and maximum 85 percentile speeds of around 57kph in Waratah Street, east of Tillock Street. Volumes in Tillock Street, between Leamonth Street and Waratah Street registered AADT figures in both directions between 880 and 1030 and maximum 85 percentile speeds of around 60 kph within the mid-span area of Tillock Street, between Leamonth Street and Waratah Street.

A further analysis of the traffic count survey revealed a tendency and desire for traffic to use Waratah Street to traverse between Boomerang Street and Hawthorne Parade to/from Liechhardt and the City East, with primary traffic movement in the east direction. Similarly there is a tendency and desire for traffic (although of lower volumes) to use Tillock Street from Leamonth Street to Waratah Street to Liechhardt and the City East with predominant traffic movement in the south direction.

As a part of this process, consultation was carried out with local residents and businesses in the surrounds of the proposed treatment to install traffic calming devices in Waratah Street and Tillock Street. See copy of letter with accompanying plan and concept designs of devices to these minutes. A total of **150** residents were directly invited to provide comments on the proposal.

In response to the consultation, Council had received and evaluated responses from **27** households/businesses separately with **1** petition from **8** households. **3** of the households in the petition submitted separate submissions. In all it is viewed that **32** household submissions have been received separately and by petition. The submissions were assessed as follows:

- 13** submissions were in full support of the scheme. – (41%) of total submissions
- 3** submissions were in support to the scheme
with certain concerns to aspects of the scheme. – (9%) of total submissions
- 11** submissions were in objection to certain devices
or aspects of the scheme. – (34%) of total submissions
- 5** submissions were in objection to the scheme - (16%) of total submissions.

Received submissions account for approximately 21% over that of residents invited to comment.

Those in collective **support to the proposal** indicated the following reasons for their support:

- Slow down traffic.
- Discourage rat-running and increase in traffic.
- Positive effect on noise and safety levels in these streets.

- Control of traffic and speed particular downhills in Waratah Street and Tillock Street.
- Provide safety to the community in the street environment.
- Control aggressive driver behaviour in the street.

Those collective **in support with concerns and objection** in the scheme raised the following issues.

1. Supportive however prefer full closure of Leamonth Street at Tillock Street.
2. Speed humps need to be constructed in Dalhousie Street and Boomerang Street in approach to the roundabout (intersection of Boomerang Street/Dalhousie Street and Waratah Street) to prevent vehicles speeding through the intersection.
3. Concern to trees being removed.
4. Loss of parking due to placement of speed humps. Seek to request relocation or removal of speed hump element of devices.
5. Speed limit sign of 50 be introduced all along Waratah Street in conjunction with the traffic devices.
6. The proposed centre blister island outside No.15 Waratah Street (corner to Tillock Street) should not be constructed as to the ones in Hawthorne Parade, where vehicles can pass through without negotiating the speed.
7. Speed humps and indented bay parking causing discomfort to wheelchair passengers in accessible vehicles and the movement and parking of such vehicles to properties outside the speed hump/indented parking bays.
8. Speed humps cause noise problems.
9. Speed hump near 47/49 Waratah Street will impact parking and hence businesses.
10. New speed humps have design that are not suitable for old cars.
11. Traffic calming in Waratah Street and Tillock Street will not resolve rat-running in these streets.
12. Prefer angle single lane –slow point device in lieu of a speed hump in Tillock Street.
13. Concerns raised for style of traffic calming in Tillock Street for cyclists and chicane type device in Tillock Street will create more problems than it solves.
14. A roundabout at Waratah Street and Tillock Street may be more beneficial and not produce chronic noise problem.
15. Traffic counter (between Tillock Street and Hawthorne Parade) observed to be snapped during time of survey providing non-valid reading in travel movement and speeding.
16. The roundabout at the intersection of Boomerang Street and Waratah Street, and STOP control at Waratah Street/Kingston Street fail to control, give-way, and stop traffic.

17. The proposal does not content to 'rat-running' and corner cutting from Boomerang Street along Leamonth Street.
18. Many houses have main bedrooms to front of house- impact to sleep is of major concern.
19. The device at the intersection of Leamonth Street and Tillock Street will affect the heritage outlook and ambience with kerb islands and signage to front of property. Rain and debris will go to the middle of the road and cause danger to drivers. Parking will be affected.
20. With Westconnex, heavy vehicle movement will be introduced in Waratah Street with increased noise made upon the speed humps.
21. Has the Westconnex proposal been taken into consideration in line with this proposal? Will the State Government empower to remove the devices if deemed in conflict with its proposal in claim of added traffic detour via Waratah Street? Should Council's proposed action await the determination of the Westconnex Project?

The following comments are offered in response to these issues:

1. Supportive however prefer full closure of Leamonth Street at Tillock Street.

Council is not considering closing off any streets, as this will bear impact on the road network of traffic being disrupted and local resident access being affected. The purpose of the proposal is to traffic calm the area particularly in regard to speeding.

2. Speed humps need to be constructed in Dalhousie Street and Boomerang Street in approach to the roundabout (intersection of Boomerang Street/Dalhousie Street and Waratah Street) to prevent vehicles speeding through the intersection.

Boomerang Street and Dalhousie Street are considered satisfactorily aligned with traffic calming devices. The existing roundabout at the intersection of Waratah Street and Boomerang Street is considered to traffic calm in entry and in alignment to the proposed traffic calming devices in Waratah Street. Any further consideration to traffic calming in Boomerang Street and Dalhousie Street would need to be investigated independently of this proposal.

3. Concern to trees being removed.

Trees along the footway would not be affected. Any kerb islands will be constructed around the trees within the road shoulder area.

4. Loss of parking due to placement of speed humps. Seek to request relocation or the removal of the speed hump device, or removal of the speed hump element of the device (i.e. only allow for road narrowing)

Parking is always of concern, however irrespective of what treatment is proposed, there is always a degree of loss of parking as required to safely accommodate any proper visual and effective traffic device.

Speed humps (with kerb island road narrowing) are considered most effective in traffic control and are designed and positioned to minimise the loss of parking where possible. Where design permits and based on low traffic volumes (i.e. in Tillock Street), indented parking bays are proposed in conjunction with the single lane speed humps or raised platforms.

The speed humps have been strategically located and spaced between themselves and other devices for the following reasons:

- To reduce the optimum speed between speed hump to speed hump, or speed hump to other traffic calming devices.
- The safe placement of speed humps to flatter gradients of the road.
- The position of speed humps in the vicinity of lighting, and where possible, provide for or upgrade lighting to the proposed speed humps and other devices in the area.
- Allow for appropriate advance sighting of the speed humps.
- Place speed humps in near location to intersections for the proper control of traffic in and out of the streets. Where possible, provide speed humps to side properties without jeopardising the maximum spacing between the traffic devices.

The removal of speed hump device or speed hump element of the device will ineffectively provide traffic calming in the area, and make all other devices work more so in isolation. This will not provide for appropriate traffic control and may pose hazard if these other devices are not combined in alignment with the speed hump devices.

5. Speed limit sign of 50 be introduced all along Waratah Street in conjunction with the traffic devices.

Under legislation all local roads (such as Waratah Street and Tillock Street) are regulated under a 50kph speed limit, and that these roads are not required to be signposted with speed limit signage. Appropriate warning signs, keep left, directional hazard marker signs, line marking, raised pavement marking etc will be installed together with the proposed devices for the appropriate control and guidance of traffic through the devices.

6. The proposed centre blister island outside No.15 Waratah Street (corner to Tillock Street) should not be constructed as to the ones in Hawthorne Parade, where vehicles can pass through without negotiating the speed.

The centre blister island outside No .15 Waratah Street (at the eastern side intersection of Tillock Street is proposed to be designed to the type and size similar to the existing device in Queen Street, just south of Pymont Street, Ashfield. The device will be designed of suitable deflection to control traffic movement and speed through the device and around the intersection.

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7. Speed humps and indented bay parking causing discomfort to wheelchair passengers in accessible vehicles and the movement and parking of such vehicles to properties outside the speed hump/indented parking bays.

Council has good intention to proposing indented parking bays where possible to single lane devices in Tillock Street in order to minimise the impact to parking (item 4 above).

Given the situation that a wheelchair person resides in 4 Tillock Street, consideration will be made to examine and modify the proposed straight single lane –slow point with raised platform (speed hump) and indented bay outside No.4 to assist in accessible vehicle movement and access for persons of disability.

The speed humps are intended to be designed to the type and nature as proposed, and not provide severe discomfort to motorists and passengers.

8. Speed humps cause noise and air pollution problems.

Speed humps are intended to be designed to the type and nature as proposed, and not provide severe vehicle override and noise. The speed humps are proposed in strategic spacing between each other or other devices, in near distance to intersections, and in flatter gradient of the roads in effort to minimise noise and air pollution on account of deceleration and acceleration.

9. Speed hump near 47/49 Waratah Street will impact parking and hence businesses.

The speed hump proposed outside 47/49 Waratah Street are outside of shops being a child occupational therapy business (Kids on Top) and a home craft improvement store (HP home Productions). The speed hump is proposed near to the intersection of Dudley Street. The speed hump is designed with kerb islands similar to those in Dalhousie Street for the effectiveness of traffic calming and to facilitate bicycle movement. The kerb island is designed between the driveways of 47 and 49, and is of short length, affecting the parking of 1 nominal size vehicle. The speed hump is away of the main hub of businesses situated on the corner of Boomerang Street and Waratah Street. It is considered there is still ample parking in the vicinity of this speed hump in Waratah Street and around in Dudley Street for the residents and customers.

10. New speed humps have design that are not suitable for old cars.

Speed humps are to be designed to the type and nature as proposed, with nominal design car clearance according to Australian Standards. Vehicles should be able to negotiate the speed humps at lower speeds.

11. Traffic calming in Waratah Street and Tillock Street will not resolve rat-running in these streets.

The general purpose of the traffic calming devices are to control traffic movement and speeding. Rat-running could be arrested to a certain degree, but emphasis is made upon controlling the speed of traffic through these streets.

12. Prefer angle single lane –slow point device in lieu of a speed hump in Tillock Street.

The proposal is to provide for a straight single lane-slow point with raised platform and indented parking bays at the location of No.4 Tillock Street. The raised platform is a speed hump type of less severity but still considered far more effective than an angled single lane-slow point in line with the other proposed devices in Tillock Street.

The design of an angle single lane-slow point at this selected location is viewed to interfere/conflict with driveway/parking accesses and the location of a tree outside No.4.

13. Concerns raised for style of traffic calming in Tillock Street for cyclists and chicane type device in Tillock Street will create more problems than it solves.

Tillock Street is not designated a bicycle route under "*Ashfield Council Cycling Map and Guide*" Cyclists if they wish can use Tillock Street and can negotiate the devices with caution and at low speeds.

The chicane type device or single lane slow point out side No 20 Tillock Street is proposed in strategic distance and position downhill in advance sight view of oncoming traffic from Leamonth Street. The device is opted over that of a speed hump in this steeper section of the street so as not to incur heavy deceleration and acceleration and out of control vehicle movement due to the slope. Appropriate advisory and regulatory signposting, line and device marking, illuminated raised pavement marking and lighting of the street would supplement in the control and guidance of road users through the devices.

14. A roundabout at Waratah Street and Tillock Street may be more beneficial and not produce chronic noise problem.

A roundabout at this "T" intersection is not considered favourable with a minor volume road such as Tillock Street connecting to a higher volume road such as Waratah Street. A roundabout design can incur more parking loss at the intersection and could encourage undesirable traffic movements up and down Tillock Street. A roundabout can incur certain continuing and additional levels of noise from various approach and departure sides of the intersection.

15. Traffic counter (between Tillock Street and Hawthorne Parade) observed to be snapped during time of survey providing non-valid reading in travel movement and speeding.

Traffic counters were placed in other block sections of Waratah Street to determine patterns of traffic movement between Boomerang Street and Hawthorne Parade. The counter in question evaluated information over a 24 hour/7 day period and still registered sufficient data to reflect volumes and speed at times the loops were intact. Past counts were also carried out in this downhill section of the street and revealed near similar 85 percentile speeds around 57 kph in the eastbound direction.

16. The roundabout at the intersection of Boomerang Street and Waratah Street, and STOP control at Waratah Street/Kingston Street fail to control, give-way, and stop traffic.

The existing intersection treatments are considered appropriate in controlling traffic and well aligned with the proposed devices in Waratah Street to traffic calm particularly in regard to speeding.

17. The proposal does not content to 'rat-running' and corner cutting from Boomerang Street along Leamonth Street.

The purpose of the proposal is to traffic calm particularly in regard to speeding. Tillock Street, between Leamonth Street and Waratah Street, is identified with higher speeding problems and is proposed for traffic calming. Rat-running could be arrested to a certain degree back in Leamonth Street with traffic calming in Tillock Street. Various intersections along Leamonth Street have been treated with Give-way control by means of signposting & line marking.

18. Many houses have main bedrooms to front of house- impact to sleep is of major concern.

This issue mainly pertains to speed humps producing noise. See item 8 above. Furthermore speed humps have been sighted and proposed where possible between properties and in front of trees, and kerb islands made landscaped (where practical) to minimise and buffer noise to houses.

19. The device at the intersection of Leamonth Street and Tillock Street will affect the heritage outlook and ambience with kerb islands and signage to front of property. Rain and debris will go to the middle of the road and cause danger to drivers. Parking will be affected.

The design of the kerb islands at this location are considered to improve and compliment in the streetscape and not impair on the aesthetics to properties. Landscaping will be low in height so not to obscure the frontage to properties.

The kerb islands are mainly to be designed within the regulatory parking restriction of corners and around trees to minimise the effect to parking in the area.

The kerb islands allow for drainage to flow along the kerb and gutter. As with any device or street environment, regular maintenance would need to be carried out to clear any debris to the back of the islands or kerb and gutter.

20. With Westconnex, heavy vehicle movement will be introduced in Waratah Street with increased noise made upon the speed humps.

This traffic calming proposal is independent of any Westconnex proposal and addresses requests from the residential community to implement traffic calming measures in Waratah Street and Tillock Street given the current problem to speeding in the area.

Nevertheless, the speed humps in Waratah Street are of a type and design for wider axle heavy vehicles (e.g. buses) to straddle clear and not ride over the humps. The speed hump-

kerb island road narrowing devices are still made for large vehicles to move through the device at a lower speed.

21. Has the Westconnex proposal been taken into consideration in line with this proposal? Will the State Government empower to remove the devices if deemed in conflict with its proposal in claim of added traffic detour via Waratah Street? Should Council's proposed action await the determination of the Westconnex Project?

The Proposal is a Council initiative in response to a community requests, prior to any West Connex information, for traffic calming measures to be introduced in Waratah Street and Tillock Street, Haberfield. The proposal is independent of the West Connex project. Investigation and design for traffic calming was carried out prior to any information received on Westconnex. It is viewed that the Council's proposal has been formulated more so to address current speeding problems, and considered to assist in traffic control in the area regardless whether or not the Westconnex proposal proceeds.

In view of the above, it is concluded as following:

The devices proposed in the scheme are strategically positioned and removal or repositioning of any device will nullify the effect of traffic calming. A study was made taking care of the street lights locations, dip/crest on the road, effect of gradient, visibility on the road, location of trees, driver behaviour etc. An utmost care has been taken to mitigate the effect of traffic calming devices on parking. Albeit locations have been chosen in a way that there is minimum loss of parking.

Where there are concerns relating to the design of speed humps with indented parking bays, slight modification could be considered to the device to make it more suitable or rather adaptable to the complainant, but cannot be re-positioned from the existing location if the scheme has to have its optimum effect.

Also without speed humps, traffic calming in the area could be deemed ineffective. With regards to the concern raised that speed hump will affect the businesses, the speed hump is not in the immediate surrounds of the business area and it is considered that businesses should not suffer because of provision of speed hump.

In light of above discussions, it is recommended that the location of the devices remain same as indicated in the original proposal with minor changes made to the design to address certain issues, if considered necessary.

COMMITTEE DISCUSSION:

Council's Traffic and Project's Engineer explained to the members the function of each device in traffic calming the area.

The police commented that the locations as provided are considered suitable, and seek that the design of the speed humps be made to prevent or not interpret pedestrians to cross over.

RMS give support to the LATM scheme, subject to the individual designs being brought back to the LTC (formally or informally) for technical review before construction.

The remaining committee members in attendance supported the officer's recommendation in light of the above report.

COMMITTEE RECOMMENDATION:

That traffic calming devices be installed in locations of Waratah Street (between Boomerang Street and Hawthorne Parade) and Tillock Street (between Leamonth Street and Waratah Street), Haberfield as follows and as shown attached to these LTC minutes:

1. a. Road narrowing-speed hump outside and between No. 1 and 3 Waratah Street.
- b. Road narrowing-centre blister island outside No 15 Waratah Street (east corner of Tillock Street).
- c. Road narrowing –speed hump outside and between No. 40 and 38 Waratah Street.
- d. Road narrowing-speed hump outside and between No. 47 and 49 Waratah Street.
- e. Straight single lane- slow point with raised threshold and indented parking bays outside No. 4 Tillock Street.
- f. Angle single lane-slow point & indented parking bays outside No. 20 Tillock Street.
- g. Kerb island road narrowing in Tillock Street at the intersection of Leamonth Street.
2. That the individual design of the devices be brought back to the LTC informally for technical review before construction.

ITEM NO: 006

SUBJECT: Resident Parking Zone – Webbs Avenue, Ashfield.

ELECTORATE: Summer Hill

DESCRIPTION:

A request has been received from residents of Webbs Avenue for the expansion of the Ashfield Resident Parking zone to include Webbs Avenue in Ashfield.

COUNCIL OFFICERS REPORT:

Following receipt of several requests from residents of Webbs Avenue, Council officers have undertaken parking investigations and community consultation with a view to expanding the Ashfield Resident Parking Scheme into Webbs Avenue.

Webbs Avenue intersects with Charlotte Street (which lies within the Area 3 resident parking scheme). It's western end is approximately a 300m walk from the Ashfield Station and it is, as a result, very attractive as a commuter parking destination. The presence of St Vincent's Catholic School and the Presbyterian Aged Care Facility within close proximity also intensifies parking pressures within the street.

On-Street parking surveys conducted over several days and times have revealed an average on-street parking occupancy within the street being 95% of available supply. Vacant parking spaces are very difficult to find with double parking and parking across driveways observed to be of common practice. A number plate survey conducted during both business and after hours has revealed that over 60% of the vehicles parked in Webbs Avenue 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 number plate survey has also revealed significantly lower parking occupancy rates in the evening (76% occupancy).

Off-street parking surveys reveal that for the 125 dwellings in the street there are some 96 off-street parking spaces i.e. most residences have none or one off-street parking space. There is therefore a high potential demand for resident parking permits from residents of the street.

All residents of the street have been consulted for their views in regard to the potential introduction of a 2P resident parking zone on the southern (even numbered) side of the street. There have been responses from 11 residences with 10 of those expressing support for the introduction of resident parking restrictions. 8 of the 11 respondents have advised that they would prefer the restrictions to apply 8am to 6p.m Monday to Friday

In view of the above, the following recommendation is made:

COMMITTEE DISCUSSION:

Police were of the view not to support a Resident Parking Scheme (RPS) in this street. It felt each premises has off-street parking, and that prime use of the street is made by others (e.g. commuters, visitors, school teachers to nearby schools). The STA representative was not in support of the RPS proposal in this street as it would affect commuters (as customers) from parking and reaching certain transport facilities in the area (i.e. trains and buses).

The street has old residential units and premises with no or insufficient parking for most residents and tenants. However under the RPS and as developed in other streets, one side of the street will remain unrestricted parking for use by the general public. The STA representative therefore accepted the case that one side of the street be left unrestricted.

The RTA and other members in attendance at the meeting (in majority) supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That a 2P parking restriction (Permit Holders Excepted – Area 3) applying 8am to 6pm Monday to Friday be established on the southern (even numbered) side of Webbs Avenue, Ashfield.**
- 2. That residents of Webbs Avenue eligible under criteria of the Residents Parking Scheme be invited to apply for permits.**

ITEM NO: 007**SUBJECT: Car Share Parking Space – Moonbie Street, Summer Hill****ELECTORATE: Summer Hill****DESCRIPTION:**

A request has been received from Councillor Caroline Stott on behalf of a resident to consider the relocation of a car share pod which is currently located outside No.12 Moonbie Street, Summer Hill.

COUNCIL OFFICERS REPORT:

In April 2015 the Traffic Committee recommended that a signposted car share space (or pod) be introduced on the east side of Moonbie Street outside No.12. Although consultation was carried out in regard to the matter and an expression of support for the creation of the car share pod was received from the resident at No.12, they have now advised that they while they are supportive of a signposted pod in the area they are opposed to it being located in front of their home.

Council has therefore agreed to undertake further consultation with residents to identify an alternate location for the pod.

Consultation letters were distributed asking residents and commercial premises in the vicinity of the Short Street/Moonbie Street intersection to advise on their preferred course of action in regard to the pod.

Options given included:

- Option A – keep the car share space where it is (at No.12 Moonbie St)
- Option B – relocate the space to the north, in front of No.8-10 Moonbie St
- Option C – relocate the space to the north and move it to the western side of Moonbie St (on the side frontage of No.154 Smith Street)
- Option D – relocate the space to the north side of Short Street (side frontage of No.1A Moonbie Street)
- Option E – remove the signposted car share space completely

Residents were given 5 weeks to respond given that consultation was taking place during the school holiday period. The most favoured option is to relocate the space to the side frontage of No.154 Smith Street. No response was received from No.154 Smith Street however as parking is zoned 1P on the side frontage it is not expected that residents at that premises park their private vehicles in this location and the creation of a car share pod at that location will therefore have little impact upon them. The creation of a car share pod at this location will take away one short term parking space which was created to support local business in the vicinity. Business premises have not lodged any submissions opposing relocation of the space into the 1P zone.

Go-Get have advised that they have no objection to relocating the pod elsewhere in the vicinity, if the current location of the pod is raising concerns.

COMMITTEE DISCUSSION:

Police, RMS and the committee members in attendance supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the No Parking (Car Share Vehicles Excepted) signs and associated road markings be removed from in front of No.12 Moonbie Street and relocated to a new location on the Moonbie Street frontage of No.154 Smith Street within the existing 1P parking zone.
2. That the works be undertaken at Go-Get's cost as per Council's Policy.

ITEM NO: 008**SUBJECT: Pedestrian Access and Management Plan Study – Ashfield LGA****ELECTORATE: Summer Hill, Strathfield & Canterbury****DESCRIPTION:**

Council has engaged consultants Calibre Consulting to prepare a Pedestrian Access and Mobility Plan for the Ashfield LGA. After public exhibition and stakeholder review the PAMP has now been finalised and is presented to the Traffic Committee for consideration.

A copy of the completed PAMP was circulated separately to the members and councillors.

COUNCIL OFFICERS REPORT:

In developing a PAMP Council's intent was to develop a plan for future pedestrian facilities which:

- aligns with relevant federal, state and local plans;
- identifies pedestrian routes/areas that are safe, convenient and connected;
- coordinates investment in pedestrian facilities;
- develops pedestrian policies; and
- builds pedestrian facilities.

Broad objectives of the PAMP project included the following ideals:

- putting the pedestrian first in town centre areas
- recognising that pedestrians as the most vulnerable road users
- improving the understanding of how pedestrians interact with vehicular traffic and cyclists (including less mobile pedestrians)
- developing a standard package of pedestrian facilities to meet typical pedestrian needs and enhance road safety
- considering means of encouraging pedestrian activity and reducing car dependence

The RMS' "How to Prepare a Pedestrian and Accessibility Mobility Plan" was used as a guide in the preparation of the PAMP and the following steps have been undertaken.

1. Review of relevant council, state and federal government studies.
2. Mapping of study area and the location of pedestrian attractors and generators identified.

3. Existing pedestrian facilities have been mapped and a pedestrian route hierarchy developed.
4. A review of existing correspondence relating to pedestrian safety and access concerns has been undertaken.
5. A review of pedestrian crash data has been undertaken and crash clusters identified.
6. An audit of existing pedestrian facilities has been undertaken.
7. The community and stakeholders were invited to raise areas of concern in regard to pedestrian access and safety.
8. A pedestrian "focus areas" map was developed. The Focus Area locations were developed after considering a) the level of pedestrian activity b) the vehicular speed and volume c) the crash history d) the presence of perceived safety concerns e) complaint history.
9. An Action Plan was developed.
10. The draft PAMP was prepared and placed on exhibition.
11. Feedback from the public exhibition from community and stakeholders was reviewed and the PAMP updated and the Action Plan finalised.
12. Each Action Plan recommendation was ranked in terms of its relation to 1. Pedestrian Route Hierarchy 2. Focus Areas 3. Safety/ Level of Risk. On the basis of the resultant score the priority of each Action Plan recommendation was determined.

The outcomes of the PAMP project are:

- A strategic framework for Council to administer safe, convenient and connected pedestrian travel across the municipality,
- An action plan for Council to deliver pedestrian treatments and facilities across a number of years

The PAMP Action Plan provides a basis for an ongoing program of pedestrian facilities for further detailed investigation and implementation. Ultimately, implementation of the Action Plan recommendations will provide pedestrians within the study area with a safe, continuous and accessible network of pedestrian routes. The PAMP Action Plan is composed of 199 individual actions, each of which have been prioritised as follows:

- High priority works (0-5 years): total of 20 items
- Medium priority works (5-10 years): total of 87 items
- Low priority works (10-25 years): total of 78 items

In practice, implementation of some of the Action Plan recommendations may occur sooner than indicated in the above timeframes as the works are of a minor nature. For example, many of the items in the Action Plan relate to the installation or adjustment of pram ramps. These works may be actioned from within existing pram ramp and footpath improvement funding. If these items are excluded from the action plan there are 93 remaining actions which will require allocation of targeted pedestrian facilities funds to ensure timely implementation. A copy of this amended Action Plan was distributed to the members and councillors separately. Many of these actions will also require further detailed investigations and the preparation of designs. Some of the items, which relate to changes on

State Roads or at signalised intersections will be referred to RMS for investigation or will require RMS input prior to implementation. Council may be able to apply for RMS funding to assist with implementation of some of the recommended measures.

The PAMP Action Plan is designed to be a 'living document' in the sense that Council will be able to review and make changes to the Action Plan as new pedestrian issues arise or as new accident trends develop and update the program where relevant.

COMMITTEE DISCUSSION:

Council's Senior Engineer-Infrastructure Design & Traffic Services advised that the Action Plan has been devised to guide Council in its direction to provide PAMP treatments in the Ashfield Council Area. Council will further investigate the consultant's recommendation of treatments and prioritise the treatments. The matter will be reported to Council's Access Committee for its information, and through the Traffic Committee, where necessary, in the course of implementation.

Police, RMS and the committee members in attendance supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That:

- 1. The PAMP study for the Ashfield LGA be adopted with items listed in the Action Plan to be the subject of detailed investigation and further reporting through the Traffic Committee, where necessary, prior to implementation.**
- 2. The Action Plan priority list be continually updated as new pedestrian access and safety issues become evident. New items to be ranked alongside other Action Plan items utilising the scoring system outlined in the PAMP to prioritise recommendations for future implementation in line with available funding.**

ITEM NO: 009

SUBJECT: Part-time No Stopping along the east side of William Street for rear sub-divide development of 85 Victoria Street, from opposite No. 31 William Street to Clissold Street, Ashfield

ELECTORATE: Summer Hill

DESCRIPTION:

Council has received a request for temporary 'No Stopping' along William Street to facilitate construction vehicle movement to/from a new 7 townhouse development at a rear sub-divided lot of 85 Victoria Street. Site access can only be made via a vehicular crossing as approved by Council for the development in William Street.

COUNCIL OFFICERS REPORT:

The developer has requested that “No Stopping” be erected on the eastern side of William Street from the driveway of the development (opposite 31 William Street) to Clissold Street. When cars are parked on both sides of the road, trucks are unable to pass by in order to access the site during the day.

The removal of parking will be confined to only DA times of operation to facilitate the safe and proper manoeuvre of trucks in and out of the site. DA times for the development are Monday to Friday, 7am to 6pm, and Saturdays, 7am to 1pm. The No Stopping is for an approximate period of 9 months.

The developer will be required to apply for the utilisation of the kerb space and pay all necessary fees and charges to Council.

Council officers are aware of the current parking issues within William Street, however, as the development application was approved by Council to only have access via William Street, then Council is required to facilitate this request.

A Construction Management Plan has been received by Council, and is currently in discussions with the developer. It is proposed that all construction vehicles will access the site via Clissold Street into William Street. No construction vehicles will be directed down Robert St into William Street.

COMMITTEE DISCUSSION:

The chairperson was concerned with the continuing need to remove parking in William Street affecting the ability for residents to park in the street. It was felt that that access could still be provided via Victoria Street during the course of construction.

Residents in William Street (Ms C Wigbout & Mr P and Ms C Cook) attended the meeting and expressed grave concern to the proposal of removing parking and the impact that truck activity through William Street would have upon the community. They similarly sought request for resident parking in the street, regular enforcement, and have one-way in William Street, Robert Street, Clissold Street and Seaview Street.

Council officers will re-investigate with the builder in have construction vehicular access via Victoria Street.

COMMITTEE RECOMMENDATION:

That the matter be re-investigated for construction vehicular access via Victoria Street.

ANNEXURE TO MINUTES (Item 5)

Item No : 005- Traffic Calming in Haberfield North- Resident consultation letter.



Contact: Satwinder Saini
Phone: 9716 1800

17 December 2015
To the Resident

**PROPOSAL: Traffic calming measures in Waratah Street and Tillock Street, Haberfield
HAVE YOUR SAY closes Friday 22 January, 2016**

Ashfield Council is proposing to introduce a number of traffic calming measures in Waratah Street (between Boomerang Street and Hawthorne Parade) and Tillock Street (between Learmonth Street and Waratah Street) to slow down traffic. This proposal is an Ashfield Council initiative in response to a significant number of requests from local residents in the area (which included a petition) to slow down traffic in their streets. Right now Council is inviting you to Have Your Say on this proposal.

Council officers undertook a comprehensive investigation into the traffic patterns, movements and travel speeds in the Haberfield north area: east of Boomerang Street and north of Waratah Street. This assisted Council officers in understanding the issues and priorities and in designing a scheme (series of measures) to lower travel speeds and attempt to discourage rat-running traffic through the area. The scheme includes a number of different measures (devices) which are purposefully located and customised for each specific site. These particular devices have a proven record of being successful in reducing vehicle speeds in other streets in and around our area. For the specific details on what devices are proposed in Waratah and Tillock Streets please see the attached diagrams.

Ashfield Council is also currently in the process of updating our Traffic Management Strategy for the entire Ashfield Council area. This Strategy will provide Council with a systematic and comprehensive approach to managing all the traffic management issues including one-way streets, speed humps, etc. This scheme will be incorporated in this Strategy as well as any further measures that may be needed in the surrounding streets or area.

Right now you are invited to Have Your Say on the proposal for traffic calming measures in Waratah and Tillock Streets (Note: it is also important to advise us if you support the scheme going ahead). Please submit your comments to the General Manager via email, post or Customer Services (as shown below) **no later than Friday 22 January 2016**.

It is intended to report this matter firstly to the Local traffic Committee and then secondly to Council at its meeting on the 23 February 2016 for determination. Should the proposal be approved, it is intended to schedule and complete the construction by the end of June 2016.

This information will also be available on Council's website under Community >> Transport and Accessibility >> Driving. Should you have any further queries on this matter, please contact Council's Traffic Engineer, Ms. Satwinder Saini on 9716 1800.

Yours sincerely



Satwinder Saini
Traffic Engineer

250 Liverpool Road Ashfield NSW 2131
PO Box 1145 Ashfield NSW 1800

DX 21221 Ashfield
ASN 1121 1068961

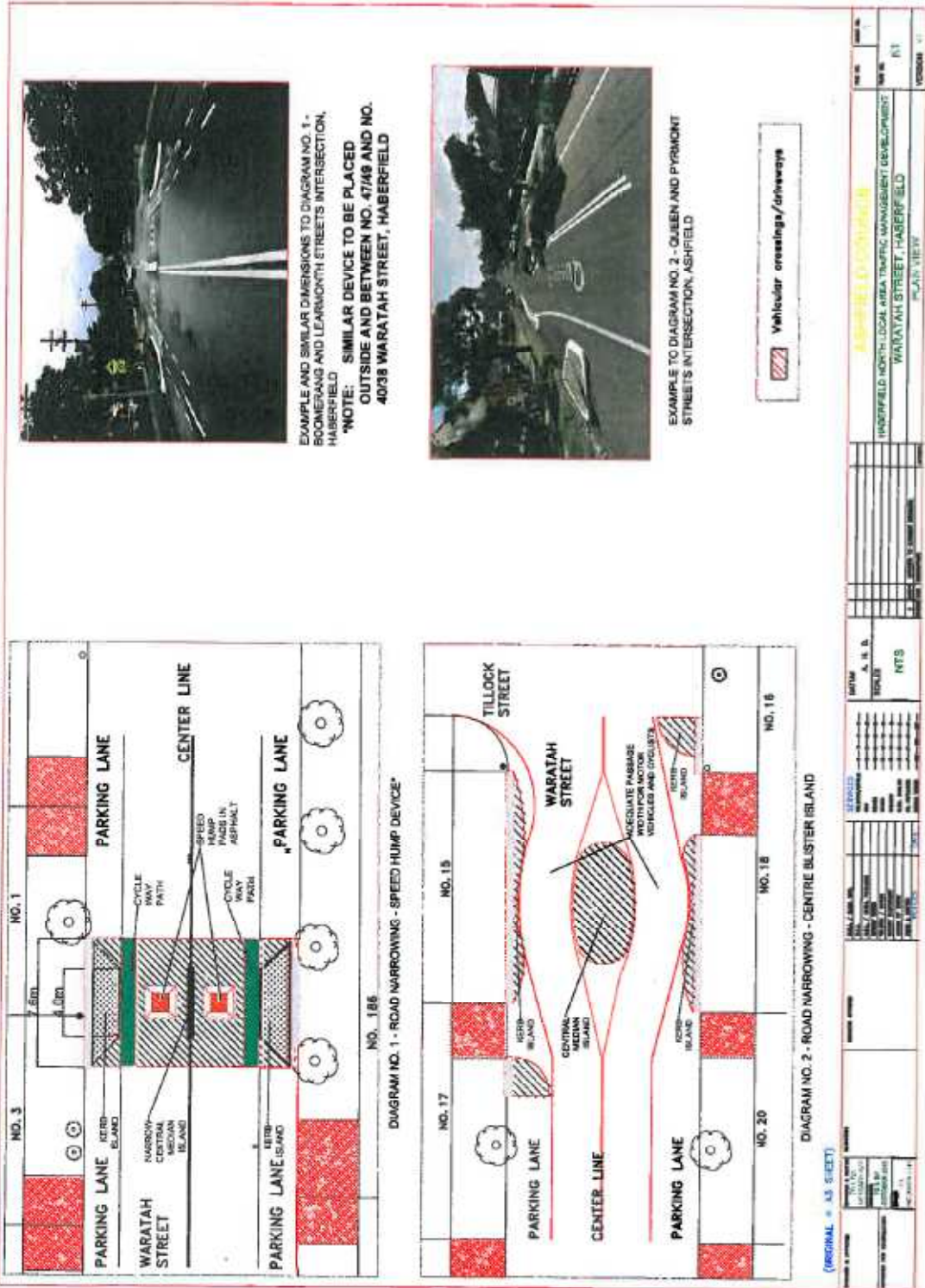
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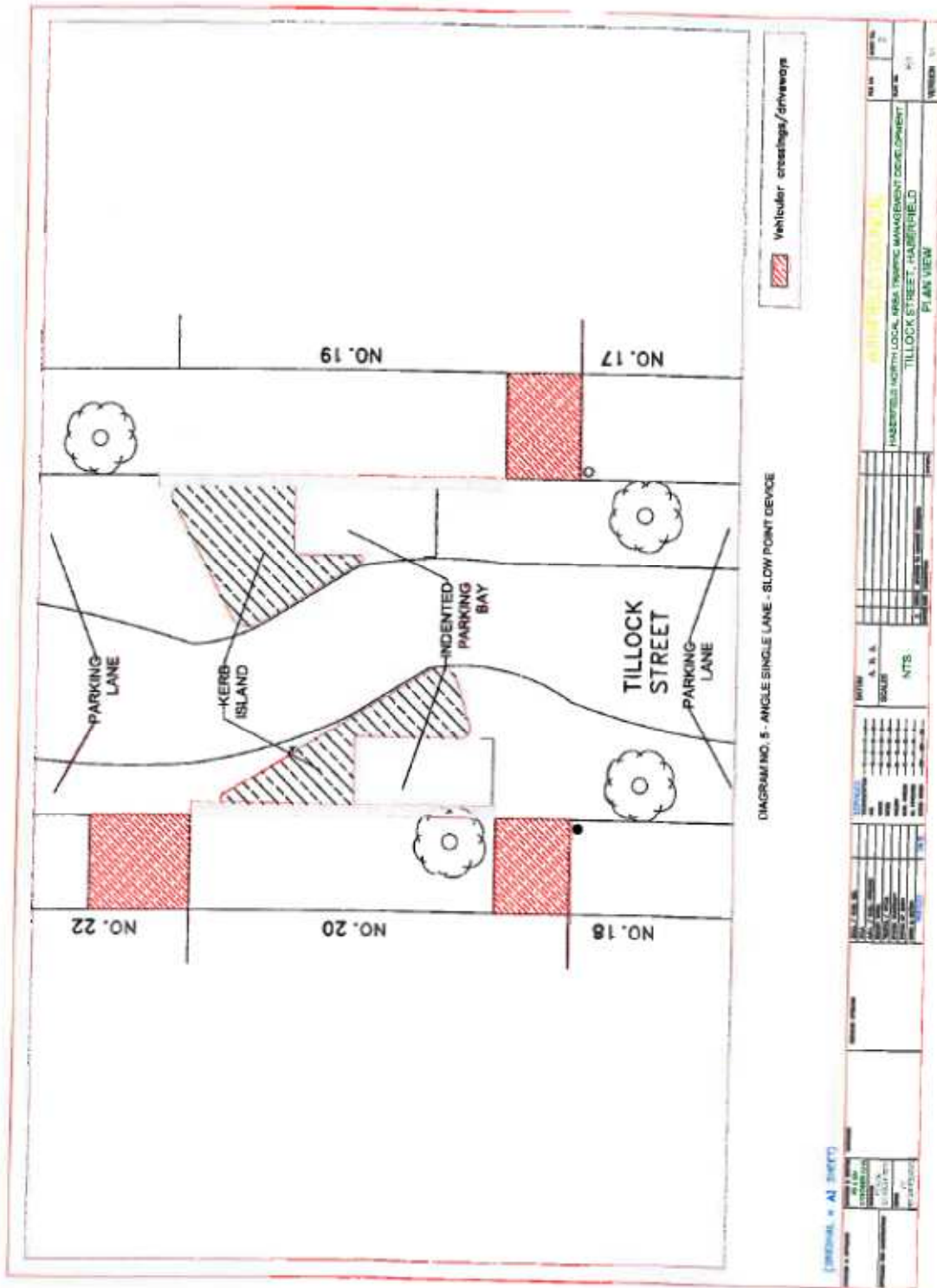
Item No : 005- Traffic Calming in Haberfield North-plan location of devices with letter.



Item No : 005- Traffic Calming in Haberfield North-concept design of devices with letter



Item No : 005- Traffic Calming in Haberfield North-concept design of devices with letter



Item No : 005- Traffic Calming in Haberfield North-concept design of devices with letter.

