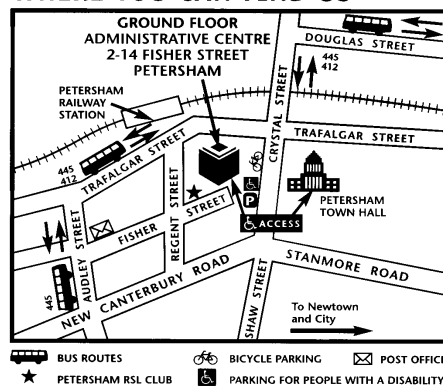


BUSINESS PAPER

PEDESTRIAN, CYCLIST & TRAFFIC CALMING ADVISORY COMMITTEE

THURSDAY, 12TH MAY 2016

WHERE YOU CAN FIND US



Meeting commences 10.00 am

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

Blank

MARRICKVILLE COUNCIL

6th May 2016.

Notice is given that a meeting of the Marrickville Pedestrian, Cyclist and Traffic Calming Advisory Committee will be held on Thursday 12th May, 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, 12 MAY 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 14 April 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	Frederick Street, Petersham (Central Ward/Newtown) Proposed temporary road closure to hold Brazilian festival event on Sunday 26 June 2016, Sunday 25 June 2017 & Sunday 24 June 2018 DA201600151	8
A1.2	Railway Parade, Marrickville (South Ward/Summer Hill) Proposed temporary road closure to hold custom motorcycle show event on Sunday 12 June 2016 S68-201600002	16

SECTION 2 – PARKING MATTERS

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
A2.1	Mobility Parking applications	
A2.1.1	1 Ross Street, Dulwich Hill (West Ward/Summer Hill)	26
A2.1.2	6 Day Street, Marrickville (South Ward/Summer Hill)	31
A2.1.3	8 Darley Street, Marrickville (West Ward/Summer Hill)	37
A2.1.4	17 Calvert Street, Marrickville (South Ward/Summer Hill)	43
A2.1.5	55-57 Wardell Road, Lewisham (Central Ward/Summer Hill)	50
A2.1.6	187 Australia Street, Newtown (North Ward/Newtown)	56
A2.2	7-9 Hutchinson Street, St Peters (South Ward/Heffron) Request for a 'Works Zone' adjacent to construction site	61
A2.3	23-29 Addison Road, Marrickville (South Ward/Newtown) Request for a 'Works Zone' adjacent to construction site	65
A2.4	14 McGill Street, Lewisham (Central Ward/Summer Hill) Request for a 'Works Zone' adjacent to construction site	69

A2.5	Audley Street, Petersham (Central Ward/Newtown) Request for a 'Works Zone' adjacent to construction site at No. 31-33 New Canterbury Road	73
A2.6	70 Darley Street, Newtown (South Ward/Newtown) Request for a 'Works Zone' adjacent to construction site	77
A2.7	Livingstone Road Street, Petersham (Central Ward/Newtown) Request for a 'Works Zone' adjacent to construction site at No. 112-114 New Canterbury Road	81
A2.8	Hopetoun Lane, Camperdown (North Ward/Newtown) Request for 'No Parking' restrictions	85
A2.9	Allans Avenue, Petersham (Central Ward/Summer Hill) Request for 'No Parking' restrictions	89
A2.10	Milne Lane, Tempe (Central Ward/Summer Hill) Request for 'No Stopping' restrictions	92

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	Eliza Street, Newtown (North Ward/Newtown) Shared zone safety concerns	96
B2	Livingstone Road, Marrickville (Central Ward/Summer Hill) Temporary road closures for St Brigid's Church on Sunday 31 July 2016	99
B3	Regional Bicycle Route 7 – Update on engagement with RMS and STA (Central & North Wards/Summer Hill & Newtown)	101

6. PART C: ITEMS FOR GENERAL TRAFFIC ADVICE

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
C1	410 Marrickville Road, Marrickville (Central Ward/Summer Hill) Proposed childcare centre DA201500623	105
C2	Lewisham Parking Study Review – Draft report (Central & West Wards/Newtown & Summer Hill)	112

C3	Marrickville East (Area 10) LATM Plan – Draft report (South Ward/Newtown & Summer Hill)	119
C4	Local Bicycle Routes 3 & 18 with streetscape improvements – Concept plans (Central & West Wards/Summer Hill)	123
C5	Petersham Parking Study – Draft report (North & Central Wards/Newtown & Summer Hill)	145
C6	Riverside Parking Study – Draft report (West Ward/Summer Hill)	154

7. General Business

8. Close of Meeting

PART 'A' - SECTION 1 - TRAFFIC MATTERS

Item No: A1.1
Subject: FREDERICK STREET, PETERSHAM (CENTRAL WARD/NEWTOWN)
PROPOSED TEMPORARY ROAD CLOSURE TO HOLD BRAZILIAN
FESTIVAL EVENT ON SUNDAY 26 JUNE 2016, SUNDAY 25 JUNE 2017
& SUNDAY 24 JUNE 2018
File Ref: DA201600151
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A Development Application was received from the Brazilian Community Council of Australia Incorporated (BRACCA) to hold a Brazilian community festival on Sunday 26 June 2016, Sunday 25 June 2017 & Sunday 24 June 2018 at the Petersham Townhall and on Frederick Street, between Crystal Street and Church Street, Petersham.

It is recommended that Council agree to the temporary road closure of the subject section of Frederick Street on Sunday 26 June 2016, Sunday 25 June 2017 & Sunday 24 June 2018 subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

OFFICER'S RECOMMENDATION**THAT:**

- a. The proposed temporary road closure of Frederick Street, between Crystal Street and Church Street, Petersham on Sunday 26 June 2016, Sunday 25 June 2017 & Sunday 24 June 2018 between 6:00am and 9:00pm, for the holding of a Brazilian community festival at the Petersham Townhall and on Frederick Street, be APPROVED subject to the approval of the Development Application and the applicant complying with the following conditions:
 1. A fee of \$1,441.70 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;
 2. The temporary full road closure be advertised by the applicant in the local newspaper providing 28 days notice for submissions, in accordance with the Roads Act;
 3. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
 4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controller's

certification number attached to the plan, not less than 5 days prior to implementation of the closure;

5. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 6. Notice of the proposed event is forwarded by the applicant to the NSW Police Local Area Commander, State Transit Authority, NSW Fire Brigades and NSW Ambulance Services;
 7. Advance notifications signs advising of the proposed road closure and traffic diversions to be strategically installed and maintained by the applicant at least two (2) weeks prior to the event;
 8. 'No Parking – Special Event' signs be affixed on both sides of Frederick Street, between Crystal and Church Streets, Petersham on the afternoon of the day prior to the event;
 9. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
 10. All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closure at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses (including regular users of the two existing Mobility Parking spaces in Frederick Street);
 11. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads; and
 12. Water filled barriers be placed at the road closure points to protect against any possible errant vehicles.
- b. The applicant be advised in terms of this report and that all costs for advertising the event and implementation of the road closure are to be borne by the applicant.
-

BACKGROUND

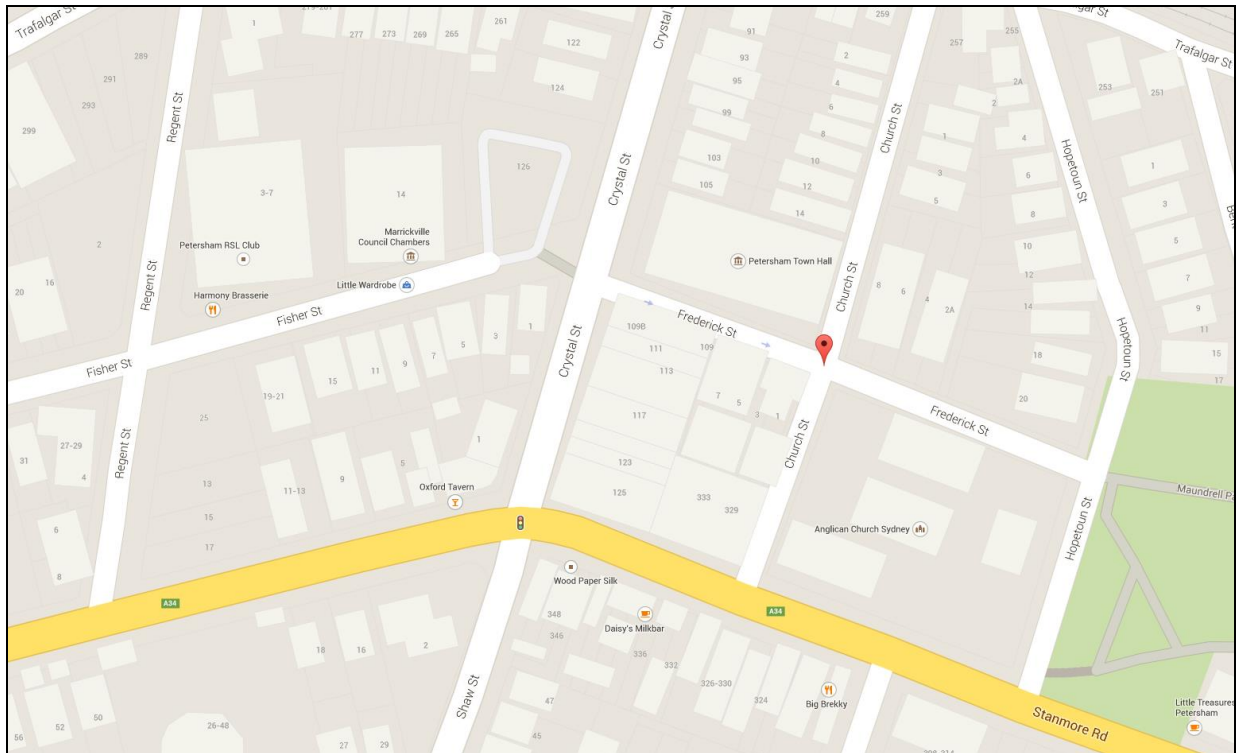
A Development Application was received from the Brazilian Community Council of Australia Incorporated (BRACCA) to hold a Brazilian community festival on Sunday 26 June 2016, Sunday 25 June 2017 & Sunday 24 June 2018 between 6:00am and 9:00pm at the Petersham Townhall and on Frederick Street, between Crystal Street and Church Street, Petersham.

This community event is for families, both adults with children, with social and recreational activities based on family involvement. There will be around 9 food and drink stall holders on Frederick Street and the Petersham Townhall will have another 2 stall holders inside the hall (refer to the attached site plan in Figure 1). It is anticipated that the event will attract between 2,000 to 2,500 people.

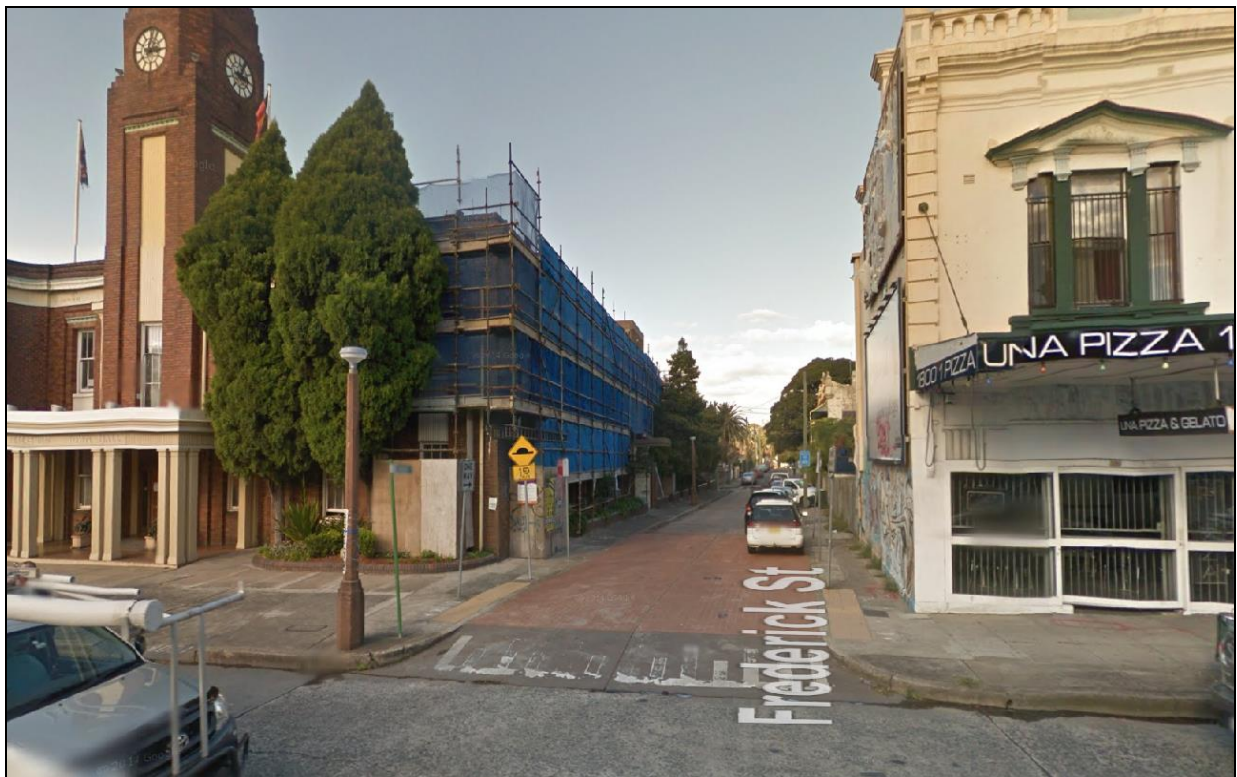
DISCUSSION

Site location & road network

Street Name	Frederick Street
Section	Between Crystal Street and Church Street
Carriageway Width (m)	6.4
Carriageway Type	One-way road with one travel lane in an eastbound direction, in addition to kerbside parking on one side.
Classification	Local
85th Percentile Speed (km/h)	47
Vehicles Per Day (vpd)	258
Reported Crash History (2010-2014)	No crashes recorded.
Heavy Vehicle Volume (%)	2.2
Parking Arrangements	Unrestricted parking with two mobility parking spaces on the southern side of the road.



Site locality map



Frederick Street at its intersection with Crystal Street

The temporary road closure of Frederick Street is required from 6.00am to 9.00pm on the day of the event to undertake the setup prior to the event and street cleaning after the event, before the road can be reopened to traffic.

The applicant advised that Traffic controllers and barricades will be located on Frederick Street at Crystal Street and at Church Street. Pedestrian access and egress to the event attendees will be via Petersham Townhall (refer to the attached traffic control plan in Figure 2). Event attendees will not be able to enter Frederick Street from Crystal Street or Church Street, except for an emergency.

A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event. Special Event advance notice signs will be strategically installed at least two (2) weeks prior to the event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking signs within the area of the event on the afternoon of the day prior to the event.

Impacts on Parking and Vehicular access

The proposed road closure will have an impact on 7 on-street car parking spaces along the south side of Frederick Street during the event, where this parking demand will need to be transferred to the parking spaces in nearby streets.

The property of 109B Crystal Street has vehicular access to their off-street parking from Frederick Street, which will be restricted during the event. All adjoining residential and commercial properties will need to be notified in writing of the proposed event and any impacts on parking and access to their properties by the applicant two weeks prior to the event. This includes the temporary removal of on-street mobility parking spaces in Frederick Street during the event.

Impacts on traffic

The subject section of Frederick Street carries a low volume of traffic and therefore the diverted traffic will have no major impacts on surrounding road network. The event will be held on a Sunday when lower than weekday traffic volumes are expected.

Public Transport

The subject site has access to public transport services, with Petersham Railway Station being located within a 200 metre radius from the site and bus routes (Route 412, 444, 445) operating along Crystal Street and Trafalgar Street.

CONSULTATION

The proposed road closures of Frederick Street will need to be advertised in the newspaper for a period of 28 days by the applicant and a Traffic Management Plan is to be submitted to the RMS for consideration and approval.

The event organiser will need to notify all affected residents and businesses in writing of the proposed temporary road closure at least two weeks prior to the event and make reasonable provision for residents and businesses, where possible.

CONCLUSION

It is recommended that Council agree to the temporary road closure of the subject section of Frederick Street on Sunday 26 June 2016, Sunday 25 June 2017 & Sunday 24 June 2018 subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

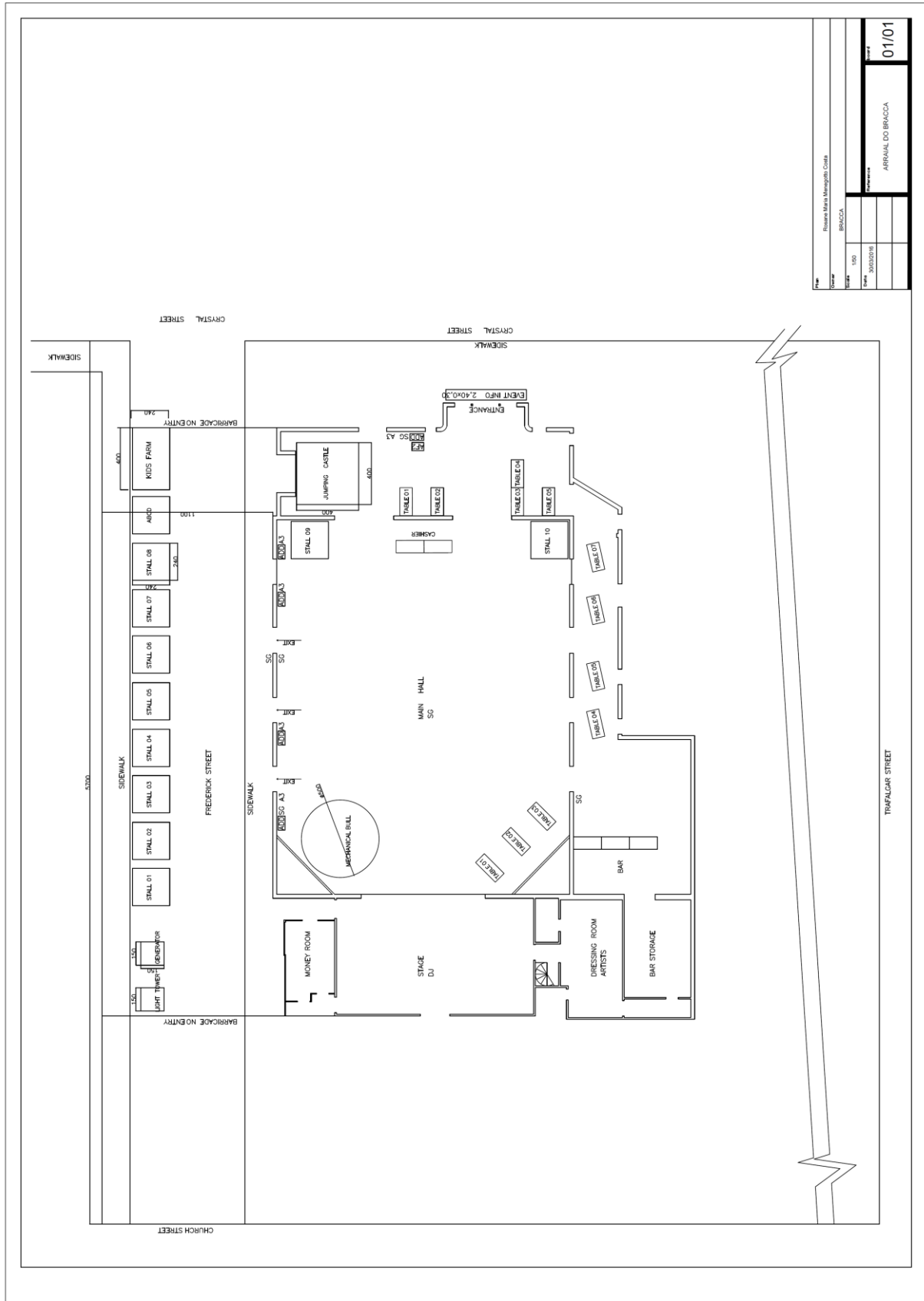


Figure 1 – Site Plan

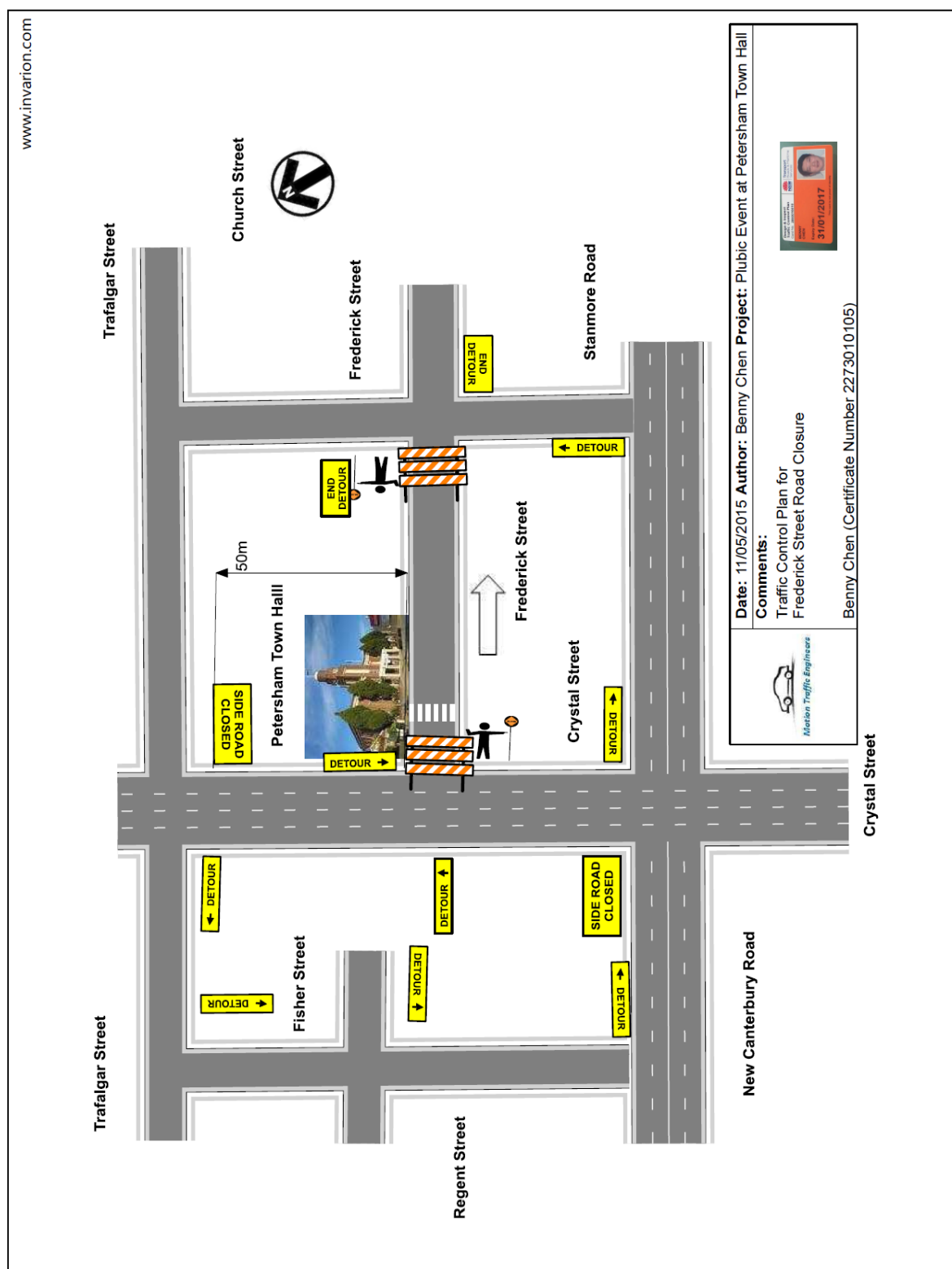


Figure 2 - Traffic Control Plan

Item No: A1.2
Subject: RAILWAY PARADE, MARRICKVILLE (SOUTH WARD/SUMMER HILL)
PROPOSED TEMPORARY ROAD CLOSURE TO HOLD CUSTOM MOTORCYCLE SHOW EVENT ON SUNDAY 12 JUNE 2016
File Ref: S68-201600002
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Railway Parade, Marrickville to hold a Throttle Roll event, a custom motorcycle show including a live music stage, display of motorcycles, food/retail stalls, art exhibitions and mechanical games on Sunday 12 June 2016, between the hours of 11.00am to 11.00pm. The erection of the stage, stalls and associated works will include a temporary full-road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 12:00pm Saturday 11 June 2016 to 6:00am Monday 13 June 2016.

It is recommended that Council agree to the temporary road closure of the subject section of Railway Parade from 12:00pm Saturday 11 June 2016 to 6:00am Monday 13 June 2016 subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

OFFICER'S RECOMMENDATION

THAT:

- a. The proposed temporary road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 12:00pm Saturday 11 June 2016 to 6:00am Monday 13 June 2016, for the holding of the Throttle Roll event on Railway Parade and on Frederick Street, be APPROVED subject to the approval of the Development Application and the applicant complying with the following conditions:
 1. A fee of \$1,441.70 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;
 2. The temporary full road closure be advertised by the applicant in the local newspaper providing 28 days notice for submissions, in accordance with the Roads Act;
 3. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
 4. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller,

is to be submitted to Council for review with a copy of the Traffic Controller's certification number attached to the plan, not less than 5 days prior to implementation of the closure;

5. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 6. Notice of the proposed event is forwarded by the applicant to the NSW Police Local Area Commander, State Transit Authority, NSW Fire Brigades and NSW Ambulance Services;
 7. Advance notifications signs advising of the proposed road closure and traffic diversions to be strategically installed and maintained by the applicant at least two (2) weeks prior to the event;
 8. 'No Parking – Special Event' signs be affixed on both sides of Railway Parade, Marrickville between Marrickville Road and Sydenham Road on the afternoon of the day prior to the event date;
 9. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
 10. All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closure at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses;
 11. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads; and
 12. Water filled barriers be placed at the road closure points to protect against any possible errant vehicles.
- b. The applicant be advised in terms of this report and that all costs for advertising the event and implementation of the road closure are to be borne by the applicant.
-

BACKGROUND

Council has received an application under Section 68 of the Local Government Act 1993 to use Railway Parade, Marrickville to hold a Throttle Roll event, a custom motorcycle show including a live music stage, display of motorcycles, food/retail stalls, art exhibitions and mechanical games on Sunday 12 June 2016, between the hours of 11.00am to 11.00pm

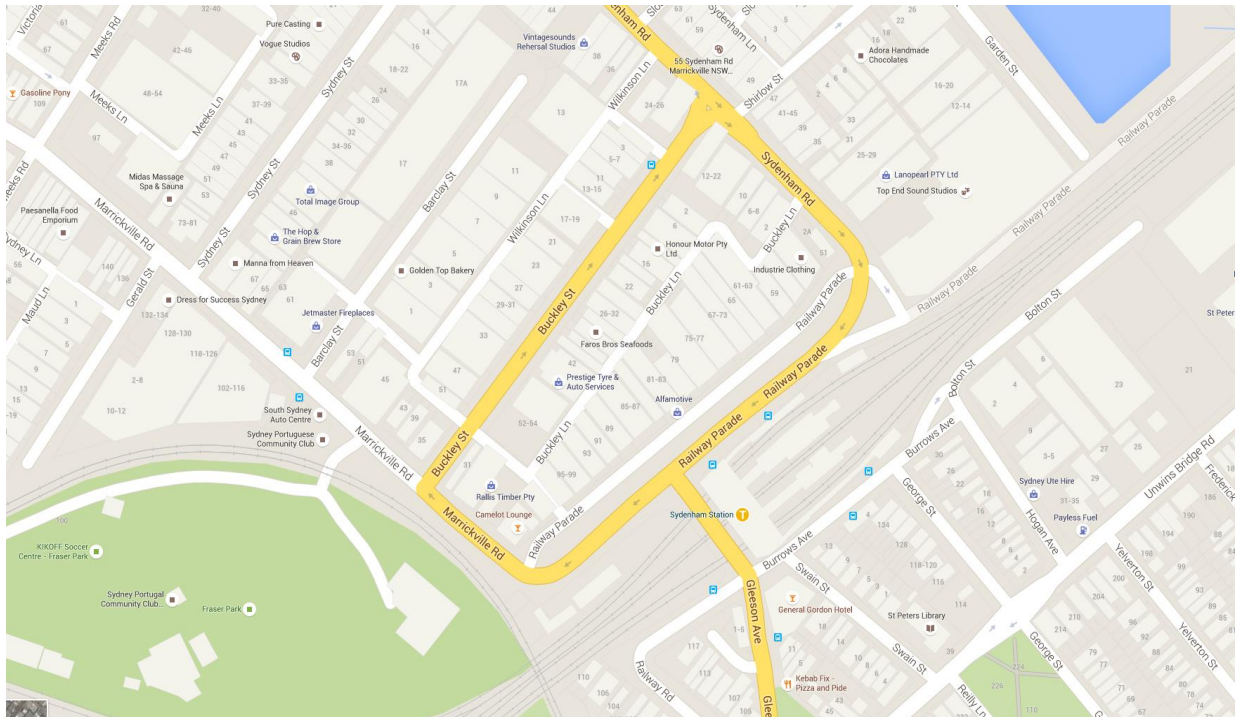
The erection of the stage, stalls and associated works will include a temporary full-road closure of Railway Parade, Marrickville between Sydenham Road and Buckley Lane from 12:00pm Saturday 11 June 2016 to 6:00am Monday 13 June 2016.

The Throttle Roll event is for the custom motorcycle community with a large proportion of the supporters residing in Sydney's inner-west. The event was established in 2013 where it was held at the Vic on the Park which is located on the corner of Addison Road and Enmore Road, Marrickville. Given the success over the years and the growing support received from the custom community, a new location has been identified to cater this expansion. It is anticipated that the event will attract approximately 3,500 people.

DISCUSSION

Site location & road network

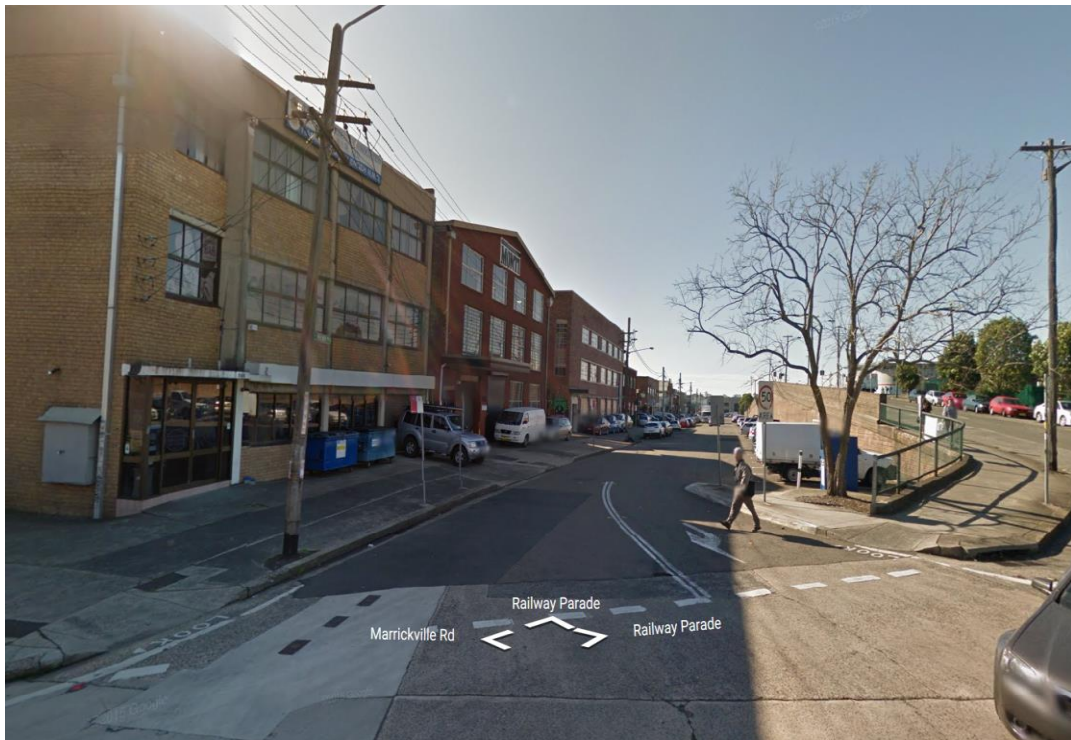
Street Name	Railway Parade
Section	Between Sydenham Road and Marrickville Road
Carriageway Width (m)	10.0
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	—
Vehicles Per Day (vpd)	—
Reported Crash History (2010-2014)	1 crash (Rum Code: 49). Crash resulted in a tow-away.
Heavy Vehicle Volume (%)	—
Parking Arrangements	Northern side of the road consists of '2P 8.30am-6pm Mon Fri' parallel-to-kerb parking. Southern side of the road consists of sections of '4P 8.30am-6pm Mon Fri' 90 degree angle parking and unrestricted 90 angle parking.



Site locality map



Railway Parade at its intersection with Sydenham Road



Railway Parade at its intersection with Sydenham Road

The temporary road closure of Railway Parade is required from 12:00pm Saturday 11 June 2016 to 6:00am Monday 13 June 2016 to undertake the set-up/pack-down of the stage, stalls and all other associated works prior and after the event, before the road can be reopened to traffic.

The applicant advised that traffic controllers and barricades will be located on Railway Parade at Buckley Lane and at Sydenham Road. In addition, traffic controllers will be assisting pedestrians at the intersection of Railway Parade and Gleeson Avenue near Sydenham Railway Station and at the intersection of Railway Parade and Sydenham Road near the entry to the event. Pedestrian access and egress to the event attendees will be via Sydenham Road and Railway Parade intersection (refer to the attached traffic control plans). Event attendees will not be able to enter Railway Parade from Marrickville Road or Buckley Lane, except for an emergency.

A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event. The event has engaged the services of St Johns Ambulance who will be on-site for the duration of the event. Special Event advance notice signs will be strategically installed at least two (2) weeks prior to the event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking signs within the area of the event on the afternoon of the day prior to the event date.

Impacts on Parking and Vehicular access

The proposed road closure will have an impact on approximately 90 on-street car parking spaces along both sides of Railway Road during the event, where this parking demand will need to be transferred to the parking spaces in nearby streets. Given the surrounding

environment being industrial, it is envisaged that parking utilisation of this road is not highly utilised on weekends.

All business properties on Railway Parade will be restricted to access parking during the event for that weekend. Access through the rear of these properties in Buckley Lane will still be retained during that weekend. All adjoining residential and commercial properties will need to be notified in writing of the proposed event and any impacts on parking and access to their properties by the applicant two weeks prior to the event. This includes the temporary removal of on-street parking spaces in Railway Parade during the event.

Impacts on traffic

The subject section of Railway Parade carries a low volume of traffic and therefore the diverted traffic will have no major impacts on surrounding road network. The event will be held on a Sunday when lower than weekday traffic volumes are expected.

Public Transport

The subject site has access to public transport services, with Sydenham Railway Station being located within a 100 metre radius from the site and bus routes (Route M30, 418, 425) operating along Marrickville Road, Railway Parade and Gleeson Avenue.

CONSULTATION

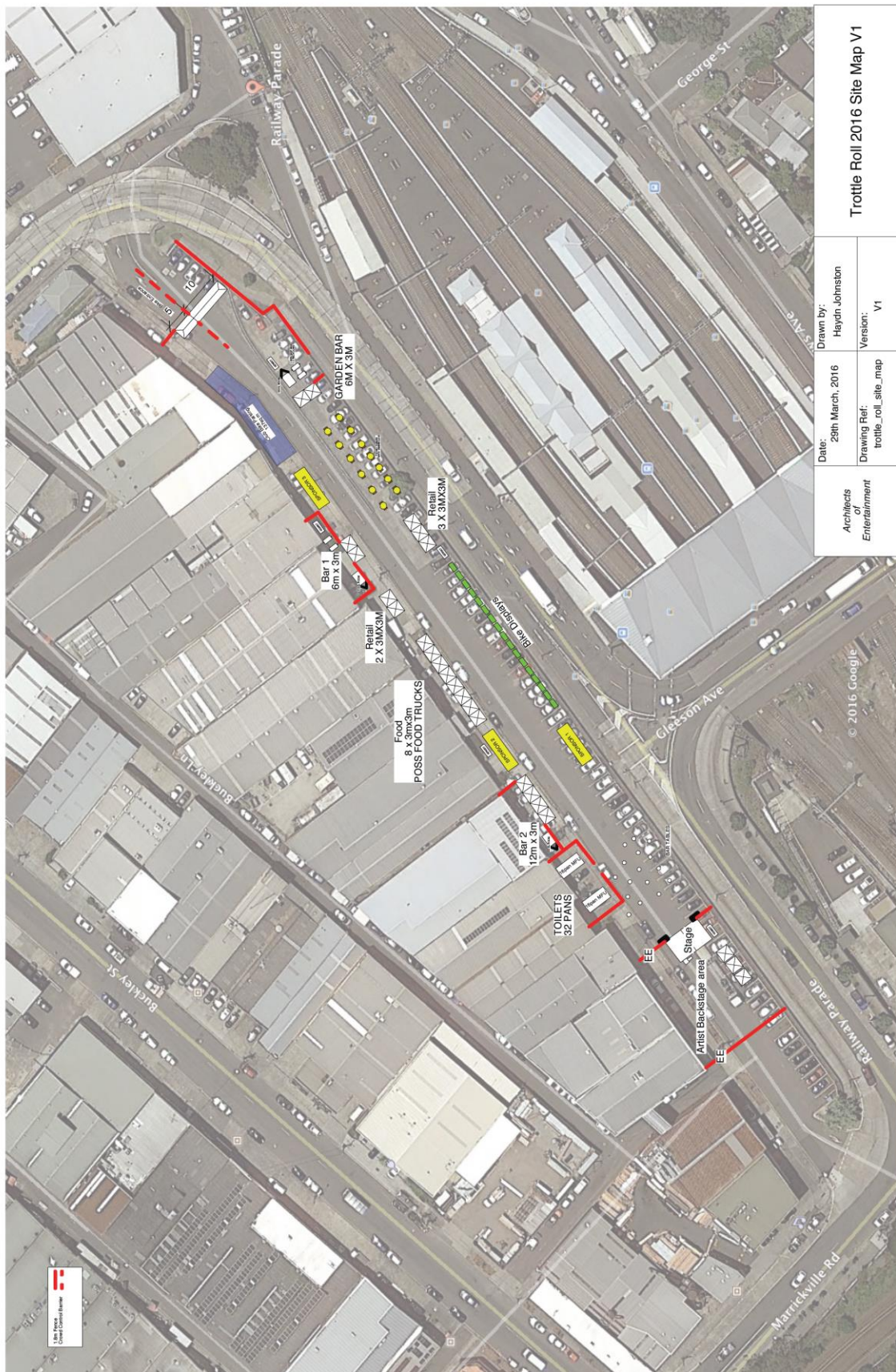
The proposed road closures of Railway Parade will need to be advertised in the newspaper for a period of 28 days by the applicant and a Traffic Management Plan is to be submitted to the RMS for consideration and approval.

The event organiser will need to notify all affected residents and businesses in writing of the proposed temporary road closure at least two weeks prior to the event and make reasonable provision for residents and businesses, where possible.

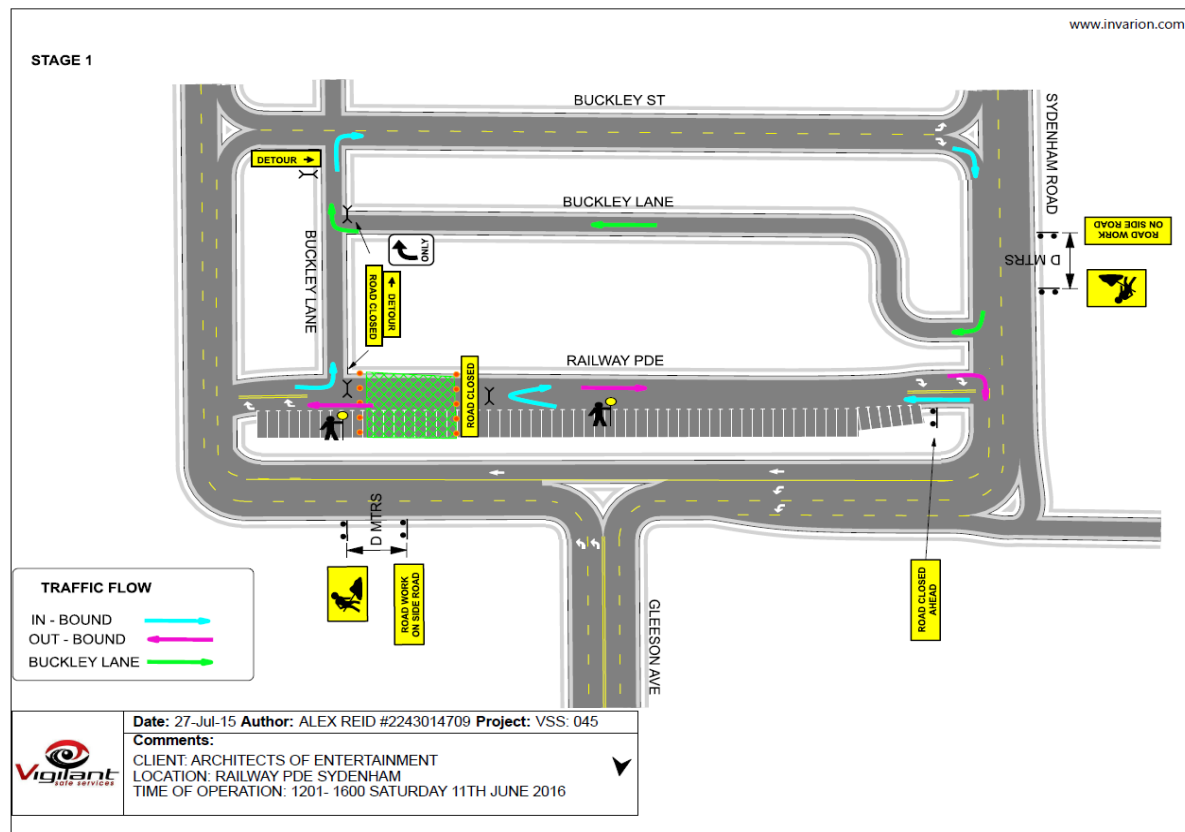
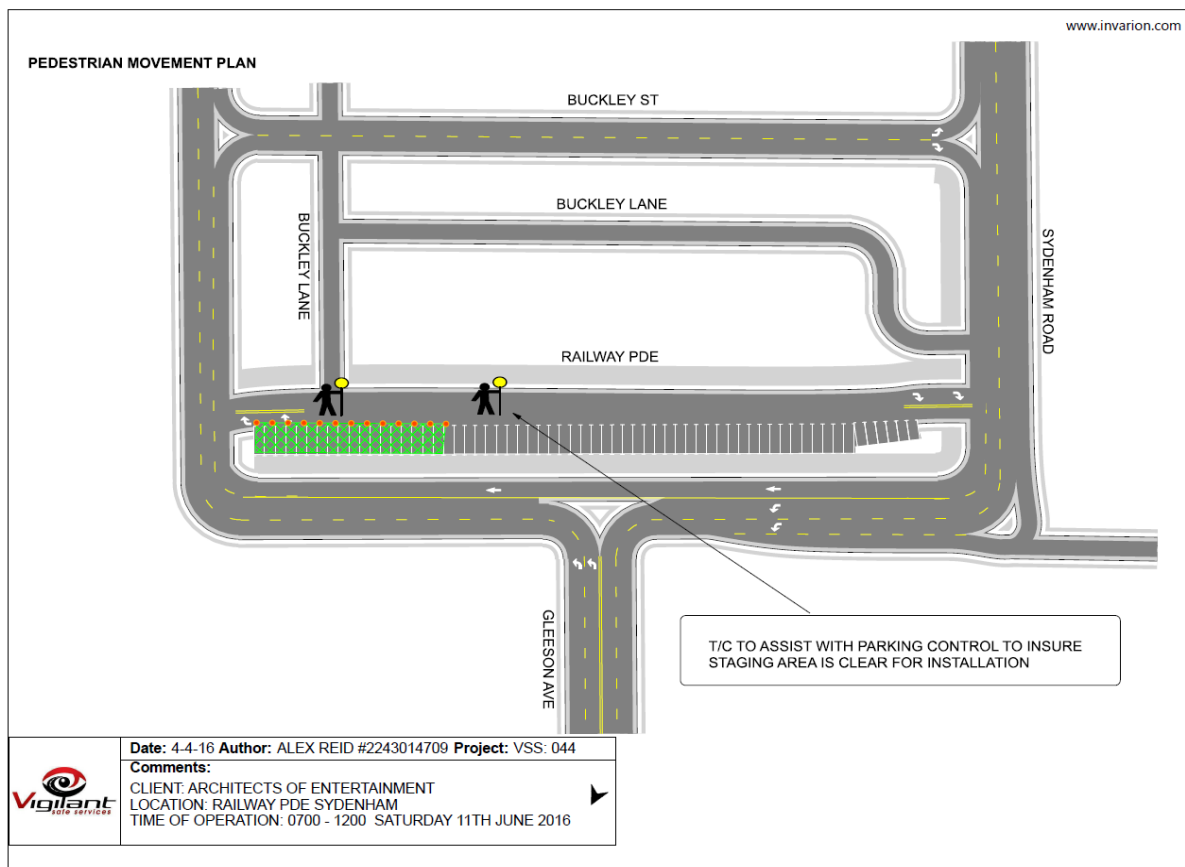
CONCLUSION

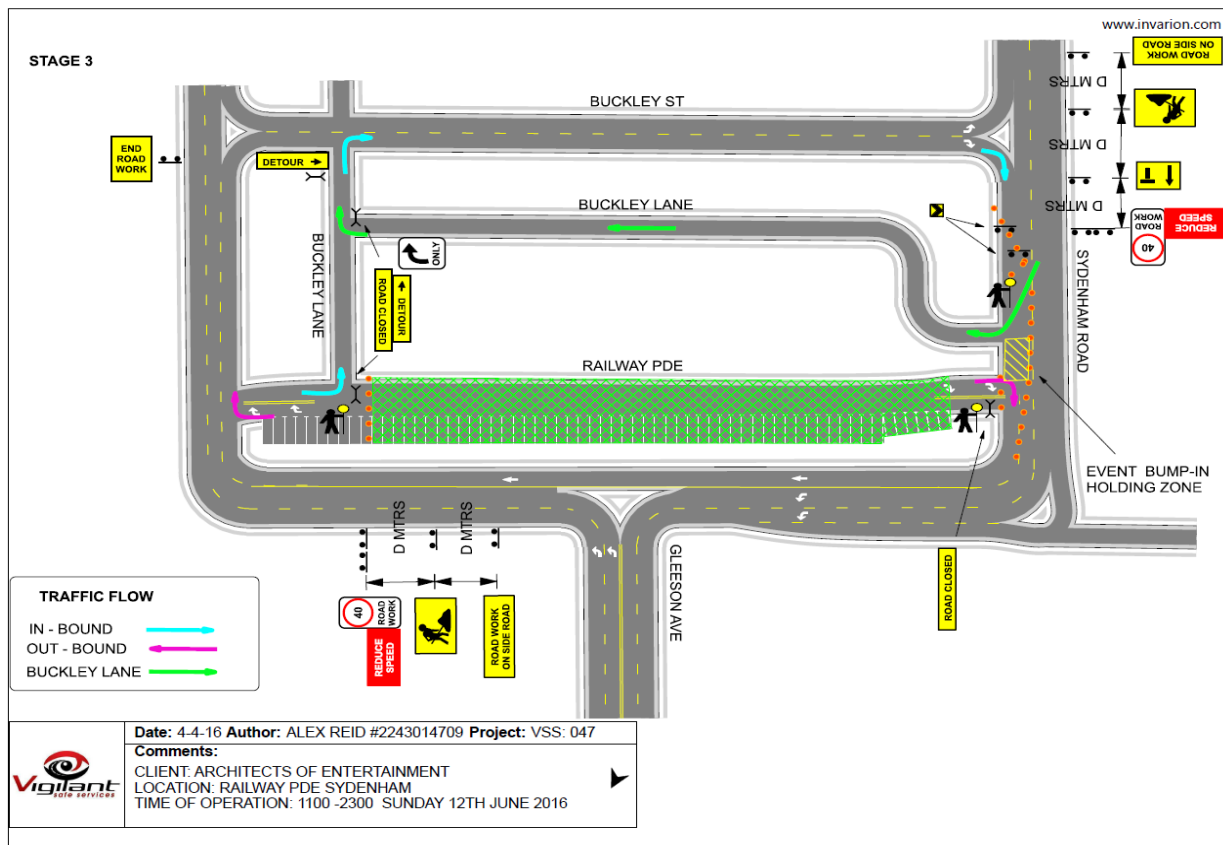
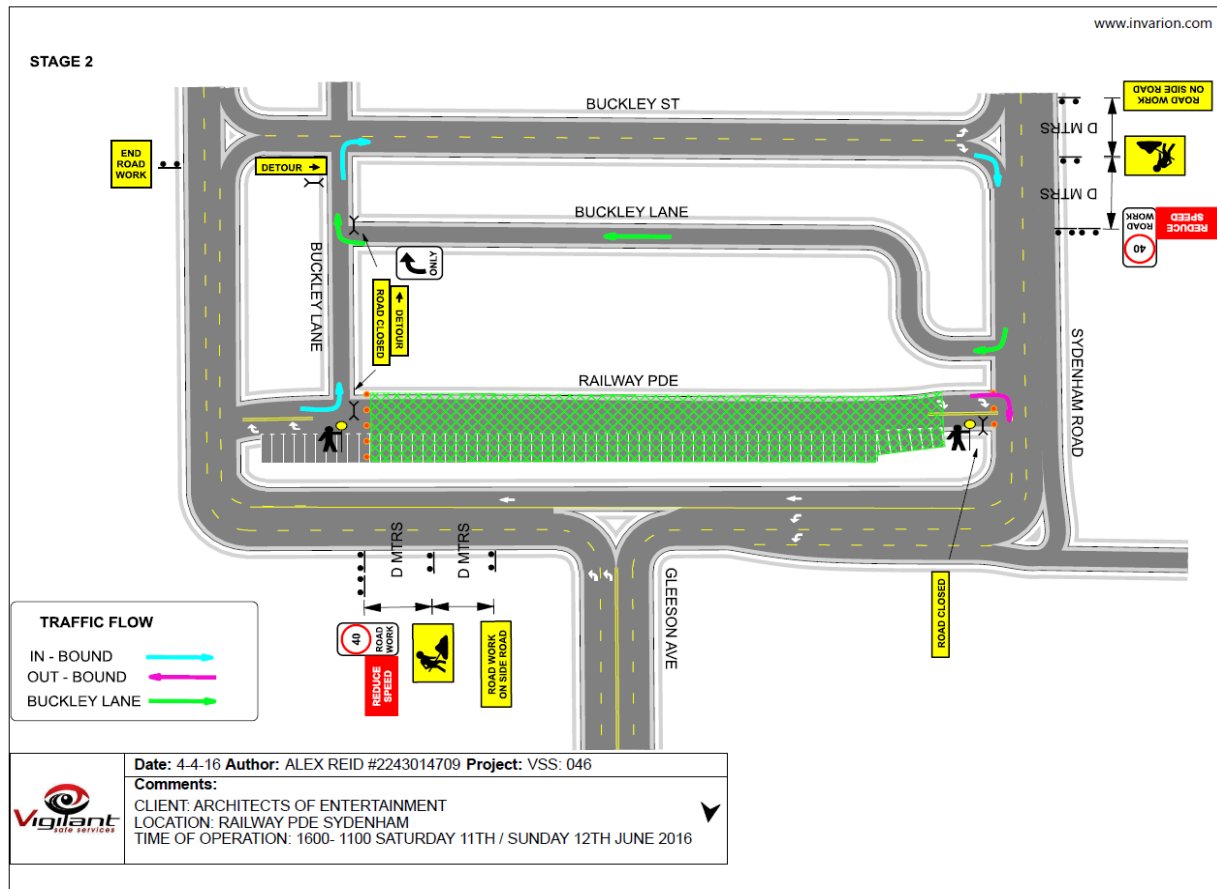
It is recommended that Council agree to the temporary road closure of the subject section of Railway Parade from 12:00pm Saturday 11 June 2016 to 6:00am Monday 13 June 2016 subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

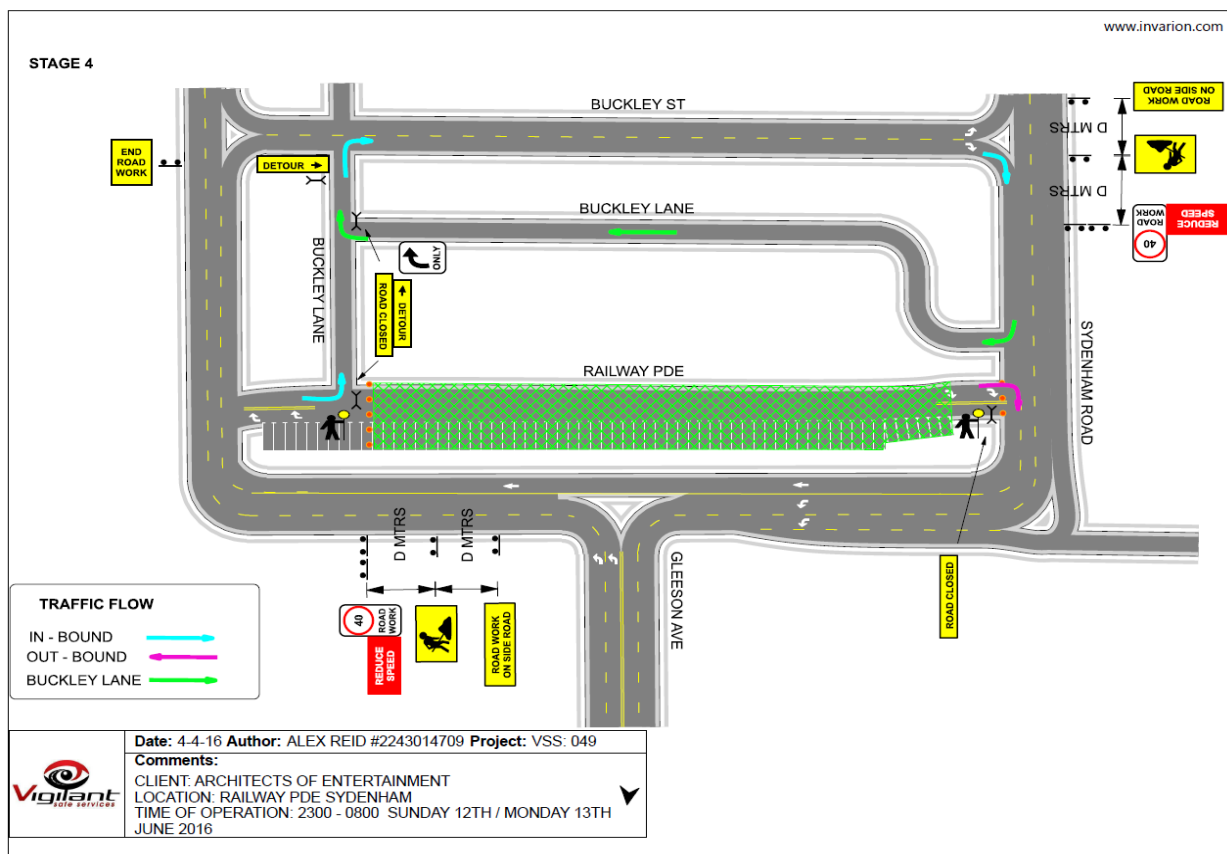
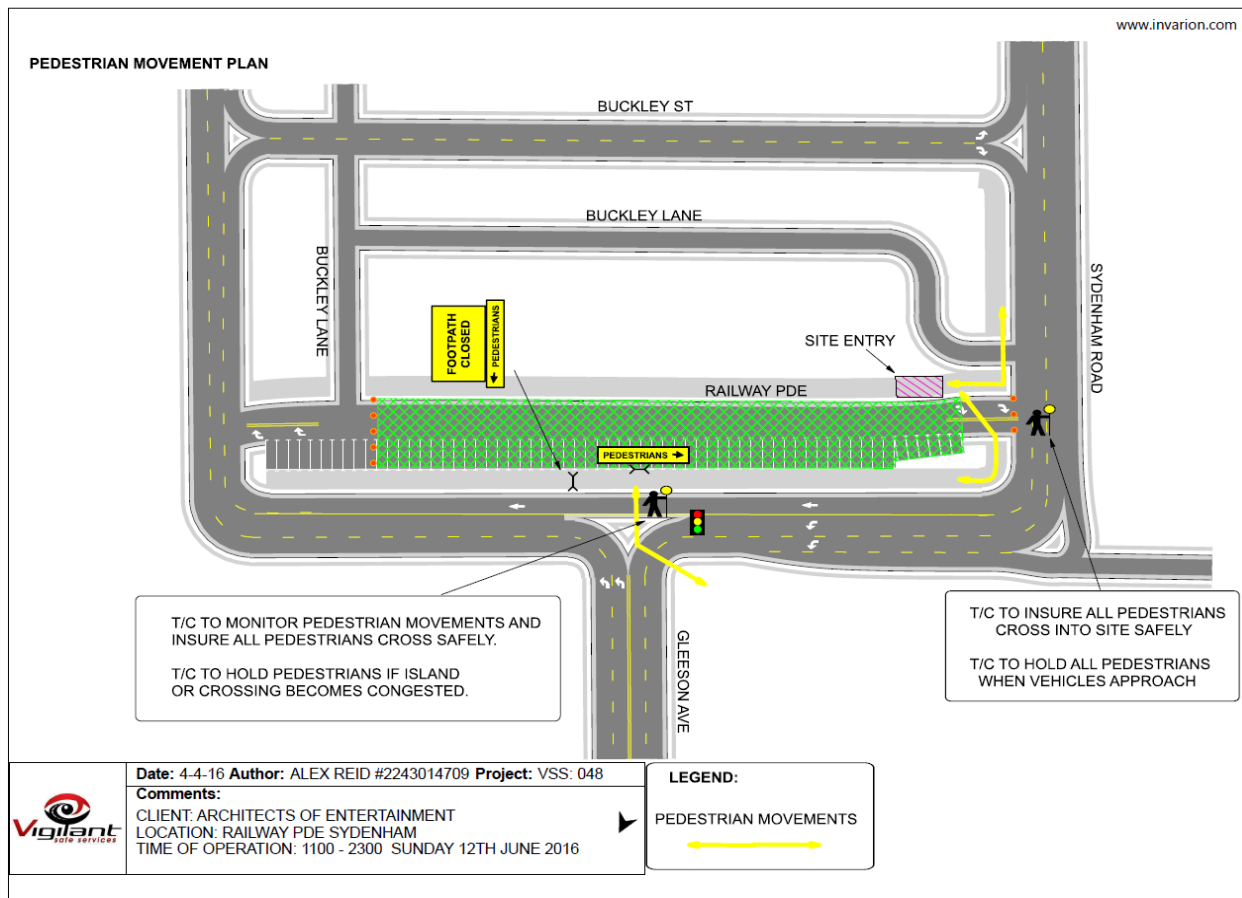
Site Plan – Railway Parade, Marrickville



Pedestrian Management Plans & Traffic Control Plans







PART 'A' - SECTION 2 - PARKING MATTERS

Item No: A2.1.1
Subject: ROSS STREET, DULWICH HILL (WEST WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 1
File Ref: S4090-01
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Ross Street, Dulwich Hill 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 Ross Street, Dulwich Hill in front of property no. 1, 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
Ross Street	Local road	Two-way residential street, 12.8m in width that runs north-south between Cobar Street and New Canterbury Road.

The applicant's property is located on the eastern side of Ross Street, Dulwich Hill and is approximately 35m North from New Canterbury Road. 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 Ross Street. There are no existing mobility parking spaces in close proximity to the applicant. It has been observed during a site inspection undertaken in the morning period that the on-street parking spaces in Ross Street were moderately utilised.

The applicant advised a Council Officer that her condition does not allow her to walk long distances due to his medical conditions. The applicant also stated that she does not drive and that his daughter and carer drive her around.

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".*

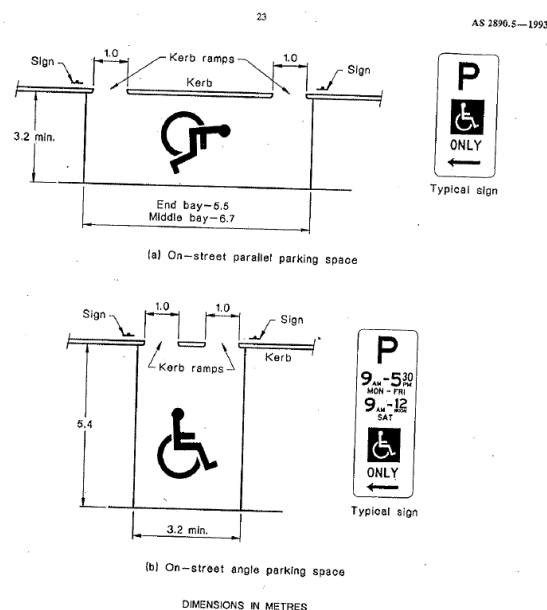


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

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.

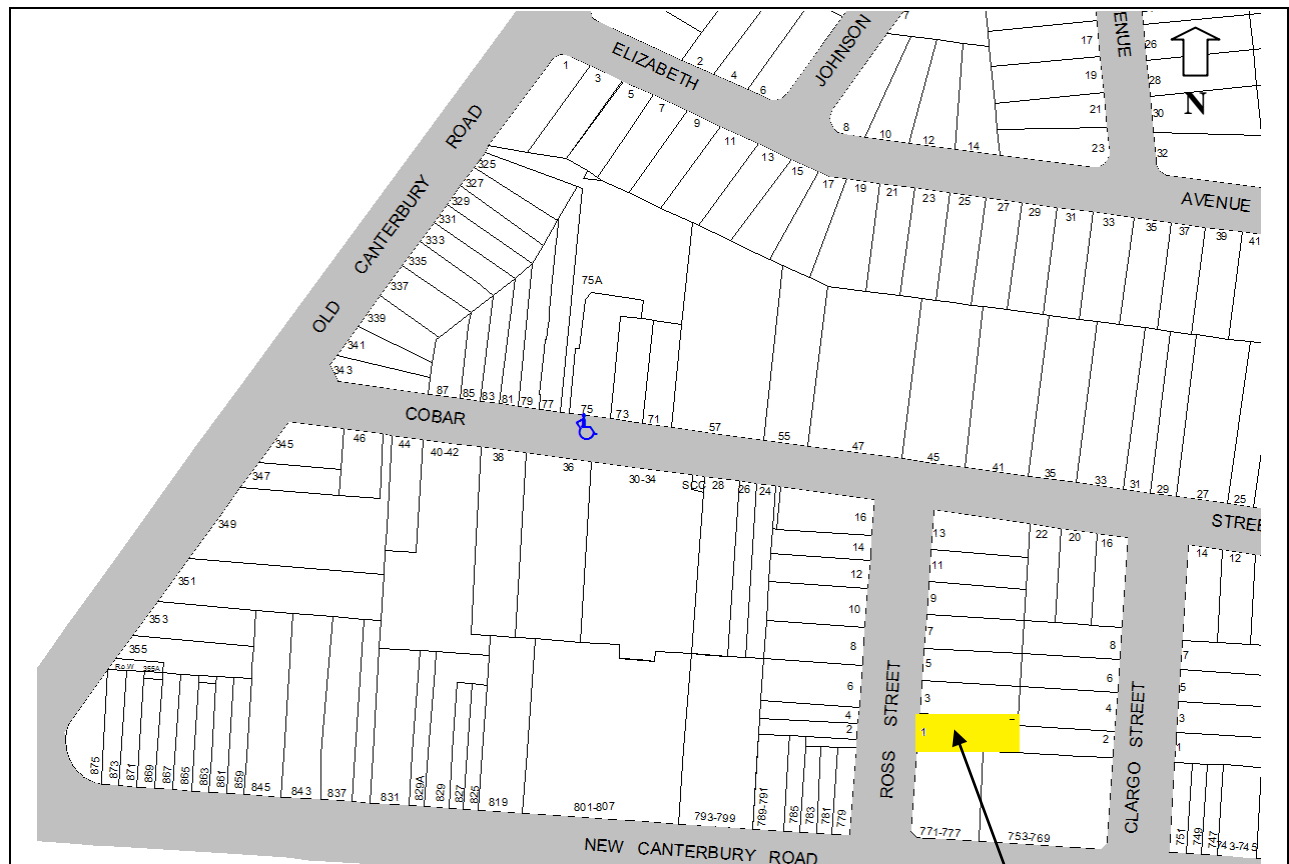
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

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 – Ross Street, Dulwich Hill



The applicant's property

Photographs – Ross Street, Dulwich Hill



The frontage of the applicant's property in Ross Street



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

Item No: A2.1.2
Subject: DAY STREET, MARRICKVILLE (SOUTH WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 6
File Ref: S1300-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Day Street, Marrickville 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 has an off-street parking facility which is not fit for use 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 western side of Day Street, Marrickville adjacent to property no. 6, 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
Day Street	Local road	This section of the road is a residential street, 12.8m in width that runs west – east from Hampden Avenue to an end.

The applicant's property is located on the southern side of Day Street, Marrickville and is approximately 25m West from Hampden Avenue. The applicant's property does have an off-street parking facility (to the rear of the property) with the access point of the garage to be measured 2.5 metres in width with boundary walls either side (refer to the attached locality map and photographs).

At present, parking is unrestricted on both sides of Day Street. There are no existing mobility parking spaces located in close proximity to the applicant property. It has been observed during a site inspection undertaken in the afternoon period that the on-street parking spaces in Day Street were moderately utilised.

The applicant advised a Council Officer that the garage is at a lower elevation at the rear of the property and applicant has to climb a number of stairs to access the house. Due to the applicant's current medical condition he is unable to walk up these steps. Due to his current medical condition he requires parking availability close to his property.

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".*

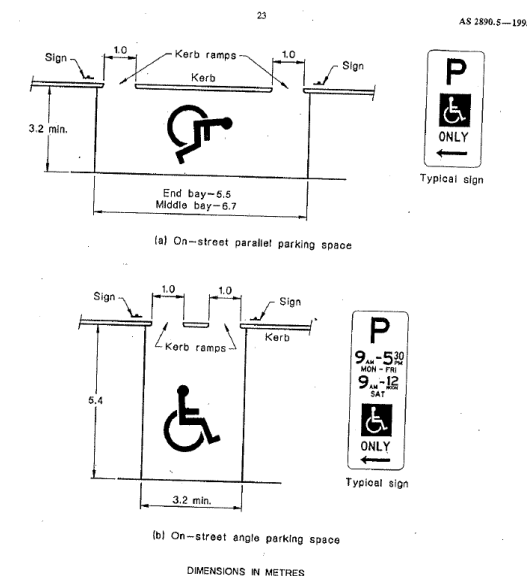


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

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 has an off-street parking facility which is not fit for use and the applicant's condition warrants the provision of this space.

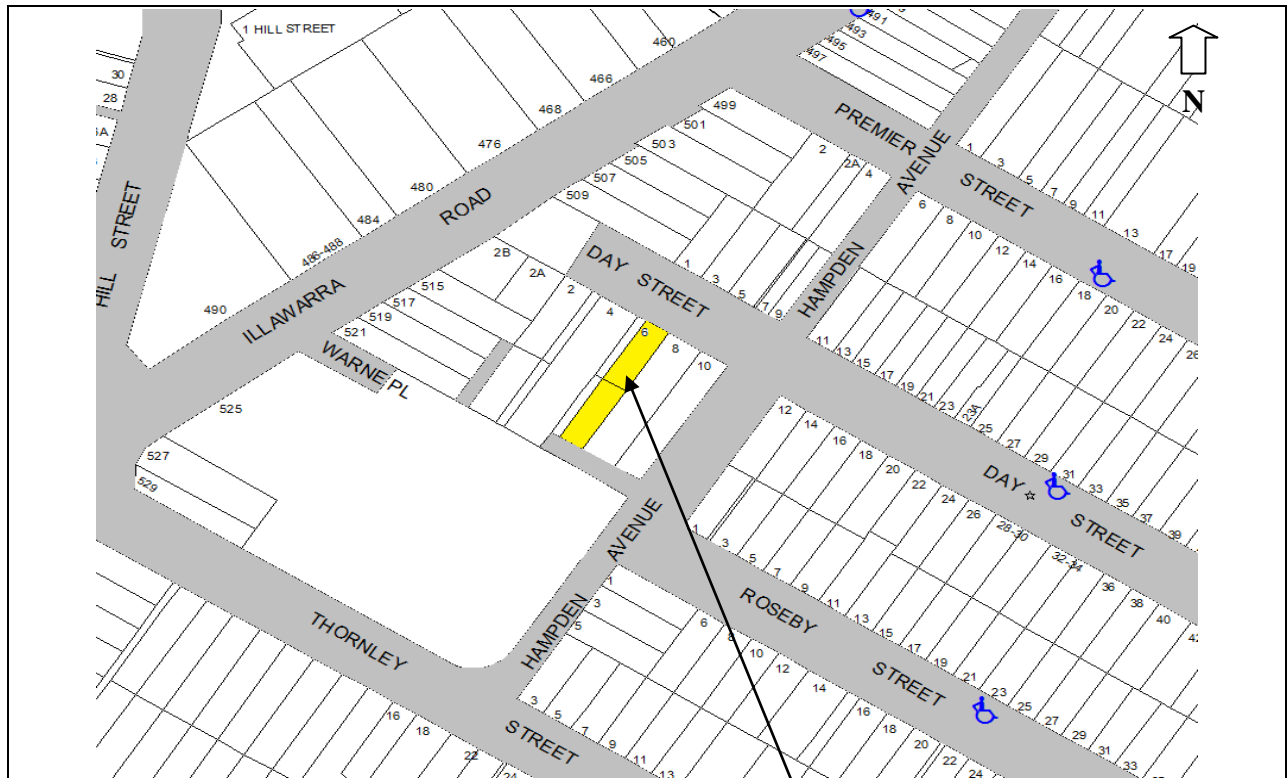
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

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 – Day Street, Marrickville



The applicant's property

Photographs – Day Street, Marrickville



The frontage of the applicant's property in Day Street



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



Off-street parking facility to the rear of the property.

Item No: A2.1.3
Subject: DARLEY STREET, MARRICKVILLE (WEST WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 8
File Ref: S1270-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Darley 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 facility at the rear of the property 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 8 Darley Street, Marrickville 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.

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
Darley Street	Local Road	Two-Way Road, 12.8m in width that runs north south from Marrickville Road to Pine Street.

The applicant's property is located on the eastern side of Darley, Street and is approximately 90m South from Marrickville Road. The applicant's does have an off-street parking facility with the access point of the garage to be measured at 3 metres in width. It should be noted that the off-street parking space is accessible and it is wide for the resident to be able to drive through to the garage (refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Darley Street and Harney Street. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Darley Street and Harney Street were moderately utilised. There are no existing mobility parking spaces in close proximity to the applicant.

A Council Officer spoke with the applicant who advised that her condition does not necessitate the use of a wheel chair. The applicant explained that she and her husband drive a vehicle each and the off-street parking space is currently being utilised by the husband.

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”.*

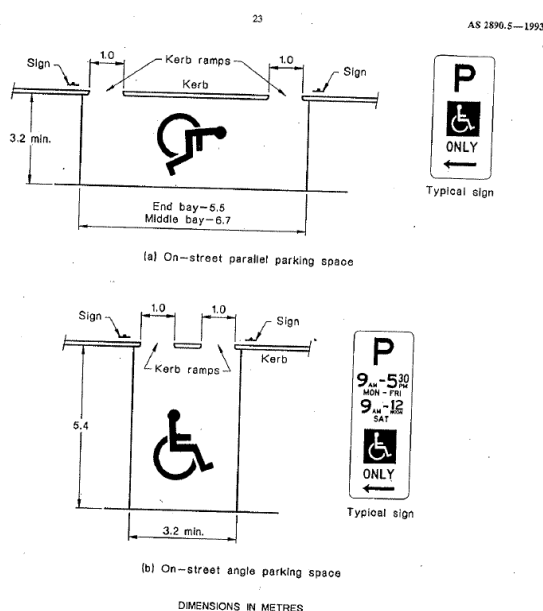


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

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.

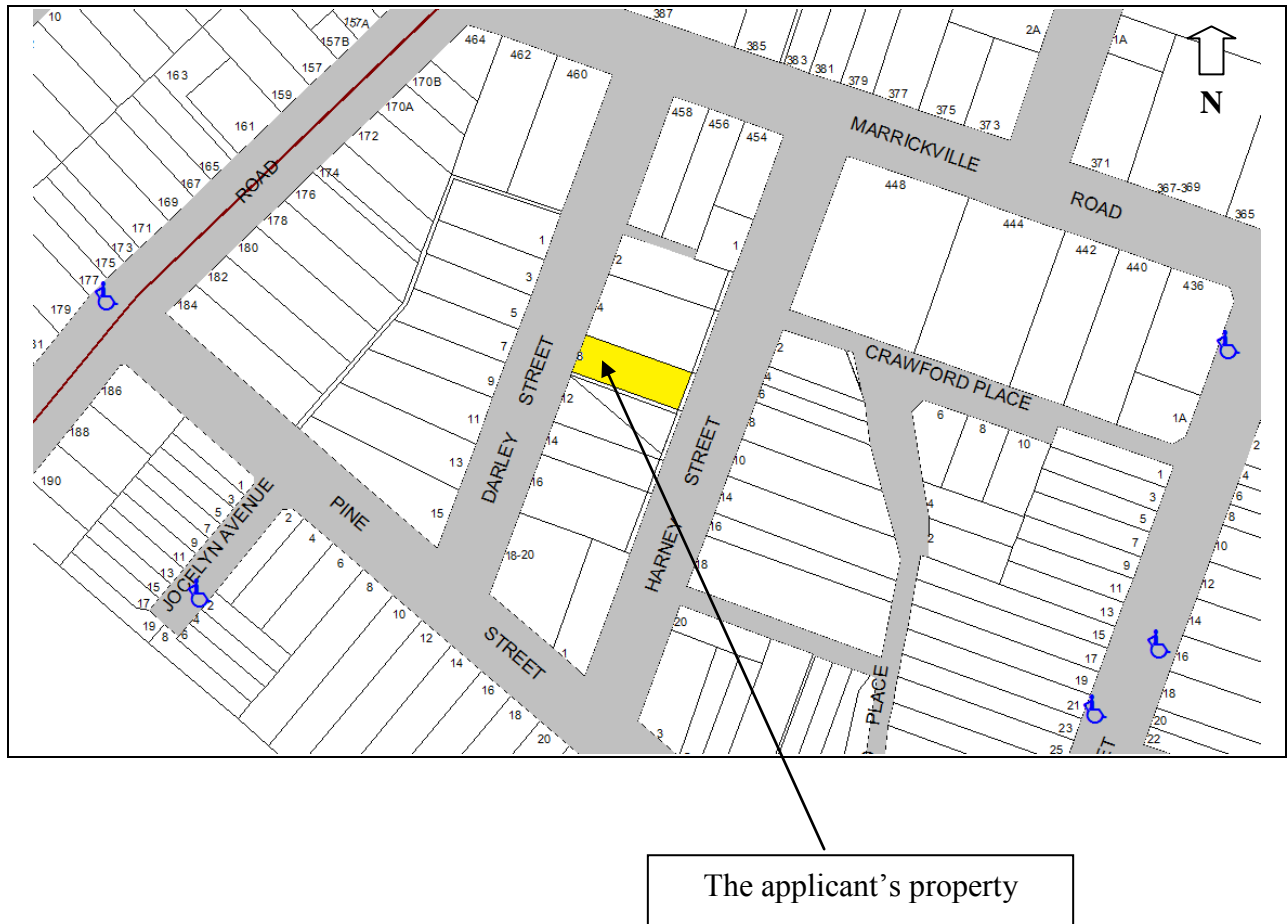
CONCLUSION

It is 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 and the applicant's condition does not necessitate the use of a wheel chair for mobility.

FINANCIAL IMPLICATIONS

There are no financial implications for Council.

Locality Map – Darley Street, Marrickville



Photographs – Darley Street, Marrickville



The frontage of the applicant's property in Darley Street



On-street parking in Darley Street adjacent to the applicant's property.

Photographs – Harney Street, Marrickville



Entrance to off-street parking at the applicant's property in Harney Street



On-street parking in Harney Street adjacent to the applicant's property.

Item No: A2.1.4
Subject: CALVERT STREET, MARRICKVILLE (SOUTH WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY No. 17
File Ref: S0720-02
Author: Maaran Mutharasa – Project Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Calvert Street, Marrickville for the provision of a dedicated mobility parking outside their property. It is recommended that a 'Mobility Parking' space not be approved as the applicant's property has an off-street parking facility at the rear of the property and there are four existing mobility parking spaces within 50 metres to the applicant's property that 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 17 Calvert Street, Marrickville as there are four (4) existing mobility parking spaces within 50 metres to the applicant's property that can be utilised by the applicant, the applicant has access to an off-street parking facility and the applicant's condition does not necessitate the use of a wheel chair for mobility.

BACKGROUND

A resident of 17 Calvert Street, Marrickville has submitted an application for the provision of a 'Mobility Parking' space outside their property. The applicant's condition does not necessitate the use of a wheelchair; however his condition does not allow him to walk long distances, where he requires assistance. A copy of the RMS disability parking permit and a medical certificate were submitted to Council in support of the application.

DISCUSSION

Name of Road	Classification of Road	Road Description
Calvert Street	Local Road	Two-Way Road, 12.8m in width that runs west - east from Calvert Lane to Gladstone Lane.

The applicant's property is located on the northern side of Calvert Street, Marrickville. The applicant's property does have an off-street parking facility with the access point of the garage to be measured at 2.5 metres in width with boundary walls either side (Refer to the attached locality map and photographs).

It should be noted that the off-street parking space at the rear of Gladstone Lane is accessible and it is wide for the resident to be able to drive through to the property (refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Calvert Streets. There are four (4) existing mobility parking spaces located approximately 15m, 20m, 30m & 50m away from the applicant property in Calvert Streets.

It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Calvert Street were moderately utilised. A Council Officer spoke with the applicant son-in-law, who advised that his condition does not allow him to walk long distances. The applicant does drive a vehicle.

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”.*

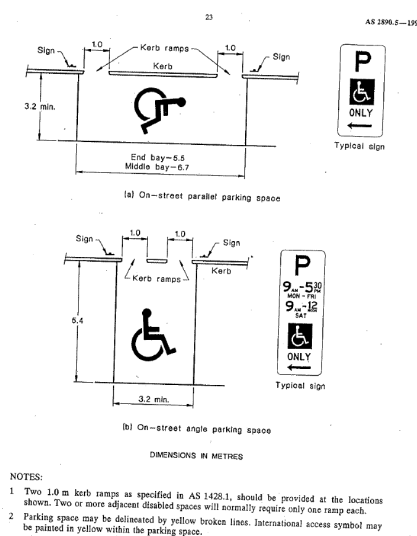


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

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 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

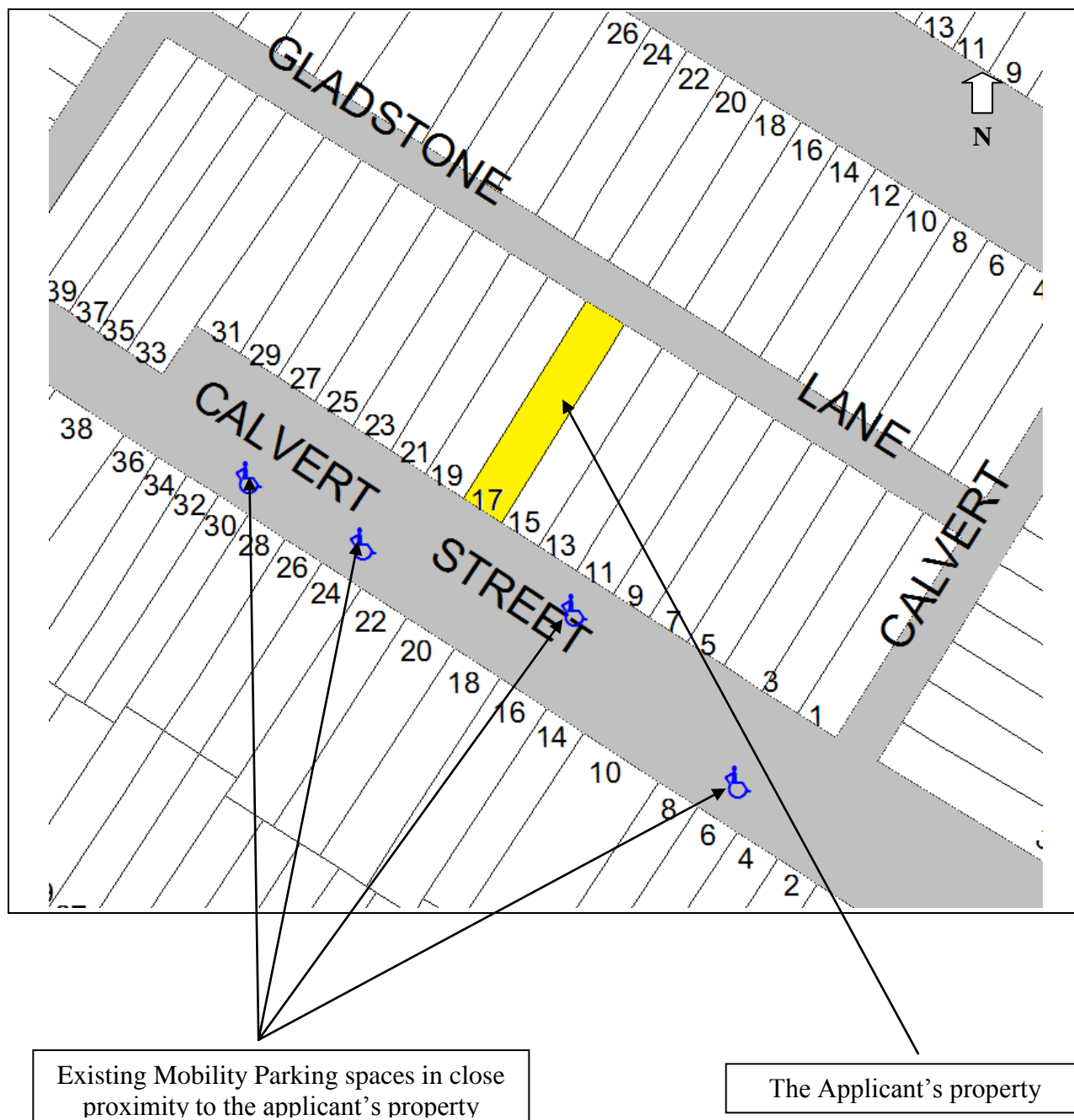
It is difficult to support the provision of a 'Mobility Parking' space in this case as the applicant's property has an off-street parking space that can be utilised and the applicant's condition does not necessitate the use of a wheel chair for mobility.

Furthermore, there are four existing mobility parking spaces within 50 metres to the applicant's property that can be utilised by the applicant.

FINANCIAL IMPLICATIONS

There are no financial implications for Council.

Locality Map – Calvert Street, Marrickville



Photographs – Calvert Street, Marrickville



The frontage of the applicant's property in Calvert Street



On-street parking in Calvert Street adjacent to the applicant's property

Photographs – Calvert Street, Marrickville



On-street parking in Calvert Street adjacent to the applicant's property



The rear of the applicant's property in Gladstone Lane



On-street parking in Gladstone Lane adjacent to the applicant's garage.

Item No: A2.1.5
Subject: WARDELL ROAD, LEWISHAM (CENTRAL WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 55-57
File Ref: S5054-01
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Wardell Road, Marrickville for the provision of a dedicated mobility parking space outside unit residence. It is recommended that a 'Mobility Parking' space not be approved as the applicant's property has an off-street parking facility 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 55-57 Wardell Road, Marrickville as the applicant's apartment block 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.

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
Wardell Road	Regional Road	Two-Way Road, 12.8m in width that runs north south from Frazer Street to Vernon Street.

The applicant's property is located on the western side of Wardell Road, Lewisham. The applicant's apartment block does have an off-street parking facility with the access point of the garage to be measured at 2.5 metres in width with boundary walls either side (refer to the attached locality map and photographs).

It should be noted that the off-street parking space within the apartment block is accessible and it is wide for the resident to be able to drive through to the property (refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Wardell Road. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Wardell

Road were moderately utilised. There are existing mobility parking space located 82 metres north from the applicant property.

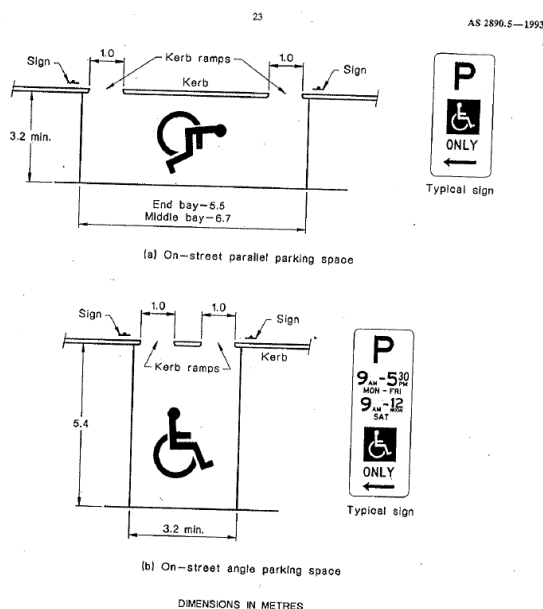
A Council Officer spoke with the applicant who advised that her condition does not necessitate the use of a wheel chair. The applicant explained that she does not drive a vehicle however she advised she is driven by another family member.

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.

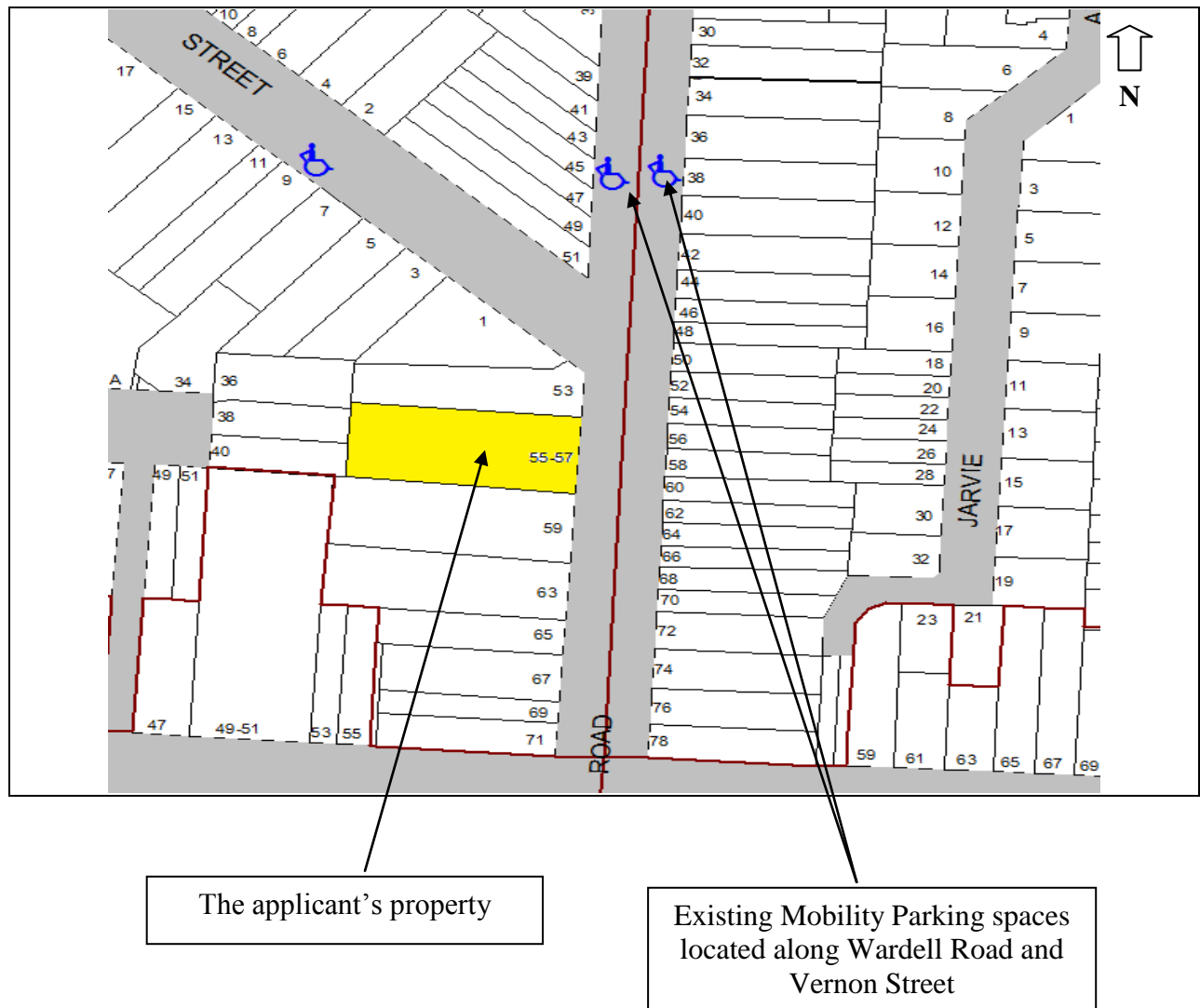
CONCLUSION

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 and the applicant's condition does not necessitate the use of a wheel chair for mobility.

FINANCIAL IMPLICATIONS

There are no financial implications for Council.

Locality Map – Wardell Road, Lewisham



Photographs – Wardell Road, Lewisham



The frontage of the applicant's property in Wardell Road



On-street parking in Wardell Road near the applicant's apartment block.



Off-street parking allocated to the applicant's apartment

Item No: A2.1.6
Subject: AUSTRALIA STREET, NEWTOWN (NORTH WARD/NEWTOWN)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 187
File Ref: S0280-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Australia 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 western side of Australia Street, Newtown in front of property no. 187, 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
Australia Street	Local road	Two-way residential street, 10.5m in width that runs north-south between Federation Road and Lennox Street.

The applicant's property is located on the western side of Australia Street, Newtown and is approximately 10m West across Federation Road. 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 the western sides of Australia Street. There is one existing mobility parking space in close proximity to the applicant's property. Street. It has been observed during a site inspection undertaken in the morning period that the on-street parking spaces in Australia Street were highly utilised.

The applicant requires the use of a wheelchair for mobility. The applicant' stated that he does not drive a vehicle however he is driven frequently from a day-to-day basis by his wife for his rehabilitation appointments.

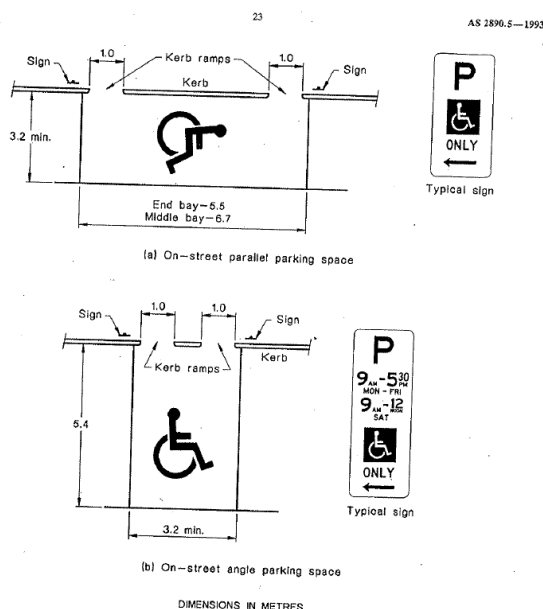
Council's Officer informed the applicant that mobility parking spaces are a shared facility that can be used by all authorised persons having an RMS mobility permit.

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 –

- v. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and
- vi. 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.

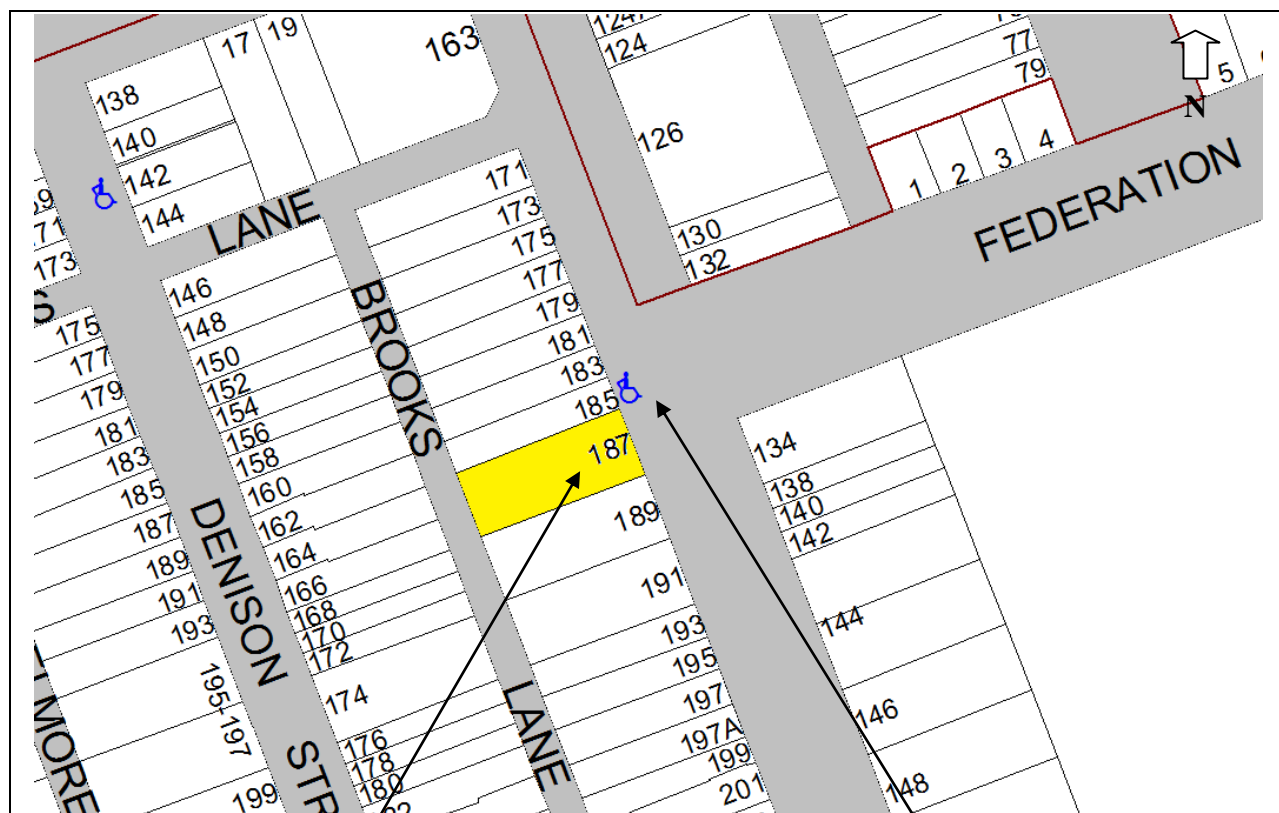
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

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 – Australia Street, Newtown



The applicant's property

One existing Mobility Parking space
located in Australia Street

Photographs – Australia Street, Newtown



The frontage of the applicant's property in Australia Street



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

Item No: A2.2
Subject: HUTCHINSON STREET, ST PETERS (SOUTH WARD/HEFFRON)
REQUEST FOR A 'WORKS ZONE' OUTSIDE CONSTRUCTION
SITE AT No. 7-9
File Ref: S2570-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from the builder of the property at 7-9 Hutchinson Street, St Peters for the provision of 'Works Zone' restrictions to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that a 'Works Zone' (total of 10 metres in length) be approved outside property 7-9 Hutchinson Street, St Peters for the construction works subject to Council fees and charges applying.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 10 metres in length) on the northern side of Hutchinson Street, outside property 7-9 Hutchinson Street, St Peters be **APPROVED** for a period of twelve (12) months, for the proposed construction works subject to the applicant meeting the cost of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's fees and charges.

DISCUSSION

Name of Road	Classification of Road	Road Description
Hutchinson Street	Local Road	One-way street, 5.5m in width that runs west-east between Campbell Street and Applebee Street

The subject property is located on the northern side of 7-9 Hutchinson Street, St Peters. The proposed 'Works Zone' will be 10 metres in length and located outside 7-9 Hutchinson Street, St Peters. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

At present, parking is restricted on one side of Hutchinson Street. The parking spaces in the subject section of Hutchinson Street are highly utilised due to its close proximity to St Peters Railway Station therefore the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

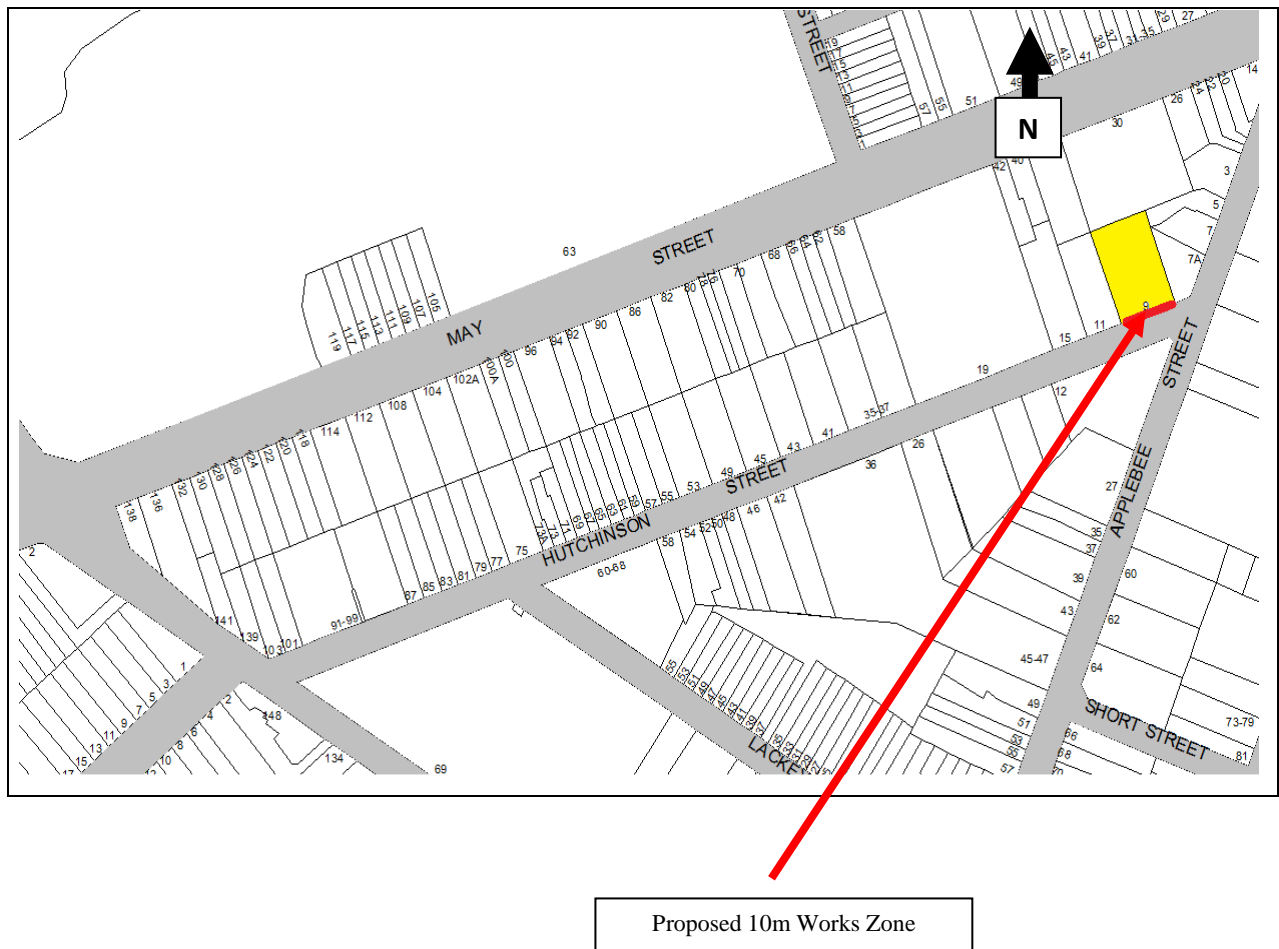
CONCLUSION

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 10 metres in length) on the northern side of Hutchinson Street (outside property 7-9 Hutchinson Street, St Peters) is proposed.

FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's Fees and Charges.

Locality Map – 7-9 Hutchinson Street, St Peters



Photographs – 7-9 Hutchinson Street, St Peters



The proposed location of the 'Works Zone' in Hutchinson Street



On-street parking in Hutchinson Street in front of the construction site

Item No: A2.3
Subject: ADDISON ROAD, MARRICKVILLE (SOUTH WARD/NEWTOWN)
REQUEST FOR A 'WORKS ZONE' OUTSIDE CONSTRUCTION SITE
AT
No. 23-29
File Ref: S0020-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from the builder of the property at 23-29 Addison Street, Marrickville for the provision of 'Works Zone' restrictions to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that a 'Works Zone' (total of 30 metres in length) be approved outside property 23-29 Addison Street, Marrickville for the construction works subject to Council fees and charges applying.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 9.00 am-4.00pm Mon-Sat' (total of 30 metres in length) on the northern side of Addison Street outside property 23-29 Addison Street, Marrickville be **APPROVED** for a period of twelve (12) months, for the proposed construction works subject to the applicant meeting the cost of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's fees and charges.

DISCUSSION

Name of Road	Classification of Road	Road Description
Addison Road	Regional Road	Two-way street, 10.5m in width that runs West - East between Philpott Street and Fotheringham Lane

The subject property is located on the northern side of 23-29 Addison Street, Marrickville. The proposed 'Works Zone' will be 30 metres in length and located outside 23 Addison Street, Marrickville. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

At present, 'No Parking 7.00am-9:00am & 4.00pm-6:00pm Mon-Fri' restrictions are located along the northern side of Addison Road and unrestricted parking is located along the southern side of Addison Road. The parking spaces in the subject section of Addison Street are highly utilised due to its close proximity to Enmore Park and surrounding businesses therefore the

provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

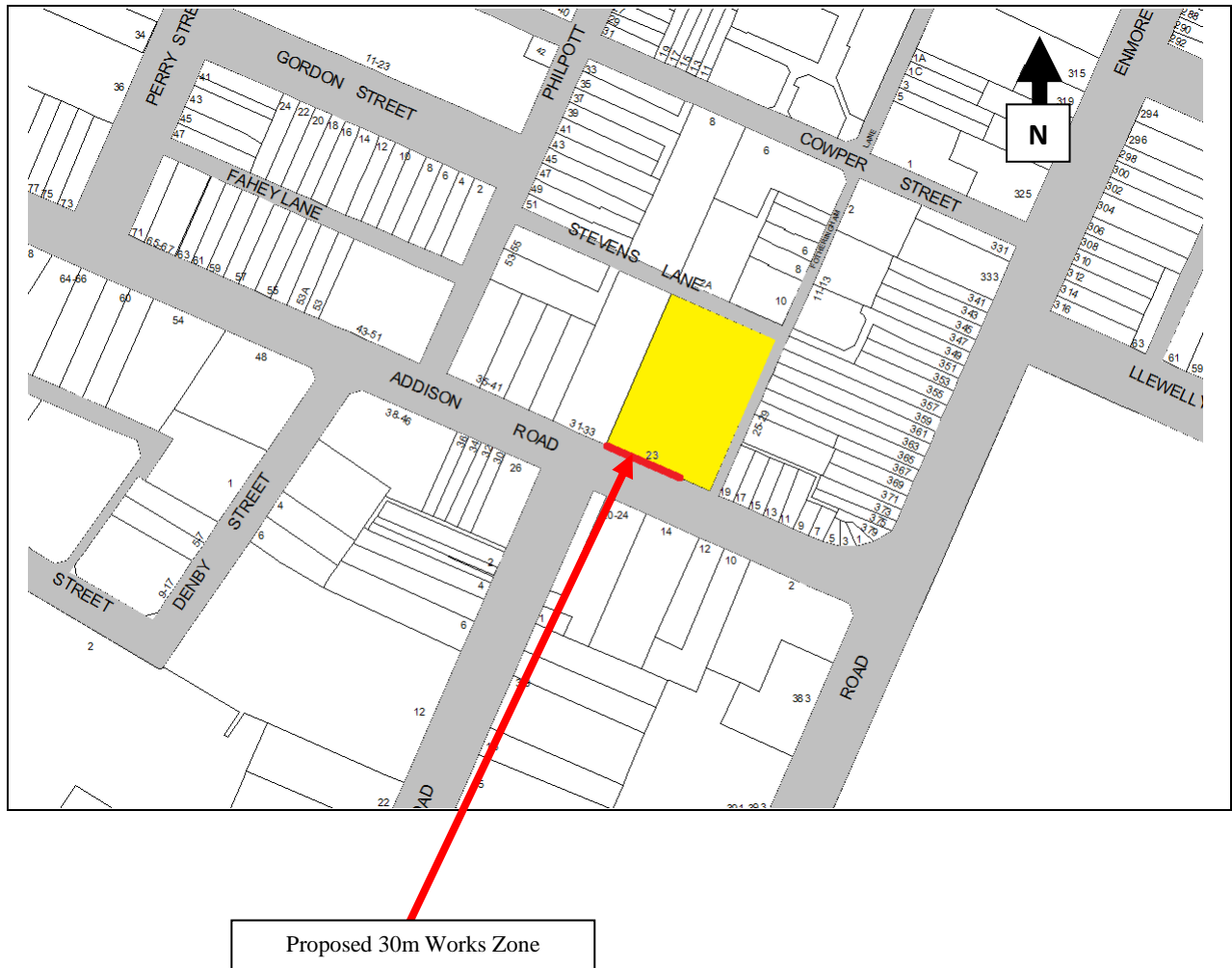
CONCLUSION

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 30 metres in length) on the northern side of Addison Street (outside property 23-29 Addison Street, Marrickville) is proposed.

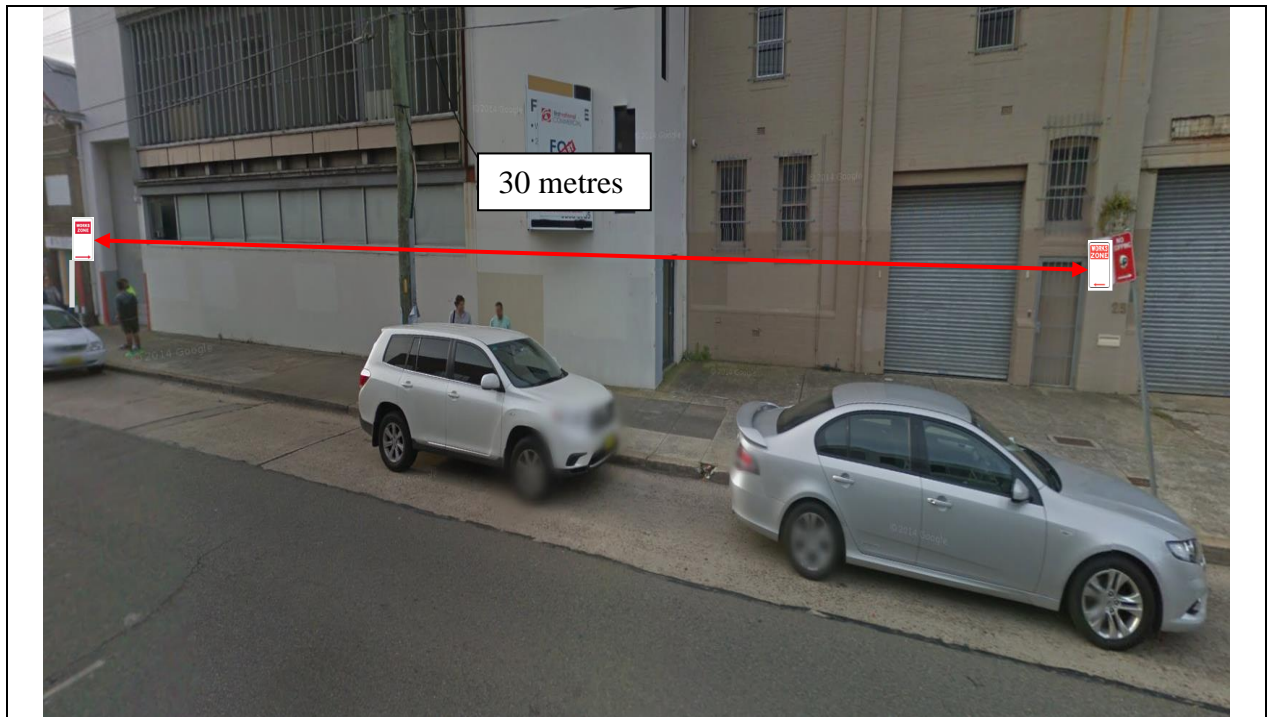
FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's Fees and Charges.

Locality Map – 23-29 Addison Road, Marrickville



Photographs – 23-29 Addison Road, Marrickville



The proposed location of the 'Works Zone' in Addison Street



On-street parking in Addison Road outside of the construction site.

Item No: A2.4
Subject: MCGILL STREET, LEWISHAM (CENTRAL WARD/SUMMER HILL)
REQUEST FOR A 'WORKS ZONE' OUTSIDE CONSTRUCTION SITE
AT
No. 14
File Ref: S3060-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from the builder of the property at 14 McGill Street, Lewisham for the provision of 'Works Zone' restrictions to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that a 'Works Zone' (total of 17 metres in length) be approved outside property 14 McGill Street, Lewisham for the construction works subject to Council fees and charges applying.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 17 metres in length) on the western side of McGill Street outside property McGill Street, Lewisham be APPROVED for a period of twelve (12) months, for the proposed construction works subject to the applicant meeting the cost of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's fees and charges.

DISCUSSION

Name of Road	Classification of Road	Road Description
McGill Street	Local Road	Two-way street, 5.3m in width that runs North-South between Hudson Street and Old Canterbury Road

The subject property is located on the western side of 14 McGill Street, Lewisham. The proposed 'Works Zone' will be 17 metres in length and located outside 14 McGill Street, Lewisham. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

At present, parking is restricted on one side of McGill Street. The parking spaces in the subject section of McGill Street are highly utilised due to its close proximity to Lewisham West Light Rail therefore the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

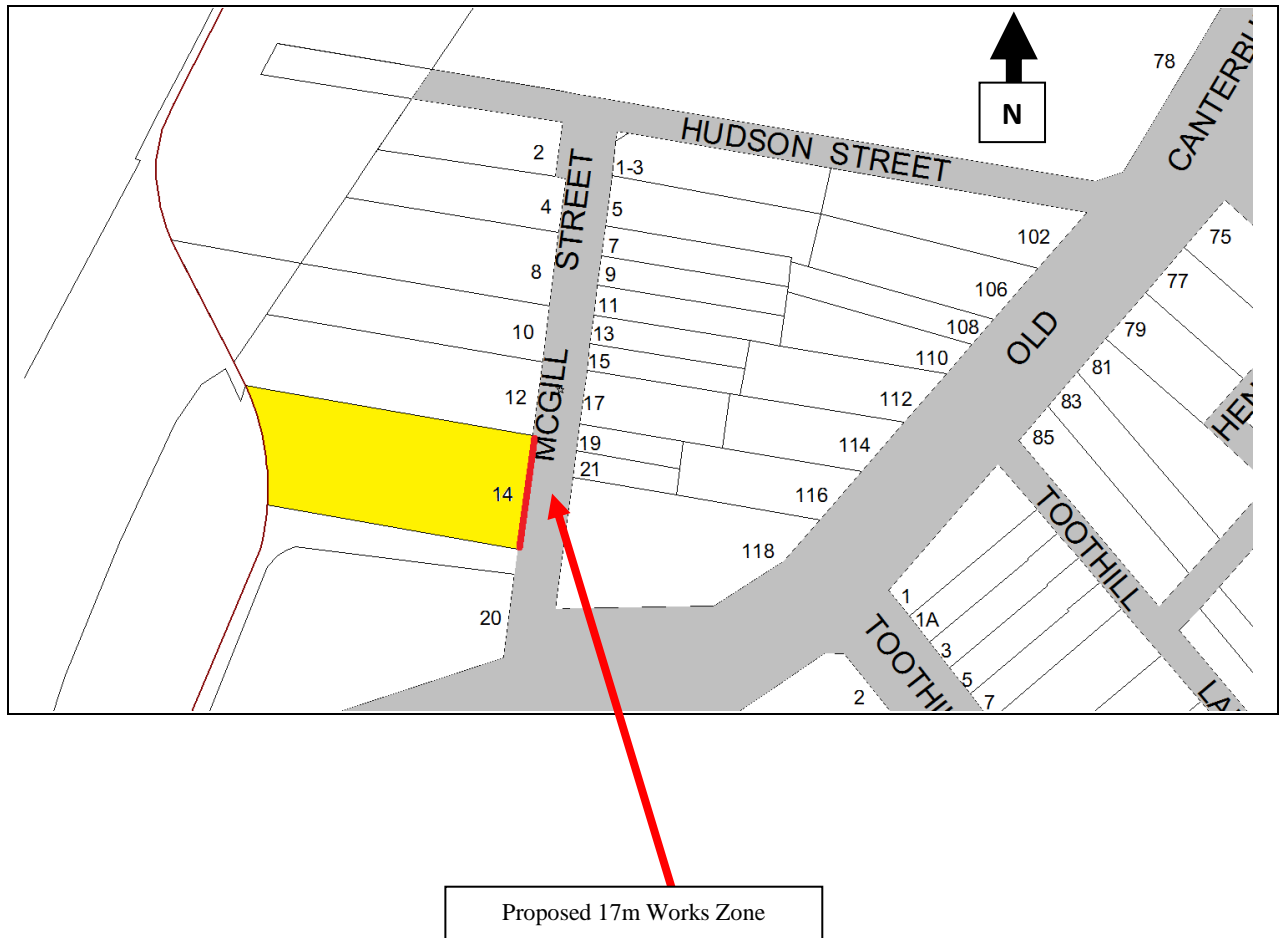
CONCLUSION

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 western side of McGill Street (outside property 14 McGill Street, Lewisham) is proposed.

FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's fees and charges.

Locality Map – 14 McGill Street, Lewisham



Photographs – 14 McGill Street, Lewisham



The proposed location of the 'Works Zone' in McGill Street



On-street parking in McGill Street outside of the construction site.

Item No: A2.5
Subject: AUDLEY STREET, PETERSHAM (CENTRAL WARD/NEWTOWN)
REQUEST FOR A 'WORKS ZONE' ADJACENT TO CONSTRUCTION
SITE AT No. 31-33 NEW CANTERBURY ROAD
File Ref: S0260-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from the builder of the property at 31-33 New Canterbury Road, Petersham for the provision of 'Works Zone' restrictions to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that a 'Works Zone' (total of 14 metres in length) be approved on the east side of Audley Street (adjacent to 31-33 New Canterbury Road, Petersham) for a period of 12 months for the construction works subject to Council fees and charges applying.

OFFICER'S RECOMMENDATION

THAT;

1. The installation of a 'Works Zone 10am-3.00pm Mon- Sat' (total of 14metres in length) on the east side of Audley Street, adjacent to 31-33 New Canterbury Road, Petersham be APPROVED for a period of twelve (12) months, for the proposed construction works subject to the applicant meeting the cost of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's fees and charges; and
2. 'No Stopping All Other Times' restrictions to apply at all other times.

DISCUSSION

Name of Road	Classification of Road	Road Description
Audley Street	Local Road	Two-way street, 10.5m in width that runs North – South between New Canterbury Road and Chester Street, Petersham.

The subject development site is located on the south side of 31-33 New Canterbury Road, Petersham. The proposed 'Works Zone' will be 14 metres in length and located on the east side of Audley Street, adjacent to 31-33 New Canterbury Road, Petersham. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

At present, there are 'No Stopping' restrictions on both sides of Audley Street. Due to development site constrains, RMS has approved 'Works Zone' to be erected 20m from the traffic

light at the intersection of New Canterbury Road and Audley Street, Petersham. The installation of a 'Works Zone 10am-3.00pm Mon-Sat' and 'No Stopping All Other Times' (total of 14metres in length) on the east side of Audley Street, adjacent to 31-33 New Canterbury Road, Petersham would provide a safe facility for loading and unloading activities at the subject site during the construction period.

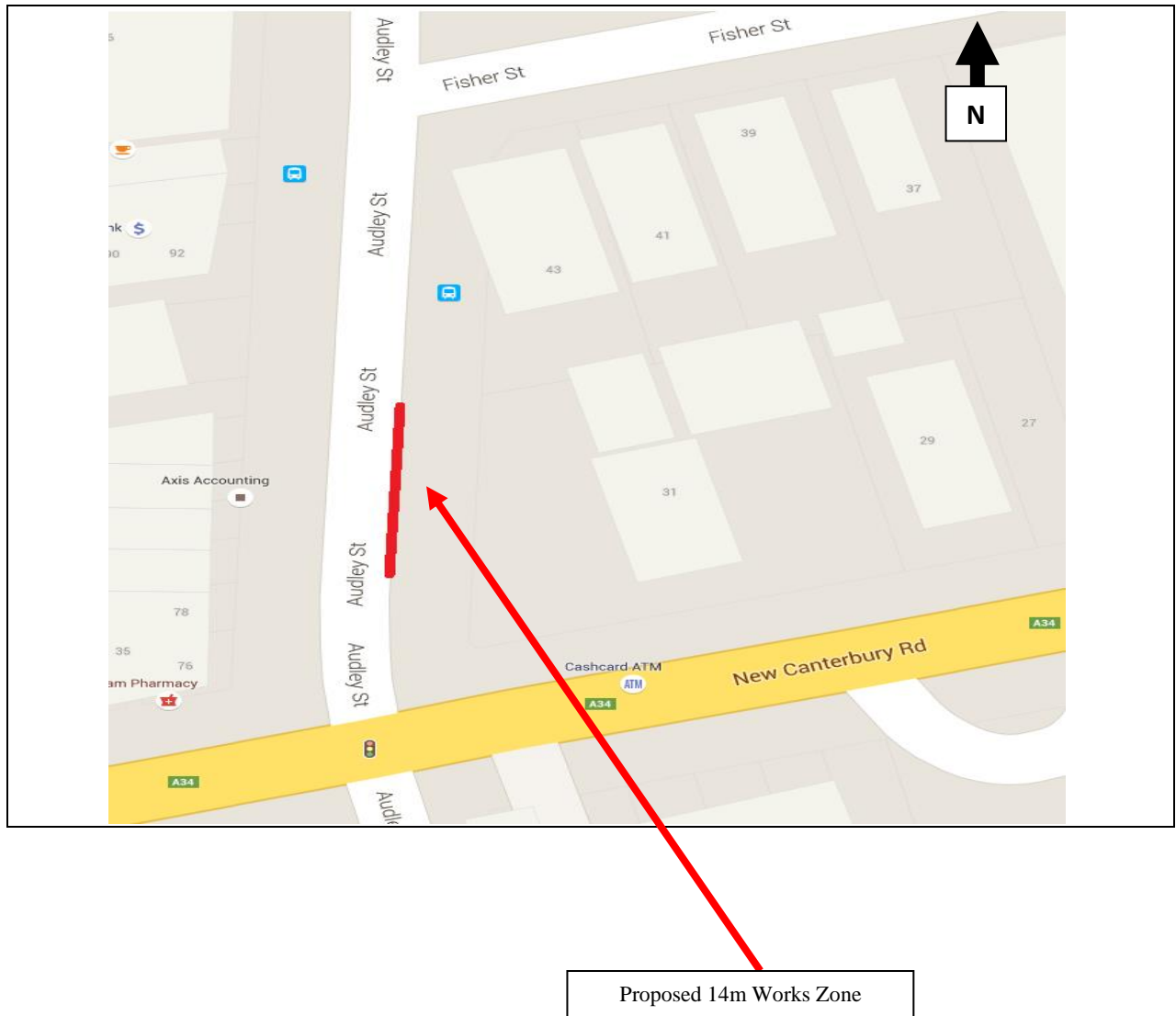
CONCLUSION

To better facilitate construction deliveries and allow the parking of construction vehicles during loading and unloading activities installation of a 'Works Zone 10am-3.00pm Mon- Sat' (total of 14metres in length) on the east side of Audley Street, adjacent to 31-33 New Canterbury Road, Petersham is proposed.

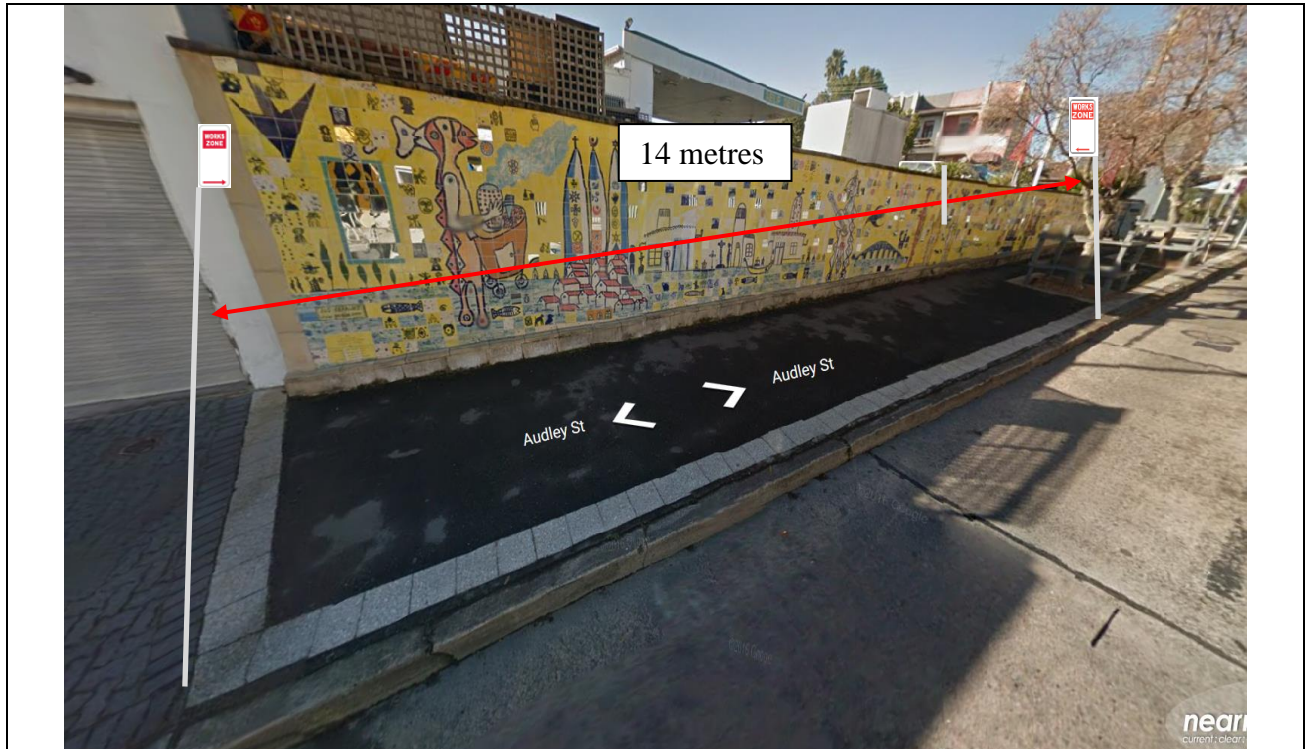
FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's fees and charges.

Locality Map – Audley Street, Petersham (adjacent to 31-33 New Canterbury Road)



Photographs – Audley Street, Petersham



The proposed location of the 'Works Zone' in Audley Street



Audley Street, adjacent of the construction site.

Item No: A2.6
Subject: DARLEY STREET, NEWTOWN (SOUTH WARD/NEWTOWN)
REQUEST FOR A 'WORKS ZONE' OUTSIDE CONSTRUCTION SITE
AT
No. 70
File Ref: S1260-02
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from the builder of the property at 70 Darley Street, Newtown for the provision of 'Works Zone' restrictions to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that a 'Works Zone' (total of 12 metres in length) be approved outside property 70 Darley Street, Newtown for the construction works subject to Council fees and charges applying.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 12 metres in length) on the southern side of Darley Street outside property Darley Street, Newtown be APPROVED for a period of twelve (12) months, for the proposed construction works subject to the applicant meeting the cost of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's fees and charges.

DISCUSSION

Name of Road	Classification of Road	Road Description
Darley Street	Local Road	One-way street, 6.8m in width that runs West - East between John Street and King Street

The subject property is located on the southern side of 70 Darley Street, Newtown. The proposed 'Works Zone' will be 12 metres in length and located outside 70 Darley Street, Newtown. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

At present, parking is available on both sides of Darley Street. The parking spaces in the subject section of Darley Street are highly utilised by local residents therefore the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

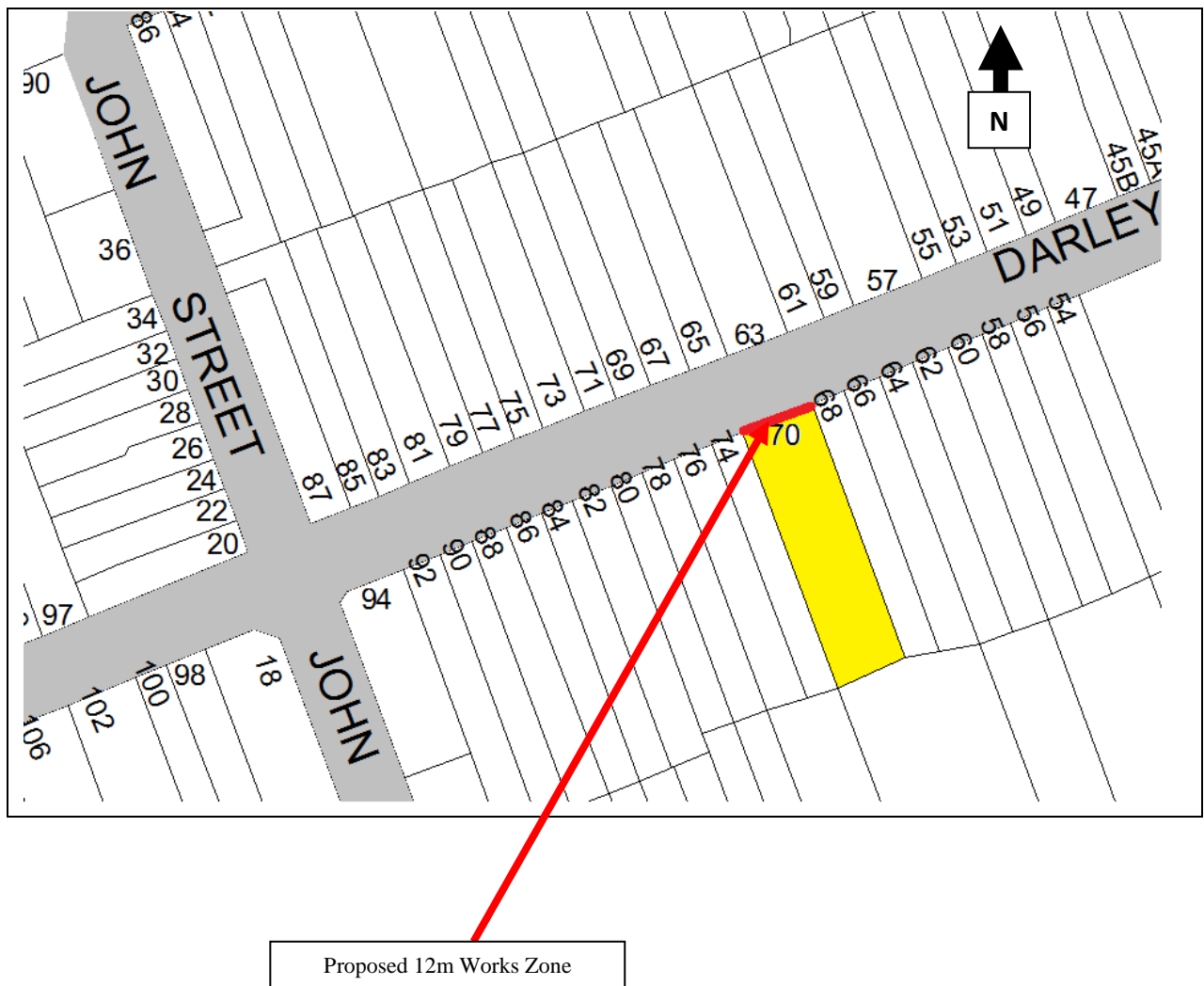
CONCLUSION

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 12 metres in length) on the southern side of Darley Street (outside property 70 Darley Street, Newtown) is proposed.

FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's fees and charges.

Locality Map – 70 Darley Street, Newtown



Photographs – 70 Darley Street, Newtown



The proposed location of the 'Works Zone' in Darley Street



On-street parking in Darley Street outside of the construction site.

Item No: A2.7
Subject: LIVINGSTONE ROAD, PETERSHAM (CENTRAL WARD/NEWTOWN)
REQUEST FOR A 'WORKS ZONE' ADJACENT TO CONSTRUCTION
SITE AT No. 112-114 NEW CANTERBURY ROAD
File Ref: S2960-03
Author: Maaran Mutharasa – Engineer, Traffic Services

SUMMARY

A request has been received from the builder of the property at 112-114 New Canterbury Road, Petersham for the provision of 'Works Zone' restrictions to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that a 'Works Zone' (total of 20 metres in length) be approved on the north side of Livingstone Road (adjacent to 112-114 New Canterbury Road, Petersham) for a period of 12 months for the construction works subject to Council fees and charges applying.

OFFICER'S RECOMMENDATION

THAT;

1. The installation of a 'Works Zone 9.30am-3.30pm Mon-Sat' (total of 20 metres in length) on the north side of Livingstone Road, adjacent to 112-114 New Canterbury Road, Petersham be endorsed for a period of twelve (12) months, for the proposed construction works subject to the applicant meeting the cost of supply, installation and removal of the signs and 'Works Zone' fees; and
2. The above 'Works Zone' proposal be submitted to the RMS for consideration and implementation.

DISCUSSION

Name of Road	Classification of Road	Road Description
Livingstone Road	State Road	Two-way street, 10.5m in width that runs West – East from New Canterbury Road, Petersham

The subject development site is located on the south side of 112-114 New Canterbury Road, Petersham. The proposed 'Works Zone' will be 20 metres in length and located on the north side of Livingstone Road, adjacent to 112-114 New Canterbury Road, Petersham. It will be required for a period of approximately twelve (12) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

At present, 'No Parking 6:30am-9:30am & 3:30pm-6:30pm Mon-Fri' restrictions are located along the northern side of Livingstone Road and 'No Parking 3:30pm-6:30pm Mon-Fri' restrictions are located along the southern side of Livingstone Road. The parking spaces in the subject section of Livingstone Road are highly utilised by local businesses therefore the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.

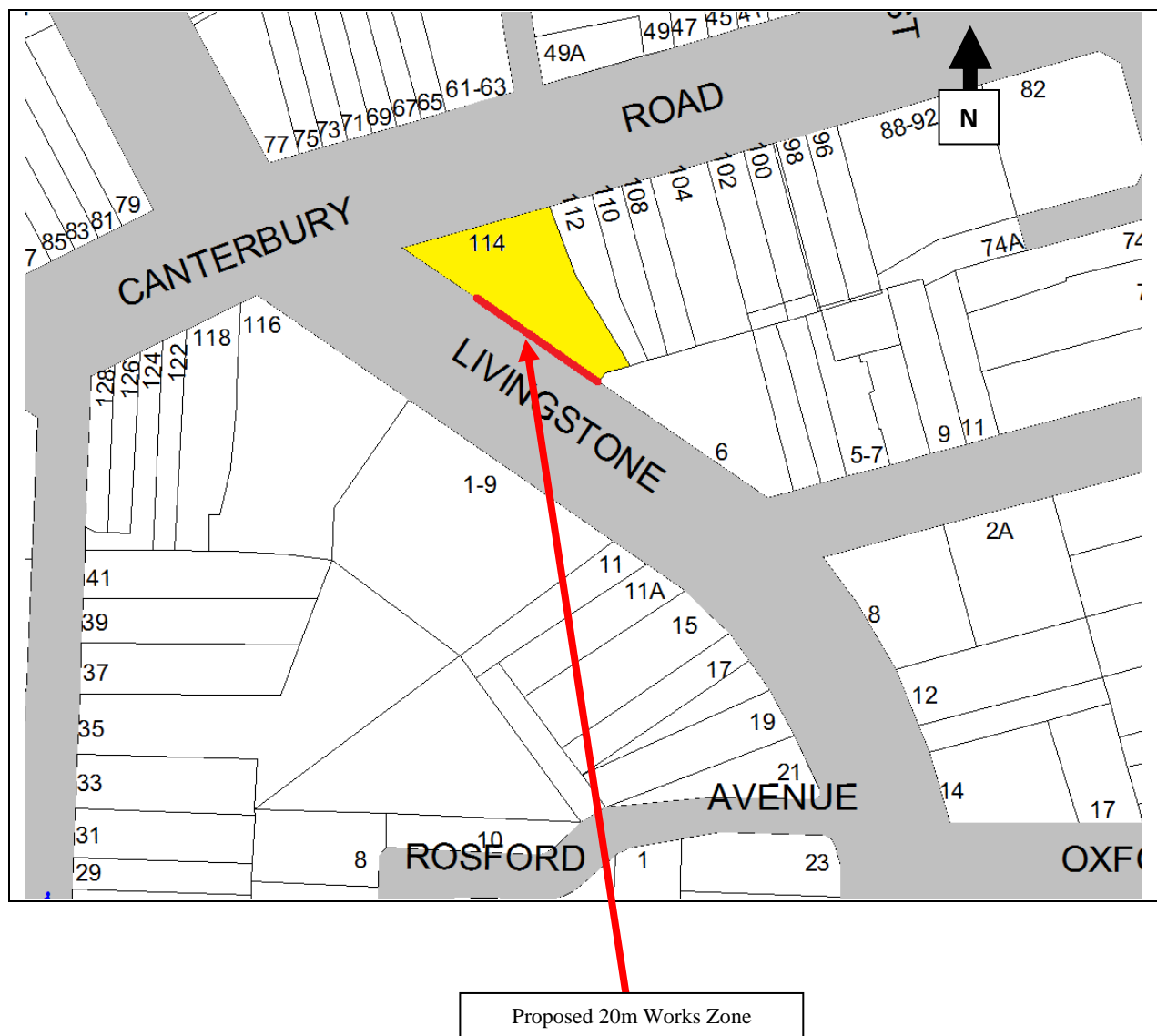
CONCLUSION

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 20 metres in length) on the north side of Livingstone Road, adjacent to 112-114 New Canterbury Road, Petersham is proposed.

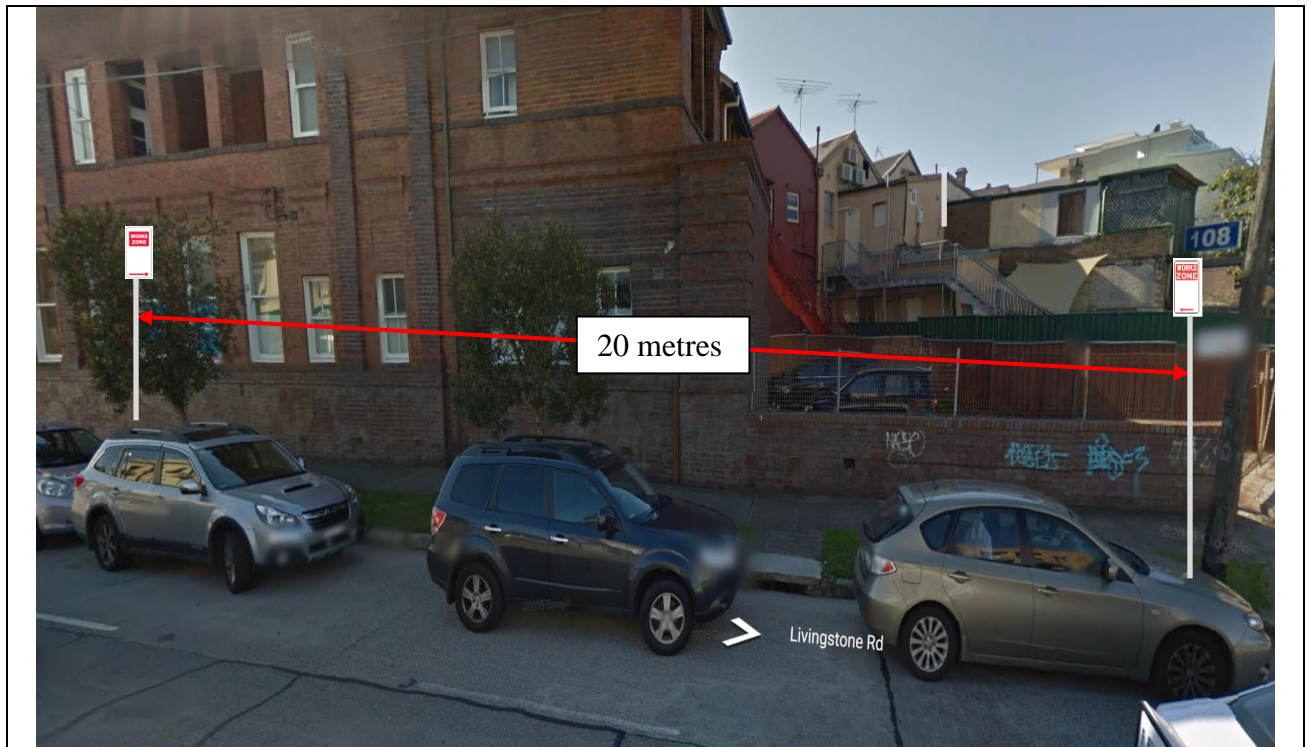
FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's fees and charges.

Locality Map – Livingstone Road, Petersham (adjacent to 112-114 New Canterbury Road)



Photographs – Livingstone Road, Petersham



The proposed location of the 'Works Zone' in Livingstone Road



On-street parking in Livingstone Road outside of the construction site.

Item No: A2.8
Subject: HOPETOUN LANE, CAMPERDOWN (NORTH WARD/NEWTOWN)
REQUEST FOR 'NO PARKING' RESTRICTIONS
File Ref: 16/6494
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A request has been received from a resident for the installation of full time 'No Parking' restrictions in Hopetoun Lane, Camperdown adjacent to the off-street car parking spaces along the laneway, as vehicular access is often blocked by parked vehicles in the laneway. Residents have been notified of the proposal to install a section of 'No Parking' signs on the western side of Hopetoun Lane and a statutory 'No Stopping' sign on the western side of Hopetoun Lane at Federation Road. It is recommended that the proposal be approved.

OFFICER'S RECOMMENDATION

THAT;

1. The installation of full-time 'No Parking' restrictions on the western side of Hopetoun Lane, Camperdown between the rear of property 116 Australia Street, Camperdown (immediately north of the driveway) and to the rear of property 130 Australia Street, Camperdown (on the existing power pole) be APPROVED, in order to provide unobstructed vehicular access to the off-street car parking spaces and deter illegal parking across vehicular crossings; and
 2. The installation of statutory 'No Stopping' restrictions on the western side of Hopetoun Lane, Camperdown for a distance of 10 metres from its intersection with Federation Road, Camperdown be APPROVED, in order to deter illegal parking, improve access for turning motorists and increase safety.
-

DISCUSSION

Site location & road network

Street Name	Hopetoun Lane
Section	Between Salisbury Road and Federation Road
Carriageway Width (m)	5.0
Carriageway Type	Two-way road with one travel lane in each direction

Classification	Local
85th Percentile Speed (km/h)	50.4
Vehicles Per Day (vpd)	328
Reported Crash History (2010-2014)	No reported crashes.
Heavy Vehicle Volume (%)	4.0
Parking Arrangements	Sections of 'No Parking' restrictions along both sides of the road.

A site inspection undertaken by a Council Officer revealed there are several vehicular crossings along both sides of the road to provide rear access to properties fronting Australia Street and Hopetoun Street. The subject location consists of several vehicular crossings with very short kerb lengths, therefore no legal space are available within this section of the laneway. This proposal will provide unobstructed vehicular access to adjoining properties. It was observed during the site inspection the off-street parking facilities were utilised. It was also noted that there is a high demand for parking in the area and vehicles were parked across driveways.

It should be noted that laneways were generally built to provide service access for properties and access into off-street parking facilities. Prohibiting parking in this laneway will help achieve this goal.

PUBLIC CONSULTATION

A notification letter was sent on 26 April 2016 to owners and occupiers of Australia Street regarding the proposal to install full-time a section of 'No Parking' restrictions along the western side of Hopetoun Lane. The closing date for submissions ended on 6 May 2016.

Resident Survey findings

A total of twenty-five (25) letters were sent out to the affected residential properties. At the end of the survey period provided for comments, a total of two (2) responses were received. The summary of the responses received is shown below:

- One resident had contacted Council officers via telephone to question where the exact extents of the proposal were located and that they support the proposals of 'No Parking' & 'No Stopping' restrictions to be installed.
- Another resident had provided a written response stating that they support the proposal as they have experienced issues accessing their off-street parking facility.

The proposal does not affect any legal on-street parking spaces in Hopetoun Lane as an outcome of the proposed 'No Parking' & 'No Stopping' restrictions.

CONCLUSION

In order to provide unobstructed vehicular access to the residents' off-street car parking spaces and deter illegal parking across vehicular crossings, it is recommended that full-time 'No Parking' restrictions be installed on the western side of Hopetoun Lane, Camperdown between the rear of property 116 Australia Street, Camperdown (immediately north of the driveway) and to the rear of property 130 Australia Street, Camperdown (on the existing power pole). It is also recommended to install statutory 'No Stopping' restrictions on the western side of Hopetoun Lane, Camperdown for a distance of 10 metres from its intersection with Federation Road, Camperdown, in order to deter illegal parking, improve access for turning motorists and increase safety.

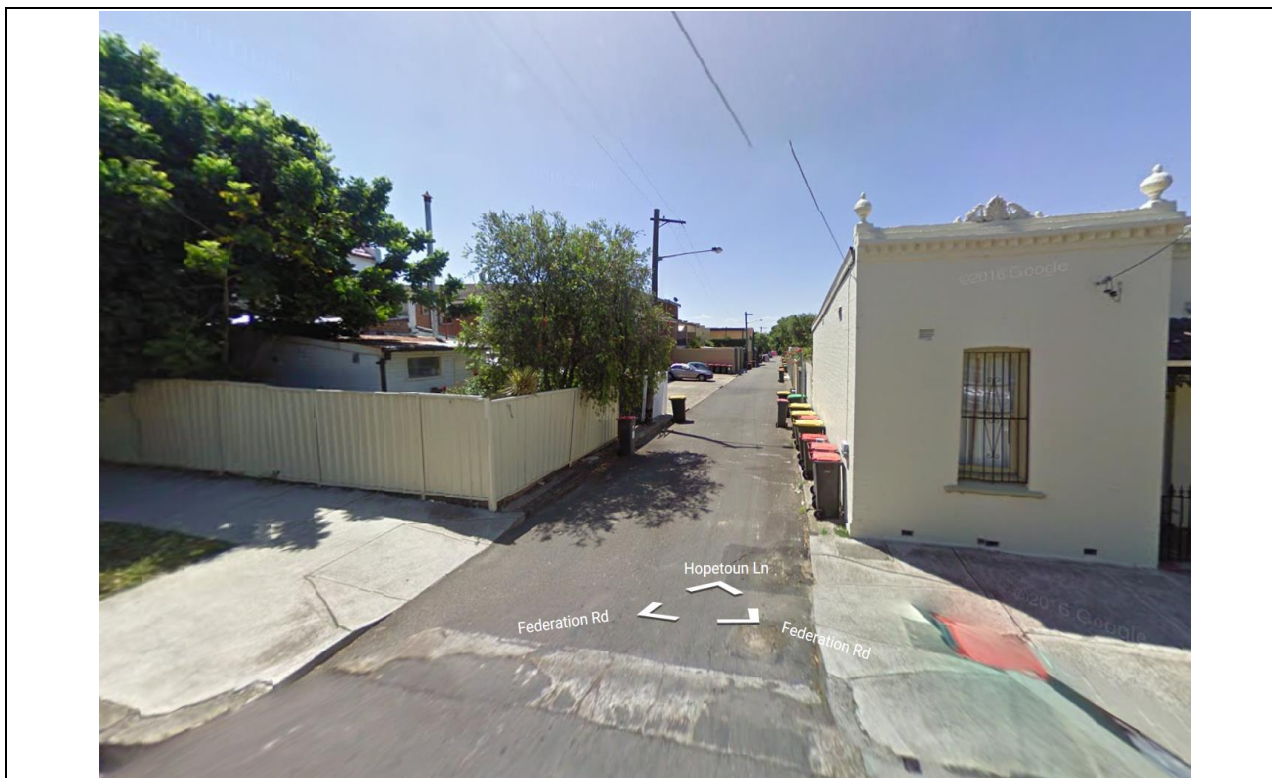
FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'No Parking' & 'No Stopping' restrictions are approximately \$700 and can be met from Council's operating budget.

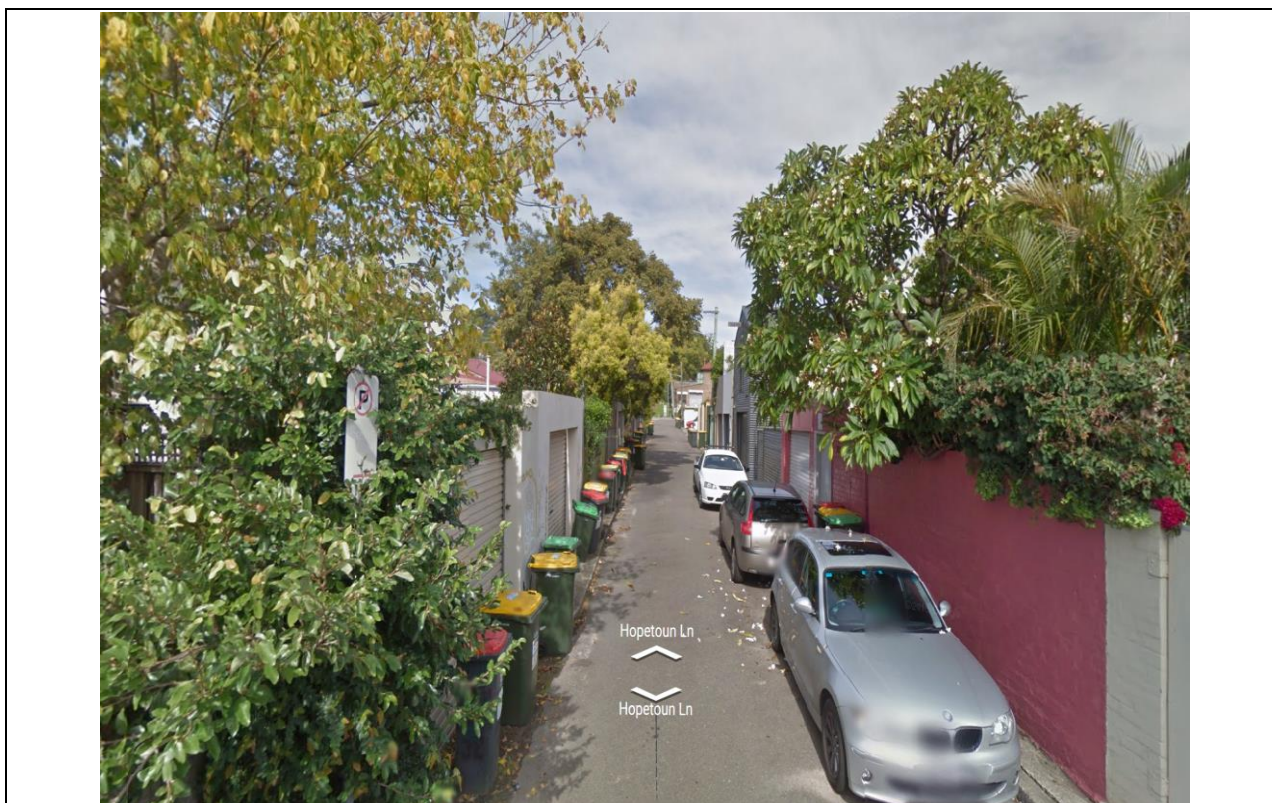
Locality Map – Hopetoun Lane, Camperdown



Photographs – Hopetoun Lane, Camperdown



Subject section of Hopetoun Lane facing north



Subject section of Hopetoun Lane facing south

Item No: A2.9
Subject: ALLANS AVENUE, PETERSHAM (CENTRAL WARD/SUMMER HILL)
REQUEST FOR 'NO PARKING' RESTRICTIONS
File Ref: S0160-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Concerns were raised by a business owner of New Canterbury Road, Petersham regarding restricted vehicular access to their off-street parking space located at the rear of the property through Allans Avenue due to vehicles being parked directly opposite to their entrance of the driveway. Local residents and business owners have been notified of the proposal to install a section of 'No Parking' signs on the eastern side of Allans Avenue, Petersham. It is recommended that the proposal be approved.

OFFICER'S RECOMMENDATION

THAT the installation of full-time 'No Parking' restrictions on the eastern side of Allans Avenue, Petersham (for a total length of 14 metres) adjacent to property 176 New Canterbury Road, Petersham be **APPROVED**, in order to provide unobstructed vehicular access to the off-street car parking spaces.

DISCUSSION

Site location & road network

Street Name	Allans Avenue
Section	Between New Canterbury Road and Morgan Street
Carriageway Width (m)	5.1
Carriageway Type	Two-way road with one travel lane in each direction
Classification	Local
85th Percentile Speed (km/h)	27
Vehicles Per Day (vpd)	133
Reported Crash History (2010-2014)	No reported crashes.
Heavy Vehicle Volume (%)	3.1

Parking Arrangements	Unrestricted parking along both sides of the road.
-----------------------------	----------------------------------------------------

A site inspection undertaken by a Council Officer revealed there are four (4) continuous vehicular crossings along the western side of Allans Avenue which provide access to properties 180 & 190 New Canterbury Road. The location of the proposal for a section of 'No Parking' restrictions consists of a vehicular crossing with two (2) legal car parking spaces. This proposal will provide unobstructed vehicular access to adjoining properties. It was observed during the site inspection the off-street parking facilities were utilised. It was noted that there is a high demand for parking in the area and vehicles were often parked across or directly opposite driveways.

It should be noted that driveways were built to provide vehicular access for properties and access into off-street parking facilities. Prohibiting parking in Allans Avenue will help achieve this goal.

PUBLIC CONSULTATION

A notification letter was sent on 26 April 2016 to owners and occupiers of New Canterbury Road regarding the proposal to install full-time a section of 'No Parking' restrictions along the eastern side of Allans Avenue, Petersham. The closing date for submissions ended on 6 May 2016.

Resident Survey findings

A total of eight (8) letters were sent out to the affected residential/business properties. At the end of the survey period provided for comments, a total of two (2) responses were received. The summary of the response received is shown below:

- A resident had provided a written response stating that they support the proposal to some degree as they have experienced ongoing issues with parking within the street but request that a minor amendment to the extents of the proposed 'No Parking' zone be made.
- Another resident provided a written response stating that they do not support the proposal as this would further reduce the available on-street parking. It was noted by the resident that there is a high demand for parking within the street.

The proposal results in the loss of two (2) legal on-street parking spaces in Allans Avenue as an outcome of the proposed 'No Parking' restrictions however this should provide clear access to the existing four continuous driveways that are located directly opposite.

CONCLUSION

In order to provide unobstructed vehicular access to the businesses' off-street car parking spaces, it is recommended that full-time 'No Parking' restrictions be installed on the eastern side of Allans Avenue, Petersham (for a total length of 14 metres) adjacent to property 176 New Canterbury Road, Petersham.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'No Parking' restrictions are approximately \$500 and can be met from Council's operating budget.

Locality Map – Allans Avenue, Petersham



Photograph – Allans Avenue, Petersham



Subject section of Allans Avenue facing south

Item No: A2.10
Subject: MILNE LANE, TEMPE (SOUTH WARD/HEFFRON)
REQUEST FOR 'NO STOPPING' RESTRICTIONS
File Ref: 16/6494
Author: Jenny Adams – Traffic and Road Safety Officer, Traffic Services

SUMMARY

A request has been received from a resident on the Princes Highway, Tempe for the provision of 'No Stopping' restrictions on the northern side of Milne Lane, at its intersection with Lymerston Street, to comply with the Australian Road Rules in relation to No Stopping' restrictions at an intersection and to improve residents' access to off-street parking.

It is recommended that a 13 metre length of statutory 'No Stopping' restrictions be installed on the northern side of Milne Lane, at its intersection with Lymerston Street, Tempe in order to deter illegal parking, increase safety and improve visibility and access. Adjoining owners and occupiers have been notified of the proposal.

OFFICER'S RECOMMENDATION

THAT the installation of a 13 metre length of statutory 'No Stopping' restrictions on the northern side of Milne Lane, at its intersection with Lymerston Street, Tempe be APPROVED in order to deter illegal parking, increase safety and improve visibility and residents' access to off-street parking.

BACKGROUND

The applicant advised that on-street parking is affecting vehicular access to their off-street parking in Milne Lane, Tempe.

DISCUSSION

Milne Lane is a 5 metre wide laneway that runs between Lymerston Street and Samuel Street parallel to the Princes highway, Tempe. The laneway provides access also to properties fronting Princes Highway. There are no current parking restrictions in the laneway. (Refer to the attached locality map).

During a site inspection undertaken by a Council Officer, a vehicle was observed to be illegally parked on Milne Lane within 10 metres of Lymerston Street intersection. This caused access problems for residents' accessing their off-street parking.

PUBLIC CONSULTATION

A notification letter was delivered on 28 April 2016 to twelve (12) owners and occupiers of Milne Lane and Princes Highway, Tempe regarding the proposal. The closing date for submissions ended on 6 May 2016.

Resident Survey findings

As at 6 May 2016 no written responses have been received regarding the proposal to install a 13 metre length of 'No Stopping' on the northern side of Milne Lane.

Council received an objection to the proposal by phone. The resident stated that they used this area to park their vehicle. The resident was advised that parking at that location violated Australian Road Rules. Council did not receive correspondence from this resident.

CONCLUSION

In order to deter illegal parking and improve access to residents' off-street parking facilities it is recommended that a full-time 'No Stopping' restrictions be installed on the northern side of Milne Lane, at its intersection with Lymerston Street, Tempe.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended 'No Stopping' restrictions is approximately \$500 and can be met from Council's existing budget for signs and line marking.

Locality Map – Milne Lane, Tempe



Photographs – Milne Lane, Tempe



Milne Lane – looking north east along laneway (from Lymerston Street)



Milne Lane – looking south west along laneway (from Samuel Street)

PART 'B' - ITEMS FOR INFORMATION ONLY

Item No: B1
Subject: ELIZA STREET, NEWTOWN (NORTH WARD/NEWTOWN)
SHARED ZONE SAFETY CONCERNS
File Ref: S1540-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Following the Pedestrian, Cyclist & Traffic Calming Advisory Committee meeting in March 2016, the Committee had requested Newtown Police to monitor and enforce the speed limit within Eliza Street, Newtown. Feedback from Newtown Police regarding the speed issues along Eliza Street, Newtown has been submitted Council and is presented in this report for information.

OFFICER'S RECOMMENDATION

Submitted for information.

DISCUSSION

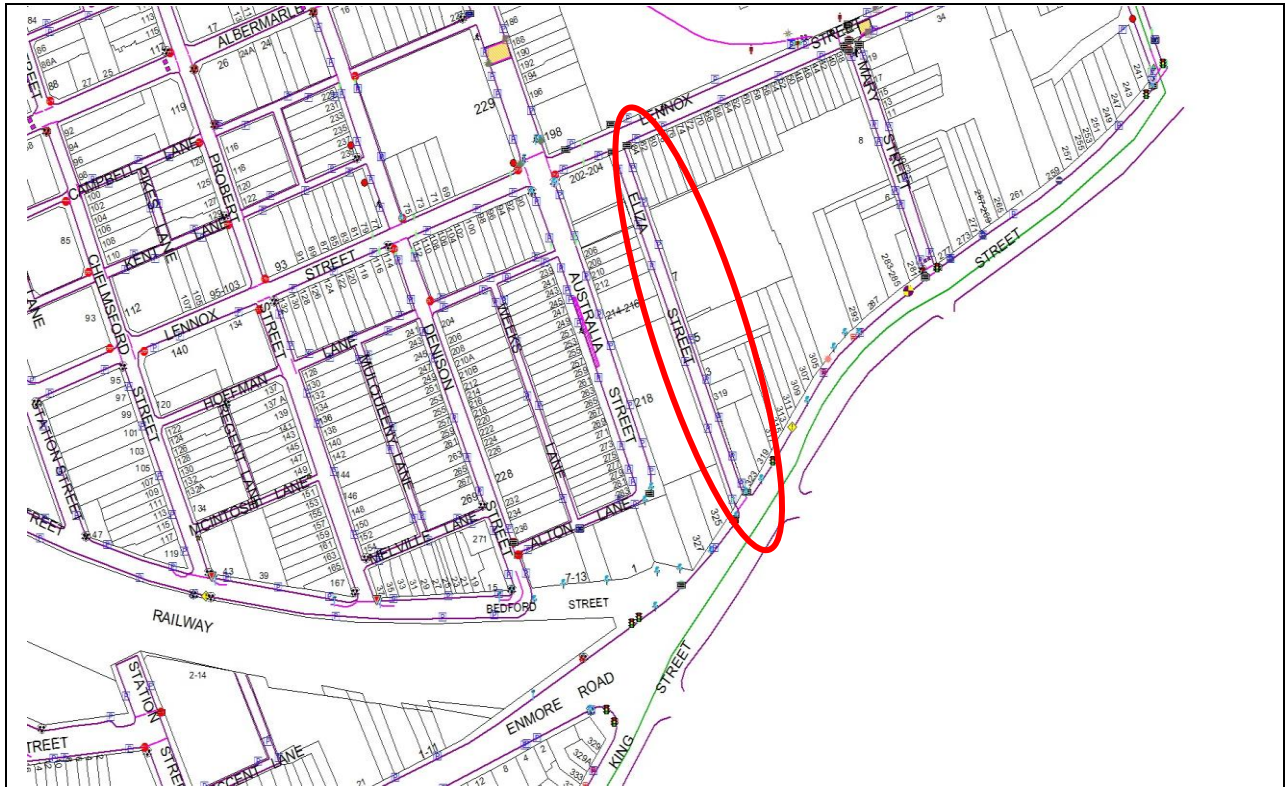
Newtown Police had attended their Highway Patrol (HWP) tasking and deployment meeting in April 2016 and the topic of Eliza Street, Newtown was raised at this meeting.

In the past 3 months HWP have attended the location on 18 separate occasions to conduct speed enforcement of the shared zone in Eliza Street. It was noted that whilst HWP have issued infringements to drivers detected for some traffic offences in Eliza Street, they have reported that none of these offences involved speeding. Nil speeding offences have been detected using there LIDAR devices in Eliza Street.

The HWP supervisor has informed that the conditions of the shared zone make the use of their LIDAR devices inoperable due to the length of the shared zone. There is not enough length in the shared zone to give an accurate reading on these devices and therefore making the use of LIDAR not appropriate for this zone.

The HWP have informed that Council need to look at further engineering measures within Eliza Street if they wish to curb any speeding offences that may be occurring.

Locality Map – Eliza Street, Newtown



Photographs – Eliza Street, Newtown



Signage of Shared Zone at the intersection of Eliza Street & King Street



Shared Zone in Eliza Street (facing towards Lennox Street)

Item No: B2
Subject: LIVINGSTONE ROAD, MARRICKVILLE (CENTRAL WARD/SUMMER HILL)
TEMPORARY ROAD CLOSURES FOR ST BRIGID'S CHURCH ON
SUNDAY 31 JULY 2016
File Ref: S2960-03
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Council has been advised by the NSW Police that there will be a street procession taking place on Sunday 31 July 2016, between 3.00pm and 4.00pm for St Brigid's Catholic Church in Marrickville. This procession will require some temporary road closures which will be undertaken by the NSW Police. Council has been requested to provide barricades to assist the Police in implementing the proposed road closures.

It is recommended that this report be received and noted. It is also recommended that Council provide barricades at no cost to assist the Police in implementing the proposed temporary road closures as in previous years.

OFFICER'S RECOMMENDATION

THAT;

1. The report be received and noted; and
2. Council provide barricades at no cost to assist the Police implementing the proposed temporary road closures as in previous years.

BACKGROUND

Council has been advised that there will be a street procession for the celebration of 'Our Lady of the Snow' taking place on Sunday 31 July 2016, between 3.00pm and 4.00pm for St Brigid's Catholic Church in Marrickville. This procession will require some temporary road closures which will be undertaken by the NSW Police with the assistance from the State Emergency Services (SES). Council has been requested to provide barricades to assist the Police in implementing the proposed road closures.

DISCUSSION

St Brigid's Parish - 'Our Lady of the Snow'

This procession is organised by the Italian Catholic community of Marrickville. It is expecting approximately five hundred (500) people. The procession will take place on Sunday, 31 July

2016 and consist of a period of no more than an hour and will commence at 3:00pm at St Brigid's Catholic Church.

All road closures will be under the control of the NSW Police and with the assistance of the SES. Council will provide barricades to assist the Police implementing the proposed road closures at Council's cost.

Police/SES will direct traffic at the following intersections;

- a) Marrickville Road and Livingstone Road, Marrickville (Police) **8 x sets of barricades**
- b) Livingstone Road and Arthur Street and Robert Street (Police) **3 x sets of barricades**
- c) Francis and Ann Street (Police/SES)
- d) Petersham Road and Francis Street (Police/SES)
- e) Petersham Road and Albion Street (Police/SES)
- f) Petersham Road, and Touhy Lane (Police/SES)
- g) Marrickville Road and Petersham Road, Marrickville (Police) **8 x sets of barricades**
- h) Illawarra Road and Petersham Road, Marrickville (Police) **3 x sets of barricades**

CONCLUSION

It is recommended that this report be received and noted. It is also recommended that Council provide barricades to assist the Police in implementing the proposed temporary road closures at no cost.

FINANCIAL IMPLICATIONS

There will be a small cost to Council involving the delivery and pick up of the barricades and it is proposed to waive this cost as in previous years.

Item No: B3
Subject: REGIONAL BICYCLE ROUTE 7 – UPDATE ON ENGAGEMENT WITH RMS AND STA (CENTRAL & NORTH WARDS/SUMMER HILL & NEWTOWN)
File Ref: 50339.16
Author: Benny Horn – Cycling Planner, Infrastructure Planning and Property

SUMMARY

At its 14 April 2016 meeting, the Pedestrian, Cyclist, and Traffic Calming Advisory Committee (the Committee) considered draft concept plans for improvements to Regional Route 7, a key east-west bicycle route between Lewisham and Newtown.

At the meeting, Roads and Maritime Services (RMS) and State Transit Authority (STA) representatives raised concerns with changes proposed in the draft concept plans. The Committee subsequently recommended that “the concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days *with the exception of Railway Terrace pending a resolution from Council Officers, RMS and STA*”.

This report updates the Committee on subsequent consultations with RMS and STA and advises that, following resolution of issues raised and pursuant to the Infrastructure, Planning and Environmental Services Committee’s 3 May 2016 resolution, the draft concept plans for RR7 will be placed on public exhibition for 28 days.

OFFICER’S RECOMMENDATION

THAT the Committee note the progress of consultations with RMS and STA.

BACKGROUND

Regional Route 7 (RR7) is a key east-west route in Council’s Bicycle Plan running 3.8km from Longport Street, Lewisham to King Street, Newtown (Figure 1). A key objective of the Bicycle Plan is to make cycling easier, safer and more attractive in Marrickville LGA and reduce community car use.

RR7 is also identified in the NSW Government’s bicycle strategy as a “priority route” and part of a “strategic bicycle corridor” linking the inner west with inner Sydney. Council received full funding for concept and detailed design work of this route in 2015/16 under RMS’ Active Transport Program and has engaged a consultant (Complete Urban) to undertake this work.

Draft concept plans for improvements to RR7 were presented to the Committee at its 14 April 2016 meeting. The plans incorporate feedback from engagement with internal stakeholders, the community, and Bike Marrickville and propose a mix of on-road lanes, shared paths and separated (protected) bike paths.

RMS and STA representatives raised concerns with the plans, particularly the proposed narrowing of travel lanes on Railway Terrace and changes to the intersection of Railway Terrace and West Street to accommodate improved bicycle facilities.

The Committee subsequently recommended that “the concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days with the exception of Railway Terrace pending a resolution from Council Officers, RMS and STA”.

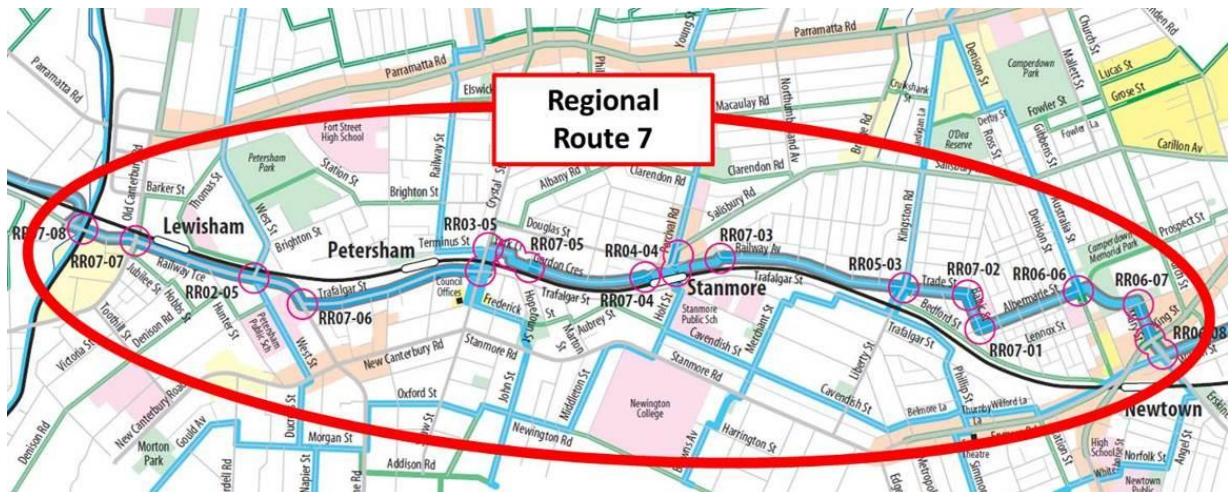


Figure 1 Regional Route 7 overview

DISCUSSION

Subsequent to the Committee’s recommendation, discussions have been held with RMS and STA representatives to clarify and resolve issues pertaining to Railway Terrace raised by both agencies, in order to proceed to public exhibition of the draft concept plans for the entire route.

RMS

Council Officers and Council’s project consultant met representatives from RMS’ Network Sydney and Network Optimisation teams on 27 April 2016. At the meeting, feedback from RMS representatives pertaining not only to Railway Terrace but also to other sections of RR7 was discussed, and agreed resolutions identified.

The issues discussed, and agreed resolutions, are set out in the table below.

Issues raised by RMS	Agreed resolution
<u>Proposed two-way shared path on Railway Tce (west of Hunter St)</u> <ul style="list-style-type: none"> The shared path should be a bike path for eastbound bicycles only. 	Council to amend the draft concept plans accordingly.
<u>Proposed pedestrian/bike median refuge on Railway Tce (east of Hunter St)</u> <ul style="list-style-type: none"> Do not provide separate bicycle and pedestrian channels. Provide a U-rail at the centre of the refuge. 	Council to amend the draft concept plans accordingly.

<u>Proposed pedestrian/bike median refuge on Hunter St (near Railway Tce)</u> <ul style="list-style-type: none"> Proposed bicycle right-turns from Hunter St to Railway Tce via the median refuge will be unsafe. Provide a bicycle right-turn bay into the refuge and give-way lines to indicate right of way. 	Council to amend the draft concept plans accordingly.
<u>Proposed two-way bike path on Railway Tce (between Hunter St and West St)</u> <ul style="list-style-type: none"> Combine with adjacent footpath to provide a shared path on approach to West St. 	Council to amend the draft concept plans accordingly.
<u>Proposed new pedestrian/bicycle crossing arm (across the eastern side of the Railway Tce/West St intersection)</u> <ul style="list-style-type: none"> Not supported as it will result in additional delays to vehicles through the intersection. 	Council to remove the proposed new pedestrian crossing arm from the draft concept plans.
<u>Proposed two-way bike path (across the northern side of the Railway Tce/West St intersection)</u> <ul style="list-style-type: none"> Not supported as it will result in additional delays to vehicles through the intersection. Relocate the existing pedestrian crossing (across West St) south (closer to the intersection) to provide a shared pedestrian/bicycle crossing. Investigate options to build out the north-western and north-eastern kerbs to provide more space for a shared path crossing. These changes will require modelling to determine the impacts and analysis of swept paths. 	Council to amend the draft concept plans accordingly, subject to modelling of the proposed changes and analysis of swept paths being undertaken.
<u>Proposed in-lane bus stop on Trafalgar St (adjacent to Petersham train station)</u> <ul style="list-style-type: none"> Will prevent cars from passing when buses are stopped, resulting in delays to motorists. Realigning the traffic lanes may enable the bus bay facility to be retained 	Council to investigate changes to retain the bus bay.
<u>Proposed shortening of the left-turn lane on Trafalgar St (on approach to Crystal St)</u> <ul style="list-style-type: none"> May result in additional delays through the intersection. These changes will require modelling to determine the impacts. 	Council to undertake modelling of the proposed changes to determine impacts.
<u>Right-turn treatment from Gordon Cr to existing bike path</u> <ul style="list-style-type: none"> Improve the facility by providing a bicycle right-turn bay and signposting. 	Council to amend the draft concept plans accordingly.
<u>Proposed two-way bike path (adjacent to Stanmore train station)</u> <ul style="list-style-type: none"> Removal of the kerbside westbound lane may result in delays to vehicles coming from Railway Ave Given current low traffic volumes, the delay may not be significant. 	Council to investigate changes to provide a new right-turn bay from Railway Ave.

<ul style="list-style-type: none"> • A short right-turn bay from Railway Ave may be provided by realigning existing lanes • These changes will require modelling to determine the impacts. 	Council to undertake modelling of the proposed changes to determine impacts.
<p>Proposed two-way bike path along Railway Ave</p> <ul style="list-style-type: none"> • Remove existing on-road marking and bicycle median refuge. 	Council to amend the draft concept plans accordingly.
<p>Proposed signalisation of the Railway Ave/Liberty St intersection</p> <ul style="list-style-type: none"> • Signalisation of the intersection will be subject to RMS warrants and requires modelling. • Signalisation could also be considered if RMS warrants were almost met, given the regional significance of the bike route. 	Council to undertake modelling of the proposed changes to determine impacts.

RMS has subsequently agreed to the public exhibition of the draft concept plans, subject to “the matters raised by RMS regarding the concept design being addressed and the undertaking of modelling of the intersections of Railway Terrace/West Street, Trafalgar Street/Crystal Street, Douglas Street/Railway Avenue/Percival Street and Railway Avenue/Liberty Street”.

As per the RMS conditions, the draft concept plans will be amended in accordance with agreed changes prior to public exhibition and modelling of changes at specified intersections undertaken.

STA

At the April 2016 Committee meeting, concerns were raised by the STA representative regarding the proposed narrowing of travel lanes on Railway Terrace to a minimum of 3.2m in sections to accommodate improved bicycle route treatments. The representative stated that the proposed travel lanes were below the STA accepted minimum of 3.5m.

Subsequent discussion with STA’s Traffic and Services Manager, and review of the STA design guidelines, has indicated that the minimum desirable travel lane width for bus routes is 3.2m, however this increases to a minimum desirable travel lane width of 3.5m on kerbside lanes and one-way or one-lane sections of road.

At its 3 May 2016 meeting, the Infrastructure, Planning and Environmental Services (IPES) Committee subsequently endorsed an amended motion noting that outstanding matters with RMS and Sydney Buses have been resolved, and resolving to place the concept plans on public exhibition.

CONCLUSION

This report recommends that the Committee note the progress of consultations with RMS and STA.

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.

PART 'C' - ITEMS FOR GENERAL TRAFFIC ADVICE

Item No: C1
Subject: 410 MARRICKVILLE ROAD, MARRICKVILLE
(CENTRAL WARD/SUMMER HILL)
PROPOSED CHILDCARE CENTRE
File Ref: DA201500623
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A Development Application has been received seeking approval to carry out alterations and additions to the current premises and use as a childcare centre for 48 children at 410 Marrickville Road, Marrickville with 5 staff members and 3 on-site car parking spaces. It is recommended that the comments of the Pedestrian, Cyclist and Traffic Calming Advisory Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

OFFICER'S RECOMMENDATION

THAT the comments within the report are to be forwarded to Council's Development Assessment section recommending that the applicant be requested to review the parking provision for on-site parking for the proposed childcare centre at 410 Marrickville Road, Marrickville to meet the requirements of Council's DCP 2011.

BACKGROUND

A Development Application has been received seeking approval to carry out alterations and additions to the current premises at 410 Marrickville Road, Marrickville and alter it to a childcare centre for 48 children with 5 staff members. The proposal includes 3 on-site car parking spaces.

The application is required to be referred to the Pedestrian, Cyclist and Traffic Calming Advisory Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

DISCUSSIONSite location & road network

Street Name	Marrickville Road
Section	Between Robert Street and David Street

Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Regional
85th Percentile Speed (km/h)	55.8
Vehicles Per Day (vpd)	14,072
Reported Crash History (2010-2014)	3 crashes (Rum Code: 47, 30 & 21). All 3 crashes resulted in injuries.
Heavy Vehicle Volume (%)	3.6
Parking Arrangements	Unrestricted parking on both sides of the road.

The proposed development site is located on the southern side of Marrickville Road, Marrickville and is adjacent to residential properties. It should be noted that there are several apartment buildings within close proximity to the subject site. The subject site is a residential property and vehicular access to the property is provided via a driveway crossing located at the front on Marrickville Road (refer to the attached locality map and photographs).



Marrickville Road at the subject site

Proposed development

The proposed development application is for the approval to carry out alterations and additions to the current premises and use as a childcare centre for 48 children with 5 staff members at any given time. It is proposed that the existing driveway at the front of the property is to remain and alterations within the premises will include the provision of 3 on-site car parking spaces. The proposed hours of operation of the childcare centre are from 8.00am to 6.00pm on weekdays only (refer to the attached development plans provided by the applicant).

Public Transport

The subject site has access to public transport services, with Marrickville Railway Station being located within a 800 metre radius from the site and bus routes (Route 412, 418, 425 & 426) operating along Marrickville Road.

Parking Provision

Council's DCP 2011 requires the provision of off-street car parking for child care centre (under Parking Area 3) as follows:

1 parking space per 30m² Gross Floor Area (GFA).

Therefore, the proposed development having a total GFA of 258m² should provide a total of 9 off-street car parking spaces.

Council's DCP 2011 requires the provision of off-street bicycle parking for child care centre as follows:

1 parking space per 20 staff for staff + 2 for customers.

Therefore, the proposed development having 5 staff members should provide a total of 3 off-street bicycle parking spaces as follows:

- 1 space for staff bicycle parking, and
- 2 spaces for parents and carers bicycle parking.

It is proposed that 3 car parking spaces will be designated for the use of the childcare centre for drop-off and pick-up and staff parking. This proposal leaves a shortfall of 6 off-street car parking spaces. The proposal does not consider the provision for any bicycle parking spaces. It should be noted that Council's DCP 2011 also requires the provision of 1 motorcycle parking space for a child care centre.

The applicant proposes to make up for the short fall in parking by providing 15 minute parking restrictions between 8:00am-10:00am and between 4:00pm-6:00pm on weekdays. The applicants proposal is for 3 on-street parking spaces (at the frontage to the site on Marrickville Road) to be used for drop-off and pick-up.

With the addition of 3 on-street parking spaces, this still leaves a shortfall of 3 car parking spaces. Should it be noted that this does not meet the parking provision of the proposal according to Council's DCP 2011. A site inspection was undertaken by a Council Officer during the

afternoon period of a weekday and it was observed that on-street parking spaces in Marrickville Road were highly utilised. The closest adjoining street to Marrickville Road, Anderton Street, was also observed and the on-street parking spaces were highly utilised. It should be noted that Anderton Street also consists of unrestricted parking along both sides of the road.

Council's DCP 2011 states that assessing development applications for child care centres are a special case due to the high number of car trips generated for a short duration at drop off and pick up times, and the particular safety issues involved with young children around cars. It may be appropriate that the pickup/drop-off area be provided on the street however given that observations show that on-street parking is highly utilised and that the on-site parking arrangement will result in a short fall and will in turn mean a greater demand for on-street parking.



Existing on-street parking along Marrickville Road



Existing on-street parking along Anderton Street

Access, Servicing and Internal traffic circulation

Proposed vehicular access to the off-street parking spaces will be from the existing driveway in Marrickville Road. The internal layout of the on-site car parking spaces and manoeuvring allows for vehicles to enter and exit the site in a forward direction and is considered to be satisfactory. Waste collection for the proposed childcare centre will be combined with the existing council arrangements for servicing the adjacent residences of Marrickville Road.

Estimated Traffic Generation:

The applicant's traffic consultant report does not provide any information on the total estimated traffic generation from the proposed child care centre. The total estimated traffic generation from the proposed child care centre would be 19 vehicle trips per hour (morning peak) and 17 vehicle trips per hour (early evening peak). These estimated traffic generation rates are considered to be acceptable and can be accommodated with the surrounding road network.

CONCLUSION

The proposed development cannot be supported in its present form due to the shortfall in on-site parking, and that the applicant be requested to review the parking provision for on-site parking for the proposed childcare centre at 410 Marrickville Road, Marrickville to meet the requirements of Council's DCP 2011.

CONSULTATION

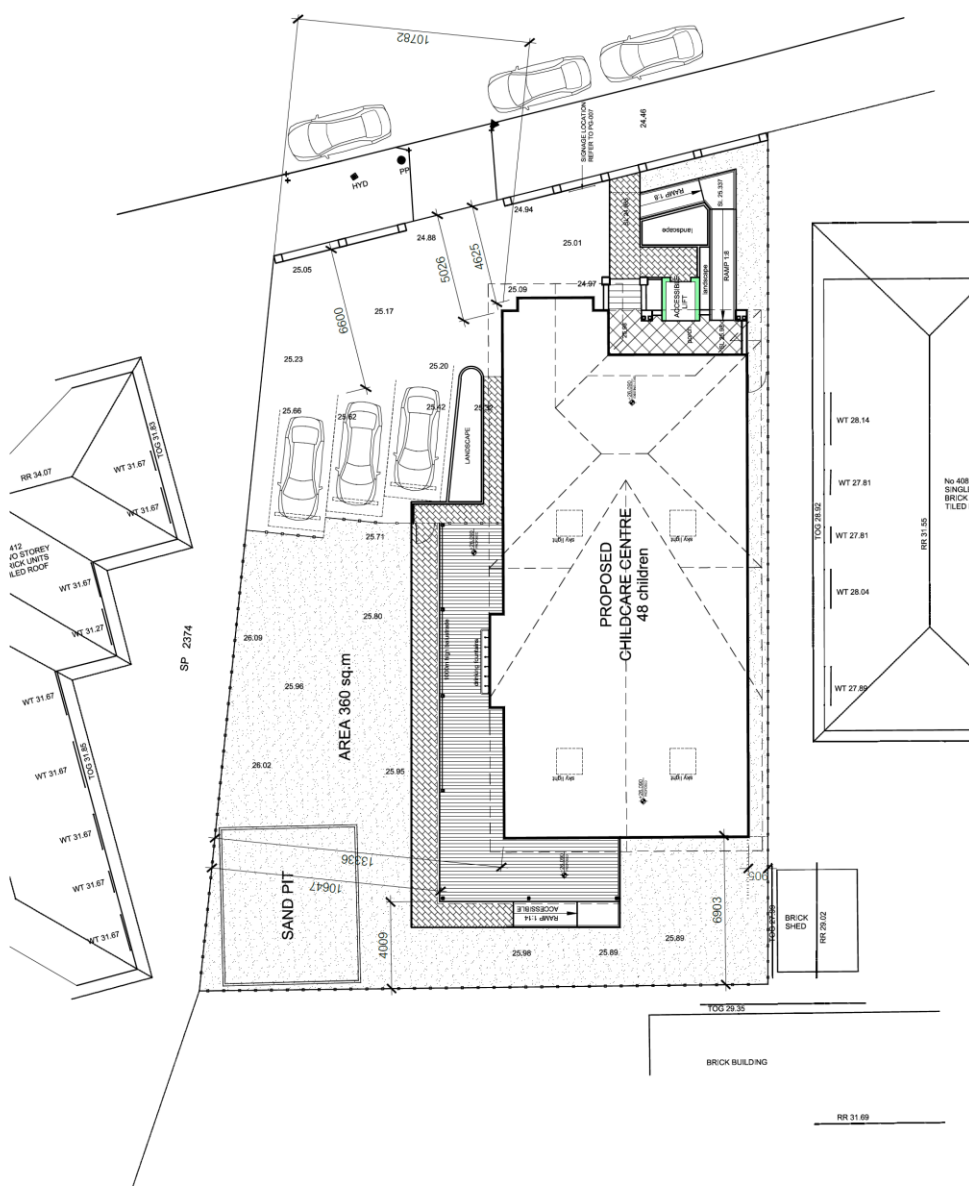
Consultation/notification regarding the proposal would normally be undertaken by Council's Development and Planning Services as part of the Development Application process.

Locality Map – 410 Marrickville Road, Marrickville



Proposed childcare centre site

AREA CALCULATIONS			
Gross Floor Area	Site Coverage		
Ground Floor: 240.00m ²	Structure: 268.00m ²		
First Floor: n/a	Hard surface: 319.40m ²		
	Total: 587.40m ²		
Total: 240.00m ²	Percentage: 65%		
Site Area: 886.4m ²	Landscape		
Floor Space Ratio: 27.5%	landscape total: 311.00m ²		
PARKING PROVISIONS		=	6 cars
ALLOCATED PARKING SPACES			
NUMBER OF CHILDREN (childcare centre)			
3-6 YEARS		=	48 children
TOTAL NUMBER OF CHILDREN		=	48 children
OUTDOOR PLAY AREA (3-6 years)			
		=	48 children
		=	48 children
NUMBER OF STAFF MEMBERS			
3-6 years (1:10) staff children		=	4.8
TOTAL NUMBER OF STAFF MEMBERS		=	5 staff



	DEVELOPMENT APPLICATION		project address		drawing	
	project details		client	project no.	scale A3	drawing no.
	Change of use from dwelling house to childcare centre		owner	AK Engineering	1:200	001
				Mark Sefton		001
						B

[illegible]

Q&K
engineering group

Concetto Design + Associates
engineer: akram masei | 0415 199 317
designer: jonathan zymans
email: info@concectodesign.com.au
p: 1300 18 32 62 m: 0410 625 597

The Copyright of these plans remains at all times with Concetto Design + Associates. They shall not be used for any other project without written consent of Concetto Design + Associates. Architectural plans are not to be modified without written consent by Concetto Design + Associates.

Item No: C2
Subject: LEWISHAM PARKING STUDY REVIEW – DRAFT REPORT
(CENTRAL & WEST WARDS/NEWTOWN & SUMMER HILL)
File Ref: 15/4525
Author: Mary Bailey – Parking Planner

SUMMARY

For the Committee to consider the findings of the ‘Draft’ Lewisham Parking review 2016 report.

A copy of this report is provided separately (attachment 1).

OFFICER’S RECOMMENDATION

THAT;

1. The Committee endorse for the purpose of public exhibition the “Draft” Lewisham Parking Review, 2016; and
 2. The draft review report be placed on Public Exhibition, providing a minimum 28 days for submissions.
-

BACKGROUND

The purpose of the review is to allow stakeholders to give feedback on previous measures and to ensure parking implementation keeps pace with others changes in the community Lewisham is located approximately eight kilometres south-east of Sydney’s CBD, at the north-western corner of the Marrickville LGA. Lambert and Rehbein carried out a parking study in the Lewisham Parking Precinct on behalf of Council over 2012-2013. The Lewisham Parking Strategy 2013 was implemented in 2014. Council is now reviewing the implementation of the strategy.

Measures implemented as a result of recommendations in the 2013 strategy included expansion of and existing resident permit parking area (Area M7 – Lewisham Station), and the creation of a new one, (Area M16 – Lewisham).

The review looks at the impact of the implementation and accounts for feedback from the community, parking data gathered since the implementation and other potential impacts on parking in the area such as spillover effects from parking restriction changes in adjacent areas, residential development, and changes in activity along key arterial corridors from commuter and commercial related demand. The precinct was divided into six (6) Sub Areas to assist in the analysis and strategy development.

Community Consultation

Community consultation was undertaken by way of a mailout of about 3,200 letters to each resident and householder in the area advising of the strategy review and informing them of the questionnaire on *Your Say Marrickville*. There were 180 responses to the questionnaire and a number of emails and phone calls from residents which have all been collated into results regarding the circumstances and preferences for each street.

90 respondents reported that they had changes to parking restrictions implemented in their street. The dissatisfied respondents wanted more restrictions and additional resident parking. Residents were asked, “To what extent are you satisfied or dissatisfied with the new parking changes in your street?” responses are illustrated below in Figure 1.

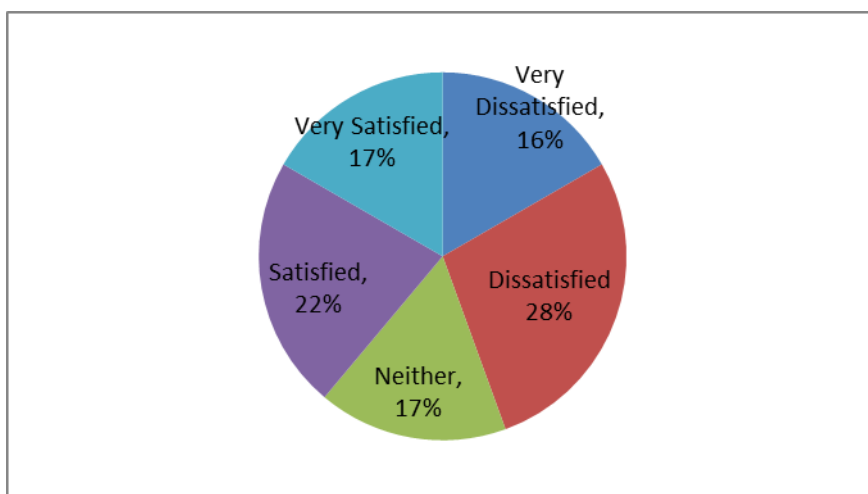


Figure 1 – Satisfaction results from Community Surveys

Parking Surveys

Parking surveys have been undertaken in targeted areas showing the occupancy over various time periods throughout the day and various days of the week. These surveys inform the recommendations for changes to resident parking in a number of areas. See the attached report for results of the parking surveys undertaken in November 2015 and April 2016.

Summary of recommendations

Recommendation	Recommendation Description	Sub Area
1.	Hunter Street (western side) between number 40 and number 50. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	2
2.	Hunter Street (western side) between Denison Road and The Boulevarde Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	2
3.	West Street (western side) outside number 40 to number 50. Convert Unrestricted to 2P Resident Excepted 8am to 6pm Monday to Friday	2
4.	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday as follows	3

	<ul style="list-style-type: none"> • William Street –(southern side) • Longport Street (southern side between old Canterbury Road and Brown Street) <p><i>As part of resident parking area M7 - Lewisham Station</i></p>	
5.	Windsor Road (western side) between Old Canterbury Road and Channel Street. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	4
6.	Weston Street – (eastern side) between Old Canterbury Road and Waratah Mills Light Rail (number 9 to number 75). Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	4
7.	Denison Road (northern side) – between Railway Terrace and 9 Denison Road. Convert 2 P to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	5
8.	Denison Road (northern side) between Eltham Street and Piggott Street - Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday (consistent with in Dulwich Hill parking strategy)	5
9.	Eltham Street (western side) between Victoria Street and Denison Road. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	5
10.	Victoria Street (northern side) between Summer Hill Street and Eltham Street. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	5
11.	The Boulevarde - (southern side) from Eltham Street to outside 55a. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	5
12.	Summer Hill Street – (eastern side) between Victoria Street and Old Canterbury Road- Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	5
13.	Fred Street (southern side) Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	5
14.	Davis Street (cul de sac) (2-10) (eastern side) Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	6
15.	The Boulevarde (northern side) from Eltham Street to Piggott Street	6

	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
16.	Victoria Street (southern side) between Eltham Street and Davis Street. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	6
17.	Nelson Street between Victoria Street and cul de sac (eastern side) Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	6
18.	Little Street (western side) between Victoria Street and cul de sac Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	6
19.	Short Street (eastern side) between Victoria Street and cul de sac Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	6
20.	Ensure enforcement for resident parking in area M7 and M16	

Table 1 – Recommendations for Parking Restrictions

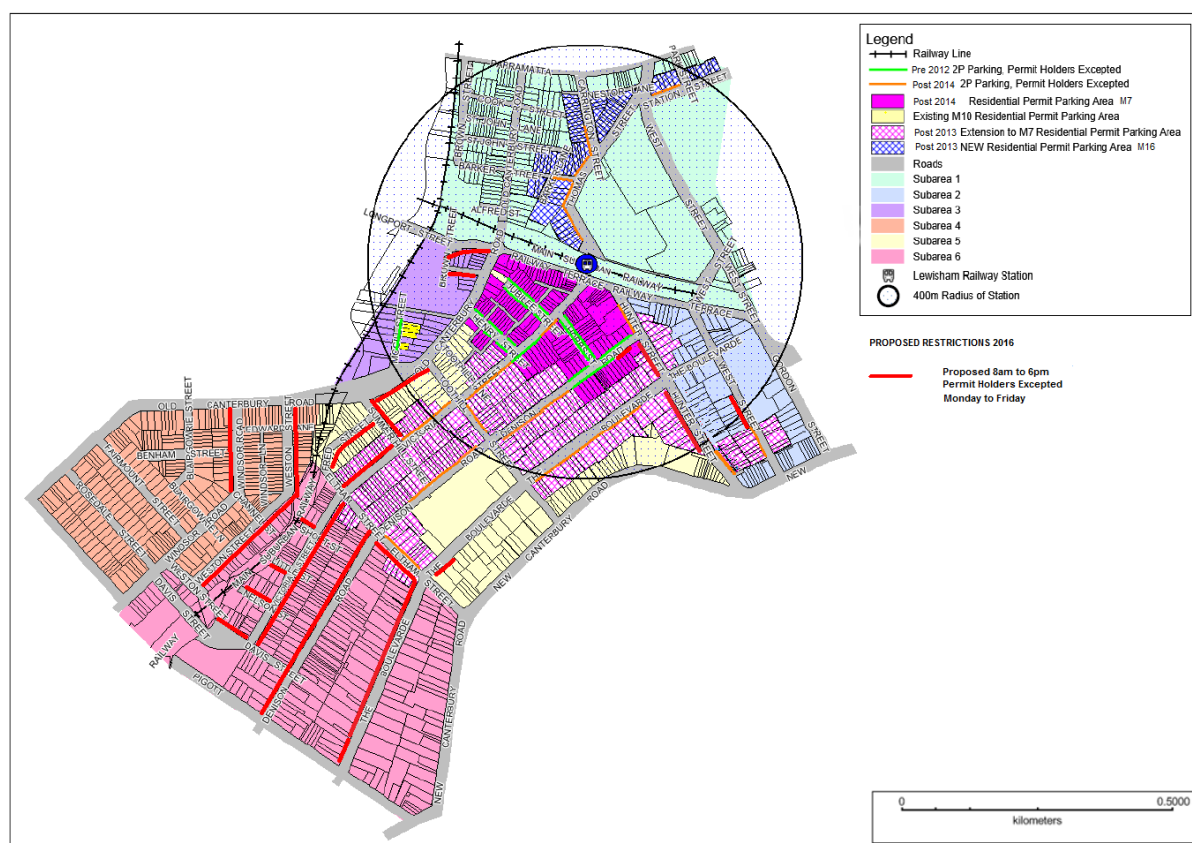


Figure 2 - Existing and proposed parking restrictions

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' Lewisham Precinct Review 2016 report.

A flyer will be sent to residents of the area, an ad will be placed in the *Inner Western Suburbs Courier*, the "Draft" report and a comments page will be posted on *Your Say Marrickville* and respondents to the community survey will be contacted to invite comment.

Following feedback from residents, an updated report will be prepared for presentation to Council; taking into account the findings and the implications of the community consultation comments on the 'Draft' Lewisham Parking Review.

ATTACHMENT 1: Lewisham Parking Review 2016 Draft 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: C3
Subject: MARRICKVILLE EAST (AREA 10) LATM PLAN – DRAFT REPORT
(SOUTH WARD/NEWTOWN & SUMMER HILL)
File Ref: 15/14191
Author: Felix Liu – Traffic Management Planner

SUMMARY

For the Committee to consider the findings of the ‘Draft’ Marrickville East Local Area Traffic Management (LATM) 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 for the Marrickville East LATM, Draft report, 2016; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.

BACKGROUND

Marrickville Council has established Local Area Traffic Management (LATM) schemes in 20 local precincts since 1990. The ‘Marrickville East’ (Area 10) LATM study was originally completed in the 2000 and reviewed in the 2003/2004 financial year. In 2015, Council is again reviewing the scheme in the ‘Marrickville East’ LATM area.

This report sets out an assessment of the traffic conditions within the Marrickville East study area, assessing the performance of the existing Local Area Traffic Management (LATM) schemes in place and proposing improvements where needed to the existing LATM. An assessment was made based on accident history, resident complaints, recorded speeds and volumes of traffic as well as the percentage of heavy vehicles.

DISCUSSION

The Marrickville East LATM Strategy was prepared by Marrickville Council in order to review the traffic management strategy within the precinct. This report sets out an assessment of the traffic conditions within the Marrickville East LATM 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 from January 2006 to December 2010;
- Review of the community's complaints and concerns raised in the community questionnaire in relation to traffic and safety issues;
- Review of intersection performance;
- Assessment of the effectiveness of the existing LATM measures and ensure them compliant to the up-to-date standard;
- 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 study aim to align with the principals espoused in the Connecting Marrickville vision and the traffic management principles outlined in the Marrickville Integrated Transport Strategy (ITS), 2007.

Following the assessment of the Pedestrian, Cyclist and Traffic Calming Advisory Committee of the draft strategy, approval will be sought from the Infrastructure, Planning and Environmental Services Committee for placing the draft LATM strategy on Public Exhibition.

DRAFT REPORT RECOMMENDATIONS

A summary of recommendations and concept plans are detailed in ATTACHMENT 2. The Marrickville East LATM review has embraced integration opportunities and multifunctional infrastructure.

Table A LATM Treatment Recommendations

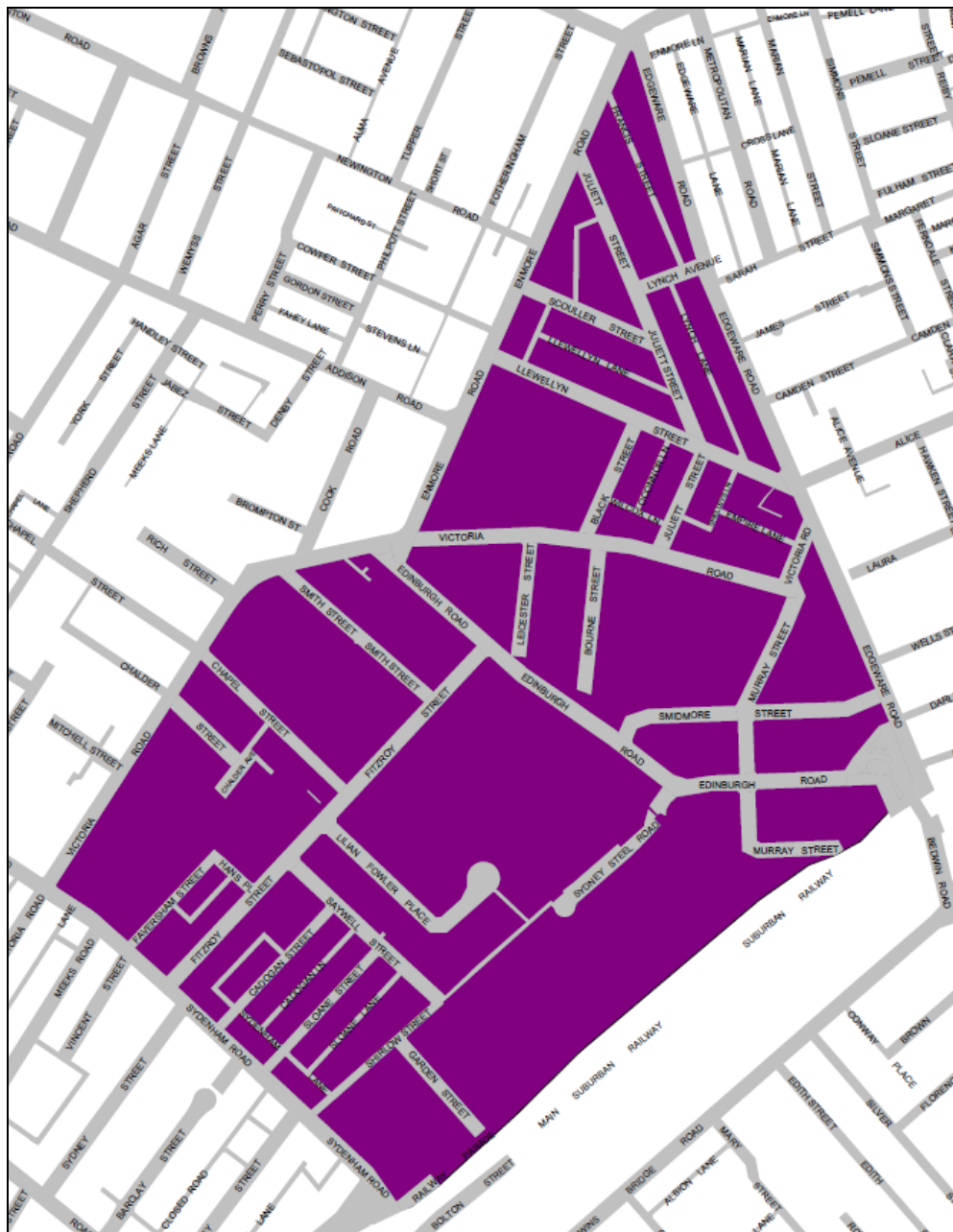
Item s	Street	Section	Proposed Treatment
1	Fitzroy Street	Chapel Street to Edinburgh Road	1. Installation of marked edge line (parking lane treatment) 2. Installation of on-street bicycle symbol 3. Installation of 4 kerb blisters 4. Installation of 2 speed humps / cushion 5. Installation of BB Line
2	Fitzroy Street	Sydenham Road to Chapel Street	6. Installation of marked edge line (parking lane treatment) 7. Installation of on-street bicycle symbol 8. Installation of 6 kerb blisters 9. Installation of 3 speed humps / cushion 10. Installation of BB Line 11. Installation of kerb blisters at the corner of Sydenham Rd 12. Set back existing pedestrian crossing at Sydenham Rd 13. Installation of Give-way sign and associated line marking at Fitzroy Street.
3	Edinburgh Road	Fitzroy Street to Murray Street	14. Installation of marked edge line (parking lane treatment) 15. Installation of on-street bicycle symbol 16. Installation of 4 kerb blisters 17. Installation of 2 speed humps / cushion 18. Extension of existing BB Line
4	Llewellyn Street	Enmore Road to Edgeware Road	19. Installation of 4 kerb blisters 20. Installation of 2 speed humps / cushion 21. Installation of pedestrian refuge

Item s	Street	Section	Proposed Treatment
5	Victoria Rd – Bourne St, Black St and Leicester St	Junctions	22. Installation of 4 kerb extensions at Victoria Rd/Black St/Bourne St intersection with access ramps. 23. Installation of 3 kerb extension at Leicester St/Victoria intersection. 24. Installation of Refuge Island on Victoria Rd to the west of Leicester St. 25. Installation of Bicycle Symbols
6	Fitzroy St / Edinburgh Rd	roundabout	26. Installation of cyclist facilities in the roundabout 27. Installation of Bicycle Symbols
7	Francis Street	Lynch Avenue to Enmore Road	28. Installation of street signs to change Francis street from two way to one way Northbound 29. Extension of existing BB line to prevent right turn from Enmore Road to Francis Street
8	Juliett Street	Scouller St to Enmore Rd	30. Re-paint the parking bay delineation
9	Lynch Avenue / Edgeware Road	Junction	31. Installation of Keep Clear sign 32. Installation of “Do not queue across intersection” street sign
10	Shelleys Ln/ Llewellyn St	Junction	33. Installation of pedestrian Threshold 34. Installation of Give way sign 35. Installation of “ Look” signs
11	Black Street	Victoria Rd to Llewellyn St	36. Installation of pedestrian refuges 37. Installation of kerb blisters
12	Juliett St with and including Lynch Ave	Llewellyn St to Lynch Ave	38. Installation of Bicycle symbols
13	Victoria Rd	At Edgeware Rd	39. Installation of kerb extension on Victoria Road 40. Modification of existing centre median
14	Sydenham Rd, Shirlow St, Sydney Steel St, Edinburgh Rd, Smidmore St	various	41. Installation of bicycle symbols 42. Installation of “ shared path” sign 43. Installation of bicycle warning sign

ATTACHMENT 1: Marrickville East LATM Study Area Map.

ATTACHMENT 2: Marrickville East LATM Draft Report 2016.

ATTACHMENT 1 – Marrickville East LATM STUDY AREA (Area 10)



ATTACHMENT 2 – Marrickville East LATM DRAFT REPORT 2016

(Attached separately)

Item No: C4
Subject: LOCAL BICYCLE ROUTES 3 & 18 WITH STREETSCAPE IMPROVEMENTS – CONCEPT PLANS (CENTRAL & WEST WARDS/SUMMER HILL)
File Ref: 50337.16
Author: Benny Horn – Cycling Planner, Infrastructure Planning and Property

SUMMARY

Council has developed draft concept plans for upgrades to two bicycle routes, and associated streetscape improvements, identified in Council's Bicycle Plan:

- Local Route 3, from Livingstone Road (at the Bankstown rail line) to Marrickville Park; and
- Local Route 18, from Dulwich Hill train station to Marrickville train station.

Consistent with objectives of Council's Community Strategic Plan, the proposed changes promote bike riding as a sustainable transport mode by providing safe routes that enhance access to public transport and local destinations for people of all ages and cycling abilities.

The concept plans address constraints along the routes, such as by high traffic volumes and narrow road carriageways, by proposing:

- streetscape modifications to improve pedestrian safety and amenity, including new crossing treatments and shared path widening, and separation of pedestrians and bicycles;
- upgraded route treatments to improve bicycle rider safety, comfort and convenience, including protected on-road bike paths, shared paths and mixed traffic lanes as appropriate. The treatments are consistent with Roads and Maritime Services (RMS) guidelines for separation of bicycles and motor vehicles and support NSW Government policy of providing bike infrastructure that meets user needs and improves local cycling catchments; and
- changes to bus stops, intersections and on-street parking to accommodate the changes.

The plans incorporate preliminary input from the local community, RMS, State Transit Authority, Bike Marrickville and internal stakeholders.

In line with the NSW Government's commitment to improving bicycle infrastructure, Council received a 50/50 RMS grant for concept planning of both routes in 2015/16. Council has received a further 50/50 grant from RMS to develop detailed designs for the routes in 2016/17.

This report recommends that the concept plans for Local Routes 3 and 18 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 draft concept plan for Local Route 3 be placed on public exhibition for 28 days, pending the modelling of proposed changes to the intersection of Livingstone Road and Marrickville Road;
 2. The draft concept plan for Local Route 18 be placed on public exhibition for 28 days;
 3. Following public exhibition, a further report be prepared detailing outcomes of consultation and the final concept plans for both routes.
-

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 and reduce community car use.

The Bicycle Plan identifies 'Regional Routes' and 'Local Routes' to cater for a range of trip purposes. Local routes (LR) link residents and visitors with public transport and local destinations such as schools and shops, and regional routes for destinations further afield.

In 2015/16, Council received 50/50 grant funding from RMS through the NSW Government's Active Transport Program to develop concept designs for improvements to three local routes, reflecting the NSW Government's stated commitment to provide bicycle infrastructure that meets user needs and improves local cycling catchments:

- Part of LR3 on Livingstone Road from the Bankstown Line rail corridor to Marrickville Park (at Porter Avenue and Frazer Street);
- LR16 on Addison Road from Livingstone Road to Juliett Street (via Enmore Park), and
- Part of LR18 between Dulwich Hill station and Marrickville station (via Wardell Road, Pine Street and Arthur Street).

Council engaged Lambert & Rehbein in early 2016 to undertake this work for all three routes. Draft concept plans for LR3 and LR18 have been prepared and are presented in this report. Draft concept plans for LR16 (Addison Road) are still being developed and will be presented to the Traffic Committee at a later date. In April 2016, RMS subsequently awarded Council further 50/50 grants to develop detailed designs for all three routes in 2016/17.

LR3 (Livingstone Road)

Livingstone Road is the preferred LR3 north-south route between the Bankstown Line rail corridor and Marrickville Park due to a lack of alternative direct route options. LR3 was extended 50 metres south to Jersey Street in order to maintain its connectivity to LR18.

LR18 (Dulwich Hill station to Marrickville station)

The preferred LR18 route was identified via Dudley Street, School Parade, Albermarle Street, Livingstone Road, Jersey Street, Herb Greedy Place and Warburton Street. This route follows

much of Council's LR19 alignment, except Jersey Street (rather than Moncur Street) and Herb Greedy Place (rather than McNeilly Park).

The preferred LR18 option via Albermarle Street (referred to in this report as *LR18/19*) is a flatter and more direct route, primarily along low traffic streets, and considered more comfortable and convenient for bicycle riders than the original LR18 route via Wardell Road. This was reflected in initial consultations, with stakeholders expressing a preference for the southern route option. The LR18/19 option also uses existing bicycle route upgrades on part of the route: a 90-metre long two-way protected bicycle path at School Parade and a 180-metre long shared path between School Parade and Albermarle Street.

The study areas of the preferred routes are shown at Figure 1.

DISCUSSION

The LR3 and LR18/19 concept plans and consultant's report are attached. The plans propose a combination of mixed traffic lanes, shared paths and two-way protected on-road bike paths as appropriate to make bike riding safer, more comfortable and more convenient for people of all riding abilities (Figure 2). Associated streetscape improvements will enhance pedestrian safety and amenity on sections of the routes, with some changes to on-street parking provision, bus stops and intersections proposed to accommodate the bicycle route and pedestrian amenity improvements.

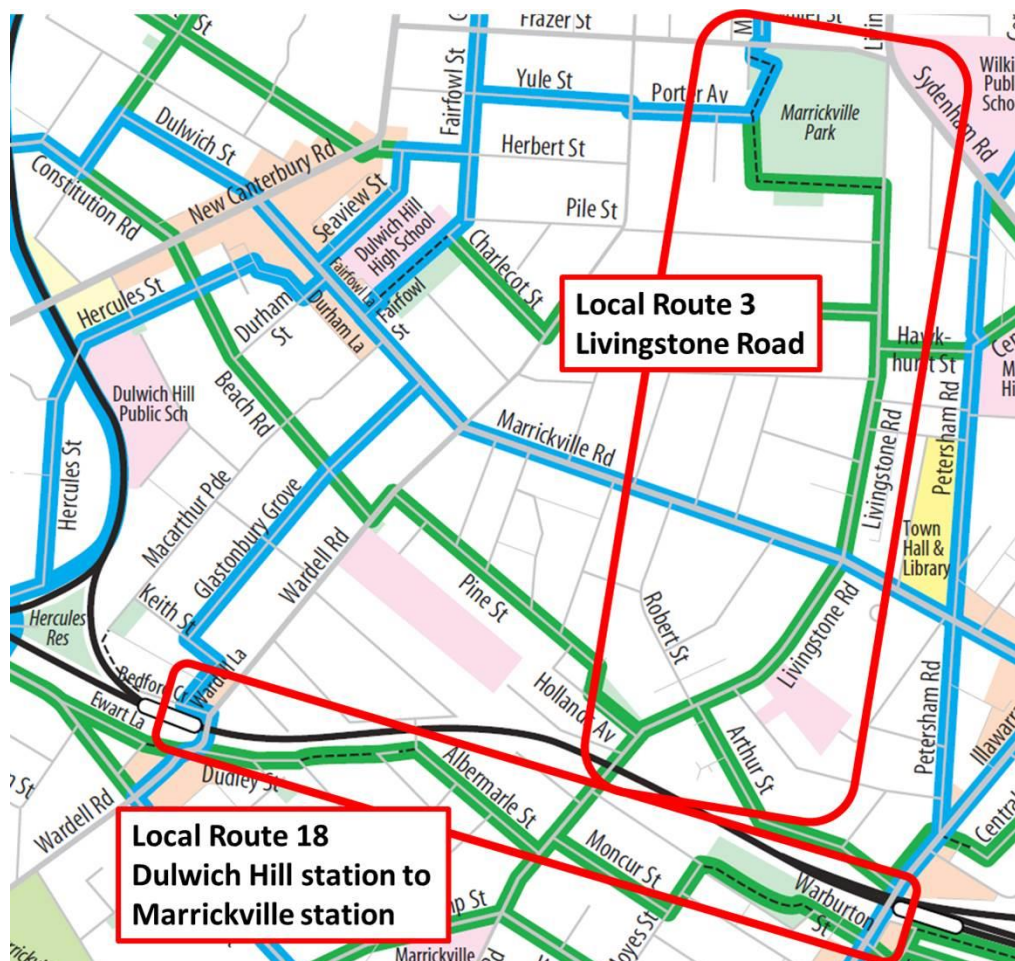


Figure 2 LR3 and LR18/19 route study areas

Community Strategic Plan and Marrickville Bicycle Plan

LR3 and LR18/19 join one another at Livingstone Road (at Jersey Street). Together, the proposed route improvements will encourage bike riding in Marrickville LGA by providing high quality bicycle connections for residents and visitors to:

- public transport (at Marrickville and Dulwich Hill stations, and along Livingstone Road and Marrickville Road);
- other local destinations including local shops, schools, the planned Marrickville Library and Community Hub and Marrickville Park; and
- other bicycle routes including the Regional Route 7 priority cycleway between Lewisham and inner Sydney (via a planned route from Marrickville Park to Parramatta Road), the Cooks River path and the GreenWay.

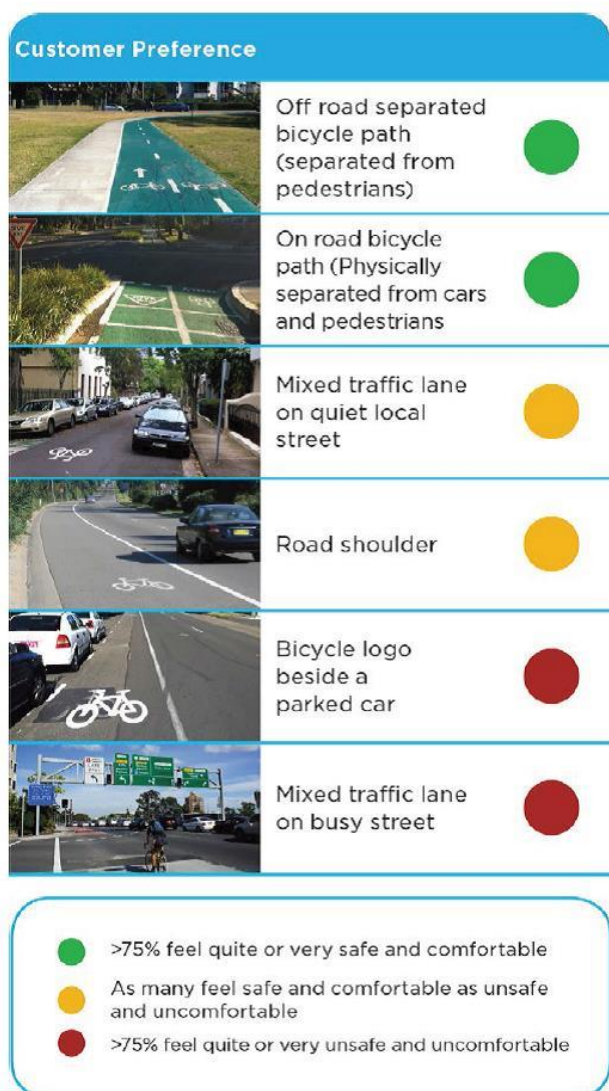


Figure 3 Bicycle infrastructure to meet user needs (Transport for NSW 2013, *Sydney's Cycling Future*)

Council's Community Strategic Plan has a stated goal of a "vibrant economy and well planned, sustainable urban environment and infrastructure" and identifies specific strategies to encourage bike riding to help achieve this goal:

Outcome	Strategies
<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>

LR3 (LIVINGSTONE ROAD)

The Concept Plan

The LR3 draft concept plan proposes the following changes:

- New two-way protected on-road bike path on the western side of Livingstone Road between Randall Street and Marrickville Park to provide appropriate separation of bicycles and motor vehicles and a safe, comfortable and convenient route. Length 1,250m.
- Removal of the parking lane on the western side of Livingstone Road to accommodate the bike path; localised removal of on-street parking on the eastern side for related changes.
- New angled parking on eight side streets to offset removal of parking on Livingstone Road.
- Intersection modifications at Livingstone Road/Marrickville Road to improve bike rider safety and route connectivity through the intersection (subject to RMS agreement).
- New 'shared environment intersection' treatments across six side streets to improve pedestrian and bike rider safety and route connectivity along Livingstone Road.
- Minor relocation of seven bus stops, including provision of in-lane bus stops on the western side of Livingstone Road, to accommodate the bike path (subject to STA agreement). Four bus stops also under review by STA for removal.
- Minor realignment and narrowing of road lanes, and minor relocation of existing pedestrian median refuges, on Livingstone Road to accommodate the protected bike path.
- As part of Council's upgrade to Marrickville Park, shared paths will link Livingstone Road to Porter Avenue and Frazer Street, and are incorporated into the concept plans.

The key features of the changes are discussed below, with more detailed information, including the draft plan, at Attachment 1.

Safer, more comfortable and more convenient bicycle routes

Traffic volumes (9,000 – 11,250vpd (2014)) and speeds along sections of Livingstone Road (85th percentile speed of 55.8km/h between Sydenham Road and George Street) are high. The RMS guideline for appropriate segregation of bicycles (Figure 3) recommends the provision of

protected bike paths to segregate bicycles and motor vehicles on roads with this combination of traffic volume and speed.

Presently, LR3 has no dedicated bicycle facilities. It is an unmarked route along Livingstone Road in which bike riders are required to travel in the traffic lane with motor vehicles. Community feedback, and traffic volumes and speeds indicate that these conditions are unsafe for bicycle riders. There have been three collisions involving bicycle on this section of Livingstone Road since 2010.

The proposed two-way protected bike path on the western side of Livingstone Road is consistent with RMS guidelines for appropriate bicycle facilities. An example of this type of infrastructure is shown at Figure 4. This will improve bike rider safety, providing an important, high-quality north-south link that will encourage the use of bicycles to access local destinations and public transport in Marrickville.

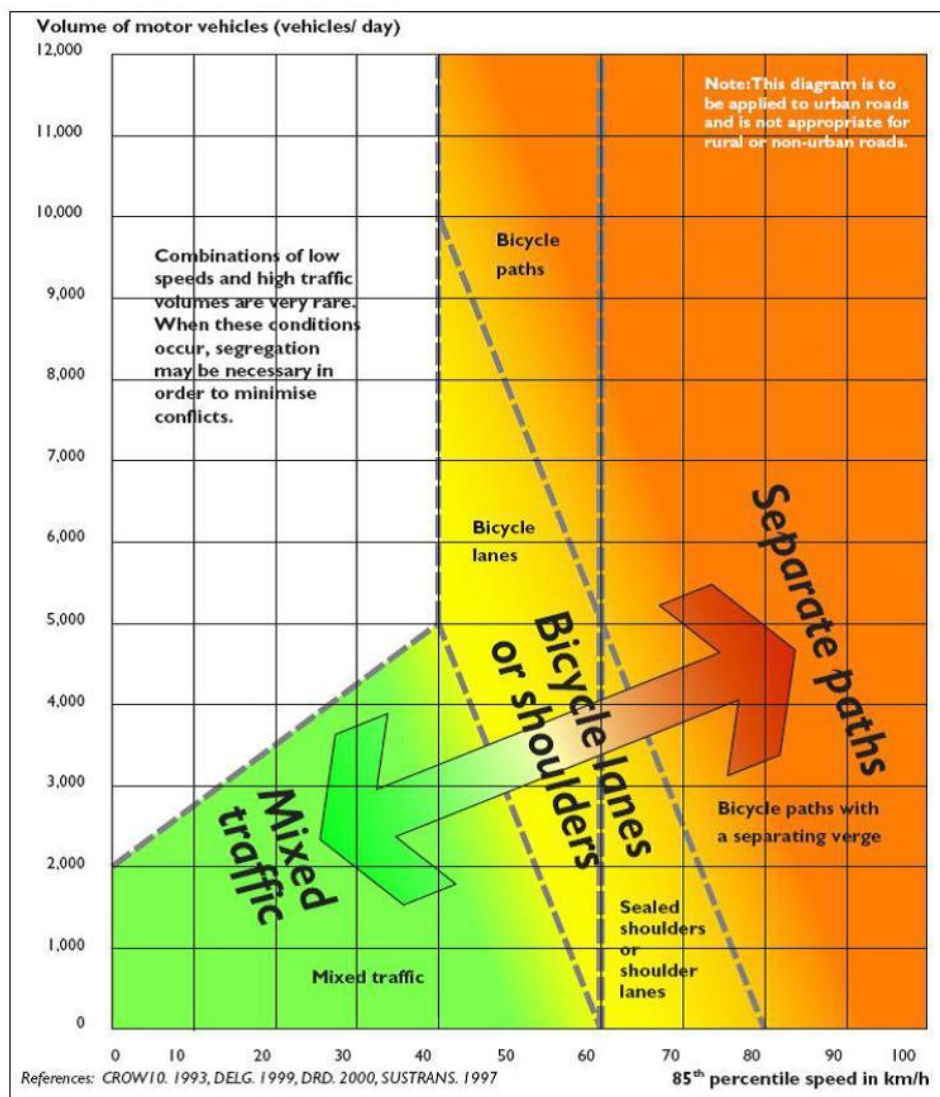


Figure 4 RMS guideline for appropriate bicycle facilities (RTA 2005, NSW Bicycle Guidelines)



Figure 5 Example of a two-way protected bike path (Bourke Street, Surry Hills)

Other LR3 treatment options were evaluated but discounted. The reasons for not supporting other options are set out in the following table.

Alternative LR3 option	Rationale for not supporting this option
Retain existing on-road mixed traffic conditions on Livingstone Road	The present conditions on Livingstone Road are unsafe for existing bicycle riders and deter potential bicycle riders, due to existing traffic volumes and speeds, and inconsistent with RMS guidelines for appropriate separation of bicycles and motor vehicles.
Provide bike shoulder lanes	<p>Bike shoulder lanes are also considered unsafe on Livingstone Road based on RMS guidelines due to existing traffic volumes and speeds.</p> <p>As Livingstone Road is a bus route, there is a requirement for wider traffic lanes (min. 3.2m). This only allows for very narrow bike shoulder lanes (1.2m) with no physical separation between bicycles and parked cars, increasing the safety hazard to bicycles from opening of car doors.</p>
Provide a shared path on the existing footpath along Livingstone Road	<p>Existing footpaths on Livingstone Road typically vary in width between 1.2m and 1.8m, and would require widening to 2.5m to serve as a functional shared path wide enough to accommodate two-way bike and pedestrian movements. This would require removal of a significant number of existing street trees and substantial loss of amenity for pedestrians and residents due to the loss of trees.</p> <p>Shared paths are unsuitable where pedestrian volumes are</p>

	<p>likely to be high, such as near the intersection of Marrickville Road.</p> <p>Shared paths are also inconsistent with NSW Government policy of providing bike infrastructure that separates bicycles, pedestrians and motor vehicles where possible.</p>
Provide a protected bike path without removing a parking lane	Livingstone Road is a 12.8m wide road. In some circumstances roads of this width can accommodate a protected bike path without affected parking lanes. However, as described above, there is a requirement for wider traffic lanes on Livingstone Road as buses travel along the street. As a result, Livingstone Road is not wide enough to accommodate two traffic lanes, two parking lanes and a two-way protected bike path.
Provide a protected bike path on the eastern side of Livingstone Road	A path on the eastern side of Livingstone Road was also considered, however a path on the western side of Livingstone Road provides the best connectivity to Marrickville Park and has slightly smaller impacts on on-street parking on Livingstone Road.
Use an alternative route	There are no alternative north-south routes near Livingstone Road that could provide a reasonably direct option for bike riders.

Improved Pedestrian Amenity

The LR3 draft concept plan proposes streetscape improvements that will enhance pedestrian safety, amenity and access.

‘Shared environment intersection’ treatments are proposed at six locations on the LR3 route: at the intersections of Livingstone Road with Marrickville Avenue, Hollands Avenue, Robert Street, Hastings Street, Enfield Avenue and George Street. Shared environment intersections give right of way to pedestrians crossing the side streets, and will improve pedestrian safety and access (Figure 5) north-south along Livingstone Road. The treatment features raised thresholds to reduce vehicle speeds and a distinctive pavement to signify a changed environment and warn motorists of pedestrian and bicycle movements across the side streets. The treatment suitable for low-volume side streets (i.e. <30 vehicles per hour (vph)) and has been endorsed by RMS for further trials for side streets in the range of 30-60vph. Traffic counts indicate that four of the six side streets have less than 30 vph, with two (Enfield Street, 31vph, and George Street, 39vph) in the range of 30-60vph.



Figure 6 Example of a shared environment intersection (George Street, Redfern)

The proposed two-way protected on-road bike path along the western side of Livingstone Road will also improve pedestrian amenity by increasing the buffer between the footpath area and the busy roadway.

The draft LR3 concept also incorporates changes to improve pedestrian amenity being implemented as part of Council's Marrickville Park upgrade. This includes path widening to provide a shared path facility through the park between Lawson Avenue, Porter Avenue and Livingstone Road that bypasses children's play areas in order to minimise the risk of pedestrian/bicycle conflict in the park.

On-street parking

In order to implement the proposed improvements to LR3 and associated minor bus stop relocations, changes to on-street parking on Livingstone Road are required, including the removal of the parking lane on the western side of Livingstone Road.

The installation of a two-way protected bike path will require the removal of the on-street parking lane on the western side of Livingstone Road. Data from two Council parking studies incorporating:

- Livingstone Road and adjacent side streets between Arthur Street and Enfield Street (Marrickville Town Centre Parking Strategy, 2013); and
- Enfield Street and Frazer Street (Petersham Parking Survey, 2016)

indicate that on-street parking occupancy rates along Livingstone Road (and surrounding side streets) range between 45% and 65%, and suggest that the existing availability of parking spaces can absorb the removal of some on-street parking.

Between Jersey Street and Marrickville Park, a total of eight properties fronting the western side of Livingstone Road (where on-street parking is proposed to be removed) do not have access to off-street parking (e.g. driveways or rear-lane garage) or parking on an adjacent side street. These residents are potentially most directly impacted by the proposed removal of on-street parking in front of their houses.

To mitigate the impacts of removing parking on Livingstone Road, the concept plan also considers opportunities to provide angled parking on side streets. Eight side streets along the LR3 route (Marrickville Avenue, Robert Street, Francis Street, Hastings Street, Graham Avenue, Enfield Street and Pile Street) are of sufficient width to accommodate 90 degree angled parking in close proximity to Livingstone Road.

The changes proposed in the concept plan would result in a net overall gain of 25 parking spaces on Livingstone Road between Jersey Street and Marrickville Park.

Proposed changes to on-street parking provision are shown in the concept plan and summarised in the table below:

Location	No. of spaces	Comments
Livingstone Rd (between Jersey St and Marrickville Rd): Net loss of one space		
Livingstone Road (western side)	-37	Removed for protected bike path
Livingstone Road (eastern side)	-3 -10	Removed due to relocation of bus stop Removed to accommodate changes to the Marrickville Road intersection
Marrickville Avenue	+15	Proposed angled parking on southern side
Robert Street	+24	Proposed angled parking on eastern side
Francis Street	+10	Proposed angled parking on northern side
<i>Net change</i>	<i>-1</i>	
Number of properties on western side without off-street and/or adjacent side street parking: 2		
Livingstone Rd (between Marrickville Rd and Marrickville Park): Net gain of 26 spaces		
Livingstone Road (western side)	-62	Removed for protected bike path
Livingstone Road (eastern side)	-9	Removed due to relocation of two bus stops
Hastings Street	+24	Proposed angled parking on northern side
Graham Avenue	+20	Proposed angled parking on northern side
Enfield Street	+12	Proposed angled parking on northern side
Hawkhurst Street	+22	Proposed angled parking on northern side
Pile Street	+19	Proposed angled parking on northern side
<i>Net change</i>	<i>+26</i>	
Number of properties on western side without off-street and/or adjacent side street parking: 6		

Other road modifications

Proposed minor changes to bus stops are set out in the draft concept plan:

- the provision of three in-lane bus stops (with bend out bike path treatments behind the stops) at three existing bus stop locations on the western side of Livingstone Road, and
- minor relocation of bus stops on the eastern (four stops) side of Livingstone Road to provide sufficient width to accommodate the proposed two-way protected bike path.

In-lane bus stops with bend-out bike paths have been installed elsewhere in Sydney, for example along the Bourke Road Alexandria bike path (see Figure 4). The bend-out bike path treatment ensures that appropriate separation of pedestrians and bicycles is maintained through the bus stop area and is suitable when there is no adjacent parking lane.

The installation of protected bike paths requires the narrowing of travel lanes on Livingstone Road to 3.25m in some sections. This is consistent with State Transit Authority's (STA) design guidelines, which indicate that the minimum desirable travel lane width on bus routes is 3.2m (NB: The desirable minimum lane width increases to 3.5m when the bus travel lane is against the kerb. This condition does not apply on these routes).



Figure 7 Example of an in-lane bus stop with bend-out bike path (Bourke Road, Alexandria)

In initial consultations, STA has provided in-principle agreement with the proposed changes, with minor modifications to proposed bus stop relocations proposed and to be incorporated following further consultation in the public exhibition phase. STA has also indicated that two bus stops on Livingstone Road near Pile Street are under consideration for removal as part of Transport for NSW's bus stop rationalisation program. A decision on bus stop rationalisations will be made in coming months and any changes incorporated into the plans for the route.

The LR3 concept plan proposes reconfiguration of the intersection of Marrickville Road and Livingstone Road to accommodate the proposed two-way bike path. The changes include provision of a new dedicated right-turn lane on the northbound and southbound approaches to the intersection. Initial consultations have been held with RMS, with RMS indicating that intersection modelling to assess the impact of the proposed changes will be required. Council will undertake modelling of these impacts and will present the findings to RMS for consideration and feedback during the public exhibition period.

LR18/19 (DULWICH HILL STATION TO MARRICKVILLE STATION)

The Concept Plan

The LR18/19 draft concept plan proposes the following changes:

- New 30m shared path and 30m two-way protected on-road bike path on the northern side of Dudley Street connecting to the existing two-way bike path at School Parade, to provide a safe, direct and high quality bike link to Dulwich Hill train station.
- Minor relocation of the bus stop and part of the on-street parking lane on the northern side of Dudley Street to accommodate the bike path and shared path treatments. Requires the removal of three on-street parking spaces on the northern side of Dudley Street.
- New pedestrian crossing on Dudley Street to improve pedestrian safety and access to the train station and local shops. Requires the removal of two on-street parking spaces.
- Widening of shared path to 2.5m between School Parade and Kays Avenue East (subject to Sydney Trains agreement) to improve pedestrian and bicycle rider comfort and safety.
- Improved bicycle roadmarkings on Albermarle Street, Jersey Street and Herb Greedy Place to enhance bike rider safety and bicycle visibility for other road users.
- New two-way protected on-road bike path on the western side of Livingstone Road between Albermarle Street and Randall Street to provide appropriate separation of bicycles and motor vehicles and a safe, comfortable and convenient bicycle route between Dulwich Hill and Marrickville train stations, local shops and schools, Marrickville Community Hub and Marrickville Park. Total length 90m.
- Removal of the parking lane on the western side of Livingstone Road to accommodate the bike path; localised removal of on-street parking on the eastern side for related changes.
- Angled parking on Randall Street to offset removal of parking spaces on Livingstone Road.
- New 'shared environment intersection' treatment across Randall Street to improve pedestrian and bike rider safety and route connectivity along Livingstone Road.
- Minor relocation of two bus stops, including provision of an in-lane bus stop on the western side of Livingstone Road, to accommodate the bike path (subject to STA agreement).
- Minor realignment and narrowing of road lanes, and minor relocation of existing pedestrian median refuges, on Livingstone Road to accommodate the protected bike path.
- Bicycle access at the western end of Herb Greedy Place; and provision of bicycle contraflow roadmarkings in Herb Greedy Place to improve safety by enhancing motorist awareness of bike contraflow provisions in the lane.

The key features of the changes are discussed below, with more detailed information, including the draft plan, at Attachment 2.

Safer, more comfortable and more convenient bicycle routes

Presently, LR18/19 is a bicycle route comprised mostly of on-road mixed traffic conditions, with a short section of two-way protected bike path at School Parade and a shared path between School Parade and Albermarle Street. LR18/19 mostly follows local roads with low traffic volumes (<2000vpd) and low speeds in which the mixed traffic conditions are considered safe and appropriate for bicycle riders.

Exceptions to the low traffic volume conditions on LR18/19 are at the crossing points of Wardell Road (13,500vpd), Livingstone Road (9,000vpd) and Illawarra Road (16,500vpd). Pedestrian volumes at Wardell Road and Illawarra Road are also likely to be high given the proximity to Dulwich Hill and Marrickville train stations, respectively.

The concept plan for LR18/19 proposes the retention of the existing protected bike path, shared path and mixed traffic treatments on most sections of the route, with localised improvements to bicycle roadmarkings to increase awareness of bicycles for other road users.

Upgrades to provide separation of bicycles and motor vehicles are proposed where this is appropriate based on existing motor vehicle volumes and/or to improve the comfort and convenience of the route. This includes:

- a protected bike path at Livingstone Road (between Albermarle and Randall Streets);
- a protected bike path and shared path at Dudley Street; and
- widening of the shared path between School Parade and Kays Avenue East to 2.5 metres.

Improved Pedestrian Amenity

In addition to enhancements to bicycle infrastructure, the LR18/19 draft concept plan proposes associated streetscape improvements that will enhance pedestrian safety, amenity and access.

A new pedestrian crossing is proposed at Dudley Street to replace the existing pedestrian median refuge. This will upgrade an important link in the local walking network, improving pedestrian safety and access to/from Dulwich Hill train station and local shops on the eastern side of Wardell Road south of Dudley Street. Two parking spaces would be removed to accommodate the pedestrian crossing.

The LR18/LR19 concept plans also propose widening the existing shared path between School Parade and Kays Avenue East to 2.5 metres, by encroaching on the Bankstown Line rail corridor. This would greatly reduce the safety hazard for pedestrians by providing increased space to share the path with bicycle riders.

A 'shared environment intersection' treatment is proposed at Randall Street to give right of way to pedestrians crossing the side street and improve pedestrian safety and access. The treatment is approved for use in low-volume side streets (i.e. <30vph). Traffic counts indicate that Randall Street falls within this range.

The two-way protected on-road bike path proposed along the western side of Livingstone Road will improve pedestrian amenity by increasing the buffer between the footpath area and the busy roadway.

On-street parking

Five parking spaces on Dudley Street are proposed to be removed to allow for improvements to local pedestrian and bicycle amenity and access to the train station and local shops.

The proposed two-way protected bike path on Livingstone Road, between Albermarle Street and Jersey Street, will require the removal of the on-street parking lane on the western side. Six properties fronting the western side of Livingstone Road do not have access to off-street or adjacent side street parking, and these properties are potentially the most directly affected by the proposed changes.

The concept plan proposes angled parking on Randall Street to offset the removal of parking spaces. The proposed changes are summarised below:

Dudley Street: Net loss of five spaces

Dudley Street (northern side)	-3	Removed for protected bike path
Dudley Street (southern side)	-2	Removed for new pedestrian crossing
<i>Net change</i>	-5	

Livingstone Road (between Albermarle Street and Jersey Street): Net loss of one space

Livingstone Road (western side)	-12	Removed for protected bike path
Livingstone Road (eastern side)	-4	Removed due to relocation of bus stop and pedestrian refuge
Randall Street	+15	Proposed angled parking on southern side
<i>Net change</i>	-1	

Number of properties on western side without off-street and/or adjacent side street parking: 6

Other road modifications

The installation of the proposed two-way protected bike paths on Dudley Street and Livingstone Road requires modifications to bus stops and narrowing of travel lanes on these roads.

Minor changes to bus stops would involve:

- the provision of an in-lane bus stop (with bend out bike path treatments behind the stops) on the northern side of Dudley Street, and
- minor relocation of two bus stops on Livingstone Road (one on each side) to provide sufficient width to accommodate the proposed two-way protected bike path.

STAKEHOLDER ENGAGEMENT

Consultation with internal and external stakeholders on LR3 and LR18/19 route options 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 and Sydney Buses
- 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 to seek preliminary input into route options for three local routes: LR3 (Livingstone Road), LR16 (Addison Road) and LR18 (Dulwich Hill station to Marrickville station). The online forum was advertised to the community and other stakeholders using social media and signposting along the proposed

routes, and was active from 17 February to 16 March 2016. A total of 16 comments were received from nine contributors (with 12 comments pertaining to the Addison Road route).

Two comments were received pertaining to LR3 and two comments were received pertaining to LR18/19. These are summarised in the table below:

Route	Issue/Section	Comment	Number of comments
LR3	Livingstone Road	Road surface is unsafe (cracks between the concrete and bitumen surfaces).	1
LR3	Intersection of Livingstone Rd and Marrickville Rd	The intersection is unsafe for bike riders due to reduced sight distance south of intersection and a pedestrian median refuge pinch point north of intersection.	1
LR18	Route option	A southern route option via Warburton Street is better.	1
LR18	Dulwich Hill station	The connection to Dulwich Hill station needs improvement.	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:

LR3 (Livingstone Road):

- Intersection of Livingstone Road and Marrickville Road is a challenge
- This is a local route – thus should encourage beginner bike riders
- The route passes local schools – opportunity to improve bike riding safety to school
- The bus stops along Livingstone Road will be pinch points
- The Marrickville Hub redevelopment will be a new local trip attractor along the route
- Protected on-road paths are preferred rather than shared paths
- Incorporate opportunities for street trees
- Consider the volume of heavy vehicles

LR18/19 (Dulwich Hill station to Marrickville station):

- The southern route via Albermarle Street is preferred
- The connection to Dulwich Hill station needs to be improved
- Wardell Road may be able to accommodate a two-way path (northern alignment).

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:

LR3 (Livingstone Road):

- Two-way protected bike path is supported

- People using the tennis courts at Marrickville Park would rely on the availability of nearby on-street parking
- There may be parking issues around Casimir Catholic College, although this mostly occurs on Marrickville Road while Livingstone Road may be accessed more by students catching the school buses there.

LR18/19 (Dulwich Hill station to Marrickville station):

- The southern route option via Albermarle Street is preferred
- Much of the required infrastructure for the southern route is already in place
- The locked gate at Herb Greedy Place deters bicycle riders
- McNeilly Park is not suitable as many children use the park
- Using Moncur Street allows travel time on Livingstone Road to be minimised.

RMS

RMS have provided initial feedback indicating that:

- Potential signalisation of the intersection of Illawarra Road, Warburton Street and Schwebel Street is unlikely to be supported. This has been removed from the plan.
- Any proposed changes to the intersection of Livingstone Rd and Marrickville Rd requires traffic modelling to assess the impacts to the operation of the intersection. This has been initiated, with the results to be discussed with RMS before the concept plans are taken to public exhibition.
- The proposed pedestrian crossing at Dudley Street will need to satisfy applicable warrants.

Further consultation with RMS and minor changes will take place during the public exhibition period.

Sydney Trains

Sydney Trains has not yet responded to requests for comment on proposed widening of the shared path connecting School Parade and Kays Avenue East by encroaching on rail land. Council will directly request a meeting with Sydney Trains representatives during the public exhibition period (refer to Engagement Plan below) to discuss the proposed change.

STA

In initial consultations, STA has provided in-principle agreement to the proposed changes, including the provision of in-lane bus stops on Livingstone Road and the narrowing of traffic lanes in localised sections to 3.2m. Some minor modifications to proposed bus stop relocations have been raised. Changes reflecting STA feedback have been made with further consultation in the public exhibition phase.

STA has also indicated that two bus stops on Livingstone Road near Pile Street are under consideration for removal. A decision will be made in coming months and any changes incorporated into the final concept plan.

ENGAGEMENT PLAN

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

Issue and comments	Route	Key stakeholders
<u>Modification to signalised intersections:</u> <ul style="list-style-type: none"> Livingstone Road/Marrickville Road 	LR3	RMS
<u>Narrowing of traffic lanes along bus routes:</u> <ul style="list-style-type: none"> Livingstone Road Dudley Street 	Both	STA
<u>Minor relocation of bus stops:</u> <ul style="list-style-type: none"> Livingstone Road (both sides) Dudley Street (northern side) 	Both	STA
<u>Removal of on-street parking to accommodate two-way bike path and provision of angled parking on side streets:</u> <i>Removal of on-street parking</i> <ul style="list-style-type: none"> Livingstone Rd (between Jersey St and Marrickville Park) Livingstone Rd (between Albermarle St and Jersey St) Dudley Street <i>Installation of angled parking</i> <ul style="list-style-type: none"> Marrickville Avenue; Robert Street; Francis Street; Hastings Street; Graham Avenue; Enfield Street; Hawkhurst Street; Randall Street 	Both	Affected residents and businesses
<u>Encroachment on Sydney Trains land</u> <ul style="list-style-type: none"> Widening of shared path between School Parade and Kays Avenue East 	LR18/19	Sydney Trains
<u>Installation of pedestrian crossing</u> <ul style="list-style-type: none"> Dudley Street 	LR18/19	RMS
<u>Relocation of Australia Post mail zone</u> <ul style="list-style-type: none"> Livingstone Road 	LR3	Australia Post

CONCLUSION

The proposed bicycle route and streetscape upgrades will provide substantial improvements to bicycle rider safety, comfort and connectivity between Dulwich Hill and Marrickville stations, and Marrickville Park. The improvements will encourage bike riding in Marrickville by providing high quality links to local destinations and thus contribute to Council's vision for increased use of sustainable transport modes and reduced car use in the community.

The proposed bicycle route improvements and associated changes will result in a net increase of 24 on-street parking spaces on Livingstone Road and adjacent side streets. This will occur as a result of the removal of an on-street parking lane on Livingstone Road to accommodate a 1,250 metre two-way on-road protected bike path and the provision of new angled parking on nine side streets. Parking occupancy data indicates that demand for on-street parking on and near Livingstone Road can be accommodated by the changes. On Dudley Street, proposed pedestrian and bicycle route improvements will require the removal of five spaces.

This report recommends that intersection modelling requested by RMS be undertaken, and the draft concept plans for Local Route 3 and Local Route 18/19 be placed on public exhibition for 28 days. Affected residents and businesses, and agencies including RMS, STA and Sydney Trains, will be consulted on the draft concept plans during the public exhibition period. A further report detailing outcomes of consultation and a final proposed concept plan will be presented to the Committee for endorsement.

FINANCIAL IMPLICATIONS

RMS has committed 50/50 funding for the development of concept plans by June 2016, with Council funds allocated to these projects in the 2015/16 budget.

APPENDIX 1

LOCAL ROUTE 3 (LIVINGSTONE ROAD)



Photo 1: Livingstone Road (near Casimir College). Proposed two-way protected on-road bike path to replace existing parking lane on western side (at left).



Photo 2: Enfield Street near Livingstone Road. Angled parking proposed on one side of street.

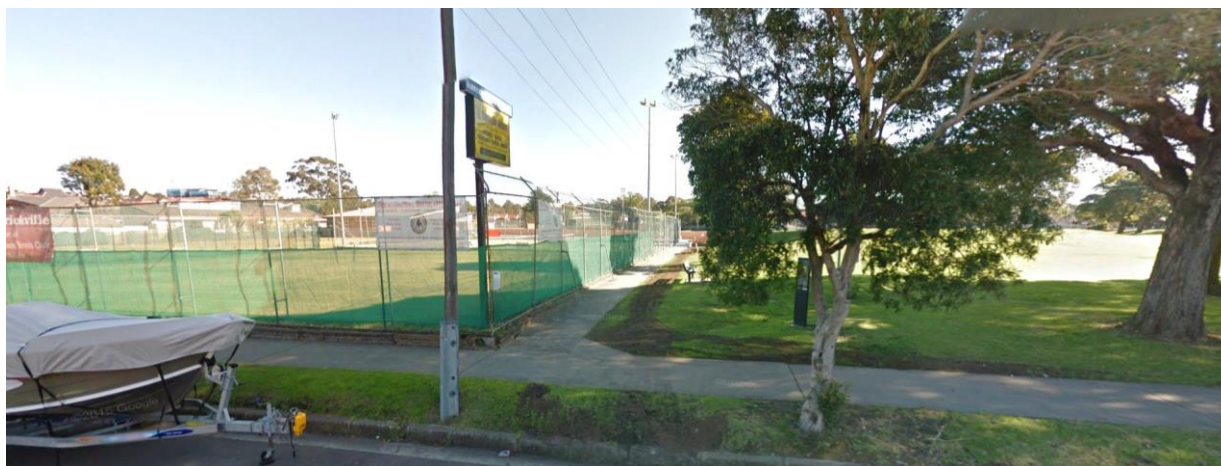


Photo 3: Livingstone Road at Marrickville Park. Proposed transition from on-road bike path to shared path through park (with path widened as per Council's Marrickville Park upgrade).

LOCAL ROUTE 18/19 (DULWICH HILL STATION TO MARRICKVILLE STATION)



Photo 4: Dudley Street. Proposed minor relocation of bus stop (subject to STA agreement) and changes to on-street parking provision (at left) to accommodate a shared path transitioning to an on-road bike path.

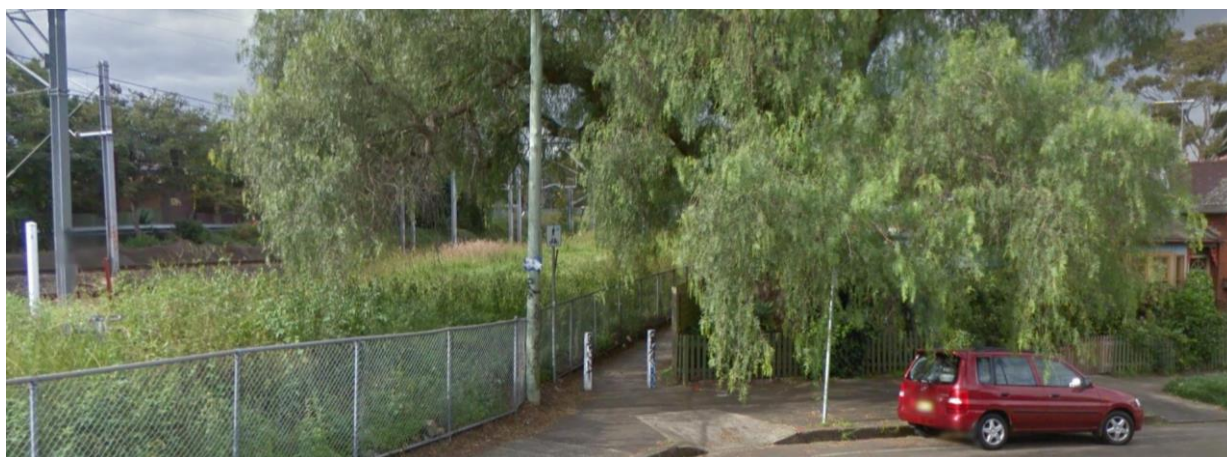


Photo 5: Shared path between School Parade and Kays Avenue East. Proposed widening of existing path to 2.5 metres.



Photo 6: Livingstone Road (near Albermarle Street). Proposed two-way protected on-road bike path to replace existing parking lane (at left).

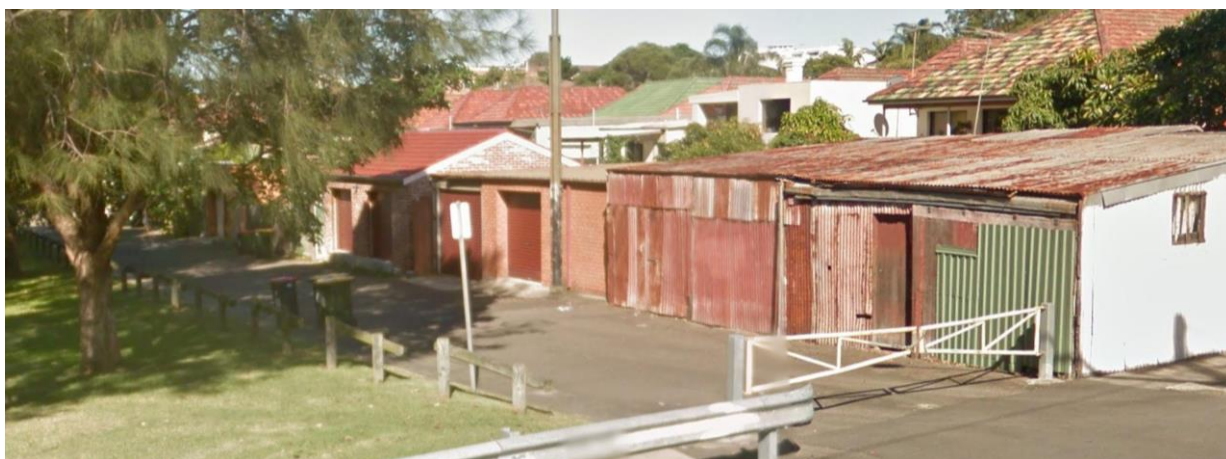


Photo 7: Herb Greedy Place. Proposed replacement of gate with bollards and bicycle roadmarkings in the lane.

**ATTACHMENT 1 – LR3 CONSULTANT’S REPORT AND CONCEPT DESIGN
PLANS**

(Attached separately)

**ATTACHMENT 2 – LR18 CONSULTANT’S REPORT AND CONCEPT DESIGN
PLANS**

(Attached separately)

Item No: C5
Subject: PETERSHAM PARKING STUDY – DRAFT REPORT (NORTH & CENTRAL WARDS/NEWTOWN & SUMMER HILL)
File Ref: 15/SF547
Author: Mary Bailey – Parking Planner

SUMMARY

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

A copy of this report is provided separately (attachment 1).

OFFICER’S RECOMMENDATION

THAT;

1. The Committee endorse for the purpose of Public Exhibition for the Petersham Parking Precinct Study, Draft report, 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

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 parking strategies and management tools 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 180 responses were received and the key results community engagement report was posted to *Your Say Marrickville* in mid March 2016.

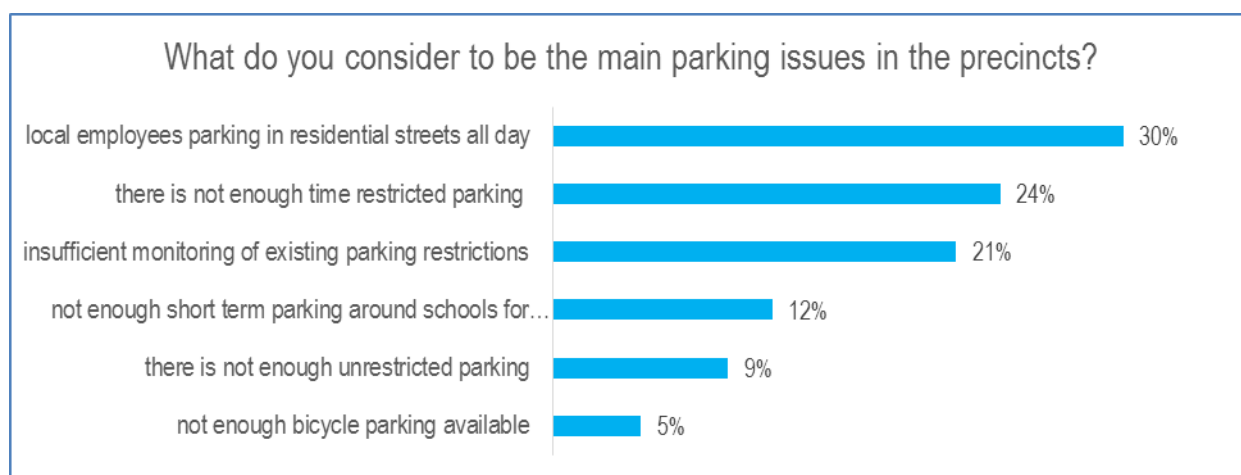


Figure 1 – Main parking issues reported in Petersham Parking Precinct

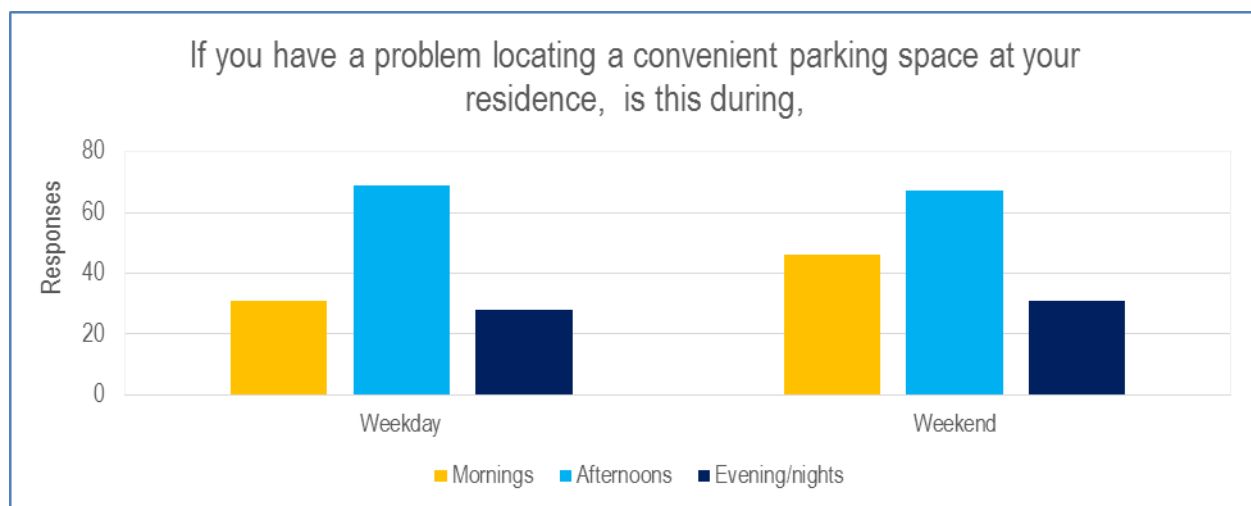


Figure 2 - Time of day of parking problems in Petersham Parking Precinct

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 13 April 2016 with ARUP and key Council staff. This included a review of the occupancy and turnover results of the parking surveys; discussion of the findings and review of the draft recommendations to 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: Palace Street	Conversion of the east side of Palace Street, between Brighton Street and Terminus Street, to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 2: Railway Street	Conversion of the east side of Railway Street, between Brighton Street and Terminus Street, to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 3: Searl Street	Conversion of the south side of Searl Street, between Palace Street and The Avenue, to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 4: Brighton Street	Conversion of the south side of Brighton Street, between Railway Street and Palace Street, to time restricted parking (2P 8am-10pm Mon-Fri, M5 permit holders excepted)
Recommendation 5: Terminus Street	Existing time restrictions on Terminus Street be altered to 2P 8am-10pm Mon-Fri, M5 permit holders excepted
Recommendation 6: Searl Street	Convert the parallel parking bays to marked 90 degree parking bays on Searl Street, from the cul-de-sac to The Avenue
Recommendation 7: Trafalgar Street east	Conversion of the southern side of Trafalgar Street, between Regent Street and Crystal Street, to time restricted parking (2P 8am-10pm Mon-Fri, M11 permit holders excepted)
Recommendation 8: Sadlier Crescent	Conversion of the south side Sadlier Crescent (between Gordon Street and Audley Street) to time restricted parking (2P 8am-10pm Mon-Fri, M11 permit holders excepted)
Recommendation 9: Nelson Place	Conversion of the east side of Nelson Place, between Trafalgar Street and Sadlier Crescent, to time restricted parking (2P 8am-10pm Mon-Fri, M11 permit holders excepted)

Recommendation 10: Chester Street	Conversion of the south side of Chester Street, between Audley Street and Shaw Street, to time restricted parking (2P 8am-10pm Mon-Fri, M11 permit holders excepted)
Recommendation 11: Audley Street	Conversion of the east side of Audley Street, between New Canterbury Road and Chester Street, to time restricted parking (2P 8am-10pm Mon-Fri, M11 permit holders excepted)
Recommendation 12: Fisher Street	Conversion of the southern side of Fisher Street, between Audley Street and Crystal Street, to time restricted parking (2P 8am-10pm Mon-Fri, M11 permit holders excepted)
Recommendation 13:	<p>Conversion of the following sections of street to be signposted as 2P 8am-10pm (Mon-Fri) & 8:30am-12:30pm (Sat)</p> <ul style="list-style-type: none"> • Livingstone Road (west) – Rosford Avenue to Chester Street • Chester Street (north) – Livingstone Road to Audley Street • Albert Street (west) – 46 Albert Street to Stanmore Road • Marshall Street (west) – Stanmore Road to driveway
Recommendation 14: Allans Avenue	No parking restrictions along the northern end of Allans Avenue be implemented. This recommendation is subject to further investigation with council and relevant stakeholders.
Recommendation 15: Ducros Street and Maria Street	Monitor parking demand on Ducros Street and Maria Street to ensure no adverse effects are felt as a result of the recommendations proposed in this strategy
Recommendation 16: Potential loss of parking due to new cycleways	Should on-street parking be removed as part of new cycleways proposed through the precinct, Council should consider either the implementation of resident parking controls and/or the introduction of angled parking to mitigate this loss of spaces
Recommendation 17: Laneway parking	Continue to apply the draft laneway guidelines to streets within the study area, with proposals to modify parking arrangements in laneways to be considered on a case by case basis.
Recommendation 18: Enforcement	Parking enforcement can effectively be improved by increasing patrols by Council parking officers/ rangers, particularly targeting main streets/ car parks where overstaying is highest.
Recommendation 19: 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

These changes are illustrated in the figures below

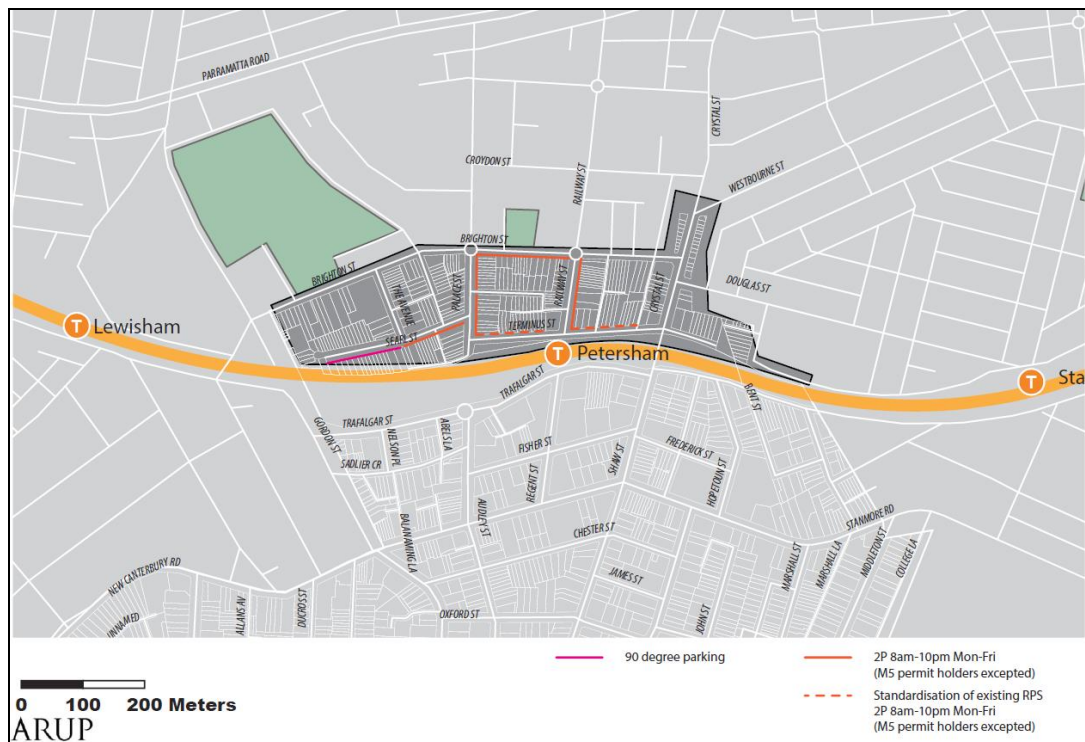


Figure 3

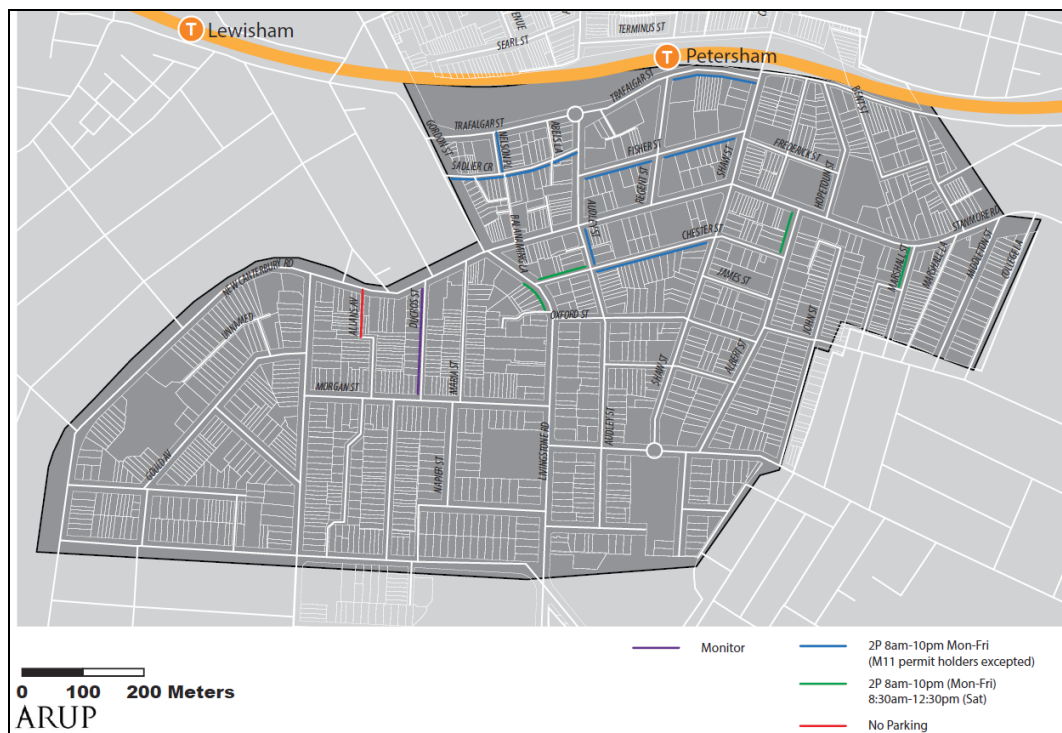


Figure 4

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' Petersham Precinct Parking Management Study 2016 report.

A flyer will be sent to residents of the area, an ad will be placed in the *Inner Western Suburbs Courier*, the "Draft" report and a comments page will be posted on *Your Say Marrickville* and respondents to the community survey will be contacted to invite comment.

Following feedback from residents, the 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' Petersham Precinct Parking Management Study report, including the level of community support,.

ATTACHMENT 1: Petersham Precinct Parking Management Study 2016 Draft Report.

Study Area

The Petersham study area is bound by Brighton Street to the north, John Street and Livingstone Road Avenue to the east, Challis Avenue to the south, and New Canterbury Road to the west.

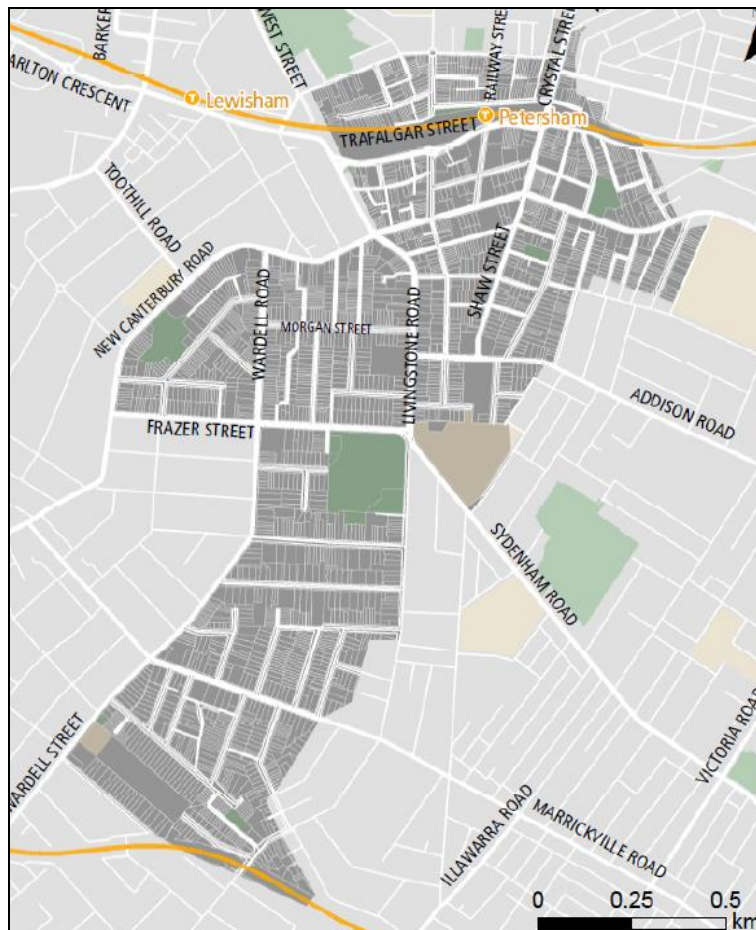


Figure 5- Petersham Parking Study area

ATTACHMENT 1 – PETERSHAM 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:

- 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: C6
Subject: RIVERSIDE PARKING STUDY – DRAFT REPORT
(WEST WARD/SUMMER HILL)
File Ref: 15/5910
Author: Mary Bailey – Parking Planner

SUMMARY

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

A copy of this report is provided separately (attachment 1).

OFFICER’S RECOMMENDATION

THAT;

1. The Committee endorse for the purpose of public exhibition the “Draft” Riverside Parking Precinct Study, 2016; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.

BACKGROUND

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

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

Marrickville Council commissioned GTA Consultants to prepare a Parking Management Plan for the Riverside Precinct, which forms the southwest portion of Marrickville LGA.

The study area was investigated through site visits, parking surveys and inventory. All the relevant data is analysed for the study along with feedback from stakeholder and community consultation. The Draft Study makes recommendations for parking strategies and management tools for parking in the study area.

Car parking surveys determine the baseline car parking demands for the study area. The on-street parking survey results indicate that in the vicinity of Dulwich Hill Station parking is approaching the ideal capacity threshold, where finding a parking space becomes increasingly difficult without excessive circulation. The issue of high occupancy has also been reflected through the consultation responses which indicated that approximately half of respondents were “often” required to circle the area to find a space and 35% “sometimes” required to, with only 15% rarely needing to.

Of the approximately 2,100 car parking spaces, 19 are time restricted (1%) and 14 assigned for disabled parking (1%), with the remaining spaces unrestricted (98%). The car parking surveys and observations indicate that a portion of parking demands surrounding Dulwich Hill Station within residential areas relate to a mix of commuter and/or employee parking.

1. Proposed changes to parking restrictions mainly for resident parking and some short term parking (see table and map below)



Figure 1 – Proposed parking restriction changes

Table E1: Overview of Parking Restriction Changes

Location	Parking Restriction			
	1P	2P (Permit Excepted)	2P	Unrestricted
Dudley Street (south)	+5	-	-	-5
Bayley Street (west)	-	+12	-	-12
Ewart Street (north)	-	+24	-	-24
Dibble Avenue (west)	-	+22	-	-22
School Parade (north)	-	+28	-	-28
Hill Street (south)	-	+37	-	-37
Wallace Street (south)	-	+17	-	-17
Harnett Avenue (north)	-	+37	-	-37
Beauchamp Street (south) [1]	-	-	+7	-7
Livingstone Road (west)	-	-	+5	-5
Total	5	177	12	-194

[1] Car parking spaces on the Marrickville West Public School frontage.

Table 1 – Summary of parking restriction changes

2. Angle parking

The opportunity for conversion of parallel spaces to angled parking spaces on Bayley Street, Dudley Street and Ewart Street were identified through the consultation process. However, it was deemed inappropriate to introduce angled parking to the identified streets for (a combination of) the following reasons:

- The streets were typically less than the 12.8m minimum width required to adequately provide for one side of angled parking and for one side of parallel parking.
- A number of the earmarked streets accommodated bus movements where it was considered inappropriate to narrow the carriageway.
- The existing parking demands/ occupancies could be managed with time restrictions rather than creating additional supply.

In the longer term, car parking management will play a key role in achieving a mode shift away from private car use, in conjunction with ongoing investment in public and active transport facilities and services.

PROCESS FROM HERE

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

Feedback from residents will be incorporated into the final report for endorsement prior to implementation.

ATTACHMENT 1 – RIVERSIDE 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:

- xix. Council Managed Public Car Parks
- xx. Options for Price Mechanisms for Parking Management
- xxi. Residential Parking Scheme Location
- xxii. Mobility Accessible Parking Spaces
- xxiii. Car share parking
- xxiv. Bicycle parking
- xxv. Taxi parking provision
- xxvi. Motorcycle parking
- xxvii. 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.

