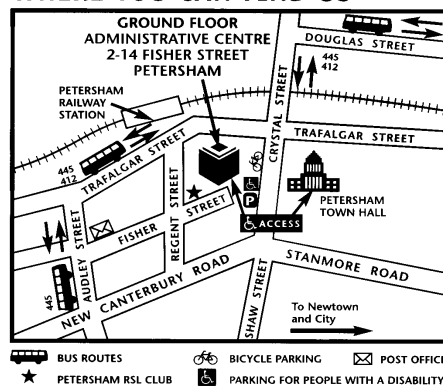


BUSINESS PAPER

PEDESTRIAN, CYCLIST & TRAFFIC CALMING ADVISORY COMMITTEE

THURSDAY, 14TH APRIL 2016

WHERE YOU CAN FIND US



Meeting commences 10.00 am

**Function Room
Level 3, 2-14 Fisher Street
Petersham**

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MARRICKVILLE COUNCIL

8th April 2016.

Notice is given that a meeting of the Marrickville Pedestrian, Cyclist and Traffic Calming Advisory Committee will be held on Thursday 14th April, 2016, commencing at 10.00am in the Function Room, Level 3, Administration Centre, 2-14 Fisher Street, Petersham.

A handwritten signature in black ink, appearing to read 'Neil Strickland', with a large, stylized loop at the end.

Neil Strickland
Director, Infrastructure Services

Function of the Pedestrian, Cyclist and Traffic Calming Advisory Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Committee Chairperson:	Councillor Chris Woods
Alternate Chairperson:	Councillor Morris Hanna

In the absence of nominated Councillors, Council's Manager Infrastructure Design & Investigation or nominee performs the role of Council's representative and Committee Chairperson.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson.

PEDESTRIAN, CYCLIST & TRAFFIC CALMING ADVISORY COMMITTEE
THURSDAY, 14 APRIL 2016, AT 10.00AM

AGENDA

1. Apologies

2. Disclosures of Interest

3. Matters arising from Council's resolution on the Pedestrian, Cyclist & Traffic Calming Advisory Committee minutes of 10 March 2016

4. PART A: ITEMS WHERE COUNCIL MAY EXERCISE ITS DELEGATED FUNCTIONS

SECTION 1 - TRAFFIC MATTERS

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
A1.1	Marrickville Road / Illawarra Road, Marrickville (South & Central Wards/Summer Hill) Proposed 40km/hr signs & line markings – Design plans	7
A1.2	Unwins Bridge Road, Sydenham (South Ward/Heffron) Request for 'No Right Turn' restrictions into Frederick Street	19
A1.3	Reilly Lane, Sydenham (South Ward/Heffron) Proposed gate for permanent road closure – Consultation results	25
A1.4	Pine Street, Marrickville (West Ward/Summer Hill) Proposed pedestrian refuge island – Design plans	30

SECTION 2 – PARKING MATTERS

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
A2.1	Mobility Parking applications	
A2.1.1	8 Wentworth Street, Tempe (South Ward/Heffron)	35
A2.1.2	33 Greenbank Street, Marrickville (West Ward/ Summer Hill)	40
A2.1.3	10 Pearl Street, Newtown (North Ward/Newtown)	46
A2.2	Wardell Road, Marrickville (West Ward/Summer Hill) Request for a 'Works Zone' outside Gilbert Barry Reserve	51
A2.3	Lawson Avenue, Marrickville (Central Ward/Summer Hill) Request for a 'Works Zone' adjacent to Marrickville Park	54
A2.4	Henry Street, Sydenham (South Ward/Heffron) Request for a 'Works Zone' adjacent to Sydenham Green	57

SECTION 3 – LATE ITEMS

No Items in this Section.

5. PART B: ITEMS FOR INFORMATION ONLY

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
B1	King Street, Newtown (North Ward/Newtown) Late night taxi rank operations	60

6. PART C: ITEMS FOR GENERAL TRAFFIC ADVICE

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
C1	Parramatta Road Corridor & Camperdown Study – Draft report (North Ward/Newtown)	63
C2	Dulwich Hill Parking Management Study – Draft report (West & Central Wards/Summer Hill)	74
C3	Regional Bicycle Route 7 – Concept Plans (Central & North Wards/Summer Hill & Newtown)	86
C4	Dulwich Hill North (Area 16) LATM Plan – Draft report (West Ward/Summer Hill)	112

7. General Business

8. Close of Meeting

PART 'A' - SECTION 1 - TRAFFIC MATTERS

Item No: A1.1
Subject: MARRICKVILLE ROAD / ILLAWARRA ROAD, MARRICKVILLE
(SOUTH & CENTRAL WARDS / SUMMER HILL)
PROPOSED 40KM/HR SIGNS & LINE MARKINGS – DESIGN PLANS
File Ref: S3210-04
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Detailed design plans have been finalised for the proposed 40km/hr signage and associated line markings along Marrickville Road and Illawarra Road, Marrickville and the intersection points with the adjacent streets within the proposed 40km/h High Pedestrian Activity Area (HPAA). It is envisaged that the 40km/h HPAA will improve pedestrian safety and traffic conditions in the Marrickville Road shopping centre. It is recommended that the design of the proposed 40km/hr signage and associated line markings be approved.

OFFICER'S RECOMMENDATION

THAT the detailed design of the proposed 40km/hr signage and associated line markings along Marrickville Road and Illawarra Road, Marrickville within the proposed 40km/h High Pedestrian Activity Area (as per the attached design plan No. 6106) be APPROVED.

BACKGROUND

In 2013, the Roads and Maritime Services (RMS) agreed to fund a study to develop a traffic and pedestrian management plan for the Marrickville town centre to resolve a cluster of crashes which included pedestrians. The RMS proposed the implementation of a 40km/h High Pedestrian Activity Area (HPAA) speed limit along Marrickville Road between Petersham Road and Victoria Road and Illawarra Road between Petersham Road and Marrickville Road. Council then undertook this study to identify locations that required the implementation of new traffic calming measures to create a 40km/hr speed limit to improve the safety of pedestrians. The study report recommended a proposed concept plan for a 40km/h speed limit, list of works and cost estimates to calm traffic and improve pedestrian access and safety. The list of works to calm traffic and improve pedestrian access and safety are as follows;

- a. Marrickville Road – Remove the raised threshold to the east of Petersham Road and install “40” pavement numerals;*
- b. Marrickville Road – Remove the raised threshold to the west of Victoria Road and install “40” pavement numerals;*
- c. Marrickville Road – install bicycle logos in the centre of the traffic lane of Marrickville Road between Petersham Road and Victoria Road and in Illawarra Road between Petersham Road and Marrickville Road;*

- d. Marrickville Road – install a new at-grade new pedestrian crossing to the east of Frampton Avenue as per previously approved design plan 5781;*
- e. Marrickville Road – install a new pedestrian crossing to the west of Despointes Street;*
- f. Marrickville Road – install a footpath continuation treatment across Gladstone Street subject to RMS approval; and*
- g. Illawarra Road – upgrade the existing pedestrian crossing across Calvert Street to a raised pedestrian threshold.*

Design plans have now been finalised for proposed 40km/hr signage and associated line markings and are presented in this report for consideration. The project has been listed on the 2016/17 Capital Works Program.

This report deals with points ‘a, b, c’ listed above. The study and these improvements were adopted by Council in February 2016.

DISCUSSION

The subject section is within the Marrickville Town Centre shopping strip on Marrickville Road (between Petersham Road and Victoria Road) and Illawarra Road (between Marrickville Road and Petersham Road). A summary of road characteristic are listed in the table below.

Name of Road	Classification of Road	Road Description
Marrickville Road	Regional road	Two-way commercial/residential street, 12.8m in width that runs east-west between New Canterbury Road and Railway Parade.
Illawarra Road	Regional road	Two-way commercial/residential street, varying 9.1m-12.8m in width that runs north-south between Addison Road and Cooks River.

At present, ‘1P 8.30am-6pm’ time restricted parking (parallel to kerb parking) is permitted on both sides of Marrickville Road (between Petersham Road and Illawarra Road) and both sides of Illawarra Road (between Marrickville Road and Petersham Road). There is a central median island on Marrickville Road with gaps at intersecting local streets. The intersections of Marrickville Road with Petersham Road, Illawarra Road, Gladstone Street and Victoria Road are controlled by traffic signals with pedestrian crossing facilities. The intersection of Illawarra Road with Marrickville Road and Petersham Road are controlled by traffic signals with pedestrian crossing facilities.

Design plans for the provision of a 40km/h HPAA speed limit in Marrickville Road (between Petersham Road and Victoria Road) and Illawarra Road (between Petersham Road and Marrickville Road), indicating the proposed signs and line markings with at-grade paved thresholds (ATTACHMENT - design plan No. 6106) are submitted for consideration.

The proposed scope of work includes the following:

- Provide at-grade paved thresholds at entry point on Marrickville Road and Illawarra Road to RMS standards;

- Mill off existing asphalt on a section of Frampton Avenue near Marrickville Road and reseal with 40mm thick AC10;
- Provide painted bicycle symbols along Marrickville Road and Illawarra Road within the proposed 40km/h HPAA;
- Provide '40' pavement markings at entry points to the proposed 40km/h HPAA; and
- Install 'High Pedestrian Activity 40 Area' & 'End 40 Area' sign at entry/exit points to the proposed 40km/h HPAA;
- Remove existing '50 Speed Area' and '50' pavement markings at entry/exit points to the proposed 40km/h HPAA; and
- Remove two existing raised thresholds and line markings on Marrickville Road (at Petersham Road and Victoria Road) and provide linemarking for two upgraded pedestrian crossings and stop line across Marrickville Road to current standard.

The proposed pedestrian crossing will not result in the loss of any legal on-street parking spaces in Marrickville Road and Illawarra Road. Vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

The draft concept scheme was placed on public exhibition for a minimum of 28 days from 13 October to 11 November 2015.

At the time Council received a total of 81 submissions with 52 supporting, 16 supporting with changes and 13 opposing the proposal. The proposed 40km/hr speed limit, traffic calming and pedestrian facilities were strongly supported with 68 responses either supportive (52) or supportive with changes (16), while 13 opposed the proposal.

No consultation undertaken as part of the detailed design processes concept plans contained sufficient information to advice stakeholders of the proposal and location of devices.

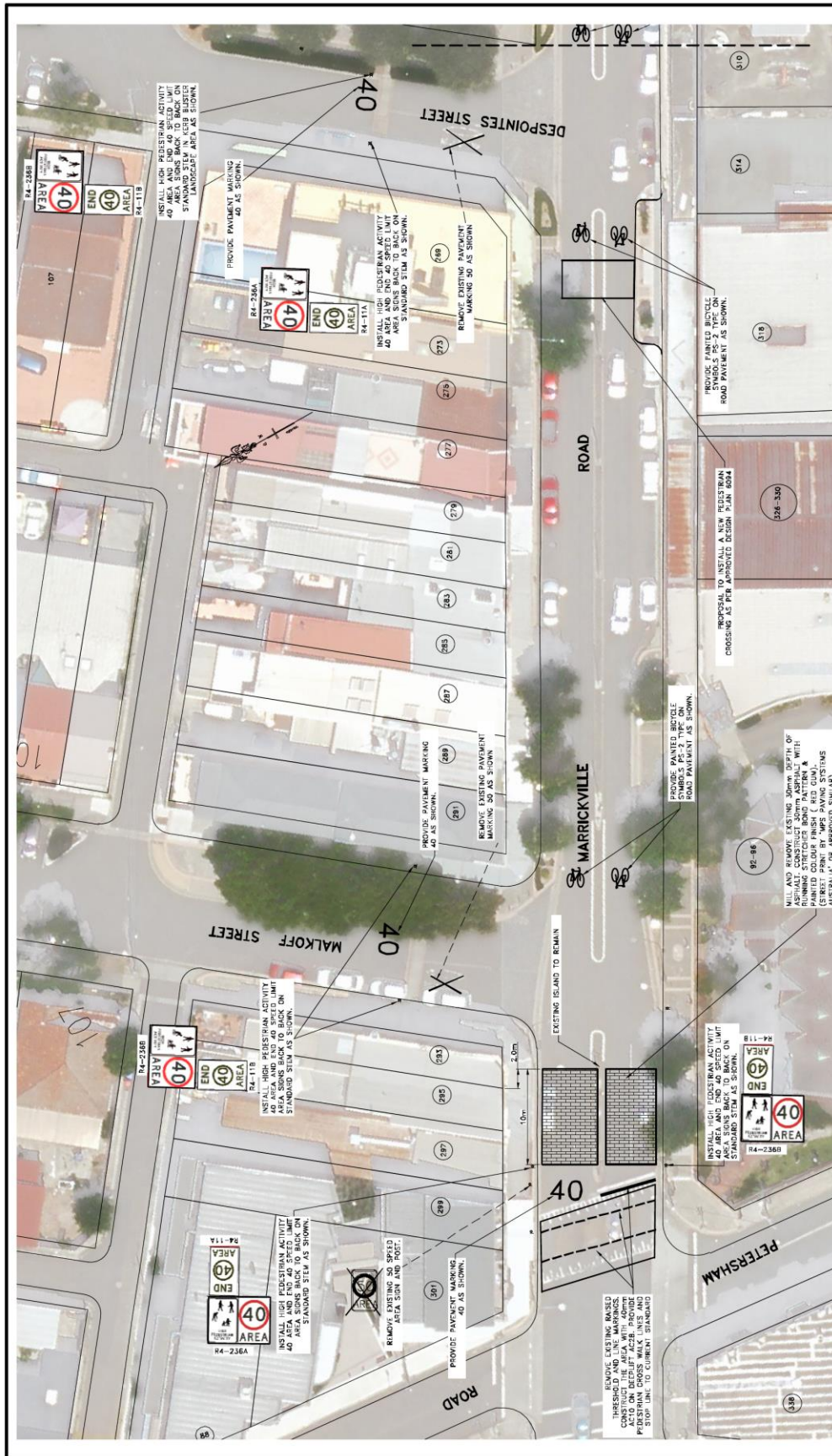
CONCLUSION

It is recommended that the design of the proposed 40km/hr signage and associated line markings along Marrickville Road and Illawarra Road, Marrickville and the intersection points with the adjacent streets within the proposed 40km/h HPAA be approved.

FINANCIAL IMPLICATIONS

The 40km/hr speed limit proposal includes traffic calming and pedestrian management facilities to improve access and safety for pedestrians and cyclists. Below is a table which highlights the estimated costs for the components of Design Plan No. 6106 and are under the 2016/17 Capital Works Program subject to RMS 50/50 funding assistance.

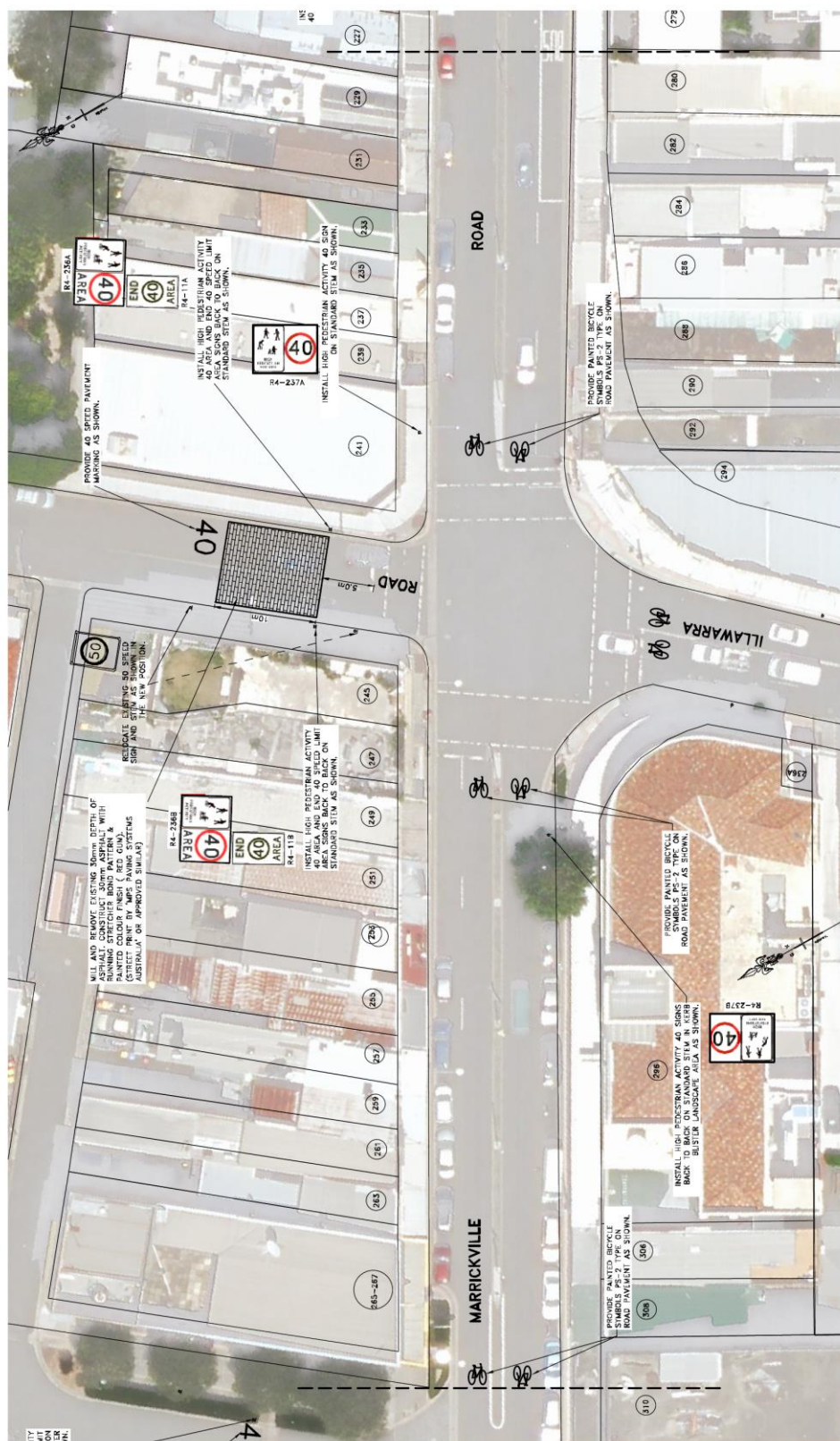
Location	Treatment	Estimate	Comment
1. Marrickville Road at Petersham Road	Remove raised threshold at traffic lights and install “40” pavement numerals east of traffic lights	\$65,000	Gateway treatment
2. Marrickville Road between Petersham Road and Victoria Road	Install bicycle symbols in the middle of the traffic lane	\$1,500	Cyclists share the lane
3. Illawarra Road between Petersham Road and Marrickville Road	Install bicycle symbols in the middle of the traffic lane	\$500	Cyclists share the lane
4. Marrickville Road at Victoria Road	Remove raised threshold at traffic lights and install “40” pavement numerals west of traffic lights	\$65,000	Gateway treatment
5. Illawarra Road north of Petersham Road	Install contrasting pavement treatment	\$30,000	Gateway treatment
6. Illawarra Road north of Marrickville Road	Install contrasting pavement treatment	\$30,000	Gateway treatment
7. Malakoff Street at Marrickville Road	Install 40km/hr signs	\$0	RMS Gateway signs
8. Despointes Street at Marrickville Road	Install 40km/hr signs	\$0	RMS Gateway signs
9. Silver Street at Marrickville Road	Install 40km/hr signs	\$0	RMS Gateway signs
10. Garners Avenue at Marrickville Road	Install 40km/hr signs	\$0	RMS Gateway signs
11. Frampton Avenue at Marrickville Road	Install 40km/hr signs	\$0	RMS Gateway signs



COUNCIL WORKS:
SCHOOL EXISTING THRESHOLDS AND RESTATE ROAD PAVEMENTS AS SHOWN.
SCHOOL EXISTING THRESHOLDS AND RESTATE ROAD PAVEMENTS AS SHOWN.
PROVIDE ON ROAD, BICYCLE SYMBOLS AND ALL OTHER LINE MARKINGS.

RMS WORKS:
ALL SIGNAGE ASSOCIATED WITH 40km/h ZONE ESTABLISHMENTS (R4-236A&B, R4-11A&B, R4-237A&B, R4-1A) AND 40 ROAD MARKINGS ARE TO BE INSTALLED / PROVIDED BY RMS AFTER COMPLETION OF CIVIL WORKS.

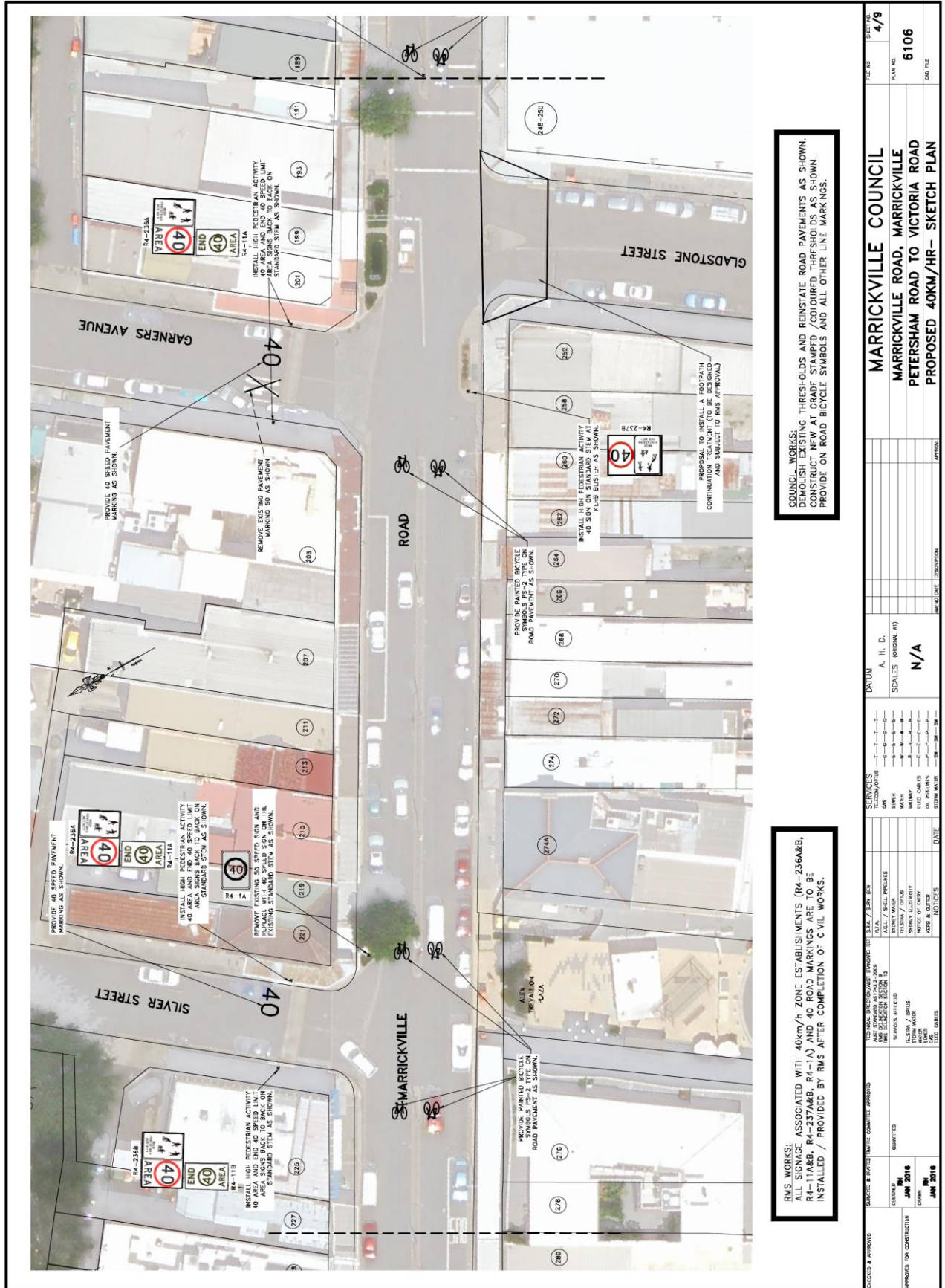
CHECKED & APPROVED		SUBMITTED & APPROVED (MAY BE COMMITTEE APPROVED)		TECHNICAL DIRECTOR/ASST. DIRECTOR (MAY BE SUB. DIR.)		SERVICES		DRAFT		MARRICKVILLE COUNCIL		FILE NO.	2/9
DESIGNED		QUANTITIES		SIGNED		SIGNED		SIGNED		MARRICKVILLE ROAD, MARRICKVILLE		PLAN NO.	6106
APPROVED FOR CONSTRUCTION		DATE		DATE		DATE		DATE		PETERSHAM ROAD TO VICTORIA ROAD		CADD FILE	
										PROPOSED 40KM/HR- SKETCH PLAN			
										</			

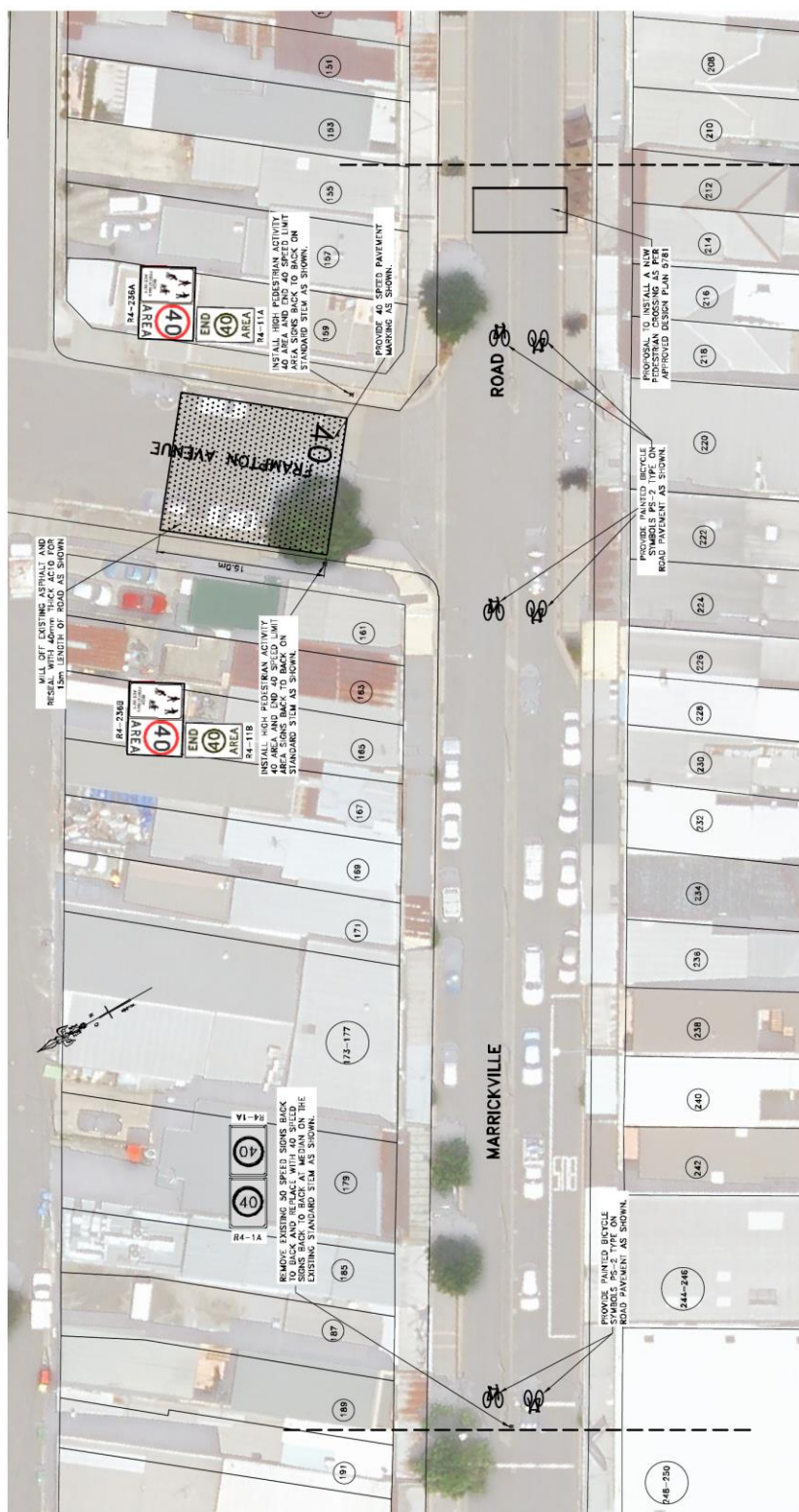


RMS WORKS:
MAIL SIGNAGE ASSOCIATED WITH 40km/h ZONE ESTABLISHMENTS (R4-236A&B, R4-11A&B, R4-237A&B, R4-1A) AND 40 ROAD MARKINGS ARE TO BE INSTALLED / PROVIDED BY RMS AFTER COMPLETION OF CIVIL WORKS.

COUNCIL WORKS:
DEMOLISH EXISTING THRESHOLDS AND REINSTATE ROAD PAVEMENTS AS SHOWN.
CONSTRUCT NEW AT GRADE STAMPED /COLOURED THRESHOLDS AS SHOWN.
PROVIDE ON ROAD BICYCLE SYMBOLS AND ALL OTHER LINE MARKINGS.

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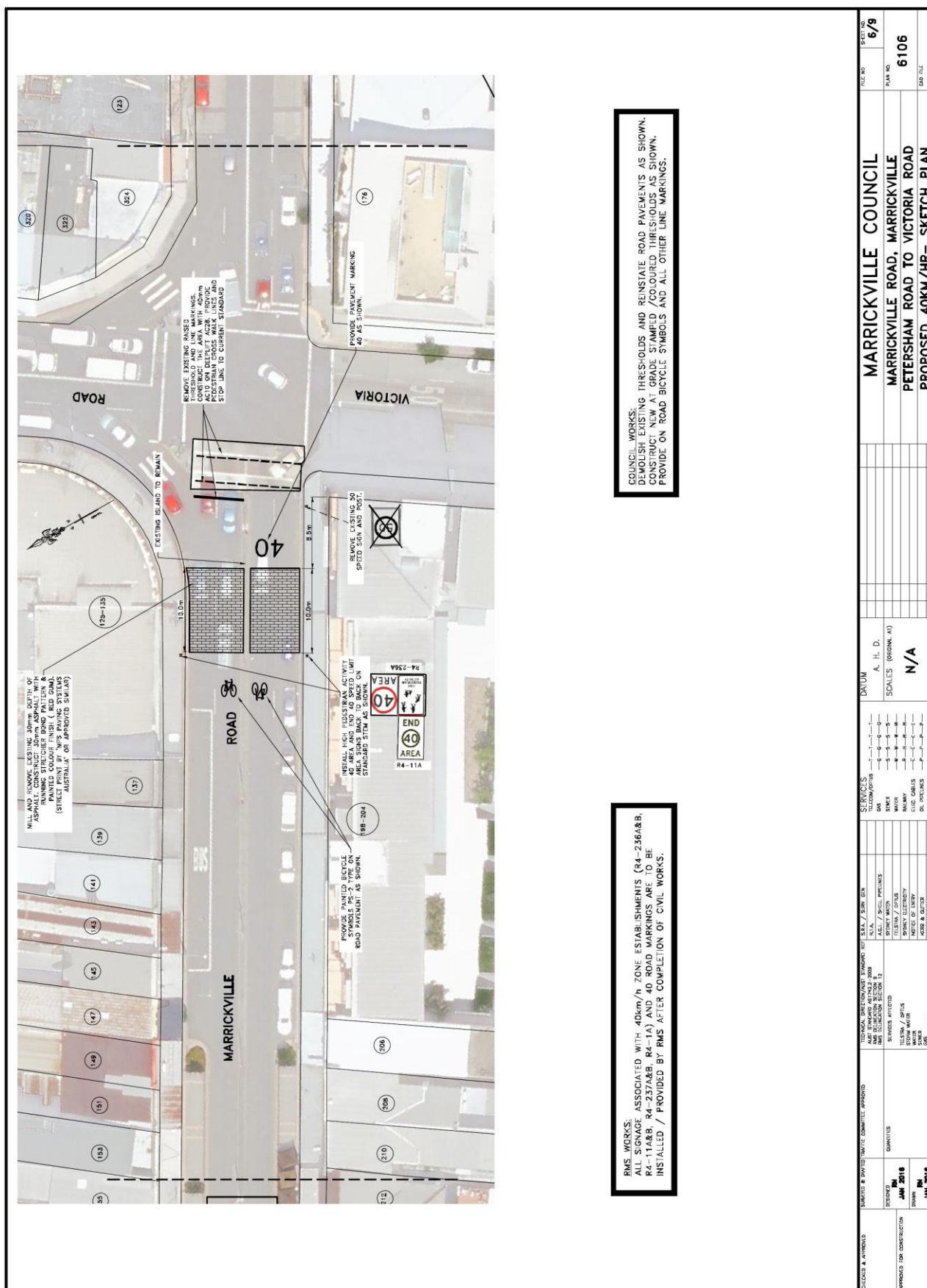


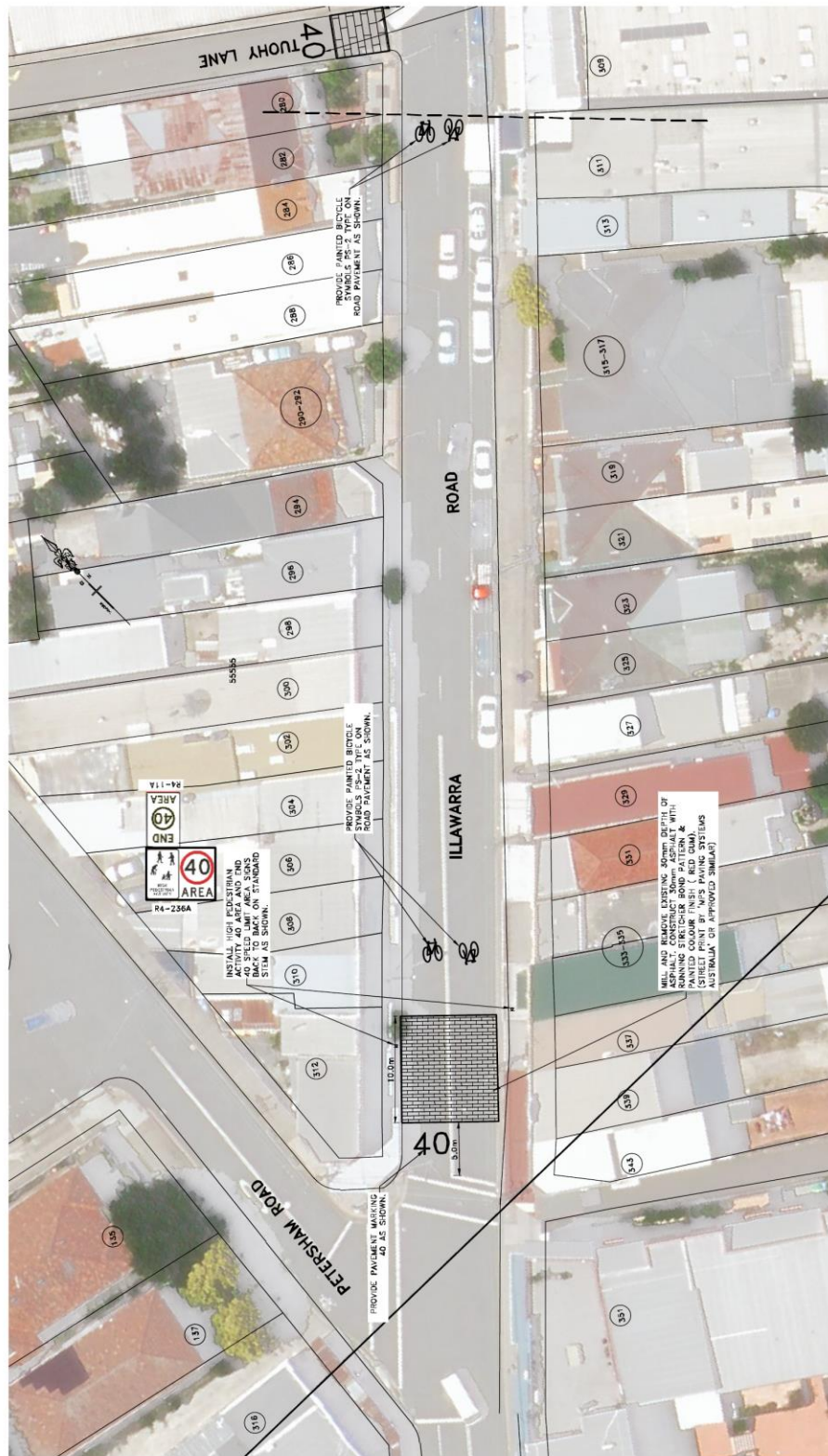


RMS WORKS:
ALL SIGNAGE ASSOCIATED WITH 40km/h ZONE ESTABLISHMENTS (R4-236A&B, R4-237A&B, R4-237A&B, R4-1A) AND 40 ROAD MARKINGS ARE TO BE INSTALLED / PROVIDED BY RMS AFTER COMPLETION OF CIVIL WORKS.

COUNCIL WORKS:
DEMOLISH EXISTING THRESHOLDS AND REINSTATE ROAD PAVEMENTS AS SHOWN.
CONSTRUCT NEW AT GRADE STAMPED /COLOURED THRESHOLDS AS SHOWN.
PROVIDE ON ROAD BICYCLE SYMBOLS AND ALL OTHER LINE MARKINGS.

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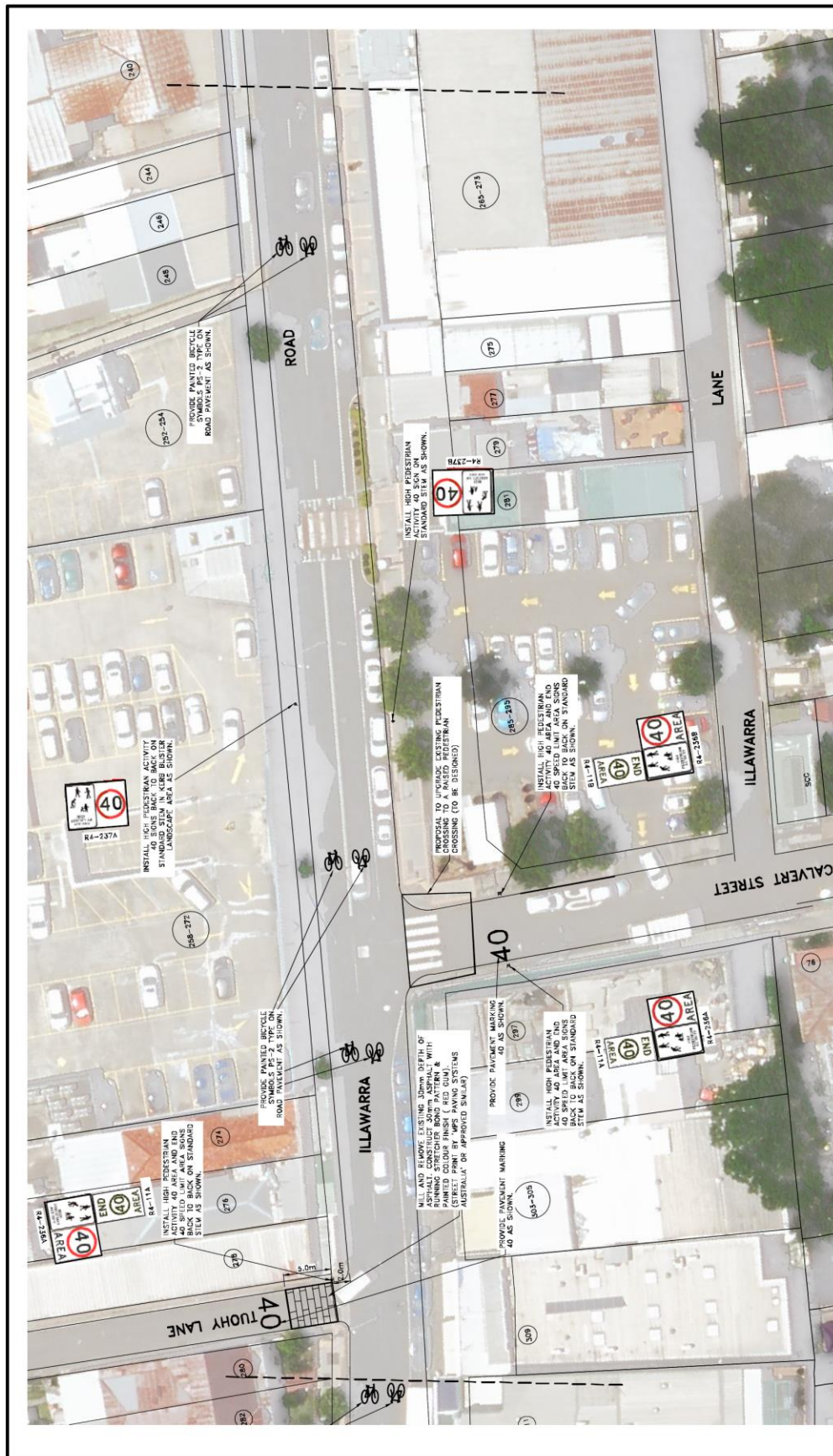




RVS WORKS:
ALL SIGNAGE ASSOCIATED WITH 40km/h ZONE ESTABLISHMENTS (R4-236A&B, R4-11A&B, R4-237A&B, R4-1A) AND 40 ROAD MARKINGS ARE TO BE INSTALLED / PROVIDED BY RVS AFTER COMPLETION OF CIVIL WORKS.

COUNCIL WORKS:
DEMOLISH EXISTING THRESHOLDS AND REINSTATE ROAD PAVEMENTS AS SHOWN.
CONSTRUCT NEW AT GRADE STAMPED /COLOURED THRESHOLDS AS SHOWN.
PROVIDE ON ROAD BICYCLE SYMBOLS AND ALL OTHER LINE MARKINGS.

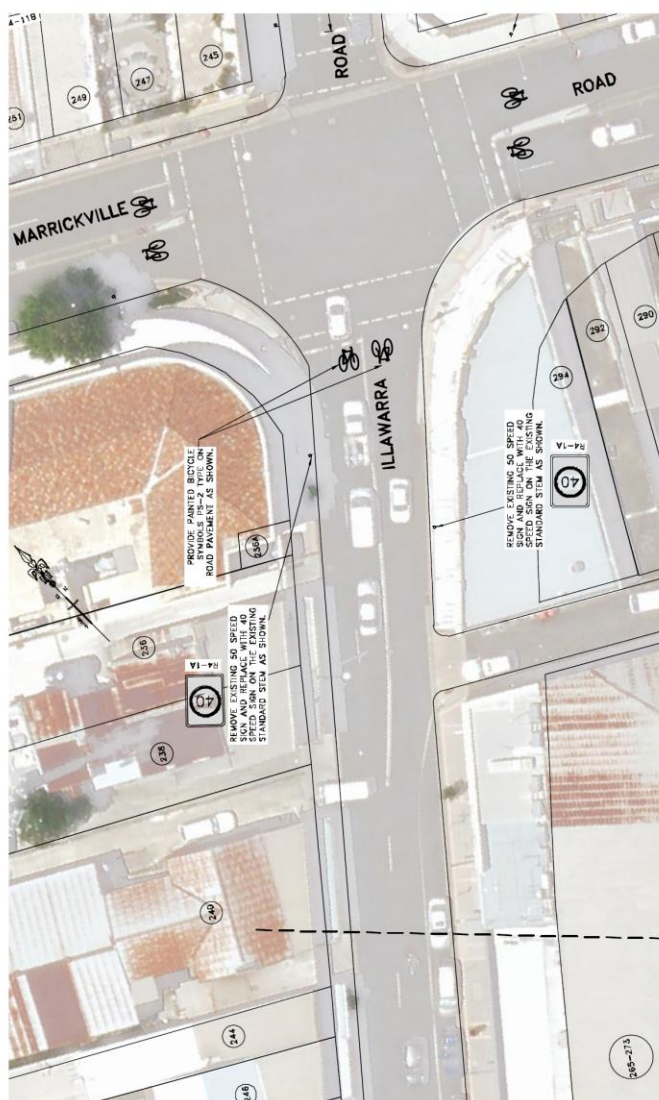
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RMS WORKS:
ALL SIGNAGE ASSOCIATED WITH 40KM/H ZONE ESTABLISHMENT'S (R4-236A&B, R4-11A&B, R4-237A&B, R4-1A) AND 40 ROAD MARKINGS ARE TO BE INSTALLED / PROVIDED BY RMS AFTER COMPLETION OF CIVIL WORKS.

COUNCIL WORKS:
 1. DEDUCTIBLE EXISTING THRESHOLDS AND REINSTATE ROAD PAVEMENTS AS SHOWN.
 2. RECONSTRUCT NEW AT GRADE STAMPEDED / COLOURED THRESHOLDS AS SHOWN.
 3. PROVIDE ON ROAD BICYCLE SYMBOLS AND ALL OTHER LINE MARKINGS.

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RMS WORKS:
ALL SIGNAGE ASSOCIATED WITH 40km/h ZONE ESTABLISHMENTS (R4-236A&B, R4-11A&B, R4-237A&B, R4-1A) AND 40 ROAD MARKINGS ARE TO BE INSTALLED / PROVIDED BY RMS AFTER COMPLETION OF CIVIL WORKS.

COUNCIL WORKS:
DEMOLISH EXISTING THRESHOLDS AND REINSTATE ROAD PAVEMENTS AS SHOWN.
CONSTRUCT NEW AT GRADE STAMPED /COLOURED THRESHOLDS AS SHOWN.
PROVIDE ON ROAD BICYCLE SYMBOLS AND ALL OTHER LINE MARKINGS.

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Item No: A1.2
Subject: UNWINS BRIDGE ROAD, SYDENHAM (SOUTH WARD/HEFFRON)
REQUEST FOR 'NO RIGHT TURN' RESTRICTIONS INTO
FREDERICK STREET
File Ref: S4940-03
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

An investigation into the nature of traffic movements into Frederick Street, Sydenham from Unwins Bridge Road was undertaken and the outcomes of these investigations, together with recommendations, are presented in this report for consideration.

OFFICER'S RECOMMENDATION

THAT Council not accede to the request to provide 'No Right Turn' restrictions into Frederick Street, Sydenham from Unwins Bridge Road.

BACKGROUND

Concerns have been raised by residents in Frederick Street in relation to the 'rat runners' using Unwins Bridge Road and then to Princes Highway and Canal Road. The residents have requested that Council examine a proposal for a 'No Right Turn' for Frederick Street at Unwins Bridge Road to alleviate the problem of through traffic along Frederick Street.

DISCUSSION

Name of Road	Classification of Road	Road Description
Unwins Bridge Road	Regional road	Two-way commercial/residential street, 12.8m in width that runs north-south between May Street and Gannon Street.
Frederick Street	Local road	Two-way residential street, 11.0m in width that runs east-west between Unwins Bridge Road and Princes Highway.

Currently, George Street at Unwins Bridge Road is a signalised intersection with a central median island along Unwins Bridge Road to restrict the right turn movements into George Street. Yelverton Street at Unwins Bridge Road has 'No Right Turn' bans in place whilst Frederick Street, Sutherland Street and Grove Street do not have any restrictions to the turning movements at Unwins Bridge Road.

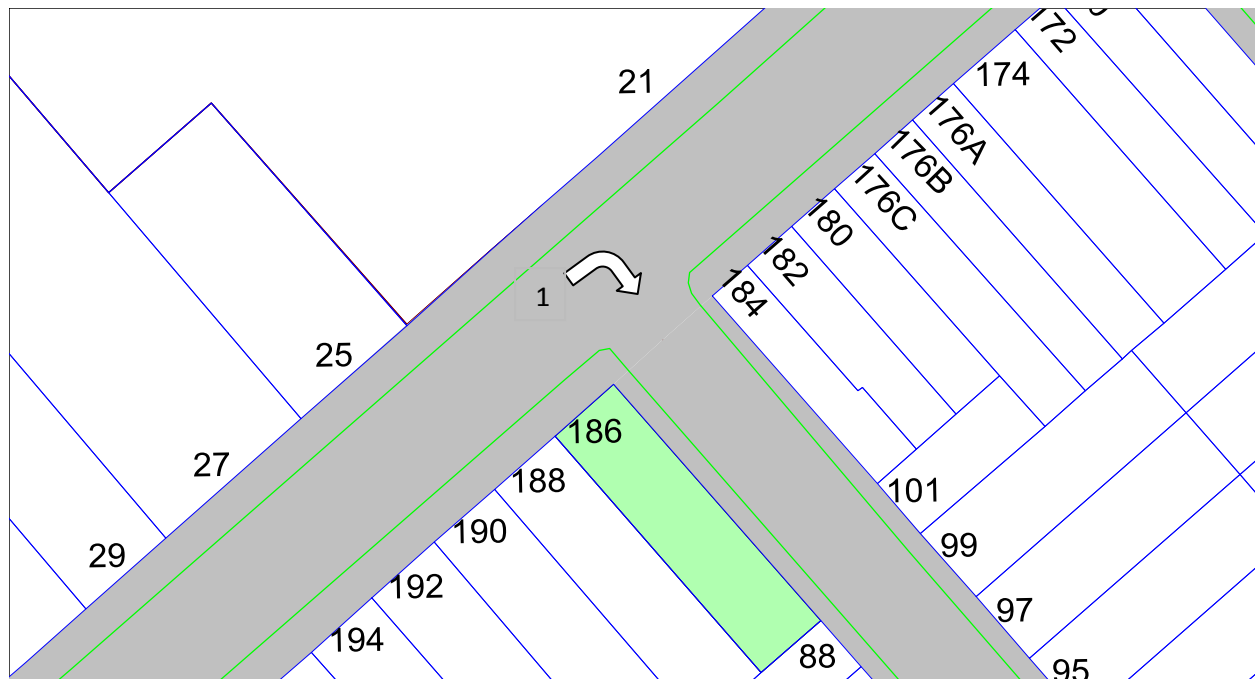
There is restricted access to Princes Highway in Frederick Street, Sutherland Street, Grove Street, Alfred Street, Yelverton Street and George Street. The restriction states 'No Access to Princes Highway on Monday to Friday from 6am to 10am'. These signs installed by Council were to stop motorists from using these streets to access Princes Highway and Canal Road during the morning peak period.

Grove Street, Sutherland Street and Frederick Street are local roads and the environmental capacity of these roads using the RMS Guide to Traffic Generating Developments is 2000 vehicles per day (vpd) desirable.

Survey Results

As part of the investigation, a site inspection and intersection count was undertaken on the 3rd of February 2016 at the intersection of Unwins Bridge Road and Frederick Street, Sydenham (refer to the attached locality map and photographs). To quantify the extent of 'right turn' and through traffic movement, a traffic survey was conducted on a weekday. The survey counts tallied at two separate periods throughout the day from 7.00am-9.00am and 3.00pm-6:00pm respectively. The table below summarises the results of the survey undertaken for right turn movements from Unwins Bridge Road into Frederick Street, Sydenham.

Direction of Vehicular Traffic			
AM Period	Movement code: 1	PM Period	Movement code: 1
7.00am - 7:15am	12	3.00pm - 3:15pm	26
7.15am - 7:30am	2	3.15pm - 3:30pm	19
7.30am - 7:45am	8	3.30pm - 3:45pm	31
7.45am - 8:00am	16	3.45pm - 4:00pm	22
8.00am - 8:15am	14	4.00pm - 4:15pm	38
8.15am - 8:30am	9	4.15pm - 4:30pm	33
8.30am - 8:45am	20	4.30pm - 4:45pm	32
8.45am - 9:00am	5	4.45pm - 5:00pm	26
		5.00pm - 5:15pm	19
		5.15pm - 5:30pm	18
		5.30pm - 5:45pm	16
		5.45pm - 6:00pm	17
Peak hour period: 59		Peak hour period: 129	
Total right turn movements: 86		Total right turn movements: 297	



Historical traffic volumes for Fredrick Street, Sydenham are as follows;

Street name	Section	West (vpd)	East (vpd)	ADT Total (vpd)	Speed (km/h)	Year
Frederick Street	Princes Hwy & Henry St	149	1101	1250	44.3	2011
Frederick Street	Princes Hwy & Henry St	154	1236	1390	45	2006
Frederick Street	Princes Hwy & Henry St	161	2206	2367	47.6	2000

The main findings of the traffic movement survey can be summarised as follows:-

- During the morning period, the peak hour period was 59 vehicles per hour (vph) (between 7:45am-8:45am). It should be noted that the existing restriction 'No Access to Princes Highway on Monday to Friday from 6am to 10am' does apply to Frederick Street.
- During the afternoon period, the peak hour period was 129vph (between 4:00pm-5:00pm).
- The overall right turn movements into Frederick Street from Unwins Bridge Road throughout the 5 hour survey were 383.
- This is considered satisfactory as the environmental capacity of these roads using the RMS Guide to Traffic Generating Developments is 2000 vpd (desirable).
- Traffic Counts for Fredrick Street indicate a vehicular volume of 1250 vpd.

Issues of traffic using these local roads partly stems from Railway Road being banked up in the peak periods. Improving the capacity and efficiency of the intersection at the Princes Highway and Railway Road would encourage more motorists to use Railway Road and possibly help reduce through traffic along the local roads such as Frederick Street, Sutherland Street and Grove Street. The likely outcome of banning the right turn movement into Frederick Street from Unwins Bridge Road would be an increase in traffic using Sutherland Street and Grove Street, rather than a resolution to the issue of through traffic in any case.

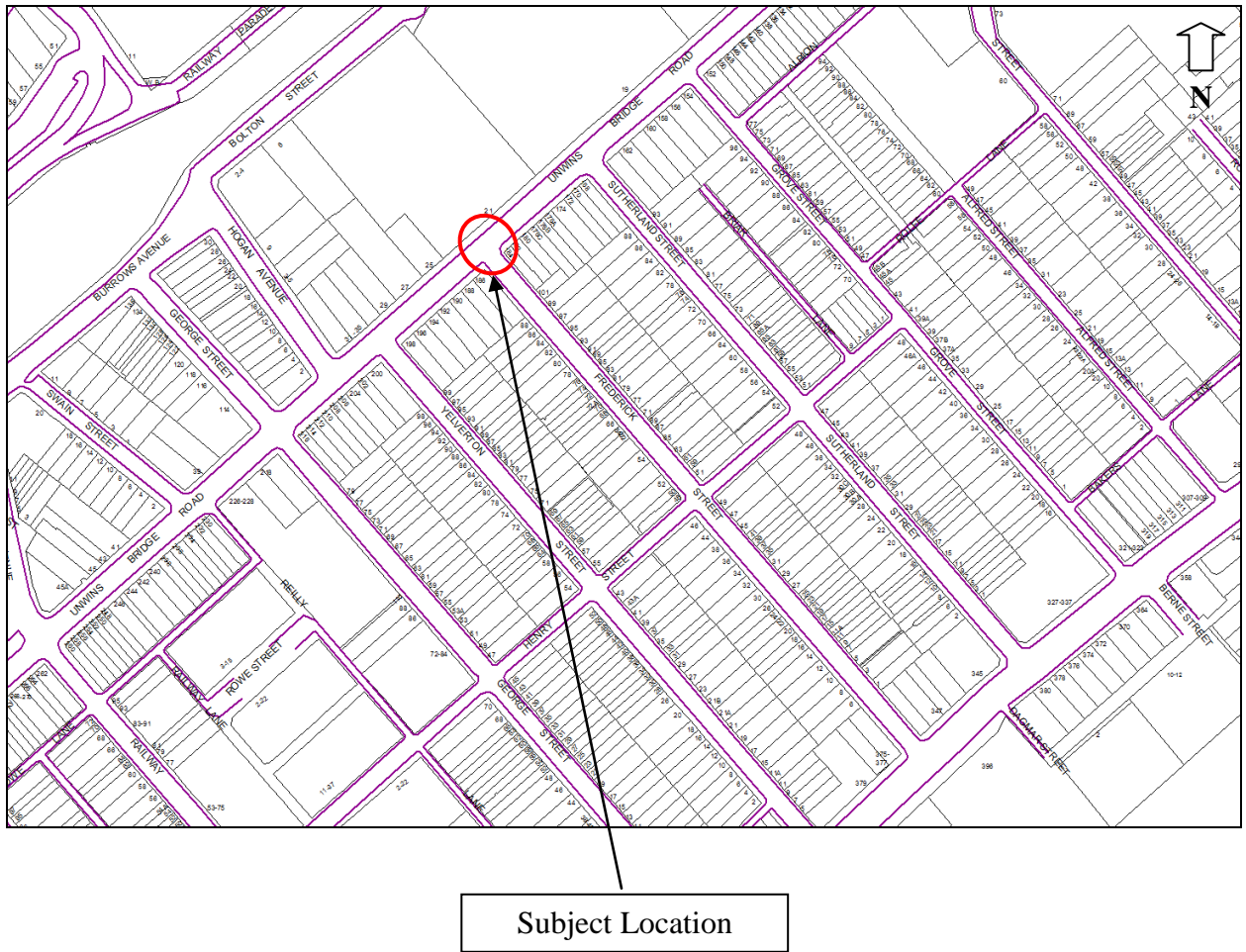
CONCLUSION

Traffic volumes along Frederick Street are not considered excessive at present with the volumes being within a typical range for a local road at present. Banning the right turn into Frederick Street from Unwins Bridge Road would only result in increased traffic on the two adjoining streets of Sutherland Street and Grove Street which in turn would create issues for residents in these streets.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of this recommendation.

Locality Map – Unwins Bridge Road at Frederick Street, Sydenham



Photographs – Unwins Bridge Road at Frederick Street, Sydenham



Unwins Bridge Road near Frederick Street (facing north)



Unwins Bridge Road at Frederick Street (facing east)

Item No: A1.3
Subject: REILLY LANE, SYDENHAM (SOUTH WARD/HEFFRON)
PROPOSED GATE FOR PERMANENT ROAD CLOSURE –
CONSULTATION RESULTS
File Ref: 16/6494
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Council is proposing to permanently close the section of Reilly Lane, Sydenham, between Henry Street and Sydenham Green playground as part of the Sydenham Green Plan of Management (POM). It is recommended that the section Reilly Lane, Sydenham, between Henry Street and Sydenham Green playground, be permanently closed and that a gate be installed in Reilly Lane at the intersection with Henry Street.

OFFICER'S RECOMMENDATION

THAT the section of Reilly Lane, Sydenham between Henry Street and Sydenham Green playground be permanently closed.

DISCUSSION

Name of Road	Classification of Road	Road Description (subject section)
Reilly Lane	Local road	Two-way residential street, 4.7m in width and approximately 80m long that is a no through road between Sydenham Green playground and Henry Street.

The Sydenham Green POM adopted by Council in 2013 proposes to permanently close Reilly Lane, Sydenham. The closure will occur in Reilly Lane at the intersection with Henry Street (refer to the attached locality map and photograph). In the short term the proposal is for the lane to be closed by a gate and remain in use for maintenance and emergency access.

At present, the subject section of Reilly Lane is a no through road and has 'No Parking' restrictions on both sides of the laneway. This section of road is a link from Henry Street to the Sydenham Green playground and reserve.

There are two properties along George Street (adjacent to Sydenham Green) that are permitted rear access from Reilly Lane. Rear access to these two properties is required from this laneway. Council will be exploring a procedure which permits the residences of these properties access through a common key arrangement.

No public transport services will be affected as a result of the lane closure. Emergency vehicles are equipped to remove the lock from the gate if required. Movement of cyclists and pedestrians will not be affected by the gate installation.

PUBLIC CONSULTATION

The public consultation process involved two components. Firstly a letter was sent on the 19th October 2015 to the two affected George Street property owners at 86 and 88 George Street. The letter included a map showing the proposed location of the closure and requested comments be sent by 16th November 2015. One response was received and raised the following points:

- Area is congested with commuters from the nearby Sydenham Station and without access to the current car parking facilities the value of the property will depreciate.
- Without the lane way no access will be provided to the properties garage at the rear.

The proposal was also advertised for public comment for a period of 28 days in the Inner West Courier closing on 16th November 2015. Signs were placed in the park at the entry to the lane way informing park users about the opportunity to comment. Six responses were received including 2 in favour of and 4 against the proposal. The following points were raised:

Comments from respondents	Officer's comments
Two responses in favour were received from residents who were happy the park would be safer.	Received and noted.
Two opposing responses were received from community members who thought the money would be better spent on other amenities within the park.	Received and noted.
Two opposing responses were received from residents who thought the proposal was to close the entirety of Reilly Lane preventing access to the Princes Highway.	This is a misunderstanding by the respondents. The proposal is to permanently close the section of Reilly Lane, Sydenham, between Henry Street and Sydenham Green playground. The section of Reilly Street between Henry Street and Princes Highway is not affected.

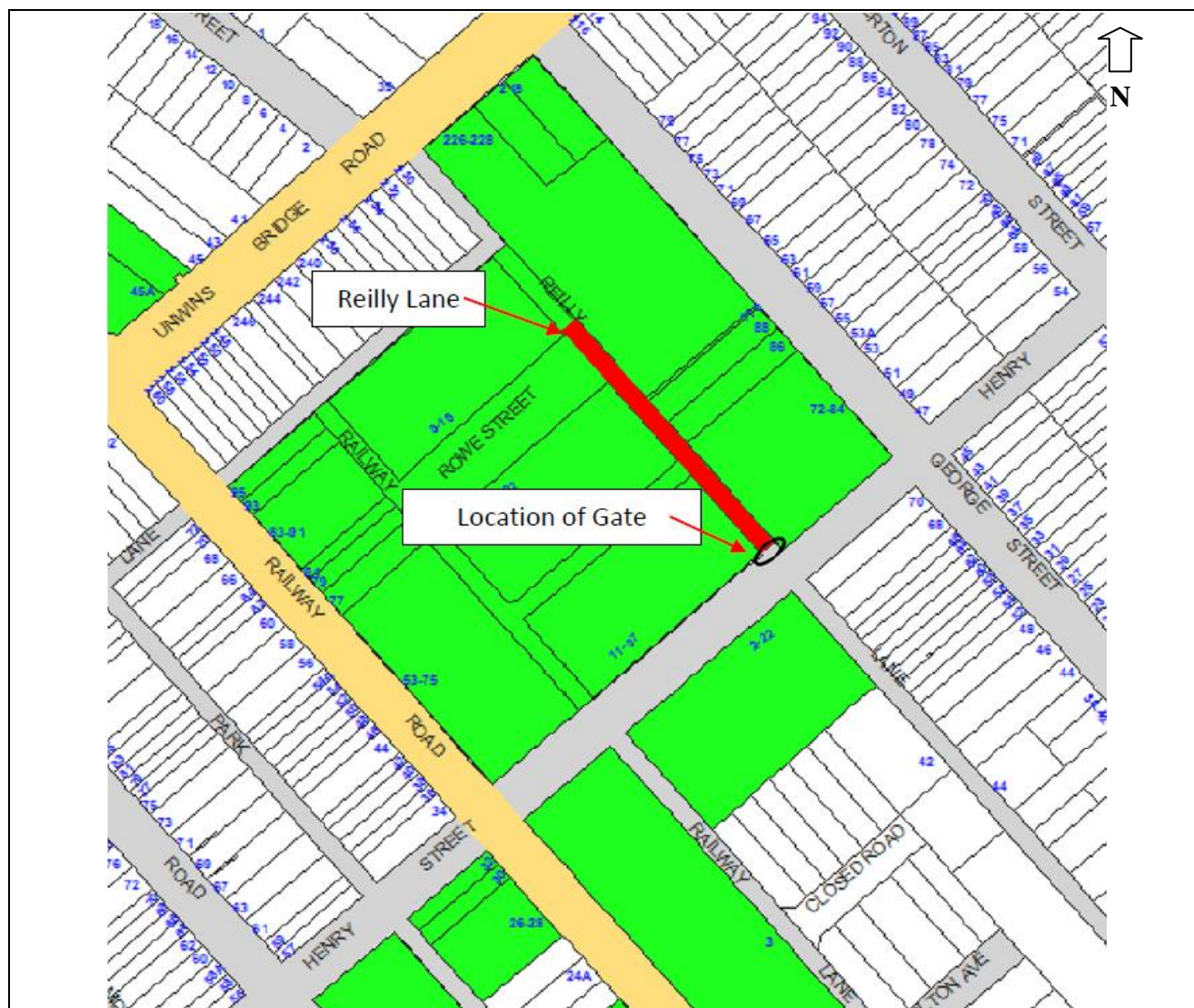
CONCLUSION

Given that the response from the affected resident agreed to a key arrangement with Council, it is recommended that the section Reilly Lane, Sydenham, between Henry Street and Sydenham Green playground, be permanently closed and that a gate be installed in Reilly Lane at the intersection with Henry Street.

FINANCIAL IMPLICATIONS

The cost of the supply and installation of the proposed gate is approximately \$5000 and is to be borne by Council.

Locality Map – Reilly Lane, Sydenham



Photograph – Reilly Lane, Sydenham



Subject location of Reilly Lane, Sydenham at Henry Street

Item No: A1.4
Subject: PINE STREET, MARRICKVILLE (WEST WARD/SUMMER HILL)
PROPOSED PEDESTRIAN REFUGE ISLAND – DESIGN PLANS
File Ref: S3780-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Design plans have been finalised for a proposed pedestrian refuge island in Pine Street, Marrickville at its intersection with Wardell Road, as part of the Marrickville West LATM study implementation. The proposal for a pedestrian refuge island with associated signs and line marking will improve pedestrian safety and traffic conditions.

OFFICER'S RECOMMENDATION

THAT the design of the proposed pedestrian refuge island in Pine Street, Marrickville at its intersection with Wardell Road, including associated signs and line markings (as per the attached design plans No. 6103) be APPROVED.

BACKGROUND

Council is proposing to construct a pedestrian refuge island in Pine Street, Marrickville at its intersection with Wardell Road. This proposal is a revision of a design which was sent out for public engagement to the residents of Pine Street by Council in February 2016 to implement a pedestrian refuge island with associated signs and line marking and landscaped kerb blister islands at either side of the line marked angled parking zones along Pine Street. A high number of responses from the residents objected to the initial proposal which included angle parking within the street.

The proposed detailed design has been amended to only include a proposal to implement a pedestrian refuge island in Pine Street, Marrickville at its intersection with Wardell Road (with associated signs and line marking). This will improve safety for pedestrians at its intersection of Wardell Road.

DISCUSSION

Name of Road	Classification of Road	Road Description	Vehicles Per Day (vpd)	85 th Percentile Speed
Pine Street	Local road	Two-way street, 12.8m in width that runs east-west between Wardell Road and Hollands Avenue.	884	56.2km/h

Wardell Road	Regional road	Two-way street, 12.8m in width that runs north-south between New Canterbury Road and Cooks River.	13,754	49.3km/h
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At present, the intersection of Pine Street and Wardell Road is controlled by a ‘Give Way’ sign and line markings, with priority given to traffic along Wardell Road. Unrestricted parking is permitted on both sides of Pine Street and Wardell Road.

A search through Council's crash database over a five-year period (2010-2014) revealed there have been two (2) reported crashes at the intersection of Pine Street and Wardell Road with one crash being a rear end collision and the other crash being an emerging vehicle from a driveway. Both incidences resulted in a tow-away. The Marrickville West LATM study indicated that residents were concerned about turning vehicles cutting corners and pedestrian safety.

Design plans

Design plans for the provision of a pedestrian refuge island in Pine Street, at its intersection with Wardell Road, indicating the proposed signs and line markings (ATTACHMENT - design plan No. 6103) are submitted for consideration.

The proposed scope of work includes the following:

- Construct a pedestrian refuge island in Pine Street, at its intersection with Wardell Road.
- Install associated ‘Keep Left’ signage and E4 line markings with chevron markings as per design plan.
- Install ‘No Stopping’ signs on both sides of Pine Street near the proposed pedestrian refuge island.
- Install an at-grade coloured threshold treatment in Pine Street at the intersection with Wardell Road.
- Install an on-road 1.5m wide coloured bicycle lane on the southern side of Pine Street at the intersection Wardell Road.
- Install on-road bicycle logo markings in Pine Street as per design plan.

The proposed treatment will result in the loss of three (3) legal on-street parking spaces in Pine Street as an outcome of the proposed ‘No Stopping’ restrictions in order to accommodate pedestrian safety and safe turning movements for vehicles (refer to the attached design plan No. 6103). All current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

Community Engagement

Council's Design Section had undertaken community engagement in February 2016 with residents in Pine Street regarding the design plans to implement a pedestrian refuge island with associated signs and line marking and landscaped kerb blister islands at either side of the line marked angled parking zones along Pine Street, Marrickville. A letter as well as a copy of this design plan was sent to the local residents. A total of 105 letters were distributed. Seventeen (17) responses related to the proposed traffic devices were received along with one response having submitted a signed petition

of 54 signatures. The petition highlights objection to the angle parking and bicycle lane proposals. A summary of the 17 responses is detailed in the table below.

Angled Parking	Landscaped Islands	Pedestrian Refuge	Bicycle Lane	New Trees
Object	Object	Support	Object	Support
Support	Support	Did not comment	Did not comment	Did not comment
Object	Did not comment	Did not comment	Object	Did not comment
Object	Did not comment	Did not comment	Did not comment	Did not comment
Object	Object	Object	Object	Object
Object	Object	Object	Object	Object
Object	Object	Object	Object	Object
Object	Did not comment	Did not comment	Did not comment	Did not comment
Object	Did not comment	Did not comment	Support	Did not comment
Object	Object	Did not comment	Did not comment	Did not comment
Object	Did not comment	Support	Did not comment	Did not comment
Object	Did not comment	Did not comment	Object	Did not comment
Object	Support	Support	Support	Support
Object**	Did not comment**	Did not comment**	Object**	Did not comment**
Object	Did not comment	Did not comment	Did not comment	Did not comment
Support	Support	Support	Support	Support
Object	Did not comment	Did not comment	Object	Did not comment

** The response which contained a petition with 54 signatures.

Following completion of the resident consultation process, it was evident that the majority of residents did not support the introduction of angled parking within Pine Street.

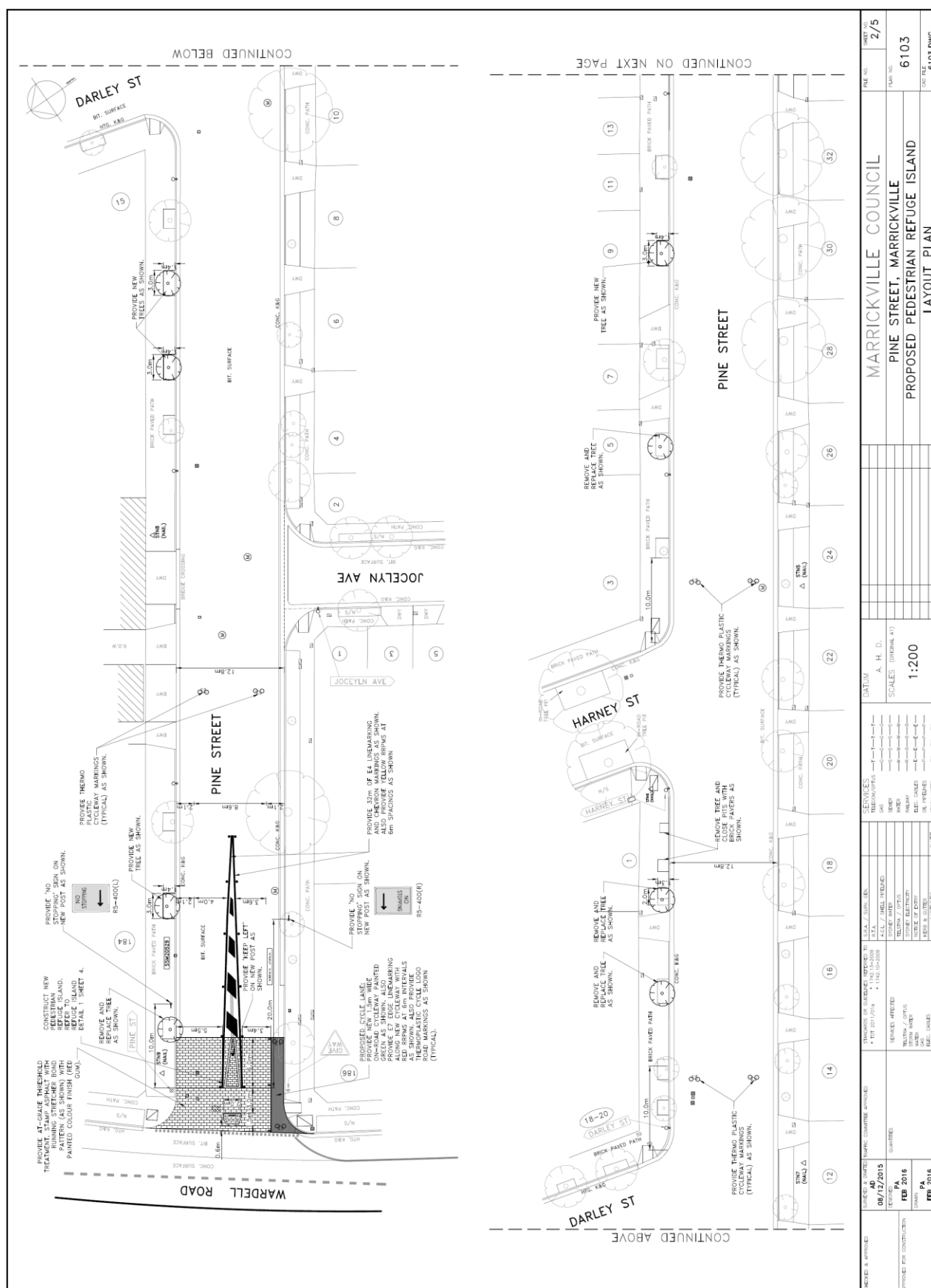
On the 4th April 2016, an acknowledgement letter was sent to those residents who responded. The letter advised a recommendation not to proceed with angle parking and associated landscaped islands within Pine Street but to still proceed with the proposed new pedestrian refuge island at Wardell Road with coloured asphalt and a bicycle lane.

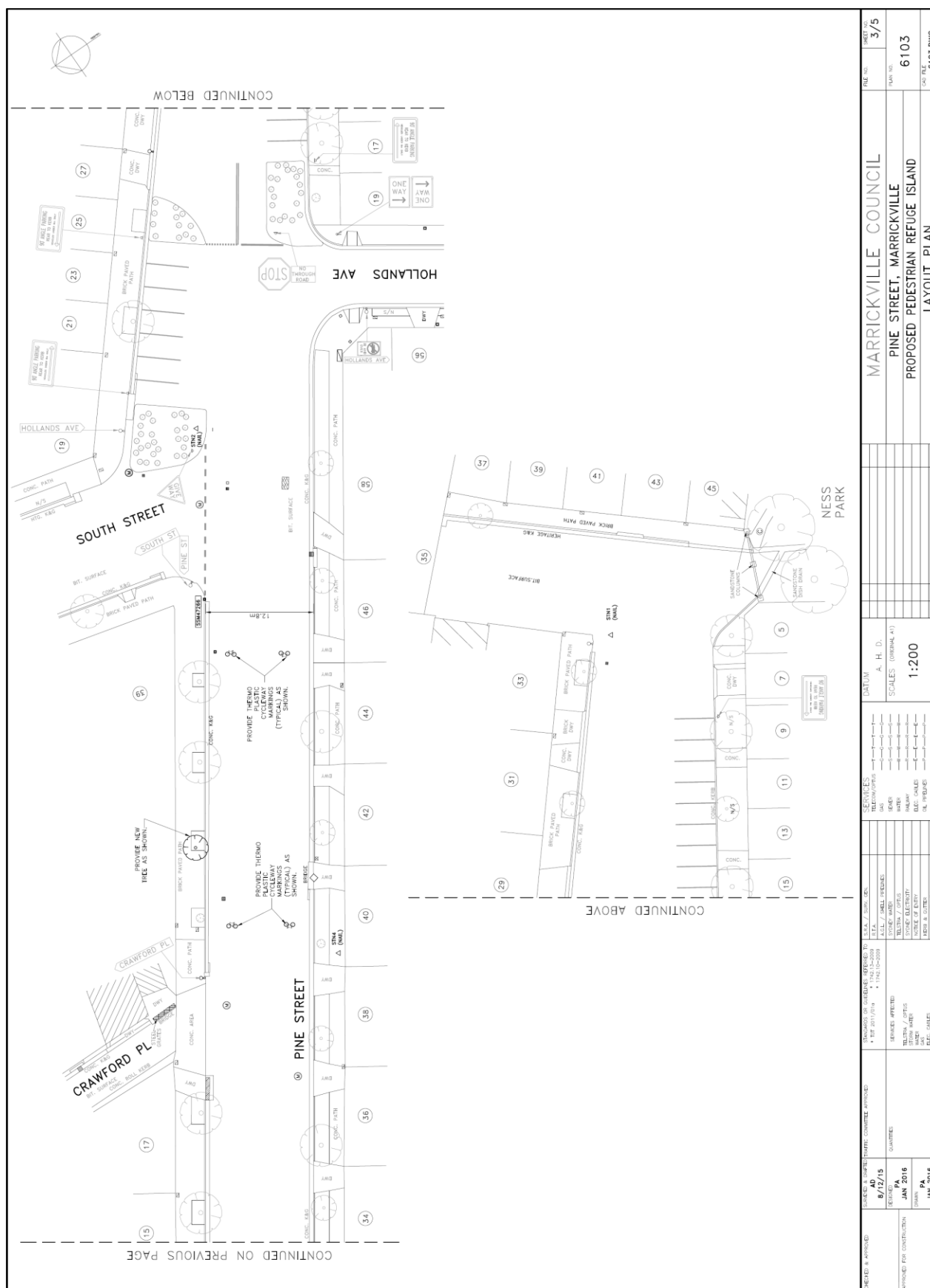
CONCLUSION

As the residents of Pine Street did not favour the proposal of the angle parking, design plans have been amended to no longer provide the angle parking along Pine Street. This includes the removal of the proposed landscaped islands which were proposed to be at either side of the line marked angled parking zones. It is recommended that the design of the pedestrian refuge island with associated signs and line markings be approved, to improve pedestrian safety and traffic conditions.

FINANCIAL IMPLICATIONS

The allocated budget for these works is \$260,000 and is funded by Council from the Marrickville West LATM Implementation.





PART 'A' - SECTION 2 - PARKING MATTERS

Item No: A2.1.1
Subject: WENTWORTH STREET, TEMPE (SOUTH WARD/HEFFRON)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY No. 8
File Ref: S5140-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Wentworth Street, Tempe for the provision of a dedicated mobility parking space outside their residence. It is recommended that a 'Mobility Parking' space be approved as the applicant's property does not have an off-street parking facility and the applicant's condition warrants the provision of this space.

OFFICER'S RECOMMENDATION**THAT;**

Signposting for a 'Mobility Parking' space be approved on the southern side of Wentworth Street, Tempe in front of property no. 8, subject to:

1. The operation of the dedicated parking space be valid for twelve (12) months from the date of installation;
 2. The applicant advising Council of any changes in circumstances affecting the need for the special parking space; and
 3. The applicant be requested to furnish a medical certificate and current mobility permit justifying the need for the mobility parking space for its continuation after each 12 months period.
-

BACKGROUND

A copy of the RMS disability parking permit and a medical certificate in support of the application were submitted to Council.

DISCUSSION

Name of Road	Classification of Road	Road Description
Wentworth Street	Local road	Two-way residential street, 6.4m in width that runs east-west between Princes Highway and South Street.

The applicant's property is located on the southern side of Wentworth Street, Tempe and is approximately 10m west from its intersection with South Street. The applicant's property does not have an off-street parking facility (refer to the attached locality map and photographs).

At present, parking is unrestricted on both sides of Wentworth Street. There is one existing mobility parking space located approximately 170 metres south from the applicant's property located in Wentworth Street. It has been observed during a site inspection undertaken in the morning period that the on-street parking spaces in Wentworth Street were moderately utilised.

The applicant advised a Council Officer that his condition does not allow him to walk long distances due to his medical conditions. The applicant owns a vehicle. The applicant also stated that he does not always drive and that his brother would sometimes drive and take him to his appointments on a frequent basis.

Council's Officer informed the applicant that mobility parking spaces are a shared facility that can be used by all authorised persons having an RMS mobility permit.

TECHNICAL STANDARDS

Australian Standard AS2890.5-1993 "On-Street Parking" states the following in regards to the provision of parking for people with a disability:

"Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –

- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
- ii. Kerb ramps as shown in Figure 4.2(a) are also provided".*

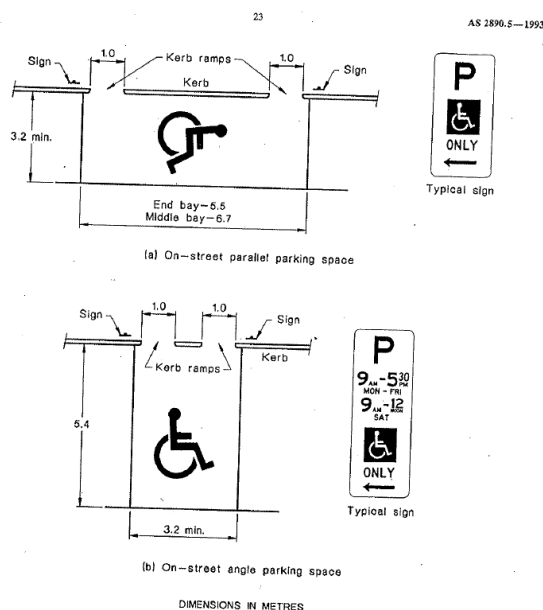


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

It should be noted that due to the limited width of streets around the Marrickville LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin such as reserving on-street parking.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit.

CONCLUSION

It is recommended that a 'Mobility Parking' space be approved as the applicant's property does not have an off-street parking facility and the applicant's condition warrants the provision of this space.

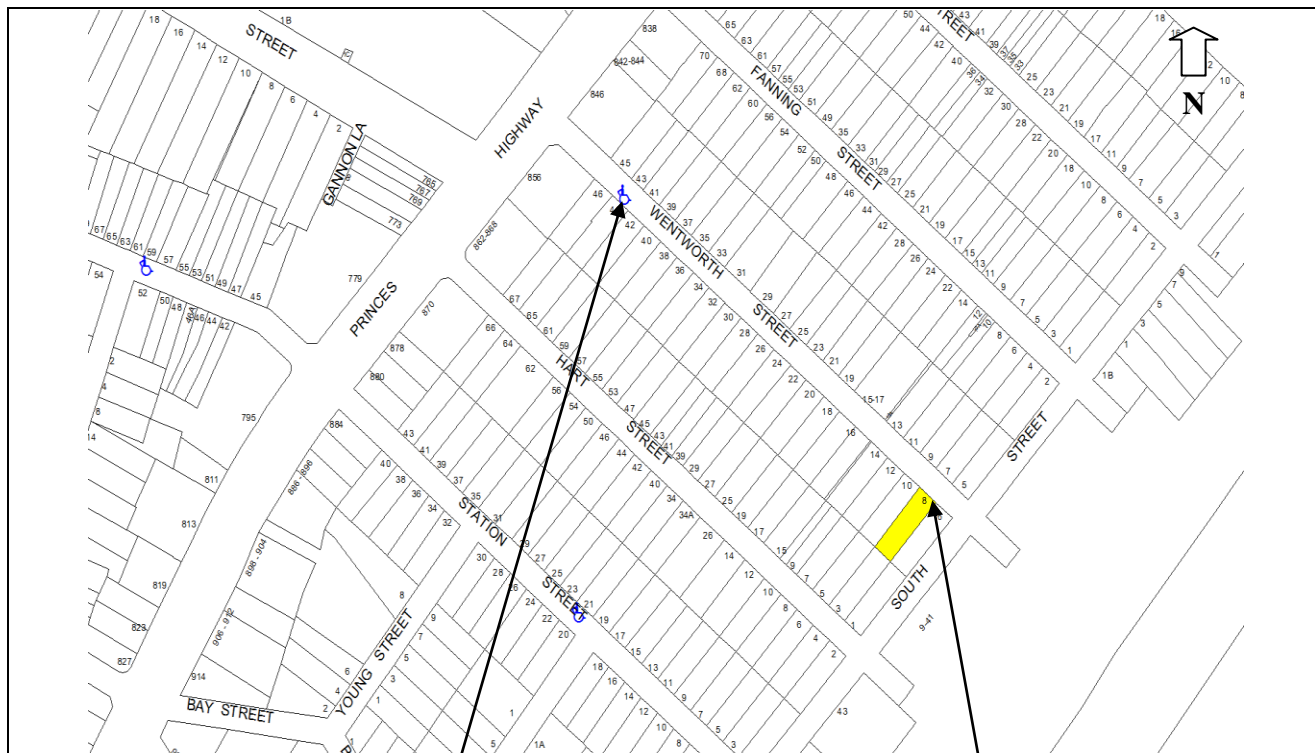
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$500.

It should be noted that Council normally signposts on-street mobility parking spaces and does not line mark these spaces. Should the applicant require the provision of kerb ramps, this can be provided at their cost.

Locality Map – Wentworth Street, Tempe



One existing Mobility Parking space
located in Wentworth Street

The applicant's property

Photographs – Wentworth Street, Tempe



The frontage of the applicant's property in Wentworth Street



On-street parking in Wentworth Street outside the applicant's property

Item No: A2.1.2
Subject: GREENBANK STREET, MARRICKVILLE (WEST WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE
PROPERTY No. 33
File Ref: S2140-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Greenbank Street, Marrickville for the provision of a dedicated mobility parking space outside their residence. It is recommended that a 'Mobility Parking' space not be approved as the applicant's property has an off-street parking space which can be utilised by the applicant and the applicant's condition does not necessitate the use of a wheel chair for mobility.

OFFICER'S RECOMMENDATION

THAT a dedicated 'Mobility Parking' space NOT be approved outside 33 Greenbank Street, Marrickville as the applicant's property has an off-street parking space which can be utilised by the applicant, applicant's condition does not necessitate the use of a wheel chair for mobility and the applicant does not drive a vehicle.

BACKGROUND

The applicant has submitted a copy of his RMS disability parking permit and a medical certificate in support of the application to Council.

DISCUSSION

Name of Road	Classification of Road	Road Description
Greenbank Street	Local road	Two-way residential street, 12.8m in width that runs east-west between Moyes Street and Illawarra Road.

The applicant's property is located on the northern side of Greenbank Street, Marrickville and is approximately 50 metres from its intersection with Moyes Street. The applicant's property has an off-street space which is located at the rear in Herb Greedy Place. The access point to the off-street car space was measured at approximately 2.6 metres in width. It should be noted that during a site inspection, the existing off-street car space appears to be a car port with open space surrounding the car port. It was also observed that the rear door entrance to the house consists of a few steps with a hand rail (refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Greenbank Street. There is one existing mobility parking space located in close proximity, approximately 40 metres east from the applicant's property in Greenbank Street. It has been observed during a site inspection undertaken in the morning period that the on-street parking spaces in Greenbank Street were highly utilised.

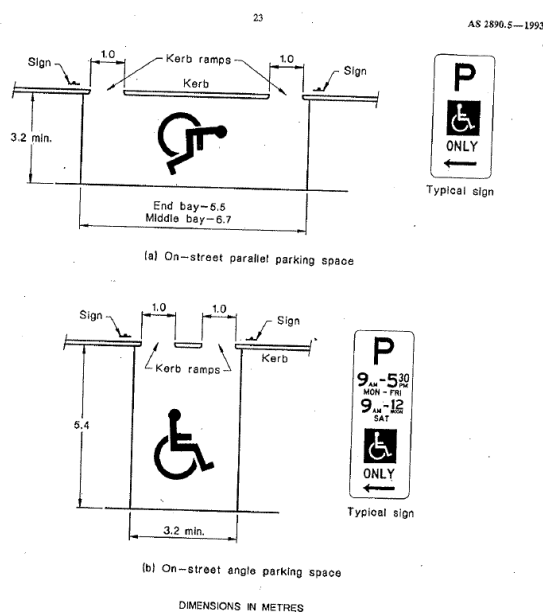
The applicant's wife advised a Council Officer that her husband's condition does not allow him to walk long distances due to his medical condition. She also advised that the rear of the property cannot be used as there are a few steps to enter through the back door of the house. It was also noted that the applicant does not drive a vehicle and is driven to and from places.

TECHNICAL STANDARDS

Australian Standard AS2890.5-1993 "On-Street Parking" states the following in regards to the provision of parking for people with a disability:

"Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –

- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
- ii. Kerb ramps as shown in Figure 4.2(a) are also provided".*



NOTES:

- 1 Two 1.0 m kerb ramps as specified in AS 1428.1, should be provided at the locations shown. Two or more adjacent disabled spaces will normally require only one ramp each.
- 2 Parking space may be delineated by yellow broken lines. International access symbol may be painted in yellow within the parking space.

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

It should be noted that due to the limited width of streets around the Marrickville LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usage can be expected. They were generally not intended for points of origin such as reserving on-street parking.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit.

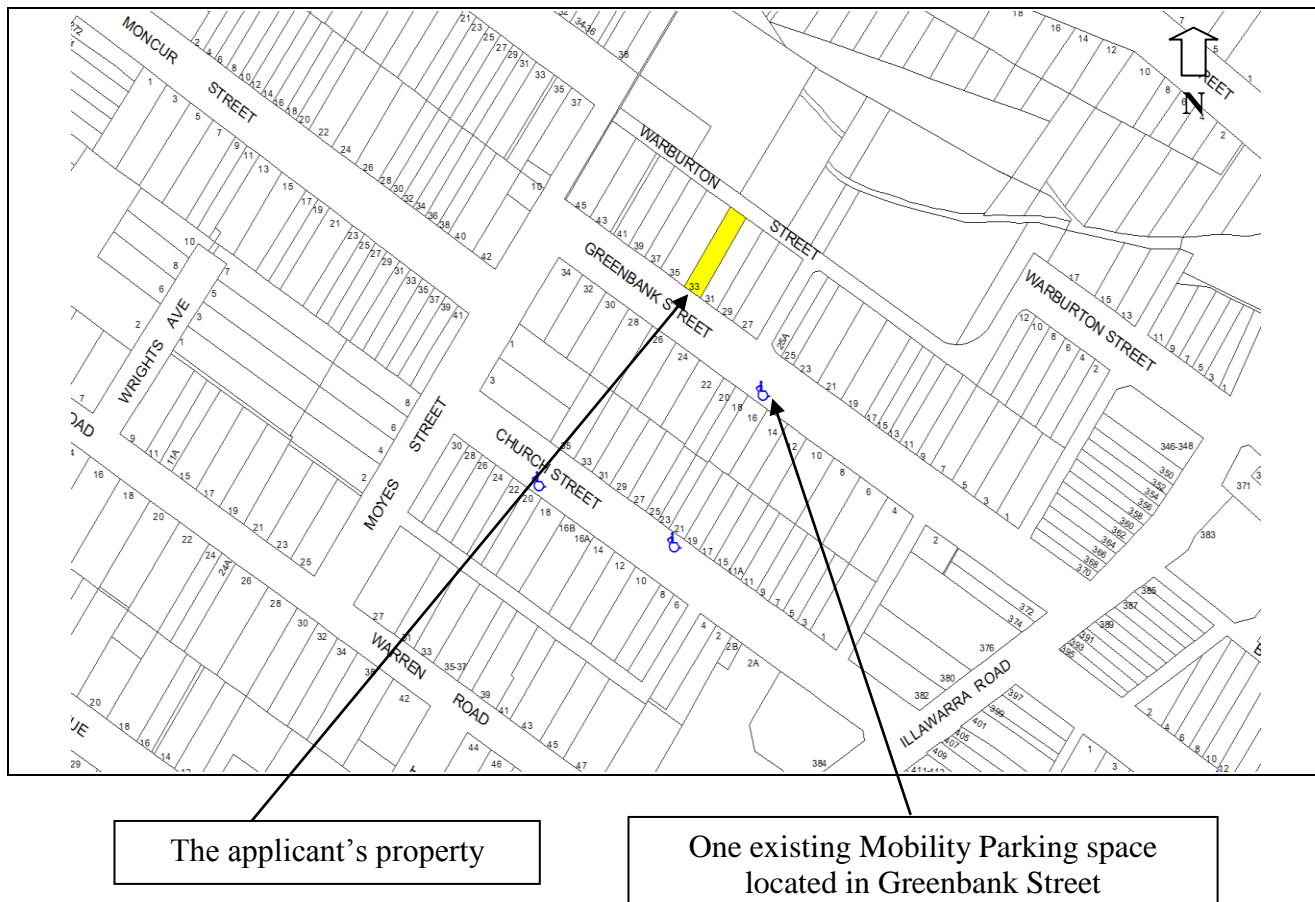
CONCLUSION

It is difficult to support the provision of a 'Mobility Parking' space in this case as the applicant's property has an off-street parking space that can be utilised, the applicant's condition does not necessitate the use of a wheel chair for mobility and the applicant does not drive a vehicle.

FINANCIAL IMPLICATIONS

There are no financial implications for Council.

Locality Map – Greenbank Street, Marrickville



Photographs – Greenbank Street, Marrickville



The frontage of the applicant's property in Greenbank Street



Off-street parking at the rear of the applicant's property in Herb Greedy Place



On-street parking in Greenbank Street outside the applicant's property

Item No: A2.1.3
Subject: PEARL STREET, NEWTOWN (NORTH WARD/NEWTOWN)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE
PROPERTY No. 10
File Ref: S3650-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Pearl Street, Newtown for the provision of a dedicated mobility parking space outside their residence. It is recommended that a 'Mobility Parking' space be approved as the applicant's property does not have an off-street parking facility and the applicant's condition warrants the provision of this space.

OFFICER'S RECOMMENDATION

THAT;

Signposting for a 'Mobility Parking' space be approved on the eastern side of Pearl Street, Newtown in front of property no. 10, subject to:

1. The operation of the dedicated parking space be valid for twelve (12) months from the date of installation;
 2. The applicant advising Council of any changes in circumstances affecting the need for the special parking space; and
 3. The applicant be requested to furnish a medical certificate and current mobility permit justifying the need for the mobility parking space for its continuation after each 12 months period.
-

BACKGROUND

A copy of the RMS disability parking permit and a medical certificate in support of the application were submitted to Council.

DISCUSSION

Name of Road	Classification of Road	Road Description
Pearl Street	Local road	Two-way residential street, 8.5m in width that runs north-south between Alice Street and Wells Street.

The applicant's property is located on the eastern side of Pearl Street, Newtown and is approximately 70m south from its intersection with Alice Street. The applicant's property does not have an off-street parking facility (refer to the attached locality map and photographs).

At present, parking is unrestricted on both sides of Pearl Street. There is one existing mobility parking space located approximately 130 metres south from the applicant's property located in Pearl Street. It has been observed during a site inspection undertaken in the morning period that the on-street parking spaces in Pearl Street were highly utilised.

The applicant's condition does not allow him to walk long distances due to his medical conditions. The applicant does drive a vehicle and stated that he struggles to find parking within close proximity to his home.

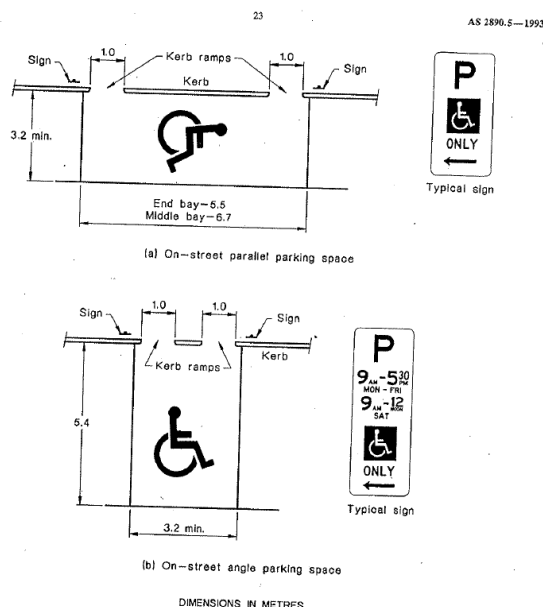
Council's Officer informed the applicant that mobility parking spaces are a shared facility that can be used by all authorised persons having an RMS mobility permit.

TECHNICAL STANDARDS

Australian Standard AS2890.5-1993 "On-Street Parking" states the following in regards to the provision of parking for people with a disability:

"Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –

- iii. *A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
- iv. *Kerb ramps as shown in Figure 4.2(a) are also provided".*



NOTES:

- 1 Two 1.0 m kerb ramps as specified in AS 1428.1, should be provided at the locations shown. Two or more adjacent disabled spaces will normally require only one ramp each.
- 2 Parking space may be delineated by yellow broken lines. International access symbol may be painted in yellow within the parking space.

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

It should be noted that due to the limited width of streets around the Marrickville LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin such as reserving on-street parking.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit.

CONCLUSION

It is recommended that a 'Mobility Parking' space be approved as the applicant's property does not have an off-street parking facility and the applicant's condition warrants the provision of this space.

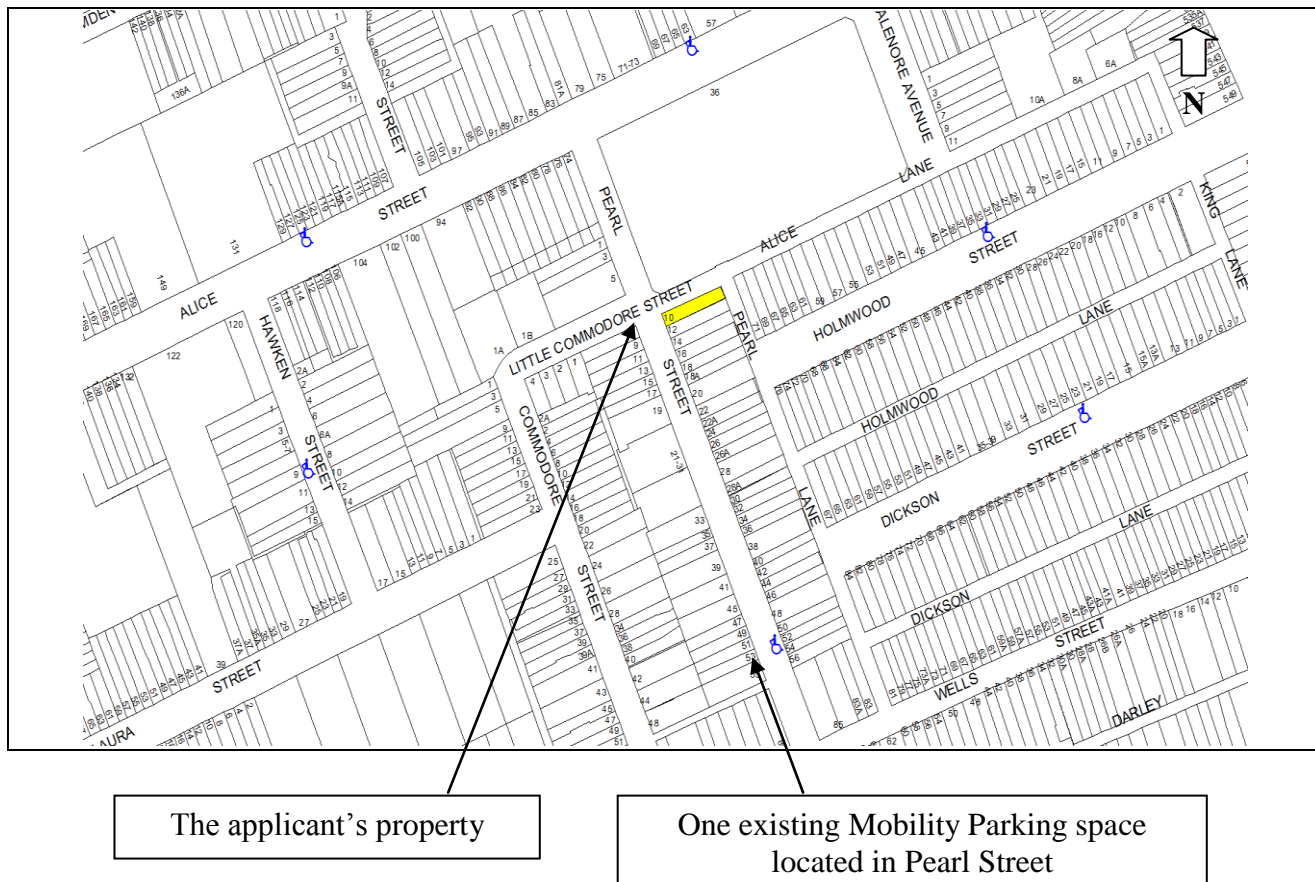
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$500.

It should be noted that Council normally signposts on-street mobility parking spaces and does not line mark these spaces. Should the applicant require the provision of kerb ramps, this can be provided at their cost.

Locality Map – Pearl Street, Newtown



Photographs – Pearl Street, Newtown



The frontage of the applicant's property in Pearl Street



On-street parking in Pearl Street outside the applicant's property

Item No: A2.2
Subject: WARDELL ROAD, MARRICKVILLE (WEST WARD/SUMMER HILL)
REQUEST FOR A 'WORKS ZONE' OUTSIDE GILBERT BARRY RESERVE
File Ref: S5054-01
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Council's Landscape Design and Project Management section is proposing a 'Works Zone' to accommodate loading/unloading activities for construction vehicles involved with the upgrade works at Gilbert Barry Reserve in Marrickville.

It is recommended that the 'Works Zone' restrictions be installed in Wardell Road, Marrickville to provide clear access for construction vehicles during delivery and loading/unloading activities for the upgrade works at Gilbert Barry Reserve.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7AM-5PM Monday-Friday' restrictions (total of 21 metres in length) on the eastern side of Wardell Road, Marrickville (adjacent to Gilbert Barry Reserve) commencing immediately south of the existing boundary to property no. 188 Wardell Road, Marrickville extending 21 metres to the existing power pole adjacent to Gilbert Barry Reserve for a period of three (3) months, be APPROVED.

DISCUSSION

Name of Road	Classification of Road	Road Description
Wardell Road	Regional road	Two-way street, 12.8m in width that runs north-south between New Canterbury Road and Cooks River.

The proposed 'Works Zone' is located on the eastern side of Wardell Road adjacent to Gilbert Barry Reserve and is being proposed for use by construction vehicles during deliveries and to access the park for a period of three months. The 'Works Zone' will begin immediately south of the existing boundary to property no. 188 Wardell Road, Marrickville and will end on the existing power pole adjacent to Gilbert Barry Reserve. At present, there are no restrictions on parking on both sides of Wardell Road, Marrickville (refer to the attached locality map and photograph).

CONCLUSION

To better facilitate construction deliveries and allow the parking of construction vehicles during loading and unloading activities the installation of a 'Works Zone' (total of 21 metres in length) on the eastern side of Wardell Road, Marrickville (adjacent to Gilbert Barry Reserve) is proposed.

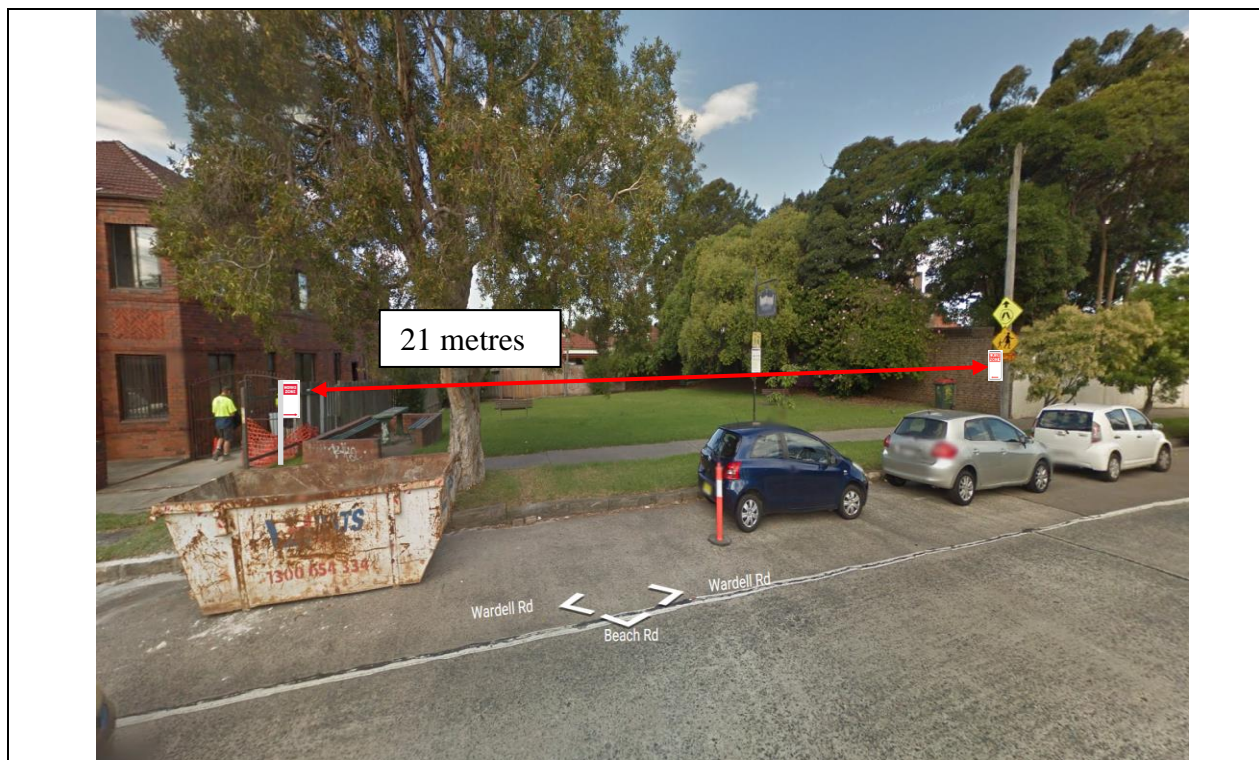
FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'Works Zone' restrictions are approximately \$800 and can be met from Council's operating budget.

Locality Map – Wardell Road, Marrickville



Photograph – Wardell Road, Marrickville



The proposed location of the 'Works Zone' in Wardell Road, Marrickville

Item No: A2.3
Subject: LAWSON AVENUE, MARRICKVILLE (CENTRAL WARD/SUMMER HILL)
REQUEST FOR A 'WORKS ZONE' ADJACENT TO MARRICKVILLE PARK
File Ref: S2840-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Council's Landscape Design and Project Management section is proposing a 'Works Zone' to accommodate loading/unloading activities for construction vehicles involved with the upgrade works at Marrickville Park in Marrickville.

It is recommended that the 'Works Zone' restrictions be installed in Lawson Avenue, Marrickville to provide clear access for construction vehicles during delivery and loading/unloading activities for the upgrade works at Marrickville Park.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7AM-5PM Monday-Friday' restrictions (total of 9 metres in length) on the eastern side of Lawson Avenue, Marrickville, adjacent to Marrickville Park (commencing 10 metres south from its intersection with Frazer Street and extending 9 metres to the south), for a period of six (6) months, be APPROVED.

DISCUSSION

Name of Road	Classification of Road	Road Description
Lawson Avenue	Local road	Two-way residential street, 7.2m in width that is a no through road and intersects with Frazer Street.

The proposed 'Works Zone' is located on the eastern side of Lawson Avenue adjacent to Marrickville Park and is being proposed for use by construction vehicles during deliveries and to access the park for a period of six months. The 'Works Zone' will begin 10 metres south from the intersection with Frazer Street and will end immediately north to Marrickville Croquet Club. At present, there are no restrictions on parking on both sides of Lawson Avenue, Marrickville (refer to the attached locality map and photograph).

CONCLUSION

To better facilitate construction deliveries and allow the parking of construction vehicles during loading and unloading activities the installation of a 'Works Zone' (total of 9 metres in length) on the eastern side of Lawson Avenue, Marrickville (adjacent to Marrickville Park) is proposed.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'Works Zone' restrictions are approximately \$800 and can be met from Council's operating budget.

Locality Map – Lawson Avenue, Marrickville



Photograph – Lawson Avenue, Marrickville



The proposed location of the 'Works Zone' in Lawson Avenue, Marrickville

Item No: A2.4
Subject: HENRY STREET, SYDENHAM (SOUTH WARD/HEFFRON)
REQUEST FOR A 'WORKS ZONE' ADJACENT TO SYDENHAM GREEN
File Ref: S2330-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Council's Landscape Design and Project Management section is proposing a 'Works Zone' to accommodate loading/unloading activities for construction vehicles involved with the upgrade works for the new amenities building at Sydenham Green in Sydenham.

It is recommended that the 'Works Zone' restrictions be installed in Henry Street, Sydenham to provide clear access for construction vehicles during delivery and loading/unloading activities for the upgrade works at Sydenham Green.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7AM-5PM Monday-Friday' restrictions (total of 17 metres in length) on the eastern side of Henry Street, Sydenham, adjacent to Sydenham Green (commencing 25 metres north from its intersection with Railway Road and extending 17 metres to the north) for a period of three (3) months, be APPROVED.

DISCUSSION

Name of Road	Classification of Road	Road Description
Henry Street	Local road	Two-way residential street, 8.2m in width that runs north-south between Grove Street and Belmore Lane.

The proposed 'Works Zone' is located on the eastern side of Henry Street adjacent to Sydenham Green and is being proposed for use by construction vehicles during deliveries and to access the park for a period of three months. The 'Works Zone' will begin 25 metres north from the intersection with Railway Road and will extend for 17 metres in length ending adjacent to the park. At present, there are no restrictions on parking on both sides of Henry Street, Sydenham (refer to the attached locality map and photograph).

CONCLUSION

To better facilitate construction deliveries and allow the parking of construction vehicles during loading and unloading activities the installation of a 'Works Zone' (total of 17 metres in length) on the eastern side of Henry Street, Sydenham (adjacent to Sydenham Green) is proposed.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'Works Zone' restrictions are approximately \$800 and can be met from Council's operating budget.

Locality Map – Henry Street, Sydenham



Photograph – Henry Street, Sydenham



The proposed location of the 'Works Zone' in Henry Street, Sydenham

PART 'B' - ITEMS FOR INFORMATION ONLY

Item No: B1
Subject: KING STREET, NEWTOWN (NORTH WARD/NEWTOWN)
LATE NIGHT TAXI RANK OPERATIONS
File Ref: S2780-03
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Following last Pedestrian, Cyclist & Traffic Calming Advisory Committee meeting, the Committee had asked to provide feedback on how the taxi rank in Newtown has been operating. A report from Newtown Police regarding the operation of the recently implemented taxi ranks along King Street, Newtown has been submitted to the Late Night Transport Working Group division within City of Sydney Council and is presented in this report for information.

OFFICER'S RECOMMENDATION

THAT the report be received and noted for your information.

DISCUSSION

Newtown Police have engaged with the Late Night Transport Working Group division within City of Sydney, to inform them of their observations of the new taxi ranks during their hours of operation. The report from the Police has been made based on observations made during peak times on a Friday and Saturday night through to early morning periods.

The police had stated that these taxi ranks currently are not being utilised at any period by taxis during the hours of operation.

It was also noted that it appears to be confusing for motorists to read the taxi zone sign due to the various parking restriction signage. The taxi zone length has capacity to hold three taxis at any one time. It has been observed that vehicles other than taxis have been parking within these zones during hours of operation.

The police reported that the taxi practice of queuing outside the three popular late night hotels on King Street remains unchanged since the introduction of these taxi ranks.

Newtown Local area command is working together with the Late Night Transport Working Group to seek feasibility to establish a 'Super rank' in the Newtown Precinct.

A photograph was provided which shows the current signage allocated to the taxi rank on King Street, Newtown near Mary Street and the other photograph shows the level of usage at this location during operation of hours (refer to the attached locality map and photographs).

Locality Map – King Street, Newtown



Taxi zone location

Photographs – King Street, Newtown



Signage of taxi zone



Taxi zone at 2.30am Sunday 20th March 2016

PART 'C' - ITEMS FOR GENERAL TRAFFIC ADVICE

Item No: C1
Subject: PARRAMATTA ROAD CORRIDOR & CAMPERDOWN STUDY –
DRAFT REPORT (NORTH WARD/NEWTOWN)
File Ref: 15/SF546
Author: Mary Bailey – Parking Planner

SUMMARY

For the Committee to consider the findings of the 'Draft' Parramatta Road Corridor and Camperdown Precinct Parking Management Study 2016 report.

A copy of this report is provided separately (attachment 2).

OFFICER'S RECOMMENDATION**THAT;**

1. The Committee endorse for the purpose of public exhibition the 'Draft' Parramatta Road Corridor and Camperdown Precinct Parking Management Study 2016; and
 2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.
-

BACKGROUND

The objective of the Study is as follows:

“Investigate and review the business corridors and neighbouring residential on-street and off-street parking policy framework and management strategies within the study areas. The Plans should identify the parking needs for the area and if there is a need for parking changes for the precinct outline where the parking need is and why and what other actions could be taken to reduce demand and provide alternative forms of access/ transport.”

Public exhibition will be carried out initially for a number of recommended actions related to the following areas; resident parking, laneway parking, mobility parking, and bicycle parking.

This car parking management study sets out an assessment of the following:

- Existing transport context
 - Collation of all existing information and collection of parking usage data for the study area as well as preliminary consultation with stakeholders and community
 - Determination of existing car parking demand including short-falls of existing supply
 - Estimation of future car parking demand based on anticipated land use growth areas
 - Development of parking strategies to manage existing and future car parking demand.
-

The purpose of this report is to provide Council with appropriate and consistent parking management strategies.

DISCUSSION

To meet the objectives, the study area was investigated, through site visits parking surveys and inventory. Analysis of the data included Stakeholder and Community engagement. The Draft Study makes recommendations for use of parking strategies and management tools for parking within the identified area.

The study investigated the existing public accessible (on-street, off-street) parking facilities, parking restrictions, management, enforcement, parking supply and parking demand within the area.

Community Consultation

The community consultation took place in the form of a community questionnaire through Your Say Marrickville as well as input from the community received over time being collated into an issues register for consideration. About 800 responses were received and the key results community engagement report was posted to Your Say Marrickville in mid March 2016.

What do you consider to be the main parking issues in the precincts?

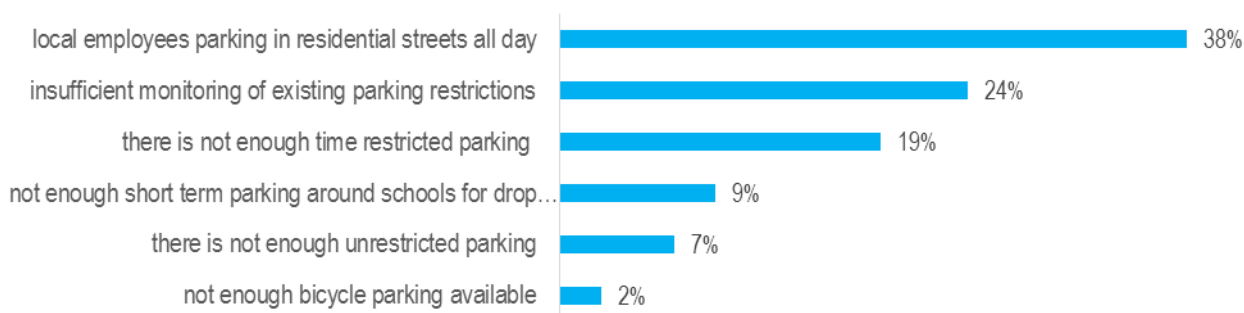


Figure 1 – Main parking issues reported in Parramatta Road Corridor/Camperdown Precinct

If you have a problem locating a convenient parking space at your residence, is this during,

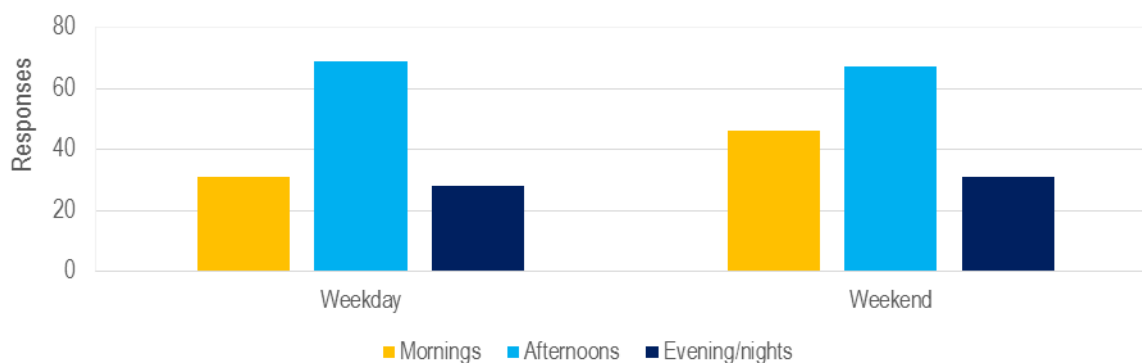


Figure 2 – Time of day of parking problems in Parramatta Road Corridor/Camperdown Precinct

Issues Identification

ARUP Consulting has been engaged to work with Council to carry out the parking surveys, collate the questionnaire results, draft recommendations and incorporate recommendations into a draft report for endorsement by the PCTCAC. An internal stakeholder workshop was held on 21 March with ARUP and key Council staff. This included a review of the occupancy and turnover results of the parking surveys; discuss the findings and ensure that draft recommendations reflect community expectations, and Council's policies, guidelines and strategic intention.

DRAFT REPORT RECOMMENDATIONS

A summary of the Key recommendations is contained in the Draft report (attached).

A summary of draft recommendations contained within the report is outlined in the table below. These will be the subject of review during the public exhibition period of the document.

Recommendation	Recommendation Description
Recommendation 1: Australia Street	Modify existing time restrictions on the eastern side of Australia Street (between Federation Road and Salisbury Street) to 2P 8:00am-10pm (Monday to Sunday, M1 permit holders excepted)
Recommendation 2: Hopetoun Street, Roberts Street and Northwood Street	Modify existing time restrictions on the western side of Hopetoun Street, Roberts Street and Northwood Street to 2P 8:00am-10pm (Monday to Sunday, M1 permit holders excepted)
Recommendation 3: Federation Road	Convert the existing unrestricted parking spaces on the southern side of Federation Road to 10 hour time restricted parking
Recommendation 4: Australia Street	Monitor the occupancy and turnover of the western side of Australia Street (between Lennox Street and Federation Road) following the implementing 10P parking along the south side of Federation Road
Recommendation 5: Standardisation of parking restrictions within the M5 area	Standardisation of time limits within the M5 parking area, to <i>2P 8am-10pm (Mon-Fri) M5 permit holders excepted</i>
Recommendation 6: Margaret Street north side	Convert the existing 33 unrestricted spaces on the northern side of Margaret Street (between Charles Street and Margaret Lane) to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 7: Margaret Street south side	Convert the existing 15 time restricted parking spaces on the southern side of Margaret Street (between Charles Street and Crystal Street) to unrestricted parking

Recommendation	Recommendation Description
Recommendation 8: Corunna Road, east of Charles Street	Convert the existing 35 unrestricted spaces on the northern side of Corunna Road (between Charles Street and Cannon Street) to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 9: Corunna Road, west of Charles Street	Convert the existing 27 time restricted parking spaces on the southern side of Corunna Road (between Charles Street and Crystal Street) to unrestricted parking
Recommendation 10: Westbourne Street	Convert the 42 spaces on the northern side of Westbourne Street (between Charles Street and Crystal Street) to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 11: Fort Street	Convert the 16 unrestricted spaces on the northern side of Fort Street (between Railway Street and Crystal Street) to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 12: Railway Street and Croydon Street	Convert the 24 unrestricted spaces on the eastern side of Railway Street (between Elswick Street and Croydon Street) and the 20 spaces on the northern side of Croydon Street (between Railway Street and Crystal Street) to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 13: Number of parking permits within M5 area	A maximum of one residential permit be issued per household for those entitled to parking permits within the expanded M5 area.
Recommendation 14: Bridge Road	Six existing parking spaces on Bridge Road be converted to short stay (one hour) parking to provide greater parking opportunities for customers of nearby businesses. The recommended spaces to be converted are as follows: <ul style="list-style-type: none"> • Two spaces along the eastern side of Bridge Road (between Salisbury Road and the driveway entrance to the site at 43 – 53 Bridge Road); and • Four spaces along the western side of Bridge Road (between Macaulay Road and Albany Lane)
Recommendation 15: Availability of parking permits for residents of multi-unit developments	Maintain the current Marrickville Council policy of imposing conditions of development consent limiting new multi unit development resident's access to RPS permits
Recommendation 16: Enforcement	Increase patrols by Council parking officers/ rangers, particularly targeting main streets/ car parks where overstaying is highest.
Recommendation 17: Reducing parking demand	Continue to lobby Transport for NSW to ensure that the best possible public transport facilities are provided for users of the precinct and continue to look for opportunities to increase the provision of car share throughout the precinct.

Table 1: Summary of recommendations

Location	Between	Proposed Changes				
		1P (Pemit Excepted, Mon to Fri)	2P (Permit Excepted - Mon to Fri)	2P (Permit Excepted - Mon to Sun)	Unrestricted	10P
Australia Street (east)	Federation Road and Salisbury Street		-32	+32		
Hopetoun Street (west)	Federation Road and Salisbury Street		-40	+40		
Roberts Street (west)	Federation Road and Salisbury Street		-34	34		
Northwood Street (west)	Federation Road and Salisbury Street		-36	+36		
Federation Road (south)	Australia Street and Church Street				-81	+81
Margaret Street (north)	Charles Street and Margaret Lane		+33		-33	
Margaret Street (south)	Charles Street and Crystal Street	-15			+15	
Corunna Road (north)	Charles Street and Cannon Street		+35		-35	
Corunna Road (south)	Charles Street and Crystal Street		-27		+27	
Westbourne Street (north)	Charles Street and Crystal Street		+42		-42	
Fort Street (north)	Railway Street and Crystal Street		+16		-16	
Railway Street (east)	Elswick Street and Croydon Street		+24		-24	
Croydon Street (north)	Railway Street and Crystal Street		+20		-20	
Total		-15	-66	+34	-209	+81

Table 2. Proposed Parking changes

ARUP

Summary of Draft Recommendations for M1 Area - Figure 32

- 10P restrictions Mon-Sun
- 2P 8am - 10pm Mon-Sun
(M1 permit holders excepted)
- Monitor and consider implementing
10P restrictions

0 100 200

ARUP

Summary of Draft Recommendations for M5 Area - Figure 33

2P 8am-10pm Mon-Fri
(M5 permit holders excepted)

Conversion of existing time-restricted
parking to unrestricted parking

68

PROCESS FROM HERE

Following the assessment of the Pedestrian, Cyclist and Traffic Calming Advisory Committee, the draft report will be forwarded to the Infrastructure Planning and Environment Committee of Council for approval to implement and undertake Public Exhibition of the 'Draft' Parramatta Road Corridor and Camperdown Precinct Parking Management Study 2016 report.

A newsletter will be sent to residents in the study area. Residents will be advised where they can view and make comment on the Draft report.

Following feedback from residents, consultants ARUP will provide an updated report for presentation to Council; taking into account the findings and the implications of the community consultation comments on the 'Draft' Parramatta Road Corridor and Camperdown Precinct Parking Management Study report, including the level of community support,.

ATTACHMENT 1: Parramatta Road Corridor and Camperdown Precinct Parking Management Study 2016 Draft Report.

Study Area

Parramatta Road Corridor/Camperdown Parking Precinct is located approximately five kilometres west of the Sydney Central Business District. The extent of the precinct is shown in Figure 3. The study area runs along the southern side of Parramatta Road taking in Camperdown and areas of Stanmore and Petersham bounded by Salisbury Road, Albany Road and Brighton Street to Petersham Park in the west.

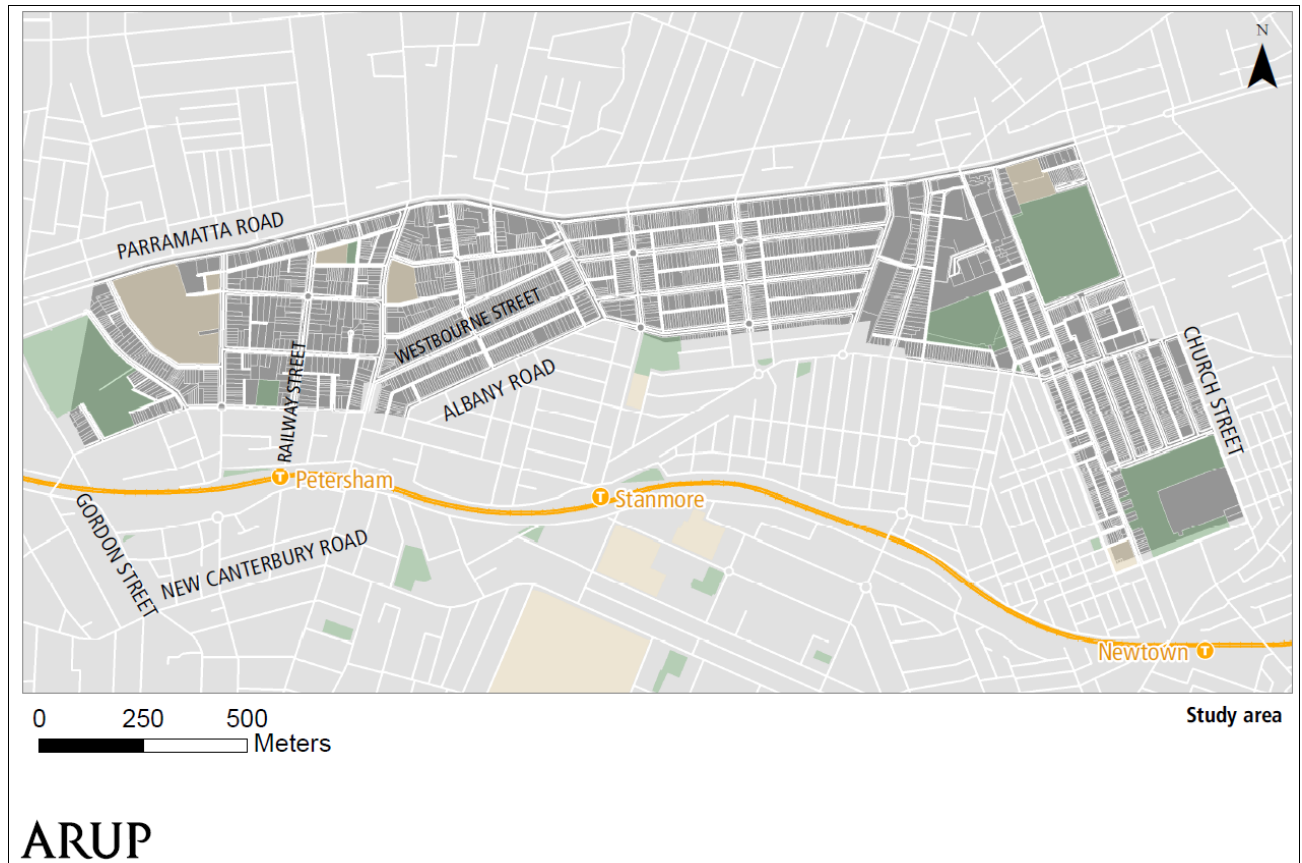


Figure 3. Parramatta Road Corridor and Camperdown Parking Precinct area

**ATTACHMENT 1 – PARRAMATTA ROAD CORRIDOR AND CAMPERDOWN
PRECINCT PARKING MANAGEMENT STRATEGY 2016 REPORT**

(Attached separately)

ADDENDUM**1*****Precinct Parking Management***

Since 2010, Council has undertaken precinct parking studies of centres within the LGA.

The focus of the studies has been to improve the management of existing public parking resources through regimes that promote sustainable transport, optimise turnover, give priority to targeted users of parking spaces, maximise the available parking stock and its effective utilisation, support the viability of the commercial centres and maximise amenity outcomes. Promoting sustainable transport should recognise that the ability to increase parking supply is limited in Marrickville to the improvement of parking management techniques rather than increasing parking through construction of additional parking spaces.

In relation to the plan to be developed, analysis should take place on (but not be limited to) the following data:

- Road hierarchy,
- Existing parking stock to determine parking supply, restrictions, capacities, periods, times of operation, etc.
- Parking occupancy rates to determine parking demand
- Length of stay data to determine characteristics of existing parking including usage patterns, turn-over etc.
- Community feedback.
- Council policies in relation to the private parking domain including parking rates from MLEP – 2011 and DCP.
- Existing and Future land use data.

From the analysis of the data, issues will be identified (but not limited to) the following means:

- Examination of the performance of the existing public on-street and off-street parking scheme.
- Identification of areas of highest parking pressures based on demand based on occupancy and turnover rates.
- Examination of the appropriateness and effectiveness of existing parking restrictions including identifying locations where the existing restriction is out of step with the demand (i.e. periods, times of operation, etc).
- Consideration of the implications of changes to on-street, off-street parking supply and demand levels & utilisation throughout the day, night during weekdays and weekends within study area as a result of the development permitted under MLEP – 2011.

Examine the performance and make recommendations on all types of parking stock including:

- i. Council Managed Public Car Parks
- ii. Options for Price Mechanisms for Parking Management
- iii. Residential Parking Scheme Location
- iv. Mobility Accessible Parking Spaces
- v. Car share parking
- vi. Bicycle parking
- vii. Taxi parking provision
- viii. Motorcycle parking
- ix. Laneway parking

In developing recommendations in the traffic plans, consideration must be given to incorporate the following principals of Precinct Parking Management. These include:

1. Parking policies and plans are part of broader transport and land use strategies and plans. The common aim of these strategies and plans should be to improve the management of parking and encourage sustainable transport.
2. Parking supply in accessible areas should be carefully managed and turnover carefully regulated. Conversely, parking can be less constrained and regulated in outlying areas.
3. Resident parking should generally be protected from spill over impacts from unmet visitor, shopper or commuter parking demand in or near centres. Resident parking schemes should be priced so that their implementation and operation is self-funding, and to discourage multiple car ownership.
4. Pricing should be used to manage demand where appropriate. Fees can be introduced to encourage a mode shift away from the car in accessible locations, discourage commuter parking and encourage peak spreading.
5. Parking space should be prioritised to benefit targeted users, according to a 'hierarchy of needs'. Although this hierarchy would naturally vary according to local context, highest priority would generally be assigned to emergency, mobility and loading/unloading parking, medium priority to bicycles, car share, multiple-occupancy and environmental vehicles and lowest priority to single occupancy vehicles.
6. Shared parking should be encouraged for land uses with staggered peak periods of demand.
7. Parking should be located to minimise amenity impacts and conflicts between vehicles and pedestrians. Parking should be located at the rear of buildings or internal to the block and vehicular access across footpaths to parking areas and entries to underground car parks do not reduce pedestrian accessibility, safety or amenity. Driveways crossing footpaths are a particular safety hazard for young children.
8. Parking regulations should be consistently enforced in the interests of fairness and efficiency. Enforcement of mobility parking has human rights implications as illegitimate use of mobility permits can lead to complete denial of access by legitimate users. Pricing of parking can help fund enforcement.
9. Parking should not impede strategic bus and bicycle corridors. It may be appropriate to restrict kerbside parking along sections of key bus and bicycle corridors to promote the efficient and safe movement of these vehicles.
10. Short-term changes in parking demand should be addressed.
11. Short-term pick-up and drop-off parking for cars and taxis should be provided at strategic locations, such as adjacent to railway stations, schools and other major trip generators.
12. It should be recognised that parking affects housing affordability.

Item No: C2
Subject: DULWICH HILL PARKING MANAGEMENT STUDY – DRAFT
REPORT (WEST & CENTRAL WARDS/SUMMER HILL)
File Ref: 15/5909
Author: Mary Bailey – Parking Planner

SUMMARY

For the Committee to consider the findings of the ‘Draft’ Dulwich Hill Parking Management Study 2016 report.

A copy of this report is provided separately (attachment 2).

OFFICER’S RECOMMENDATION

THAT;

1. The Committee endorse for the purpose of Public Exhibition the ‘Draft’ Dulwich Hill Parking Management Study 2016; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.

BACKGROUND

The objective of the Dulwich Hill Parking Management Study (‘Study’) is as follows:

“Investigate and review the business corridors and neighbouring residential on-street and off-street parking policy framework and management strategies within the study areas. The Plans should identify the parking needs for the area and if there is a need for parking changes for the precinct outline where the parking need is and why and what other actions could be taken to reduce demand and provide alternative forms of access/ transport.”

The development of the Draft Study (**attached**) has taken place in the context of Connecting Marrickville and *Tomorrow’s Dulwich Hill* planning. The community engagement for the Parking Study development was carried out as part of the overall Dulwich Hill planning.

The regulatory elements of the parking strategy implementation are proposed for public exhibition following endorsement by the Infrastructure Planning and Environmental Services Committee.

The Study also provides analysis and recommendations for further review of angled parking. This is considered as part of the Local Area Traffic Management Plan and the Tomorrow’s Dulwich Hill Plan.

This car parking management strategy sets out an assessment of the following:

- Existing transport context
- Collation of all existing information and collection of parking usage data for the study area as well as preliminary consultation with stakeholders and community
- Determination of existing car parking demand including short-falls of existing supply
- Estimation of future car parking demand based on anticipated land use growth areas
- Development of parking strategies to manage existing and future car parking demand

The study investigated the existing public accessible (on-street, off-street) parking facilities, parking restrictions, management, enforcement, parking supply and parking demand within the area.

The purpose of this report is not to respond to every specific issue but rather respond to the major issues identified and provide Council with appropriate and consistent management strategies.

DISCUSSION

To meet the study objectives, the study area was investigated, through site visits, parking surveys and inventory. All the relevant data was then analysed and utilised as input for this study along with feedback from stakeholder and community consultation. The Draft Study makes recommendations for use of parking strategies and management tools for parking in the study area.

Community Consultation

The stakeholder consultation was an important feature of the study. The community consultation involved three key activities, a community questionnaire, stakeholder workshops and a community meeting.

Tomorrow's Dulwich Hill. Stage 1. Learn and Share – Traffic and Parking

GTA Consultants prepared a traffic and parking issues plan that was posted on Marrickville Council's 'Your Say Marrickville' website for residents and other stakeholders to discuss traffic and parking issues in an open forum from late March 2015 to early May 2015 with 38 responses received.

A summary of the parking issues raised is provided below:

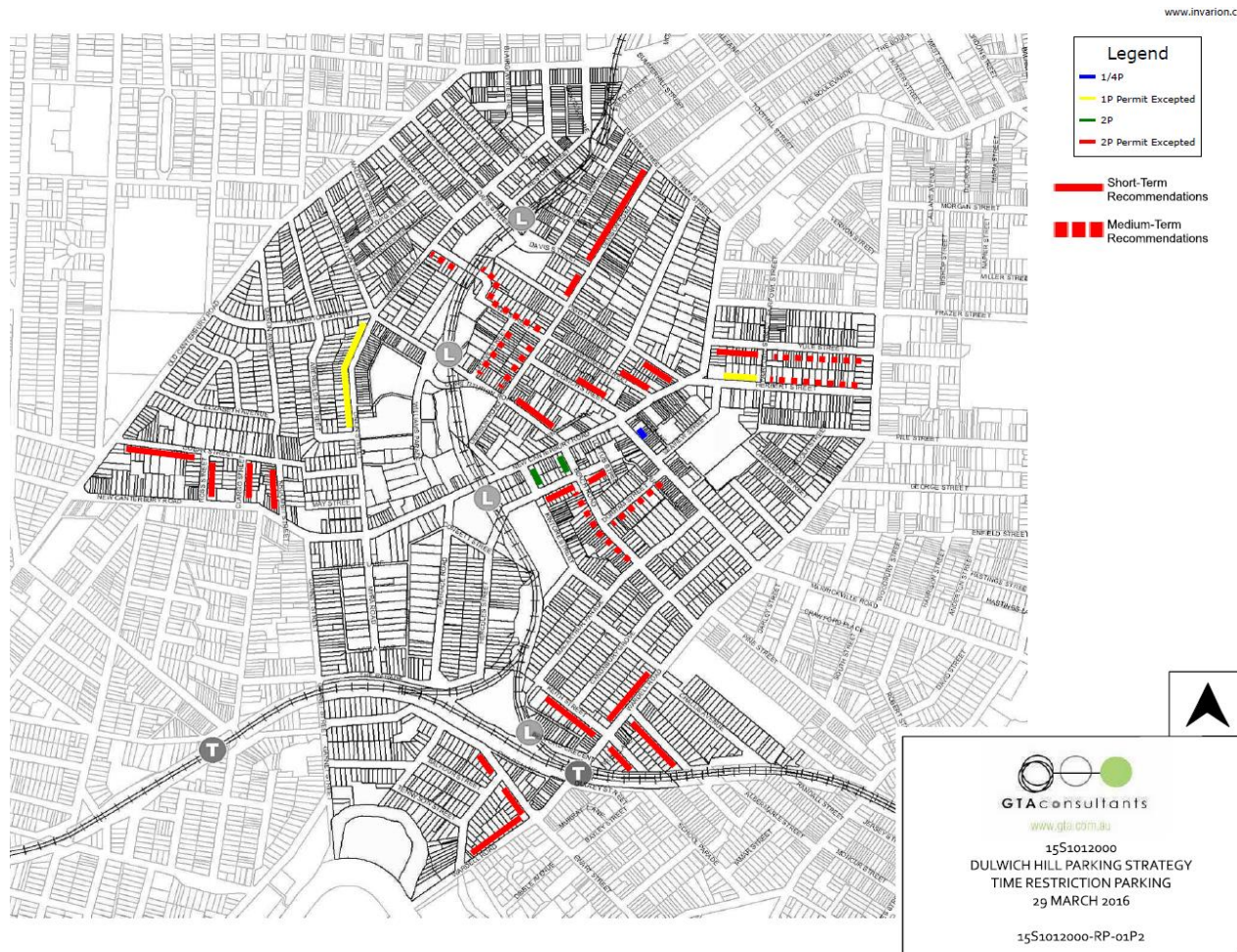
- On-street car parking in the vicinity of new residential developments along New Canterbury Road as a result of clearway operations and insufficient on-site car parking provided by the new developments.
- On-street car parking in the vicinity of Dulwich Hill Railway Station and Light Rail stop.
- Short-term car parking in the vicinity of retail uses in the vicinity of Dulwich Hill Railway Station as a result of insufficient on-site car parking provided by new shop top developments.
- On-street car parking availability along Denison Road.
- Off-street car parking supply and compliance of spaces behind retail precinct.

- On-street car parking in the vicinity of St Maroun's School for residents with no on-site parking as a result of all day parking by staff and students and current drop-off and pick up operations.
 - Parking and traffic lanes linemarking along Ewart Street, particularly at bend approaching Ness Avenue intersection.
 - Rear property access along Myra Lane blocked by vehicles parked adjacent. Loss of parking along Myra Road and The Parade contributing to more parking demand in Myra Lane.
 - Dulwich Hill Shop owners parking outside their shops in time-restricted on-street spaces, reducing supply for customers to the retail precinct.
 - Parked vehicles on Ewart Street between Wardell Road and Ness Avenue are predominantly cars associated with mechanic shop.
1. Proposed changes to parking restrictions mainly for resident parking and some short term parking (see table and map below)
 - a. Arlington Reserve is dealt with separately as it is a special case being event affected. Options are explored and advantages and disadvantages discussed. It is important that residents and other key stakeholders are presented with the relative benefits of each potential treatment in this area as management of event based parking has its own challenges.

Table E1: Overview of (recommended) Parking Restriction Changes

Location	Parking Restriction					
	1/4 P	1P (Permit Excepted)	1P	2P (Permit Excepted)	2P	Unrestricted
<i>Short-term recommendations (immediate)</i>						
Pigott Street (south)	-	-	-5	+10	-	-5
Lewisham Street (north)	-	-	-2	+11	-	-9
Dulwich Street (north)	-	-	-	+8	-	-8
Constitution Road (north)	-	-	-	+12	-	-12
Kintore Street (east)	-	-	-	+5	-	-5
Beach Street (west)	-	-	-	+5	-	-5
Hercules Street (south)	-	-	-	+16	-	-16
Herbert Street (north)	-	+16	-3	-	-	-13
Yule Street (south)	-	-	-	+16	-	-16
Marrickville Road (east)	+3	-	-	-	-3	-
Keith Street (south)	-	-	-	+30	-	-30
Kays Avenue West (north)	-	-	-	+26	-	-26
Wilga Avenue (south)	-	-	-	+13	-	-13
Ewart Street (south)	-	-	-	+14	-	-14
Wardell Road (west)	-	-	-	+31	-	-31
Cobar Street (south)	-	-	-	+21	-	-21
Ross Street (east)	-	-	-	+16	-	-16
Clargo Street (east)	-	-	-	+12	-	-12
Kroombit Street (west)	-	-	-	+15	-	-15
Union Street (west)	-	+29	-	-	-	-29
Denison Road (west)	-	-	-	+51	-	-51
Sub Total	+3	+45	-10	+312	-3	-347
<i>Medium-term recommendations (0 to 5 years)</i>						
Terry Road (south)	-	-	-	+9	-	-9
Grove Street (south)	-	-	-	+22	-	-22
Hill Street (east)	-	-	-	+27	-	-27
Denison Road (north)	-	-	-	+23	-	-23
Piggot Street (south)	-	-	-	+47	-	-47
Lewisham Street (north)	-	-	-	+24	-	-24
Dulwich Street (north)	-	-	-	+18	-	-18
Yule Street (south)	-	-	-	+35	-	-35
Herbert Street (north)	-	-	-	+33	-	-33
Marrickville Road (east)	-	-	-	+21	-	-21
Durham Street (south)	-	-	-	+18	-	-18
Beach Road (west)	-	-	-	+32	-	-32
Sub Total	0	0	0	+309	0	-309
Total	+3	+45	-10	+621	-3	-656

Proposed parking restrictions



a. Arlington Reserve

Whilst not necessarily identified in the GTA survey results, anecdotal evidence indicates that car parking demands regularly exceed supply in the streets immediately surrounding Arlington Reserve during events (e.g. sporting matches). This results in constrained car parking availability for residents during such events. These events typically occur about 10 to 15 times per year and generally on a Saturday.

It is understood that the increased car parking demands primarily impact the following streets in the vicinity of Arlington Reserve:

- Union Street
- Williams Parade
- Constitution Road
- Abergeldie Street
- Arlington Street

The Draft report explores a number of potential solutions for car parking control on the above streets, including 1P and 2P time restrictions, with and without a resident or special event permit schemes. There are a number of advantages and disadvantages associated with each of the options, which are detailed in Table 1 reproduced from the report.

Table 1: Overview of (Optional) Parking Restriction Changes – Arlington Reserve

Option	Advantages	Disadvantages
1P	<ul style="list-style-type: none"> Will restrict car parking demands associated with events at the Reserve 	<ul style="list-style-type: none"> Residents will not be able to park on-street The time restriction may not allow enough time for residential visitors to park
1P Residents Excepted	<ul style="list-style-type: none"> Will restrict car parking demands associated with events at the Reserve Eligible residents with resident parking permits will be able to continue to park on-street 	<ul style="list-style-type: none"> Not all residents will be eligible to park on-street (i.e. those with off-street parking) The time restriction may not allow enough time for residential visitors to park
2P	<ul style="list-style-type: none"> The time restriction will allow enough time for residential visitors to park 	<ul style="list-style-type: none"> Residents will not be able to park on-street The time restriction is too long to deter parking demands associated with events at the reserve
2P Residents Excepted	<ul style="list-style-type: none"> The time restriction will allow enough time for residential visitors to park Eligible residents with resident parking permits will be able to continue to park on-street 	<ul style="list-style-type: none"> Not all residents will be eligible to park on-street (i.e. those with off-street parking) The time restriction is too long to deter parking demands associated with events at the reserve
1P Special Event Parking Area	<ul style="list-style-type: none"> Will restrict car parking demands associated with events at the Reserve Enforcing the restriction during special events only will limit the inconvenience to residents for non-event periods 	<ul style="list-style-type: none"> Residents will not be able to park on-street during events Significant cost associated with updating special event signage during the sporting season(s) The time restriction may not allow enough time for residential visitors to park Restriction type will require special approval from RMS; only provided in limited locations in Sydney
1P Special Event Parking Area Residents Excepted	<ul style="list-style-type: none"> Will restrict car parking demands associated with events at the Reserve Eligible residents with resident parking permits will be able to continue to park on-street 	<ul style="list-style-type: none"> Not all residents will be eligible to park on-street (i.e. those with off-street parking) Significant cost associated with updating special event signage during event season The time restriction may not allow enough time for residential visitors to park Restriction type will require special approval from RMS; only provided in limited locations in Sydney
No Change	<ul style="list-style-type: none"> Residents can continue to park relatively conveniently for the majority of the year 	<ul style="list-style-type: none"> Parking for residents during events at the Reserve will continue to be difficult

Even though the recommendation of GTA is to place the above options to residents, Council recommends that the option for the parking near the reserve be based on allowing the use of the reserve for sports and social and family uses and restricting only the commuter parking.

It is recommended to introduce “4P Residents Excepted Monday to Friday restrictions” in the western section of Williams Parade (about 30 spaces) and 2P residents excepted in the section of Union Street between Abergeldie Street and Arlington Street. This should allow for a fair solution ensuring access to parking for reserve users, residents, and business use.

2. Laneway parking – proposed changes to parking in at least two locations initially; Keith Lane and Myra Lane.

Laneways service a number of competing needs. The Marrickville Council ‘Laneway Parking Guidelines’ (December 2015) identifies the following priorities (highest to lowest):

- i *Emergency access*
- ii *Deliveries and waste collection services*
- iii *Access to off-street parking*
- iv *Accessible on-street parking*
- v *On-street parking*

To allow parking in a laneway, the width must be sufficient to ensure parked vehicles do not obstruct through traffic or access to private property. Table 2 presents minimum dimensions required to maintain unobstructed traffic flows in laneways (the absolute minimum laneway width is consistent with the Council Laneway Parking Guidelines).

Table 2: Minimum Dimensions for Parking in Laneways

Design Criteria	Through Traffic Lane Width (m)	Car Parking Space Width (m)	Combined Total Laneway Width (m)
Desirable Minimum	3.3 [1]	2.4 [1]	5.7
Absolute Minimum	3.0 [2]	2.1 [3]	5.1

[1] Based on AS/NZS2890.1:2004 Figure 2.5 – includes 300mm clearance to obstructions greater than 150mm high

[2] Based on AS/NZS2890.1:2004 Figure 2.5 – excluding 300mm clearance

[3] AS/NZS2890.1:2004 Figure 2.5 with no allowance for obstructions

The existing Council policy regarding laneway operation is reproduced below:

“Council’s preference is for residents to negotiate with each other to avoid implementing parking bans. Where problems occur, parking restrictions can be considered for individual laneways on a case-by-case basis. These guidelines will provide consistency for assessing the need for parking controls”

It is recommended that the above policy approach be maintained by Council.

However, it is noted that through the various community consultation forums, the following existing issues regarding laneways within the study area have been raised by residents:

- vi Parking in Keith Lane
- vii Vehicle access from Myra Lane

Further discussion regarding each of these laneways is provided below.

Keith Lane

The car parking demands within Keith Lane are understood to be commuter car parking demands associated with the nearby Dulwich Hill Railway Station. Observations indicate that vehicles park in Keith Lane across driveways, physically denying residents access to their properties. It is not considered appropriate that Keith Lane be used by commuters and as such, it is recommended that “No Parking” restrictions be introduced to the laneway.

The existing car parking demands would be displaced and need to be accommodated by the surrounding road network.

Myra Lane

It is understood that vehicle access from Myra Lane is compromised by vehicles parked within the laneway. Myra Lane is 5.2m (approx.) wide, which is greater than the absolute minimum width for parking within a laneway but less than the desirable minimum width. Council wishes to ensure that adequate space is available for emergency and service vehicles, whilst having the least impact on on-street parking as practically possible. As such, it is recommended that residents are consulted to determine the specific access issues, with ‘No Stopping’ restrictions introduced in Myra Lane to address any such specific geometrical access constraints.

3. Angle parking – In order to increase the supply of parking the report has detailed a number of locations which may be designated for angle parking treatments. Each location is subject to technical requirements and those are detailed in the report. (See Table 6.2 reproduced below)

Table Error! No text of specified style in document..1: Potential Angled Parking Locations

Location	Typical Parking Demands	Comment	Recommendations
Ewart Street	High	Angled parking could be provided subject to existing traffic flows (particularly at the western end where traffic flows are predicted to be lower)	Further investigation required
Macarthur Parade	Moderate	Car parking demands do not warrant an increase in car parking supply	No angled parking
Pile Street	Low	Car parking demands do not warrant an increase in car parking supply	No angled parking
Seaview Street	High	The existing angled car parking on the southern side of the carriageway could be continued towards Herbert Street. Any car parking would need to consider the operation of the existing bus zone	Further investigation required

The majority of streets, where existing car parking demands are high, are not capable of accommodating angled car parking as road widths are not sufficient. The creation of angled car parking could be integrated into potential Local Area Traffic Management (LATM) treatments by alternating the side of the road that the angled parking is created. This is particularly pertinent to any angled parking on Ewart Street.

PROCESS FROM HERE

Following the assessment of the Pedestrian, Cyclist and Traffic Calming Advisory Committee, the draft report will be forwarded to the Infrastructure Planning and Environment Committee of Council for approval to implement and undertake Public Exhibition of the 'Draft' Dulwich Hill Parking Management Study 2016 report.

A newsletter will be sent to residents in the study area advising where they can view and make comment on the Draft study.

Following feedback from residents, consultants GTA will provide a report on the findings and the implications of the community consultation comments on the 'Draft' Dulwich Hill Parking Management Study report, including the level of community support, for presentation to Council.

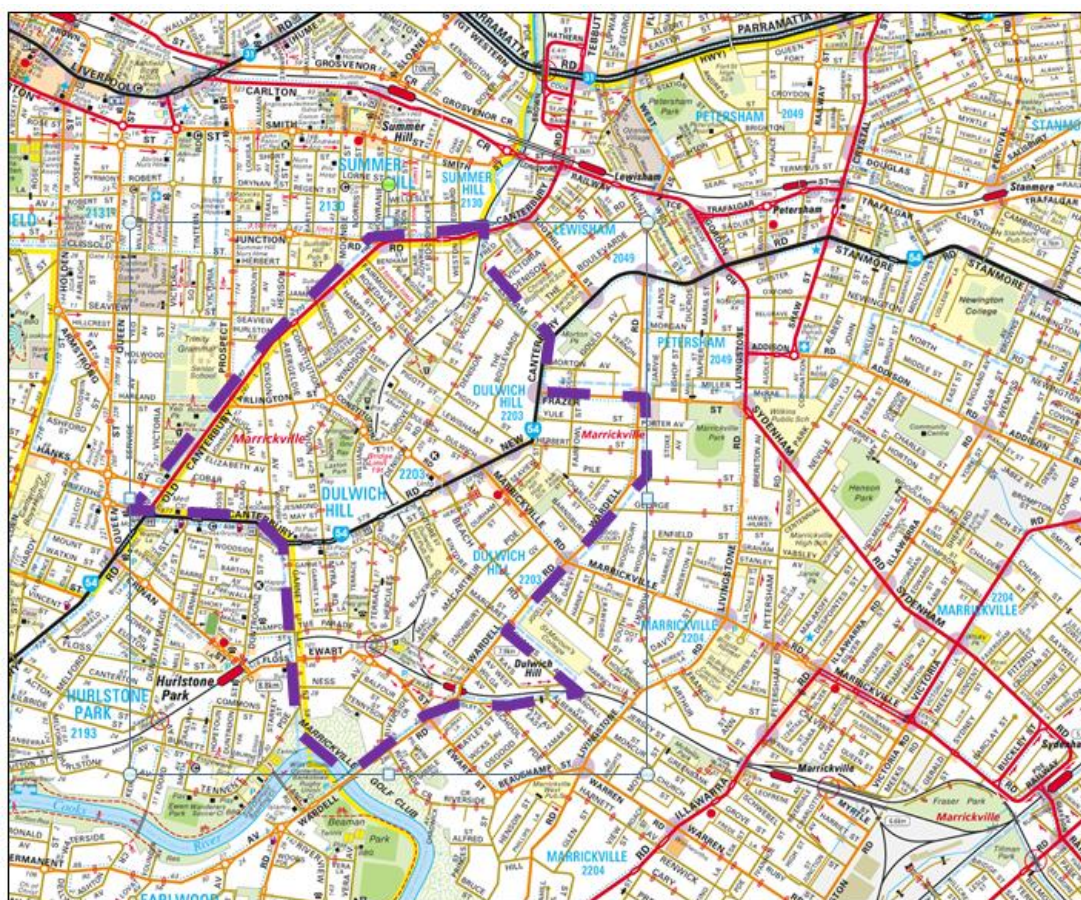
ATTACHMENT 1: Dulwich Hill Parking Management Study area map.

ATTACHMENT 2: Dulwich Hill Parking Management Study 2016 Draft Report.

ATTACHMENT 1 – DULWICH HILL PARKING MANAGEMENT STUDY AREA

Study Area

Dulwich Hill is located approximately seven kilometres south-west of the Sydney Central Business District. The extent of Dulwich Hill is shown in Figure 2.1. The study area is bisected by New Canterbury Road that runs in an east-west direction, with Dulwich Hill North and Dulwich Hill South on either side of the roadway.



**ATTACHMENT 2 – DULWICH HILL PARKING MANAGEMENT STRATEGY 2016
REPORT**

(Attached separately)

ADDENDUM**1*****Precinct Parking Management***

Since 2010, Council has undertaken precinct parking studies of centres within the LGA.

The focus of the studies has been to improve the management of existing public parking resources through regimes that promote sustainable transport, optimise turnover, give priority to targeted users of parking spaces, maximise the available parking stock and its effective utilisation, support the viability of the commercial centres and maximise amenity outcomes. Promoting sustainable transport should recognise that the ability to increase parking supply is limited in Marrickville to the improvement of parking management techniques rather than increasing parking through construction of additional parking spaces.

In relation to the plan to be developed, analysis should take place on (but not be limited to) the following data:

- Road hierarchy,
- Existing parking stock to determine parking supply, restrictions, capacities, periods, times of operation, etc.
- Parking occupancy rates to determine parking demand
- Length of stay data to determine characteristics of existing parking including usage patterns, turn-over etc.
- Community feedback.
- Council policies in relation to the private parking domain including parking rates from MLEP – 2011 and DCP.
- Existing and Future land use data.

From the analysis of the data, issues will be identified (but not limited to) the following means:

- Examination of the performance of the existing public on-street and off-street parking scheme.
- Identification of areas of highest parking pressures based on demand based on occupancy and turnover rates.
- Examination of the appropriateness and effectiveness of existing parking restrictions including identifying locations where the existing restriction is out of step with the demand (i.e. periods, times of operation, etc).
- Consideration of the implications of changes to on-street, off-street parking supply and demand levels & utilisation throughout the day, night during weekdays and weekends within study area as a result of the development permitted under MLEP – 2011.

Examine the performance and make recommendations on all types of parking stock including:

- x. Council Managed Public Car Parks
- xi. Options for Price Mechanisms for Parking Management
- xii. Residential Parking Scheme Location
- xiii. Mobility Accessible Parking Spaces
- xiv. Car share parking
- xv. Bicycle parking
- xvi. Taxi parking provision
- xvii. Motorcycle parking
- xviii. Laneway parking

In developing recommendations in the traffic plans, consideration must be given to incorporate the following principals of Precinct Parking Management. These include:

1. Parking policies and plans are part of broader transport and land use strategies and plans. The common aim of these strategies and plans should be to improve the management of parking and encourage sustainable transport.
2. Parking supply in accessible areas should be carefully managed and turnover carefully regulated. Conversely, parking can be less constrained and regulated in outlying areas.
3. Resident parking should generally be protected from spill over impacts from unmet visitor, shopper or commuter parking demand in or near centres. Resident parking schemes should be priced so that their implementation and operation is self-funding, and to discourage multiple car ownership.
4. Pricing should be used to manage demand where appropriate. Fees can be introduced to encourage a mode shift away from the car in accessible locations, discourage commuter parking and encourage peak spreading.
5. Parking space should be prioritised to benefit targeted users, according to a 'hierarchy of needs'. Although this hierarchy would naturally vary according to local context, highest priority would generally be assigned to emergency, mobility and loading/unloading parking, medium priority to bicycles, car share, multiple-occupancy and environmental vehicles and lowest priority to single occupancy vehicles.
6. Shared parking should be encouraged for land uses with staggered peak periods of demand.
7. Parking should be located to minimise amenity impacts and conflicts between vehicles and pedestrians. Parking should be located at the rear of buildings or internal to the block and vehicular access across footpaths to parking areas and entries to underground car parks do not reduce pedestrian accessibility, safety or amenity. Driveways crossing footpaths are a particular safety hazard for young children.
8. Parking regulations should be consistently enforced in the interests of fairness and efficiency. Enforcement of mobility parking has human rights implications as illegitimate use of mobility permits can lead to complete denial of access by legitimate users. Pricing of parking can help fund enforcement.
9. Parking should not impede strategic bus and bicycle corridors. It may be appropriate to restrict kerbside parking along sections of key bus and bicycle corridors to promote the efficient and safe movement of these vehicles.
10. Short-term changes in parking demand should be addressed.
11. Short-term pick-up and drop-off parking for cars and taxis should be provided at strategic locations, such as adjacent to railway stations, schools and other major trip generators.
12. It should be recognised that parking affects housing affordability.

Item No: C3
Subject: REGIONAL BICYCLE ROUTE 7 – CONCEPT PLANS (CENTRAL & NORTH WARDS/SUMMER HILL & NEWTOWN)
File Ref: 36893.16
Author: Benny Horn – Cycling Planner, Infrastructure Planning and Property

SUMMARY

Concept plans have been developed for improvements to Regional Route 7, a key east-west route in Council's Bicycle Plan running 3.8km from Longport Street, Lewisham to King Street, Newtown. Regional Route 7 is also identified in the NSW Government's bicycle strategy as a priority route and strategic bicycle corridor linking the inner west with inner Sydney.

Consistent with the NSW Government's commitment to fund priority bicycle routes, Council received full funding for concept and detailed design work of this route under RMS' Active Transport Program. The concept plans have been developed using these funds.

Parts of the route are constrained by narrow road widths and kerbs, high traffic and pedestrian volumes, and few alternative options. The concept plan addresses these challenges by proposing a mix of on-road lanes, shared paths and separated (protected) bike paths to provide a safer, more convenient and comfortable bicycle route and enhanced pedestrian safety and amenity whilst minimising impacts on other road users.

Separated bike paths are proposed in order to improve bike rider safety and comfort on sections of the route where on-road/shared path alternatives are unsafe due to high traffic and pedestrian volumes and alternative route options are impractical. This is consistent with NSW Government policy of providing appropriate bike infrastructure that meets user needs.

The concept plans incorporate feedback received from engagement with internal stakeholders, the community, and other key stakeholders including Bike Marrickville and State Transit Authority. To implement the proposed improvements to the route, the concept plans recommend changes in some locations to on-street parking, bus stops, street trees, footpaths and intersections.

The changes support objectives of the Community Strategic Plan. They promote sustainable forms of transport and reduced community car use by providing a route that enhances bike safety and improves access to train stations, shops and other local destinations, and completes missing links in the regional bike network between the inner west and inner Sydney.

This report recommends that the concept plans for Regional Route 7 be placed on public exhibition for 28 days, with a further report to be prepared detailing outcomes of the consultation and the final proposed concept plan for the route.

OFFICER'S RECOMMENDATION

THAT

1. The concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days;
2. Following public exhibition, a further report be prepared detailing outcomes of consultation and the final proposed concept plan.

BACKGROUND

In August 2007, Council adopted the Marrickville Bicycle Plan following consultation with relevant stakeholders including the local community. A key objective of the Bicycle Plan is to make cycling easier, safer and more attractive in Marrickville LGA and to reduce community car use.

Regional Route 7 (RR7) is a key east-west bicycle route in the Bicycle Plan (see Figure 1) and is identified as a priority route that forms part of a strategic bicycle corridor by the NSW Government in its *Sydney's Cycling Future* strategy. RR7 runs for approximately 3.8 kilometres, passing between Longport Street, Lewisham and King Street, Newtown via Railway Terrace, Lewisham; Trafalgar Street, Petersham; Gordon Crescent and Railway Avenue, Stanmore; and Trade Street, Baltic Street, Albermarle Street, Camperdown Memorial Rest Park and Mary Street/Eliza Street, Newtown.

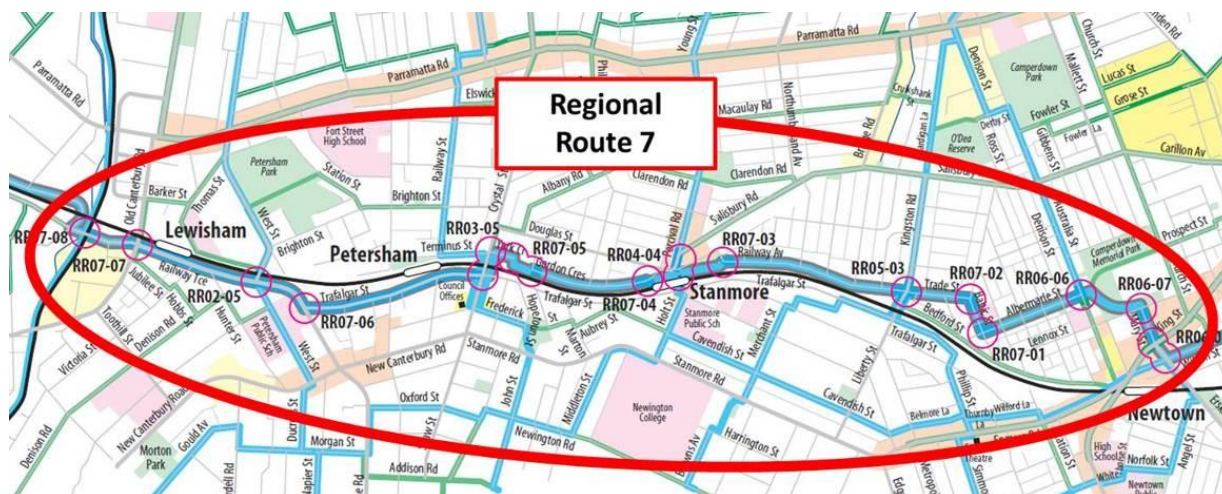


Figure 1 Regional Route 7 overview

In 2007, work was undertaken on 'Stage 1' of RR7 between Crystal Street and Mary Street comprising predominantly mixed traffic lanes with on-road bike shoulder lane markings at the Liberty Street/Trade Street roundabout and shared path treatments in front of Stanmore station.

In 2013, a concept design for part of RR7 between Longport Street and Crystal Street was prepared, and considered by PCTCAC at its 12 September 2013 meeting. The 2013 concept design noted significant constraints along the route, and identified a preferred route comprising shared parking lanes, bike lanes and shared path facilities. However, the plans were not progressed to the detailed design phase due to a lack of available funding at the time, and the proposed treatments were not constructed.

In 2015/16, Council received a grant from RMS for full funding of the RR7 concept and detailed design work as part of the NSW Government's Active Transport Program, and subsequently engaged a consultant (Complete Urban) in early 2016 to undertake this work. The NSW Government's grant for the work reflects its stated commitment to funding high quality cycling infrastructure along its priority routes to meet user needs for safety, comfort and convenience.

DISCUSSION

Concept plans have been prepared for Council that propose substantial improvements to RR7 to make bike riding safer, more comfortable and more convenient for people of all ages and riding abilities. The route proposal, and accompanying consultant's report, is attached. The proposed route will enhance bicycle access to inner west railway stations and bus stops, local shopping precincts and other local destinations, and improve connections to inner Sydney and with other bicycle routes in Marrickville, the City of Sydney and Ashfield.

This responds to Council's Community Strategic Plan, which identifies strategies to encourage bike riding to support its stated goal of a "vibrant economy and well planned, sustainable urban environment and infrastructure":

<i>Outcome</i>	<i>Strategies</i>
<i>3.3 The community walks, rides bikes and uses public transport</i>	<i>3.3.1 Plan and provide accessible and well-connected footpaths, cycleways and associated facilities</i>
	<i>3.3.2 Promote accessibility of railway stations and bus stops</i>
	<i>3.3.3 Support and promote cycling, walking and use of public transport and other alternative modes to reduce car use</i>
<i>3.4 Marrickville's roads are safer and less congested</i>	<i>3.4.2 Reduce the impact of traffic and improve pedestrian and cyclist safety, particularly around schools and urban centres</i>

The concept plans propose a combination of on-road mixed traffic and bike lanes, shared paths and separated two-way bike paths in response to constraints along parts of the route including narrow road widths, high vehicle and pedestrian volumes, narrow footpaths and few alternative direct route options.

Separated (protected) bike paths are proposed in order to improve bike rider safety, primarily on sections where on-road or shared path alternatives would be unsafe due to high motor vehicle and pedestrian volumes/constrained footway space, and are consistent with the NSW Government's commitment to providing appropriate bike infrastructure that meets user needs as set out in *Sydney's Cycling Future* (see Figure 2). NSW bicycle guidelines recommend separation of bicycles from traffic on roads with more than 8,000 vehicles per day (vpd) at 85th percentile speed of 50km/h.

This is supported by NSW Centre for Road Safety crash data that shows six crashes involving bicycles and injury have occurred on RR7 in the past five years. Five of the crashes have

occurred on a 1.3km section of the route between Longport Street, Railway Avenue and Trafalgar Street, where bicycle riders presently travel in mixed traffic lanes with high vehicle volumes between 11,000 and 21,000vpd.

THE CONCEPT PLAN

The concept plan proposes enhancements to road safety by providing separation of bike riders from pedestrians and traffic where feasible and improving road user conditions in traffic lanes and shared paths where separation cannot be provided.

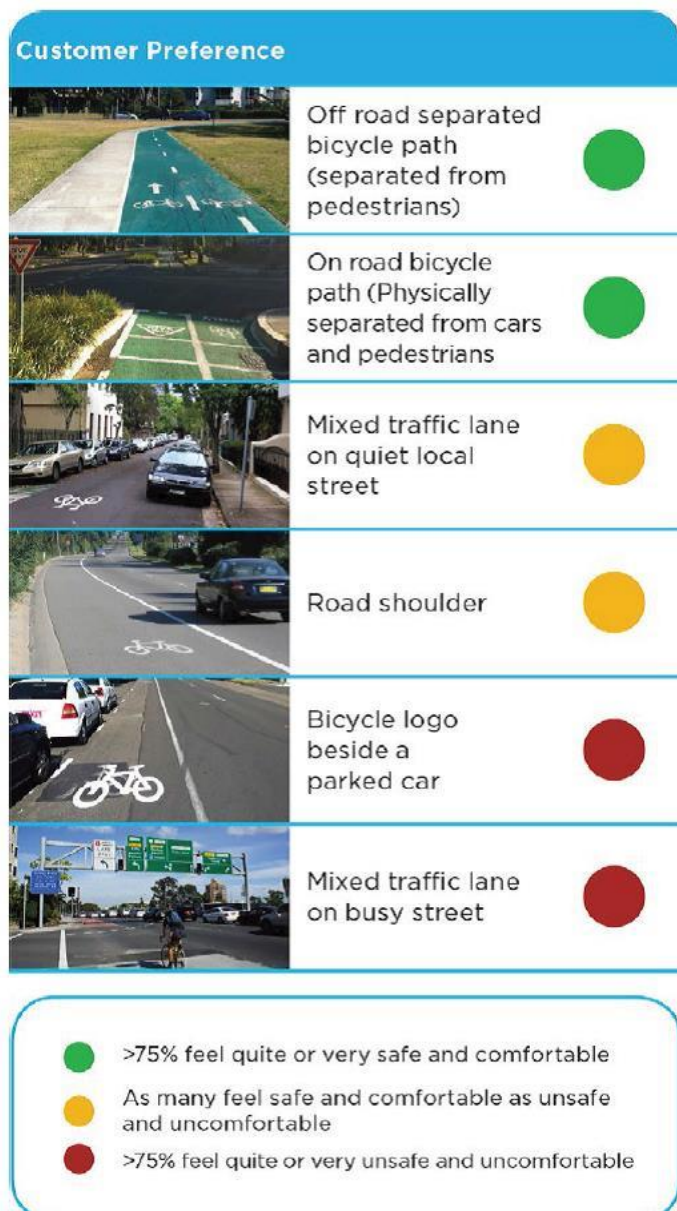


Figure 2 Bicycle infrastructure to meet user needs (Transport for NSW (2013) Sydney's Cycling Future)

For each section of the route, the considerations, recommended treatments and rationale for those treatments, are set out below. Please refer to the attached plans and consultant's report for further information.

Longport Street (from Grosvenor Crescent and Old Canterbury Road)

Key considerations:

- High vehicle volumes (approximately 19,000 vpd);
- Regional road;
- Regional bicycle route continues north through roundabout to Grosvenor Crescent; connectivity south through roundabout to Smith Street is also preferred;
- Existing on-street parking between Brown Street and Old Canterbury Road;
- High density residential development is taking place on southern side;
- Limited verge space on northern side of signalised intersection at Old Canterbury Road;
- Some mature street trees along northern verge;
- Residents adjacent to on-street parking on Longport Street have recently submitted a petition to Council requesting more parking spaces.

Recommendation:

- Install a 2.5m shared path on northern side from Grosvenor Crescent, cross at existing pedestrian median refuge and install a 2.4m two-way path on southern side transitioning to shared path approximately 10 metres west of Old Canterbury Road.

Alternative options considered:

- Shared path along either the southern or northern footpaths;
- One way bike path/lane on northern side (eastbound) and one way bike path/lane on southern side (westbound).

Rationale for recommended treatment:

- A separated bike path treatment is appropriate on Longport Street given high vehicle volumes and anticipated growth in pedestrian volumes between Lewisham West precinct and Lewisham train station once residential development in the precinct is completed;
- Provides good connectivity to the continuation of the route eastbound (to Jubilee Reserve) and westbound (to Grosvenor Crescent). Maintains an existing on-road mixed traffic arrangement on Longport Street (eastbound) for more confident bike riders to facilitate access to the proposed Railway Terrace bike shoulder lane;
- Provides good connectivity to Lewisham West precinct, light rail and proposed Greenway underpass via Brown Street and Smith Street (via the existing on-road bike lane/shoulder on approach to the roundabout).

Proposed changes:

- Installation of 2.4m two-way separated on-road bike path on southern side;
- A shared environment intersection treatment at the crossing of Brown Street to provide continuity of the route and limit the need for bike riders continuing straight along Longport Street to give way to side street traffic entering/exiting Brown Street. Subject to assessment of traffic volumes at Brown Street;
- Widening of the existing footpath on northern side to 2.5m with localised constrictions around the three existing street trees. This has been supported by Council's Tree Management Coordinator;
- Removal of eight on-street parking spaces between Brown Street and Old Canterbury Road. Residents and businesses of seven affected properties on Longport Street and Old Canterbury Road presently use these parking spaces, as well as on-street parking at the rear and side of the block on Brown Street and William Street. These lots are zoned for high density residential development in line with development taking place on adjacent lots to the west and south, although there is presently no indication if/when redevelopment of the remaining lots will occur. In March 2016 Council received a petition from residents and

businesses of the seven affected properties, concerned by a lack of on-street parking due to on-street parking on William Street and Brown Street being used by construction workers from adjacent sites. The petition requested Council implement resident only and/or time-limited parking restrictions on those streets. Given the parking needs of the residents and businesses, the impact of the proposed removal of parking on Longport Street to provide a two-way separated bike path could be mitigated by options including:

- Defer installation of the proposed two-way bike path between Brown Street and Old Canterbury Road until redevelopment on the affected lots occurs. An adequate interim measure to ensure RR7 connectivity is maintained could then be to widen the adjacent footpath on the southern side of Longport Street to provide a shared path facility, and transition to the proposed two-way path west of Brown Street.
- Investigate the implementation of resident-only and/or time-limited parking restrictions for on-street parking on the northern side of William Street and the eastern side of Brown Street as per the residents' request in the petition. This approach would retain approximately 10 spaces for the seven affected properties.
- Reconstruction of existing pedestrian median refuge to provide adjacent (separated) pedestrian and bicycle crossings, narrowing of traffic lanes to 3.2m (eastbound) and 3.5m (westbound) and realignment of centre linemarking on approaches to the refuge.

Railway Terrace (from Old Canterbury Road to Hunter Street)

Key considerations:

- High vehicle volumes (approximately 21,000 vpd);
- State road;
- Constrained road width (varies between 7.6 and 8.0m);
- Narrow kerb on northern side and narrow footpath on southern side;
- Bus route (requires minimum lane width 3.25m).

Recommendation:

- Deviate from planned route using on-road mixed traffic lanes on low volume side streets.

Alternative options considered:

- Bike shoulder lane on northern side (westbound and uphill) and mixed traffic lane on southern side.

Rationale for recommended treatment:

- There is insufficient space on Railway Terrace to provide appropriate separation given high traffic volumes and narrow footpath;
- A deviation from the planned route at this section is considered essential to meet the objectives of providing a safe, convenient and comfortable route. While the deviation lengthens the route by approximately 260 metres, it avoids the need to travel in traffic lanes with a high volume of vehicles. The deviation would follow Old Canterbury Road, Jubilee Reserve, Jubilee Street, Victoria Street, Hobbs Street, Denison Road and Hunter Street;
- Nonetheless, it is recognised that this section of Railway Terrace is currently used by commuter bike riders and that, given the length of the proposed RR7 diversion via Jubilee Street, confident bike riders will in some cases continue to use Railway Terrace. This also reflects feedback received during consultations with internal stakeholders and Bike Marrickville. Thus, the provision of a bike shoulder lane on Railway Terrace is recommended to improve road safety for these bike riders.

Proposed changes:

- Widening of the footpath on eastern side of Old Canterbury Road between Railway Terrace and Jubilee Reserve to provide a 2.5m shared path. This would require the replacement of two existing street trees with three new street trees in remaining verge. This has been supported by Council's Tree Management Coordinator;
- Widening of the footpath in Jubilee Reserve to provide a 2.5m shared path;
- Bicycle roadmarkings for on-road mixed traffic lane in Jubilee Street and Victoria Street;
- Provision of green painted contraflow bike lane for 10m at entry to Hobbs Street;
- Construction of separated contraflow bike lane for 10m at exit of Hobbs St (at Denison Road). This would improve bike rider safety by separating contraflow bicycles from traffic at the vehicle entry to Hobbs Street and would require the removal of one parking space to provide adequate clearance for bike riders to access the separated contraflow lane;
- Bicycle roadmarkings for on-road mixed traffic lane in Denison Road and Hunter Street;
- Provision of 1.4m green painted road shoulder lane on northern side of Railway Terrace, narrowing of traffic lanes to 3.3m in both directions and realignment of centre linemarking;
- Retain on-road mixed traffic facility on Railway Terrace (westbound) to accommodate confident bike riders. Improve bike rider safety by providing bicycle roadmarkings.

Railway Terrace (from Hunter Street to West Street)

Key considerations:

- High vehicle volumes (approximately 21,000 vpd);
- State road;
- On-street parking on southern side;
- Narrow footpath on northern side;
- Bus route (requires minimum lane width 3.25m) with two bus stops;
- Traffic lanes widen to 4.3m (eastbound) and 5.4m (westbound).

Recommendation:

- 2.0m two-way separated bike path on northern side.

Alternative options considered:

- Two-way separated on-road bike path on southern side;
- Shared path on southern side.

Rationale for recommended treatment:

- A separated bike path treatment is appropriate on this section of Railway Terrace given high vehicle volumes and constrained footpath space;
- A route along the northern side of Railway Terrace provides good connectivity to the continuation of the route, by avoiding the need to cross two arms of the West Street intersection to access the continuation of the route east of West Street from the southern side;
- A route along the southern side of Railway Terrace is also not preferred as it would require the removal of on-street parking or create conflict with pedestrians on the existing footpath;
- There is not sufficient space on existing northern footpath for a shared path, however there is sufficient space in the existing traffic lane to extend the kerb and provide a 2.0m separated bike path and 1.5m footpath.

Proposed changes:

- Kerb extension on northern side, by narrowing traffic lanes to 3.25-3.3m in both directions and realignment of centre linemarking;

- Removal of existing pedestrian median refuge west of Hunter Street and construction of new median refuge east of Hunter Street comprising adjacent (separated) pedestrian and bicycle crossings, realignment of centre linemarking on approaches to the refuge and widening of kerb ramps;
- Relocation of bus stop on northern side approximately 20m east adjacent to proposed median refuge to form an in-lane bus stop. This would be subject to consultation with Sydney Buses and RMS given potential queuing impacts. Buses (route 413) operate at this stop every 10 minutes (approximately) in the morning peak period and every 30-60 minutes at other times.

Railway Terrace, at West Street

Key considerations:

- High vehicle volumes at Railway Terrace and West Street (approximately 14,000 – 16,000vpd);
- State road;
- Narrow footpaths on approaches to pedestrian crossing at West Street.

Recommendation:

- Install new bicycle crossing at West Street synchronised with existing pedestrian crossing (subject to assessment of required turning movements at the intersection).

Alternative options considered:

- Shared path utilising existing pedestrian crossing at West Street.

Rationale for recommended treatment:

- The existing footpaths on to the bridge to access the pedestrian crossing from Railway Terrace are very narrow, and provide a poor level of access and amenity for both bike riders and pedestrians;
- The provision of an improved bike crossing facility would remove a key barrier for bike riders on the route;
- A two-way bike crossing at West Street synchronised with existing pedestrian crossing would maintain separation of pedestrians and bike riders through the intersection.

Proposed changes:

- Installation of a bike crossing at West Street;
- Kerb extension on north-eastern side of the intersection to accommodate bicycle transition to shared path. Subject to survey and analysis of swept path for traffic from West Street.

Railway Terrace (from West Street to Trafalgar Street) and Trafalgar Street (from Railway Terrace to Audley Street)

Key considerations:

- High vehicle volumes at Railway Terrace (State road);
- High vehicle volumes at Trafalgar Street (approximately 11,000 – 13,000 vpd; Regional road);
- Wide footpath on Railway Terrace (2.6m) and low pedestrian volumes;
- Mature trees on northern side of Trafalgar Street;
- Wide on-street parking lanes on both sides of Trafalgar Street;
- Bus route with one bus stop on each side of Trafalgar Street. The bus stop on the northern side of Trafalgar Street is under review by Sydney Buses and may be removed.

Recommendation:

- Shared path on northern side of Railway Terrace then shared path on northern side of Trafalgar Street transitioning to two-way separated on-road bike path approximately 50m west of Audley Street.

Alternative options considered:

- Shared path on northern side of Railway Terrace then two-way separated on-road bike path on northern side of Trafalgar Street.

Rationale for recommended treatment:

- On the section of Railway Terrace, a shared path is appropriate given high vehicle volumes and likely low pedestrian volumes (to be confirmed with pedestrian counts as part of the development of detailed designs), and thus the low likelihood of pedestrian-bike rider conflict;
- On the section of Trafalgar Street, a shared path is appropriate given high vehicle volumes and likely low pedestrian volumes (to be confirmed with pedestrian counts as part of the development of detailed designs), and thus the low likelihood of pedestrian-bike rider conflict;
- Pedestrian volumes increase near Audley Street, where the entrance of the Sydney Trains training centre, a rail line pedestrian underpass and a pedestrian crossing generate pedestrian movements. On this section of Trafalgar Street, a shared path is not appropriate given the high likelihood of pedestrian and bike rider conflict.
- A two-way separated on-road bike path on this section would provide suitable separation of bikes from pedestrians and motor vehicles, and would require the removal of three unrestricted on-street parking spaces;
- Parking counts undertaken in February 2016 indicate that these spaces are primarily used as commuter parking, and that there is sufficient supply of unrestricted on-street parking within walking distance of Petersham train station to accommodate the removal of spaces;
- The parking counts found that on weekdays, parking occupancy in unrestricted spaces on Trafalgar Street was high during business hours and low in the evening, with low turnover of spaces (average duration of stay between 6.5 and 9 hours). This suggests that the spaces are primarily used by commuters (Park and Ride) rather than by nearby residents, and represent an inefficient use of this road space;
- The parking counts also found that of 255 unrestricted on-street parking spaces within 350 metres (4-5 minutes' walk) of Petersham train station, approximately 80 (31%) of spaces remained unused in the peak daytime parking occupancy period. The availability of unused spaces exceeds the number proposed to be removed on Trafalgar Street.
- As part of its Petersham Parking Study, Council is also investigating opportunities in nearby streets to offset/mitigate the proposed loss of commuter parking. The outcomes of these investigations will form part of a report following public exhibition.
- A two-way separated on-road bike path would also provide for a safe and continuous bicycle facility through the roundabout at Audley Street.

Proposed changes:

- Kerb widening at Trafalgar Street to provide a 2.5m shared path, requiring minor reduction of adjacent parking and traffic lanes;
- Due to the proximity of the path to mature trees, the widening would require kerb extension into the adjacent parking lane, by narrowing parking lanes on both sides of the street to 2.1m and realigning linemarking;

- Transition shared path to 2.4m two-way separated on-road bike path. This would require the removal of three unrestricted parking spaces to provide suitable separation of bikes from pedestrians and motor vehicles;
- Realign pedestrian crossing west of Audley Street as per Council's Marrickville, Lewisham and Petersham pedestrian crossing audit (November 2015);
- Relocation of central roundabout island and associated changes including reconstruction of median on northern side, reconstruction of splitter islands, and removal of kerb islands to accommodate a two-way separated on-road bike path bypass north of the roundabout;
- Minor relocation of the bus stop (if not removed as part of a Sydney Buses review currently underway) west of the existing location to stagger from the opposite bus stop and thus provide space for a shared path treatment behind bus shelter (subject to Sydney Buses review).

Trafalgar Street (from Audley Street to Crystal Street)

Key considerations:

- High vehicle volumes (approximately 11,000 – 13,000 vpd; Regional road);
- Queuing requirements on approach to Crystal Street;
- High pedestrian volumes on the northern footpath near Petersham train station;
- Street trees on northern side of Trafalgar Street;
- On-street parking lanes on both sides of Trafalgar Street;
- Bus route with one bus stop on each side of Trafalgar Street.

Recommendation:

- 2.4m two-way separated on-road bike path on northern side, transitioning to a shared path 60m west of Crystal Street.

Alternative options considered:

- Shared path on northern side of Trafalgar Street.

Rationale for recommended treatment:

- A separated bike path is appropriate on this section of Trafalgar Street given high vehicle volumes and high pedestrian volumes. Feedback from community engagement and consideration of options with Bike Marrickville and internal stakeholders supports the view that this section of the route is considered hazardous for bike riders;
- A shared path near the entrance to Petersham train station, the adjacent bus stop and at the nearby signalised pedestrian crossing is unacceptable due to the high likelihood of conflict between pedestrians and bike riders;
- Due to road space constraints, provision of a two-way separated on-road bike path would require the removal of the parking lane on the northern side between Audley Street and 60m west of Crystal Street, resulting in the removal of 30 parking spaces (15 unrestricted and 15 no parking spaces in peak hours). Parking counts undertaken in February 2016 indicate that these spaces are primarily used as commuter parking, and that there is sufficient supply of unrestricted on-street parking within walking distance of Petersham train station to accommodate the removal of spaces;
- The parking counts found that on weekdays, parking occupancy in unrestricted spaces on Trafalgar Street was high during business hours and low in the evening, with low turnover of spaces (average duration of stay between 6.5 and 9 hours). This suggests that the spaces are primarily used by commuters (Park and Ride) rather than by nearby residents, and represent an inefficient use of this road space;

- The parking counts also found that of 255 unrestricted on-street parking spaces within 350 metres (4-5 minutes' walk) of Petersham train station, approximately 80 (31%) of spaces remained unused in the peak daytime parking occupancy period. The availability of unused spaces exceeds the number proposed to be removed on Trafalgar Street.
- As part of its Petersham Parking Study, Council is also investigating opportunities in nearby streets to offset/mitigate the proposed loss of commuter parking. The outcomes of these investigations will form part of a report following public exhibition.

Proposed changes:

- Installation of 2.4m two-way separated on-road bike path and removal of 30 on-street parking spaces;
- Relocation of the existing bus stop near Petersham train station into the parking lane as an in-lane stop. This would allow sufficient space behind the bus shelter to maintain separation of bikes and pedestrians through this section by bending out the bike path adjacent to the existing footpath (Sydney Buses has indicated in-principle agreement with this approach, subject to assessment of queuing impacts). Buses (routes 444 and 445) operate at this stop approximately every 8 minutes in the morning peak period and every 15-30 minutes at other times;
- Removal of three street trees, to be replaced by three new trees planted in adjacent Sydney Trains vegetation (subject to Sydney Trains approval). This approach has been proposed by Council's Tree Management Coordinator;
- Widen existing footpath to 3.2m shared path on approach to Crystal Street.

Crystal Street (from Trafalgar Street to York Crescent)

Key considerations:

- High vehicle volumes (approximately 30,000 vpd) and limited road space;
- Wide existing footpath on eastern side of bridge.

Recommendation:

- Shared path on eastern side of Crystal Street.

Proposed changes:

- Installation of bike lanterns at pedestrian crossing.

York Crescent and Gordon Crescent

Key considerations:

- Low traffic volumes on York Crescent and Gordon Crescent;
- On-road mixed traffic lanes;
- Narrow (1.9m) shared path connecting York Crescent and Gordon Crescent constrained by rail corridor on one side and property boundary on the other.

Recommendation:

- Retain existing route treatments.

Rationale for recommended treatment:

- Due to low traffic volumes on both York and Gordon Crescents, the existing on-road mixed traffic lanes are suitable for bike riders.

Proposed changes:

- Sydney Trains to be contacted to assess feasibility of widening existing shared path;

- Upgrade of kerb ramps to improve access and visibility at each end of the shared path;
- Provision of bicycle roadmarkings on Gordon Crescent for on-road mixed traffic facility.

Douglas Street (at Gordon Crescent) to Stanmore Reserve

Key considerations:

- High pedestrian volumes at Stanmore train station, adjacent bus stop and nearby pedestrian crossings.

Recommendation:

- 2.4m two-way separated on-road bike path in front of Stanmore train station (60m in length) and existing shared path in Stanmore Reserve.

Alternative options considered:

- Retain existing shared path.

Rationale for recommended treatment:

- The present shared path treatment at Stanmore station is unsuitable given high pedestrian volumes at this location and high likelihood of conflict between pedestrians and bike riders;
- The left lane on Douglass Street (westbound) ends approximately 75 metres west of the station, and thus may not be required for westbound vehicle movements;
- Conversion of this lane into a two-way bike path would provide appropriate separation of bikes and pedestrians and improve pedestrian amenity in front of the train station.

Proposed changes:

- Construction of kerb extension at bus stop and relocation of bus stop approximately 5 metres north-east (subject to approval from Sydney Buses);
- Restriction of left lane at Percival Road (southbound) to left turn only and replacement of existing left lane in Douglas Street (westbound) with a 2.4m two-way bike path;
- Provision of bike lanterns to restrict movement at pedestrian crossings;
- Transition of two-way path east of the train station to shared path.

Railway Avenue (from Stanmore Reserve to Liberty Street)

Key considerations:

- Low traffic volume (approximately 3,000 vpd);
- Wide street (12.8m);
- On-street parking lanes.

Recommendation:

- 2.4m two-way separated on-road bike path on southern side, transitioning to mixed traffic lanes 40m west of Liberty Street.

Alternative options considered:

- Retain existing route treatments;
- Signalise Railway Avenue/Liberty Street intersection (subject to RMS consideration).

Rationale for recommended treatment:

- The road has sufficient width (12.8m) for separated bicycle infrastructure to be installed that enhances bike rider safety and comfort, whilst retaining existing on-street parking.

Proposed changes:

- Installation of a 2.4m two-way separated on-road bike path on southern side, and relocation of existing parking lane;
- Removal of kerb blisters on southern side;
- Installation of bike median refuge for eastbound bike riders;
- Bicycle roadmarkings for on-road mixed traffic lanes on approach to Liberty Street.

Trade Street/Liberty Street roundabout

Key considerations:

- High traffic volumes (approximately 23,000vpd) travelling north-south through roundabout;
- Existing bike shoulder lane markings through intersection;
- Roundabout does not provide straight or right-turn access into Trade Street; eastbound bike riders exit the roundabout via the southern footpath at Trade Street.

Recommendation:

- Replace roundabout with signalised intersection (subject to RMS warrants and consideration by RMS).

Alternative options considered:

- Retain existing roundabout and painted bike shoulder lanes;
- Modify roundabout layout to provide direct access to Trade Street for traffic and bicycles travelling from Railway Avenue and Liberty Street.

Rationale for recommended treatment:

- The present intersection design is confusing and prevents direct access from Railway Avenue into Trade Street; bike riders must instead exit the roundabout and access Trade Street via the southern footpath;
- As with roundabouts generally, bike rider safety is compromised by the need to travel through the intersection in the traffic lane rather than on a separated or protected path;
- A modified roundabout would provide a clear path for bike riders between Railway Avenue and Trade Street, but would not improve bike safety issues in the roundabout;
- The provision of traffic signals would improve not only bike rider safety but also pedestrian safety and amenity at the intersection, by providing safer crossing facilities for these users;
- The provision of traffic signals would also enable an extension of the proposed two-way bike path on Railway Avenue through the intersection into Trade Street, thus avoiding the need to transition from the two-way path to mixed traffic lanes on approach to the roundabout in Railway Avenue and potential conflict with motor vehicles.

Proposed changes:

- Removal of roundabout and reconstruction of the intersection with traffic signals;
- Extension of proposed 2.4m two-way path from Railway Avenue through intersection into Trade Street.

Trade Street to Mary Street/Eliza Street

Key considerations:

- Very low traffic volumes and speed;
- Narrow streets;
- On-street parking lanes;
- Existing on-road mixed traffic facility.

Recommendation:

- Retain existing route treatments.

Rationale for recommended treatment:

- Due to very low traffic volumes and speeds, and narrow roadways with high demand for on-street parking, the existing on-road mixed traffic facility is suitable for bike riders.

Proposed changes:

- Provision of bicycle roadmarkings for on-road mixed traffic facility.

COMMUNITY ENGAGEMENT

Informing the consideration of route options, consultation with internal and external stakeholders was undertaken in February and March 2016. This included:

- An online discussion forum on Council's 'Your Say Marrickville' website
- Liaison with key external stakeholders, including Bike Marrickville, RMS, Sydney Buses and Sydney Trains
- Consultation with internal stakeholders at Council.

Feedback and suggestions received were considered and have been incorporated into the concept plans where feasible. A summary of issues raised is set out below.

Community engagement

A 'Your Say Marrickville' online discussion forum was established and advertised to the community and other stakeholders using social media and signposting along the proposed route. The online forum was active from 17 February to 16 March 2016, with 16 comments received from 9 contributors. The most frequently raised issues related to poor bike rider safety caused by bicycles forced to ride in heavy traffic along the route. The comments are summarised in the table below:

Section	Comment	Number of contributors (n=9)
General comment	Heavy traffic along this route – very difficult and unpleasant to ride	7
General comment	Provide separated paths	3
Trafalgar Street, Petersham	Road is too busy/ traffic too fast	3
Crystal Street, Petersham	Difficult to cross by bicycle due to heavy traffic	3
Longport Street, Lewisham to Crystal Street	Very difficult and unpleasant due to heavy traffic	2
Railway Terrace, Lewisham	Uphill bike lane (eastbound) needed	1
Shared path between York Crescent and Gordon Crescent	Too narrow and dangerous for pedestrians	1

Internal stakeholders

In March preliminary options were presented to internal stakeholders at Council - including Council officers from Infrastructure Planning & Property; Design and Investigation; Planning Services; Environmental Services; Culture & Recreation Services; and Corporate Strategy & Communications teams. A summary of issues discussed is presented below:

- Longport Street:

- Removal of on-street parking spaces between Brown Street and Old Canterbury should be integrated with planned new development on that block.
- Longport Street to West Street:
 - Provide an uphill bike lane on Railway Terrace to improve safety for more experienced riders that will continue to use this direct route despite heavy traffic.
 - Bigger setbacks proposed on Railway Terrace between Victoria Street and Hunter Street will widen the footpath on this section for a longer-term solution.
 - Path-widening in Jubilee Reserve must not overwhelm the existing park space.
 - A contraflow lane on Hobbs Street requires the removal of one tree and parking, and may not be supported. A contraflow could be separated at entry/exit only.
- West Street
 - Options for crossing the Railway Terrace/West Street intersection will need to be tested to ensure efficient movements through the to/from West St are maintained.
- West Street to Audley Street
 - The existing footpath on the northern side is underutilised by pedestrians and could form a shared path, to maintain on-street parking on Trafalgar (west of Audley).
 - The TAFE car park is RMS land. Is there scope to access the land for the route?
- Audley Street to Crystal Street
 - Shared path not supported, due to high pedestrian volumes around the train station and adjacent bus stop. A two-way bike path in the parking lane is preferred.
 - There is an issue of getting bikes past the bus stop without compromising pedestrian safety.
- Stanmore Station:
 - Segregation of bikes and pedestrians is preferred. A two-way path could be provided in the southern-most traffic lane.
- Trade Street roundabout:
 - Proposed changes would open Trade Street to vehicles from Liberty Street and Railway Avenue; however it is unclear whether this would result in a significant change in traffic volumes.
- King Street crossing:
 - The City of Sydney is currently considering improvements. There is a need to ensure integration at the LGA boundaries.

Bike Marrickville

Council's Cycling Planner met with representatives of Bike Marrickville on 15 March to present the consultant's initial consideration of options and seek feedback. A summary of issues discussed is set out below:

- Railway Terrace:
 - An uphill bike lane between Old Canterbury Road and West Street is strongly supported.
- Hobbs Street:
 - A contraflow with separated lane at entry/exit is supported.
- Victoria Street:
 - Provide bike rider exemption on the existing right-turn ban from Victoria Street into Railway Terrace, to provide access to the proposed uphill bike lane.
- West Street/Railway Terrace:
 - The use of the existing crossing of West Street on the northern side of the intersection is dangerous and inconvenient (difficult to manoeuvre by bicycle due to slope and too narrow). Overwhelmingly not supported.

- Given the constraints of this intersection, a better option is required:
 - a link (overpass) over the intersection?
 - the addition of a crossing arm on the eastern side of the intersection, however it is recognised that it may not be supported by RMS.
 - use of the RMS-owned land on the south-eastern corner of the intersection (currently TAFE car park) to provide a cycle link on the southern side of Railway Terrace to Trafalgar Street.
 - provide a 2-way separated path crossing on the northern side, synchronised with the pedestrian crossing at West Street.
- Trafalgar Street:
 - The north-side parking lane west of Audley Street should also be replaced by a 2-way path (in addition to the proposed removal of the parking lane east of Audley Street). Commuter parking lost could be off-set by an arrangement with Petersham RSL to utilise its spare parking capacity during weekday business hours.
- Trafalgar Street bus stop (at Petersham station):
 - A bend out bike path as per Bourke Road, Alexandria is not ideal. A straight path design as per Cathedral Street, Woolloomooloo is preferred.
- York Crescent/Gordon Crescent shared path:
 - The path linking the two streets is too narrow. Widening is important for this 'regional route'. Options for widening onto the embankment should be investigated.
- Stanmore station:
 - Proposed approach to remove the left lane for vehicles and provide a separated 2-way bike path instead with bicycle signals at the pedestrian crossings is supported.

RMS

RMS has not yet provided feedback on the proposed changes to signalised intersections, other than to request further information including a copy of the plans to enable commencement of the assessment process.

Sydney Trains

Sydney Trains has not yet responded to requests for comment on proposed widening of the shared path connecting York and Gordon Crescents by encroaching on rail land.

Sydney Buses

- Sydney Buses raised no in-principle objection to repositioning the Trafalgar Street bus stop adjacent to Petersham train station as an in-lane bus stop to cater for the proposed two-way bike path, but did comment that RMS would likely require additional information to identify potential traffic and queuing impacts.
- Sydney Buses indicated that the existing Trafalgar Street bus stop (west of Audley Street) is under review – with decision on removal of the bus stop to be decided later this year.

ENGAGEMENT PLAN

Engagement during public exhibition will include consultation with the following stakeholders:

Issue and comments	Key stakeholders
<u>Modifications to signalised intersections:</u> <ul style="list-style-type: none"> Longport Street/Old Canterbury Road Railway Terrace/West Street Trafalgar Street/Crystal Street Railway Avenue/Percival Road 	RMS
<u>Installation of traffic signals:</u> <ul style="list-style-type: none"> Trade Street/Liberty Street 	RMS
<u>Realignment of traffic lanes on State and Regional roads:</u> <ul style="list-style-type: none"> Longport Street Railway Terrace Trafalgar Street 	RMS
<u>Narrowing of traffic lanes along bus routes:</u> <ul style="list-style-type: none"> Railway Terrace Trafalgar Street 	State Transit Authority
<u>Minor relocation of bus stops:</u> <ul style="list-style-type: none"> Railway Terrace (northern side) Trafalgar Street (northern side) Douglas Street (southern side) <p>The proposed bus stop relocations at Railway Tce and Trafalgar St would result in in-lane bus stops.</p>	State Transit Authority; RMS
<u>Relocation of street trees:</u> <ul style="list-style-type: none"> Old Canterbury Road (2 trees) Trafalgar Street (3 trees) <p>The proposed changes result in a <u>net gain of one tree</u> and have in-principle support of Council's Tree Management Coordinator.</p> <p>The proposed replanting of trees on Trafalgar Street would encroach on Sydney Trains land.</p>	Tree Management Coordinator (Council); Sydney Trains
<u>Removal of on-street parking to accommodate two-way bike path:</u> <ul style="list-style-type: none"> Longport St: 8 spaces (between Brown Street and Old Canterbury Road) <p>The parking spaces on Longport Street presently serve residents and businesses of seven nearby properties on both Longport Street and Old Canterbury Road. The residents and businesses also use on-street parking on Brown Street and William Street.</p>	Affected residents and businesses

<p>The impact of the proposed removal of parking on Longport Street could be mitigated by options including:</p> <ul style="list-style-type: none"> ○ Investigate resident-only and/or time-limited parking restrictions for on-street parking on one side of William Street and Brown Street to restore spaces for the affected residents and businesses and mitigate the proposed removal of the spaces on Longport Street; or ○ Defer installation of this section of the two-way bike path until the affected lots are redeveloped (they are currently zoned high-density residential). In the interim, RR7 connectivity could be maintained by widening the adjacent footpath to provide a 2.5m shared path facility (subject to existing street trees), and transitioning to the proposed two-way separated on-road bike path west of Brown Street. However, this would result in high risk of pedestrian/bike rider conflict. <ul style="list-style-type: none"> ● Trafalgar St: 33 spaces (3 spaces west of Audley Street and 30 spaces east of Audley Street) <p>Parking counts undertaken in February 2016 indicate that these spaces are primarily used for commuter parking, and that there is sufficient supply of unrestricted on-street parking within walking distance of Petersham train station to accommodate the removal of spaces.</p> <p>The parking counts found that of 255 unrestricted on-street parking spaces within 350 metres (4-5 minutes' walk) of Petersham train station, approximately 80 (31%) of spaces remained unused in the peak daytime parking occupancy period. The availability of unused spaces exceeds the number proposed to be removed on Trafalgar Street.</p> <p>As part of the Petersham Parking Study currently underway, Council is also investigating opportunities in nearby streets to offset/mitigate the proposed loss of commuter parking.</p>	
<p><u>Widening of shared path between York and Gordon Crescents.</u></p> <p>This would require encroachment on Sydney Trains land.</p>	<p>Sydney Trains</p>

CONCLUSION

This report recommends that the concept plans for Regional Route 7 be placed on public exhibition. The report also recommends that following public exhibition, a further report detailing outcomes of consultation and a final proposed concept plan be presented to the Committee for endorsement.

FINANCIAL IMPLICATIONS

None. RMS has committed 100% funding for the concept planning and detailed design work of this route as part of a commitment to its priority routes in its Active Transport Program.

PHOTOGRAPHS ALONG REGIONAL ROUTE 7



Photo 1: Longport Street (southern side). Proposed two-way separated on-road bike path.



Photo 2: Old Canterbury Road (eastern side). Proposed widening of footpath to provide a 2.5m shared path (existing street trees to be replaced in remaining verge).



Photo 3: Jubilee Reserve. Proposed widening of footpath to provide a 2.5m shared path.



Photo 4: Hobbs Street. Proposed green painted contraflow bike lane at northern end of street and separated contraflow bike lane at exit of street (southern end).



Photo 5: Railway Terrace (at Hunter Street). Proposed relocation of pedestrian median refuge and existing eastbound bus stop (at left of photo) to other side of intersection and two-way separated on-road bike path east of intersection (on northern side).



Photo 6: Railway Terrace (at West Street). Proposed two-way separated on-road bike path through intersection (on northern side) transitioning to shared path on existing footpath on eastern side.



Photo 7: Trafalgar Street (west of Audley Street). Proposed widening of footpath (and associated kerb widening) to provide a 2.5m shared path by minor reduction in width of adjacent parking and traffic lanes.



Photo 8: Trafalgar Street (east of Audley Street). Proposed two-way separated on-road bike path (on northern side)

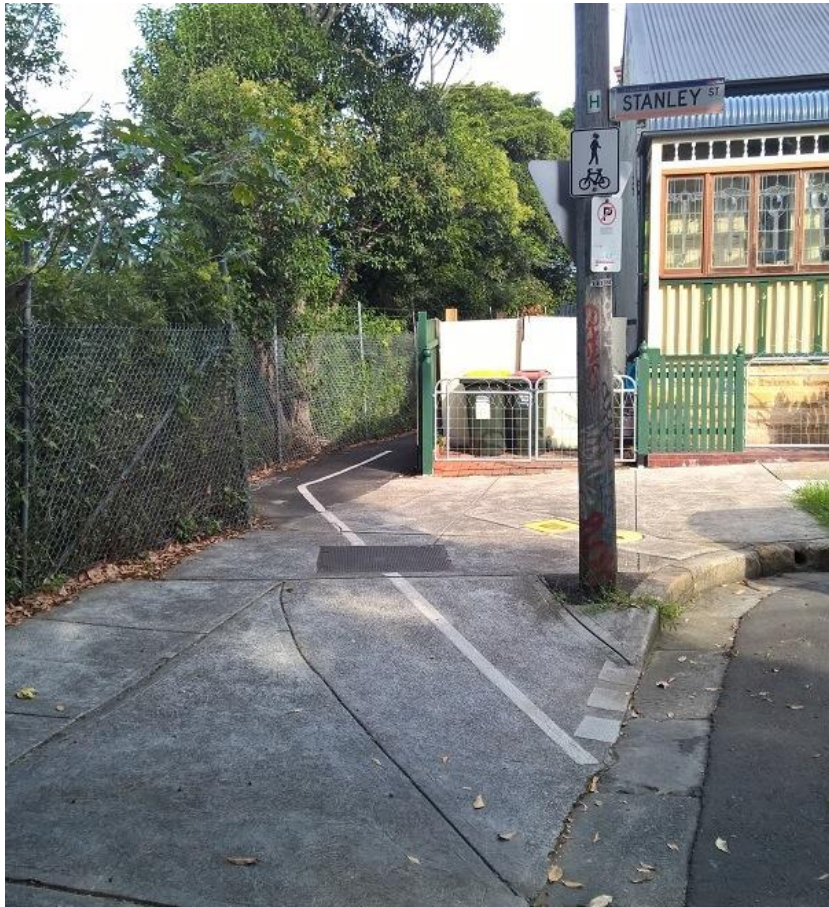


Photo 9: Shared path between York Crescent and Gordon Crescent. Improved ramps and visibility on approach to the shared path, and investigation of path widening (requiring relocation of the rail corridor fence and potential encroachment into Sydney Trains land).

ATTACHMENT 1 – REGIONAL ROUTE 7 CONCEPT DESIGN DRAWINGS

(Attached separately)

**ATTACHMENT 2 – REGIONAL ROUTE 7 CONCEPT DESIGN – CONSULTANT'S
REPORT**

(Attached separately)

Item No: C4
Subject: DULWICH HILL NORTH (AREA 16) LATM PLAN – DRAFT REPORT
(WEST WARD/SUMMER HILL)
File Ref: 15/5141
Author: Felix Liu – Traffic Management Planner

SUMMARY

For the Committee to consider the findings of the Dulwich Hill North Local Area Traffic Management (LATM) Plan.

A copy of this report is provided separately (attachment 2).

OFFICER'S RECOMMENDATION

THAT;

1. The Committee endorse the Draft Dulwich Hill North LATM Plan 2016; and
2. The recommendations from the Draft Plan be considered as part of the development of the Tomorrow's Dulwich Hill Plan.

BACKGROUND

Councils future vision for the municipality is set out in the "Marrickville Community Strategic Plan (CSP) – Our Place Our Vision 2023" document. The key outcomes are:

- Marrickville's roads are safer and less congested
- Marrickville's streets, lanes and public spaces are sustainable, welcoming, accessible and clean
- The community walks, ride bikes and use public transport.

One element of delivering the above outcomes is the development of Local Area Traffic Management (LATM) plans.

The objective of local area traffic management planning is to investigate and review the performance of the existing Local Area Traffic Management (LATM) schemes and recommend proposed LATM works.

The Draft LATM (attached) was developed through Connecting Marrickville and *Tomorrow's Dulwich Hill* planning. The community engagement for the LATM development was carried out as part of the overall Dulwich Hill planning. It is intended that this LATM now integrate into the Tomorrows Dulwich Hill Plan.

DISCUSSION

The Dulwich Hill North LATM Plan sets out an assessment of the traffic conditions within the Dulwich Hill North area and includes the following:

- Assessment of the traffic volumes, heavy vehicle percentages and vehicle speeds based on the traffic survey results;
- Identification of the locations where not satisfying with Environmental Performance criteria;
- Analysis of the accident statistics for the 5 year period to June 2013;
- Review of the concerns raised from the community survey and community consulting in relation to traffic and safety issues;
- Review of intersection operations;
- Assessment of the effectiveness of the existing LATM measures;
- Identification of further opportunities to reduce through traffic volumes and speed of traffic on local streets to address public amenity;
- Identification of pedestrian and cyclist improvements; and
- Development of conceptual LATM proposal options.

The recommendations provided in this LATM Plan align with the traffic management principles outlined in the Marrickville Integrated Transport Plan (ITS), 2007.

The Tomorrow's Dulwich Hill Plan is reaching its final stages and staff are currently working on the development of the action ideas. The actions and projects to be included in the Tomorrow's Dulwich Hill Plan will respond to all elements of the public domain: footpath and road assets, cycling and pedestrian movement, recreation, access, water and biodiversity management, street trees and verge gardens, social capital and community life. All the suggested LATM options are being included in the scoping of projects. Projects will be prioritised and put forward in a ten year plan for works and programs in Dulwich Hill.

Following the Pedestrian, Cyclist and Traffic Calming Advisory Committee the Draft Dulwich Hill North LATM will be included in the PCTCAC minutes for endorsement by the Infrastructure, Planning and Environmental Services Committee.

COMMUNITY CONSULTATION

The suggested LATM treatment options were informed by engagement with internal and external stakeholders. The community engagement involved a community questionnaire, stakeholder workshops and community meetings.

Tomorrow's Dulwich Hill. Stage 1. Learn and Share – Traffic and Parking

GTA Consultants prepared a traffic and parking issue plan that was posted on Marrickville Council's 'Your Say Marrickville' website for residents and other stakeholders to discuss traffic and parking issues in an open forum from late March 2015 to early May 2015 with 38 responses received.

A summary of the traffic issues raised within the study area is provided below:

- Lack of pedestrian facilities across Constitution Road near Arlington Light Rail stop, Denison Road and Herbert Street;
- Rat-running along Gelding Street and Windsor Road;
- Safety concerns at the intersection of Davis Street and Denison Rd;
- Future increased traffic on local road ;
- High traffic volume and speeding issue along Denison Rd during peak hours; and
- Pedestrian, cyclist and vehicle safety concern along Denison Road and The Boulevard.

Tomorrow's Dulwich Hill. Stakeholder Group Priorities

Engagement with the stakeholder groups has been undertaken to understand what would make Dulwich Hills a better place. A summary of the key traffic issues raised within the study area is provided below:

- Traffic volume and speeds on Denison Road;
- Congestion on Toothill Street; and
- Safety concerns about turning movement at the Constitution Road/New Canterbury Road intersection.

DRAFT REPORT RECOMMENDATION OF OPTIONS

A summary of LATM options are outlined in the table below with the full Draft Dulwich Hill North LATM and detailed concept plan included in ATTACHMENT 2.

Key Roads

The study identified that Constitution Road, Denison Road and Union Street/ Windsor Road are local residential streets that fulfil a collector road function for Dulwich Hill North.

These roads have also been identified as on-road bicycle routes that would provide connectivity with the broader bicycle network. Therefore, there is an opportunity to encourage cycling as well as walking along these key roads.

Road carriageways are approximately 10-12 metres wide and along Denison Road, property accesses are closely spaced due to the narrow property frontages.

Suggested options have been identified for these roads taking into account both technical analysis and community feedback. The options, which can generally be implemented individually or in combination as part of a staged approach, are presented in Table 2 to Table 4, with the intention of incorporating the following treatments on all four roads:

- Visual road narrowing through the provision of 2.1 metre wide marked parking lanes
- On-road bicycle symbols to create mixed traffic conditions for cyclists and vehicles.

Table 2: Constitution Road - Traffic Calming Options

Option	Description
1 – 'No Right-Turn' restriction from Old Canterbury Road	Introduce a right-turn ban from Old Canterbury Road into Constitution Road during the weekday morning peak period to reduce through traffic
2 – Rumble bars along centreline	Install cast in-situ rumble bars along the centreline between Williams Parade and Denison Road
3 – Reconstruct and improve existing mid-block devices	Reconstruct existing flat top road humps to improve vertical delineation, with potential to include kerb extensions for a combination of two-way two-lane and single-lane slow points

Table 3: Denison Road - Traffic Calming Options

Option	Description
1 – 'No Left Turn' restriction from New Canterbury Road	Introduce a left-turn ban from New Canterbury Road into Denison Road during the weekday morning peak period to reduce through traffic
2 – Improve roundabout splitter islands	Install cast in-situ rumble bars or fully mountable islands in the painted roundabout splitter islands
3 – Reconstruct and improve existing mid-block devices	Reconstruct existing flat top road humps to improve vertical delineation, with potential to include kerb extensions for a combination of two-way two-lane and single-lane slow points
4 – Change intersection priority	Introduce stop-control for Denison Road at Dulwich Street and Pigott Street
5 – Four-way intersection treatments	Introduce kerb extensions and/ or raised pavements at intersection with Pigott Street
6 – T-intersection treatments	Introduce kerb extensions or modified T-intersection at intersection with Dulwich Street
7 – Full road closure	Mid-section closure/ discontinuity of road with access for pedestrians and cyclists only

Table 4: Union Street/ Windsor Road - Traffic Calming Options

Option	Description
1 – Reconstruct and improve existing mid-block devices	Reconstruct existing flat top road humps to improve vertical delineation, with potential to include kerb extensions for a combination of two-way two-lane and single-lane slow points
2 – Intersection priority	Introduce stop-control for Union Street at Abergeldie Street and/ or Windsor Road at Terry Road
3 – T-intersection treatments	Introduce kerb extensions or modified T-intersection at intersections with Arlington Street, Terry Road and Hampstead Road

Other Roads

Consideration should be given to the potential LATM measures presented in Table 5 for other roads in the study area.

Table 5: Other Potential Measures

Treatment	Street	Location
Fixed radar speed display	Constitution Road	Between Grove Street and Denison Road (and potentially other future temporary locations)
No Stopping linemarking	Denison Road/ Davis Street intersection	To the extents of the regulatory 'No Stopping' distances
'No Left Turn' restriction (AM peak period)	New Canterbury Road	At Dulwich Street
Pedestrian refuge island	Windsor Road	At Davis Street (both legs of intersection)
Pedestrian refuge island + kerb extensions	Constitution Road	At Williams Parade (south leg of roundabout)
	Williams Parade	At Constitution Road
Linemark 2.1 metre wide parking lanes	Arlington Street	Old Canterbury Road to Constitution Road
	Davis Street	Windsor Road to Denison Road
	Dulwich Street	Denison Road to New Canterbury Road
On-road bicycle symbols	Arlington Street	Old Canterbury Road to Constitution Road
	Davis Street	Windsor Road to Denison Road
	Dulwich Street	Denison Road to New Canterbury Road
New mid-block device (raised and/or narrowed device for two-way two-lane or single-lane slow point)	Abergeldie Street	Adjacent to House No. 18
		Adjacent to House No. 60
	Arlington Street	Adjacent to House No. 7
		Adjacent to House No. 19
		Adjacent to House No. 40
	Dixson Avenue	Adjacent to House No. 8
		Adjacent to House No. 39
	Elizabeth Street	Adjacent to House No. 31
	Gelding Street	Adjacent to House No. 4
		Adjacent to House No. 21
	Hampstead Road	Adjacent to House No. 12
Intersection treatments (Kerb extensions and/or raised pavement)	Arlington Street	At Abergeldie Street
	Arlington Street	At Dixson Avenue
	Davis Street	At Windsor Road
	Weston Street	At Windsor Road
Modified T-intersections	Gelding Street	At Maddock Street
	Hampstead Road	At Gelding Street
Entry threshold treatment (Kerb extensions and/ or tactile surface)	Constitution Road	At Old Canterbury Road
	Dixson Avenue	At Old Canterbury Road
	Windsor Road	At Old Canterbury Road
	Union Street	At New Canterbury Road
Left-in/ Left-out via central median	Lewisham Street	Denison Road
One-way northbound road section	Lewisham Street	The Boulevard to New Canterbury Road

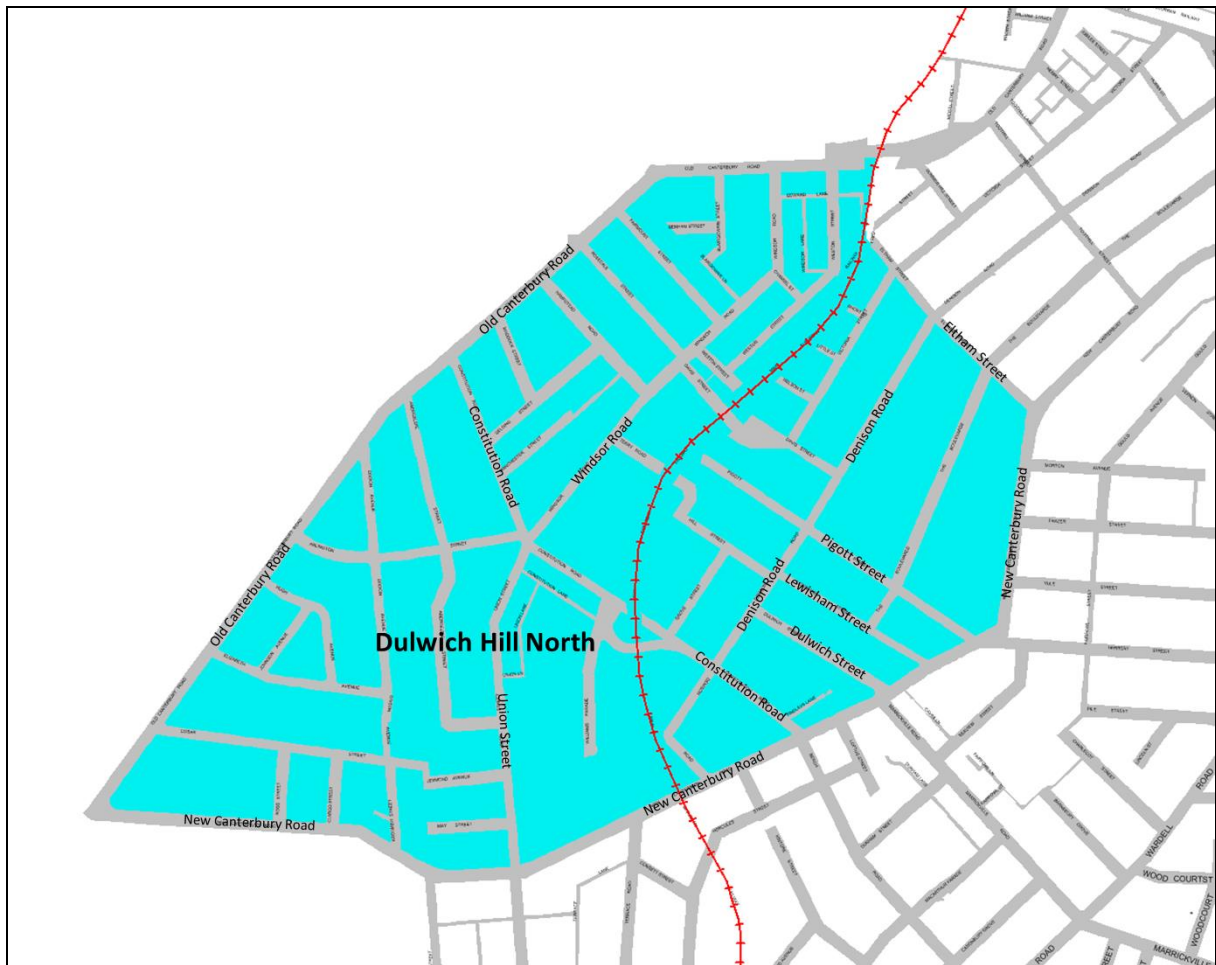
PROCESS FROM HERE

Following the assessment of the Pedestrian, Cyclist and Traffic Calming Advisory Committee, the draft report will be forwarded to the Infrastructure Planning and Environment Committee of Council for endorsement to integrate the LATM into the Tomorrow's Dulwich Hill Plan.

ATTACHMENT 1: Dulwich Hill North LATM Plan Study Area Map.

ATTACHMENT 2: Dulwich Hill North LATM Plan Draft Report 2016.

ATTACHMENT 1 – Dulwich Hill North LATM STUDY AREA



ATTACHMENT 2 – Dulwich Hill North LATM DRAFT REPORT 2016

(Attached separately)