



**LOCAL TRAFFIC COMMITTEE  
TRANSITION MEETING AGENDA,  
LEICHHARDT**

# 2 June 2016

## NOTICE OF MEETING OF LOCAL TRAFFIC COMMITTEE

*NOTICE IS HEREBY GIVEN THAT A MEETING OF THE LOCAL TRAFFIC COMMITTEE WILL BE HELD ON THURSDAY 2<sup>nd</sup> OF JUNE 2016 COMMENCING AT 9:30AM IN THE COUNCIL CHAMBERS – LEICHHARDT TOWN HALL*

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## **List of Attachments**

- Appendix A     Minutes of the Local Traffic Committee meeting held on 5<sup>th</sup> May 2016
  
- Appendix B     Construction Traffic Management Plan (CTMP) 22 George Street, Leichhardt
  
- Appendix C     Leichhardt Oval Grand Stand Parking Area Design and Swept path analysis
  
- Appendix D     Construction Traffic Management Plan (CTMP) Lilyfield Depot

## Acknowledgement of Country

Acknowledgement by Chairman:

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

## 1. Confirmation of Minutes

Confirmation of Minutes from the May 2016 Local Traffic Committee meeting held on the 5<sup>th</sup> May 2016 (refer to **Appendix A**).

### Officer's Recommendation:

That the Minutes from the 5<sup>th</sup> May 2016 Local Traffic Committee meeting be accepted as a true and accurate record of the meeting's proceedings.

### Committee Recommendation:

- 

### 1.1. Matters Arising from Minutes of Previous Meeting

#### Discussion:

- 

#### Committee Recommendation:

- 

### 1.2. Council Resolution

The Inner West Council Extraordinary Meeting held on 24<sup>th</sup> May 2016 was deferred due to an unruly public gallery.

The accompanying recommendations as stated above are included in the Minutes attached in **Appendix A**.



## **PART A – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS**

### **2. Reports**

#### **2.1 22 George Street, Leichhardt – Construction Traffic Management Plan**

<i>Ward: Leichhardt</i>
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##### **Background**

A Construction Traffic Management Plan as provided in **Appendix B** has been prepared by GTA Consultants for the site establishment construction phase of the mixed use development at 22 George Street, Leichhardt.

The main matters detailed in the plan are:

- Site establishment stage May 2016 and construction stage June 2016 to November 2016
- Site establishment and construction traffic peak of 50 truck movement per day and 5 per peak hour
- No on-site parking provided for the 50 staff; however, measures will be in place to encourage staff to use public transport
- Heavy Vehicle Routes
  - approach routes Parramatta Road (west) - George Street
  - Departure route George Street –Treadgold Street South –Flood Street, Parramatta Road (west)
  - Manned traffic control at Parramatta Road/George Street, George Street/Treadgold Street South and Treadgold Street south/Flood Street
- Temporary loss of two on-street spaces on northern side of Treadgold Street South

The plan advises that rather than stopping general traffic at the George Street/Treadgold Street South and Flood Street/Treadgold Street South intersections the traffic controllers will be instructed to stop trucks until a time that it is safe to continue through the intersection.

Given the narrow road configuration and lack of sight lines this proposal is not supported and the existing previously approved manned traffic control is supported.

Also, given the high demand for on-street parking in the area, all measures to provide off-street parking in close proximity to the site (or on-site) should be explored.

**Officer's Recommendation:**

That the Construction Traffic Management Plan (CTMP) for site establishment works for No.22 George Street be supported subject to:

- a) RMS accredited traffic controllers at the following locations:
  - o Parramatta Road/George Street
  - o George Street/Treadgold Street South
  - o Treadgold Street South/Flood Street
- b) Staff parking be provided on-site or in close proximity to the site

**Discussion:**

- 

**Committee Recommendation**

## 2.2 Leichhardt Oval Revised TMP for NRL Games

<i>Ward: Balmain</i>
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**Background**

A Transport Management Plan has been designed to provide details of the traffic and transport arrangements on NRL game day at Leichhardt Oval. This is based on game day observations and existing arrangements in place.

The Traffic Committee at its meeting held in May 2015 when considering a Transport Management Plan for NRL game day at Leichhardt Oval recommended as follows which was subsequently adopted by Council:

*That the Leichhardt Oval NRL Game Day Traffic Management Plan (TMP) be adopted.*

In order to provide improved transport arrangements on Game Day a number of additional initiatives are proposed based on further review of game day operations.

**Outside Broadcaster (OB) Vans**

Currently on Game Day a number of outside broadcaster vans park in the Leichhardt Park Car Park taking up valuable parking (approx. 25 spaces) which are therefore not able to be used by LPAC users or by Wests Tigers.

In order to improve game day parking, it is proposed to construct a formal parking area on the eastern side of Mary Street adjacent to the Leichhardt Oval Grand Stand to allow 2 OB vans to park. The design as detailed in **Appendix C** of the parking area has been carried out in consultation with the OB Van coordinator and swept path assessment has been carried out to confirm the parking area is suitable in terms of manoeuvrability into and out of the area.

The parking area will also serve a dual purpose in that on non NRL Game Days it will provide for 14 x 90 degree angled parking spaces and an additional 2 x motorbike parking spaces increasing the overall parking supply in and around Leichhardt Park.

Council's Angled Parking Policy requires a two way traffic travel lane width of 5.8 metres to allow for angled parking. The current arrangements allow for 90 degree angled parking on the western side of Mary Street and 'No Stopping' restrictions on the eastern side of Mary Street.

The 14 parking spaces will be signposted '90 Degree Angle Parking Rear To Kerb' and the spaces will be a minimum of 5.4 metres x 2.6 m wide with an aisle width of 6.1 metres. Additionally, two spaces will be signposted Motor Bikes Only Parking.

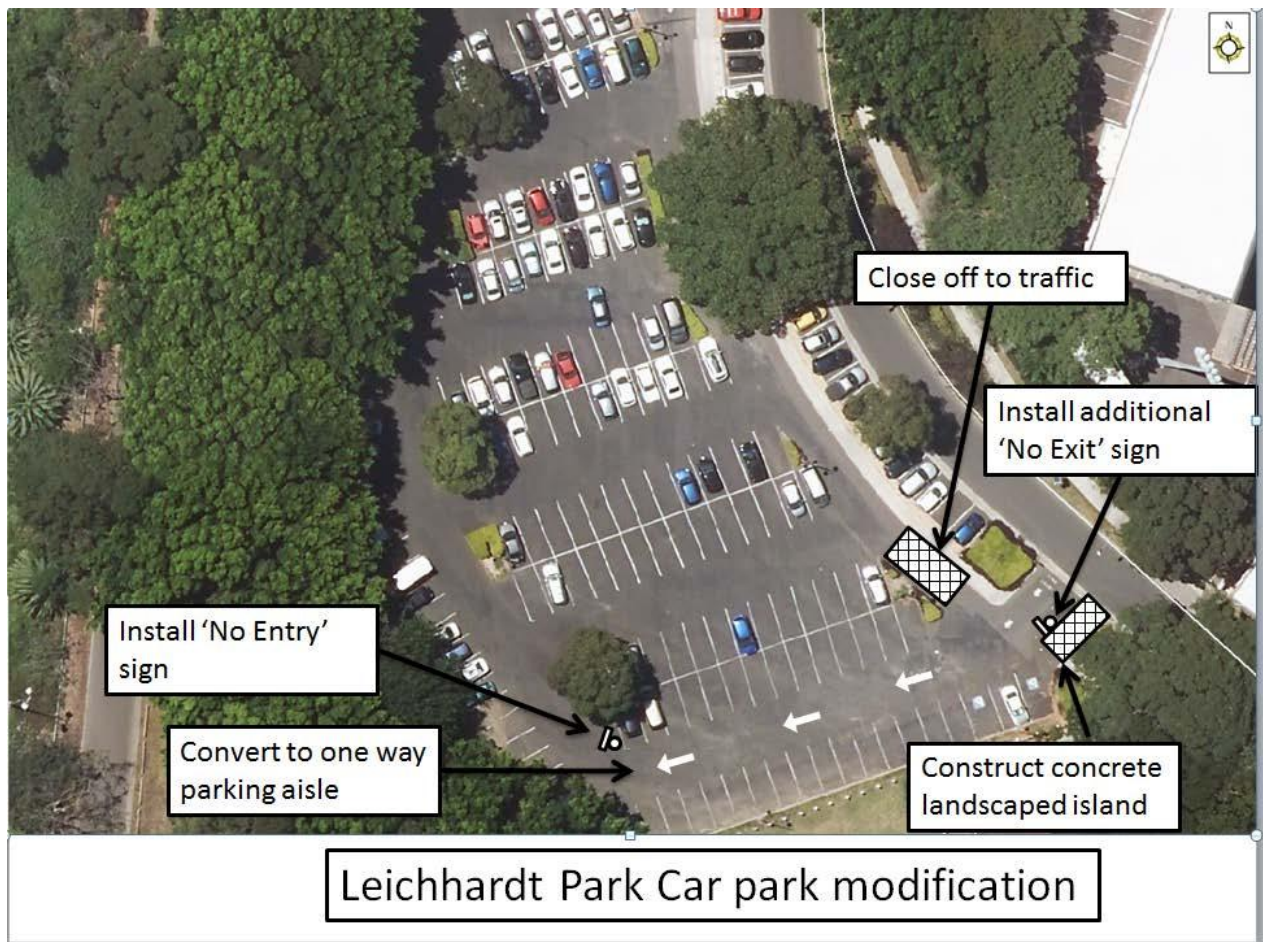
Swept path analysis is attached in **Appendix C** demonstrating that OB vans can be accommodated. Note that the smaller trucks associated with the broadcasting such as catering will be accommodated within Leichhardt Oval at the back behind the grandstand.

### **LPAC Car Park**

At the February 2015 Local Traffic Committee an item was considered due to a number of concerns raised regarding ongoing illegal exit manoeuvres from the Car Park southern entry driveway and their impact on vehicular and pedestrian safety.

The Committee supported changes to internal traffic arrangements within the car park on a trial basis; however, the trial was unable to be undertaken due to the adjacent construction works.

As a result of the proposed outside broadcasting (OB) vans no longer parking within the car park thus negating the need to provide access to the car park for these large vehicles, it is proposed to provide additional physical devices at the southernmost entry by removing the moveable bollards and replacing them with a concrete island as detailed below to reinforce the entry only restriction to the car park.



## RMS and Police Responsibilities on NRL Game Day

### Traffic

Police point duty post match at the following three intersections:

- Mary Street/Perry Street
- Glover Street/Perry Street
- Mary Street/Lilyfield Road

Transport for New South Wales (TfNSW) Transport Management Centre to instigate an Incidence Response Plan providing additional signal phase time for southbound traffic in James Street, Norton Street and Balmain Road at the following three intersections:

- James Street/City West Link Road
- Norton Street/City West Link Road
- Balmain Road/City West Link Road

**Special Event Clearway**

A review of the special event clearway operations which have been previously installed on the eastern side of James Street, between Lilyfield Road and City West Link, Lilyfield has indicated that at this point in time it is not required due to limited if any improvement to queuing, therefore it is not proposed to be activated.

**Public Transport**

Temporary Bus Zone to be installed at the following locations:

- Perry Street, northern side between Glover Street and Wharf Road (sign installation the responsibility of Sydney Buses)
- Mary Street, eastern side between Chapel Street and Leichhardt Oval (sign installation the responsibility of Council)

Council community bus to run a loop providing patrons of both Leichhardt Oval and LPAC access from Lilyfield Road to Leichhardt Park.

**Emergency Vehicle Access**

Emergency vehicle access is provided for via both Mary Street and Glover Street access to Leichhardt Oval and parking for these vehicles is accommodated in Mary Street near the main gate access to Leichhardt Oval.

**NRL Game Day Parking**

Dedicated reserved parking will be available for NRL Games at the following locations:

- LPAC Car Park (southern section)
- Glover Street on-street adjacent to Leichhardt Oval No. 2
- WHO's Car Park
- Glover Street on-street (in front of WHO'S)
- Water Tank Parking (adjacent Leichhardt Oval)

**LPAC Game Day Parking**

Dedicated reserved parking will be available for LPAC at the following locations:

- LPAC Car Park (northern section)
- Access road (on-street) between LPAC and Leichhardt Oval No. 2 (for LPAC Learn to Swim)
- Access road (off road) grass parking around Leichhardt Oval No. 2 (for LPAC Learn to Swim)

LPAC informal staff parking within LPAC via Access road



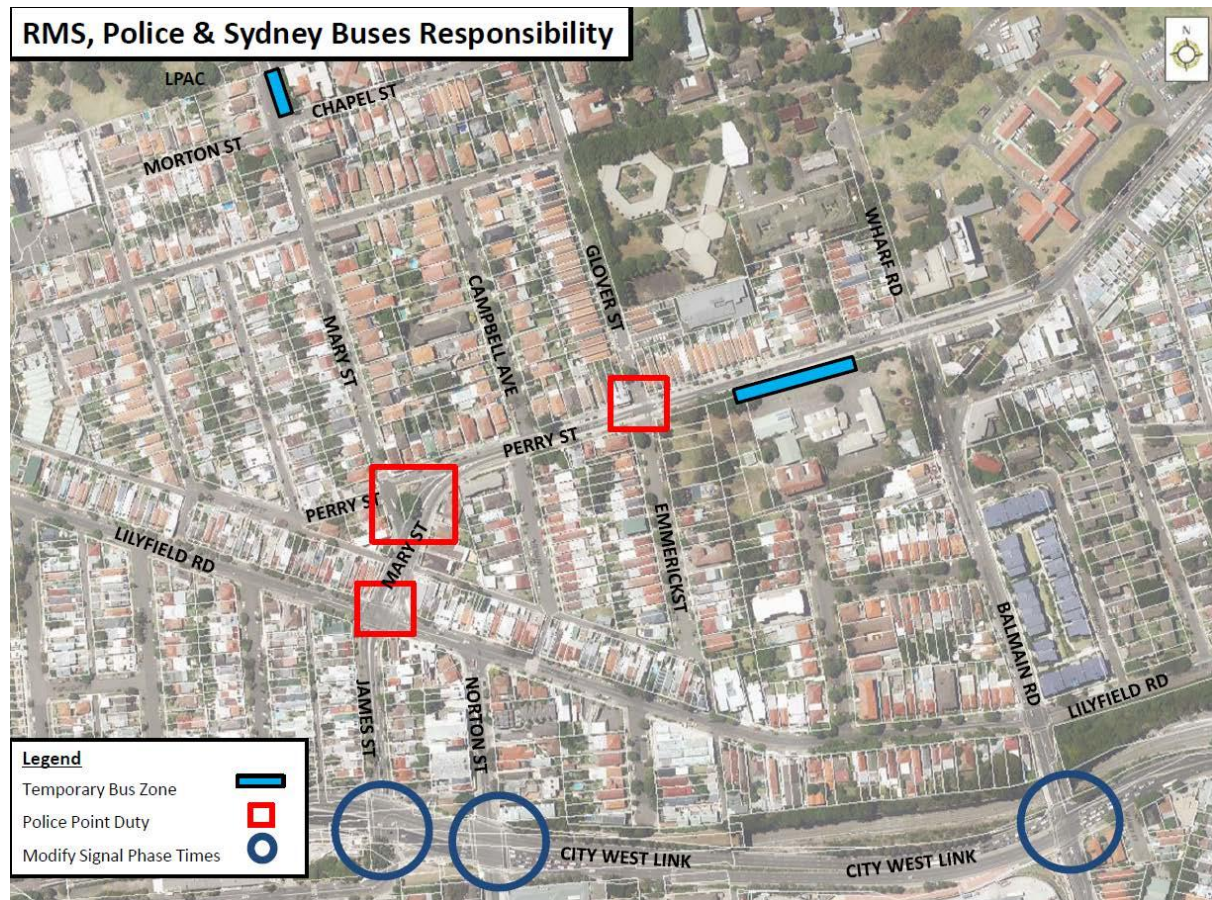
## Road Closures

In order to improve pedestrian safety in and around the venue and reduce traffic movements a number of road closures are proposed which will be manned by traffic controllers. These details are provided on the attached plan. It should be noted that the road closures are anticipated to commence 2 hours prior to kick off.

Access will be allowed to those people using Leichhardt Rowing Club.

## Traffic Management Plan – Parking and Council Traffic Management



**Traffic Management Plan – RMS, Police and Sydney Buses Responsibility****Officer's Recommendation:**

That:

- The Leichhardt Oval NRL Game Day Traffic Management Plan (TMP) be adopted.
- The 90 degree angle parking on the eastern side of Mary Street adjacent to Leichhardt Oval as detailed in Drawing No. 876-A1 be approved.
- The adjustments to the southern access point to the Mary Street Car Park be approved

**Discussion:**

•

**Committee Recommendation**

## 2.3 Sydney Light Rail Lilyfield Depot – Construction Traffic Management Plan (CTMP)

*Ward: Balmain*

### Background

### Proposal

A Construction Traffic Management Plan has been prepared by Sydtrac for the construction of the Lilyfield Depot within the former Lilyfield Stabling Yards as part of the Sydney Light Rail Project (attached in **Appendix D**).

The main matters as detailed in the plan are shown below:

- All access inbound and outbound from the site is via the existing shared driveway in Lilyfield Road, east of Catherine Street.
- Access for adjacent land owner to be retained via the existing shared driveway
- Ingress/egress via Lilyfield Road – Catherine Street – City West Link or alternatively via Victoria Road/Balmain Road – Balmain Road –Lilyfield Road – site access
- No construction traffic in Lilyfield Road between site access and Victoria Road
- Expected to be no significant impact on network traffic flow as a result of the construction activities and cyclist conditions are not expected to be significantly impacted by the construction
- Southern footpath in Lilyfield Road to remain open
- Sufficient parking allocated on-site to accommodate construction parking. There will be no construction parking permitted on adjacent roads

The preliminary program, timeline and estimated traffic movements are detailed below:

Activity	Indicative Date	Estimated Daily Heavy Vehicle Volumes
Site Access/Mobilisation	March/April 2016	4 semi's/truck & dog
Demolition of existing buildings	April/May/June 2016	10 semi's
Site Clearing and remediation	June/July 2016	10 Trucks
Bulk Fill	August/September 2016	60 truck & dog for 30 days
Building Foundations/culverts	Late 2016	30 concrete agitator/semi's/truck & dog



Carparks/roads/building frames/services	Early 2017	30 Trucks
All activities	Through 2017	40 Trucks

The existing signposting in Lilyfield Road between Helena Street and Justin Street is '10P, 6am-8pm, Tuesdays only' on the southern side and '10P, 6am-8pm, Wednesdays only' restriction on the northern side which will provide some deterrent to construction traffic parking on-street.

Concern is raised that the CTMP does not adequately control truck movements in Lilyfield Road in particular during the busier construction periods, of particular concern is the high volume of cyclists that pass the site. Manned Traffic control is requested at the site access/Lilyfield Road intersection and additional signposting as detailed below to provide adequate warning:

- Truck Warning signs (W5-22B) and supplementary distance plate be installed in Lilyfield Road on both approaches to the Main Site Access.
- signposting should be installed on the footpath warning pedestrians as they approach the access road of the likelihood of trucks
- RMS accredited traffic controllers required at the Lilyfield Road/Access Road intersection

#### **Officer's Recommendation:**

That the Construction Traffic Management Plan (CTMP) for the Lilyfield Road Light Rail Depot be supported subject to the following:

- Truck Warning signs (W5-22B) and supplementary distance plate be installed in Lilyfield Road on both approaches to the Main Site Access.
- Signposting should be installed on the footpath warning pedestrians as they approach the access road of the likelihood of trucks.
- RMS accredited traffic controllers be provided at the Lilyfield Road/Access Road intersection from the start of the Bulk Fill stage until the end of the project.

#### **Discussion:**

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#### **Committee Recommendation**

## 2.4 Victoria Road/Robert Street- Pedestrian and Cyclists Safety

<i>Ward: Balmain</i>
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### Background

At the Ordinary Council Meeting held on 26<sup>th</sup> April 2016, Council resolved:

*That Councils' Traffic Section assess pedestrian and cyclist safety at the Victoria Road/Robert Street intersection (adjacent to the perimeter of the White Bay Power Station) and prepare a report for the June Traffic Committee.*

### Proposal

A site inspection has revealed the following as detailed in the photos below:

- Significant number of cyclists travelling eastbound across the Robert Street intersection heading towards city
- Some cyclists travelling along the shared path on the southern side of Robert Street (heading both directions)
- Significant number of pedestrians walking towards bus stop to head into the city
- Lack of linemarking indicating the shared path status on the southern footpath of Robert Street on approach to the Victoria Road intersection
- Advertising panel on the property boundary providing no opportunity to see through

Looking northbound in Victoria Road towards Robert Street



Looking westbound in Robert Street towards Victoria Road



In order to provide warning to both pedestrians and cyclists of the conflict area, it is recommended that hazard mitigation measures in the form of cross hatch linemarking and 'SLOW' pavement markings be installed on the south-eastern footpath, similar to the treatment used at other identified hazard areas on shared paths such as on the Bay Run and the Victoria Road Shared Path.

It is also proposed to install additional shared path signposting and linemarking including logos and broken separation line in Robert Street.

**Officer's Recommendation:**

That:

- a) Hazard mitigation linemarking be installed on the footpath in the form of cross hatching and SLOW markings for a length of 25 metres around the south eastern corner of the Robert Street/Victoria Road intersection.
- b) Shared path signposting and linemarking including logos and broken separation line be installed on the southern footpath of Robert Street between Victoria Road and Mullens Street.

**Discussion:**

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**Committee Recommendation:**

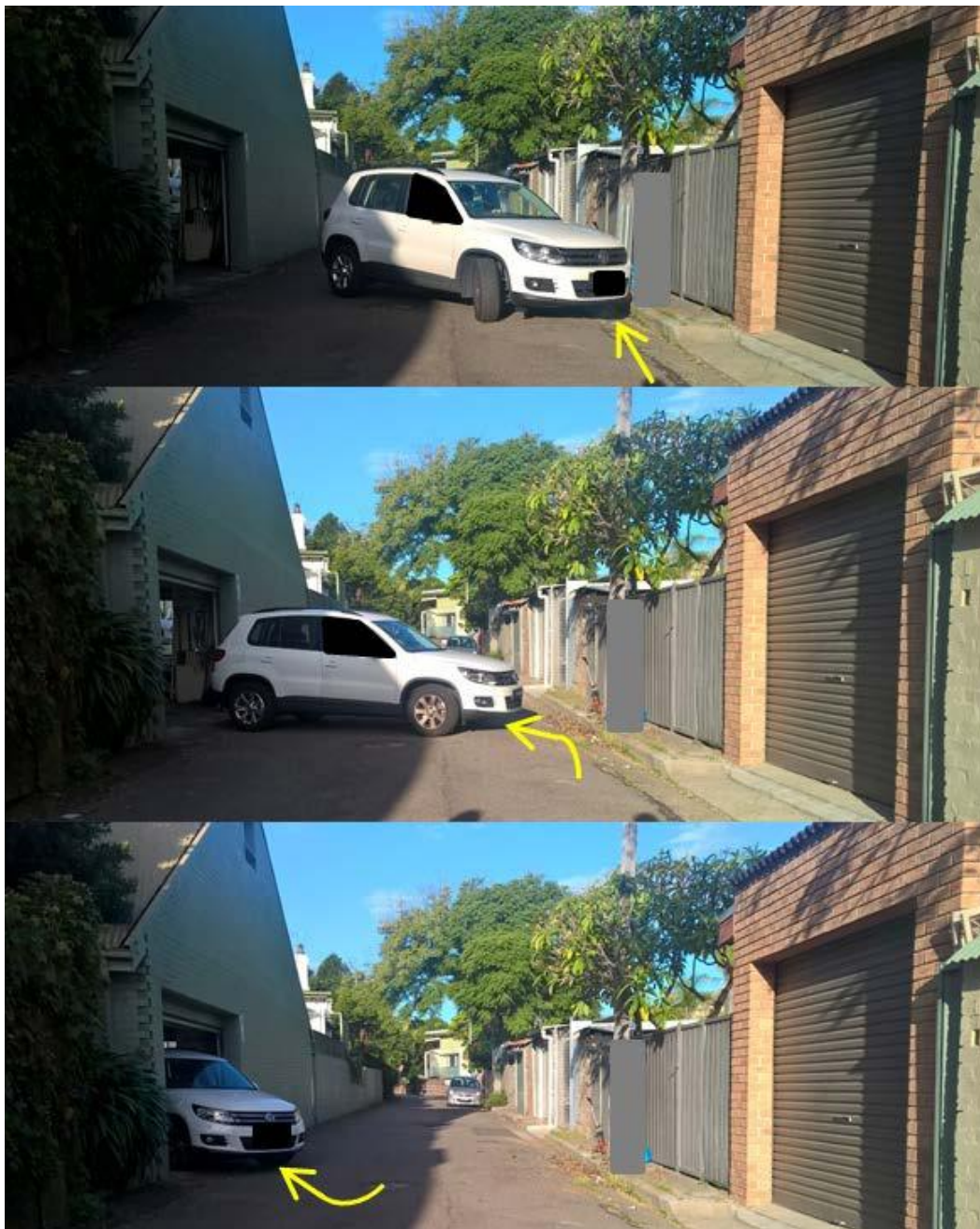
## 2.5 Perry Lane, Lilyfield – No Parking restrictions

<i>Ward: Balmain</i>
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**Background**

Concerns have been raised regarding vehicles parking on the southern side of Perry Lane, Lilyfield opposite the garage access to No.2 Emmerick Street and thereby impeding vehicular access.

The offstreet parking facility for No.2 Emmerick Street was built at an acute angle to Perry Lane due to the alignment of the property boundaries, thereby increasing the difficulty in accessing the property. Photographs showing the maneuver are below.

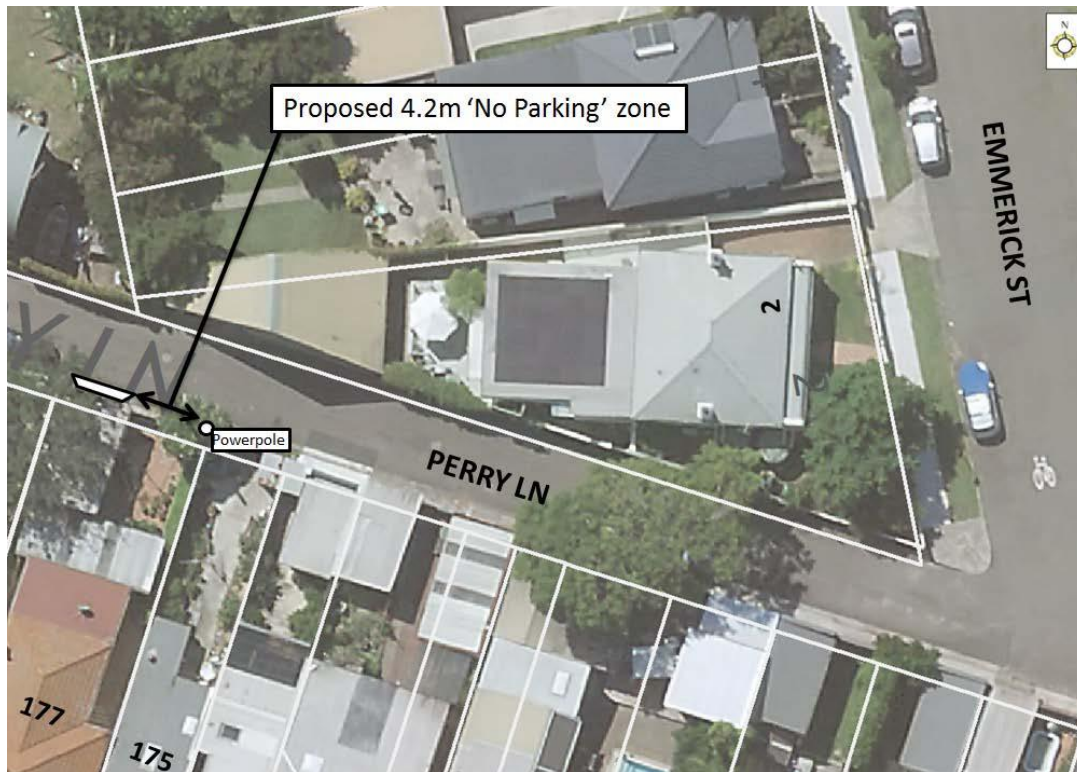


It should be noted that Perry Lane is only 5.6m wide.

### **Proposal**

Council is proposing to install a 4.2m 'No Parking' zone on the southern side of Perry Lane, at the rear of No.177 Lilyfield Road as shown on the plan below.

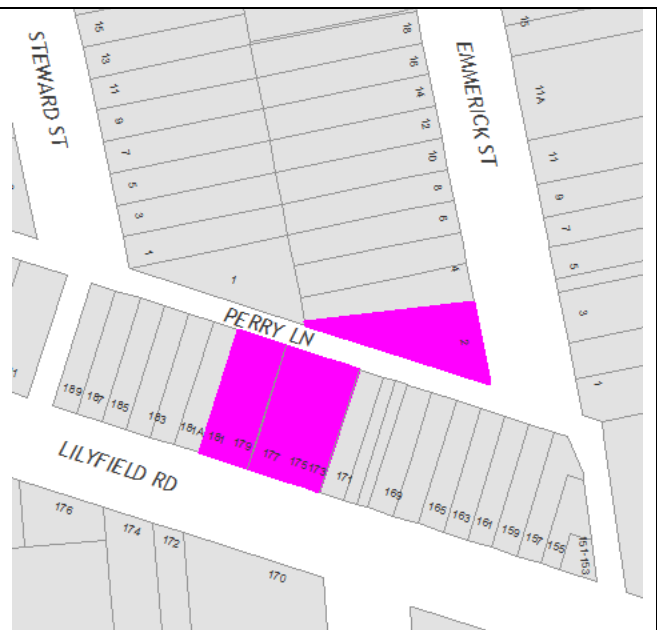




### Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (14 properties) in Lilyfield Road as indicated on the following plan, requesting residents' views regarding the proposal.

No responses were received.



### Officer's Recommendation:

That a 4.2m 'No Parking' zone be installed on the southern side of Perry Lane, Lilyfield extending east from the off-street parking facility of No.177 Lilyfield Road.

**Discussion:**

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**Committee Recommendation:****2.6 Balmain Road at Eric Street, Lilyfield – No Stopping restrictions**

<i>Ward: Balmain</i>
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**Background**

Concerns have been raised by motorists regarding the safe exit from Eric Street, Lilyfield, onto Balmain Road.

Vehicles have been reported to park on Balmain Road, too close to the intersection of Balmain Road/Eric Street, Lilyfield, thereby obstructing sight lines for vehicles exiting Eric Street.

It should be noted, Eric Street intersects with Raynar Street which leads to an access point to Orange Grove Public School.

**Proposal**

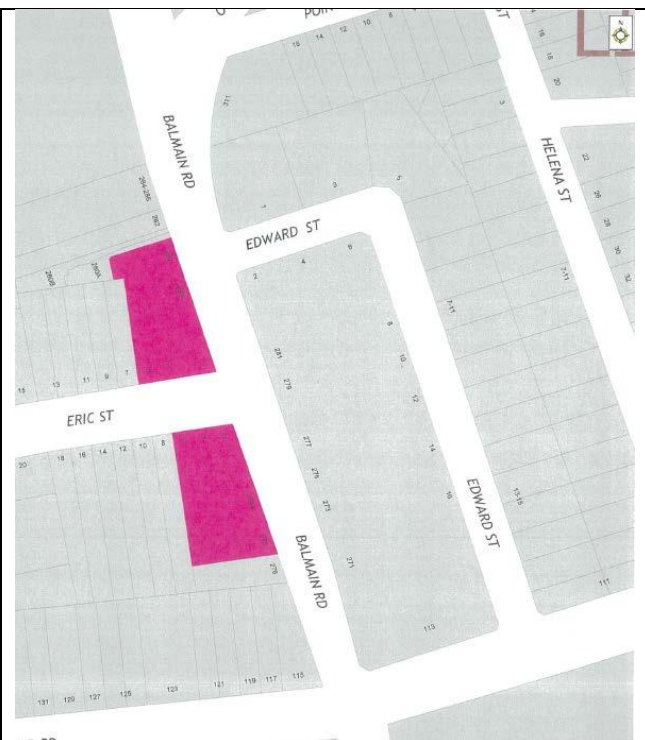
In order to alleviate this issue, it is proposed to signpost 10m 'No Stopping' zones as shown on the plan below.



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (10 properties) in Eric Street and Balmain Road as indicated on the following plan, requesting residents' views regarding the proposal.

One response was received supporting the proposal.





**Officer's Recommendation:**

That the 10m 'No Stopping' zone be signposted on:

- Balmain Road, north of Eric Street, Lilyfield
- Balmain Road, south of Eric Street, Lilyfield

**Discussion:**

- 

**Committee Recommendation:**

## **2.7 Little Darling Street, Balmain – No Parking restrictions**

<i>Ward: Balmain</i>
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**Background**

Concerns have been raised regarding vehicles parking on the southern side of Little Darling Street, Balmain opposite the garage access to No.338-340 Darling Street and thereby impeding vehicular access.

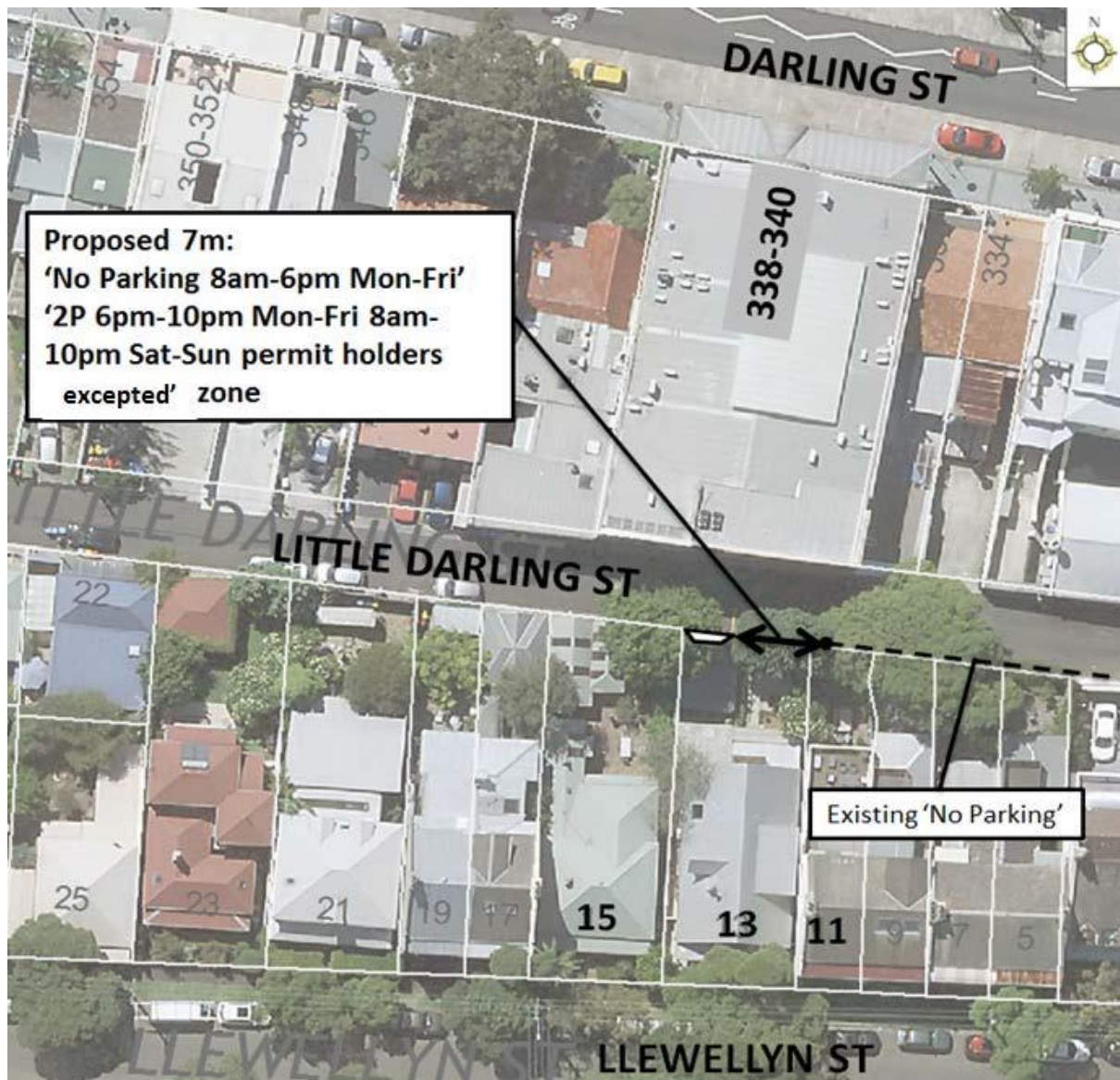
These garage spaces are utilised by business staff who are required to utilise the cars during the working week.

It should be noted that Little Darling Street is only 5.7m wide.

**Proposal**

Council is proposing to install a 7m 'No Parking 8am-6pm Mon-Fri;' '2P 6pm-10pm Mon-Fri; 8am-10pm Sat-Sun Permit Holders Excepted Area B2' zone on the southern side of Little Darling Street, at the rear of No.13 Llewellyn Street as shown on the plan below.

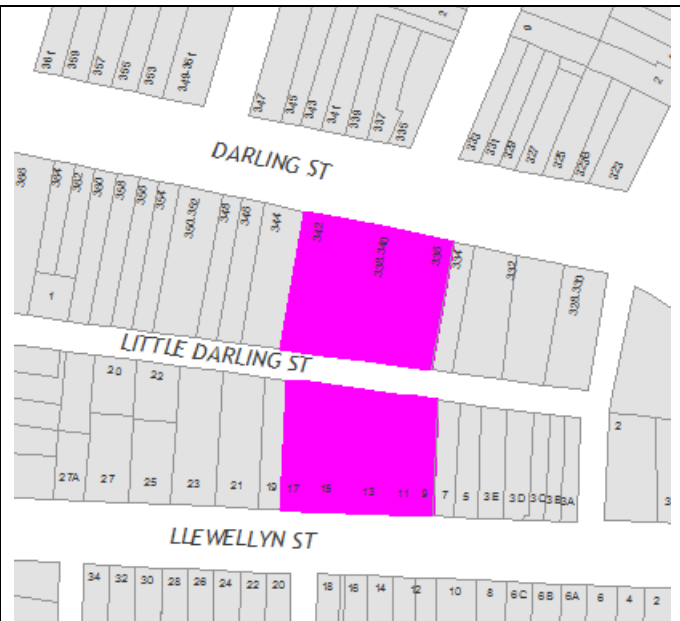
This would replace the existing resident parking restrictions ('2P 8am-10pm Permit Holders Excepted Area B2')



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (14 properties) in Darling Street and Llewellyn Street as indicated on the following plan, requesting residents' views regarding the proposal.

No responses were received.



### Officer's Recommendation:

That the 7m 'No Parking 8am-6pm Mon-Fri;' '2P 6pm-10pm Mon-Fri; 8am-10pm Sat-Sun Permit Holders Excepted Area B2' zone be installed on the southern side of Little Darling Street, at the rear of No.13 Llewellyn Street.

### Discussion:

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### Committee Recommendation:

## 2.8 Moore Lane, Lilyfield – No Stopping restrictions

*Ward: Balmain*

### Background

Concerns have been raised regarding vehicles obstructing manoeuvring space by parking on the southern side of Moore Lane, too close to the intersection of Moore Lane/White Street, Lilyfield.

Due to the lack of space at the intersection there has been significant damage to the side fence of No.2 White Street.

### Proposal

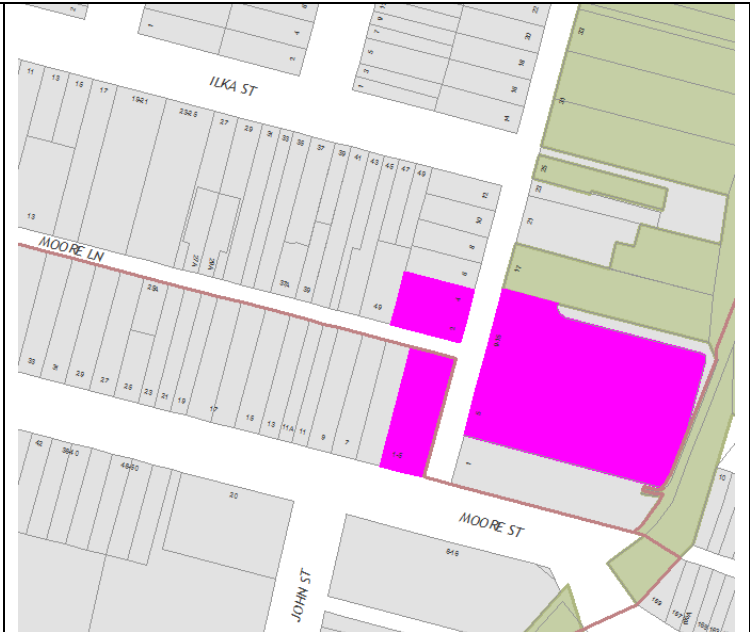
In order to alleviate this issue, it is proposed to signpost a 10m 'No Stopping' zone as shown on the following plan.



**Consultation**

A letter outlining the above parking proposal was mailed out to the affected properties (5 properties) in Moore Lane and White Street as indicated on the following plan, requesting residents' views regarding the proposal.

No responses were received.

**Officer's Recommendation:**

That the 10m 'No Stopping' zone be signposted on the southern side of Moore Lane, Lilyfield from the intersection of Moore Lane and White Street.

**Discussion:**

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**Committee Recommendation:**

### 3. Status Reports

#### 3.1 Status Report – 'Disabled Parking' Steward Street, Lilyfield

Ward: Balmain

**Background**

At The December Traffic Committee meeting the following was recommended and then subsequently adopted by Council:

- a) *That a 5.5m 'Disabled Parking' zone be installed in Steward Street, on the frontage of No.2 Steward Street for a trial period of 3 month.*
- b) *That the results of the trial be brought back to the Traffic Committee.*

The 'Disabled Parking' zone was then installed and monitored by Council officers.

### **Correspondence and Results**

During the trial, objections were received from one resident (who was not directly affected) as there are a number of other 'Disabled Parking' zones in Steward Street and it was suggested that this zone wasn't required or used frequently.

Following the trial period, the applicant's son wrote to Council, supporting the retention of the 'Disabled Parking' zone

*"I'm writing to say that the disabled parking space that Council created in Steward Street in response to my request, arising out of elderly father's needs, has been a great success. My father is able to park and get out of his car safely. Others use the space too, no doubt with similar benefits. Council's actions have improved the safety and quality of life of the disabled residents in this area, and I'm writing to thank you- and to thank Veronika and the Mayor's office- for responding to the needs of people like my father. I understand that this is initially a 3 month trial- I sincerely hope that the success of the trial means that it will be made permanent. I urge you to make it so."*

As this 'Disabled Parking' zone was installed in front of No.2 Steward Street for the property No.1 Steward Street, a consultation letter was sent to No.2 Steward Street to obtain their comments on the trial of the 'Disabled Parking' zone.

No response was received.

### **Officer's Recommendation:**

That the 5.5m 'Disabled Parking' zone currently installed in Steward Street, on the frontage of No.2 Steward Street be retained.

### **Discussion:**

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### **Committee Recommendation:**



## **4 Minor Traffic Facilities**

### **4.1 Removal of 'Disabled Parking' Restriction – Elliot Street, Balmain**

Council Ref: DWS 3669371

Council has been informed that the applicant to the 'Disabled Parking' zone in front of No.40 Elliot Street, Balmain has moved and thus the 'Disabled Parking' zone is no longer required.

#### **Officer's recommendation:**

That the 'Disabled Parking' space in front of No.40 Elliot Street, Balmain be removed as it is no longer required.

#### **Discussion:**

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#### **Committee Recommendation:**

## **5 Special Traffic Committee – Items supported between formal meetings**

There are no matters to report.

## **6 Items Without Notice**

#### **Discussion:**

## **7 Next Meeting of the Inner West Local Traffic Committee**

#### **Officer's Recommendation:**

That the next meeting of the Inner West Council be discussed at this meeting.

## 8 Part B – Informal Items

### 8.1 Angelini Avenue & Woodlark Street, Rozelle – Extension to Existing RPS Time & Day Restrictions

<i>Ward: Balmain</i>
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#### Background

Council has received a petition requesting that the existing resident permit parking restrictions be extended to 10pm and 7 days a week over the existing 8am-6pm Mon-Fri restrictions to provide better parking opportunities for properties with no off-street parking in the high demand area.

#### Proposal

Council is proposing to replace the existing resident parking restrictions of '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' to '2P 8am-10pm (7 Days) Permit Holders Excepted Area R1' in the following streets/sections, similar to the restrictions in Denison Street:

- Woodlark Street (Both sides)
- Angelini Avenue (Both Sides between Padstow Street and Cook Street)

As shown on the following plan





## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (15 properties) in Denison Street, Woodlark Street, Cook Street, Padstow Street and Foucart Street as indicated on the following plan, requesting residents' views regarding the proposal.

Excluding the petition, four responses were received, with three supporting the proposal and one objecting.



- Resident's Response:**

I object to the petition. I am unaware of what problem we are actually aiming to solve with this rule change. I don't see anyone but residents park on the streets for any significant period of time over the weekend. The proposed extension will affect visitors on weekends who would have to move their cars every 2 hours. I understand some people want this change but is not representative of all other neighbours.

*Officer's Comment:*

*The proposed changes only apply to a small section however there is not enough support to warrant the amendment.*

Based on the results of the consultation, there is a lack of support with only 3 supporting against the 15 properties consulted. Therefore, it does not warrant any further consideration at this time and the existing '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' is to be retained.

**Officers Recommendation:**

That the proposed time and day extension to the existing resident parking restrictions of '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' on both sides of Angelini Avenue (west of Woodlark Street) and both sides of Woodlark Street, not be supported at this present time due to the less than 50% support from the consulted residents.

**Discussion:**

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**Committee Recommendation:**

## **9. PART C - TRAFFIC GENERATING DEVELOPMENTS**

There are no matters to report.

## **Attachments**

## **Appendix A**

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Minutes of the Local Traffic  
Committee meeting held on 5<sup>th</sup> May  
2016

# REPORT FROM COMMITTEE

**DIVISION:** INFRASTRUCTURE & SERVICE DELIVERY

**MEETING:** MINUTES OF LOCAL TRAFFIC COMMITTEE

**MEETING DATE:** 5 May 2016

**FILE REF:** F97/00809

**WORD PROCESSING REF:** g:\lrc's\2016\minutes\may 2016 minutes.docx

## **PRESENT**

Councillor John Jobling	Chairperson
Ryan Horne	RMS Representative
Sgt DC	NSW Police
John Stephens	LMC – Traffic Manager
Jason Scoufis	LMC – Team Leader Traffic
Manod Wickramasinghe	LMC – Traffic & Parking Engineer
Khanh Nguyen	LMC – Traffic & Parking Engineer
Alan Nassau	LMC – Team Leader, Parking Enforcement
Jason Bruce	State Transit Authority
Kim Fagan	LMC - Admin
1 Business Manager	Item 2.1
1 Resident	Item 8.1

## **APOLOGIES**

Councillor Rochelle Porteous	Deputy Chairperson
Bill Holliday	Member for Balmain Representative
Nina Fard	LMC - Senior Traffic Engineer
Chris Johnson	LMC - Road Safety Officer
Bob Moore	BAC Representative

**SUMMARY OF RECOMMENDATIONS****1.0 Confirmation of Minutes****TR16/054****Committee Recommendation (unanimous support):**

That the Minutes from the 7<sup>th</sup> April 2016 Local Traffic Committee meeting be accepted as a true and accurate record of the meeting's proceedings.

**1.1. Matters Arising from Minutes of Previous Meeting**

Nil

**2.0 Reports****TR16/055****2.1 Mansfield Street, Rozelle – Resident Parking Scheme****Committee Recommendation (unanimous support):**

That '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions be installed on the northern side of Mansfield Street between Smith Street and Batty Street, Rozelle.

**TR160/056****2.2 Unnamed Lane (rear of Flood Street) Leichhardt – No Parking & No Stopping restrictions****Committee Recommendation (unanimous support):**

- a) That a 10m 'No Stopping' zone be installed on the eastern side of the unnamed lane south of the intersection, opposite the rear of No. 5 Flood Street.
- b) That a 10m 'No Parking' zone be installed immediately south of the proposed 10m 'No Stopping' to the corner at the rear of No. 47 Albert Street.

**TR160/057****2.3 Mackenzie Street, Leichhardt – OOSH Pick-Up Restrictions****Committee Recommendation (unanimous support):**

- a) That the southernmost car space of the existing three (3) car spaces on the eastern side of Mackenzie Street, north of Prospect Street currently restricted

as "P5min 8.00am-9.30am; 2.30pm-3.30pm School Days" be amended to "P10min 8.00am-9.30am; 2.30pm-6.00pm School Days".

- b) That the other P5minute parking spaces be amended to P10 minute parking spaces and the Principal be notified of the increase in parking times for parents/carers.

**TR160/058**

**2.4 Foucart Lane, Lilyfield – No Parking restrictions**

**Committee Recommendation (unanimous support):**

That a 9.5m 'No Parking' zone be installed on the eastern side of Foucart Lane, Lilyfield across the rear boundaries of Nos.88-90 Foucart Street, Rozelle.

**TR160/059**

**2.5 Lilyfield Road, Lilyfield – Traffic Conditions**

**Committee Recommendation (unanimous support):**

That:

- a. the existing 'No Stopping' zone on the northern side of Lilyfield Road, west of Helena Street be extended by 6m towards Edward Street, thus reducing the existing Bus Zone by 6m.
- b. That the 'Give Way' restriction be upgraded to a 'Stop' restriction at the Helena Street/Lilyfield Road intersection.
- c. A 'No Right Turn' ban for vehicles exiting Helena Street into Lilyfield Road be supported subject to RMS approval of a TMP and affected residents be notified.

**TR160/060**

**2.6 Johnston Lane, Annandale – No Parking restrictions**

**Committee Recommendation (unanimous support):**

That a 47m 'No Parking' zone be provided on the western side of Johnston Lane, Annandale (south of Collins Street) extending from the southern dead-end of Johnston Lane to 2m north of the rear vehicle access of No.36 Collins Street.

**TR160/061****2.7 Stephen Street, Balmain – Traffic Conditions****Committee Recommendation (unanimous support):**

That a bollard and wheel stops be installed on the south-eastern corner of Stephen Street and Gladstone Street, Balmain as shown in the attached photo plan.

**TR160/062****2.8 Yeend Street Birchgrove – 10km/hr Shared Zone Proposal****Committee Recommendation (unanimous support):**

That a '10km/h Shared Zone' be installed in Yeend Street, Birchgrove with associated traffic calming devices, subject to RMS approval.

**3. Status Reports**

There are no matters to report.

**4. Minor Traffic Facilities****TR160/063****4.1 Removal of 'Disabled Parking' Restriction – Darling Street, Balmain****Committee Recommendation (unanimous support):**

That the 'Disabled Parking' space in front of No.177 Darling Street, Balmain be removed as it is no longer required.

**TR160/064****4.2 Installation of Disabled Parking restriction – Starling Street, Leichhardt****Committee Recommendation (unanimous support):**

That a 6m 'Disabled Parking' zone be installed outside No. 29 Starling Street, Lilyfield.

**TR160/065****4.3 Installation of Works Zone restriction – Rofe Street, Leichhardt****Committee Recommendation (unanimous support):**

That a 25m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed on the side boundary of No.463 Parramatta Road, Leichhardt (Rofe Street frontage) for 12 weeks, temporarily replacing the existing RPS restrictions.

**TR160/066****4.4 Installation of Works Zone restriction – Hart Street, Balmain East****Committee Recommendation (unanimous support):**

That a 7m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.2 Hart Street, Balmain East for 12 weeks.

**TR160/067****4.5 Installation of Works Zone restriction – Evans Street, Rozelle****Committee Recommendation (unanimous support):**

That a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of Nos.121/123 Evans Street, Rozelle for 12 weeks temporarily replacing the existing resident parking scheme restrictions.

**TR160/068****4.6 Installation of Works Zone restriction – Hancock Street, Rozelle****Committee Recommendation (unanimous support):**

That a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.4 Hancock Street, Rozelle for 6 weeks temporarily replacing the existing resident parking scheme restrictions.

**TR160/069****4.7 Installation of Works Zone restriction – Reynolds Street, Balmain****Committee Recommendation (unanimous support):**

That a 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.65 Reynolds Street, Balmain for 8 weeks temporarily replacing the existing resident parking scheme restrictions.



**5      Special Traffic Committee – Items supported between formal meetings**

There are no matters to report.

**6      Item Without Notice****TR16/070****6.1    Removal of 'Disabled Parking' Restriction – National Street, Leichhardt****Committee Recommendation:**

That the 'Disabled Parking' space in front of No.11 National Street, Leichhardt be removed as it is no longer required.

**TR16/071****6.2    Nelson Street, Annandale – 'Motorbike Only' Restrictions****Committee Recommendation:**

That a 5.5m 'Motorbike Only' parking zone be installed on the western side of Nelson Street, immediately south of Nos. 136-142's driveway subject to consultation with affected properties and no significant objections being received.

**TR16/072****6.3    Marion Street/Balmain Road Leichhardt****Committee Recommendation:**

That:

- a. 'Keep Clear' linemarking be installed in Marion Street along the frontage of the Fire Station facing westbound motorists.
- b. RMS be requested to investigate whether traffic signal detectors can be installed at the egress to the Fire Station to provide improved access for fire trucks.

**7      Next Meeting of the Leichhardt Local Traffic Committee**

That the next meeting of the Leichhardt Local Traffic Committee be scheduled for **Thursday, 2nd June 2016.**

**8      Part B – Informal Items**

TR16/073

**8.1 Perry Street, Lilyfield– Short Term Parking Restrictions****Committee Recommendation:**

That this matter be deferred for further investigation.

**9      Part C – Traffic Generating Developments**

There are no matters to report.

**PART A – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS****2. Reports****2.1 Mansfield Street, Rozelle – Resident Parking Scheme**

<i>Precinct: Rozelle</i>	<i>Ward: Wangal Rozelle - Lilyfield</i>
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**Background**

The Traffic Committee at its meeting in February 2016 considered a report on a proposed Resident Parking Scheme (RPS) in Mansfield Street (Mullens Street-Batty Street), Rozelle. Based on the surveyed results, the Committee supported a modified proposal '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions on the northern side of Mansfield Street (Mullens Street-Smith Street). The proposed scheme between Smith Street and Batty Street was not supported due to less than 50% support being received from the residents.

Council has since received a petition from the residents of Mansfield Street (Smith Street-Batty Street) requesting the installation of the above proposed Resident Parking restrictions.

Council at its Policy Meeting held on 12th April 2016 adopted a resident parking scheme on the northern side of Mansfield Street (Mullens Street-Smith Street), including the western side of nearby Batty Street. Also, Mansfield Street residents requested Council to consider extending the resident parking scheme on the

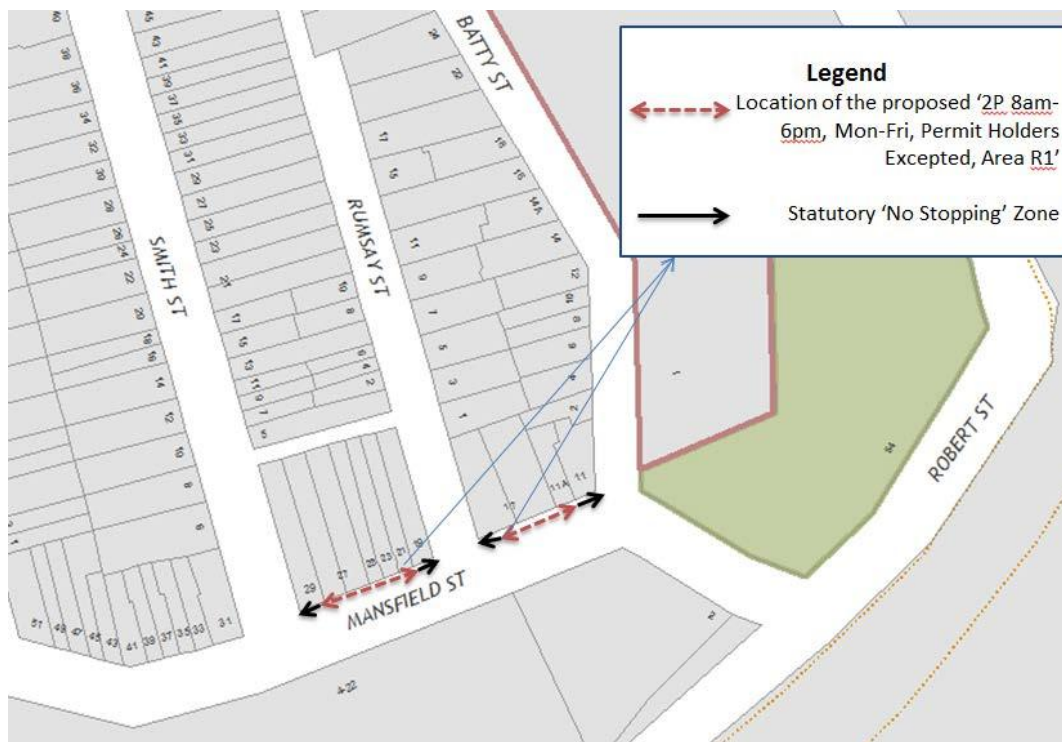
northern side of Mansfield Street from Smith Street to Batty Street as there was now support for this section of the proposed RPS scheme.

Council resolved:

*"That Council contact the residents of Mansfield Street, between Smith and Batty Street and survey them for a residential parking scheme in Mansfield Street and a report be provided to the May Traffic Committee Meeting."*

## Proposal

A Resident Parking Scheme (RPS) proposal has been prepared to implement '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions on the northern side of Mansfield Street between Smith Street and Batty Street as shown on the following plan.



## Consultation

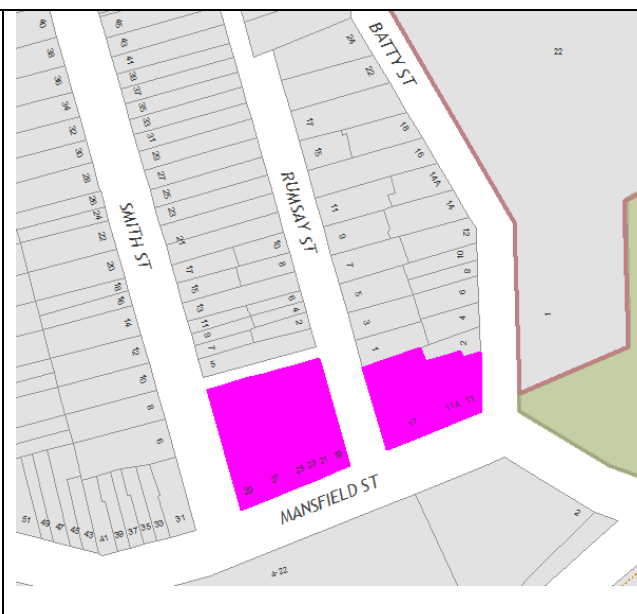
Council received a petition dated 9th April 2016 requesting an extension to the previously consulted Resident Parking Scheme (RPS) restrictions to include the northern side of Mansfield Street between Smith Street and Batty Street.

Mansfield Street between Smith Street and Batty Street comprises of 8 residential dwellings and 1 hotel (Bald Rock Hotel at No.17). The petition contained 7 signatures/properties supporting the inclusion of resident parking scheme restrictions. Only the hotel and one other residential property did not provide a signature of support.

A letter outlining the above parking proposal was mailed out to the affected properties (9 properties) in Mansfield Street, Rozelle as indicated on the following plan, requesting residents' views regarding the proposal.

8 responses were received with 6 supporting and 2 objecting the proposal.

The Hotel's objection is included in the responses.



## Analysis

Consultation survey results are summarised as follows:

### North of Mansfield Street between Smith Street and Batty Street

Number of properties (including the Bald Rock Hotel)	-	9
Number of properties responded (including the petition responses)	-	9
Number of properties supported	-	7
Response Rate	-	100%
Support Rate	-	78%

Note: Of the 5 responses supporting the re-consulted RPS, 4 indicated they wanted the restrictions to be 7 days and 8am to 10pm.

According to Council's policy on Resident Parking, a minimum of 50% support from the properties in the subject section of the street is required for consideration to implement a RPS.

Based on the above results, the RPS proposal received more than 50% support from the residents.

The following information is provided in response to the concerns raised by residents:

- Residents' Responses (4) :  
I would like to see the hours extended to 7 days a week from 8am-10pm. The same as Batty Street.

Officer's Comment:

*As only four requests were received to extend the time and day restrictions for the RPS, there is less than 50% support from all stakeholders. Therefore, the request is not supported at the present time and it could be reconsidered in the future once all the proposed RPS restrictions have been installed and operating for a number of months.*

- Resident's Response:  
We have 5 adults residing in our house with 4 vehicles and one off-street parking space, so we would need 3 resident parking permits. If we could receive these then we would support the scheme, but otherwise we are concerned that we will get booked for parking outside our own house. We are also concerned about receiving only one visitor permit as we often have multiple visitors and we have not been informed if there are time restrictions on the visitor permits.

Officer's Comment:

*The property would only be entitled to receive 1 resident parking permit and a visitor parking in line with RMS and Council's adopted policy. The other two vehicles could only be parked for up to 2 hours during the operational time of the RPS. However, the scheme would allow unrestricted parking 4pm to 10am (the next day) on weekdays and untimed on weekends. Also, the southern side of Mansfield Street and both sides of Mansfield Street, east of Batty Street would remain unrestricted and the nearby streets of Rumsay Street, Smith Street and Rosser Street. There is no time restriction on the Visitor Permits, only an expiry date of 30 April 2018.*

- Business's Response:  
We are not in favour of the proposal. Generally there are available parking during weekdays Mon-Fri 8am-6pm as it is not a high traffic area. I'm worried that these proposed restrictions will slow extend to surrounding streets over time. 2P is not for an area like Mansfield Street as there are a number of businesses with employees who require parking every day and should not have to move every 2 hours. Balmain shopping area has been highly impacted by the parking restrictions, Council should be more mindful of the impact of parking restrictions have on businesses. You stated that a maximum of 3 parking permits eligible, as the Hotel covers 2 titles are we able to get double the permits? Our Hotel is a destination pub and our patrons require parking. It would not benefit our business at all to impose these restrictions on our patrons. A patron does the right thing and leaves their car behind so as not to drink and drive may be exposed to fines going forward if the restrictions are imposed.

Officer's Comment:

*Permit Parking is used by Council to manage the availability of on-street parking spaces in a given area. Competition for on-street parking spaces is*

*typically high and permit parking helps manage existing on-street parking from excessive demand to provide a balance between all stakeholders, residents, businesses, visitors, etc. Businesses are eligible to apply up to a maximum of 3 parking permits minus 1 for each on-site parking space available. The Hotel would be treated as one property despite covering 2 titles. Drinking and driving is an unnecessary risk and we recommend patrons planning to drink at the Hotel to not drive there in the first place. The restrictions are 2P 8am-6pm Mon-Fri and would not affect weeknight parking after 4pm. Permit parking is not perfect but it provides better turnover, a better opportunity and balance for other stakeholders to park.*

**Officers Recommendation:**

That '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions be installed on the northern side of Mansfield Street between Smith Street and Batty Street, Rozelle.

**Discussion:**

- The Bald Rock Hotel Manager addressed the committee requesting that 4P parking restrictions be installed as opposed to 2P parking restrictions to assist hotel employees and didn't support 8am – 10pm, 7day as an option.
- A letter was tabled and read from a resident requesting 3 permits in the event the proposed scheme is introduced. The committee was advised that the property would only be entitled to 1 resident permit and 1 visitor permit totalling 2 permits.
- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions be installed on the northern side of Mansfield Street between Smith Street and Batty Street, Rozelle.

## **2.2 Unnamed Lane (Rear of Flood Street), Leichhardt – No Parking & No Stopping restrictions**

Precinct: Leichhardt	Ward: Eora Leichhardt-Lilyfield
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**Background**

A resident has raised concerns with Council regarding vehicles parking in the laneway where their rear garage backs onto and have requested the installation of parking restrictions in the 'unnamed' laneway behind Flood Street to deter vehicles from parking in narrow areas that obstructs access to rear garages. In the past waste

collection services have had issues manouvring around in the narrow 'unnamed' laneway.

The NSW Road Rules stipulates that it is illegal to stop your vehicle on or across a driveway or any way that obstructs access to or from adjacent land, unless dropping off or picking up passengers for no longer than 2 minutes.

Also when parking, if the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.

## Proposal

It is proposed that a 14m 'No Parking' zone and a 10m 'No Stopping' zone be installed on the eastern side of the unnamed lane, opposite the rear access of properties Nos.3, 3A and 5 Flood Street as shown on the plan below:

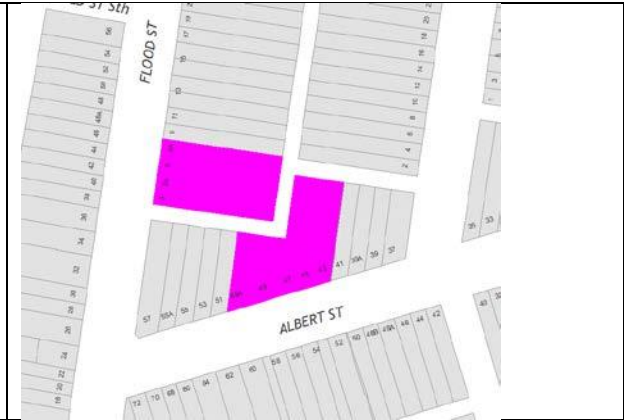




## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (9 properties) in Flood Street and Albert Street as indicated on the following plan, requesting residents' views regarding the proposal.

Four responses were received, three objecting to the proposal and one supporting it.



- **Resident's Response:**

Considering that no one ever parks or stops there it would be a waste of time and money.

Currently our household has three cars and young children and because of the lack of parking available for residents, I admit that I park in front of my own rear garage in that lane but at no time am I ever obstructing access to anyone's property and always more than 10m from the corner. Street parking is not only bad on Flood St but also the adjoining streets because of employees from the businesses in the Parramatta Rd area and now not to mention the George St building site causing road closures limiting parking access as well.

It baffles me as to why suddenly there would be a request to install parking restrictions there but I have very strong suspicions on who and why they were lodged therefore I today have lodged a GIPA request to Council in relation to this matter and will be awaiting access to the original request before I submit more views on the matter.

*Officer's Comment:*

*The proposed 10m 'No Stopping' zone at the intersection reinforces the Road Rules and the proposed 'No Parking' zone will assist the rear lane access for No. 3 Flood Street and maintain the 3m clear passing road width requirement. The proposed restrictions are opposite the rear driveways of No. 3, 3A Flood Street. No Parking still allows for drop off/pick up of passengers or goods.*

- **Resident's Response:**

I am totally against these restrictions as I do not believe they obstruct access to rear garages for houses on Albert St nor do they obstruct access to waste collection trucks.

I am a long term resident on Albert St and this is the first I am hearing of cars parked in the unnamed lane being of any concern.

Cars parked in the lane way have no bearing on waste collection access. There are cars parked all along the rest of the lane towards the park and if the cars on the eastern side of the lane way restricted access then certainly the same would be true for cars parked along the western end of the lane way.

If restrictions are placed in the unnamed laneway it will force cars onto the already over utilised Flood, Albert and National street. Residents are very frustrated by the lack of parking in these streets due to parking by businesses on Parramatta Rd.

*Officer's Comment:*

*The entire laneway is not being proposed for No Parking or No Stopping restrictions. The proposed restrictions are only to cover opposite the rear driveways of No. 3, 3A Flood Street. You are permitted to use a driveway to drop off/pick up goods, similar to a No Parking Zone for a maximum time of 2 minutes as long as the driver of the vehicle is within 3 metres from the closest point of the vehicle. The proposed 10m 'No Stopping' zone at the intersection reinforces the Road Rules and the proposed 'No Parking' zone will assist the rear lane access for No. 3 Flood Street and maintain the 3m clear passing road width requirement.*

- **Resident's Response:**

I am concerned that this proposal will encourage Parking Enforcement to seek out and fine on the odd occasions that I park my own vehicle in front of my own garage (only in cases where street parking is completely full during work hours or when unloading kids/groceries)

*Officer's Comment:*

*The proposed restrictions in the subject area opposite No. 3, 3A and 5 are not in front of the driveways, it is opposite them. You are permitted to use a driveway to drop off/pick up goods, similar to a No Parking Zone for a maximum time of 2 minutes as long as the driver of the vehicle is within 3 metres from the closest point of the vehicle.*

**Officer's Recommendation:**

- a) That a 10m 'No Stopping' zone be installed on the eastern side of the unnamed lane south of the intersection, opposite the rear of No. 5 Flood Street.
- b) That a 10m 'No Parking' zone be installed immediately south of the proposed 10m 'No Stopping' to the corner at the rear of No. 47 Albert Street.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

- c) That a 10m 'No Stopping' zone be installed on the eastern side of the unnamed lane south of the intersection, opposite the rear of No. 5 Flood Street.
- d) That a 10m 'No Parking' zone be installed immediately south of the proposed 10m 'No Stopping' to the corner at the rear of No. 47 Albert Street.

## 2.3 Mackenzie Street, Leichhardt– OOSH Pick-Up Restrictions

<i>Precinct: Leichhardt</i>	<i>Ward: Eora Leichhardt-Lilyfield</i>
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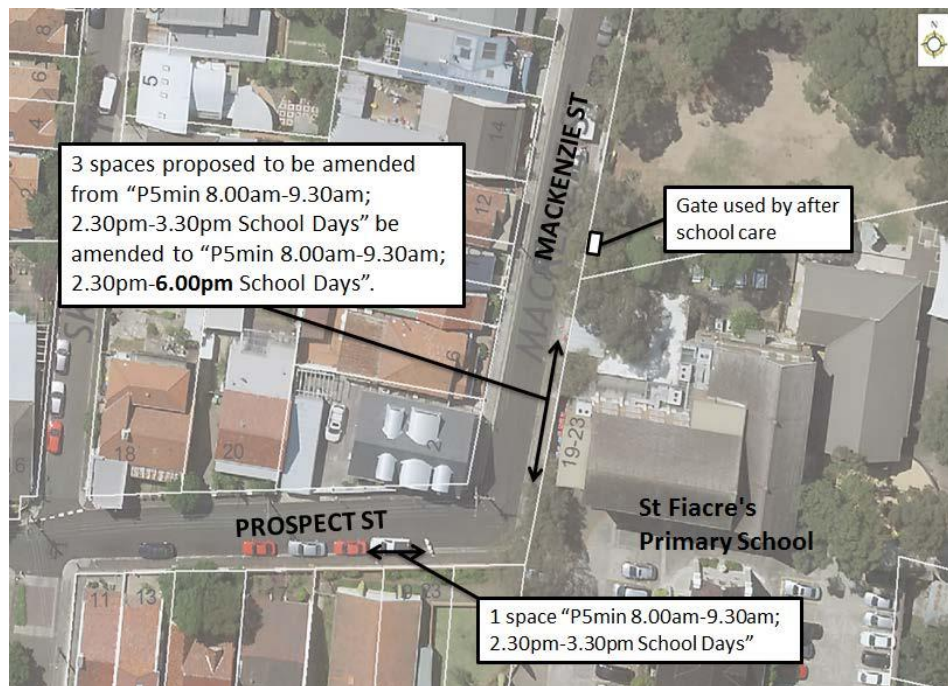
### Background

The St Fiacre's Primary School OOSH (after school care) has raised concerns regarding a lack of short term pick-up facilities in Mackenzie Street, Leichhardt. The director of the OOSH has advised Council that approximately 50 students (40 parents) attend the OOSH and are picked up from the Mackenzie Street exit of the school.

Currently there are no on-street provisions for drop off/pick up of students after 3:30pm.

### Proposal

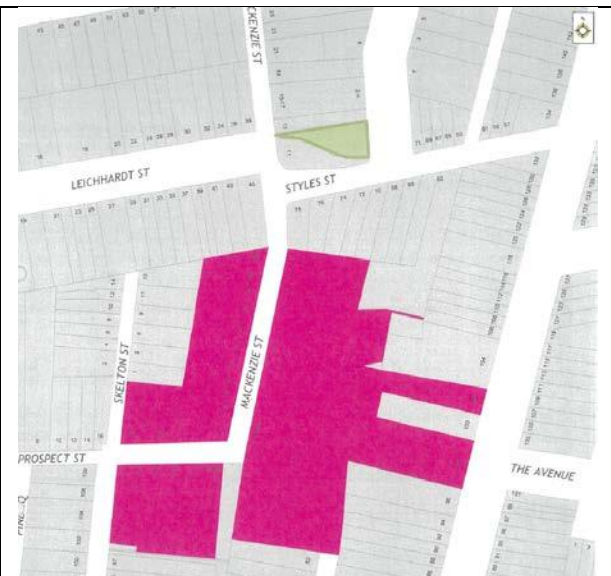
It was proposed to amend the existing school 5 minute parking restrictions for the 3 spaces on the eastern side of Mackenzie Street, north of Prospect Street currently restricted as "P5min 8.00am-9.30am; 2.30pm-3.30pm School Days" to "P5min 8.00am-9.30am; 2.30pm-6.00pm School Days". This corresponds with the finishing time of the after school care at 6pm.



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (24 properties) in Mackenzie Street and Prospect Street as indicated on the following plan, requesting residents' views regarding the proposal.

2 responses were received objecting to the proposal.



- Resident Response:

There is a large car park area within the school/church, why can't this be used by parents to pick up and drop off students attending the OOSH (accessed by Catherine Street or Mackenzie Street gates)

Officer's Comment:

*The car park can be used after hours; however, it is also used by teachers and patrons of the church and can be fully occupied. The access to this parking area is via a long (single lane) driveway from Catherine Street and it is preferable to minimise movements in this driveway as it is also heavily used by pedestrian traffic.*



- Resident Response:

The parking situation on Mackenzie Street is dire for residents as it is. Restricting further spots for the luxury of parents picking up children at the after school care is going to make matters much worse for residents, particularly those with children. Are the parents not able to pick up from the Catherine Street frontage?

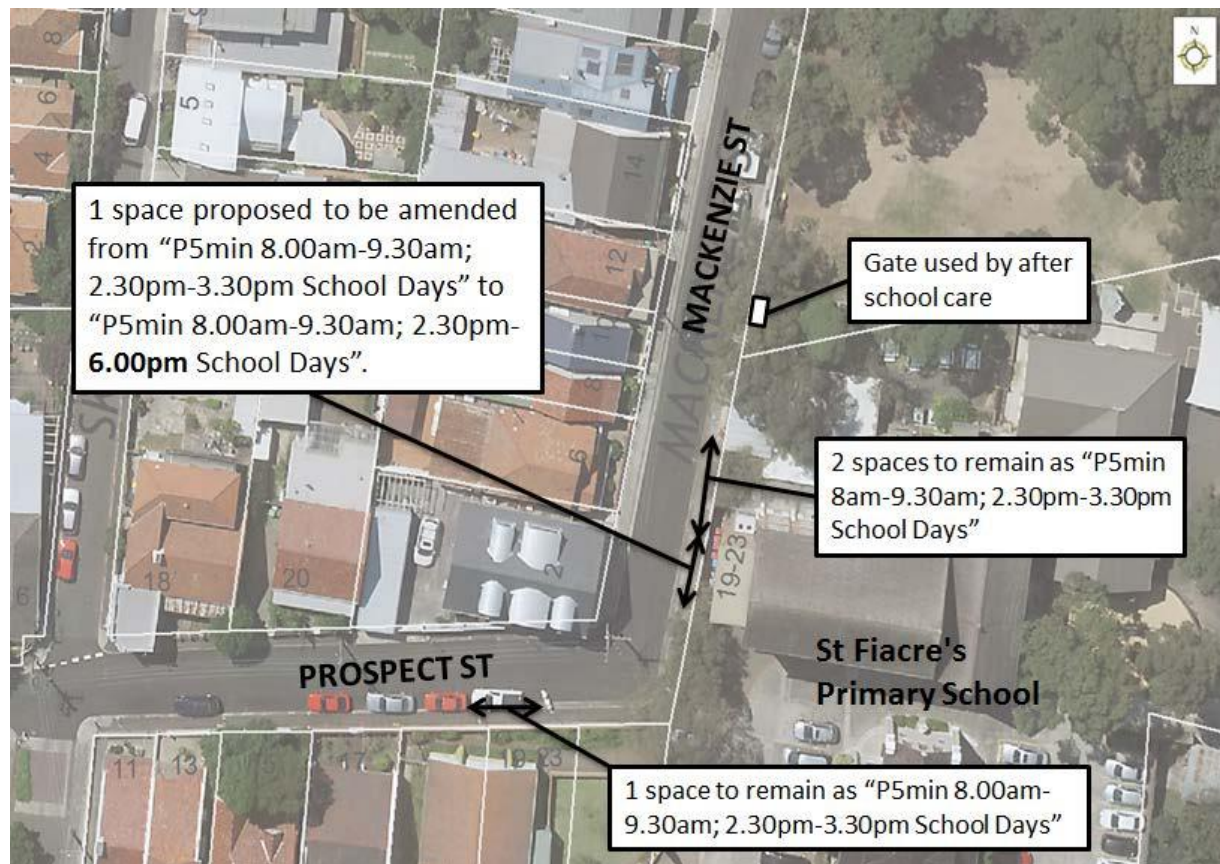
Officer's Comment:

*The after school care is accessed via Mackenzie Street, hence why it is proposed to extend the existing 'drop off/pick up' restrictions in Mackenzie Street rather than create new drop-off/pick-up restrictions in Catherine Street. Unrestricted parking will be available for residents after 6pm on school days.*

### Modified Proposal

Due to concerns raised regarding lack of parking in Mackenzie Street/Prospect Street, it is proposed to only amend one carspace and this will be monitored to determine if it is sufficient to cater for the needs of the St Fiacre's OOSH. This was supported by the OOSH director and the director will monitor its use.

Therefore, it is proposed that one car space currently restricted as "P5min 8.00am-9.30am; 2.30pm-3.30pm School Days" be amended to "P5min 8.00am-9.30am; 2.30pm-6.00pm School Days" as shown below.



### Officer's Recommendation:

That the southernmost car space of the existing three (3) car spaces on the eastern side of Mackenzie Street, north of Prospect Street currently restricted as "P5min 8.00am-9.30am; 2.30pm-3.30pm School Days" be amended to "P5min 8.00am-9.30am; 2.30pm-6.00pm School Days".

**Discussion:**

- The Committee was advised that Council had recently approved conversion of all 5 minute parking to 10 minute parking in school areas to assist parents.
- The Committee recommended amending the P5 minute parking to P10 minute parking.

**Committee Recommendation:**

- c) That the southernmost car space of the existing three (3) car spaces on the eastern side of Mackenzie Street, north of Prospect Street currently restricted as "P5min 8.00am-9.30am; 2.30pm-3.30pm School Days" be amended to "P10min 8.00am-9.30am; 2.30pm-6.00pm School Days".
- d) That the other P5minute parking spaces be amended to P10 minute parking spaces and the Principal be notified of the increase in parking times for parents/carers.

## 2.4 Foucart Lane, Lilyfield – ‘No Parking’ restrictions

<i>Precinct: Annandale</i>	<i>Ward: Gadigal Annandale-Leichhardt</i>
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**Background**

Concerns have been raised regarding vehicles parking on the eastern side of Foucart Lane, Lilyfield opposite the garage access to Nos.56 & 56A Cecily Street and thereby impeding vehicular access, in particular should an emergency situation arise.

It should be noted that Foucart Lane is only 5m wide.

**Proposal**

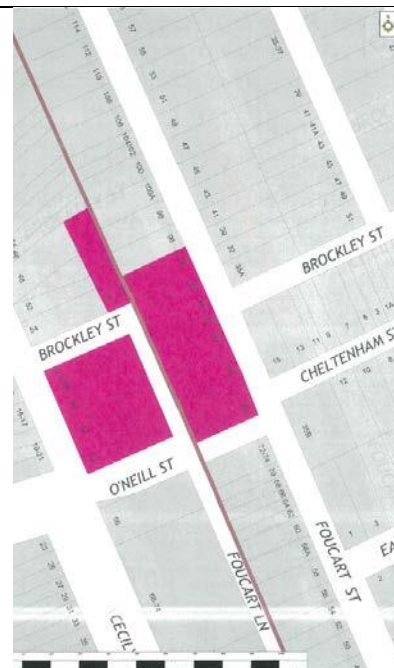
Therefore, Council is proposing to install a 9.5m ‘No Parking’ zone on the eastern side of Foucart Lane, at the rear of Nos.88-90 Foucart Street as shown on the plan below.



## Consultation

A letter outlining the above parking restriction proposal was mailed out to the affected properties (14 properties) in Brockley Street, Foucart Street and Cecily Street as indicated on the following plan, requesting residents' views regarding the proposal.

One response was received supporting the proposal and one response objected to the proposal. A further response was received agreeing that parking in the laneway is obstructive, but asking whether there were other alternatives to the 'No Parking' restriction.



- Residents' Responses (2 similar):  
Can Council explore other options like 5minute parking, 15minute sign or resident only parking , so that the residents at No.88 and 90 can unload their cars.



**Officer's Comment:**

*As parking in this area obstructs access to formal off-street parking spaces, other parking restrictions cannot be supported.*

- Residents' Responses (2 similar):

A 'No Parking' zone would stop the owners at No.88 and 90 Foucart St from freely using the space to load and unload vehicles of a range of items (e.g. shopping, plants, furniture etc), and potentially result in the issuing of fines for necessary day to day activities.

**Officer's Comment:**

*A 'No Parking' area can be used for drop-off and pick-up as long as the vehicle is parked for no longer than 2 minutes and the driver is no more than 3 metres from the vehicle.*

- Residents' Responses:

The proposal raises a neighbourhood equity issue - it results in a 'win' situation for the No.56 and 56A Cecily St residents who essentially gain more use of the space, and a 'lose' situation for the remaining neighbourhood.

**Officer's Comment:**

*By law, vehicles cannot park in a manner which obstructs access from a property, Council is seeking to formalise this with a 'No Parking' restriction.*

- Residents' Responses:

The problem occurs because the owners of the No.86 Foucart Street drive a large vehicle.

**Officer's Comment:**

*Swept path analysis shows that in a 5m laneway, there is insufficient width for a standard vehicle to enter or exit the off street parking area. The proposed restriction will also assist vehicles manoeuvring through the 90 degree bend to and from Brockley Street.*

**Officer's Recommendation:**

That a 9.5m 'No Parking' zone be installed on the eastern side of Foucart Lane, Lilyfield across the rear boundaries of Nos.88-90 Foucart Street, Rozelle.

**Discussion:**

- An additional objection was tabled at the meeting.
- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 9.5m 'No Parking' zone be installed on the eastern side of Foucart Lane, Lilyfield across the rear boundaries of Nos.88-90 Foucart Street, Rozelle.

## 2.5 Lilyfield Road, Lilyfield – Traffic Conditions

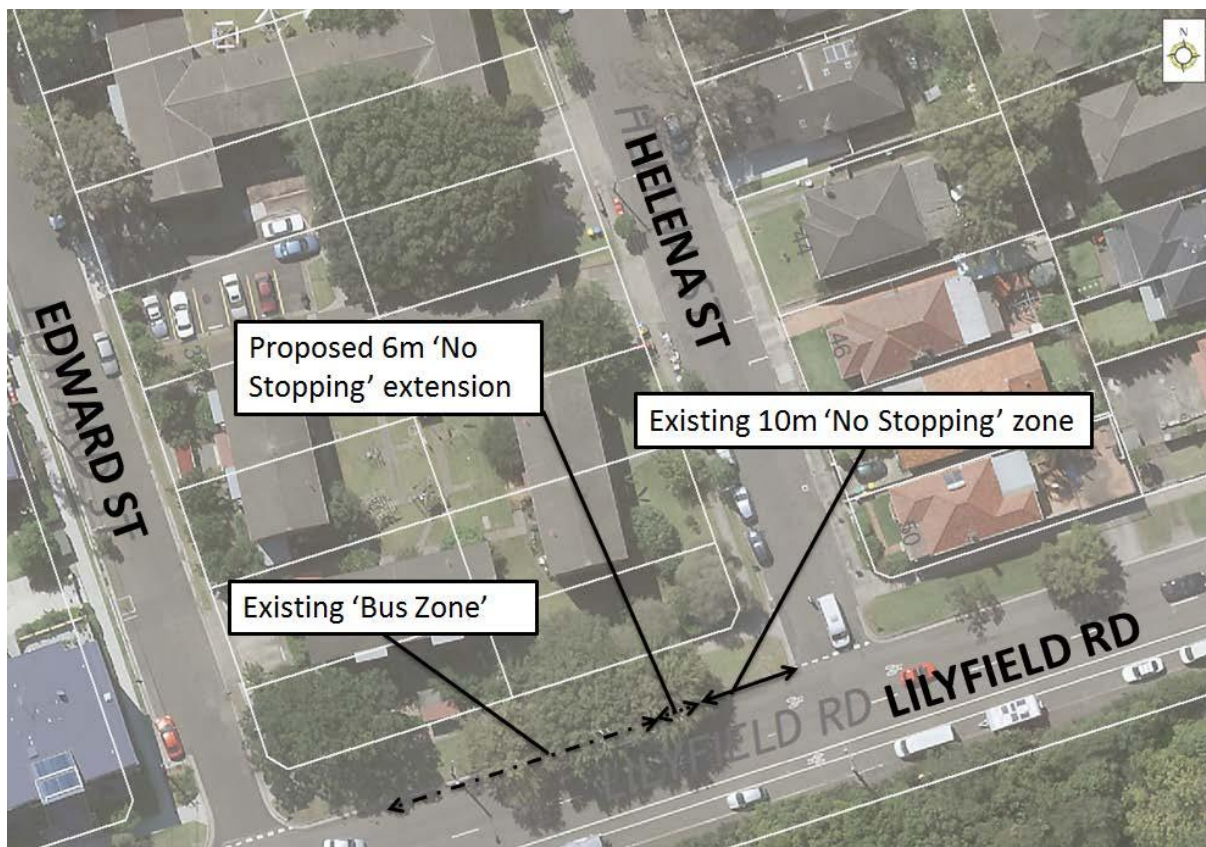
Precinct: Rozelle/Lilyfield	Ward: Wangal Rozelle-Lilyfield
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### Background

Concerns have been raised that when buses are parked in the 'Bus Zone' on the northern side of Lilyfield Road, west of Helena Street it restricts sightlines for motorists exiting Helena Street into Lilyfield Road, particularly turning right out of Helena Street. The 'Bus Zone' which is approximately 40m in length located between Helena Street and Edward Street is signposted 'Bus Zone – Buses standing more than 1 minute must turn the motor off'. The J stem is signposted 'Bus does not pick up from this Stop. Set Down Only'.

### Proposal

In order to improve sight lines, it is proposed to extend the existing 'No Stopping' zone by a further 6 metres west towards Edward Street as shown on the aerial photo plan below.



### Consultation

As parking is not impacted by the proposal and it only affects the length of the bus zone, Sydney Buses have been advised of the proposal.

**Officer's Recommendation:**

That the existing 'No Stopping' zone on the northern side of Lilyfield Road, west of Helena Street be extended by 6m towards Edward Street, thus reducing the existing Bus Zone by 6m.

**Discussion:**

- The Committee was advised that a serious crash occurred recently involving a vehicle making a right turn out of Helena Street impacting a motorcyclist heading eastbound in Lilyfield Road.
- Council staff advised that additional data had been gathered in the AM and PM peak period including turning counts at the intersection and bus occupancy surveys. The data indicated that only 2 vehicles made a right turn out of Helena Street in the AM peak and 2 vehicles made the right turn in the PM peak.
- The bus data indicated that a bus was parked in the bus zone for a total of 37 minutes in the AM peak and 28 minutes in the PM peak resulting in restricted sight lines.
- The Committee supported a 'No Right Turn' ban for vehicles exiting Helena Street into Lilyfield Road given the low traffic volumes making this turn and the high likelihood of a bus obscuring sight lines.
- The Police representative suggested that the intersection control be upgraded from 'Give Way' to 'Stop' Sign control.

**Committee Recommendation:**

That:

- d. the existing 'No Stopping' zone on the northern side of Lilyfield Road, west of Helena Street be extended by 6m towards Edward Street, thus reducing the existing Bus Zone by 6m.
- e. That the 'Give Way' restriction be upgraded to a 'Stop' restriction at the Helena Street/Lilyfield Road intersection.
- f. A 'No Right Turn' ban for vehicles exiting Helena Street into Lilyfield Road be supported subject to RMS approval of a TMP and affected residents be notified.

## 2.6 Johnston Lane, Annandale– ‘No Parking’ restrictions

Precinct: Annandale

Ward: Gadigal Annandale-Leichhardt

### Background

Concerns have been raised regarding vehicles parking on the western side of Johnston Lane, opposite the garage access to No.74 Trafalgar Street and thereby impeding vehicular access. The lane is approximately 5m wide.

### Proposal

As such, Council initially proposed to install a 10m ‘No Parking’ zone on the western side of Johnston Lane as shown on the plan below.

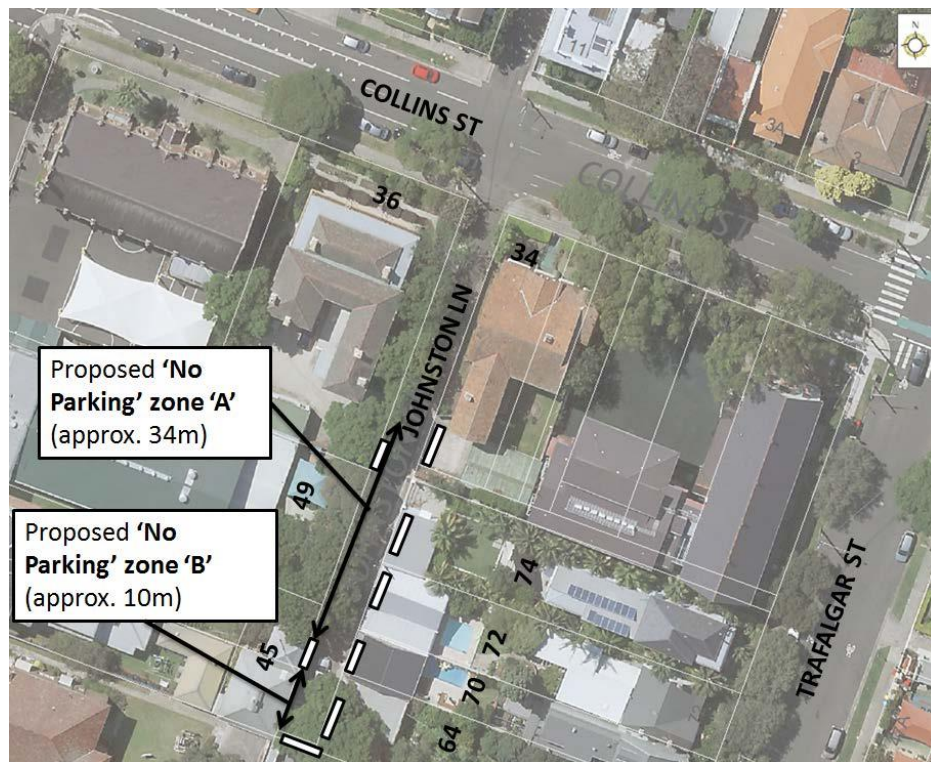


### Modified Proposal

Community feedback from the initial proposal showed support in extending the ‘No Parking’ zone further along Johnston Lane, to assist with driveway access for



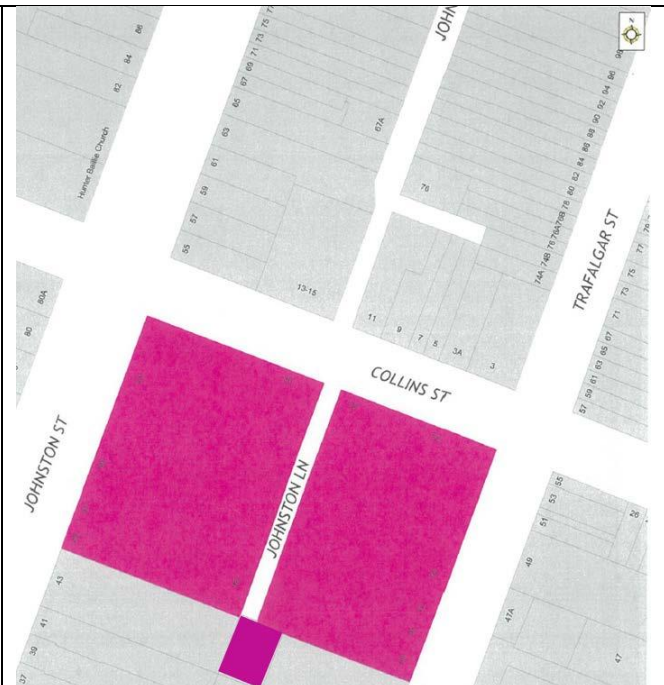
additional properties. As such, Council consulted a modified proposal (shown below).



### Consultation

A letter outlining the above modified parking proposal was mailed out to the affected properties (12 properties) in Trafalgar Street, Johnston Street, Collins Street and Johnston Lane as indicated on the following plan, requesting residents' views regarding the proposal.

4 responses were received supporting both 'No Parking' zones shown in the modified proposal.



### Officer's Recommendation:

That a 47m 'No Parking' zone be provided on the western side of Johnston Lane, Annandale (south of Collins Street) extending from the southern dead-end of Johnston Lane to 2m north of the rear vehicle access of No.36 Collins Street.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 47m 'No Parking' zone be provided on the western side of Johnston Lane, Annandale (south of Collins Street) extending from the southern dead-end of Johnston Lane to 2m north of the rear vehicle access of No.36 Collins Street.

## 2.7 Stephen Street, Balmain – Traffic Conditions

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal Balmain</i>
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**Background**

A resident has raised concern regarding damage to her property on the south eastern corner of the Stephen Street/Gladstone Street intersection caused by trucks reversing into the post that supports the balcony at No.4A Stephen Street. The balcony overhangs the footpath and the post is not offset from the kerb which results in damage to the support post.

**Proposal**

In order to provide protection and prevent further damage, it is proposed to install a bollard and wheel stops adjacent to the gutter as detailed below. The resident supported the proposal.

**Officer's Recommendation:**

That a bollard and wheel stops be installed on the south-eastern corner of Stephen Street and Gladstone Street, Balmain as shown in the attached photo plan.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a bollard and wheel stops be installed on the south-eastern corner of Stephen Street and Gladstone Street, Balmain as shown in the attached photo plan.

## 2.8 Yeend Street, Birchgrove – 10 km/hr Shared Zone Proposal

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal Balmain</i>
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**Background**

Yeend Street is a local road with a 40 km/hr speed limit. It is a dead end at its eastern end with bollards restricting access and as a result has very low traffic



volumes and speeds. It provides access to Yeend Street Pontoon which is used for recreational purposes only and to Ballast Point Park.

Kerbside parallel parking is provided on the northern side of the road and three (3) angle parking spaces are provided on the southern side of the road including two disabled parking spaces.

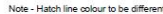
As a result of potential hazards of the rock face below No. 16A to No. 6 Ballast Point Road, Birchgrove (in Yeend Street), Council proposed to stabilise sections of rock face of immediate and medium term concern which has been completed, and to apply measures to safeguard against losses or injury should any rocks fall in future years.

### **Proposal**

The measures to be taken to safeguard against potential risks of any rocks fall in future is to:

- remove the footpath at the base of the rock face and replace with a 'low maintenance' landscaped area. The landscape area would form a 'catch zone' for debris that may fall from the rock face and reduce the likelihood of debris impacting the road, footpath and persons.
- relocate pedestrians, parked vehicles and occupants of vehicles to the opposite (southern) side of the road, away from the toe area of the rock face where boulders and other debris falling from the rock face may cause injuries to such persons, and
- the remainder of the road way to be designated a '10 km/hr Shared Zone' for pedestrian, cycle and vehicular access.

A plan of the Shared Zone is detailed below:



That a '10km/h Shared Zone' be installed in Yeend Street, Birchgrove with associated traffic calming devices, subject to RMS approval.

### 3. Status Reports

There are no matters to report.

## 4 Minor Traffic Facilities

### 4.1 Removal of 'Disabled Parking' Restriction – Darling Street, Balmain

Council Ref: DWS 3693534

Council has been informed that the applicant to the 'Disabled Parking' zone in front of No.177 Darling Street, Balmain has moved and thus the 'Disabled Parking' zone is no longer required. The current tenant of No.177 Darling Street has confirmed that they do not use the 'Disabled Parking' zone.

#### **Officer's recommendation:**

That the 'Disabled Parking' space in front of No.177 Darling Street, Balmain be removed as it is no longer required.

#### **Discussion:**

- The Committee supported the Officer's recommendation.

#### **Committee Recommendation:**

That the 'Disabled Parking' space in front of No.177 Darling Street, Balmain be removed as it is no longer required.

### 4.2 Installation of Disabled Parking restriction – Starling Street, Lillyfield

Council Ref: DWS 3638994

The resident of No.29 Starling Street, Lillyfield has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed that the property does not have off-street parking.

The applicant does not require the use of a wheelchair.

**Officer's Recommendation:**

That a 6m 'Disabled Parking' zone outside No. 29 Starling Street, Lilyfield.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 6m 'Disabled Parking' zone be installed outside No. 29 Starling Street, Lilyfield.

#### **4.3 Installation of Works Zone restriction – Rofe Street, Leichhardt**

Council Ref: DWS 3664553

The applicant has requested the installation of a 25m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' on the side boundary of No.463 Parramatta Road, Leichhardt (Rofe Street frontage) for 12 weeks.

**Officer's recommendation:**

That a 25m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' be installed on the side boundary of No.463 Parramatta Road, Leichhardt (Rofe Street frontage) for 12 weeks, temporarily replacing the existing RPS restrictions.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 25m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed on the side boundary of No.463 Parramatta Road, Leichhardt (Rofe Street frontage) for 12 weeks, temporarily replacing the existing RPS restrictions.

#### **4.4 Installation of Works Zone restriction – Hart Street, Balmain East**

Council Ref: DWS 3682045

The applicant has requested the installation of a 7m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' on the frontage of No.2 Hart Street, Balmain East for 12 weeks.

**Officer's recommendation:**

That a 7m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.2 Hart Street, Balmain East for 12 weeks.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 7m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.2 Hart Street, Balmain East for 12 weeks.

#### **4.5 Installation of Works Zone restriction – Evans Street, Rozelle**

Council Ref: DWS 3670917

The applicant has requested the installation of a 9m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' on the frontage of Nos.121/123 Evans Street, Rozelle for 12 weeks. Concurrence from the neighbouring properties has been provided to Council.

**Officer's recommendation:**

That a 9m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of Nos.121/123 Evans Street, Rozelle for 12 weeks temporarily replacing the existing resident parking scheme restrictions.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of Nos.121/123 Evans Street, Rozelle for 12 weeks temporarily replacing the existing resident parking scheme restrictions.

#### **4.6 Installation of Works Zone restriction – Hancock Street, Rozelle**

Council Ref: DWS 3699915

The applicant has requested the installation of a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' on the frontage of No.4 Hancock Street, Rozelle for 12 weeks.

**Officer's recommendation:**

That a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.4 Hancock Street, Rozelle for 6 weeks temporarily replacing the existing resident parking scheme restrictions.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 9m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.4 Hancock Street, Rozelle for 6 weeks temporarily replacing the existing resident parking scheme restrictions.

#### **4.7 Installation of Works Zone restriction – Reynolds Street, Balmain**

Council Ref: DWS 3702870

The applicant has requested the installation of a 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' on the frontage of No.65 Reynolds Street, Balmain for 8 weeks.

**Officer's recommendation:**

That a 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.65 Reynolds Street, Balmain for 8 weeks temporarily replacing the existing resident parking scheme restrictions.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

That a 10m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.65 Reynolds Street, Balmain for 8 weeks temporarily replacing the existing resident parking scheme restrictions.

## 5 Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

## 6 Items Without Notice

### 6.1 Removal of ‘Disabled Parking’ Restriction – National Street, Leichhardt

Council Ref: DWS 3685134

Council has been informed by the new owners of No.11 National Street, Leichhardt that the applicant to the ‘Disabled Parking’ zone has sold and moved and thus the ‘Disabled Parking’ zone outside of No.11 National Street is no longer required.

#### **Officer’s recommendation:**

That the ‘Disabled Parking’ space in front of No.11 National Street, Leichhardt be removed as it is no longer required.

#### **Discussion:**

- The Committee supported the Officer’s recommendation.

#### **Committee Recommendation:**

That the ‘Disabled Parking’ space in front of No.11 National Street, Leichhardt be removed as it is no longer required.

### 6.2 Nelson Street, Annandale – ‘Motorbike Only’ Restrictions

<i>Precinct: Annandale</i>	<i>Ward: Gadigal-Annandale</i>
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#### **Background**

Concerns have been raised regarding vehicles parking immediately south of No. 136-142 Nelson Street’s driveway access. These parked vehicles obstruct sightlines for vehicles egressing the complex. This problem is exacerbated as there is a crest on the road that starts to descend towards Booth Street from the driveway making it harder to see and anticipate accelerating northbound vehicles on approach.

#### **Proposal**



In order to improve the visibility for motorists exiting No. 136-142 Nelson Street, it is proposed to install a 5.5m 'Motorbike Only' parking zone, immediately south of No. 136-142's driveway. Allocating parking spaces for motorbikes is aimed at preserving on-street parking whilst also improving the sightlines south of No. 136-142 Nelson Street's driveway due to the smaller size of motorbikes.



## Consultation

This proposal is seeking approval as a late item and is subject to consultation post approval.

## Officers Recommendation:

- a) That a 5.5m 'Motorbike Only' parking zone be installed on the western side of Nelson Street, immediately south of Nos. 136-142's driveway subject to consultation with affected properties.

## Discussion:

- The Committee supported the Officer's recommendation.

## Committee Recommendation:

That a 5.5m 'Motorbike Only' parking zone be installed on the western side of Nelson Street, immediately south of Nos. 136-142's driveway subject to consultation with affected properties and no significant objections being received.

### 6.3 Marion Street/Balmain Road Leichhardt

<i>Precinct: Leichhardt</i>	<i>Ward: Eora – Leichhardt/Lilyfield</i>
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The Committee was advised that Leichhardt Fire Station had raised concern with westbound vehicles queuing in Marion Street across the frontage of the Fire Station impacting on egress.

#### Committee Recommendation:

That:

- c. 'Keep Clear' linemarking be installed in Marion Street along the frontage of the Fire Station facing westbound motorists.
- d. RMS be requested to investigate whether traffic signal detectors can be installed at the egress to the Fire Station to provide improved access for fire trucks.

## 7 Next Meeting of the Leichhardt Local Traffic Committee

#### Officer's Recommendation:

That the next meeting of the Leichhardt Local Traffic Committee be scheduled for **Thursday, 2nd June 2016.**

## 8 Part B – Informal Items

### 8.1 Perry Street, Lilyfield– Short Term Parking Restrictions

<i>Precinct: Rozelle/Iron Cove</i>	<i>Ward: Eora Leichhardt-Lilyfield</i>
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#### Background

Concerns have been raised by Orange Grove Public School and parents regarding a lack of parking turnover on the southern side of Perry Street, immediately outside the school. Perry Street is a classified road and State Road under the jurisdiction of RMS.

The southern side of Perry Street between Balmain Road and Emmerick Street, fronting Orange Grove Public School, has the following parking restrictions:

- 51 metres of unrestricted parking zone
- 74.7 metres of 'No Parking 8.00am-9.30am; 2.30pm-4.00pm Mon-Fri' student Pick up and Drop Off zone.
- 27 metres of 'Bus Zone'
- statutory 'No Stopping' restrictions.

School officials and parents have expressed concerns regarding the use of the existing unrestricted zone(s). Vehicles/trailers have been permanently parked outside the school making it difficult for parents to secure short term parking when visiting the school and for after school activities.

## Proposal

The RMS representative, the school principal and parent representative were consulted on the matter in order to improve parking turnover outside the school. Therefore, it is proposed to replace the 51 metres of unrestricted parking zone(s) on the southern side of Perry Street, Lilyfield with '2P 8:00AM-6:00PM, School Days' restrictions.

This proposal is expected to eliminate permanent parking of vehicles outside the school whilst allowing residents and their visitor's overnight use of the parking spaces and during weekends and school holidays/public holidays, as shown on the following plan.



## Consultation

A letter outlining the above proposal was mailed out to the affected properties (90 properties) in Perry Street, Glover Road, Wharf Road and Emmerick Street as indicated on the attached plan, requesting residents' views regarding the proposal.

Seven responses were received, two in support from Perry Street; five objecting (three from Perry Street, one from Fredbert Street and one from Balmain Road).



The following information is provided in response to the concerns raised by three residents:

- Resident Response:

There is already a "kiss and drop-off" zone implemented on Perry Street. School zone speed limits are 8-9.30am and 2-4pm. I do not see a need for a new parking provision that extends beyond school hours, as there is no need for a parent to be parked for 2 hours during 8am-6pm on weekdays. There should not be any school and hence no need for parking for 2 hours from 4-6pm. School should be closed at this time. There seems to be more vehicles parked permanently on Perry Street, and nearby streets including Fredbert Street due to largely, staff of the Aldersgate House care facility at 16 Fredbert Street, rather than parking at the underground parking at Aldersgate. This places a burden on residents that have no off-street parking and need to utilize on-street parking. Council should make enquiries and investigate the parking situation of Aldersgate employees. Compliance would alleviate the parking burden on the area.

Officer's Comment:

*The school principal advised that there were activities after school and hence the need for parking for parents. Council has previously investigated the issue of off-street parking with Aldersgate. The provision of the proposed 2P parking may assist*



*residents to secure short term parking and longer term parking after 4.00pm until 10.00am the next morning mid-week during school terms.*

- Resident Response:

There are only four parking spaces on the southern side of Perry Street that are not currently restricted. The parking congestion is only at drop off and pick up times. There are modifications that can be done to the school to facilitate more efficient kiss and ride. Cars park over every driveway on the Northern side of Perry Street at pick up time especially because of the kiss and ride restrictions on the southern side. No one ever gets booked and the inconvenience to residents is enormous. We have to avoid our home at this time, let alone have visitors or deliveries. There is an unused car park in the school and we are not allowed to put in off street parking according to Council restrictions. Plus, we put up with the traffic and no parking on Saturdays for the market. The school should try and find a better way to manage the drop offs and pick-ups without further inconveniencing residents. The Kiss and Ride restrictions are already an inconvenience to residents and it is not being used correctly by parents. They all want to go into the school, instead of using the Kiss and Ride facility. The parents never use the crossings at either end of the street and it is dangerous for children who the parents let cross in the middle of the street.

Officer's Comment:

*The proposal is intended for use outside the drop off and pick up times and would provide longer stay parking for parents needing to meet teachers and carry equipment into the school. The proposed additional restrictions would complement the existing kiss'n'ride zones and may prevent school children crossing Perry Street and the alleged illegal parking across driveways.*

*Council's Enforcement team already patrol schools in the LGA and infringe any illegal parking to improve safety for school children. It was noted that a number of properties on the northern side of Perry Street have off-street parking.*

- Resident Response:

There is a huge area of parking available during the day on Perry St for school visits which is under used and not useable for residents due to the no parking restrictions for school drop off and pick up. There are only a few spots where Perry St residents and visitors can leave their cars without restriction. E.g. my mother sometimes minds my children during the day for longer than two hours, over school drop off times, so a two hour limit would cause difficulty for her. The change should not be made simply because the school has said so. I doubt there has even been a survey to check whether there is in fact turnover or not. I am always easily able to get parking in these few spots during the day. We have already lost parking spaces due to the school drop off zone and the bus stop was lengthened not that long ago. My wife and I feel this change should not be made.

Officer's Comment:

*Outside of the kiss'n'ride zone times, parking is unrestricted and available for residents. This will still be available under the proposal as it is only intended to restrict 51m of the school's frontage with 2P parking restrictions. The school has advised that there has been long term parking occurring in the unrestricted parking area outside the school which has impacted on parents securing parking nearby.*

**Officer's Recommendation:**

That the existing 51m unrestricted parking zone on the southern side of Perry Street, Lilyfield, immediately outside Orange Grove Public School, be replaced with a '2P 8:00AM-6:00PM, School Days' zone.

**Discussion:**

- A resident addressed the Committee and advised that he did not support the proposal for the following reasons:
- Did not see the school's necessity for the short term parking restrictions for school visitors which will impact residents finding a parking space in an area where there is limited on and off street parking.
- Existing 'No Parking 8:00am-9:30am, 2:30pm-4:00pm' Drop off/Pick up zone has excessive hours and also is missing School Days signs impacting on residential parking.
- Proposed parking changes will result in no all day parking being available along the school frontage in Perry Street
- Suggested 2 hour parking be installed in Balmain Road along the school frontage where it does not impact residents
- Suggested the 2 hour parking restrictions be installed in the drop off/pick up zones to retain some all-day parking for residents.

**Committee Recommendation:**

That this matter be deferred for further investigation.

## **9. PART C - TRAFFIC GENERATING DEVELOPMENTS**

There are no matters to report.

## **Attachments**

## **Appendix B**

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Construction Traffic Management Plan  
(CTMP) 22 George Street, Leichhardt



# 22 George Street, Leichhardt Proposed Mixed Use Development Construction Traffic Management Plan

**Client //** Richard Crookes Constructions  
**Office //** NSW  
**Reference //** 14S1444300  
**Date //** 10/05/16



# 22 George Street, Leichhardt

## Proposed Mixed Use Development

### Construction Traffic Management Plan


Issue: A 10/05/16

Client: Richard Crookes Constructions

Reference: 14S1444300

GTA Consultants Office: NSW

#### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	10/05/16	Final	Joshua Haigh	Andrew Farran	Ken Hollyoak	

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# 1. Introduction

## 1.1 Background

A development application has been approved by Leichhardt Municipal Council (Development Application No. D/2014/713) for a mixed use development located at 22 George Street in Leichhardt.

Richard Crookes Construction commissioned GTA Consultants to prepare this Construction Traffic Management Plan (CTMP) for the construction of the approved development at 22 George Street, Leichhardt. This CTMP has been prepared to satisfy the relevant consent conditions in the approval as follows:

*"38. Prior to the issue of a Construction Certificate, the applicant must prepare a Construction Traffic Management and Traffic Management Plan. The following matters should be addressed in the plan, where appropriate:*

- a) A plan view of the entire site and frontage roadways indicating:
  - i) Dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways.
  - ii) Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site.
  - iii) The locations of proposed work zones in the frontage roadways.
  - iv) Location of any proposed crane and concrete pump and truck standing areas on and off the site.
  - v) A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries.
  - vi) Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected.
  - vii) An on-site parking area for employees, tradespersons and construction vehicles.
  - viii) The proposed areas within the site to be used for the storage of excavated material, construction materials and waste and recycling containers during the construction period.
  - ix) How it is proposed to ensure that soil/excavated material is not transported onto surrounding footpaths and roadways.
- b) Truck and Construction Vehicle Movements
 

A Management Plan for heavy vehicle / truck movements shall be submitted and approved by the Local Traffic Committee, addressing, but not limited to the following:

  - i) The anticipated size of heavy vehicles/trucks and the number of trips generated on any given day;
  - ii) Heavy vehicles / trucks must enter the site via Parramatta Road – George Street and exit the site via George Street – Treadgold Street South – Flood Street – Parramatta Road only;
  - iii) The intersection of George Street/Parramatta Road, Treadgold Street South/George Street and Treadgold Street South/ Floor Street must be managed by manned traffic control during work hours throughout the demolition and

construction phases. Temporary modifications to these intersections may also be required to be implemented at the applicant's expense during these periods.

iv) Construction related vehicles must enter and exit the site via George Street only.

f) Traffic control plan(s) for the site

All traffic control plans must be in accordance with the Roads and Traffic Authority publication "Traffic Control Worksite Manual" and prepared by a suitably qualified person (minimum 'red card' qualification). The main stages of the development requiring specific construction management measures are to be identified and specific traffic control measure identified for each stage.

Approval is to be obtained from Council for any temporary road closures or crane use from public property. Applications to Council shall be made a minimum of 4 weeks prior to the activity proposed being undertaken.

66. Excavation, building or subdivision work must be restricted to the hours of 7:00am to 5:30pm Monday to Friday inclusive, 7:00am to 1:00pm Saturday. Work is not to be carried out on Sunday or Public Holidays."

This CTMP has been prepared with consideration to the above requirements.

## 1.2 Purpose of this Report

This report addresses the traffic and transport impacts during the construction phase of the development.

The objectives of this report are:

- to provide a detailed description of the project and construction activities
- to examine and consider the proposal's likely impact to traffic on the surrounding road network, and
- to provide mitigating measures to address any traffic and transport impacts.

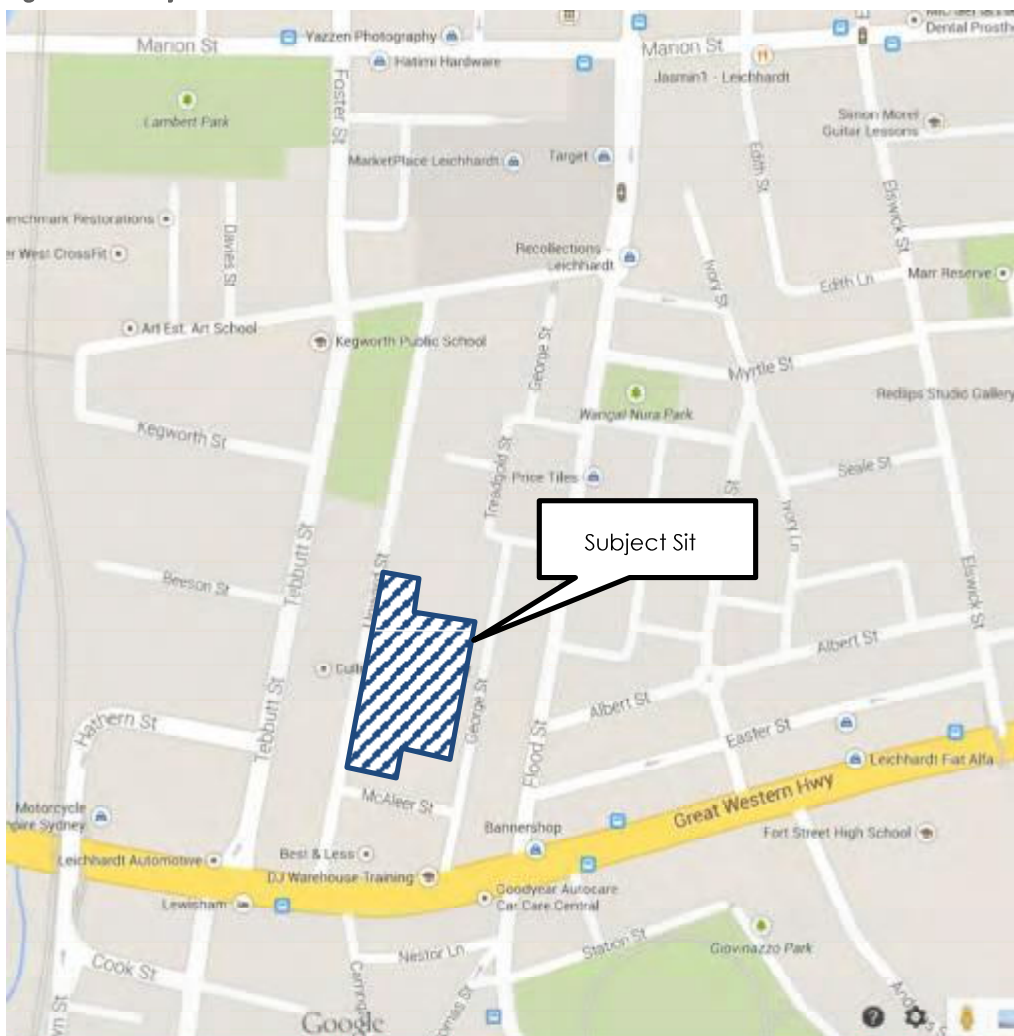
This report has been prepared and checked by engineers who hold the RMS Prepare a Work Zone Traffic Management Plan qualification.

## 2. Existing Conditions

### 2.1 Site Description

The subject site is located at 22 George Street, Leichhardt, previously known as the "Kolotex" site. The site is shown in Figure 2.1 and has frontages of approximately 90m to George Street, 160m to Upward Street and 20m to McAleer Street. The site is currently occupied by industrial land uses, with the surrounding properties including a mix of residential and commercial uses.

Figure 2.1: Subject Site and Its Environs



(Basemap source: Google Maps)

## 2.2 Road Network

### 2.2.1 Adjoining Roads

Table 2.1 provides a summary of the roads in the vicinity of the subject site.

**Table 2.1: Surrounding Road Network Details**

Road Name	George Street	Treadgold Street (south)	Parramatta Road	Flood Street	Upward Street
Administrative Class	Local	Local	State	Local	Local
Road Type	Local Street	Local Street	Arterial Route	Collector Street	Local Street
Approximate Daily Volumes	<500 vehicles per day	<500 vehicles per day	35,000 – 40,000 vehicles per day	<10,000 vehicles per day	<500 vehicles per day
Alignment	North-South	North-South	East-West	North-South	North-South
Carriageway Width (Approximate)	8m	7m	18m	12m	6m
Reserve Width (Approximate)	12m	9m	25m	20m	11m

Table 2.1 indicates that Upward Street and George Street which both bound the site, are lower order local roads that provide vehicle access to adjacent land uses. Both streets currently cater for vehicle movements associated with the industrial land uses provided on-site.

Upward Street is configured with an approximately 6m wide carriageway. Local area traffic management treatments (speed humps) are located at the northern end. George Street is configured with an approximately 8m wide carriageway.

### 2.2.2 Surrounding Intersections

The following key intersections currently exist in the vicinity of the site:

- George Street/Parramatta Road (unsignalised)
- Upward Street/Parramatta Road (unsignalised)
- George Street/Treadgold Street (south) (unsignalised)
- Treadgold Street (south)/Flood Street (unsignalised)
- Flood Street/Parramatta Road/West Street (signalised)
- Flood Street/Lords Road (unsignalised)
- Upward Street/Lords Road (unsignalised).

## 2.3 Public Transport

The following public transport facilities are provided in the vicinity of the site:

- bus services along Parramatta Road 150m to the south of the site
- bus services along Marion Street 500m to the north of the site
- Taverners Hill light rail station located 500m southwest of the site.

## 2.4 Pedestrian Infrastructure

Pedestrian paths are provided on both sides of each of the roads in the vicinity of the site.

Signalised pedestrian crossings are provided across Parramatta Road at Flood Street and Tebbutt Street.



## 3. Overview of Construction Activities

This section of the report outlines the proposed construction methodology and details for the development at 22 George Street, Leichhardt.

### 3.1 Principles of Traffic Management

The overall principles of traffic management during the demolition and excavation activity include:

- restricting construction vehicle movements to designated routes to/ from the site
- managing and controlling construction vehicle activity in the vicinity of the site
- providing an appropriate and convenient environment for pedestrians
- minimising the impact on pedestrian movements
- maintaining appropriate public transport access
- minimising the loss of on-street parking
- maintaining access to/ from adjacent properties
- ensuring construction activity be carried out in accordance with Leichhardt Council's approved hours of works.

### 3.2 Duration and Staging of Works

The staging, description and estimated duration of the work activities are anticipated as follows:

- Stage 1 – Site Establishment: May 2016
- Stage 2 – Construction: June 2016 to November 2016.

The construction works are anticipated to take approximately seven months to complete.

### 3.3 Construction Details

#### 3.3.1 Construction Vehicle Type

The following construction vehicle types are anticipated to be generated during the works:

- articulated low-loader trucks to transport large machinery at the start and at the completion of their use
- 8.8m long medium rigid trucks
- 18m long truck-and-dog vehicles for material and spoil removal
- a range of smaller vehicles for specific trades, materials and equipment.

Swept path assessments for the largest vehicles accessing the works zone (truck and dog) are provided in Appendix B.

#### 3.3.2 Work Hours

The development approval granted by Leichhardt Municipal Council for the development specified the permitted hours for the construction works. In compliance with Council requirements, construction works are to be carried out between the following hours:

- 7:00am – 5:30pm, Monday to Friday
- 7:00am-1:00pm Saturday
- No work to be undertaken on Sundays or Public Holidays

Work outside of these hours shall only occur with specific approval from Leichhardt Municipal Council.

### 3.3.3 Works Zone

Due to the restrictions of the site, all loading and unloading activities cannot be accommodated on-site.

A works zone is therefore proposed along the George Street site frontage, as shown in Figure 3.1. This would allow for all loading and unloading of materials associated with the development.

The works zone is proposed to operate during the following times:

- 7:00am – 5:30pm, Monday to Friday
- 7:00am-1:00pm Saturday

The proposed work zone would occupy all of the site frontage to George Street (i.e. the kerb line between the southern boundary of 30 George Street and the northern boundary of 10-12 George Street). The proposed work zone would occupy the kerbside parking lane while still retaining two-way traffic movements.

Adjacent to the proposed work zone, Class B hoarding will be provided protect pedestrians walking on the western side of George Street.

A separate works zone application will be submitted to the Leichhardt Municipal Council for approval.

**Figure 3.1: Proposed Works Zone**



### 3.3.4 Access Arrangements

As outlined in Leichhardt Municipal Councils development approval, heavy vehicle access to the site will be restricted to entry and exit via the George Street site access. In addition, all vehicles will be restricted to left in and left out movements from/to George Street. Vehicles entering and exiting the site and the on-street works zone will be able to do so in a forward direction from George Street

Advance truck turning warning signs are to be provided along all roads approaching the site as shown in the traffic control plan contained in Appendix A of this CTMP.

### 3.3.5 Staff Parking

It is not proposed to provide any designated on-site staff car parking for workers due to site constraints. All staff will be encouraged to utilise public transport to access the site.

The site is located within walking distance of a number of bus and train services.

The following measures will be in place to encourage staff to use public transport:

- a tool drop-off and storage facility will be provided on-site to allow tradespeople to drop off and store their specific machinery for the project
- during the induction and regular management meetings, staff will be informed of restricted parking conditions on site and the surrounding streets
- during the induction and regular management meetings, staff will be instructed to use public transport to access the site and public transport timetable information will be made available and displayed at prominent locations, and
- the above measures will be included in contract documents with subcontractors.

As such, it is expected that there would be limited if any staff generated traffic during the construction of the proposed development.

## 4. Construction Impact Assessment

### 4.1 Construction Traffic Generation

The estimated traffic movements associated with each stage of the construction works are summarised in Table 4.1.

**Table 4.1: Summary of Construction Traffic Movements**

Stage	Duration	Typical		Peak Periods	
		Two-Way Movements per Hour	Two-Way Movements per Day	Two-Way Movements per Hour	Two-Way Movements per Day
1 Site Establishment	1 month	Up to 2	Up to 20	Up to 5	Up to 50
2 Construction	6 months	Up to 2	Up to 20	Up to 5	Up to 50

As shown in Table 4.1, construction activities for most stages would generate up to 5 two-way movements per hour and up to 50 vehicle movements per day.

Typically, daily movements would be less than 50 vehicle movements, with this level of activity only expected on days where major concrete pours are required.

It is noted that the approved development is expected to generate approximately 88 vehicle movements per hour (vph) during its busiest period.

The construction traffic generated by the proposed development would be less than the future development traffic arising from the approved development.

At this low level of traffic movements, it is not expected that this would create any adverse impact to the surrounding road network.

### 4.2 Site Access and Construction Vehicle Routes

#### RMS Approved Heavy Vehicle Routes

For the most part, trucks will be restricted to the regional road network with access provided from the north, east, south and west. Figure 4.1 provides an overview of the surrounding regional road network, including roads that are approved for B-double use (i.e. for vehicles up to and including B-double vehicles).

Figure 4.1: Proposed Truck Routes – Regional Level



(source: RMS website - <http://www.rms.nsw.gov.au/heavyvehicles/ravmap/>)

Truck movements generated by the site are expected to be to/ from the west as illustrated in Figure 4.1.

Construction vehicle movements will be instructed to use the designated routes and confined to the main road network as indicated below. Each designated route has been identified with the aim of minimising the impact of construction traffic on residential streets in the vicinity of the site. No queuing or marshall/parking would be permitted on public streets.

#### Approach Routes

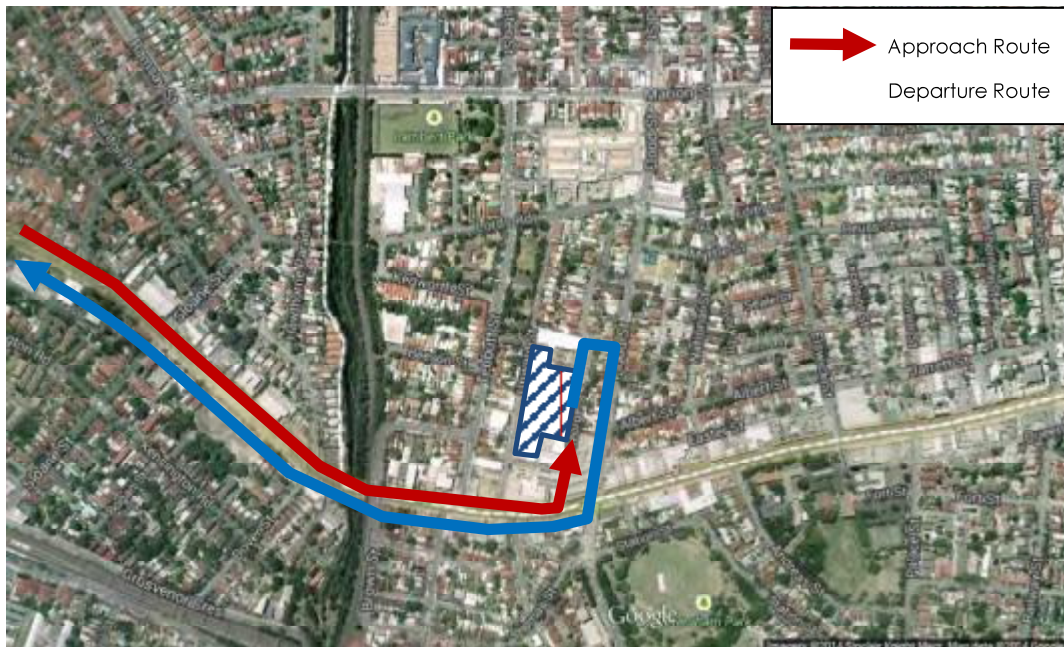
- Parramatta Road (west), George Street.

#### Departure Routes

- George Street, Treadgold Street (south), Flood Street, Parramatta Road (west).



Figure 4.2: Proposed Truck Routes – Local Level



(Base map source: Google Maps)

### 4.3 Staff

It is expected that a maximum of 50 staff would be required through the construction including on-site operators and subcontractors. It is anticipated that there would be minimal impact to traffic or on-street parking as workers will be directed not to use on-street parking within the vicinity of the site. All workers would be encouraged to access the site using public transport.

### 4.4 Pedestrian and Cyclist Management

No changes will be required to existing pedestrian and cyclist paths during the construction works. Essentially, all existing pedestrian and cycle facilities shall be maintained at all times. In the event this is not possible an alternate safe access shall be provided.

In cases where pedestrian and cycle paths need to be temporarily closed for short term works or for safety reasons, a separate application and approval shall be sought and obtained from Council.

### 4.5 Public Transport Services

At this stage, it is not expected that any re-direction of public transport services during construction works would be required. As such, no adverse impacts to the existing public transport services or facilities would be expected. In the event this is required separate approval will be required from Council and other relevant authorities.

## 4.6 Emergency Vehicle Access

At this stage, access to the subject site and neighbouring sites by emergency vehicles would not be affected by the works. Emergency protocols on the site would include a requirement for the traffic controller to assist with emergency access from the street.

Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

Liaison would be maintained with the police and emergency services agencies throughout the construction period and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to other neighbouring properties as a result of the proposed construction activities.



## 5. Mitigation Measures

### 5.1 Traffic Management Measures

Site specific traffic control plans (TCP) has been prepared and is contained in Appendix A.

Advisory road signage shall be installed in accordance with AS 1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads and the RMS Traffic Control at Worksites Manual. Signs shall be installed and maintained throughout the construction period.

The proposed traffic control plans for the site include the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be provided within the on-site works/ staging area.
- The movement of trucks to and from the on-site works area will be undertaken under normal traffic conditions utilising the existing crossovers. All vehicles accessing the site and the on-street works zone will be able to do so in a forward direction. No manual traffic control is required, noting the following:
  - Vehicles will be able to turnaround on-site and exit in a forward direction
  - Construction vehicles accessing the site will not be delayed by any control points (i.e. gates)
  - There is adequate capacity on George Street for the vehicle to exit the site without the need for traffic control.
- A flashing light will be mounted on the truck to provide additional warning for approaching vehicles.
- Traffic controllers will be provided at the following intersections to manage truck movements:
  - Parramatta Road / George Street intersection
  - George Street / Treadgold Street intersection
  - Treadgold Street / Flood Street intersection]

Note: Rather than stopping general traffic at the George Street / Treadgold Street and Flood Street / Treadgold Street intersections, the traffic controllers will be instructed to stop trucks until a time that it is safe to continue through the intersection. This approach will minimise delays to general traffic. The traffic controller at the Parramatta Road / George Street intersection will stop southbound traffic when a truck is approaching on Parramatta Road to ensure that the truck can complete the left turn into George Street from Parramatta Road.

- Temporary "No Stopping" restrictions are provided on Treadgold Street between George Street and Flood Street to facilitate truck movements on Treadgold Street.
- Temporary "Works Zone" restriction on George Street.

### 5.2 On-Street Parking

A temporary 'No Stopping' restriction is proposed on Treadgold Street, between George Street and Flood Street, in order for long vehicles (primarily truck-and-dog vehicles) to negotiate the proposed departure route from the site. This would result in a loss of two parking spaces, with the proposed restrictions shown on the TCP included in Appendix A.

There are adequate vacancies in the vicinity of the subject site to absorb the loss of the two on-street parking spaces on Treadgold Street.

The “works zone” on the sites George Street frontage will also result in the loss of publically available on-street parking. Observations indicate that parking demands are low on the west side of George Street and indeed has historically catered for parking associated with the sites former use.

### 5.3 Vehicle Access

Construction vehicles shall radio the site office on approach to the site to ensure access to the site and loading facilities within the site are available (and relevant construction access gates open). All loading and unloading shall be undertaken within the site or within the approved works zone.

Queuing or marshalling of construction vehicles will not be permitted on public roads.

If there are any materials spilt onto the road, site personnel and equipment shall rectify, subject to appropriate OH&S provision.

### 5.4 Truck Routes

Protocols must be in place to ensure:

- site induction shall include procedures for accessing the site
- drivers shall adhere to the nominated truck routes, as shown in Figure 4.1 and Figure 4.2.
- drivers shall be aware of pedestrians and cyclists in the vicinity of the site, and
- drivers shall be aware that the local area is signposted as 50km/h on George Street and other surrounding local streets.

### 5.5 Site Inspections and Record Keeping

The construction operation would be monitored to ensure that it proceeds as set out in the Contractor’s Construction Management Plan provided by the Head Contractor. A daily inspection before the start of construction activity shall take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts shall be recorded and dealt with as they arise.

### 5.6 Site Induction

All staff employed on the site by the Principal Contractor shall be required to undergo a site induction.

The induction shall include permitted access routes to and from the construction site for site staff and delivery vehicles as well as standard environmental, OH&S, driver protocols and emergency procedures.

The workers are to be advised that they to access the site using public transport during the induction.

## 6. Conclusion

This CTMP has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate the construction of the mixed-use development at 22 George Street in Leichhardt.

Based on the findings contain in this CTMP, it is concluded that:

- The construction of the proposed development is expected to generate approximately 5 vehicles per hour during the busiest period.
- Construction vehicle movements to and from the site can be satisfactorily accommodated by the surrounding road network.
- No pedestrian or cyclist facilities would be impacted as a result of the construction activities.
- It is proposed for loading/unloading of trucks to occur from the site and the works zone on George Street.
- Access to and from the site will be restricted left turn in from and left turn out of the site only.
- Advisory road signage shall be installed along George Street, Treadgold Street and Flood Street consistent with the TCP provided in Appendix A.
- A number of driver protocols would be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/ from the site.
- Traffic control during operations will include the use of two way radios to communicate with delivery trucks to ensure no standing trucks congest the site or the adjacent area.

In summary, it is concluded that the proposed CTMP measures would adequately address potential implications associated with proposed construction activities.

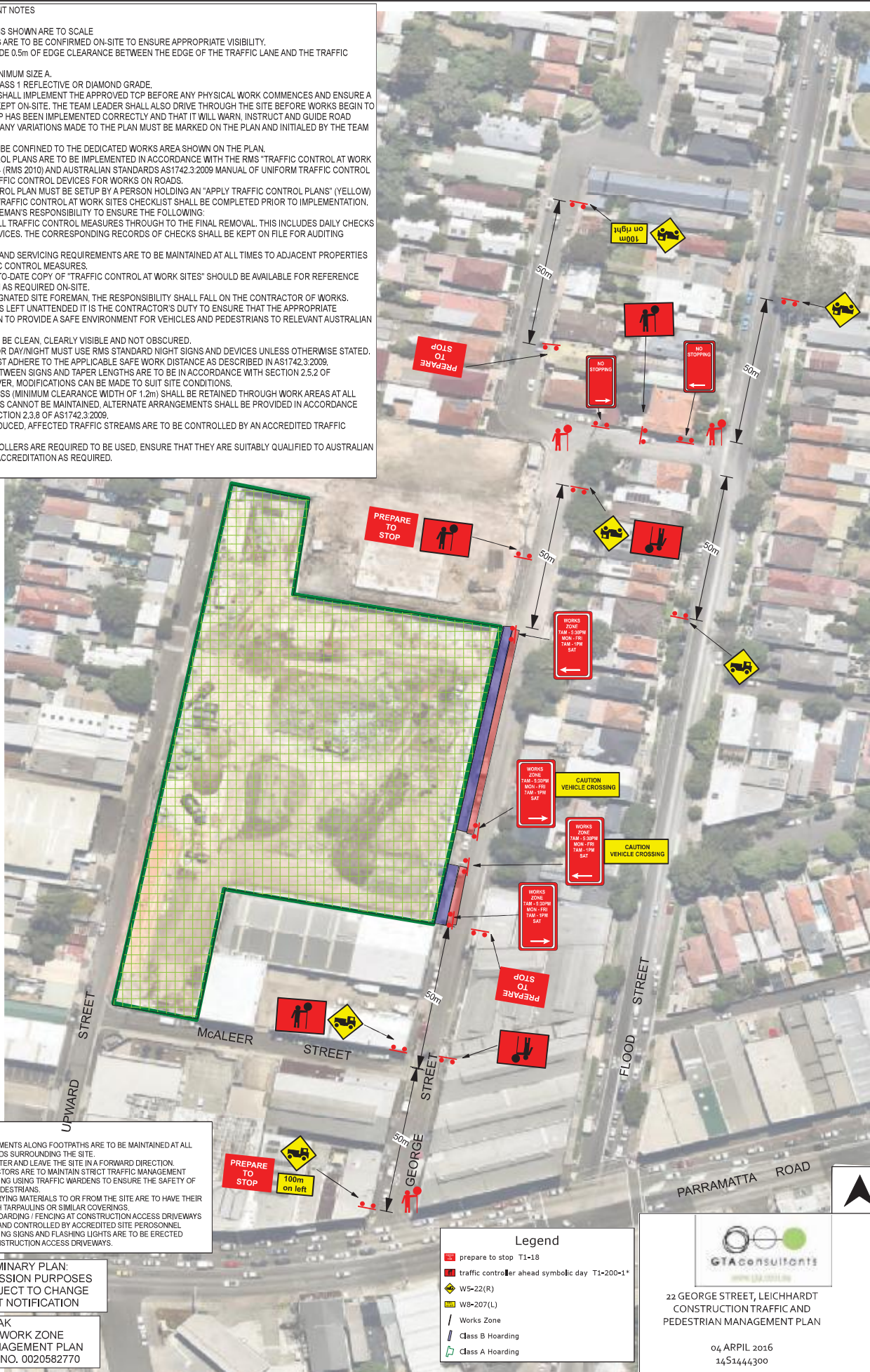
## Appendix A

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### Traffic Control Plan

# TRAFFIC MANAGEMENT NOTES

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. IF POSSIBLE, PROVIDE 0.5m OF EDGE CLEARANCE BETWEEN THE EDGE OF THE TRAFFIC LANE AND THE TRAFFIC CONES.
4. ALL SIGNS TO BE MINIMUM SIZE A.
5. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
6. THE TEAM LEADER SHALL IMPLEMENT THE APPROVED TOP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TOP IS KEPT ON-SITE. THE TEAM LEADER SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TOP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE TEAM LEADER.
7. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
8. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 4 (RMS 2010) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
9. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW) TICKET AND THE RTA TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
10. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
  - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
  - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
  - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
  - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS.
11. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
12. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBLISCURED.
13. ALL NIGHT WORK OR DAY/NIGHT MUST USE RMS STANDARD NIGHT SIGNS AND DEVICES UNLESS OTHERWISE STATED.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS AND TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.
16. PEDESTRIAN ACCESS (MINIMUM CLEARANCE WIDTH OF 1.2m) SHALL BE RETAINED THROUGH WORK AREAS AT ALL TIMES. WHERE ACCESS CANNOT BE MAINTAINED, ALTERNATE ARRANGEMENTS SHALL BE PROVIDED IN ACCORDANCE WITH TOP 109 AND SECTION 2.3.8 OF AS1742.3:2009.
17. IF VISIBILITY IS REDUCED, AFFECTED TRAFFIC STREAMS ARE TO BE CONTROLLED BY AN ACCREDITED TRAFFIC CONTROLLER.
18. IF TRAFFIC CONTROLLERS ARE REQUIRED TO BE USED, ENSURE THAT THEY ARE SUITABLY QUALIFIED TO AUSTRALIAN STANDARD AND RMS ACCREDITATION AS REQUIRED.



## SITE SPECIFIC NOTES

1. PEDESTRIAN MOVEMENTS ALONG FOOTPATHS ARE TO BE MAINTAINED AT ALL TIMES ON MAJOR ROADS SURROUNDING THE SITE.
2. TRUCKS ARE TO ENTER AND LEAVE THE SITE IN A FORWARD DIRECTION.
3. BUILDING CONTRACTORS ARE TO MAINTAIN STRICT TRAFFIC MANAGEMENT PROCEDURES INCLUDING USING TRAFFIC WARDENS TO ENSURE THE SAFETY OF ROAD USERS AND PEDESTRIANS.
4. ALL VEHICLES CARRYING MATERIALS TO OR FROM THE SITE ARE TO HAVE THEIR LOADS COVERED WITH TARPOLINS OR SIMILAR COVERINGS.
5. ALL OPENINGS IN HOARDING / FENCING AT CONSTRUCTION ACCESS DRIVEWAYS ARE TO BE MANAGED AND CONTROLLED BY ACCREDITED SITE PERSONNEL.
6. PEDESTRIAN WARNING SIGNS AND FLASHING LIGHTS ARE TO BE ERECTED ADJACENT TO ALL CONSTRUCTION ACCESS DRIVEWAYS.

PRELIMINARY PLAN:  
FOR DISCUSSION PURPOSES  
ONLY. SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

KEN HOLLYOAK  
PREPARED A WORK ZONE  
TRAFFIC MANAGEMENT PLAN  
WHITE CARD NO. 0020582770

## Legend

- prepare to stop T1-18
- traffic controller ahead symbolic day T1-200-1\*
- ◆ W5-22(R)
- ◆ W8-207(L)
- Works Zone
- Class B Hoarding
- Class A Hoarding



22 GEORGE STREET, LEICHHARDT  
CONSTRUCTION TRAFFIC AND  
PEDESTRIAN MANAGEMENT PLAN

04 APRIL 2016  
1451444300



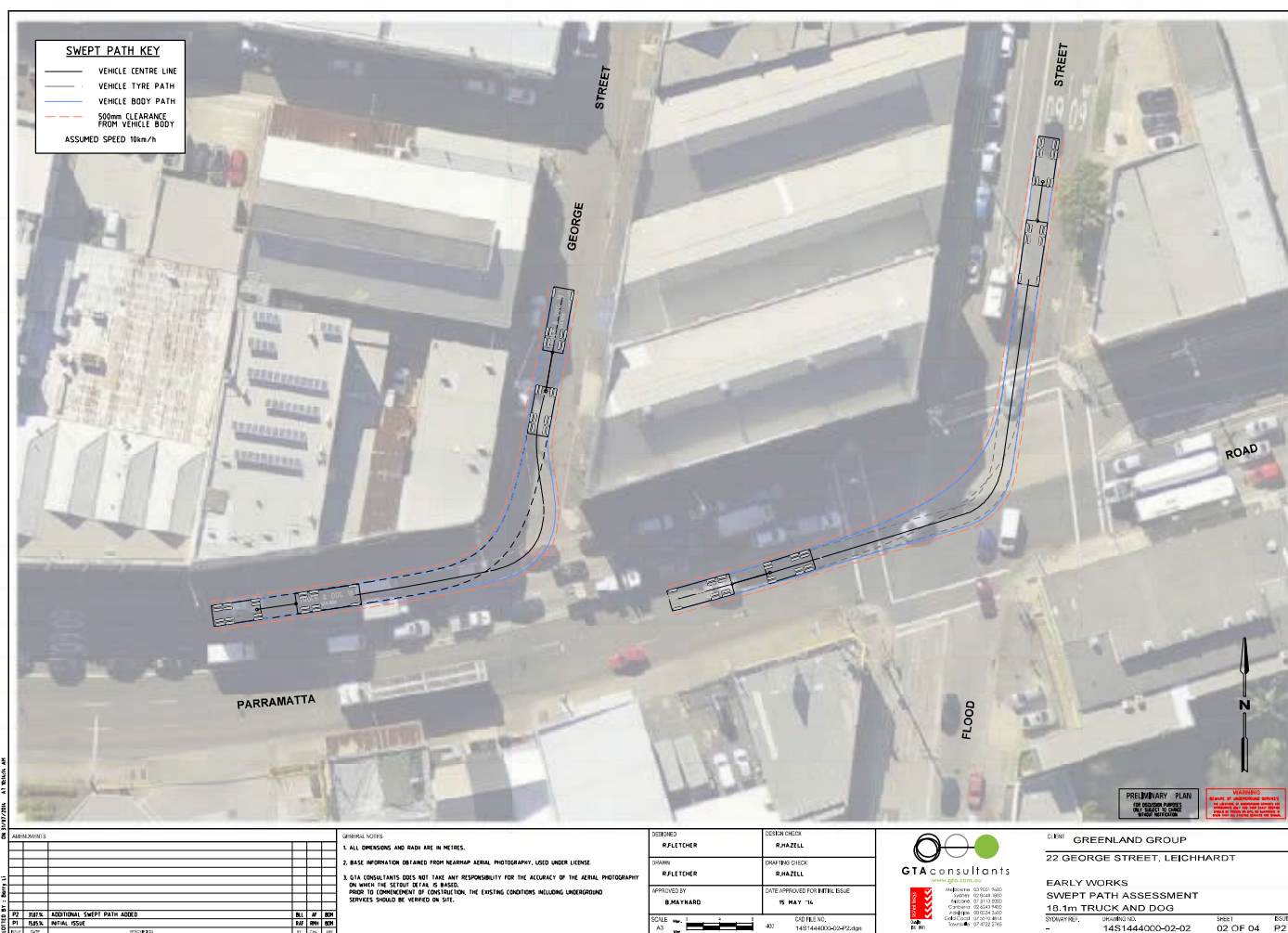
## Appendix B

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### Swept Path Assessment

Appendix B







#### Melbourne

A Level 25, 55 Collins Street  
PO Box 24055  
MELBOURNE VIC 3000  
P +613 9851 9600  
E [melbourne@gta.com.au](mailto:melbourne@gta.com.au)

#### Sydney

A Level 6, 15 Help Street  
CHATSWOOD NSW 2067  
PO Box 5254  
WEST CHATSWOOD NSW 1515  
P +612 8448 1800  
E [sydney@gta.com.au](mailto:sydney@gta.com.au)

#### Brisbane

A Level 4, 283 Elizabeth Street  
BRISBANE QLD 4000  
GPO Box 115  
BRISBANE QLD 4001  
P +617 3113 5000  
E [brisbane@gta.com.au](mailto:brisbane@gta.com.au)

#### Canberra

A Tower A, Level 5,  
7 London Circuit  
Canberra ACT 2600  
P +612 6243 4826  
E [canberra@gta.com.au](mailto:canberra@gta.com.au)

#### Adelaide

A Suite 4, Level 1, 136 The Parade  
PO Box 3421  
NORWOOD SA 5067  
P +618 8334 3600  
E [adelaide@gta.com.au](mailto:adelaide@gta.com.au)

#### Gold Coast

A Level 9, Corporate Centre 2  
Box 37, 1 Corporate Court  
BUNDALL QLD 4217  
P +617 5510 4800  
F +617 5510 4814  
E [goldcoast@gta.com.au](mailto:goldcoast@gta.com.au)

#### Townsville

A Level 1, 25 Sturt Street  
PO Box 1064  
TOWNSVILLE QLD 4810  
P +617 4722 2765  
E [townsville@gta.com.au](mailto:townsville@gta.com.au)

#### Perth

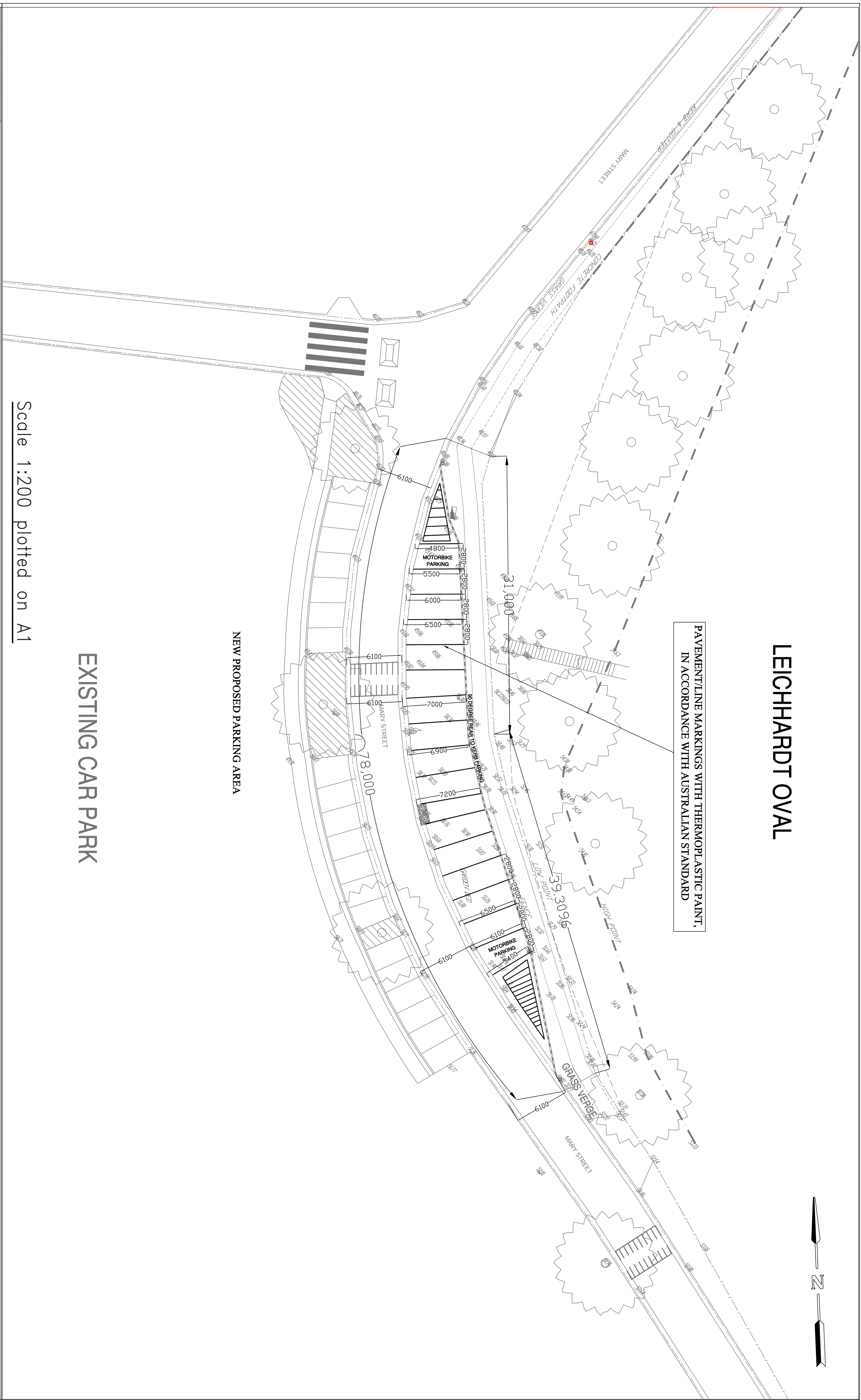
A Level 27, 44 St Georges Terrace  
PERTH WA 6000  
P +618 6361 4634  
E [perth@gta.com.au](mailto:perth@gta.com.au)

## **Appendix C**

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Leichhardt Oval Grand Stand Parking  
Area Design and Swept path analysis





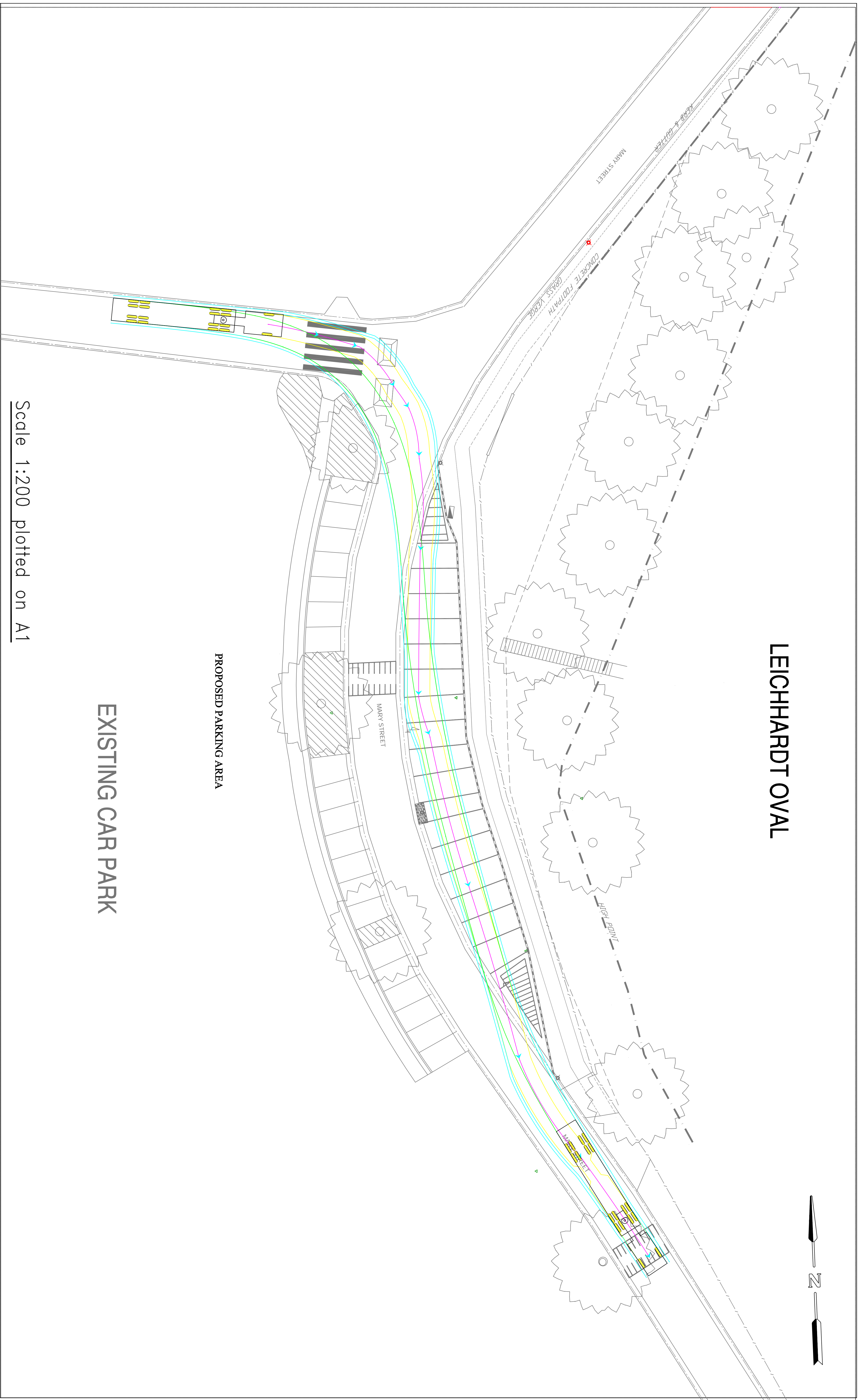
Scale 1:200 plotted on A1

## EXISTING CAR PARK

NEW PROPOSED PARKING AREA

<div><div><div>WARNING: ALL SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY, AND EXACT LOCATION IS TO BE DETERMINED ON SITE BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORKS.</div><div>BEWARE OF EXISTING OVERHEAD ELECTRICITY CABLES IN VICINITY OF WORKS</div></div><div><div>WARNING: BEWARE OF EXISTING OVERHEAD ELECTRICITY CABLES IN VICINITY OF WORKS</div></div></div>										<div><div><div>WARNING: ALL SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY, AND EXACT LOCATION IS TO BE DETERMINED ON SITE BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORKS.</div><div>BEWARE OF EXISTING OVERHEAD ELECTRICITY CABLES IN VICINITY OF WORKS</div></div><div><div>WARNING: BEWARE OF EXISTING OVERHEAD ELECTRICITY CABLES IN VICINITY OF WORKS</div></div></div>																			
<div><div><div>PROPERTY LINE</div><div>BOUNDARY FENCE</div><div>PROPOSED DRAINAGE</div><div>PROPOSED DRAINAGE JUNCTION</div><div>EXISTING DRAINAGE PITS</div><div>PROPOSED KERB AND CHANNEL</div><div>EXISTING KERB AND CHANNEL</div></div><div><div>LEGEND</div><div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div></div><div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div></div></div><div><div><div>BOULDER</div><div>FIRE PLUG</div><div>STOP VALVE</div><div>FIRE HYDRANT</div><div>POWER U/G</div><div>POWER OVERHEAD</div><div>LIGHT POLE</div><div>POWER PIT</div></div><div><div>SEWER MANHOLE</div><div>TELEPHONE PIT</div><div>TELEPHONE POLE</div><div>TELEPHONE BOX</div><div>GAS VALVE</div><div>SEWER DRAIN</div></div><div><div>CONCRETE PATH</div><div>ASPHALT PATH</div><div>GRASS VERGE</div><div>TREE TO REMAIN</div><div>LANDSCAPING</div><div>LOT/LP NO.</div><div>PIT NO.</div></div></div><div><div><div>EXISTING RL</div><div>SURVEY MAIL</div><div>SURVEY SIGN</div><div>TITLE PGS</div><div>NATURAL SURFACE</div><div>HOUSE NO.</div><div>LOT/LP NO.</div><div>PIT NO.</div></div><div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div></div></div></div>										<div><div><div>AMENDMENTS</div><div>REMARKS</div><div>APP REV/COORD. SYS.: Assumed</div><div>SURVEY Stationing: Stationing</div><div>DESIGN Stationing: Stationing</div><div>JOB NO.</div><div>DWG. No.</div><div>CONTRACT NO.</div></div><div><div>SHAHN HOQUE</div><div>Designed</div><div>Roads Checked</div><div>Traffic Checked</div><div>Drainage Checked</div><div>Approved</div></div><div><div>DATE: 25 May 2016</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div><div>DATE: _____</div></div></div>										<div><div><div>INNER WEST COUNCIL</div><div>MANAGER-URBAN DESIGN AND PROJECT MANAGEMENT</div><div>DATE: _____</div><div>SCALE: 1:200</div><div>REVISION</div><div>DWG. No. 876-A1</div><div>Rev. Set. 17 May 2016</div><div>SHEET 2 OF 4</div></div><div><div>LINE MARKINGS PLAN FOR THE NEW CAR PARK</div><div>MARY STREET, LILYFIELD</div><div>WESTSIDE OF LEICHHARDT OVAL</div></div></div>									





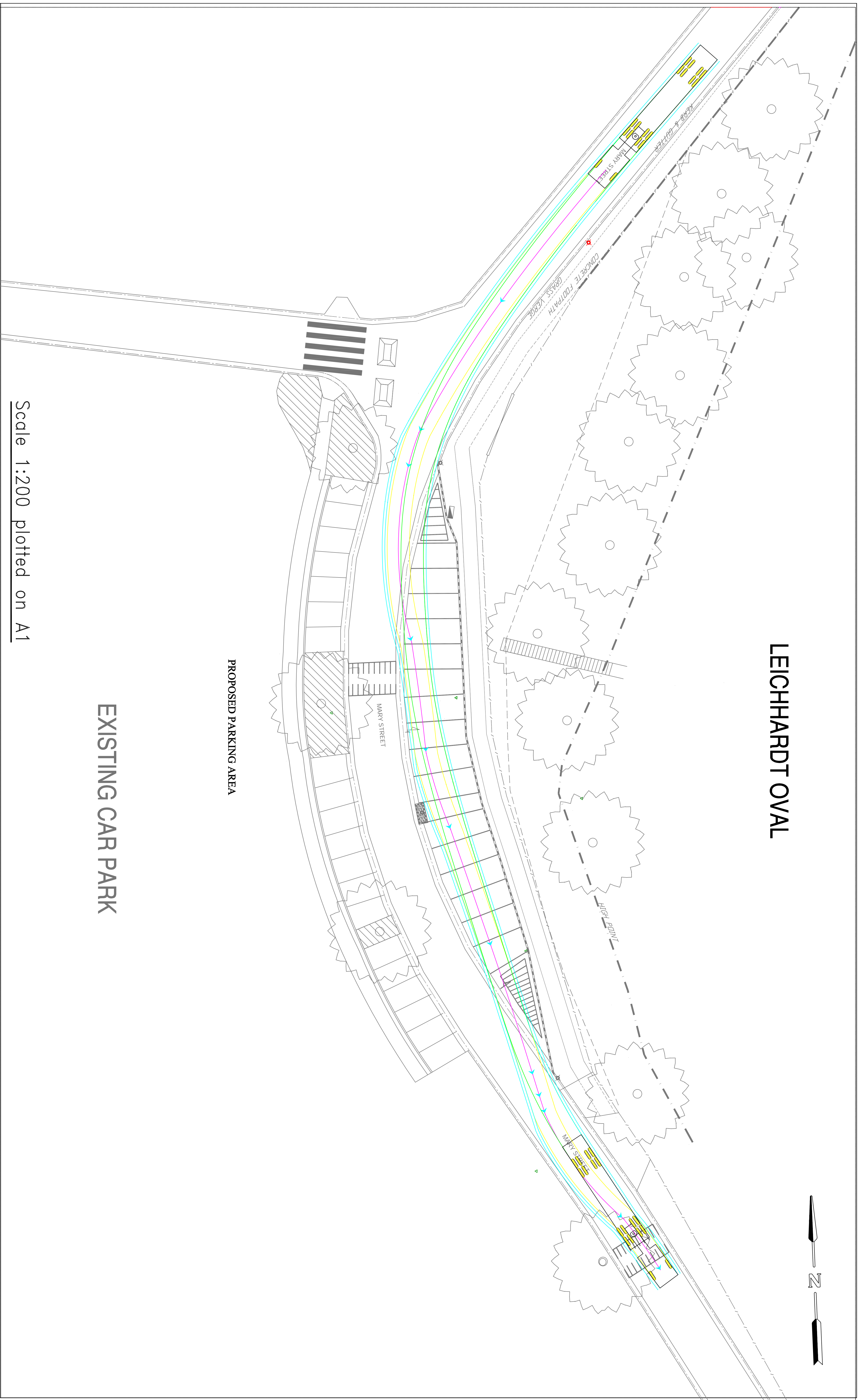
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# LEICHHARDT OVAL



<div><div><div>WARNING</div><div>ALL SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY, AND EXACT LOCATION IS TO BE DETERMINED ON SITE BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORKS.</div></div><div><div>WARNING</div><div>BEWARE OF EXISTING OVERHEAD ELECTRICITY CABLES IN VICINITY OF WORKS.</div></div></div>										<div><div><div>INNER WEST COUNCIL</div><div><div><div>Inner West Council</div><div>Inner West Council</div><div>Inner West Council</div></div></div></div></div>									
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Issued: 27 May 2015																			
SHEET 3 OF 4																			





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## EXISTING CAR PARK

## PROPOSED PARKING AREA

<div><div><div>WARNING</div><div>ALL SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY, AND EXACT LOCATION IS TO BE DETERMINED ON SITE BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORKS.</div></div><div><div>WARNING</div><div>BEWARE OF EXISTING OVERHEAD ELECTRICITY CABLES IN VICINITY OF WORKS.</div></div></div>										<div><div><div>INNER WEST COUNCIL</div><div><div><div>Inner West Council</div><div>Inner West Council</div><div>Inner West Council</div></div></div></div></div>									
<div>MANAGER-URBAN DESIGN AND PROJECT MANAGEMENT, LICENCED</div>										<div>INNER WEST COUNCIL</div>									
<div>LINE MARKINGS PLAN FOR THE NEW CAR PARK MARY STREET, LILYFIELD WESTSIDE OF LEICHHARDT OVAL</div>										<div>DATE: 24 MAR 2016</div>									
<div>DATE: 1/2000</div>										<div>REVISION</div>									
<div>DWG. No. 876-A1</div>										<div>3</div>									
<div>SHEET 4 OF 4</div>										<div></div>									



## **Appendix D**

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Construction Traffic Management Plan  
(CTMP) Lilyfield Depot

SYDNEY LIGHT RAIL  
 TRAFFIC MANAGEMENT PLAN  
 Lilyfield Depot  
 SLR-D&C-MH0-000-TMP-320300




Verification	Verification	Validation
<b>Name:</b> Miguel Queija Area Manager	<b>Name:</b> Denis Fung Traffic Engineer	<b>Name:</b> Mike Miller Project Director
<b>Date &amp; Signature :</b> 	<b>Date &amp; Signature :</b>  2/5/16	<b>Date &amp; Signature</b>  2/5/16

Table of Modification			
Rev	Date	Modifications Content	Writer
A1	07/04/16	For Internal Review	Richard Thomas
B1	18/04/16	For External Review	Richard Thomas
C1	28/04/16	For External Approval	Richard Thomas

(approval conditions if any to be inserted here once approved)

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# 1. Introduction

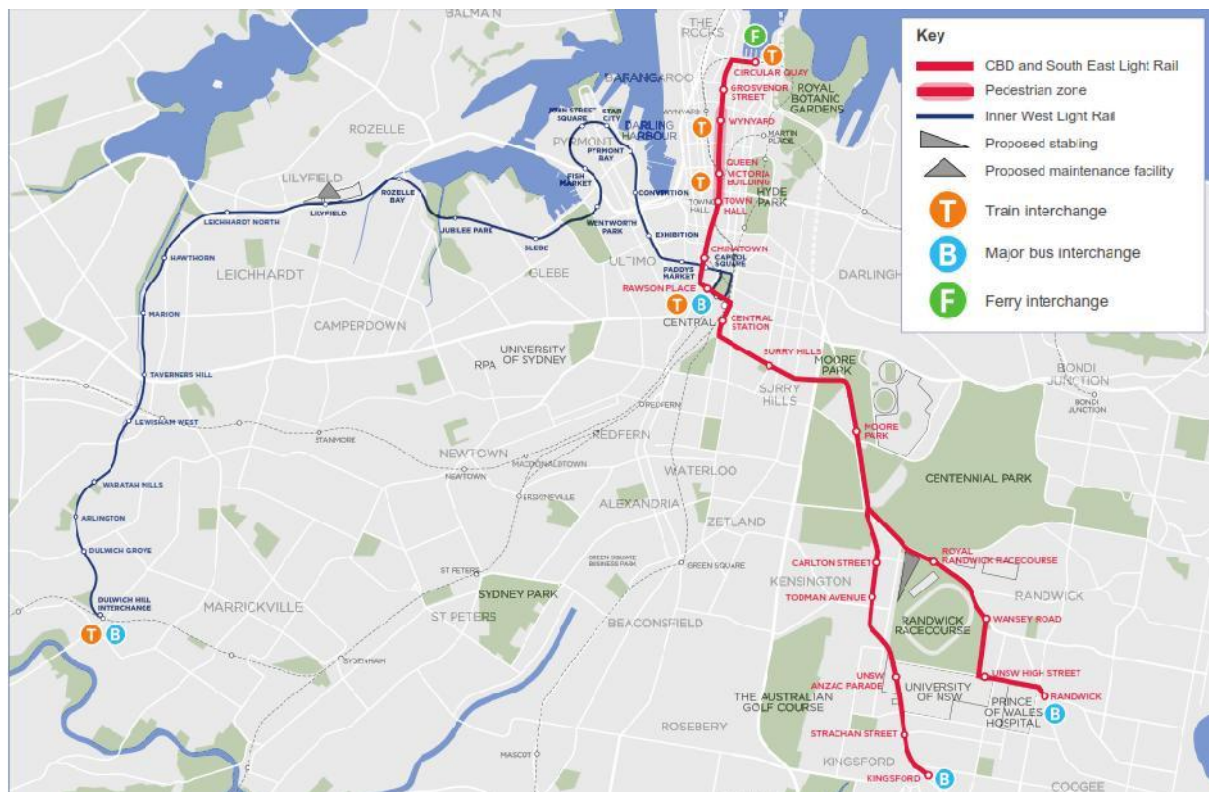
## 1.1 Project Overview

The Sydney Light Rail project (SLR) is to be delivered by the ALTRAC Light Rail Partnership (ALR) with design and construction obligations in respect of the central business district (CBD) and South-East Light Rail (CSELR) passed down to a design and construct joint venture (D&C JV) consisting of ACCIONA Infrastructure Australia Pty Ltd (Acciona) and Alstom Transport Australia Pty Limited (Alstom). The D&C JV (Sydtrac) will engage with various other pre-qualified design and construction sub-contractors.

The SLR project consists of:

- i. The design, construction, manufacture, testing and commissioning of the CSELR:
  - A. A new light rail system to service the Sydney CBD and south east Sydney running from Circular Quay to Central Station via George Street, and on to Kingsford and Randwick via Surry Hills and Moore Park. The CSELR include light rail vehicles (LRVs), CSELR Stops, terminus facilities, interchanges and facilities for the maintenance and stabling of LRVs;
  - B. Public domain works, including a pedestrian zone in George Street from Hunter Street to Bathurst Street; and
  - C. Adjustments to existing public roads, existing Utility Services and private properties that are affected by the construction of the CSELR;
- ii. Operation and maintenance of the CSELR and the Inner West Light Rail (IWLR).

FIGURE 1 SYDNEY'S PROPOSED LIGHT RAIL NETWORK



## 1.2 Purpose of this Plan

The purpose of this *Traffic Management Plan (TMP)* is to set out the traffic management initiatives that will be deployed in order to minimise disruption to, and ensure the safety of, the wide range of stakeholders potentially affected by the Project works, including but not limited to:

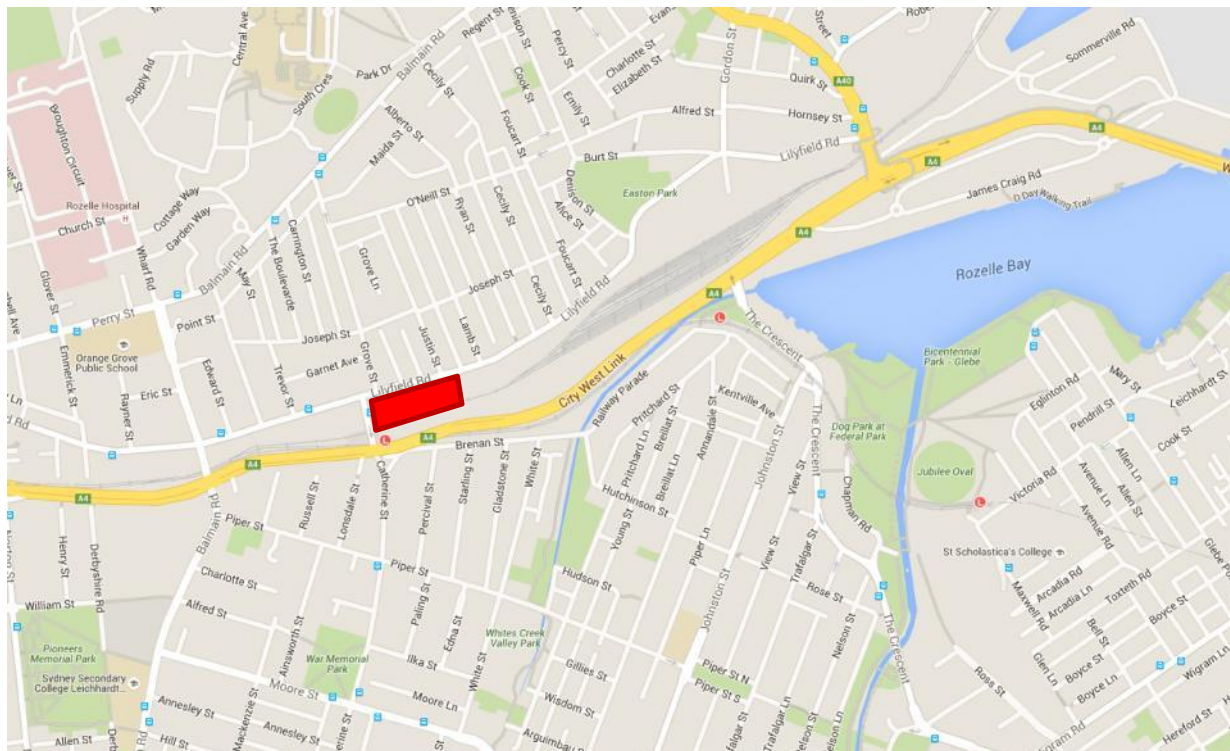
- )] Road users;
- )] Pedestrians;
- )] Cyclists;
- )] Public transport users – rail, taxi, bus and ferry;
- )] Local residents and property owners;
- )] Business owners;
- )] Workers/staff engaged on the Project.

The development of this TMP is in accordance with the overarching Traffic and Transport Management Plan (TTMP) and Construction Traffic, Transport, Access Management Plan (CTTAMP).

## 2. Location

The proposed works are the construction of the Lilyfield depot within the former Lilyfield stabling yards at the location denoted by the red box on **Figure 2**.

**FIGURE 2 LOCATION OF LILYFIELD DEPOT**



### 3. Works Proposed

The proposed works consist of the following:

- ) Demolition of existing buildings and site clearing;
- ) Bulk earthworks including the importation of circa 30,000m<sup>3</sup> of fill; and
- ) Construction of buildings, carparks and rail track.

A diagram showing the proposed site layout is shown in Error! Reference source not found..

### 4. Existing Conditions

The site borders Lilyfield Road to the north, the Light Rail line and City West Link to the south and Catherine Street to the west.

There is a wide concrete driveway on the south side of Lilyfield Road providing access to the existing uses on the site. This driveway is shared between the subject worksite and other land users.

Lilyfield Road is a local road under the care and control of Leichhardt Council. Lilyfield Road has a 3 ton load limit restriction in place. At its eastern end, there are traffic calming devices to manage traffic. Lilyfield Road provides access to a number of commercial and semi industrial uses, including goods yards.

Lilyfield Road comprises a single travel, parking and bicycle lane in each direction. In the eastbound direction, the cycle lane is discontinuous past the site driveway, with instead of a dedicated cycle lane being marked on the road, bicycle pavement markers are installed. This installation is understood to be due to limited road widths and that cyclists are able to more closely match the speed of vehicles in the downhill (eastbound) direction, so able to safely occupy the travel lane.

### 5. Proposed Conditions

The traffic implications of the construction activity are summarised as follows. Additional information in relation to each of the implications is addressed in subsequent sections of this TMP.

- ) All access to and from the site to be from the existing shared driveway access point from Lilyfield Rd;
- ) Changes to traffic movements and occupation of the public roadway are not proposed;
- ) There will be an increase in traffic movements over the existing use during the bulk earthworks phase of construction; and
- ) Access for adjacent land owner will be retained on the existing driveway;

The preliminary program of works, estimated dates and corresponding estimated daily heavy vehicle movement volumes are shown in **Table 1**.



**TABLE 1 – PRELIMINARY PROGRAM**

Activity	Indicative Date	Estimated Daily Heavy Vehicle Volume
Site access / mobilisation	March/ April 2016	4 Semi's/ Truck and Dogs
Demolition of existing buildings / pavement	April/ May/June 2016	10 Semi's
Site clearing and remediation	June/ July 2016	10
Bulk Fill (imported material of 30,000 cm)	August/ Sept 2016	60 Truck and Dogs each day for 30 working days
Building Foundations/ culverts	Late 2016	30 Agitators / Semi's / Truck and Dogs
Carparks/ roads/ Building Frames/ Services	Early 2017	30
All activities	Through 2017	40

### 5.1.1 Operating Conditions

Construction of the Lilyfield Depot will utilise the existing driveway access point from Lilyfield Road to the former JJ Robertson transport yard. JJ Robertson is a haulage and trucking company and the Depot is to be constructed on the former site of their operations yard and sheds. Although traffic counts have not been undertaken specifically for this TMP, it is expected that the volume and composition of construction traffic is likely to be similar to the former trucking use (with the exception of the bulk earthworks haulage period).

No changes to operation of the Lilyfield Road driveway access point, adjacent pedestrian footpaths, parking or access routes are proposed to construct the Depot.

### 5.1.2 Impact on Traffic Flow

There is expected to be no significant impact on network traffic flow as a result of the construction activities identified to build the Lilyfield Depot. Anticipated heavy vehicle traffic volumes generated by the site are outlined in **Table 1**.

During the busiest phase of work, bulk earthworks, assuming vehicle movements are spread evenly across an 8 hour work day, this would be approximately one truck trip into the site every 8 minutes.

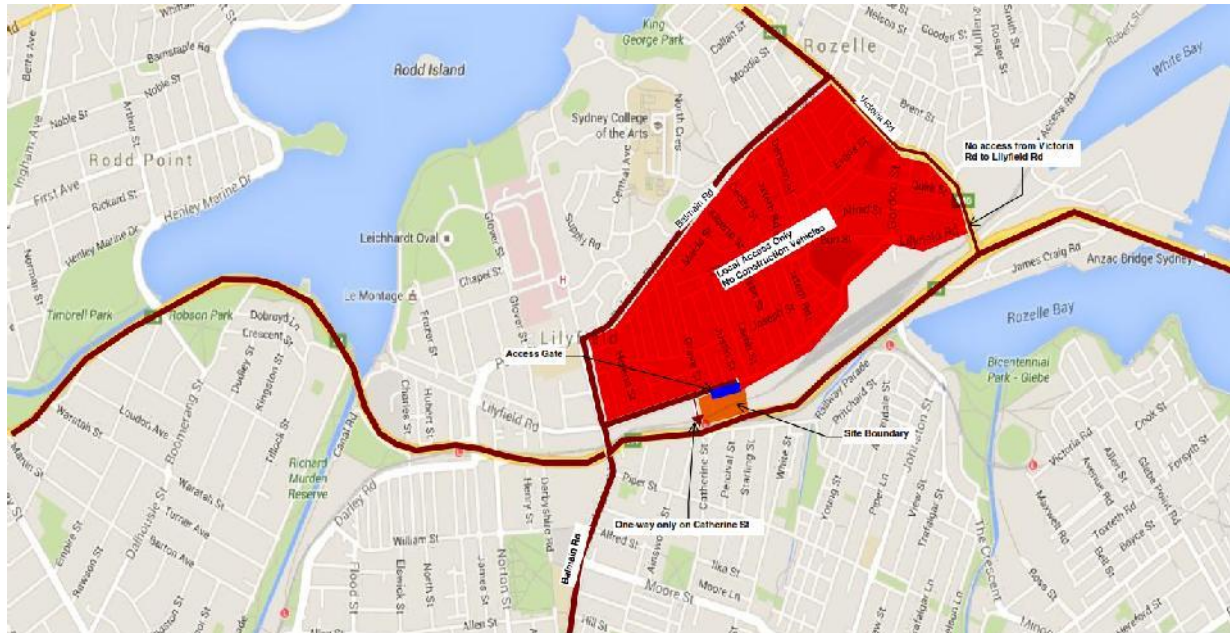
These vehicles will travel predominantly as part of the arterial road network using the signalised intersections of City West Link and Balmain Road to access Lilyfield Road and the site. Egress from the site will primarily be via Lilyfield Road to Catherine Street and the City West Link. An additional access and egress point will be via the signalised intersection of Victoria Road and Balmain Road, with travel via Balmain Road to Lilyfield Road and the site.

It is expected that the volume of traffic associated with construction of the site will be readily absorbed by the adjacent network without additional significant queueing or congestion. The SCATS timings of adjacent signalised intersections will be able to accommodate the site traffic within existing timing parameters.

### 5.1.3 Heavy Vehicle Access Routes

The heavy vehicle route to and from the site will be as per **Figure 2** below, with all access to and from the site being via the existing driveway entrance to Lilyfield Road.

**FIGURE 3 HEAVY VEHICLE ACCESS ROUTE TO AND FROM LILYFIELD DEPOT**



The access routes use arterial and collector roads appropriate to the size of vehicles expected to access the site. There are no routes proposed to use Lilyfield Road between the site and Victoria Road.

There is a 3 ton load limit signposted on Lilyfield Road, east of Catherine Street. Under the Australian Road Rules, the load limit applies to through traffic, and not to vehicles with an origin or destination directly accessed by the road that the load limit applies too. As a result, the load limit does not apply to vehicles travelling to or from the Lilyfield Depot construction site.

### 5.1.4 Impact on Pedestrians and Cyclists

Access to and from the site will be via the wide driveway access point fronting Lilyfield Road (shown in **Figure 4** below). Vehicles crossing the kerb line are required to give way to pedestrians and cyclists under Australian Road Rules, and drivers would be reminded of this in vehicle movement plans for the site.

The southern footpath of Lilyfield Road carries only a small volume of pedestrians and the traffic associated with access to and from the Depot construction site is not expected to cause any significant deterioration in safety or amenity for pedestrians in Lilyfield Road.

Lilyfield Road is an important link in the cycle network and carries a significant volume of cyclists particularly in the commuter peak periods. In the eastbound direction, cyclists occupy the single traffic lane and are travelling on a down gradient where many cyclists will be approaching the speed of vehicles. An eastbound cyclist will need to make a decision when approaching from behind a stationary vehicle waiting to turn into the driveway access point about whether to stop and wait behind the vehicle, as all other vehicles are required to do, or choose to pass between parked cars and the vehicle. Cyclists passing between parked and turning traffic are at risk of being 'doored' or potentially

at risk if the turning vehicle begins to move and the swept path of a heavy vehicle trailer extends into the cyclists path. However this is an existing condition, which may be more frequently encountered due to the higher volume of vehicles accessing the depot worksite in the bulk earthworks phase of work. The situation is not expected to be significantly more hazardous than the existing, and no mitigations are proposed.

In the westbound direction, there is good sight distance to cyclists in the bicycle lane and no significant degradation of cyclist safety is expected as a result of the construction activity.

**FIGURE 4 LILYFIELD RD ACCESS DRIVEWAY**



### 5.1.5 Parking

There will be sufficient space allocated inside the work site to accommodate car parking for all Engineers and work force. There will be no construction (or sub-contractor) car parking permitted on adjacent roads/ local streets. This message will be conveyed to all persons working on the SLR via a mandatory Project Induction required to be attended before being allowed to go on site.

Additional car parking for TransDev Inner West Light Rail drivers will be provided on the depot construction site with access via the shared driveway from Lilyfield Road. Additional detail outlining the arrangements is included in the Local Access Plan in **Appendix 2**.

## 6. Local Access Plan

The Local Access Plan is included as **Appendix 2** and outlines how access will be managed between the construction activity associated with the Depot, and the adjacent land uses to the east of Catherine Street, accessible via shared driveway from Lilyfield Road.

## 7. Traffic Control Plans

As there is no changes proposed to the existing road network and driveway access point, there are no TCP's associated with this plan.

Construction of internal access road and driveways while retaining access to the adjacent businesses on the west side of Catherine Street, will be undertaken using traffic controllers as required.

## 8. Risk Assessment – Operation Of TMP

Features and Risks	Strategy
Increased potential for conflict with pedestrians using footpath at driveway to Lilyfield Rd as a result of higher vehicle volumes	Existing heavy vehicle driveway access point. Heavy vehicle volumes expected to be similar to existing except for bulk earthworks phase, which has duration of 30 working days only. Monitor ongoing usage.
Conflict with cyclists using Lilyfield Road	Existing heavy vehicle driveway access point. Monitor ongoing usage.
Heavy vehicle conflict on the driveway access point, or when turning to and from Lilyfield Road.	Existing shared heavy vehicle driveway access point. Monitor ongoing usage. Traffic controllers on private property to be used as required if one way working or construction under traffic.

## 9. Scheduled Major Events

Extract from E1 Appendix 1 Definitions and acronyms –

Class 1 Event	Means an organised event that impacts normal major traffic and transport systems and causes significant disruption to the non-event community. An example is an event that affects a principal transport route in Sydney, or one that reduces the capacity of the main arterial roads.
Class 2 Event	Means an organised event that impacts normal local traffic and transport systems and causes low-scale disruption to the non-event community. An example is an event that blocks off a main street or road but does not impact a principal transport route.

### 9.1 Impact on Class 1/ Class 2 Events

During Class 1 Events, the Delivery Activities which impact on the Class 1 Event will be suspended for the duration of the Class 1 Event, unless agreed otherwise by the Class 1 Event organiser.

During Class 2 Events, the Delivery Activities will be arranged so as to not adversely impact on the Class 2 Event for the duration of the Class 2 Event, unless agreed otherwise by the Class 2 Event organiser.

Sydrac will populate a calendar of all events relevant to the Project viewable by all team members. Automatic reminders will be sent to key site and office staff well in advance of events to ensure that appropriate planning and stakeholder consultation occurs and mitigating measures implemented as required. This calendar will include events being held in Moore Park, Moore Park West and the



associated sports grounds that may attract increased foot, cyclist or vehicular traffic. Sydtrac will attend the monthly Centennial Park and Moore Park Trust meetings to ensure its construction activities have minimal impact on these events.

The initial implementation of this plan will not impact on any events. Nor is it expected that works to construct the Depot will need to be limited as a result of any special events.

## 10. Communication Strategy

The travelling public will be notified of any changes to the transport system, road and shared path network, as detailed below.

For the shared path network, the details will be provided via the project website and email alerts. Information will also be provided by the installation of way finding signage highlighting these changes. Advertisements will be placed in local newspapers if the diversions are to be in place for a significant duration of time. Sydtrac will also work with the local councils to arrange for this information to be shared with their constituents through established communication mechanisms such as websites and notifications and/ or letter box drops to key user groups.

Public transport interruptions will be communicated via on site signage as well as on the Transport for New South Wales (TfNSW) website and email alerts. Sydtrac will work closely with Transport Management Centre (TMC) to utilise their existing communication channels to share transport information with their customers. Replacement services will be well signed including way finding signage.

The motoring public will be forewarned of any changes, including road closures, road changes and lane closures well in advance through a number of mechanisms including the TfNSW website (including Sydtrac Traffic Bulletin issued weekly), email alerts and/ or letter box drops. Sydtrac will also work closely with road authorities/operators, Roads and Maritime Services (RMS), Local Councils, Transurban and the TMC to ensure motorists are given significant notice of potential changes to the road network.

Appropriate signage, including variable message signs (VMS) will be used to advise of these changes.

### 10.1 Activity Communication Matrix

	For Site Establishment
Community notice	✓
Precinct update – e update	✓
Email	✓
Internet	✓
Community information centre	✓
On site briefings	✓

## 11. Emergency Details

### 11.1 Key Contacts

Nominated Representative	Contact Details	Position
Ian Veinot	0410 012 724	Traffic Control Site Manager (TCSM)
Campbell Warren	0420 904 479	Safety Manager
Fergal Spillane	0419 267 406	Project Engineer

Sydtrac's TCSM will be qualified, as a minimum, in the RMS "Select / Modify Traffic Control Plans" course (i.e. hold a current Red Card) and have recent experience in traffic management on road construction or maintenance sites of equivalent complexity to the work covered by the TMP.

The role and responsibilities of the TCSM will include:

- (a) ensuring that the approved traffic control measures are established, implemented and maintained in accordance with the TMP;
- (b) carrying out regular inspections and auditing of the traffic control measures to ensure that they are effective and are being followed;
- (c) amending and updating the TMP, as required, to ensure that it remains current as the work progresses;
- (d) identifying locations and times where traffic congestion or unsafe conditions for vehicles, cyclists, pedestrians and workers are occurring, and providing recommendations for improvement;
- (e) maintaining current copies of the Traffic Management Plan, Traffic Staging Plans, Traffic Control Plans, Vehicle Movement Plans, Road Occupancy Licences and speed zone authorisations, and their controlled distribution;
- (f) liaising with the relevant Authority such as TMC, TfNSW's Representative, the Independent Certifier, NSW Police Force and local councils on traffic management matters for the work covered by the TMP;
- (g) facilitating traffic awareness and giving traffic awareness toolbox talks to site personnel;
- (h) ensuring that a traffic control personnel register is maintained and is up to date;
- (i) assisting TfNSW's Representative and the Independent Certifier in any audit of Sydtrac's traffic management requirements; and
- (j) carrying out regular inspections of Traffic Controllers to ensure the appropriate traffic control card is being carried.
- (k) the authority to stop work on any activity if it is considered to be necessary to prevent traffic accidents, or to comply with the directions of TfNSW's Representative, TMC or NSW Police Force

### 11.2 Site Access Emergency Procedure

In the event of an emergency (including utilities emergencies) occurring on site, the Area/ Site Manager and Safety Manager will respond to the issue as per the Emergency Response Plan. Further details including the location of incident response plant and materials on site, emergency services



access routes, work site evacuation routes and muster points will be covered in the Construction Method Statement for each work area/ site.

When traffic controllers are on site they will assist in the response to the best of their ability and as directed by the Area/ Safety Manager. In the event that the emergency is located on a public roadway refer to the following section of this report.

### 11.3 Traffic Incident Management and Reporting

Any traffic incidents occurring on roadways adjacent to the licensed construction area will be managed in accordance with the project Traffic Incident Response Procedure, included within Appendix E of the Traffic and Transport Management Plan. Sydtrac's own Traffic Crews will be available to assist emergency services and RMS/ relevant local Councils with incident management upon request.

### 11.4 NSW Police and Emergency Services

The NSW Police and relevant Emergency Services will be informed in a timely manner of relevant activities proposed within this TMP. Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations.

## 12. Environmental Maintenance

All works associated with the temporary traffic arrangements proposed within this plan will conform to the Construction Environmental Management Plan and all of the identified Sub Plans.

A rumble grid and wash down facility will be installed at the site gate to ensure that construction vehicles do not track debris onto Lilyfield Road or any public roadways.

## 13. References

This TMP has been prepared with reference to the following documents:

- ) Appendix 11 TfNSW General Specification G10 Traffic and Transport Requirements
- ) Appendix 12 Traffic and Transport Management Constraints
- ) Traffic and Transport Management Plan
- ) Traffic Control at Work Sites Manual
- ) AS 1742 Manual of Uniform Traffic Control Devices
- ) CSELR D&C Deed
- ) AustRoads Guidelines and RMS Supplements

## APPENDICES

**Appendix 1** Depot Layout

**Appendix 2** Local Access Plan

**Appendix 3** Traffic Control Plan

## Appendix 1      Depot Layout





LEGEND:

Shared access with local businesses

Buildings to be demolished

Work Site  
Boundary

Internal Access gate: GATE X



## Appendix 2      Local Access Plan



# ALTRAC Light Rail

## Local Access Plan – Lilyfield Maintenance Depot

SLR-D&C-MH0-000-LAP-400101

April 2016 to March 2018

### Revision 0

Revision Control box

Rev	Description	Originator	Reviewed	Approved	Date
0	Site preparation works	D Nabi	F Spillane	M Halliday	31/03/2016



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## 1. Introduction

The Sydney Light Rail project (SLR) is deemed as State Significant Infrastructure (SSI) and is to be delivered by the ALTRAC Light Rail Partnership (ALR) with design and construction obligations in respect of the CBD and South-East Light Rail (CSELR) passed down to a design and construct joint venture (D&C JV) consisting of ACCIONA Infrastructure Australia Pty Ltd (Acciona) and Alstom Transport Australia Pty Limited (Alstom). The D&C JV will engage with various other pre-qualified design and construction sub-contractors.

The SLR project consists of:

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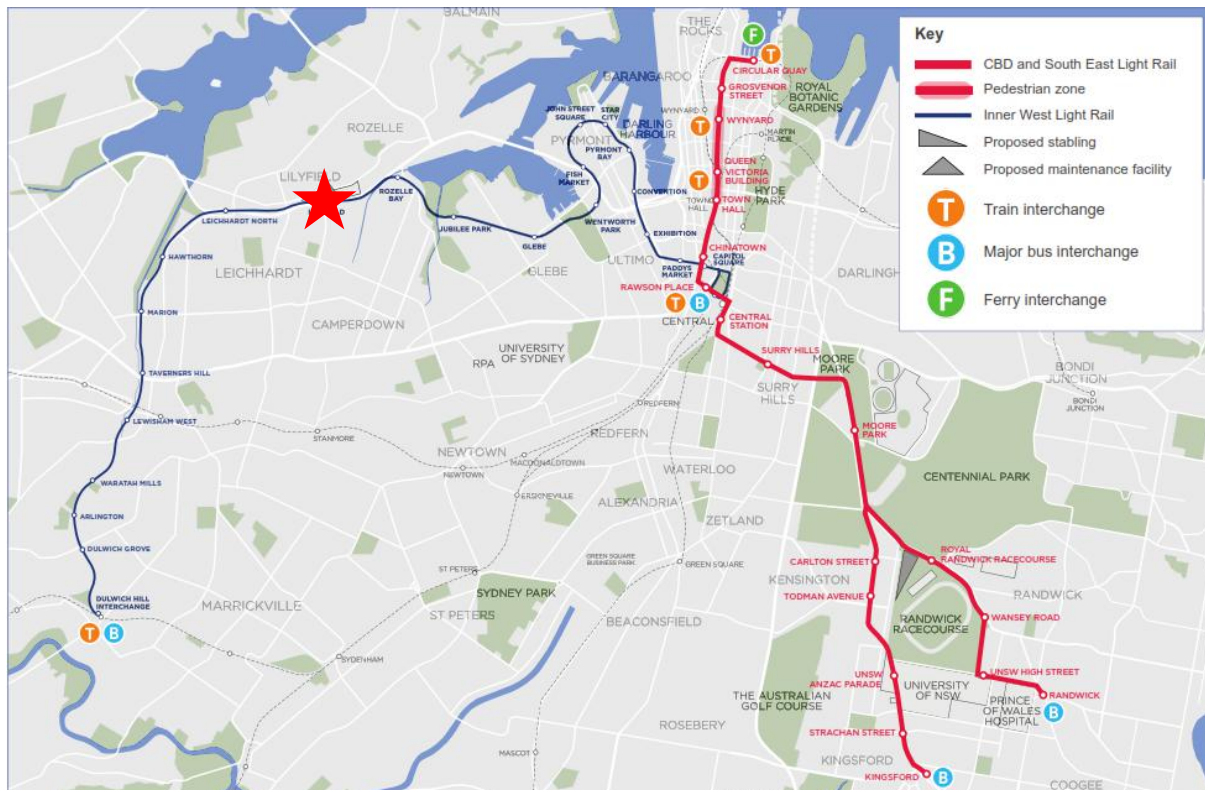


Figure 1 Sydney Light Rail Map

 Indicates Lilyfield Depot Location

## 1.1. Planning Conditions of Approval

This Local Access Plan (LAP) has been developed in accordance with the Modified Planning Conditions of Approval for the SSI, specifically Conditions B24 and B25. The approval conditions require the constructor to maintain through access for the live local businesses.

This LAP relates to the Lilyfield Maintenance Depot located on Lilyfield Road, adjacent to the junction of Catherine Street and has been developed to ensure that access to local businesses and Transdev facilities are maintained for the duration of the all construction works as noted in the following sections.

## 2. Local Access Users

### 2.1. Local Businesses

There is one main driveway access from Lilyfield Road into a small business park located at the addresses 108- 112 Lilyfield Road. Approximately half the business park to the east side of Catherine St Bridge will be re-developed as the Lilyfield Maintenance Depot, whereas the other half to the Westside of the bridge will remain unchanged.

There are presently there are three existing local businesses operating from the two buildings at the West side of the Bridge.

Presently, the only persons using the driveway access are employees, visitor and delivery drivers to these local businesses. This is the only available access option and would be through the live construction site.



Driveway access from Lilyfield Road



Driveway access near O Mara building (building to be demolished)



Access under the Catherine St Bridge

In advance of construction work, access arrangements will be prepared by delineating the existing driveway access with temporary ATF fencing to maintain security of the construction site. Additional gates will be provided in this fencing to allow access to site areas either side of O Maras building as per figure 1 below.

The existing O'Mara building will provide existing delineation, but that building is scheduled for demolition during the first months of works. During the high risk demolition works the driveway access will be managed with traffic control and short delays may be experienced for local business access.

Figure 1, Site access routes



## 2.2. Transdev IWLR Staff

In the near future, Transdev IWLR drivers and staff require access to a temporary car park and train driver sign-on facility at Lilyfield depot. This facility will require access through the depot construction site and will be delineated as per Figure 1. They will access through the driveway and Gate 2, and park in the temporary carpark as indicated. Transdev drivers would be shift workers and would typically access anytime between 3.30am and 1.30pm, and effectively would be 24 hours, 7 days a week access. Their access and carpark would be separated from the construction site with temporary fencing.

Initially, three internal site gates will be utilised within the site boundary to manage the local site traffic to various locations. These proposed arrangements may change during different stages of the works, but the principles of safe and continuous access for all parties mentioned in this document would be maintained.

## 2.3. Security Gates

The existing gate inside the driveway would remain open at all times.

**Gate 1** exists under Catherine St. Bridge (Bay 2), and can be utilised as a secure access gateway to the local businesses west of the bridge.

**Gate 2** would be installed to the East of Catherine St Bridge. Alongside the bridge and would allow access from Transdev staff to the temporary carpark and Acciona construction personnel.

**Gate 3** would be a solely for Acciona construction personnel into the construction site.

All gates would be secured with a security padlock and keys distributed to the appropriate parties, to ensure security is not compromised.



### 3. Duration and Timing

This LAP will be applicable with construction work hours from 6am to 6pm every Monday to Friday, and 7am until 5pm on Saturdays, from April 2016 until mid-2018 within Lilyfield Depot Maintenance site.

It should be noted access to the temporary carpark will be provided to Transdev shift personnel outside of the above-mentioned hours.

Driveway access within Lilyfield Depot will be maintained for the local businesses and Transdev temporary carpark facility. Any changes to the access arrangements such as driveway alignment will be communicated clearly to all affected parties in advance.

### 4. Roads And Access Closures

Some existing restrictions are applicable to long vehicles on Lilyfield Road between the depot and Victoria Rd. Presently; there is no planned public road or lane closure associated with the site works in the coming months. However, these may eventuate later when service connection works are required, and would be clearly communicated in advance.

### 5. Alternative Routes

Public road traffic will not be impacted during demolition stages; as a result there is no requirement to consider alternative routes.

### 6. Vehicle Types

Local businesses will require daily access for staff cars and regular deliveries with vans, small trucks, semi-trailer and B-double trucks.

Transdev staff would only have light vehicles such as cars, vans and service vehicles.

#### 6.1. Signage

Clear signage will be placed on each gate in order to demonstrate the authorised party/parties to access for each area.

#### 6.2. Stakeholder access requirements

Table below illustrates the access requirements for each stakeholder:

Stakeholder name	Delivery Type		Staff Car Park		Night time access required? (yes/no)	Security access at night? (yes/no)	Emergency services access? (yes/no)	Waste Collection Access? (yes/no)
	Delivery type	No. of deliveries per day	yes /no	No. per day				
RJ Design	vans, trucks, semis, B double	20 +	Yes	5 to 6	Yes	Yes	Yes	Yes
MITHREE	vans, trucks, semis	10	Yes	5	Yes	Yes	Yes	Yes
RNK Engineering	vans, trucks, semis	10	Yes	5	Yes	Yes	Yes	Yes
Transdev	N/A	0	Yes	20	Yes	Yes	Yes	NA

## 7. Pedestrians and Cyclists

Pedestrian and cyclist access will be maintained during demolition stages.

They will use their access routes same as the existing arrangement.

## 8. Special Events

There are no known special events during the operation of this Local Access Plan.

## 9. Emergency and Incident Response

### 9.1. Access

Emergency and security Services will have continuous access to local businesses when Gate 1 is unlocked.

### 9.2. Fire and Evacuation Plans

There is no change to the current status of Fire and Evacuation Plans.

## 10. Access to Loading Docks

There will be no impact on public roads, taxi ranks and loading docks outside the site boundary.

## 11. The Sydney Centre Access Strategy

This site is located outside the CBD and there will be no impact on public roads and pedestrian paths.

## 12. Contact Details

What	How	When
Project Information Line	1800 684 490	Monday to Friday 9am to 5pm
Project Complaint Line	1800 775 465	24 hours per day 7 days per week

## 13. Our Communications

What	How	When
E update	Email	Monthly
Newsletter	Printed	Quarterly
Zone Briefings	Face to face meetings	Regularly and as required
Door Knocking	Face to face meetings	Regularly and as required
Notifications	Printed and email	Changes to arrangements
Website	<a href="http://www.sydneylightrail.com.au">www.sydneylightrail.com.au</a>	Constantly updated
Social media- Facebook	<a href="https://www.facebook.com/SydneyLightRailProject">https://www.facebook.com/SydneyLightRailProject</a>	regularly updated
Community Forums	Face to face meetings	Quarterly
Business Forums	Face to face meetings	Quarterly

## 14. Monitoring

ALTRAC will monitor the implementation of the work site to ensure that access is maintained. Monitoring will occur daily.



## Appendix 3      Traffic Control Plan



**Notes**

- Plan not to scale,
- Team Leader to patrol site for pedestrian access and for signs and hats that are down.
- Team Leader to relieve TC's.
- Traffic Controller symbolic & Prepare To Stop not required where TC not in use or required to hold a stop/slow bat
- Two-way radios are a MUST for communications on site
- Signs to be doubled where possible if needed.
- Adjust sign spacing to address corners, curves and crest
- All work vehicles are required to operate flashing yellow lights at all times while on site
- Cover all conflicting signs

This TCP drawn in accordance with AS1742.3 & the RMS TCAWS manual

Installed as per TCP and in accordance with any changes,  
as shown on TCP.

Team leader (on site):



Signature:

Date:

Ticket: Orange / Red / Yellow (circle appropriate)

Ticket No.:

Reason for modification:

Rev	Author	Card No.	Date	Signature	LILYFIELD DEPOT CONSTRUCTION Driveway Management	
A1	Richard Thomas	2253016470	27/4/16		SHEET NUMBER	1 OF 1
					CBD & SOUTH EAST LIGHT RAIL	
					<div style="text-align: center;">  </div>	

SHEET NUMBER	1 OF 1
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CBD &  
SOUTH EAST  
LIGHT RAIL

