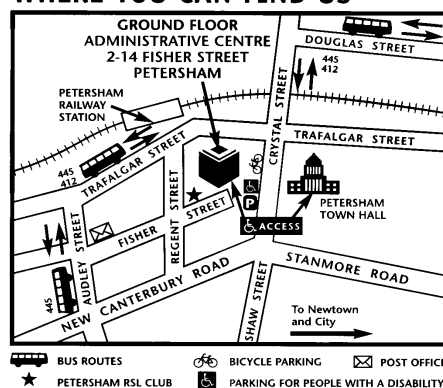


BUSINESS PAPER

PEDESTRIAN, CYCLIST & TRAFFIC CALMING ADVISORY COMMITTEE

THURSDAY, 11TH FEBRUARY 2016

WHERE YOU CAN FIND US



Meeting commences 10.00 am

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

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MARRICKVILLE COUNCIL

5th February 2016.

Notice is given that a meeting of the Marrickville Pedestrian, Cyclist and Traffic Calming Advisory Committee will be held on Thursday 11th February, 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, 11 FEBRUARY 2016, AT 10.00AM

AGENDA

1. Apologies

2. Disclosures of Interest

3. Matters arising from Council's resolution on the Pedestrian, Cyclist & Traffic Calming Advisory Committee minutes of 10 December 2015

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

SECTION 1 - TRAFFIC MATTERS

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A2.4	Denison Road, Lewisham (Central Ward/Summer Hill) Request for a change of time for existing Bus Zone near Toothill Street	75

A2.5	Crown Street, St Peters (South Ward/Heffron) Request for a Works Zone outside property no. 81, 77 & 75	79
A2.6	Alice Street, Newtown (North Ward/Newtown) Bus Zone extensions to improve on-time running of buses	84
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SECTION 3 – LATE ITEMS

No Items in this Section.

5. PART B: ITEMS FOR INFORMATION ONLY

No Items in this Section.

6. PART C: ITEMS FOR GENERAL TRAFFIC ADVICE

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
C1	Holbeach Avenue, Tempe (South Ward/Heffron) Bengali New Year Celebrations in Tempe Reserve on 9 April 2016	95

7. General Business

8. Close of Meeting

PART 'A' - SECTION 1 - TRAFFIC MATTERS

Item No: A1.1
Subject: ALICE STREET, NEWTOWN (NORTH WARD/NEWTOWN)
PROPOSED KERB BLISTER ISLANDS – DESIGN PLANS
File Ref: S0150-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

Design plans have been finalised for the proposed kerb blister islands in Alice Street, Newtown, as part of Council's Traffic Facility Capital Works Program. The proposal for two kerb blisters and associated signs and line markings in Alice Street and Hawken Street, Newtown will improve pedestrian safety and traffic conditions at this intersection.

OFFICER'S RECOMMENDATION

THAT the design of two kerb blisters and associated signs and line markings in Alice Street and Hawken Street, Newtown (as per the attached design plan No. 6093) be APPROVED.

BACKGROUND

Council is proposing to construct two kerb blisters either side of an existing raised pedestrian crossing in Alice Street, Newtown, and associated signs and line markings at the intersection with Hawken Street, Newtown.

The design plans have been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

DISCUSSION**Road network and existing conditions**

Alice Street is a regional road that runs east-west between Edgeware Road and King Street and carries approximately 10,639 vehicles per day, with 85th percentile speed of 42.8km/h. The subject location of the raised pedestrian crossing is on Alice Street adjacent to the intersection of Hawken Street. Hawken Street is a local road that runs north-south between Alice Street and Laura Street and carries approximately 488 vehicles per day, with 85th percentile speed of 38.9km/h. At present, unrestricted parking is permitted on both sides of Alice Street and Hawken Street. Alice Street currently consists of residential and commercial properties, and Hawken Street currently consists of residential properties. It should be noted that Hawken Street is a thoroughfare for school children to Camdensville Public School which is located in Laura Street. Alice Street Playground is located on the south-western corner of the subject intersection of Alice Street and Hawken Street.

Crash history

A search through Council's crash database over a five-year period (2010-2015) revealed no reported crashes within the subject intersection of Alice Street and Hawken Street, Newtown. However, Council has often been approached regarding pedestrian safety at this crossing. Reports of near misses and requests for speed humps have been regular. It is noted that tree foliage has been reported to hinder the visibility of signage to the crossing.

Design plans

Design plans for the provision for two kerb blisters in Alice Street and Hawken Street, Newtown, indicating the proposed signs and line markings (ATTACHMENT - design plan No. 6093) are submitted for consideration.

The proposed scope of work includes the following:

- Install two (2) landscaped kerb blisters either side of the existing raised pedestrian crossing in Alice Street near its intersection with Hawken Street.
- Provide new stop line marking and BB line markings in Hawken Street.
- Install signage associated with the new stop line marking.
- Install 'No Stopping' sign on the southern side of Alice Street, out front property no. 116 Alice Street, 10 metres east from the intersection with Hawken Street.
- Install 'No Stopping' sign on the eastern side of Hawken Street, adjacent to property no. 118 Alice Street, 13 metres south from the intersection with Alice Street.

The proposed treatment will result in the loss of one (1) legal on-street parking spaces in Hawken Street as an outcome of the proposed 'No Stopping' restrictions in order to accommodate motorist and pedestrian safety on approach to the intersection (refer to the attached design plan No. 6093). The two proposed kerb blisters have been incorporated into the design within existing 'No Stopping' zones and all current vehicular access to adjoining properties will be retained.

PUBLIC CONSULTATION

Community Engagement

Consultation was conducted in January 2016 for public comment. A letter as well as a copy of the design plan was sent to the local residents in Alice Street and Hawken Street, Newtown. A total of 54 letters were distributed. One (1) response related to the proposal was received and is detailed below.

Residents' Comments	Officer's Response
I always experience difficulty when driving out of Hawken Street. When turning left or right into Alice Street visibility is limited by the plants and signage on the existing landscape island and any vehicles parked next to it. If it is to	In accordance with the Australian Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road. Pursuant to the RMS' Technical Directions, it is stated that signposting at an unsignalised intersection "should only be required where there is a

remain on the eastern side of the intersection, my suggestion is to either have no plants or to replace them with low-growing ones. A better idea would be to move the island toward King Street by one car space so that both motorists and pedestrians can clearly see any traffic coming down the hill from King Street. Otherwise, the proposal to improve pedestrian safety in Alice Street appears to be a good idea.	compliance problem or there is adjoining signposting". This has been incorporated with the proposed design. Council's Supervisor for Landscape Maintenance has been advised of the existing kerb blister to either trim or replace the planting.
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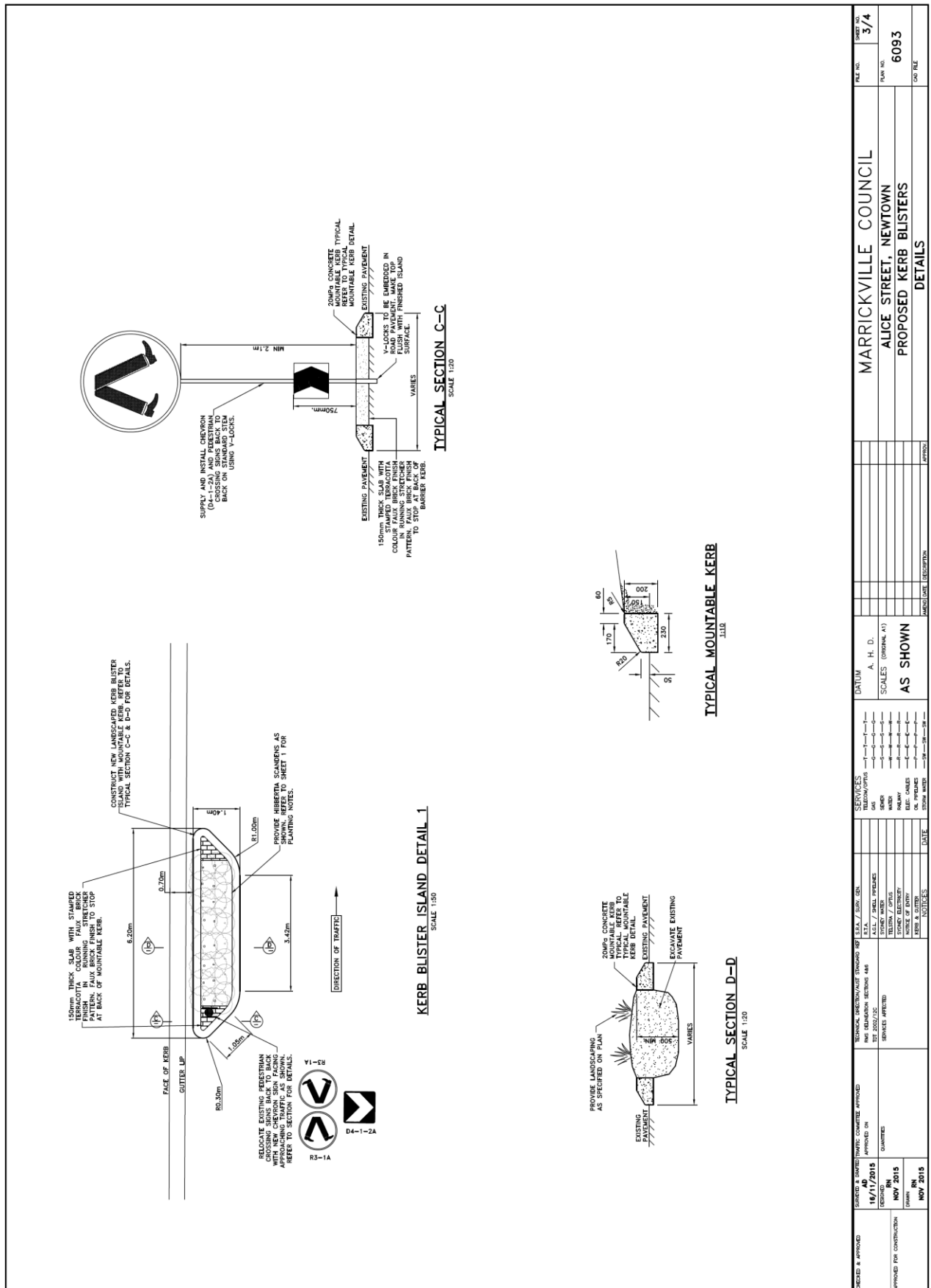
CONCLUSION

It is recommended that the design of the proposed devices and associated signs and markings be approved, to improve pedestrian safety and traffic conditions.

FINANCIAL IMPLICATIONS

Funding of \$20,000 has been allocated by Council for these works under the 2015/2016 Capital Works Program.





Item No: A1.2
Subject: THE 'GEAR UP GIRL' BICYCLE CHALLENGE (SOUTH
WARD/SUMMER HILL & HEFFRON)
SPECIAL CYCLING EVENT ON SUNDAY 13 MARCH 2016
File Ref: 14874-03
Author: Jenny Adams – Road Safety Officer

SUMMARY

Advice has been received from Bicycle NSW regarding the 'Gear Up Girl' bicycle challenge to be held on Sunday 8 March 2015, which will involve cycling through the Marrickville LGA.

It is recommended that Council supports the proposed cycling event, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval and advice of the proposed event be forwarded to the appropriate authorities and affected properties by the applicant.

It is noted that the ride this year may coincide with the proposed cycleway upgrade works at the railway overpass adjacent to Kendrick Park, Tempe. In this respect, TCP 13F of the applicant's submission is to be implemented.

OFFICER'S RECOMMENDATION

THAT Council support the 'Gear Up Girl' bicycle challenge to be held on Sunday 13 March 2016 subject to the applicant complying with the following conditions;

- a. The event being advertised in the local newspapers by the applicant in advance of the event;
- b. A Traffic Management Plan being submitted by the applicant to the Roads and Maritime Services for consideration and approval;
- c. Advice of the proposed event be forwarded by the applicant to the N.S.W. Police, the Transport Management Centre, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services; and
- d. Adequate traffic control shall be provided for the protection and convenience of pedestrians, cyclists 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.

BACKGROUND

A submission has been received from Bicycle NSW advising that this year's 'Gear Up Girl' bicycle challenge will be held on Sunday 13 March 2016 and will involve cycling through the Marrickville LGA. The applicant seeks Council's support for this year's event as in previous years.

DISCUSSION

The applicant advised that the 'Gear up Girl' bicycle challenge has rides to cater for women of all ages and abilities, and is enjoyed year after year as a positive experience for all women who participate. Where possible the ride utilises routes on off-road cycle ways/shared pathways, or dedicated on-road cycle lanes.

The routes chosen showcase Marrickville Council's cycling infrastructure, particularly the Cooks River cycle way.

In 2016 Gear Up Girl offers 20km, 40km and 60km ride length options:

20km Beach Ride – Cooks cycleway, start at Wolli Creek to Cronulla.

Start – Riders are released in waves between 8.00am and 9.30am from Cahill Park (west), Wolli Creek and finish at Don Lucas Reserve, Cronulla.

Participants are restricted to 400.

40km Classic Ride – Sydney Olympic Park to Cronulla.

Start – 7.30am from Bicentennial Park, Sydney Olympic Park and finish at Cronulla.

Participants are restricted to 750.

60km Coast Ride – Sydney Olympic Park to Cronulla, including Kurnell.

Start – 7.00am from Bicentennial Park, Olympic Park and finish at Don Lucas Reserve, Cronulla. This ride is a loop ride out to Kurnell and return.

Participants are restricted to 750.

The applicant advised that the Road Occupancy Licence for the event is being negotiated with the Transport Management Centre (TMC). Both the TMC and NSW Police support the event. The proposed cycle route travels along the cycle way, from Illawarra Road, through Mackey Park and Kendrick Park and on the footpath on Princes Highway, Tempe, along the Cooks River (Refer to the attached Traffic Control Plans submitted by the applicant).

Where required, NSW Police are contracted for event traffic management in the planning and delivery of the event. Police will be located at any intersections as stated on Traffic Control Plans. Bicycle Patrol Unit Police are also recruited to perform a 'mobile' Police presence ensuring participant and community safety along the cycle route.

It is noted that currently Council is planning in progress to upgrade of the cycleway at Kendrick Park, Tempe (Project No. 7586: Botany Cycleway link – Kendrick Park, Tempe – Proposed cycleway upgrade works – Plan 6021). These works are proposed to commence in the beginning of March 2016 and run for up to 12 weeks duration.

In this respect, this year Traffic Control Plan (TCP) 13F will be utilised instead of TCP 13 (utilised in previous years). TCP 13F is the contingency plan which is to be used if the bike path is flooded due to heavy rain or king tides.

PUBLIC NOTIFICATION

Bicycle NSW advised that a letter will be distributed to all relevant residents and businesses containing advice about the event, and any changed traffic conditions, along with a map showing the changes. This communication will be confirmed in consultation with the local Council and the Transport Management Centre and will be distributed two weeks prior to the event.

Posters outlining basic details will be installed prior to the event at various locations along any shared pathways used in the event. Local newspaper notices will be allocated to relevant publications detailing any changed traffic conditions as another method of advising residents of the road closures. Newspaper notices will be placed one week prior to the event.

FINANCIAL IMPLICATIONS

There are no financial implications for Council from this event.

CONCLUSION

As this event was successfully implemented in previous years, it is recommended that no objections be raised to the proposed cycling event.

*gear up girl*Sunday 13 March
2016

5 December 2015

George Tsaprounis
Traffic Engineering Team
Marrickville Council
council@marrickville.nsw.gov.au

Gear up Girl Sydney is on again in 2016!

Dear George,

Gear up Girl (www.gearupgirl.com.au) is Bicycle NSW's womens-only cycling initiative, designed to get women of all ages and abilities, shapes and sizes on their bikes. It's about giving women the confidence to get out there and have a go, and enabling their shift into an active and healthy lifestyle while also promoting cycling as a viable and sustainable means of transport.

Bicycle NSW aims to embrace the opportunity to again provide a women's cycling participation event by holding another Gear up Girl Event next year to coincide with the International Women's Day celebrations.

Bicycle NSW is again seeking Council's support for Gear Up Girl and requests approval from Council's Traffic Committee to conduct the event on Sunday 13th March 2016, and confirmation that any roads accessed by event will be "fit and ready for use".

In 2016, Gear Up Girl will again offer 20km, 40km and 60km ride length options. The rides will utilise both off-road cycleways and dedicated on-road bicycle lanes to encourage participation of novice women riders by providing a safe and enjoyable route. The routes have been chosen to showcase Marrickville Council's cycling infrastructure, and particularly the Cooks River Cycleway. I've attached a map showing the event's route through Council's local government area below. We would of course be very happy to provide a more detailed map as required. Attached also are the Traffic Control Plans for those sections of the event within Marrickville's LGA.

Please do not hesitate to get in touch with our Events Route and Traffic Manager, David Borella (david.borella@bicycle.nsw.org) if you have questions or we can further facilitate Council's approval.

Thank you for your time and consideration on this matter, and I look forward to working closely with Marrickville Council to create a better environment for cycling.

Kind regards



Jane Robertson / Events Director
Bicycle NSW

Bicentennial Drive, Sydney Olympic Park NSW 2127
PO Box 293 Concord West NSW 2138

T / 02 9704 0806
M / 0416 598 586
W / bicyclensw.org.au



gear up girl

Sunday 13 March
2016

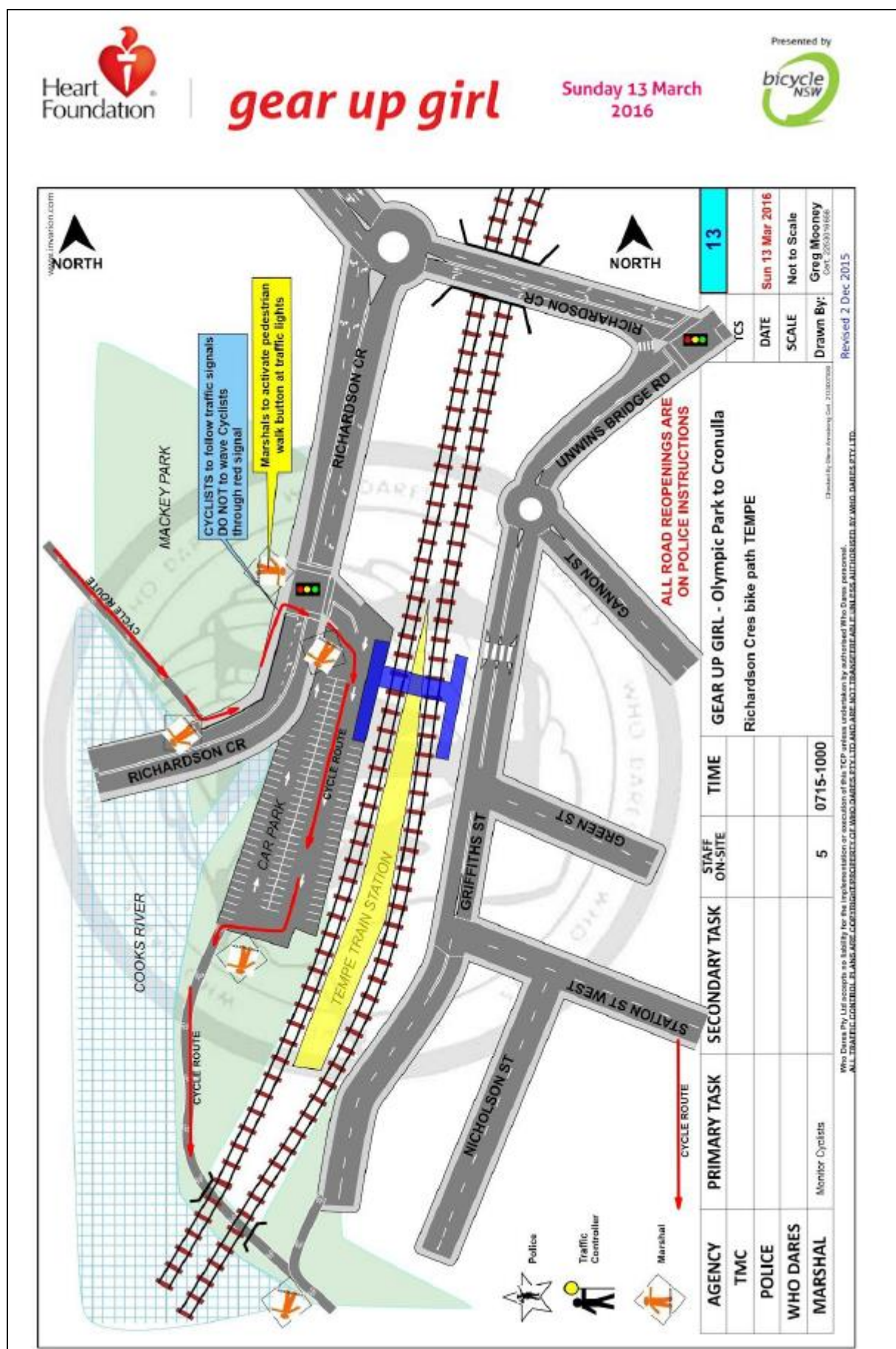


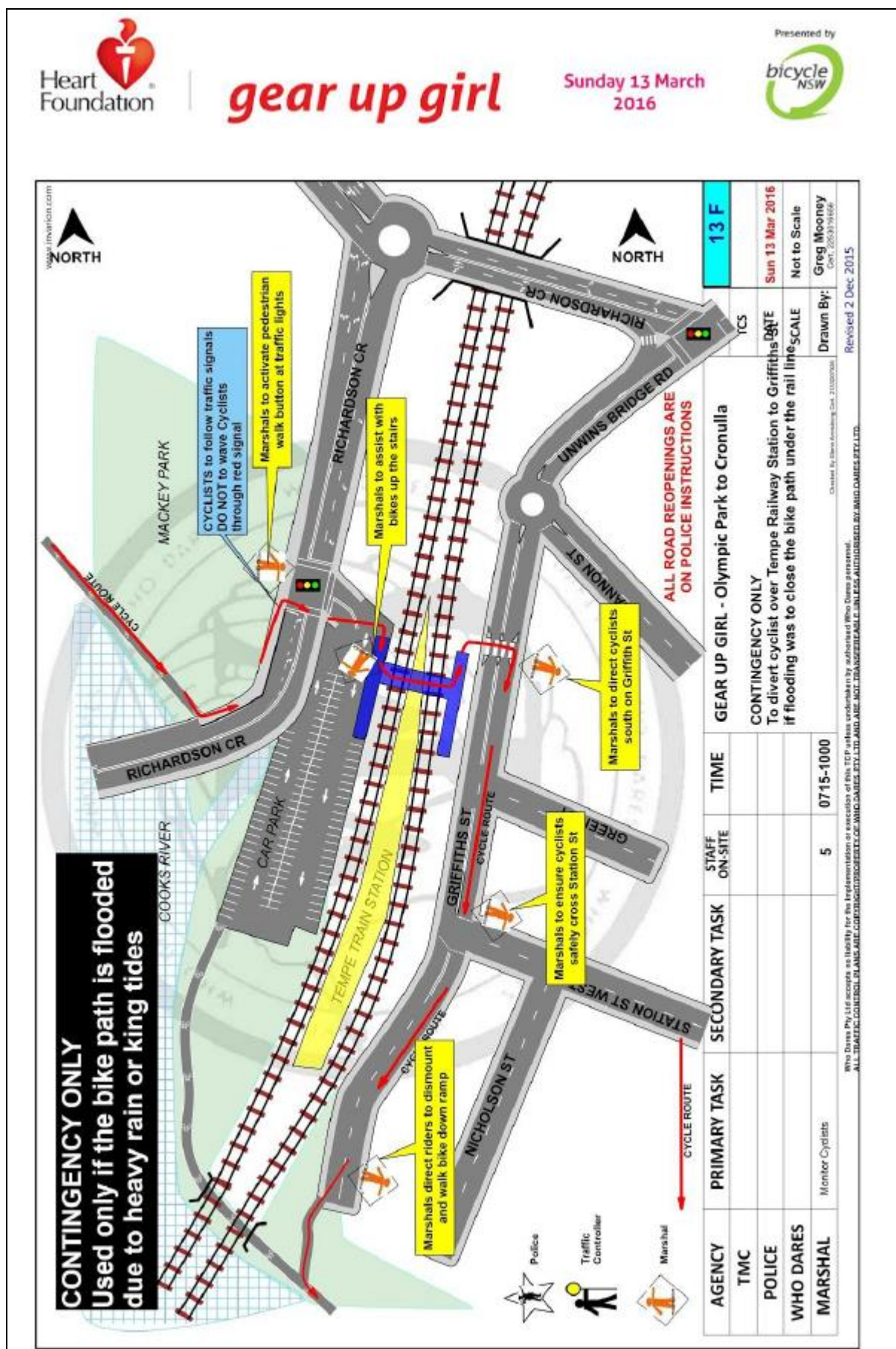
With Council's approval, Gear Up Girl 2016 would pass through Marrickville's local government area along the Cooks River Cycleway between Illawarra Road and the Princes Hwy as indicated in the map below.



Traffic Control Plans for the operation of Gear Up Girl 2016 are submitted with all councils. The Traffic Control Plans relating to those sections of the route within Marrickville's LGA are presented below.

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Item No: A1.3
Subject: AUDLEY STREET, PETERSHAM (CENTRAL WARD/NEWTOWN)
TEMPORARY ROAD CLOSURE – SPECIAL EVENT ON SUNDAY 13 MARCH 2016
File Ref: S0260-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A Development Application was approved in 2012 for the holding of the annual ‘Bairro Portuguese Food and Wine Fair’ for a five year period (i.e. 17 March 2013, 16 March 2014, 15 March 2015, 13 March 2016 and 19 March 2017).

This year’s event will necessitate the temporary closure of Audley Street (between Trafalgar Street and New Canterbury Road), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), as well as the parking lanes on New Canterbury Road (between Gordon street and Audley Street), Petersham from 1.00am until 12.00 midnight as in previous years.

It is recommended that Council agree to the temporary road closures on Sunday 13 March 2016; apply to the RMS for consent to close the subject roads, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval and advice of the proposed event being forwarded to the appropriate authorities, including the Transport Management Centre.

OFFICER’S RECOMMENDATION

THAT:

The proposed temporary road closure of Audley Street (between Trafalgar Street and New Canterbury Road), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), as well as the parking lanes on New Canterbury Road (between Gordon street and Audley Street), Petersham, on Sunday 13 March 2016, from 1.00am to 12.00 midnight, for the holding of the annual ‘Bairro Portuguese Food and Wine Fair’, be APPROVED subject to the applicant complying with the following conditions;

1. The temporary road closure is advertised in the local newspaper providing 28 days notice for submissions;
2. A Traffic Management Plan (TMP) is submitted to and approved by the Roads and Maritime Services; and an application for a Road Occupancy Licence is forwarded to and approved by the Transport Management Centre;
3. Notice of the proposed event is forwarded to the N.S.W. Police, State Transit Authority, Marrickville Local Area Commander, the NSW Fire Brigades and the NSW Ambulance Services;

4. Advance notifications signs for the event are strategically installed at least two (2) weeks prior to the event;
5. "No Parking - Special Event" signs are affixed over all existing timed parking restriction signs within the sections of streets to be closed on the afternoon of the day prior to the event;
6. State Transit Authority (Leichhardt Depot) be requested to implement a revised routing for scheduled bus services in Audley Street on the day of the event and install temporary bus stops as required;
7. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
8. The applicant is to consult with all affected residents and/or businesses in the area in writing and to conduct a letter box drop of surrounding properties at least two weeks prior to event; and
9. 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.

BACKGROUND

Temporary road closures were implemented in previous years to hold the annual 'Bairro Portuguese Food and Wine Fair'. This annual Fair aims to showcase Petersham's businesses and services and attract people to the area and has a multicultural theme. On all previous occasions, the closures were successful and no major problems were experienced.

DISCUSSION

Council has applied for the temporary closure of Audley Street (between Trafalgar Street and New Canterbury Road), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), as well as the parking lanes on New Canterbury Road (between Gordon street and Audley Street), Petersham, on Sunday 13 March 2016, between the hours of 1.00am and 12.00 midnight for the holding of the 'Bairro Portuguese Food and Wine Fair' (Refer to the attached locality map and Traffic Control Plan for proposed road closures). This is an extension of a Class 2 Event.

Lane closures of New Canterbury Road

As per the previous event held earlier this year, it is proposed to close the parking lanes on New Canterbury Road (between Gordon Street and Audley Street) as shown on the Traffic Control Plan (TCP) prepared by SafeWay Traffic Management Solutions (ATTACHED).

In previous years the event attracted approximately 15,000 attendees prompting the event coordinators to look at ways to ease congestion at the main site and make access easier from New Canterbury Road. The closure of the parking lanes on New Canterbury Road improves access to the area where the main event is to be conducted and improves the amenity of the footpath dining outside a number of the eateries along New Canterbury Road which are adjacent to the closure.

There is significant improvement in the access for people with disabilities as congestion will be reduced and there will be no obstacles such as tables, chairs, planter boxes, light/sign poles and bins in the closed lanes. The solid barriers will separate the pedestrians from the moving traffic on the adjacent lane and will also help prevent young children who may be separated from their custodians escaping onto the main thoroughfare and possibly being hit by passing traffic.

The TCP indicates that a reduced temporary speed limit of 40km/h is required on New Canterbury Road (between Gordon Street and Audley Street) during the closure of the parking lanes for the subject event.

An application for a Road Occupancy Licence will be forwarded to the RMS' Transport Management Centre for approval.

The time-span for the road closure is necessary to allow stalls and stages to be set up before the event and dismantled after the event. The closure will be effected by the placement of barricades (to be manned by SES personnel) at the following locations:-

- Junction of Audley Street and New Canterbury Road;
- Junction of New Canterbury Road and Gordon Street;
- Junction of Audley Street and Trafalgar Street;
- Junction of Fisher Street and Regent Street; and
- Junction of Sadlier Crescent and Abels Lane.

Special advance notice signs will be strategically installed at least two weeks prior to the event to alert motorists of the proposed closures. These signs will be installed at the following locations:-

- Junction of Railway Terrace and Gordon Street;
- Junction of New Canterbury Road and Audley Lane;
- Junction of Trafalgar Street and Audley Street;
- Junction of Regent and Fisher Streets; and
- Junction of Nelson Place and Sadlier Crescent.

In addition, 'No Parking - Special Event' signs will be affixed over all existing timed parking restrictions signs in the area to be closed on the afternoon before the day of the event. Residents in Fisher Street will be allowed access into and out of their properties.

Audley Street is used by scheduled State Transit bus services and the Authority will need to implement the re-routing of services on the day as in previous years.

PUBLIC CONSULTATION

The proposed temporary road closures will be advertised in the local papers as in previous years.

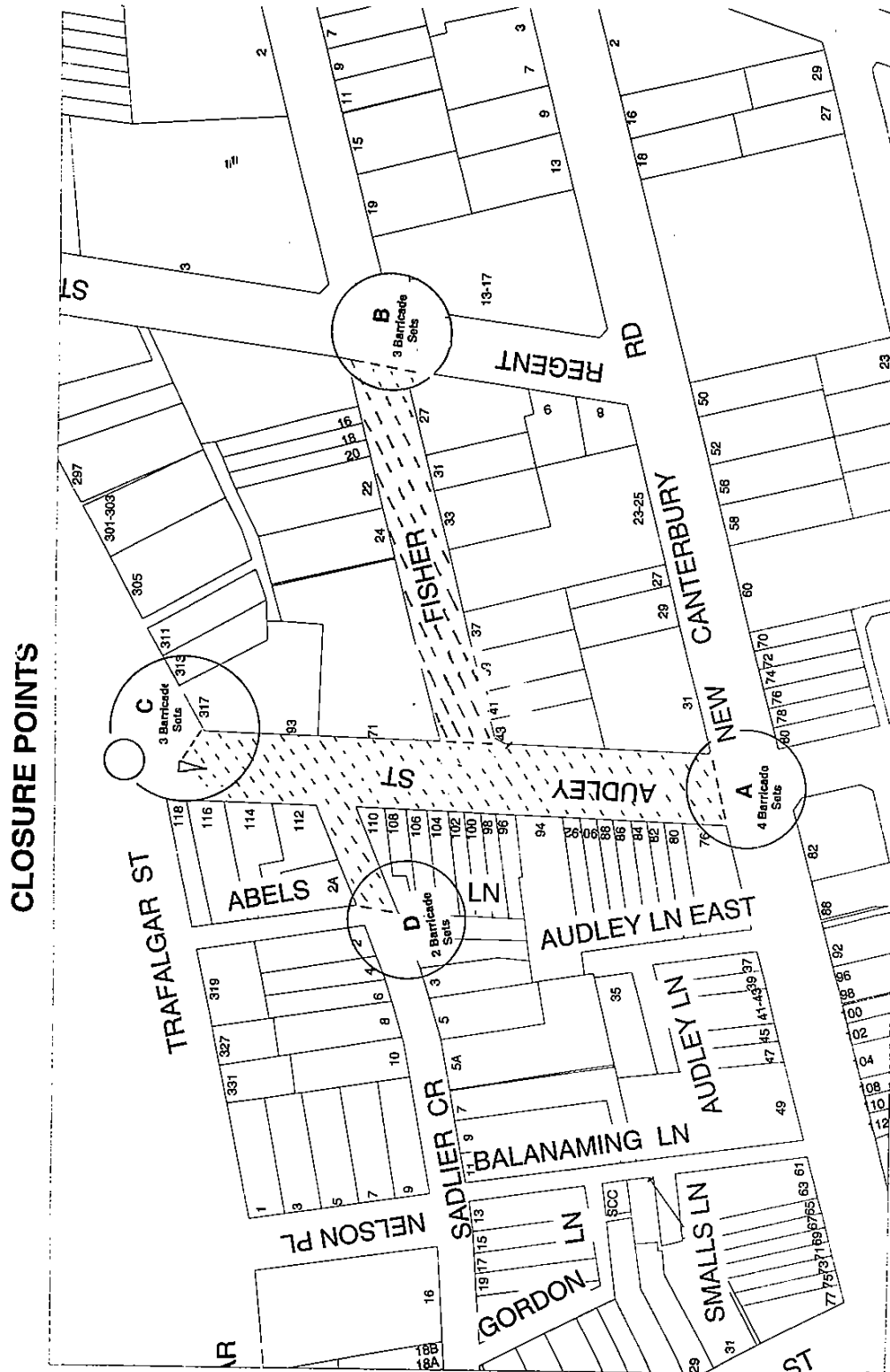
CONCLUSION

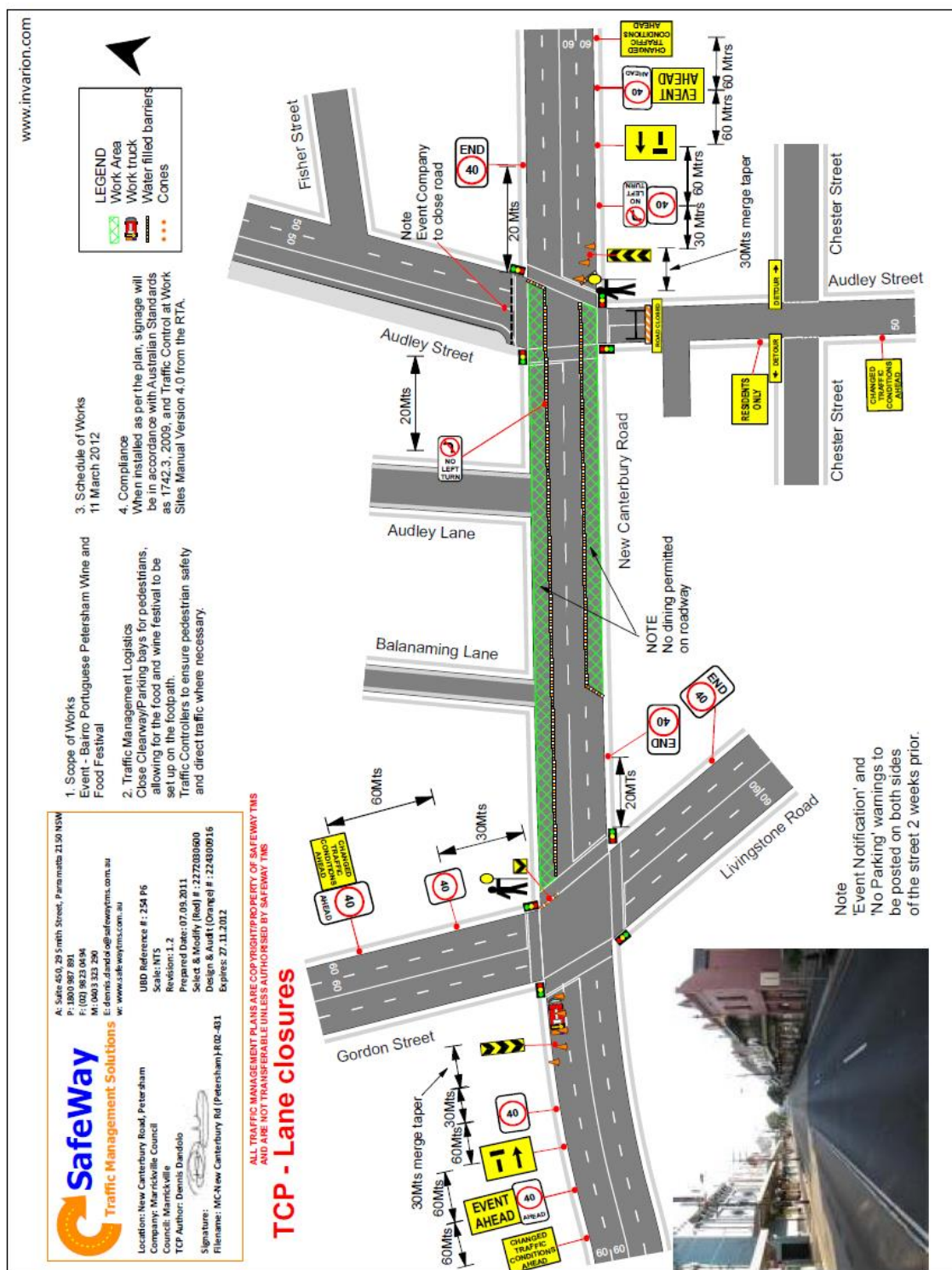
It is recommended that Council agree to the temporary road closures on Sunday 13 March 2016; apply to the RMS for consent to close the subject roads, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval and advice of the proposed event being forwarded to the appropriate authorities, including the Transport Management Centre.

FINANCIAL IMPLICATIONS

The costs associated with the temporary road closures are to be borne by Council as part of its major events budget.

Locality Map - Temporary road closures





PART 'A' - SECTION 2 - PARKING MATTERS

Item No: A2.1.1
Subject: GOULD AVENUE, PETERSHAM (CENTRAL WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 15
File Ref: S2110-02
Author: Despina Kalavas – Assistant Engineer, Traffic Services

SUMMARY

A request has been received from a resident of Gould Avenue, Petersham 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 southern side of Gould Avenue, Petersham in front of property No. 15, 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

The applicant's property is located on the southern side of Gould Avenue, Petersham. The applicant's property does have an off-street parking facility with the access point of the driveway measured to be 2.6 metres in width (Refer to the attached locality map and photographs).

At present, there is unrestricted parking on both sides of Gould Avenue. There is one existing mobility parking space located approximately 5m to the applicant's property, in front of 19 Gould Avenue. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Gould Avenue were highly utilised.

The applicant's condition does not allow her to walk long distances due to her medical conditions. The applicant's daughter stated that her mother drives and values her independence; in addition she noted her sister is also disabled and it is vital for her mother to drive her to medical appointments. The carport is not wide enough for her mother to take her in and out of the car therefore she requires parking availability as close to their property as possible.

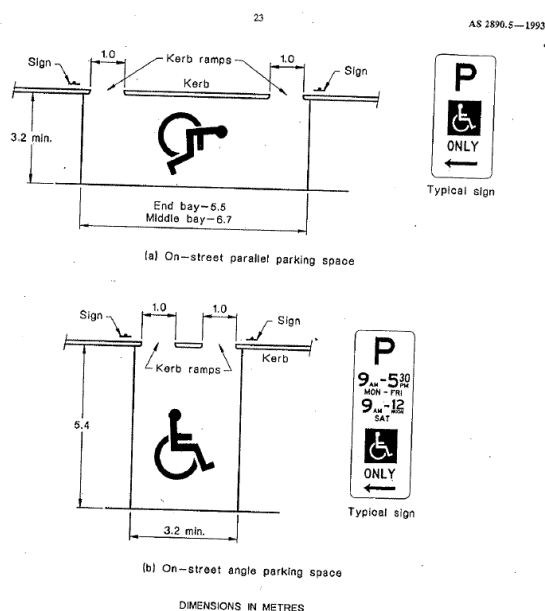
Council's Officer informed the applicant that mobility parking spaces are a shared facility that can be used by all authorised persons having an RMS mobility permit.

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".*



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 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.

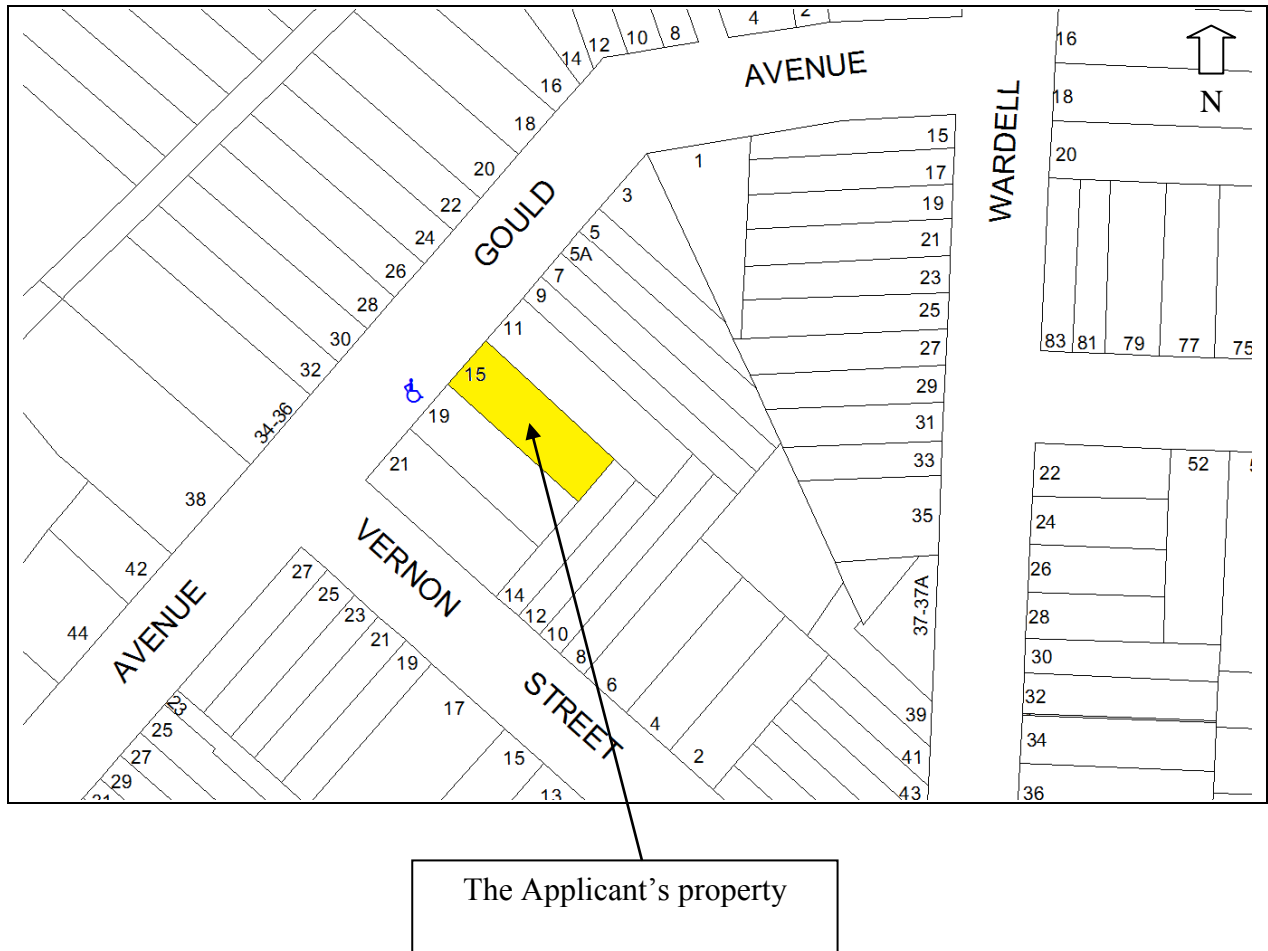
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$350.

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 – Gould Avenue, Petersham



Photographs – Gould Avenue, Petersham



The frontage of the applicant's property in Gould Avenue



On-street parking in Gould Avenue in front of the applicant's property

Item No: A2.1.2
Subject: KAYS AVENUE WEST, DULWICH HILL (WEST WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY No. 18
File Ref: S2750-02
Author: Despina Kalavas – Assistant Engineer, Traffic Services

SUMMARY

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

OFFICER'S RECOMMENDATION

THAT a dedicated 'Mobility Parking' space NOT be approved outside 18 Kays Avenue West, Dulwich Hill 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

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

DISCUSSION

The applicant's property is located on the southern side of Kays Avenue West, approximately 140 metres east of Wardell Road, Dulwich Hill. The applicant's property has an off-street space with the access point measured at approximately 2.4 metres in width (refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Kays Avenue West. An existing mobility parking space is located in front of 16 Kays Avenue West. This parking space was observed to be occupied at the time of inspection during mid-day. During the site inspection, it was also observed that on-street parking spaces on Kays Avenue West were highly utilised, including the spaces outside the resident's property.

A Council Officer spoke with the applicant's daughter, who advised that her mother's condition makes it difficult for her to walk long distances. The applicant does not drive a vehicle nor own a vehicle. The applicant's daughter drives her mother to and from medical appointments. It was further noted that the existing mobility parking space in front of property no 16 is continuously

occupied by the owners and they never get a chance to use it. They advised they often find it difficult to find a parking space in close proximity to their property and this put pressure on her mother due to the fact she cannot walk long distances.

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”.*

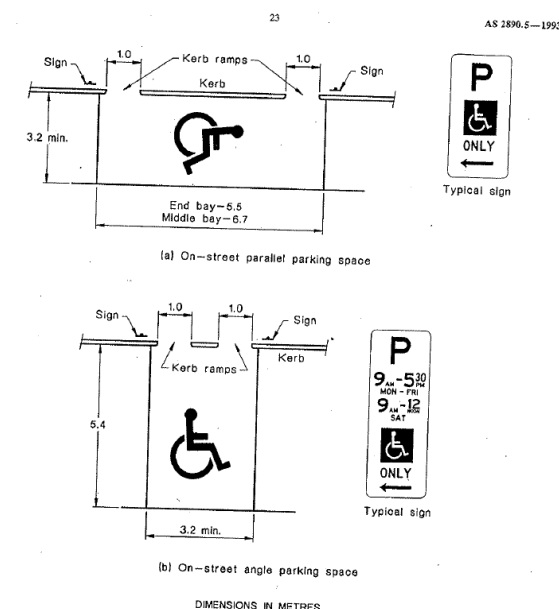


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

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.

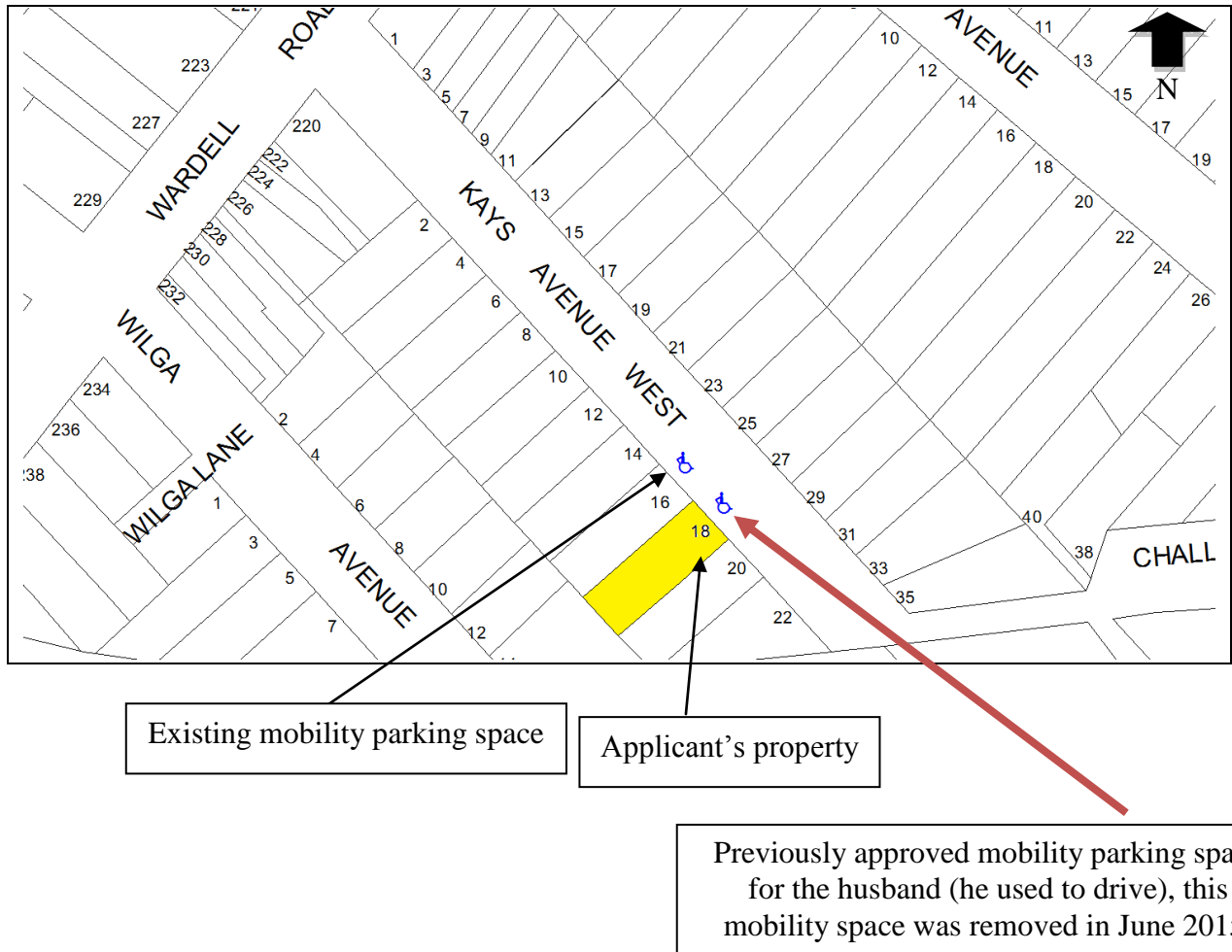
CONCLUSION

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

FINANCIAL IMPLICATIONS

There are no financial implications for Council.

Locality Map – Kays Avenue West, Dulwich Hill



Photographs – Kays Avenue West, Dulwich Hill



The frontage of the applicant's carport and property in Kays Avenue West



On-street parking in Kays Avenue West outside the applicant's property

Item No: A2.1.3
Subject: SAMUEL STREET, TEMPE (SOUTH WARD/HEFFRON)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 64
File Ref: S4250-02
Author: Tanmila Islam – Traffic Officer, Traffic Services

SUMMARY

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

OFFICER'S RECOMMENDATION

THAT;

Signposting for a 'Mobility Parking' space be approved on the western side of Samuel Street, Tempe adjacent of property No. 64, 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

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

DISCUSSION

The applicant's property is located on the western side of Samuel Street, Tempe. The applicant's property does not have an off-street parking facility (Refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides, with angled parking on the western side of Samuel Street. There is no existing mobility parking spaces located in close proximity to the applicant's property in Samuel Street. It was observed that during a site inspection

undertaken in the afternoon period that on-street parking spaces in Samuel Street were moderately utilised.

A Council Officer spoke with the applicant who advised that she drives her own vehicle. She further advised that her condition does not allow her to walk long distances and she requires a parking space as close to her property as possible.

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. Council Officers have advised the applicant of this fact.

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”.*

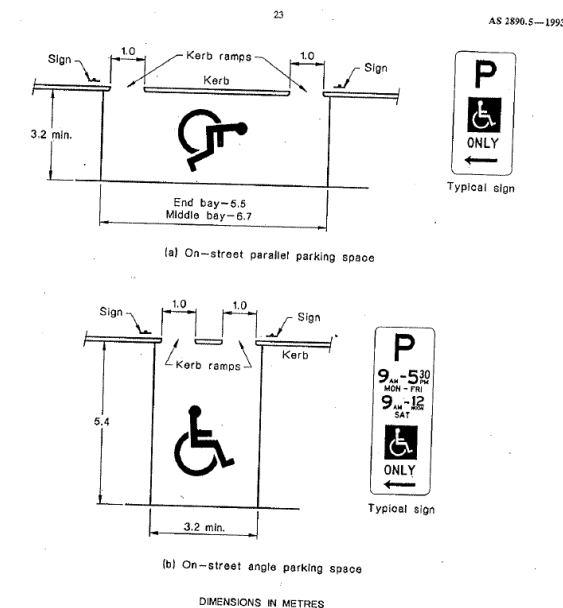


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

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 usage can be expected. They were generally not intended for points of origin such as reserving on-street parking.

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.

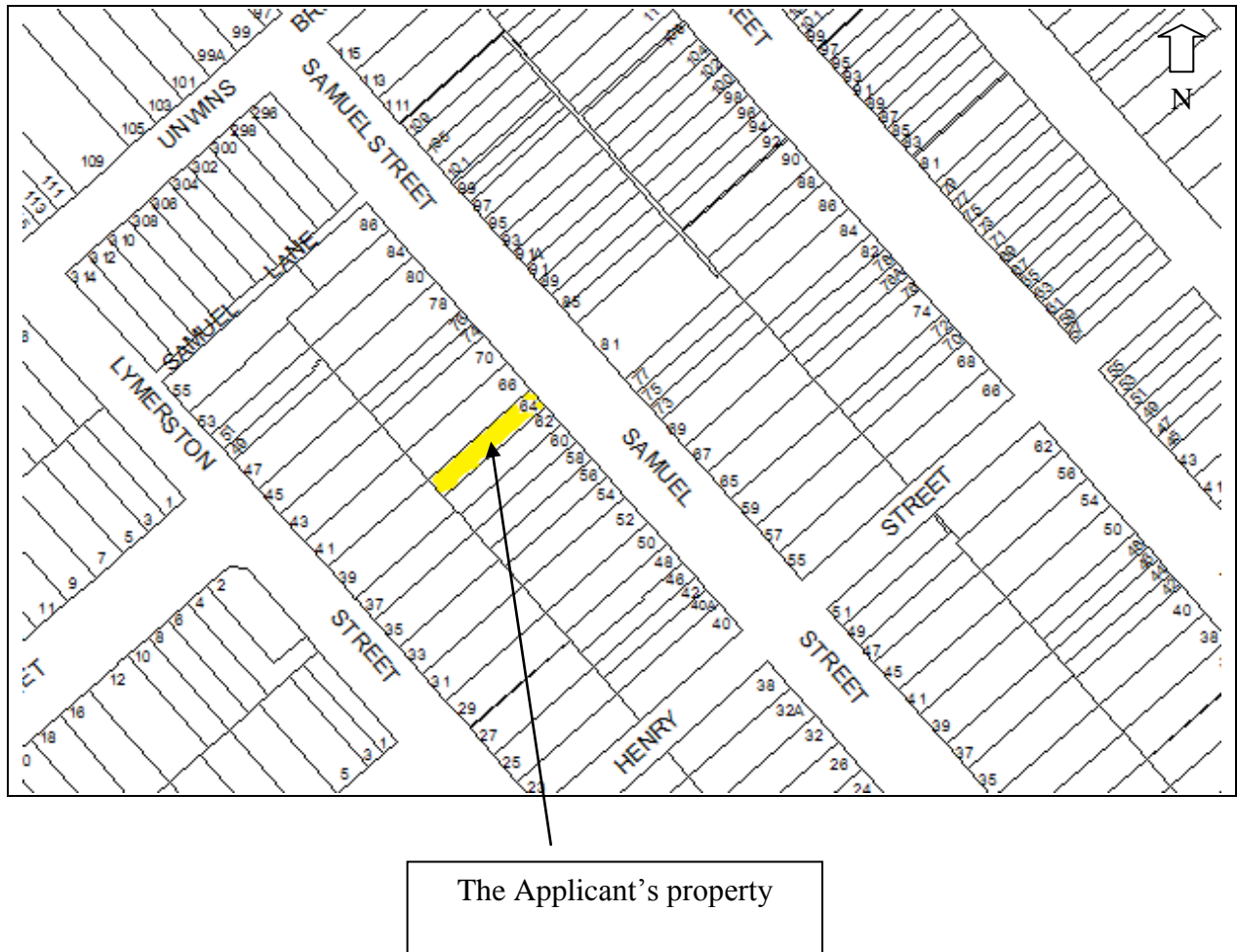
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$350.

It should be noted that Council normally signposts on-street mobility parking spaces and does not line mark nor provides kerb ramps to these spaces. Should the applicant require the provision of kerb ramps or line marking, this can be provided at their cost.

Locality Map – Samuel Street, Tempe



Photographs – Samuel Street, Tempe



The frontage of the applicant's property in Samuel Street



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

Item No: A2.1.4
Subject: SILVER STREET, MARRICKVILLE (SOUTH WARD/SUMMER HILL)
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY
No. 20
File Ref: S4410-02
Author: Tanmila Islam – Traffic Officer, Traffic Services

SUMMARY

A request has been received from a resident of Silver 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 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 Silver Street, Marrickville adjacent of property No. 20, 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

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

DISCUSSION

The applicant's property is located on the western side of Silver Street, Marrickville. The applicant's property currently does not have an off-street parking facility (Refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Silver Street. There is no existing mobility parking spaces located within close proximity to the applicant's property in Silver

Street. It has been observed during a site inspection undertaken in the morning period that on-street parking spaces in Silver Street were highly utilised.

A Council Officer spoke with the applicant who advised that she does not drive her own vehicle and uses a wheelchair, her condition does not allow her to walk long distances and due to her current condition she requires a parking space as close to her property as possible.

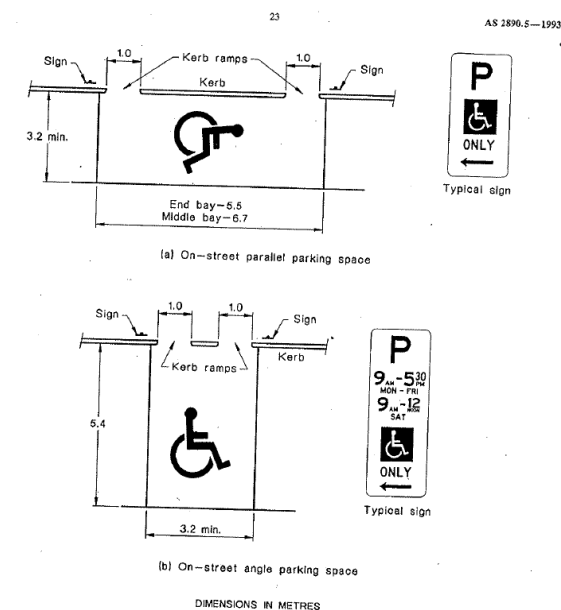
A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit. Council Officers have advised the applicant of this fact.

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 usage can be expected. They were generally not intended for points of origin such as reserving on-street parking.

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.

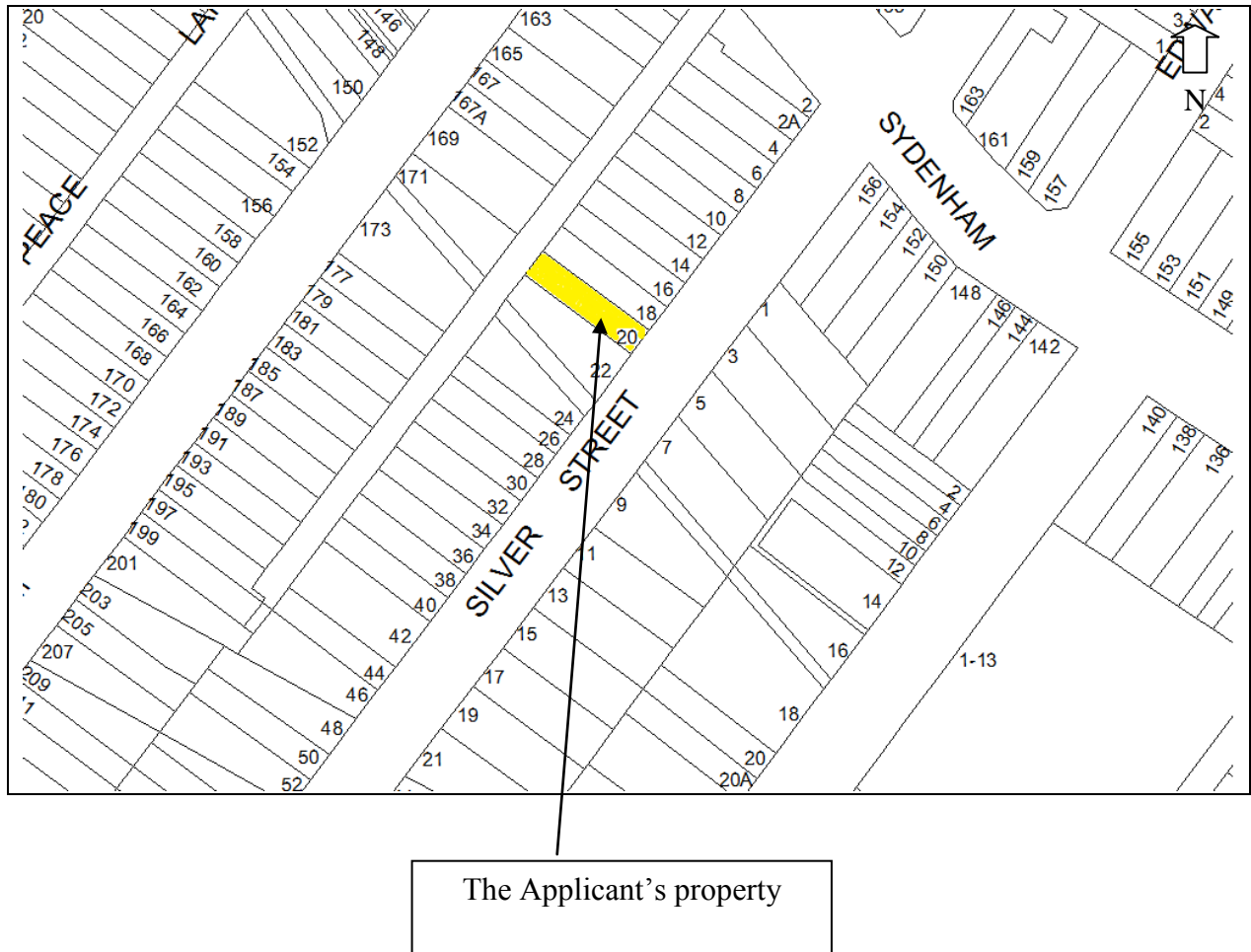
It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$350.

It should be noted that Council normally signposts on-street mobility parking spaces and does not line mark nor provides kerb ramps to these spaces. Should the applicant require the provision of kerb ramps or line marking, this can be provided at their cost.

Locality Map – Silver Street, Marrickville



Photographs – Silver Street, Marrickville



The frontage of the applicant's property in Silver Street



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

Item No: A2.2

Subject: QUEEN STREET, CAVEY STREET, CALVERT STREET, O'HARA STREET, BYRNES STREET & VICTORIA ROAD, MARRICKVILLE (SOUTH WARD/SUMMER HILL)

PROPOSAL FOR PERMIT PARKING AREA M2 – PARKING UTILISATION & CONSULTATION RESULTS

File Ref: S3870-02

Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

An investigation into the nature of on-street parking utilisation within Queen Street, Marrickville and surrounding streets was undertaken and the outcomes of these investigations, together with recommendations, are presented in this report for consideration.

OFFICER'S RECOMMENDATION

THAT:

1. As a result of the high support generally received from residents in Queen Street, Cavey Street, Calvert Street, O'Hara Street, Byrnes Street and Victoria Road, Marrickville and due to the high utilisation of on-street parking spaces, the installation of Permit Parking restrictions at the front of residential properties, be APPROVED, as follows:

"2P 8.30am – 6pm Mon-Fri, 8.30am – 12.30pm Sat, Permit Holders Excepted – Area M2"

- i. Queen Street, Marrickville between property no. 35 Queen Street and property no. 351 Victoria Road, (northern side);
 - ii. Cavey Street, Marrickville between property no. 20 Cavey Street and property no. 42 Calvert Street, (eastern side);
 - iii. Calvert Street, Marrickville between property no. 31 Calvert Street and property no. 333 Victoria Road, (northern side);
 - iv. O'Hara Street, Marrickville between property no. 34 O'Hara Street and property no. 54 Calvert Street, (eastern side);
 - v. Byrnes Street, Marrickville between property no. 3 Byrnes Street and property no. 41 O'Hara Street, (northern side); and
 - vi. Victoria Road, Marrickville between property no. 326 Victoria Road and property no. 384 Victoria Road, (eastern side).
-

BACKGROUND

Following the implementation of the Marrickville Town Centre Parking Strategy, a number of local residents of Queen Street, Marrickville had raised concerns about the knock-on effects of on-street parking and that an increased demand for parking takes place in Queen Street, Marrickville as it is unrestricted parking.

In an effort to better understand the situation, Council Officers had undertaken on-street parking utilisation surveys in June 2015 to determine the need to necessitate an extension of Permit Parking restrictions to Queen Street, Marrickville and surrounding streets. The parking utilisation survey included the following streets;

- 1) Queen Street, Marrickville;
- 2) Cavey Street, Marrickville;
- 3) Calvert Street, Marrickville (between O'Hara Street and Victoria Road);
- 4) O'Hara Street, Marrickville;
- 5) Byrnes Street, Marrickville; and
- 6) Victoria Road, Marrickville (between Marrickville Road and Meeks Road).

DISCUSSION

Existing conditions – Queen Street

The subject section of Queen Street is a two-way local residential street, approximately 13.7 metres wide running east-west between Victoria Road and an end. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 32 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

Existing conditions – Cavey Street

The subject section of Cavey Street is a two-way local residential street, approximately 7.3 metres wide running north-south between Calvert Street and an end. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 22 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

Existing conditions – Calvert Street

The subject section of Calvert Street is a two-way local residential street, approximately 12.8 metres wide running east-west between O'Hara Street and Victoria Road. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking along the southern side and 45 degree angle, rear to kerb parking along the northern side). There are currently 47 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

Existing conditions – O'Hara Street

The subject section of O'Hara Street is a two-way local residential street, approximately 12.8 metres wide running north-south between Calvert Street and Byrnes Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking along the western side and 90 degree angle, rear to kerb parking along the eastern side). There are currently 38 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

Existing conditions – Byrnes Street

The subject section of Byrnes Street is a two-way local residential street, approximately 12.8 metres wide running east-west between Illawarra Road and O'Hara Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 8 residential properties located on the northern side of the street and 1 mixed use commercial/residential property on the southern side of the street (refer to the attached locality map and photographs).

Existing conditions – Victoria Road

The subject section of Victoria Road is a two-way local residential street, approximately 12.8 metres wide running north-south between Marrickville Road and Meeks Road. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 53 residential properties in total located on both sides of the street, including 3 apartment buildings and 1 childcare centre (refer to the attached locality map and photographs).

On-street Parking utilisation

During investigation, parking utilisation surveys were undertaken in June 2015 by consultants for Queen Street, Marrickville and surrounding streets. To attempt to quantify the extent of the parking issue raised, parking utilisation surveys were conducted on one weekday and one day on the weekend. The surveys were tallied at five time periods throughout each day from 7:00am, 9:00am, 12:00pm, 3:00pm and 6:00pm respectively. Below summarises the results of the survey undertaken for Queen Street, Cavey Street, Calvert Street, O'Hara Street, Byrnes Street and Victoria Road, Marrickville respectively.

Results from Parking Survey for Queen Street, Cavey Street, Calvert Street, O'Hara Street, Byrnes Street and Victoria Road, Marrickville

Thursday, 11th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Queen St	North	Victoria Rd & West end	22	20	14	17	17	19
	South	Victoria Rd & West end	20	15	12	15	12	13
Total			42	35	26	32	29	32
Unoccupied Spaces				7	16	10	13	10
Percentage Occupied				83%	62%	76%	69%	76%

Saturday, 13th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Queen St	North	Victoria Rd & West end	22	19	17	16	19	17
	South	Victoria Rd & West end	20	16	12	13	13	8
Total			42	35	29	29	32	25
Unoccupied Spaces				7	13	13	10	17
Percentage Occupied				83%	69%	69%	76%	60%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Cavey St	East	Calvert St & end of road	20	11	16	16	14	16
	West	Calvert St & end of road	20	13	18	19	15	13
Total			40	24	34	35	29	29
Unoccupied Spaces				16	6	5	11	11
Percentage Occupied				60%	85%	88%	73%	73%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Cavey St	East	Calvert St & end of road	20	13	11	9	7	8
	West	Calvert St & end of road	20	11	12	11	9	7
Total			40	24	23	20	16	15
Unoccupied Spaces				16	17	20	24	25
Percentage Occupied				60%	58%	50%	40%	38%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Calvert St	North	Silver Ln & Gladstone St	0	0	0	0	0	0
		Gladstone St & Gladstone Ln	0	0	0	0	0	0
		Gladstone Ln & Calvert St	28	27	27	26	25	27
		Calvert Ln & Victoria Rd	4	3	3	3	3	3
	South	Silver Ln & Cavey St	3	1	3	3	3	1
		Cavey St & Victoria Rd	18	12	18	16	12	17
Total			53	43	51	48	43	48
Unoccupied Spaces				10	2	5	10	5
Percentage Occupied				81%	96%	91%	81%	91%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Calvert St	North	Silver Ln & Gladstone St	0	0	0	0	0	0
		Gladstone St & Gladstone Ln	0	0	0	0	0	0
		Gladstone Ln & Calvert St	28	25	24	25	21	15
		Calvert Ln & Victoria Rd	4	1	1	2	1	2
	South	Silver Ln & Cavey St	3	1	3	4	3	2
		Cavey St & Victoria Rd	18	10	11	12	14	13
Total			53	37	39	43	39	32
Unoccupied Spaces				16	14	10	14	21
Percentage Occupied				70%	74%	81%	74%	60%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
O'Hara St	East	Calvert St & O'Hara Ln	6	5	5	5	5	5
		O'Hara Ln & Byrnes St	37	22	26	28	21	25
	West	Calvert St & O'Hara Ln	4	4	4	4	4	4
		O'Hara Ln & Byrnes St	20	16	17	19	14	18
Total			67	47	52	56	44	52
Unoccupied Spaces				20	15	11	23	15
Percentage Occupied				70%	78%	84%	66%	78%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
O'Hara St	East	Calvert St & O'Hara Ln	6	5	5	5	4	3
		O'Hara Ln & Byrnes St	37	31	31	37	29	34
	West	Calvert St & O'Hara Ln	4	4	4	4	4	2
		O'Hara Ln & Byrnes St	20	20	14	16	15	18
Total			67	60	54	62	52	57
Unoccupied Spaces				7	13	5	15	10
Percentage Occupied				90%	81%	93%	78%	85%

Thursday, 11th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Byrnes St	North	Illawarra Rd & O'Hara St	18	13	15	15	16	13
	South	Illawarra Rd & O'Hara St	18	14	18	17	14	14
Total			36	27	33	32	30	27
Unoccupied Spaces				9	3	4	6	9
Percentage Occupied				75%	92%	89%	83%	75%

Saturday, 13th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Byrnes St	North	Illawarra Rd & O'Hara St	18	12	12	14	14	14
	South	Illawarra Rd & O'Hara St	18	14	14	17	15	16
Total			36	26	26	31	29	30
Unoccupied Spaces				10	10	5	7	6
Percentage Occupied				72%	72%	86%	81%	83%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Victoria Rd	East	Marrickville Rd & Rail Line	40	34	37	37	33	33
	West	Marrickville Rd & Marrickville Ln	0	0	0	0	0	0
		Marrickville Ln & Fernbank St	0	0	0	0	0	0
		Fernbank St & Calvert St	10	9	9	11	10	8
		Calvert St & Queen St	8	6	7	7	7	6
		Queen St & Rail Line	0	0	0	0	0	0
Total			58	49	53	55	50	47
Unoccupied Spaces			9	5	3	8	11	
Percentage Occupied			84%	91%	95%	86%	81%	

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Victoria Rd	East	Marrickville Rd & Rail Line	40	32	31	30	32	36
	West	Marrickville Rd & Marrickville Ln	0	0	0	0	0	0
		Marrickville Ln & Fernbank St	0	0	0	0	0	0
		Fernbank St & Calvert St	10	9	10	9	10	8
		Calvert St & Queen St	8	6	3	3	6	5
		Queen St & Rail Line	0	0	0	0	0	0
Total			58	47	44	42	48	49
Unoccupied Spaces				11	14	16	10	9
Percentage Occupied				81%	76%	72%	83%	84%

The main findings from the survey can be summarised as follows:-

- Utilisation rate of on-street parking within the six streets were generally higher between 7am to 6pm on a weekday than 7am to 6pm on the weekend.
- Utilisation of on-street parking varied from 62% to 96% within the six streets during between 7am to 6pm on a weekday.
- Utilisation of on-street parking varied from 38% to 93% within the six streets during between 7am to 6pm on a day during the weekend.
- The utilisation of on-street parking within majority of the above listed streets was at its highest occupancy between 9am to 3pm on a weekday and weekend.
- It should be noted that there some streets have a higher utilisation rate than the other streets and it is generally accepted that once a Permit Parking Area is introduced there will be a 'knock on' effect and the provision of the scheme on one side of the street will help in reducing this 'knock on' effect.

Consistent utilisation rates of 85% or more throughout the day are considered high and would warrant further action. It seems like the highest utilisation occurs during the day when commuters may use the parking spaces. Given that there are existing permit parking restrictions in Fernbank Street, Gladstone Street, Silver Street and Central Avenue that are permitted between the hours of 8.30am to 6pm on weekdays and 8.30am to 12.30pm on Saturdays, it is envisaged that a Resident Parking Scheme in the other proposed surrounding streets are consistent and introduced on one side of the street.

Council Policy/Guidelines

Council's adopted Policy for the introduction of a Permit Parking Area states *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)"*.

CONSULTATION

A total of 316 survey questionnaire forms were distributed to owners and residents of all residential properties within the subject section of Queen Street, Cavey Street, Calvert Street, O'Hara Street, Byrnes Street and Victoria Road, Marrickville in December-January 2015/16. At the end of the survey period provided for comments, a total of 75 responses were received, representing a 23.73% response rate. The level of response overall is lower than Council's adopted Policy. However, given the size of the survey conducted, a response rate of 23.73% is considered reasonable. It should be noted from previous area wide parking study surveys conducted, the level of response rate is often very low (sometimes lower than 10%). As this survey is considered to be of a wider area, the overall response rate for all six streets can be considered acceptable. When investigating parking or traffic matters in a larger area, residents in one street may not feel that they have the same problems as residents in adjacent streets at the time, therefore don't have the same urge to respond. Problems may only arise in their street following implementation of a proposed scheme. This one reason why there is a lower response rate in area wide studies and surveys. This proposal will alleviate the current 'knock on' effects in these streets and therefore implementation in all six streets will assist in reducing parking pressures for all local residents in their streets. The summary of the responses received is shown below:

Street name	No. of responses received	Yes (support rate)	No (objection rate)
Queen Street (between Victoria Rd & an end)	12 (30%)	10 (83.33%)	2 (16.67%)
Cavey Street (between Calvert St & an end)	6 (18.75%)	3 (50%)	3 (50%)
Calvert Street (between O'Hara St & Victoria Rd)	24 (30%)	18 (75%)	6 (25%)
O'Hara Street (between Calvert St & Byrnes St)	16 (29.63%)	12 (75%)	4 (25%)
Byrnes Street (between Illawarra Rd & O'Hara St)	2 (18.18%)	1 (50%)	1 (50%)
Victoria Road (between Marrickville Rd & Meeks Rd)	15 (15.15%)	8 (53.33%)	7 (46.67%)
Total (for the surveyed area)	75 (23.73%)	52 (69.33%)	23 (30.67%)

Collated comments from residents in support of a Permit Parking Area within their street:

- This is required urgently and our street is in need of this to happen.
- Sometimes I cannot park anywhere in the neighbourhood.
- We do not have any off-street parking and find it extremely difficult to park anywhere near our home.
- We regularly spend time driving around in circles trying to find a place to park our car.
- There is nowhere to park near our home and it is unsafe at night.
- Generally our streets are utilised by workers in the area and at least this will make it fairer for residents.
- Residents have to illegally park or park over driveways because our street is used by commuters.

Collated comments from residents opposing of a Permit Parking Area within their street:

- I am happy with the parking in my street, no permits needed.
- We disagree with this as we need parking for our staff.
- We do not need parking permits to park in our street.
- I like the idea of permit parking but I am worried I have to pay for the second permit and for visitor permits.

Permit Parking restricts parking to the hours as posted on the sign except for permit holders. Council typically signposts one side of the street, however residents on both sides of the street are eligible for a permit. It should be noted that the first Resident Parking Permit is free.

The proposal is to restrict parking to 2-hours between 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat, Permit Holders Excepted, at the front of residential properties on the subject section of Queen Street, Cavey Street, Calvert Street, O'Hara Street, Byrnes Street and Victoria Road, Marrickville.

Providing the proposal for Permit Parking is only on one side of the street, this would increase parking opportunities for residents whilst also providing parking opportunities for visitors and residents who do not hold a permit or do not wish to purchase a second permit. It is generally accepted that once a Permit Parking Area is introduced there will be a 'knock on' effect and the provision of the scheme on one side of the street will help in reducing this 'knock on' effect.

It should be noted that residents in recently built residential apartment buildings may not be eligible to participate in the Permit Parking Area. This will depend on the conditions of consent of their development approval.

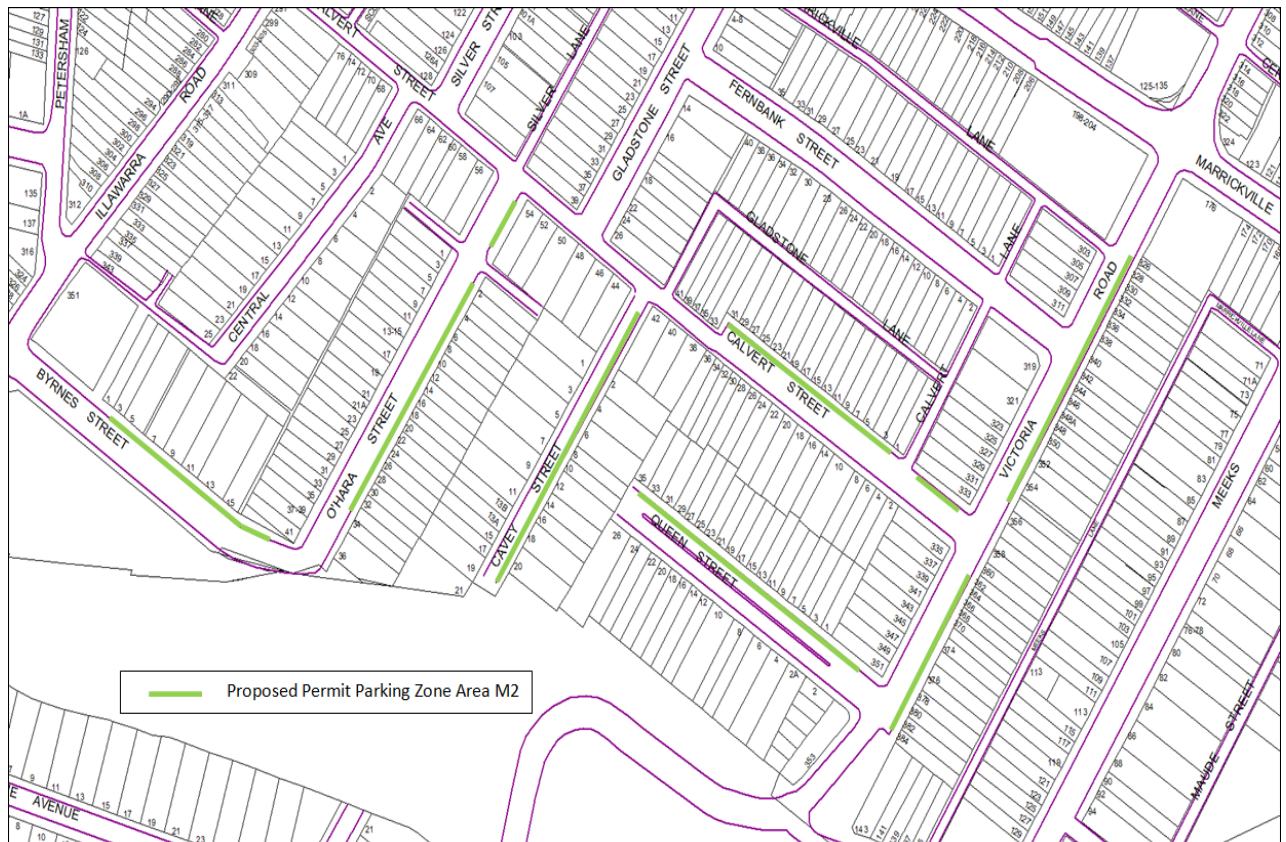
CONCLUSION

As a result of the high support generally received from residents in the survey streets and due to the high utilisation of on-street parking spaces, it is recommended that the installation of Permit Parking restrictions, be approved. The proposal is to install "2P 8.30am – 6pm Mon-Fri, 8.30am – 12.30pm Sat, Permit Holders Excepted – Area M2" parking restrictions at the front of residential properties along the subject sections in Queen Street, Cavey Street, Calvert Street, O'Hara Street, Byrnes Street and Victoria Road, Marrickville.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the associated Permit Parking signage can be funded from Council's operating budget.

**Locality Map – Queen Street, Cavey Street, Calvert Street, O’Hara Street, Byrnes Street
& Victoria Road, Marrickville**



**Photographs – Queen Street, Cavey Street, Calvert Street, O’Hara Street, Byrnes Street
& Victoria Road, Marrickville**



Queen Street



Cavey Street



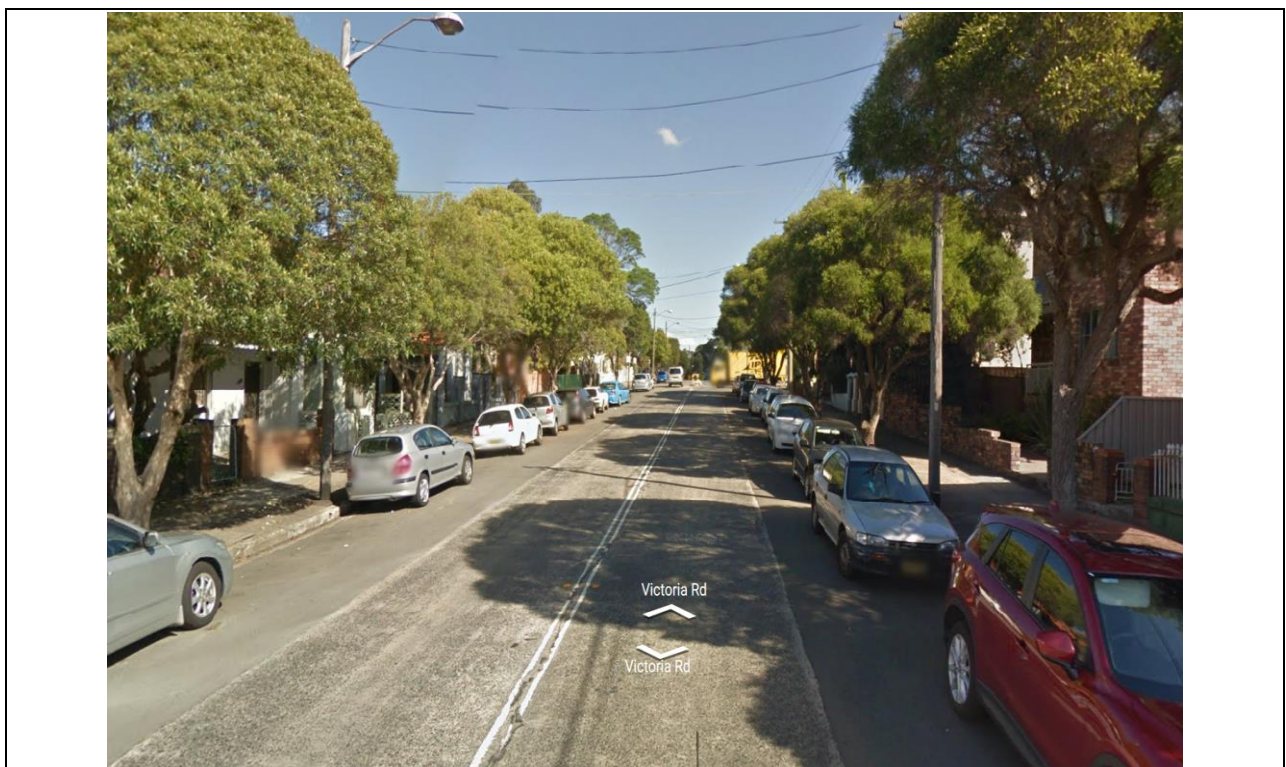
Calvert Street



O'Hara Street



Byrnes Street



Victoria Road

Item No: A2.3

Subject: PEARL STREET, LITTLE COMMODORE STREET, COMMODORE STREET, HAWKEN STREET, JOHN STREET, LAURA STREET & ALICE STREET, NEWTOWN (NORTH WARD/NEWTOWN)

PROPOSAL FOR PERMIT PARKING AREA M14 – PARKING UTILISATION & CONSULTATION RESULTS

File Ref: S3650-02

Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

An investigation into the nature of on-street parking utilisation within Pearl Street, Newtown and surrounding streets was undertaken and the outcomes of these investigations, together with recommendations, are presented in this report for consideration.

OFFICER'S RECOMMENDATION

THAT:

1. As a result of the high support generally received from residents in Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown and due to the high utilisation of on-street parking spaces, the installation of Permit Parking restrictions at the front of residential properties, be APPROVED, as follows:

"2P 8am – 10pm, Permit Holders Excepted – Area M14"

- i. Pearl Street, Newtown between property no. 74 Alice Street and property no. 89 Wells Street, (western side);
 - ii. Little Commodore Street, Newtown between property no. 4 Little Commodore Street and property no. 7 Pearl Street, (southern side);
 - iii. Commodore Street, Newtown between property no. 3 Commodore Street and property no. 61 Commodore Street, (western side);
 - iv. Hawken Street, Newtown between property no. 118 Alice Street and property no. 17 Laura Street, (eastern side);
 - v. John Street, Newtown between property no. 90 Wells Street and property no. 2-10 John Street, (western side);
 - vi. Laura Street, Newtown between property no. 69 Laura Street and property no. 23 Commodore Street, (northern side);
 - vii. Alice Street, Newtown between property no. 206 Edgeware Road and property no. 177 Alice Street, (northern side);
 - iii. Alice Street, Newtown between property no. 171 Alice Street and property no. 149 Alice Street, (northern side);
 - ix. Alice Street, Newtown between property no. 125 Alice Street and property no. 109 Alice Street, (northern side);
 - x. Alice Street, Newtown between property no. 101 Alice Street and property no. 87 Alice Street, (northern side);
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- xi. Alice Street, Newtown between property no. 79 Alice Street and property no. 63 Alice Street, (northern side);
 - xii. Alice Street, Newtown between property no. 35 Alice Street and property no. 19 Alice Street, (northern side);
 - iii. Alice Street, Newtown between property no. 116 Alice Street and property no. 106 Alice Street, (southern side);
 - iv. Alice Street, Newtown between property no. 92 Alice Street and property no. 76 Alice Street, (southern side); and
 - xv. Alice Street, Newtown between property no. 28 Alice Street and property no. 2 Alice Street, (southern side).
-

BACKGROUND

Following the implementation of the Newtown/Enmore Parking Strategy, a number of local residents of Pearl Street, Little Commodore Street and Commodore Street, Newtown had raised concerns about the knock-on effects of on-street parking as these streets are unrestricted parking and that an increased demand for parking takes place in Pearl Street and surrounding streets due to the approved residential development at 32-72 Alice Street, Newtown.

In an effort to better understand the situation, Council Officers had undertaken on-street parking utilisation surveys in June 2015 to determine the need to necessitate an extension of Permit Parking restrictions to Pearl Street, Newtown and surrounding streets. The parking utilisation survey included the following streets;

- 1) Pearl Street, Newtown;
- 2) Little Commodore Street, Newtown;
- 3) Commodore Street, Newtown;
- 4) Hawken Street, Newtown;
- 5) John Street, Newtown;
- 6) Laura Street, Newtown; and
- 7) Alice Street, Newtown.

DISCUSSION

Existing conditions – Pearl Street

The subject section of Pearl Street is a two-way local residential street, approximately 8.5 metres wide running north-south between Alice Street and Wells Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 50 residential properties in total located on both sides of the street, including 1 proposed residential/commercial development at 32-72 Alice Street, Newtown adjacent to Pearl Street (refer to the attached locality map and photographs).

Existing conditions – Little Commodore Street

The subject section of Little Commodore Street is a two-way local residential street, approximately 8.5 metres wide running east-west between Commodore Street and Pearl Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb

parking). There are currently 6 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

Existing conditions – Commodore Street

The subject section of Commodore Street is a two-way local residential street, approximately 8.5 metres wide running north-south between Little Commodore Street and Wells Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 54 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

Existing conditions – Hawken Street

The subject section of Hawken Street is a two-way local residential street, approximately 8.5 metres wide running north-south between Alice Street and Laura Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 16 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

Existing conditions – John Street

The subject section of John Street is a two-way local residential street, approximately 6.7 metres wide running north-south between Wells Street and Lord Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 12 residential properties located on both sides of the street, including 1 apartment building (refer to the attached locality map and photographs).

Existing conditions – Laura Street

The subject section of Laura Street is a two-way local residential street, approximately 10.3 metres wide running east-west between Commodore Street and to an end. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 48 residential properties in total located on both sides of the street and Camdenville Public School is located along the southern side of the street (refer to the attached locality map and photographs).

Existing conditions – Alice Street

The subject section of Alice Street is a two-way regional road carrying over 10,000 vehicles per day, approximately 12.2 metres wide running east-west between Edgeware Road and King Street. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking). There are currently 114 residential properties in total located on both sides of the street, including 6 apartment buildings and 3 playground/parks (refer to the attached locality map and photographs).

On-street Parking utilisation

During investigation, parking utilisation surveys were undertaken in June 2015 by consultants for Pearl Street, Newtown and surrounding streets. To attempt to quantify the extent of the parking issue raised, parking utilisation surveys were conducted on one weekday and one day

on the weekend. The surveys were tallied at five time periods throughout each day from 7:00am, 9:00am, 12:00pm, 3:00pm and 6:00pm respectively. Below summarises the results of the survey undertaken for Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown respectively.

Results from Parking Survey for Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Pearl St	East	Alice St & Little Comm. St	11	11	11	11	8	8
		Little Comm. St & Wells St	30	30	30	28	23	26
	West	Alice St & Little Comm. St	9	6	5	5	3	5
		Little Comm. St & Wells St	27	27	19	26	20	22
Total			77	74	65	70	54	61
Unoccupied Spaces				3	12	7	23	16
Percentage Occupied				96%	84%	91%	70%	79%

Saturday, 13 th June 2015									
Street	Side	Between	Capacity	700	900	1200	1500	1800	
Pearl St	East	Alice St & Little Comm. St	11	8	10	8	7	5	
		Little Comm. St & Wells St	30	27	29	36	28	27	
	West	Alice St & Little Comm. St	9	8	8	8	8	5	
		Little Comm. St & Wells St	27	27	24	24	23	25	
Total			77	70	71	76	66	62	
				Unoccupied Spaces	7	6	1	11	15
				Percentage Occupied	91%	92%	99%	86%	81%

Thursday, 11th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Little Commodore St	North	Commodore St & Pearl St	8	8	8	8	4	7
	South	Commodore St & Pearl St	8	7	8	7	7	4
Total			16	15	16	15	11	11
			Unoccupied Spaces	1	0	1	5	5
			Percentage Occupied	94%	100%	94%	69%	69%

Saturday, 13th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Little Commodore St	North	Commodore St & Pearl St	8	6	7	8	6	5
	South	Commodore St & Pearl St	8	6	8	6	6	6
Total			16	12	15	14	12	11
			Unoccupied Spaces	4	1	2	4	5
			Percentage Occupied	75%	94%	88%	75%	69%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Commodore St	East	Little Comm. St & Laura St	9	9	6	8	8	8
		Laura St & Wells St	17	13	11	9	10	8
	West	Little Comm. St & Laura St	8	6	6	5	6	5
		Laura St & Wells St	17	14	13	14	11	13
Total			51	42	36	36	35	34
Unoccupied Spaces				9	15	15	16	17
Percentage Occupied				82%	71%	71%	69%	67%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Commodore St	East	Little Comm. St & Laura St	9	8	4	5	5	6
		Laura St & Wells St	17	17	14	9	7	11
	West	Little Comm. St & Laura St	8	7	6	5	7	8
		Laura St & Wells St	17	11	9	10	11	13
Total			51	43	33	29	30	38
Unoccupied Spaces				8	18	22	21	13
Percentage Occupied				84%	65%	57%	59%	75%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Hawken St	East	Alice St & Laura St	20	16	11	12	13	15
	West	Alice St & Laura St	12	12	11	9	12	11
Total			32	28	22	21	25	26
Unoccupied Spaces				4	10	11	7	6
Percentage Occupied				88%	69%	66%	78%	81%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Hawken St	East	Alice St & Laura St	20	19	18	19	20	17
	West	Alice St & Laura St	12	11	8	8	10	11
Total			32	30	26	27	30	28
Unoccupied Spaces				2	6	5	2	4
Percentage Occupied				94%	81%	84%	94%	88%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
John St	East	Wells St & Darley St	10	9	6	4	5	5
		Darley St & Lord St	10	8	8	7	8	9
	West	Wells St & Darley St	12	10	5	5	4	7
		Darley St & Lord St	9	8	7	7	8	7
Total			41	35	26	23	25	28
Unoccupied Spaces				6	15	18	16	13
Percentage Occupied				85%	63%	56%	61%	68%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
John St	East	Wells St & Darley St	10	7	7	7	9	8
		Darley St & Lord St	10	9	9	7	9	10
	West	Wells St & Darley St	12	10	9	6	9	7
		Darley St & Lord St	9	7	7	6	9	6
Total			41	33	32	26	36	31
Unoccupied Spaces				8	9	15	5	10
Percentage Occupied				80%	78%	63%	88%	76%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Laura St	North	Edgeware Rd & Hawken St	22	18	16	13	18	18
		Hawken St & Commodore St	13	11	12	11	11	12
	South	Edgeware Rd & Commodore St	34	27	24	20	21	32
Total			69	56	52	44	50	62
Unoccupied Spaces				13	17	25	19	7
Percentage Occupied				81%	75%	64%	72%	90%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Laura St	North	Edgeware Rd & Hawken St	22	22	17	17	18	16
		Hawken St & Commodore St	13	13	11	9	10	9
	South	Edgeware Rd & Commodore St	34	28	27	25	27	27
Total			69	63	55	51	55	52
Unoccupied Spaces				6	14	18	14	17
Percentage Occupied				91%	80%	74%	80%	75%

Thursday, 11 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Alice St	North	Edgeware Rd & Alice Ave	7	8	3	4	7	6
		Alice Ave & Clara St	14	14	14	14	13	13
		Clara St & Pearl St	7	6	4	6	7	5
	South	Edgeware Rd & Hawken St	16	14	11	9	9	15
		Hawken St & Pearl St	16	14	11	12	12	13
Total			60	56	43	45	48	52
Unoccupied Spaces				4	17	15	12	8
Percentage Occupied				93%	72%	75%	80%	87%

Saturday, 13 th June 2015								
Street	Side	Between	Capacity	700	900	1200	1500	1800
Alice St	North	Edgeware Rd & Alice Ave	7	6	4	5	5	7
		Alice Ave & Clara St	14	14	13	11	12	14
		Clara St & Pearl St	7	7	8	7	5	5
	South	Edgeware Rd & Hawken St	16	13	11	15	12	16
		Hawken St & Pearl St	16	16	16	16	14	16
Total			60	56	52	54	48	58
Unoccupied Spaces				4	8	6	12	2
Percentage Occupied				93%	87%	90%	80%	97%

The main findings from the survey can be summarised as follows:-

- Utilisation rate of on-street parking within the seven streets were generally consistently high between 7am to 6pm both on a weekday and on the weekend.
- Utilisation of on-street parking varied from 56% to 100% across the seven streets during between 7am to 6pm on a weekday.
- Utilisation of on-street parking varied from 57% to 99% across the seven streets during between 7am to 6pm on a day during the weekend.
- The utilisation of on-street parking within majority of the above listed streets was at its highest occupancy between 7am to 6pm on a Saturday.
- It should be noted that there some streets have a higher utilisation rate than the other streets and it is generally accepted that once a Permit Parking Area is introduced there will be a 'knock on' effect and the provision of the scheme on one side of the street will help in reducing this 'knock on' effect.

Consistent utilisation rates of 85% or more throughout the day are considered high and would warrant further action. It seems like the highest utilisation occurs during consistently throughout the day and into the evenings both on a weekday and weekend. Given that there are existing permit parking restrictions in Walenore Avenue, Holmwood Street, Dickson Street, Wells Street, Darley Street, and Lord Street that are permitted between the hours of 8am to 10pm seven days, it is envisaged that a Resident Parking Scheme in the other proposed surrounding streets are consistent and introduced on one side of the street.

Council Policy/Guidelines

Council's adopted Policy for the introduction of a Permit Parking Area states *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)"*.

CONSULTATION

A total of 740 survey questionnaire forms were distributed to owners and residents of all properties within the subject section of Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown in December-January 2015/16. At the end of the survey period provided for comments, a total of 117 responses were received, representing a 15.81% response rate. The level of response overall is lower than Council's adopted Policy. However, given the size of the survey conducted, a response rate of 15.81% is considered reasonable. It should be noted from previous area wide parking study surveys conducted, the level of response rate is often very low (sometimes lower than 10%). As this survey is considered to be of a wider area, the overall response rate for all seven streets can be considered acceptable. When investigating parking or traffic matters in a larger area, residents in one street may not feel that they have the same problems as residents in adjacent streets at the time, therefore don't have the same urge to respond. Problems may only arise in their street following implementation of a proposed scheme. This one reason why there is a lower response rate in area wide studies and surveys. This proposal will alleviate the current 'knock on' effects in these streets and therefore implementation in all seven streets will assist in reducing parking pressures for all local residents in their streets. The summary of the responses received is shown below:

Street name	No. of responses received	Yes (support rate)	No (objection rate)
Pearl Street (between Alice St & Wells St)	15 (20%)	14 (93.33%)	1 (6.67%)
Little Commodore Street (between Commodore St & Pearl St)	1 (7.14%)	0 (0%)	1 (100%)
Commodore Street (between Little Commodore St & Wells St)	19 (26.39%)	12 (63.16%)	7 (36.84%)
Hawken Street (between Alice St & Laura St)	8 (30.77%)	7 (87.5%)	1 (12.5%)
John Street (between Wells St & Lord St)	4 (14.81%)	3 (75%)	1 (25%)
Laura Street (between Commodore St & an end)	23 (23%)	21 (91.3%)	2 (8.7%)
Alice Street (between Edgeware Rd & King St)	47 (11.03%)	38 (80.86%)	9 (19.14%)
Total (for the surveyed area)	117 (15.81%)	95 (81.2%)	22 (18.8%)

Collated comments from residents in support of a Permit Parking Area within their street:

- This is essential as we cannot find anywhere to park our vehicle.
- The tradespeople from the development park in our street and there are no parking spaces left in our street. The development on Alice Street will cause more congestion and demand for parking will increase.
- We do not have any off-street parking and find it extremely difficult to park anywhere near our home.
- There are too many high density accommodation developments nearby and parking is a nightmare.
- There is nowhere to park near our home and it is unsafe at night especially with families that have young children.
- Yes, we support the scheme, but we need to have the permit restrictions on both sides of our street.
- Residents have to illegally park or park over driveways because our street is always congested with parking.
- We support the permit parking however we need this on both sides of the road and we need to introduce a separate permit parking area for our street i.e. Area M17.
- I agree with the proposal however please introduce on both sides of the street as my side will be left unrestricted and I will never get a parking space available our front of my home.

Collated comments from residents opposing of a Permit Parking Area within their street:

- We do not need parking permits to park in our street
- We do not agree with the proposal as each household is only allowed one permit and the restrictions are only to be on one side of the street. We have 4 cars to our household and would request all have permits or no parking restrictions in our street.
- No, I don't agree, as visitors and friends will find it difficult to park and stay for long periods of time at my home.

Permit Parking restricts parking to the hours as posted on the sign except for permit holders. Council typically signposts one side of the street, however residents on both sides of the street are eligible for a permit. It should be noted that the first Resident Parking Permit is free.

The proposal is to restrict parking to 2-hours between 8am-10pm, Permit Holders Excepted Area M14, at the front of residential properties on the subject section of Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown.

Providing the proposal for Permit Parking is only on one side of the street, this would increase parking opportunities for residents whilst also providing parking opportunities for visitors and residents who do not hold a permit or do not wish to purchase a second permit. It is generally accepted that once a Permit Parking Area is introduced there will be a 'knock on' effect and the provision of the scheme on one side of the street will help in reducing this 'knock on' effect.

It should be noted that residents in recently built residential apartment buildings may not be eligible to participate in the Permit Parking Area. This will depend on the conditions of consent of their development approval.

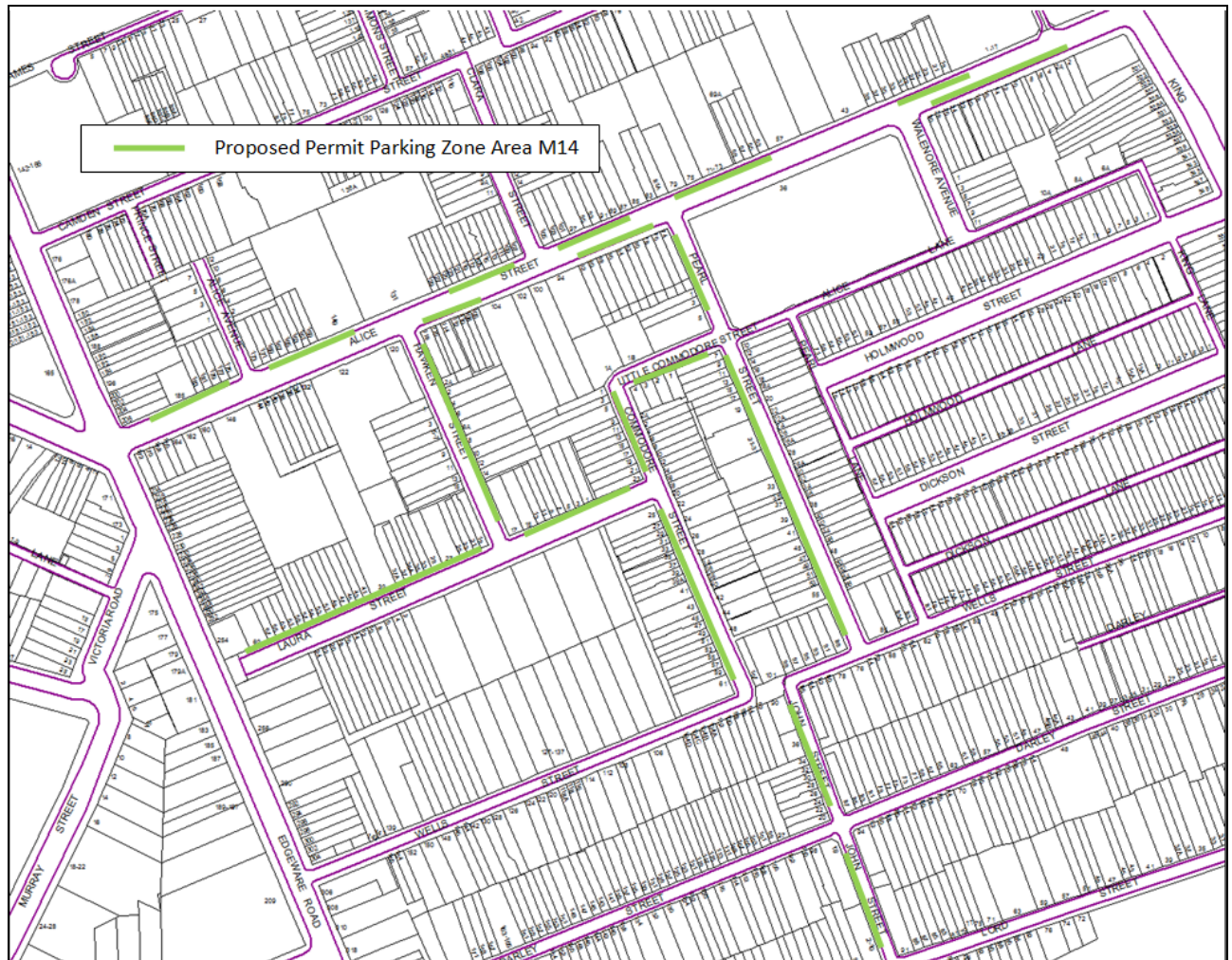
CONCLUSION

As a result of the high support generally received from residents in the survey streets and due to the high utilisation of on-street parking spaces, it is recommended that the installation of Permit Parking restrictions, be approved. The proposal is to install "2P 8am – 10pm, Permit Holders Excepted – Area M14" parking restrictions at the front of residential properties along the subject sections in Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown.

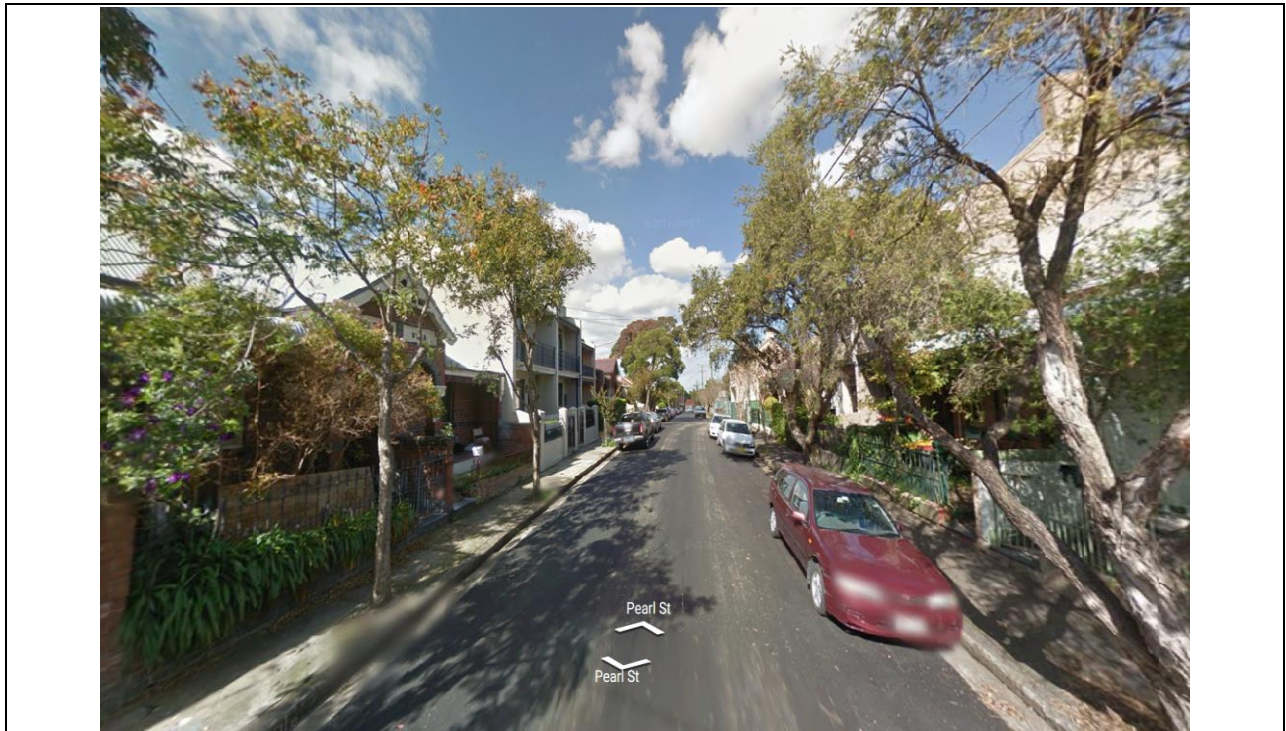
FINANCIAL IMPLICATIONS

The costs of the supply and installation of the associated Permit Parking signage can be funded from Council's operating budget.

Locality Map – Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown



Photographs – Pearl Street, Little Commodore Street, Commodore Street, Hawken Street, John Street, Laura Street and Alice Street, Newtown



Pearl Street



Little Commodore Street



Commodore Street



Hawken Street



John Street



Laura Street



Alice Street

Item No: A2.4
Subject: DENISON ROAD, LEWISHAM (CENTRAL WARD/SUMMER HILL)
REQUEST FOR A CHANGE OF TIME FOR EXISTING 'BUS ZONE'
NEAR TOOTHILL STREET
File Ref: S1320-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A request has been received from Christian Brothers' High School Lewisham and State Transit Authority (STA) staff for the modification of time restrictions to the existing 'Bus Zone' located on the eastern side of Denison Road, adjacent to the high school as it has been reported that additional buses are provided for afternoon pick-up on school days.

OFFICER'S RECOMMENDATION

THAT:

1. The installation of 'Bus Zone 3pm-4pm Mon-Fri, 12pm-1pm Thursday, School Days' restrictions on the eastern side of Denison Road, Lewisham, approximately 10 metres south of its intersection with Toothill Street, be APPROVED, in order to improve safety for passing traffic and access for students onto buses; and
 2. Christian Brothers' High School Lewisham and STA Buses be advised in terms of this report.
-

BACKGROUND

STA Buses have contacted Council for the modification of time restrictions to an existing bus zone. The bus zone is located on the eastern side of Denison Road, Lewisham approximately 10 metres south of its intersection with Toothill Street. Adjacent to the bus zone is Christian Brothers' High School Lewisham. The first existing bus zone time restrictions adjacent to the high school and closest to Toothill Street are only for Thursday school days during lunchtime as that is used for the school's sport day pick-up. The high school's Deputy Principal has stated that the school would appreciate the modification of time restrictions to the existing bus zone closest to Toothill Street, that is, extend the time restriction for the afternoon period on school days as the student capacity at the school has grown in numbers.

DISCUSSION

Denison Road is a two-way local road that runs north-south (from Hunter Street to New Canterbury Road) and has a carriageway width of approximately 10.3 metres. The subject section of Denison Road, Lewisham is between Toothill Street and Eltham Street. The existing bus zone is located on the eastern side of Denison Road, Lewisham approximately 10 metres

south of its intersection with Toothill Street (refer to the attached locality map and photographs).

At present, 'Bus Zone' restrictions are in place along the eastern side of Denison Road adjacent to Christian Brothers' High School Lewisham with a small section of unrestricted parking immediately after towards Eltham Street, while '2P 8.30am-6pm Mon-Fri, Permit Holders Excepted, Area M7' restrictions are in place along the western side of Denison Road between Toothill Street and Eltham Street.

The subject bus zone currently has 'Bus Zone 12pm-1pm Thursday School Days' restrictions which provides access for buses on school sport days to pick-up school children to take them to sporting activities however, the other existing adjacent bus zones provide '3pm-4pm Mon-Fri School Days' restrictions for afternoon pick-up of school children. The Deputy Principal of Christian Brothers' High School Lewisham and STA Buses staff have contacted Council and advised that additional buses are supplied to the school during the afternoon pick-up period due to the increase of student capacity at the school. It was reported to Council by the STA that school buses currently double park and wait until other buses depart from the bus zones during the afternoon pick-up periods on school days.

It has been observed by Council Officers during a site inspection that on-street parking spaces along the subject section of Denison Road are moderately utilised. The provision of a 'Bus Zone 3pm-4pm Mon-Fri, 12pm-1pm Thursday, School Days' facility on the eastern side of Denison Road immediately south of its intersection of Toothill Street will alleviate the congestion during the afternoon pick-up period and improve safety for passing traffic and access for students onto buses.

CONSULTATION

A notification letter for the change of time to the existing 'Bus Zone' near Toothill Street was sent by Council Officers to affected residents on Denison Street directly opposite to Christian Brothers' High School Lewisham in January 2016. A total of 14 notification letters were distributed and no submissions were received.

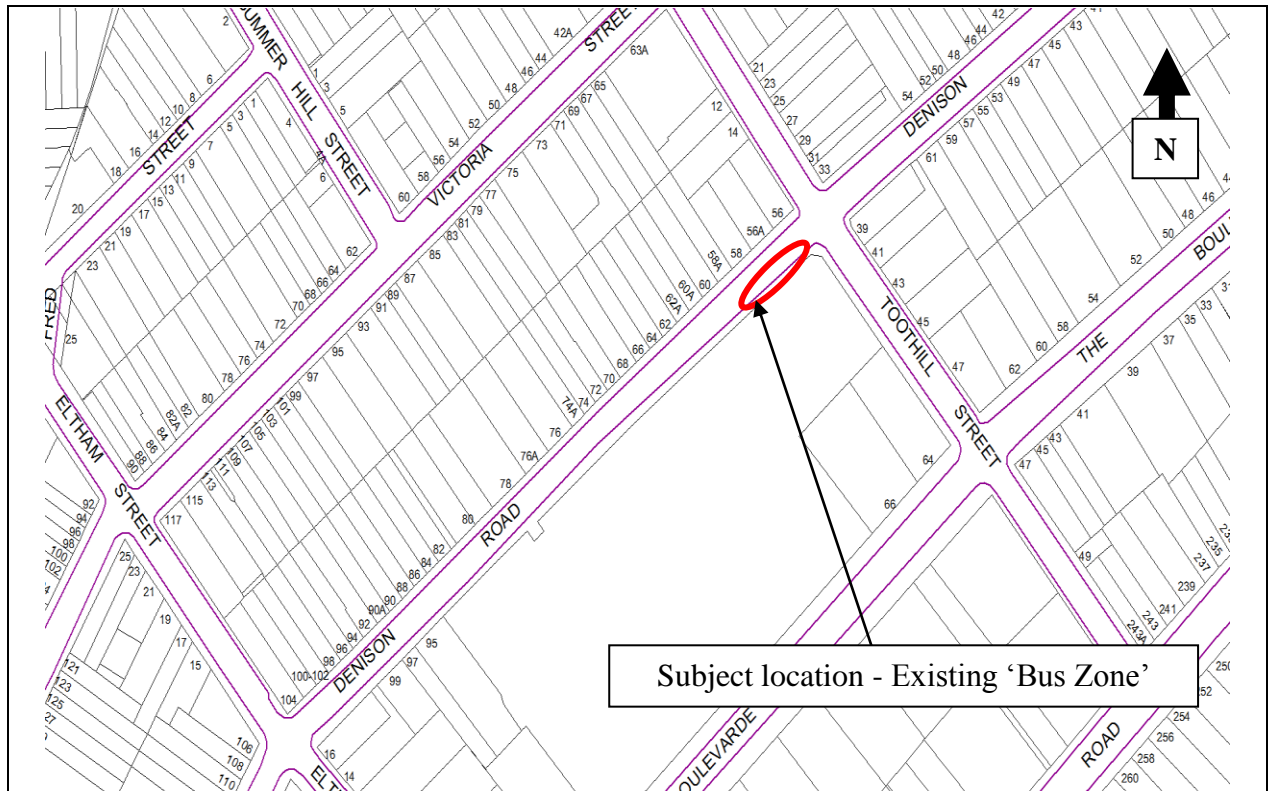
CONCLUSION

In an effort to alleviate the congestion during the afternoon pick-up period adjacent to Christian Brothers' High School Lewisham on Denison Road, it is recommended that the proposal to change the existing bus zone time restrictions to 'Bus Zone 3pm-4pm Mon-Fri, 12pm-1pm Thursday, School Days' be approved, to improve safety for passing traffic and access for students onto buses.

FINANCIAL IMPLICATIONS

The costs of the supply and installation of the modified 'Bus Zone' signage is estimated to be \$500 and can be funded from Council's operating budget.

Locality map – Denison Road, Lewisham



Photographs – Denison Road, Lewisham



Existing 'Bus Zone' along the eastern side of Denison Road near Toothill Street



On-street parking near Christian Brothers' High School Lewisham in Denison Road

Item No: A2.5
Subject: CROWN STREET, ST PETERS (SOUTH WARD/HEFFRON)
REQUEST FOR A 'WORKS ZONE' OUTSIDE PROPERTY No. 81, 77 & 75
File Ref: S1230-02
Author: Despina Kalavas – Assistant Engineer, Traffic Services

SUMMARY

A request has been received from Wakeman P/L for the provision of 'Works Zone' restrictions along the west side of Crown Street, across from the construction site for the proposed development at 40-44 Crown Street, St Peters. The proposed 'Works Zone' will help 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 15 metres in length) be approved on the west side of Crown Street (at the frontage of properties 81, 77 and 75 Crown Street, St Peters) for a period of 12 months, 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.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7.00AM-5.30PM Monday to Saturday' (total of 15 metres in length) on the west side of Crown Street, at the frontage of properties 81, 77 and 75 Crown Street, St Peters be APPROVED for a period of twelve (12) months, 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

The subject development site is located on the east side of Crown Street, between Campbell Street and Barwon Park Road, St Peters. The 'Works Zone' will be 15 metres in length and is 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, photograph and TCP provided by the applicant).

Crown Street runs north-south between Campbell Street and Barwon Park Road and has a one-way restriction in a northern direction and a narrow carriageway of 5.6 metres. At present, unrestricted parking is permitted along the western side of Crown Street, while 'No Parking' restrictions are in place along the eastern side.

After the site inspection, the occupier of property No. 81-83 was contacted by Council Officers and raised no objection to the placement of 'Work Zone' signs at this location. The business owner advised that even though there are "No Parking" restrictions in place, vehicles often park in this area. There is length of 4 metres of kerbing between the subject driveway and the

adjacent driveway to its north. This space is usually occupied by a parked vehicle, which makes it difficult for trucks to enter and exit the subject site, due to the narrow width of Crown Street. It has been observed during a site inspection that a vehicle was parked illegally at this space and restricting vehicular to the off-street loading facility.

The implementation of a 'Works Zone' as described above would best minimise impact of loss of parking to nearby residents and to assist the safety and utilization of construction vehicles during deliveries.

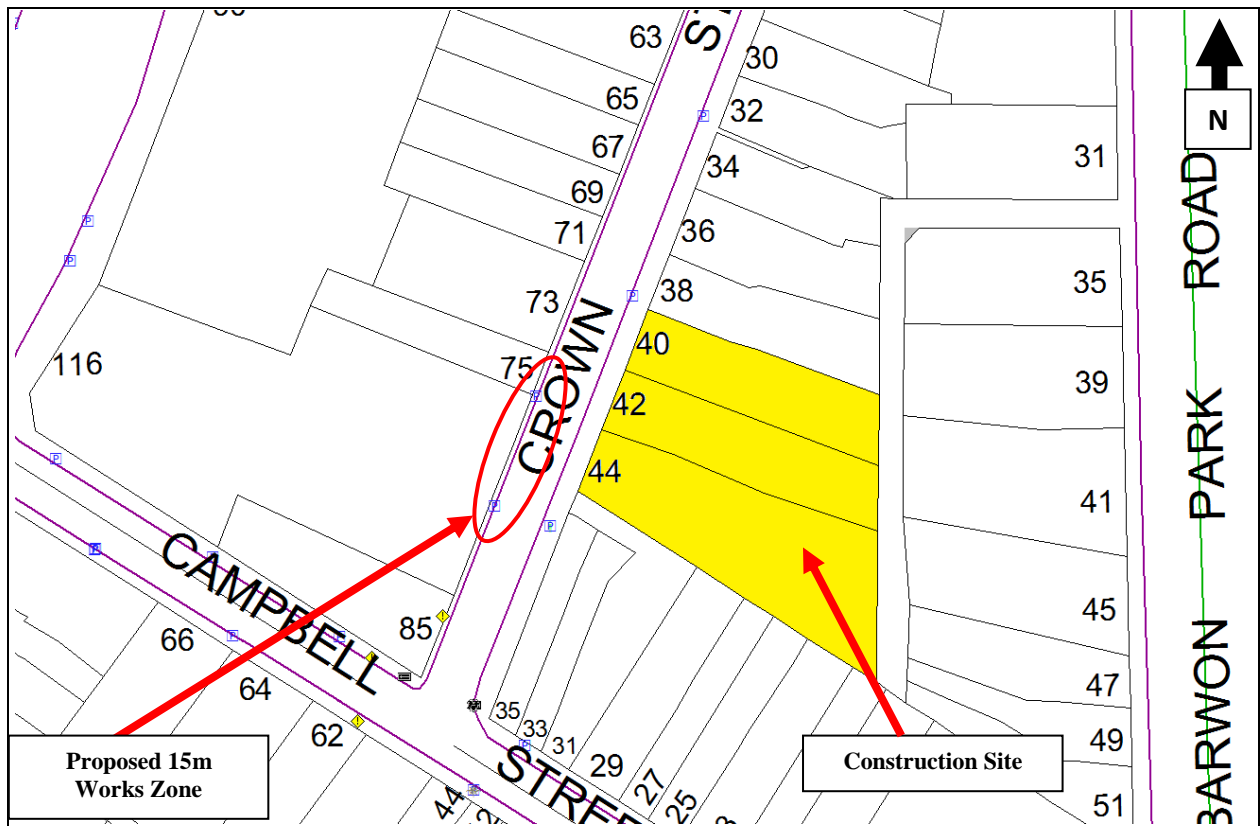
CONCLUSION

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 15 metres in length) on the west side of Crown Street (at the frontage of properties 81, 77 and 75 Crown Street, St Peters) is proposed.

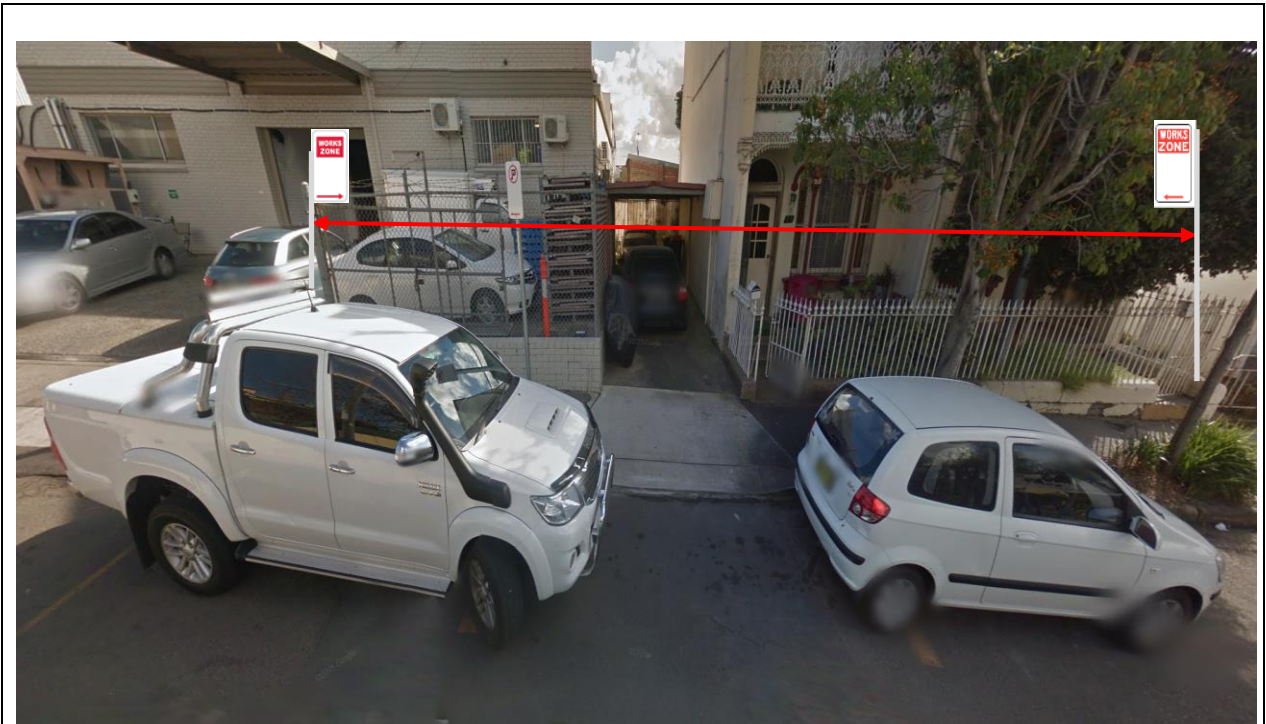
FINANCIAL IMPLICATIONS

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 – Crown Street



Photograph of Proposed Location – Crown Street, St Peters



The location of the proposed “Work Zone” at the frontage of properties 81, 77 and 75 Crown Street (across from development)



On-street parking in Crown Street in front of the proposed development

www.invarion.com

OPTION 2 - CR 001B

**LIGHT VEHICLES TO UTILISE LANE WAY FROM 23 CAMPBELL ST.
LIGHT VEHICLE ENTRY, TRUCK EXIT ONLY**

The diagram illustrates a traffic control plan for construction work on Crown Street, bounded by Campbell Street to the north and Barwon Park Road to the south. The plan shows the following details:

- Proposed Work Zone:** A green hatched area between HSE NO: 40-44 and HSE NO: 23 DRIVEWAY.
- Light Vehicle Access:** Indicated via a laneway from Campbell St onto Barwon Park Road, and another access point at 23 Campbell Street.
- Truck Parking:** Proposed along Crown Street to avoid blocking driveways.
- Signage:** Includes various signs such as "WORK ZONE", "AHEAD OF WORK ZONE", "TRUCKS ONLY", "NO STOPPING", and "ONE WAY".
- Clearway:** A red box labeled "C" indicates a 3pm-7pm Mon-Fri CLEARWAY on Campbell Street.
- Images:** Two photographs are included: one showing a street view with a "RESERVE 2/3 SPACES" sign and a "PROPOSED WORK ZONE" overlay, and another showing a building facade with a "LIGHT VEHICLE ACCESS AT 23 CAMPBELL STREET" label.
- Other Labels:** "SYDNEY PARK" is located to the east of the work zone.

TRAFFIC CONTROL PLAN ON SITE MODIFICATION

Modified By:

Select & Modify Red Ticket No:

Date: Time:

Signature:

Designed by:

Design & Inspect Ticket No:
2273015018

Checked by:

Design & Inspect Ticket No:
2273016584

Author: Traffic Project: MMA architects Drawn By: Kathleen O'Brien
Licence No: 2273015018 TCP No: AR 15/001c UBD Ref: 18 CP

Comments:

Location: Crown Street, St. Peters - 23 Campbell St, St. Peters.

Task: Construction works

Traffic Control Required: Work zone in operation.

Note:

All sign spacing & taper lengths are in accordance with Australian Standards AS1742.03 and RMS TCWS Manual 4.0. Distances between signs may vary due to on site constraints e.g. parked vehicles/vegetation. Plan is not to scale.

Item No: A2.6
Subject: ALICE STREET, NEWTOWN (NORTH WARD/NEWTOWN)
BUS ZONE EXTENSIONS TO IMPROVE ON-TIME RUNNING OF BUSES
File Ref: S0150-02
Author: Jenny Adams – Road Safety Officer

SUMMARY

It has been reported to Council that buses do not stop parallel to and close to the kerb at the bus stop on Alice Street near Clara Street, Newtown and as a result people in wheelchairs are unable to access STA buses safely.

It is proposed to extend the existing 'Bus Zone' by six (6) metres west of its current location (i.e. frontage of 131-147 Alice Road) to improve safe access for wheelchair bound patrons of STA buses. This will allow enough extra draw in space for buses to line up parallel and close to the kerb.

OFFICER'S RECOMMENDATION

THAT:

1. The existing "Bus Zone" located on the northern side of Alice Road, Newtown at the frontage of 131-147 Alice Road be extended by six (6) meters west to improve access for people in wheelchairs to STA buses: and
2. Council's Tree Management Coordinator be requested to trim back the two trees in the locality of the subject bus zone.

BACKGROUND

A resident from Camden Street, Newtown has complained that buses do not stop parallel to and close to the kerb at the bus stop on Alice Street near Clara Street, Newtown. A site inspection confirmed that buses physically do not have enough room to pull in parallel to the kerb to enable people in wheelchairs to access STA buses safely if at all.

DISCUSSION

Alice Street is a two-way Regional Road running east-west between King Street and Edgeware Road. It is mainly a residential area.

The subject existing bus zone located on the northern side of Alice Street at the frontage of 131-147 Alice Street near Clara Street, Newtown is presently 22 metres in length. West of the bus zone is a 6 metre length of unrestricted parking then there is a 10 metre length of statutory 'No Stopping' restrictions associated with the nearby pedestrian zebra crossing. East of the bus zone there is a 6 metre length mobility parking space. (Refer to the attached locality map)

STA staff have confirmed that only buses of a standard size (12.5 metre length) go along Alice Street, Newtown. The minimum length for a typical bus zone including draw in and draw out is 30 metres. Incorporating the present 6 metre length (one car parking space) of unrestricted parking west of the bus zone and east of the pedestrian zebra crossing would allow the existing bus zone to be extended to 28 metres length.

The 'No Stopping' zone on the departure side (east) of the pedestrian zebra crossing would further assist buses by providing additional room to draw in satisfactorily and park parallel to and close to the kerb. Therefore, a 28 metre bus zone would be adequate for buses.

It should be noted that STA staff advised that trees near bus zones also affect the bus stopping alignment. During a site visit made by a Council Officer it was revealed that there are two trees near the subject bus zone and that they required trimming.

CONSULTATION

Relevant Council Officers were informed and Council's "Strategic Community Project Officer – Access and Inclusion" commented that access for wheelchair users at the subject bus stop had been raised previously and they fully support the extension. Council Officers liaised with STA representatives on the proposal and the representatives were in support of the proposal changes.

A notification letter was distributed on 15 January 2016 to 49 adjacent land occupiers/owners detailing the proposed extension to the bus zone and that it would result in the loss of one on-street car parking space. At the end of the consultation period, no submissions were received.

CONCLUSION

It is recommended that the proposal to extend the existing 'Bus Zone' at the frontage of 131-147 Alice Road by six (6) metres west of the existing bus zone be **APPROVED** to improve safe access for wheelchair bound patrons of STA buses.

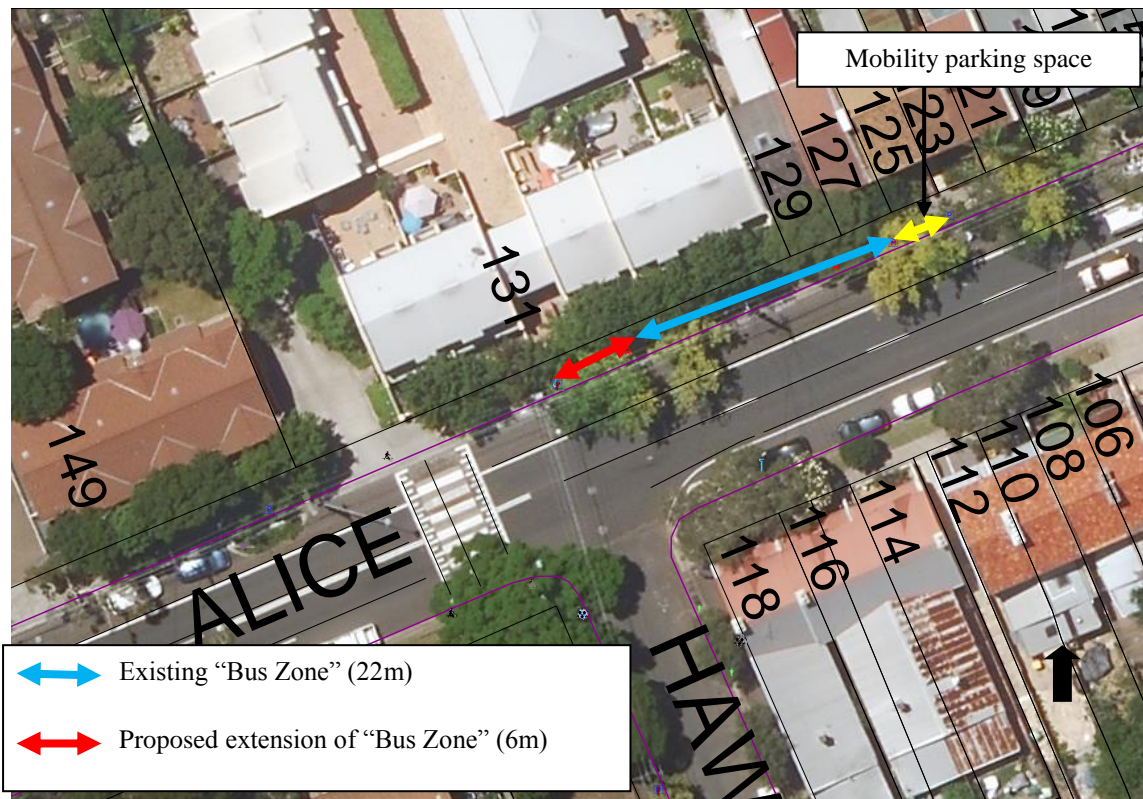
FINANCIAL IMPLICATIONS

The cost of relocating of the existing signposting associated with the recommended extension is approximately \$150 and can be met from Council's operational budget.

Locality Plan – Alice Street, Newtown



Map – Proposed extension of existing bus zone outside 131-147 Alice Street Newtown



Item No: A2.7
Subject: ARTHUR STREET, MARRICKVILLE (CENTRAL WARD/SUMMER HILL)
REQUEST FOR A 'WORKS ZONE' ADJACENT CONSTRUCTION SITE AT No. 20-22
File Ref: S0240-02
Author: Emilio Andari – Engineer, Traffic Services

SUMMARY

A request has been received from the builder of the property for the provision of 'Works Zone' restrictions in Arthur Street for the construction works to be undertaken at 20-22 Arthur Street, Marrickville. The proposed 'Works Zone' will help 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 15 metres in length) be approved adjacent to property 20-22 Arthur Street, Marrickville for the construction works subject to Council fees and charges applying.

OFFICER'S RECOMMENDATION

THAT the installation of a 'Works Zone 7AM-5PM Mon-Sat' (total of 15 metres in length) on the southern side of Arthur Street, adjacent to property 20-22 Arthur 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

The subject property is located on the southern side of Arthur Street, Marrickville. The proposed 'Works Zone' will be 15 metres in length and located adjacent to property 20-22 Arthur 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).

Arthur Street is a one-way local residential street that runs east to west between Illawarra Road and Livingstone Road and has a carriageway of 12.8 metres in width. At present, parking is unrestricted on both sides of Arthur Street. The parking spaces in the subject section of Arthur Street are highly utilised due to its close proximity to Marrickville Railway Station and Illawarra Road shops 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.

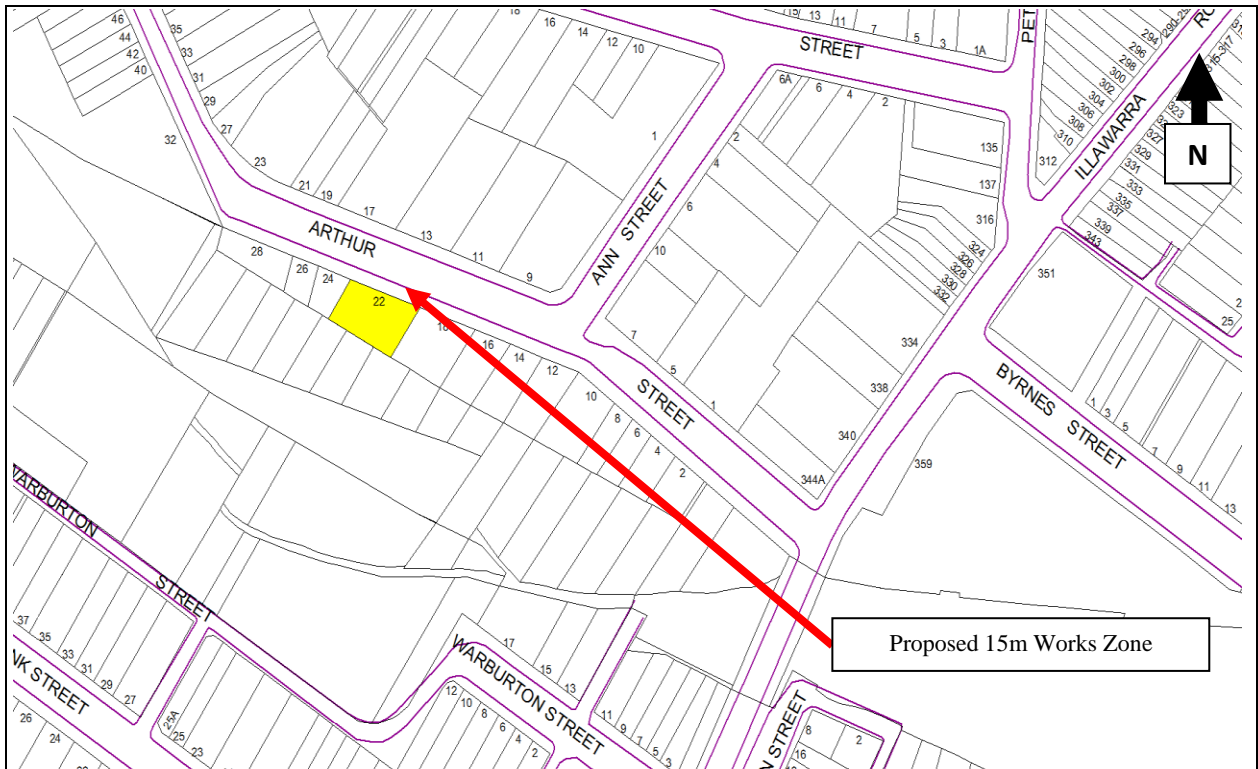
CONCLUSION

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 15 metres in length) on the southern side of Arthur Street (adjacent to property 20-22 Arthur 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 – 20-22 Arthur Street, Marrickville



Photographs – 20-22 Arthur Street, Marrickville



The proposed location of the 'Works Zone' in Arthur Street, Marrickville



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

Item No: A2.8
Subject: WAY STREET, TEMPE (SOUTH WARD/HEFFRON)
REQUEST FOR 'NO PARKING' RESTRICTIONS
File Ref: S5080-02
Author: Tanmila Islam – Traffic Officer, Traffic Services

SUMMARY

A request has been received from a business *Col Jones Swim Fitness* for the installation of timed 'No Parking' restrictions in Way Street, Tempe at the intersection with Toyer Street, as school buses encounter difficulties turning at its intersection due to vehicles being parked at the intersection.

Residents were notified of the proposal to install "No Parking 8:30am-4pm Mon-Fri" signs on the north-east side of Way Street. Two responses were received and both supported the proposal. It is recommended that the proposal be approved.

OFFICER'S RECOMMENDATION

THAT the installation of 'No Parking 8:30am-4pm Mon-Fri' restrictions on the north-eastern side of Way Street, Tempe between Unwins Bridge Road and Toyer Street be APPROVED, in order to provide easy and safe vehicular access for buses at the intersection.

DISCUSSION

Buses transport school children to and from the swim school in Toyer Street during school hours on weekdays. To reach its destination, buses must either enter from Collin Street, exiting through Way Street, or enter from Way Street into Toyer Street.

A site inspection undertaken by a Council Officer and turning path analysis for the intersection indicate that it is very difficult for a 12.5m long bus to turn into or out of Toyer Street when a vehicle is parked at the intersection. It was noted that there is a moderate demand for parking in the area.

Way Street is approximately 6 metres in width and runs north-south between Unwins Bridge Road, Tempe and a dead end. The section of road between Unwins Bridge Road and Toyer Street has unrestricted for parking on the north-eastern side and has 'No Parking' restrictions on the south-western side. (Refer to the attached locality map and photographs).

PUBLIC CONSULTATION

A notification letter was sent on 9 December 2015 to owners and occupiers of Way Street and Toyer Street regarding the proposal to install 'No Parking 8:30am-4pm Mon-Fri' restrictions. The closing date for submissions ended on 23 December 2015.

Resident Survey findings

A total of two (2) responses was received from residents both which were in support of proposal, representing a 15.4% return.

Comments from resident in objection

No comments received

Comments from resident in support

Comments from respondent	Council's Officer comments
I am in agreement with this proposal. My home is opposite Hillcrest Lane. Vehicles are being parked right on the corner of Hillcrest Lane and Way Street. When vehicles park on the corner, the traffic using Hillcrest Lane sometimes is forced to drive into my driveway and then reverse back to gain access to Way Street. I think that the majority of the individuals living near the intersection would be happy to have the no parking restrictions extended to the corner of Hillcrest Lane and Way Street.	Council Officer advised resident that under the Road Rules, motorists are not permitted to stop or park within ten metres of any un-signalised intersection. And that the rangers should be notified if vehicles are parking at the intersection.

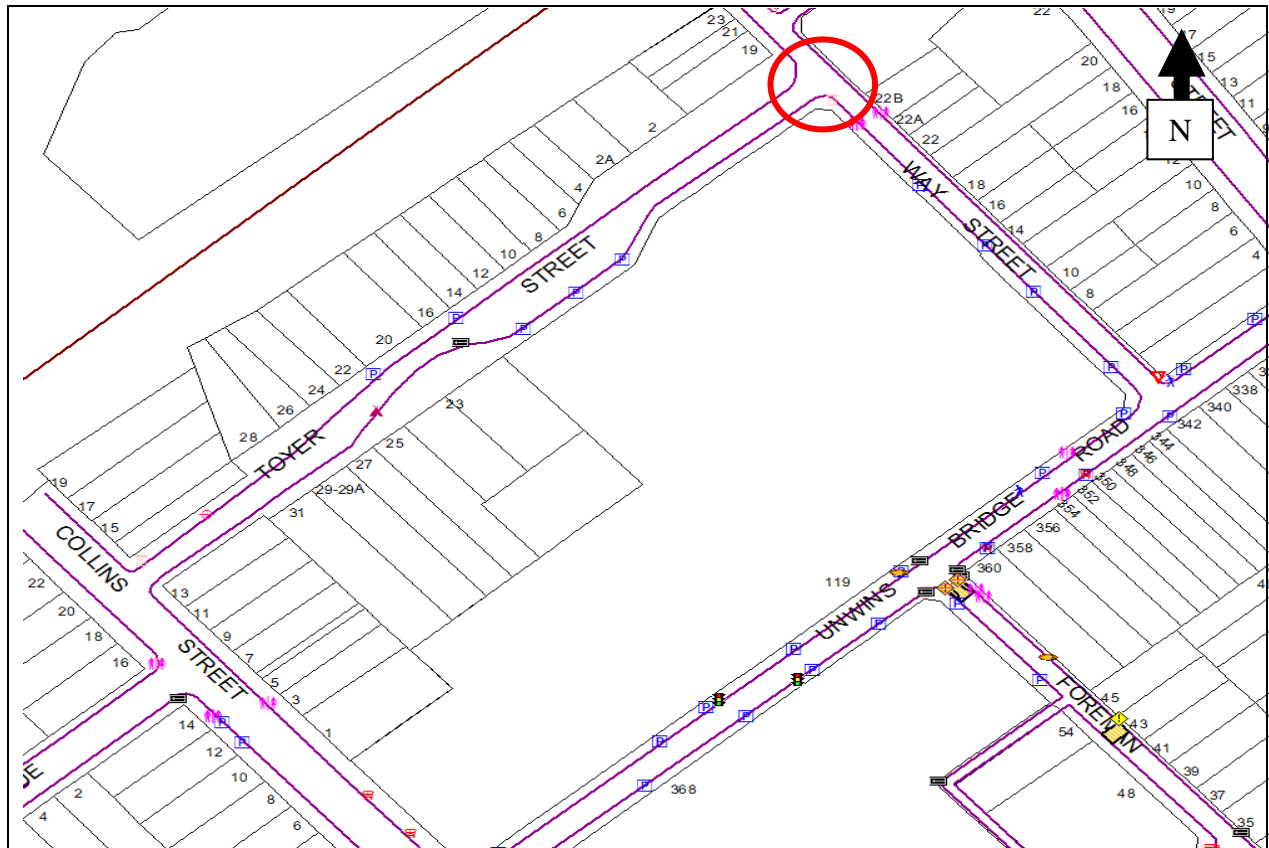
CONCLUSION

In order to provide easy and safe vehicular access for buses, it is recommended that 'No Parking 8:30am-4pm Mon-Fri' restrictions be installed on the north-eastern side of Way Street, at the intersection with Toyer Street.

FINANCIAL IMPLICATIONS

The costs of installing 'No Parking 8:30am-4pm Mon-Fri' zone is approximately \$350 and can be funded from Council's operating budget.

Locality Map – Way Street, Tempe



Photographs – Way Street, Tempe



Photographs – Way Street, Tempe



Intersection of Way Street and Toyer Street



Off-street parking spaces in Way Street

PART 'C' - ITEMS FOR GENERAL TRAFFIC ADVICE

Item No: C1
Subject: HOLBEACH AVENUE, TEMPE (SOUTH WARD/HEFFRON)
BENGALI NEW YEAR CELEBRATIONS IN TEMPE RESERVE ON
SATURDAY 9 APRIL 2016
File Ref: SECTION 68 APPLICATION S68-201500010
Author: Jenny Adams – Road Safety Officer

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Tempe Reserve for the Bengali New Year's Day celebration festival on Saturday 9 April 2016, between the hours of 10.00am to 10.00pm including the erection of a stage, stalls and associated works. No temporary road closures are proposed as part of the event, which has been held locally for the past 9 years.

OFFICER'S RECOMMENDATION

THAT the applicant be required to implement the following: -

1. Notification of the proposed event be forwarded to the NSW Police, RMS's Transport Management Centre, State Transit Authority (Kingsgrove Depot), the NSW Fire Brigade and the NSW Ambulance Services;
 2. Affected residents and/or businesses are notified in writing at least two weeks prior to event;
 3. A 4 metre wide emergency vehicle access be maintained through the area during the course of the event; and
 4. 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.
-

BACKGROUND

Council has received an application under Section 68 of the Local Government Act 1993 to use Tempe Reserve for the Bengali New Year's Day celebration festival on Saturday 9 April 2016, between the hours of 10.00am to 10.00pm including the erection of a stage, stalls and associated works. No temporary road closures are proposed as part of the event, which has been held locally for the past 9 years.

The applicant advised that this festival is usually held to celebrate the forthcoming Bengali New Year. Members of the Bengali community in NSW in particular and some non-Bengali communities in general usually attend and enjoy the fair. Since the event is open to all and is free, it is difficult to put an exact number of people expected to attend as usually people come and go throughout the day, however the organiser has indicated that around 2500 people could be expected to attend throughout the day.

The festival will include approximately 60 Stalls of Bangladesh Garments, books, souvenir, foods, music, and cultural items. Performances of Bangladeshi songs and dances will take place in the afternoon on a stage to be built temporarily in the field (refer to the attached event notes and plan provided by the applicant).

DISCUSSION

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.

There are no temporary road closures proposed as part of the event. The applicant provided a basic traffic plan to manage the parking (identifying 325 spaces) at the site and detailed no other traffic control proposal or traffic impact specifics making a full assessment of the impact of the event difficult. However, the event has been running at the same location for the past 9 years and it was stated that traffic controllers on site have worked 'with the coordination of Newtown Police Station' to manage the event. The applicant also advised that there will be no affect on Public Transport services nor emergency services. It is difficult to determine if spill over of parking will occur in the neighbouring Tempe residential area south of princes Highway and east of Holbeach Avenue.

Impacts of event

The event is to be held on a Saturday, therefore the traffic impact is not considered to be significant. Motorists will more than likely use Holbeach Avenue as accesss therefore, no traffic will be re-assigned and no public transport services will be affected. Tempe Reserve is accessed via Holbeach Avenue directly from Princes Highway, Tempe. RMS will need to be notified prior to the event.

It should be noted that other sporting event(s) may take place at Tempe Reserve on the same day of the proposed event and Council's Development Assessment officers should take this into account when assessing the Development Application. Considering (other) events will reduce the availability of parking and increase the likelihood of parking in adjacent residential streets.

Stallholder parking arrangements and loading and unloading provisions are not detailed and the application should be updated to include some specific conditions of consent to manage these along with traffic and pedestrian movements around the event site, including the preparation and implementation of Traffic Control Plans that are to be prepared by RMS certified personnel.

Provisions for emergency vehicles, cyclist and pedestrians

Access for emergency vehicles will be required to be maintained at all times and will be from Princes Highway via Holbeach Avenue, Tempe.

Cyclists are to be able to travel along the path through the event site between Princes Highway and Airport Drive. Access for cyclists through the site is required to be maintained.

Pedestrians are to be encouraged to cross roads at dedicated and safe points. It is advised that fenced water filled barriers be placed to discourage pedestrians straying onto roads at unsafe points.

It is also advised that certified traffic controllers be on site at all main crossing points around the event site to manage and direct the safe movement of pedestrians.

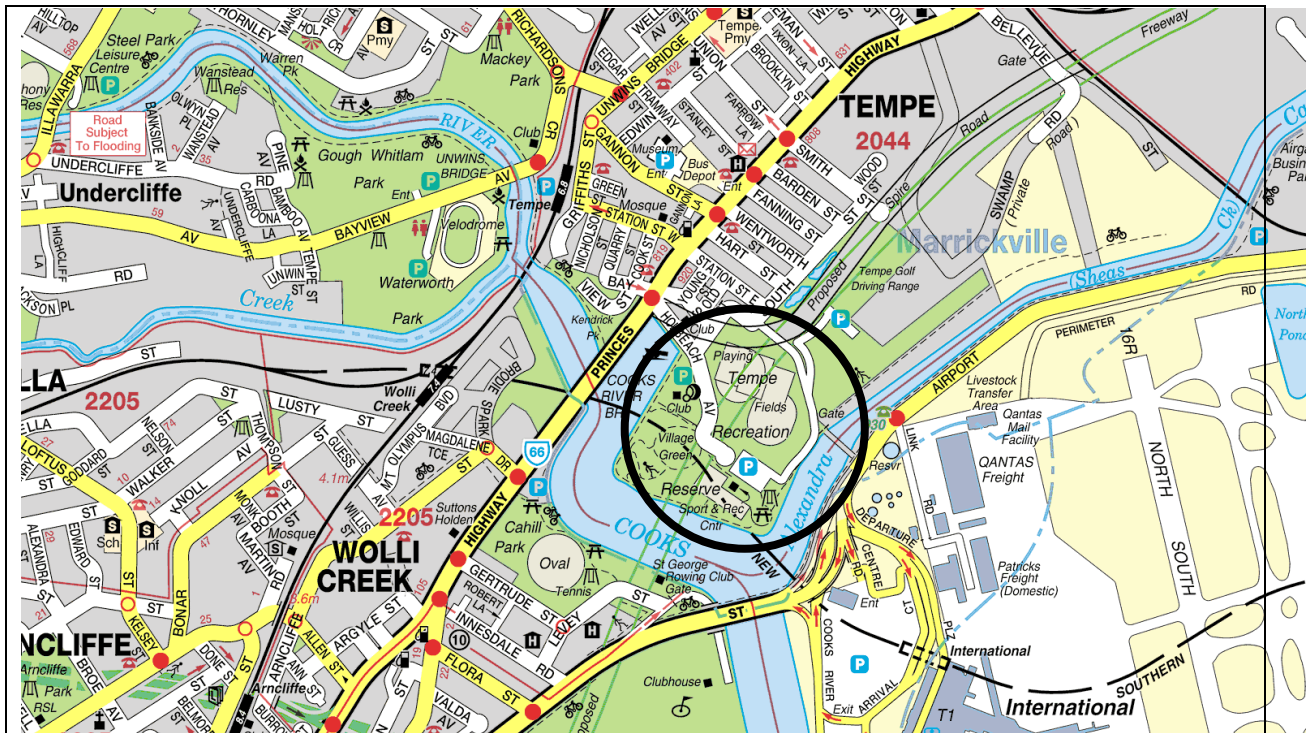
PUBLIC CONSULTATION

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

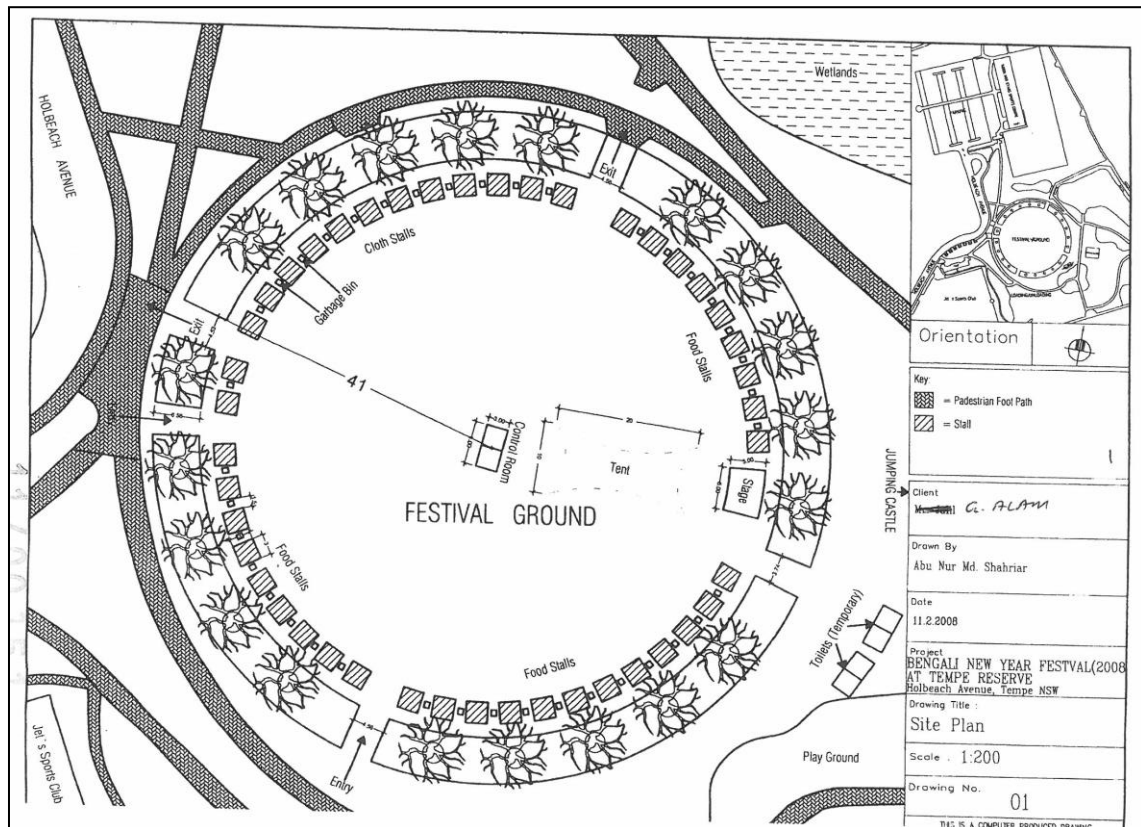
CONCLUSION

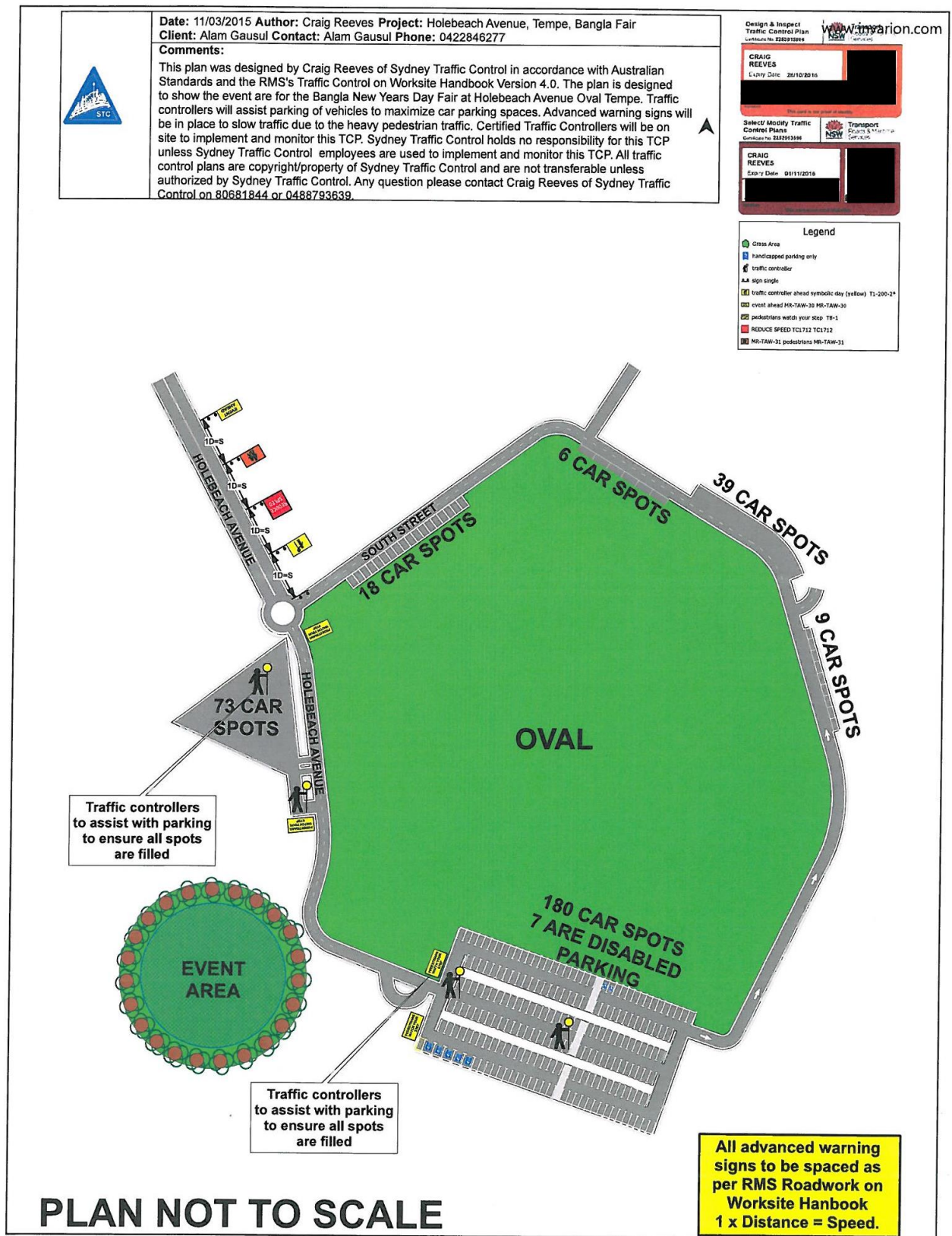
It is recommended that the comments of the Pedestrian, Cyclist and Traffic calming Advisory Committee be received and noted.

Locality Map - Tempe Reserve, Tempe



Site Plan – Tempe Reserve, Tempe





INFORMATION ABOUT THE BANGLA NEW YEAR'S DAY FAIR TO BE HELD

ON 9 APRIL 2016, 15 APRIL 2017, 14 APRIL 2018 IN THE TEMPE RESERVE

1.

General Information:

a. Background of the festival: It is a festival and fair to celebrate the forthcoming Bengali New Year. Members of the Bengali community in NSW in particular and some non-Bengali communities in general usually attend and enjoy the fair.

b. Details of the past attendance: Since it is open to all and free, it is difficult to put an exact number. Usually people come and go throughout the day. If we take the last five years event at the Tempe Park as a guide, peak attendance at any time in the afternoon may reach around 1500.

c. Main events etc.: A fair around 60 Stalls of Bangladesh Garments, books, souvenir, foods, music, and cultural items. Performances of Bangladeshi songs and dances will take place in the afternoon on a 6/6 m stage to be built temporarily in the field.

d. Site details: Tempe park oval, where the last year's festival held

e. Expected/projected attendance: Please see item b above

2. Road closure: not necessary

3. Setup and shut down activities: Set up and pre-festival preparation will start on Friday, the day before the event between 8 am to 8pm. Actual fair will be held on Saturday 9th April 2016, 15th April 2017, and 14th April 2018 between 10 am to 10 pm. Post festival dismantling and clearing will start at night of Saturday and finish by Sunday afternoon.

4. Stalls details, number and types: The number of stalls is expected to be 60. Various types of stalls including Bangladeshi, Pakistani, and Indian garments, books, souvenirs, food, soft drinks, tea and coffee, music, and cultural items would be presented.

5. Management of stalls: Stalls will be rented and the supplier will erect and dismantle them professionally, generators will be hired to supply power, number of food stalls would be around 30 and their location are shown in the attached diagram, side road will be used to access the sites, the event management committee will ensure coordination between member and security personnel will ensure coordination between member and security personnel will be proactive to minimise impact on the park. It may be noted all of these will be managed successfully similar to last year's festival at the same venue which was organised by same organisation.

6. Stages: There will be single and small stage, shown in the attached diagram, at the same location of the last year's festival. Local and non-professional Bengali singers,

Musicians, dancers, boys and girls will perform Bengali cultural music, songs and dances.

7. Toilet: The park has available public toilets which are reasonably enough, as the people come and go during the day and do not stay for a very long period. However we will hire additional toilet including disable toilet.

8.Security: Like last year, privately hired licensed security guards, traffic controller, volunteers will be provided. Local police station will be notified about the event seeking their presence and patrol.

9. Emergency services: The festival management committee will liaison with the emergency service providers (ambulance service, SES, Fire brigade). In addition a First Aid Box and trained personnel will be made available in the control room to be set in the middle of the venue

10.Alcohol management: It will be a total alcohol free festival.

11.Staffing details:

Contact person: Md. Gausul Alam

Safety officer: Shahidul Islam

Stall Manager: Mohammed Ali

Traffic coordinators: Imarat Hossain

Stage Manager: Sanjoy Charoborti

Volunteer Manager: Prof. Rafiqul Islam

12.Drugs Policy: It will be a total drug free festival.

13.Waste management plan: There will be hired cleaners. Similar to every year in the past Marrickville Council's waste bins including their delivery to and collection from the venue will be rented.

14.Health and safety management plan: There will be hired cold storage for the preservation of food and drinks. Management committee will make sure that food sellers strictly maintain the food safety regulations. We will also make sure that all setups in the venue follow the council's safety rules and procedures.


15.Emergency evacuation plan and procedures: The venue is an open place with an abundant exit routes from all sides.

16.POPE License: Not required.

17. In case of emergency, disputes or any trouble: We setup an emergency /dispute dealing committee headed by Prof. Rafiqul Islam, Sirajul Haque and Md. Gausul Alam.

18. Traffic management: we will have hired professional security people and 20 volunteers headed by Sirajul Haque and Abul Hossain.

Md. Gausul Alam
General secretary, Bangabandhu parishad Sydney And
Convenor of the Bangla New Years day Festival



SANTERI SECURITY
Master license No:000100182, ABN: 85161267518

Dear Alam,

RE: CONTRACTING OF SECURITY GUARDS

Santeri Security is an acclaimed firm of security agents with a reputation for both effective security solutions; it has been established for over 7 years in the security industry, supplying security guards to major stakeholders in New South Wales


This is to inform that **Santeri Security** is delighted to source security officers, cleaners and traffic controllers for the next year "Bangla New Year Festival" at Tempe Park on 9th April 2016. We have been collaborating with Mr. Alam for last 8 years successfully.

According to the diagram we have been providing security officers, 6 Cleaners and Traffic controllers with the coordination of Newtown Police station. We get full support of the team of Newtown Police and rangers to accomplish this event.

We have been sourcing these services to Md Gausul Alam Organize by Bangabandhu parishad Sydney, Australia since last few years and every time we give full support to Mr. Alam and for the future also. We are most willing to discuss with you or your representative the details of this offer at anytime convenient to you for us to provide you with good insights with regards to our capability to render efficient professional security services. We earnestly hope that this offer meets your worthy consideration and thus make our Agency be of valuable service to you.

Please feel free to contact me on 0425 304 932 should you need to discuss this matter.

Yours faithfully



Mr Shaz Mohd
Chief Operations Officer (COO)
Care and Care Australia Pty Ltd
15th of December 2015

15 / 000 10

Address: 1021A, Canterbury Road, Roselands NSW 2196 (Just Opposite of Red Rooster, Roselands)
Landline: 02 8580 0118 M: 0425 304 932 Email: info@santerisecurity.com.au, Web: www.santerisecurity.com.au

Festival Hire (N.S.W.) Pty Ltd

ABN12164851414

PO BOX 38

STRATHFIELD SOUTH NSW 2136

Ph: **1300 761 799**Fax: **02 9647 1091****Mobile: 0405 323 172**Email: david@festival.net.au**TO WHOM IT MAY CONCERNS**

We hereby certify that we have conducted a business relationship with MD, Gausul Alam for the past 9 years. We have and will be supplying infrastructure for the event at Tempe Recreational Park for Bangabanhur Parishad Sydney in 2016

Our organization provides equipment and services in the outdoor event industry.

We are proud to have many local councils as part of our client base. We are fully aware of all compliance requirements required by council to stage events in their shires.

We can confidently endorse Gausul Alam as a reliable, efficient event coordinator. At all material times we have found him to adhere to event scheduling with regards to bumping and out of infrastructure. He has demonstrated an awareness of the environmental and community impact of his events.

We will once again be supplying equipment to The Bangla New Year's Festival at the Tempe Recreational Reserve on 9TH April, 2016

Once again we will insure the event under our public liability insurance policy under – as to the Occupational Health & Safety legislation in the use of the infrastructure supplied

This equipment includes:

Food, Food preparation stalls, & merchandising stalls

Stages & stage coverings

All compliance equipment: food prep stalls with skrim, floors

Tables & chairs

All power requirements, generators, leads, distribution boxes

Cool rooms

Prayer tents, info tent, & major sponsors tents

Additional toilets & disabled facilities

Hand wash basins, Utensil wash basins



David Klein
(Director)
14th December 2015

15/00010