

DATE: FRIDAY 1 APRIL 2016 AT 9.30am

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

The meeting commenced at 9.30am and concluded at 11.00am

BUSINESS:

A. Attendances and apologies.

B. **Ashfield Traffic Committee minutes of 5 February 2016 and Council's resolution at its meeting on the 23 February 2016.**

1/2 That the Minutes of the Ashfield Traffic Committee held on 5 February 2016 be confirmed and the recommendations contained in the Minutes, items 001 to 009, be adopted.

2/2 That resident parking in the area around William Street Ashfield be investigated.

A Notice of Rescission regarding CM10.6 – Ashfield Traffic Committee Minutes, items 005 and 009, was received at the meeting, and will be considered at the next Ordinary meeting on 8 March 2016.

At the council meeting of the 8 March 2016,

*it was resolved for **item 005** as follows:*

1/2 That the scheme proceed and that (a) road narrowing speed hump between 1 and 3 Waratah Streets, be further investigated with the view to:

- *Seeking alternatives such as a chicane;*
- *The location of the traffic calming device.*

2/2 That this be considered as part of the technical review to be bought before the Traffic Committee.

For item 009- *Part time No Stopping along east side of William Street for the rear subdivide development of 85 Victoria Street, from opposite No.31 William Street to Clissold Street, Ashfield*

The motion to rescind was put and Lost.

C. The next meeting of the Ashfield Traffic Committee will be held at 9:30am on Friday 3 June 2016 at Level 6, Ashfield Civic Centre, 260 Liverpool Road, Ashfield.

FORMAL ITEMS:

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

| | | |
|--|---------------------------|----|
| 1. Ashfield Town Centre Upgrade. | Streetscape improvements. | SH |
| 2. Upgrade intersection Armstrong Street/Queen Street/Hardy Street-revised proposal of re-aligning the intersection to cross roads with Stop control at Queen Street (North) and Hardy Street, Ashfield. | Road Safety | SH |
| 3. No Parking zone – behind 29-37 Wellesley Street, Summer Hill | Parking restrictions | SH |

| | | |
|--|----------------------|----|
| 4. No Parking zone – Dobroyd Lane, Haberfield | Parking restrictions | SH |
| 5. Temporary removal of pedestrian crossing - Hennessy Street, Croydon | Traffic Control | S |
| 6. 15min P - Norton Street, Ashfield | Parking restrictions | SH |
| 7. Part time Bus Zone – Charlotte Street, Ashfield | Parking restrictions | SH |
| 8. Removal of disabled parking zone – 64 Bland Street, Ashfield | Parking restrictions | SH |
| 9. Parking Restrictions near 92 Charlotte Street, Ashfield | Parking restrictions | SH |
| 10. Parking Restrictions Forbes Street, Ashfield | Parking restrictions | SH |

(SH) – Summer Hill Electorate

(S) – Strathfield Electorate

(C) – Canterbury Electorate

INFORMAL ITEMS:

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

| | | |
|---------------------------------------|----------------------|----|
| 11. Works Zone-Paisley Road, Croydon. | Parking restrictions | SH |
|---------------------------------------|----------------------|----|

BUSINESS

A. Attendances and apologies.

Voting members:

| | |
|----------------------------|---------------------------------------|
| Councillor Caroline Stott | Ashfield Council - Acting Chairperson |
| Mr. Ryan Horne | Roads and Maritime Services |
| Senior Constable Sam Tohme | NSW Police Service Traffic section |

Informal advisors:

| | |
|-------------------------|--|
| Mr. Rabih Bekdache | Sydney Buses |
| Mr. Colin Jones | ASHBUG (bicycle user group) |
| Ms. Cathy Edwards-Davis | Ashfield Council - Director Works and Infrastructure |
| Ms. Delilah Marta | Ashfield Council – Senior Engineer-Infrastructure Design & Traffic Services. |
| Mr. Boris Muha | Ashfield Council – Traffic and Projects Engineer |

Other Attendees:

| | |
|--------------------------------|--|
| Mr. Micheal Craven(for item 1) | Ashfield Council – Senior Projects Engineer. |
|--------------------------------|--|

Apologies:

| | |
|-------------------------|---|
| Mr. Mitchell Wilson. | Representative for Ms. Jo Haylen, State Member of Parliament for Summer Hill |
| Ms. Jacqui Thorburn | Representative for Ms. Jodi Mckay, State Member of Parliament for Strathfield |
| Consultant (for item 1) | Complete Urban Pty Ltd. |

B. Ashfield Traffic Committee minutes and Council resolution

The minutes of the 5 February 2016 meeting of the Traffic Committee was circulated to members and informal advisors following the meeting and were confirmed.

Council at its meeting on the 23 February 2016 resolved:

- 1/2 That the Minutes of the Ashfield Traffic Committee held on 5 February 2016 be confirmed and the recommendations contained in the Minutes, items 001 to 009, be adopted.
- 2/2 That resident parking in the area around William Street Ashfield be investigated.

A Notice of Rescission regarding CM10.6 – Ashfield Traffic Committee Minutes, items 005 and 009, was received at the meeting, and will be considered at the next Ordinary meeting on 8 March 2016.

At the council meeting of the 8 March 2016,

it was resolved for **item 005** as follows:

- 1/2 That the scheme proceed and that (a) road narrowing speed hump between 1 and 3 Waratah Streets, be further investigated with the view to:
- Seeking alternatives such as a chicane;
 - The location of the traffic calming device.
- 2/2 That this be considered as part of the technical review to be brought before the Traffic Committee.

For item 009- Part time No Stopping along east side of William Street for the rear subdivide development of 85 Victoria Street, from opposite No.31 William Street to Clissold Street, Ashfield

The motion to rescind was put and Lost.

C. Next Ashfield Traffic Committee meeting

The next meeting of the Ashfield Traffic Committee will be held at 9:30am on Friday 3 June 2016 at Level 6, Ashfield Civic Centre, 260 Liverpool Road, Ashfield.

FORMAL ITEMS

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

ITEM NO: 001

SUBJECT: Ashfield Town Centre Upgrade.

ELECTORATE: Summer Hill

DESCRIPTION:

The Ashfield Town Centre Public Domain Strategy was adopted by Council in December 2014 after extensive community consultation in order to achieve the objectives of Council's Community Plan.

COUNCIL OFFICERS REPORT:

COMPLETE Urban Pty Ltd has been engaged by Council as the Primary Design Consultant on the project and will prepare detailed design plans and specifications for construction of the town centre core area.

The town centre core area comprises Hercules Street, The Esplanade, Foxs Lane, sections of Brown Street, Liverpool Road and Markham Place.

A number of changes to traffic, parking and pedestrian areas are proposed which require approval of the Traffic Committee.

These changes were detailed in drawings and supporting report prepared by Complete Urban Pty Ltd which were forwarded to members prior to the meeting.

Council's Senior Project Engineer and the consultant were invited to the meeting to address the committee on the matter.

COMMITTEE DISCUSSION:

Council's Senior Project Engineer for the Ashfield Town Centre Project addressed the Committee on the above treatment of the Town Centre.

Specific traffic (including parking) changes under the project were discussed as follows:

1. Four (4) indented parking spaces will be placed to the eastern side of Hercules Street. The 4 parking spaces will operate as loading zone from 6.00am-10.00am. 2 of the parking spaces would convert to operate as ½ hour period parking thereafter to 6pm, whilst the other 2 spaces closer to Brown Street, would convert to operate as disabled parking at other times.
2. The taxi rank (following discussions with the NSW Taxi Council) will be reduced from 10 spaces to 6 (intended) spaces on the western side of Hercules Street.
3. The whole length of period parking on the northern side of the Esplanade will be removed for traffic clearance.

4. The existing Bus Zone on the southern side of Brown Street, west of Fox's Lane will be moved some 11-12 metres closer to the Brown Street carpark to facilitate and enhance the corner footway extension of Brown Street at Fox's Lane. This will involve the removal of 2 existing parking spaces to the front of the Bus Zone.
5. The existing turn-around area in Markham Place at Markham Lane be formalised/modified and clearly identified for motorists to turn around and not proceed through the one-way west section of Markham Place, east of Markham Lane. Eastbound access to the unit apartments of 17-20 The Esplanade, just east of Markham Place, would be maintained.

This would also enhance the slow-down of vehicles and caution to pedestrian movement round the corner of Markham Place and Markham Lane.

6. The two-way access treatment at the intersection of Brown Street and Fox's Lane/The Esplanade be modified to allow entry access to the development of 11-13 Hercules Street from Brown Street. Fox's Lane will remain one -way north from Liverpool Road to the Esplanade.

The option of reversing Fox's Lane to one-way south was dismissed owing to safety reasons with insufficient (blind corner) viewing of pedestrians and traffic at the intersection of Liverpool Road and Fox's Lane.

Accordingly the following recommendation is made.

COMMITTEE RECOMMENDATION:

That all the traffic changes as shown on the accompanying drawings with the minutes and as listed below are approved, except for the 40 km/h High Pedestrian Activity Zone and Shared Zone(as these are the direct responsibility of the RMS).

1. **That four (4) indented parking spaces be placed to the eastern side of Hercules Street. The 4 parking spaces will operate as loading zone from 6.00am-10.00am. 2 of the parking spaces would convert to operate as ½ hour period parking thereafter to 6pm, whilst the other 2 spaces closer to Brown Street, would convert to operate as disabled parking at other times.**
2. **That the taxi rank on the western side of Hercules Street be reduced from 10 spaces to 6 spaces.**
3. **That the whole length of period parking on the northern side of the Esplanade be removed.**
4. **That the existing Bus Zone on the southern side of Brown Street, west of Fox's Lane be moved west some 11-12 metres closer to the Brown Street carpark, and that 2 parking spaces currently to the front of the Bus zone be removed.**
5. **That the existing turn-around area in Markham Place at Markham Lane be formalised/modified and clearly identified for motorists to turn around and not proceed through the one-way west section of Markham Place, east of Markham Lane. Eastbound**

access to the unit apartments of 17-20 The Esplanade, just east of Markham Place, is to be maintained.

6. That the two-way access at the intersection of Brown Street and Fox's Lane/The Esplanade be modified to allow entry access to the development of 11-13 Hercules Street from Brown Street. Fox's Lane will remain one –way north from Liverpool Road to the Esplanade.

ITEM NO: 002

SUBJECT: Upgrade intersection Armstrong Street/Queen Street/Hardy Street-revised proposal of re-aligning the intersection to cross roads with Stop control at Queen Street (North) and Hardy Street, Ashfield.

ELECTORATE: Summer Hill

DESCRIPTION:

A proposal for upgrading the intersection of Armstrong Street / Queen Street and Hardy Street intersection, to a roundabout was discussed in the Traffic Committee Meeting in December 2015. Such proposal was put forward to enhance the road safety and improve movements for road users, crossing facilities for pedestrians, reducing speed while maintaining access to all properties. This proposal was however turned down at committee discussion and recommendation was made to realign the intersection to cross roads with Stop control at Queen Street (North) and Hardy Street.

Council had resolved to accept the recommendations of Traffic Committee and conduct community consultation for the new proposal before taking the matter to Traffic Committee.

COUNCIL OFFICERS REPORT:

Following the recommendations and Council resolution, a new design was prepared that included re-aligning the intersection to cross roads. Accordingly due caution was taken to address the safety at the intersection, while taking care of the stakeholders that will be affected by introduction of devices at the intersection. The concept plan was circulated to 266 residents, 40 of which were the non-resident owners.

Council has received comments from 14 residents/ businesses with regard to the new proposal.

Summary Table:

| Street | Number Support | Number Support with conditions | Number Oppose | Undecided | Total |
|--------|----------------|--------------------------------|---------------|-----------|-------|
| Queen | | 4 | 2 | | 6 |
| Hardy | | 2 | 1 | | 3 |

| | | | | | |
|-------------------------|-----------|------------|--------------|--------------|-------------|
| Armstrong | | 2 | | 2 | 4 |
| Ashbug | | 1 | | | 1 |
| | | 9 | 3 | 2 | 14 |
| Total percentage | 0% | 64% | 21.5% | 14.5% | 100% |

The submissions were assessed as follows :

64% support the scheme with conditions, 21.5% oppose the scheme, 14.5% are undecided.

These comments only account for approximately 5 % of the residents who were invited to comment on the proposal.

The collective support to the proposal indicated the following reasons for their support:

- Increasing safety on the road
- Slowing down of traffic

The collective support with conditions and objections to the proposal raised the following issues :

- Property accesses are affected
- Loss of parking in the area for businesses and residents
- Inappropriate / dangerous placement of pram ramps across Hardy Street
- Lack of pedestrian facilities and / or inappropriate placement of Refuge Island.
- Speeding vehicles
- Vehicles failing to stop at STOP control
- Movement of buses
- No stopping being introduced in residential area
- Use of cycle lanes
- Process adopted by the council

The following comments are offered in response to these issues:

1. Property accesses are effected for residents and businesses.

There are concerns regarding the restricted vehicular access under the proposal particularly to 220 and 222 Queen Street.

Following the comments from the residents, Council will make further modifications to the plan where necessary. Repositioning, extending, providing turnaround or building a service road leading to these properties will be investigated. Council's officer will liaise with the residents in these properties to make them aware of the modifications to their driveways.

The circulated proposal identified the ramp of the raised threshold (speed hump) pedestrian refuge going over the driveway of 33 Queen Street. Council will investigate to further modify the ramp gradients or platform to the refuge and/or slightly shift the refuge device so as not to impede access to the driveway.

2. Loss of parking in the area for businesses and residents.

Parking has been at premium at most locations across Ashfield LGA. But, irrespective of this fact, Council is required to adhere to the guidelines detailed in RMS Technical directions. The basic idea in re-aligning this intersection to a cross-road have arisen from the need to address the safety issues existing at this intersection. There are some mandatory clearances required across the proposed devices such as the raised platform pedestrian refuges, and sight clearance to corners of the intersection. There are also clearances at intersections for the safe and proper manoeuvre and movement of traffic. The degree of safety for pedestrians and other road users that these devices and the associated signposting treatments exercise, have a greater bearing over that of loss of parking.

Never the less, in its signposting of the area, due care is made to use regulatory "No Stopping" distances near the intersection, driveways and existing locations where parking is not permitted/practised for the sake of traffic movement, so as to minimise the loss of parking.

It is considered that approximately 5-8 parking spaces would be lost around the intersection in order to facilitate the road safety requirements above. This accounts for legal parking space loss of 2-3 parking spaces in front of the Excelsior Jones Cafe, 1-2 parking spaces near property number 33 Armstrong Street, and 2-3 spaces to accommodate the kerb extension pedestrian cross-over facility outside No.5 Hardy Street.

3. Inappropriate / dangerous placement of pram ramps across Hardy Street.

There are concerns that the placement of pram ramp across Hardy Street are inappropriate and unsafe due to vehicles from Queen Street south turning left onto Hardy Street on claim of blind corner view.

Council has taken this comment on board and the proposed design will be modified to include "Give-way" on Hardy Street (the left turn lane from Queen Street South). Also the painted island at the corner will be modified to give a perception of tight curve across the bend. Pedestrians will be safe-guarded, firstly because of the reduced vehicle speed at Queen Street south with the raised threshold (speed hump) refuge, secondly due to the bend at Hardy Street, thirdly due to the perception of real tight painted island and finally Give-way will give opportunity to the vehicles to proceed with caution.

4. Lack of pedestrian facilities and / or inappropriate placement of Refuge Island.

There has been concern with the placement of crossing facilities like refuge or pram ramps near the intersection.

The pedestrian desire lines for crossings are at/near to the intersections. The repositioning of such facilities further away or to mid-block would not be functional as pedestrian will continue to cross at/near the intersections. The kerb extension pedestrian cross-over facility at Hardy Street was set back south in close proximity to the intersection of Armstrong Street/Queen Street. This follows complaints under previous consultation with the conflict and hazard with pedestrians to cross at the Hardy Street corner with the Automotive operations.

There have also been questions as to why zebra (marked-foot) crossings were not considered.

It should be noted that provision of zebra crossing would require the location in question to meet certain warrants designed by RMS. These warrants involve the product of number of vehicles in an hour and number of pedestrians crossing across the location in an hour. Such warrants have been designed for the safety of the road users, reason being if such crossings are under-used, vehicles will tend not to stop, and likely collide with pedestrians when using the crossing. These warrants are not met by any of the crossing locations at the intersection, hence it is not possible to provide for 'marked foot-crossings' at this stage. The refuges provided at Queen Street/Armstrong Street have been designed wide enough to consider and accommodate pedestrian crossing in future if warranted, and without making any major changes to the surrounding infrastructure.

Appropriate care has been taken to provide the required sight distance for these pedestrian refuges under Austroad/RMS guidelines, so as not to risk the safety of road users.

Some questions were raised in removing existing traffic calming devices in the area.

No other existing traffic calming devices will be removed in the surrounding area under this proposal.

5. Speeding vehicles.

There have been concerns regarding the speed with which vehicles approach the intersection. The pedestrian refuges in Queen Street and Armstrong Street either side of the intersection have been raised and the refuge-central median islands and kerb extension at the N.E corner of the intersection in Armstrong Street have been designed to road narrow and speed control traffic through the intersection along Queen Street (south) and Armstrong Street. STOP controls at Queen Street (north) and Hardy Street are placed for speed control at the approaches of the intersection. The tightening of curve at the S.E corner of Hardy Street and Queen Street (south), the provision of Give-way for vehicles turning left into Hardy Street from Queen Street (south), and the raising of the refuge in Queen Street (south) assist speed control of traffic turning left at the south-east corner of the intersection (see item 3).

6. Vehicles failing to stop at STOP control.

This is claimed under the current situation. With the proposed re-alignment of the intersection, appropriate signs and markings will be provided to the STOP control in Queen Street (north) and Hardy Street at the intersection.

7. Movement of buses.

There have been concerns regarding the movement of buses, especially while turning out from Harland Street, Ashfield.

Due diligence has been used to keep the ramps bus friendly at the raised refuge in Queen Street (south). Bus Turning movements have been investigated and the refuge moved as far north in Queen Street to allow appropriate right turn of buses from Harland Street.

8. No stopping being introduced in residential area.

There have been concerns that the subject area is not business area and it is not wise to introduce No Stopping zones in residential areas. There have also been comments to proceed with resident parking scheme in these zones instead.

No stopping is mandatory requirement in the surrounds of the devices and the intersection. Signposting is essential to enforcing the No Stopping restrictions and ensuring clearance of parking in the area. No exemption is made to parking in these No Stopping zones.

9. Use of cycle lanes.

Hardy Street should be included as part of the formal cycle network and why is Queen Street (south) not marked out as cycle way?

Hardy Street is not a cycle path under the 'Ashfield Council's Cycling Map and Guide', which is available to the public and is considered as a formal document. No arrangement are made to encourage cyclists to use Hardy Street. Queen Street (North) and Queen Street (South) are identified under the cycle map, and bike logos and painted lane marking will be implemented at these streets. Painted cycle lane markings have been removed in this proposal in Queen Street (south). It was considered that cyclists travelling along the left side of the street will need to suddenly veer right in the stream of traffic to turn right into Queen Street (north). On grounds of safety no lane markings are proposed in the northbound carriageway of Queen Street (south) to the approach of the intersection. Bicycle logos will instead be installed with cyclists travelling with the traffic, as it is with the current situation.

10. Process adopted by Council.

Few people have expressed concerns over the rejection of roundabout. They indicated that Council did not give appropriate reasoning on why the earlier proposal was not accepted. They see lack of study on this matter.

The Traffic Committee at its meeting on the 4 December 2015 in discussion raised the main following issues regard to the roundabout proposal, that being:

- Concerns with pedestrians safety.
- Concerns with visibility issues for motorists on Queen Street (north) towards Armstrong Street.
- Roundabout may cause additional traffic queuing issues.

The committee concluded and recommended that the roundabout be **not** supported and instead look at realigning the intersection to cross roads with Stop control at Queen Street (North) and Hardy Street.

This proposal followed the typical process used for all traffic matters, which included investigation, identifying actions /options, consulting with stakeholders and reporting to Traffic Committee/Council for approval.

Specific mention is made to the following:

Ms. Melanie Zeaiter, Automotive owner 1 Hardy Street, raised concerns to the proposal in her letter dated 9 March 2016. A copy of this letter was forwarded to members prior to the meeting.

Council's officer did meet with Ms. Melanie to explain the benefits of the proposal.

The concerns in the letter to Council dated 9 March 2016 indicated the safety of pedestrians at Hardy Street. It was proposed that a "Give-way" sign and line marking would be placed where the left turn slip from Queen Street (south) meets with Hardy Street near the pram ramps. It was also discussed at the meeting that the existing location of pedestrian ramp facility (which would have been otherwise at the intersection) was set back away from the intersection in order to save parking outside of 1-1A Hardy Street and provide for accessibility to the trucks/ long vehicles servicing the Automotive shop. The painting of the median island in Hardy Street at the intersection provides room for manoeuvring the vehicles in and out of the driveway to the Automotive shop. Concern was also made to not following American Association of State Highway and Transport Officials (AASHTO) principles. She was advised that Council is required to abide to Australian principles that being Australian Standards and RMS Technical directions.

The only concern that remained unaddressed was the request for the removal of the "No Stopping" sign near their property, which will be enacted upon and modified in the draft pending the feedback from Traffic Committee members.

Council's officer also discussed concerns held by the Cafe with the owner. It was explained how loss of parking would be minimised and addressed the safety of the pram ramp facility on Hardy Street. The Cafe was also informed that Council follows the RMS directions and Australian Standards.

Taking above discussion into consideration, it can be concluded that all efforts have been made by the Council officers in paying attention to the details of the comments received by the residents. Appropriate corrective actions has been taken on plan after consultation, with officers already addressing the comments on modified plan.

COMMITTEE DISCUSSION:

The Committee was advised minor changes will be made to plan to address certain concerns made by the residents in regard to access.

Other issues as raised at the meeting were addressed as follows:

1. A request was made by the Automotive owner 1 Hardy Street to remove the proposed No Stopping restriction across their vehicular driveway.

The removal of the No Stopping restriction would only lend to undesirable parking across the driveway, and illegal parking right up close to the corner of Hardy Street and Armstrong Street.

In this particularly situation, it could be considered the that No Stopping sign be removed, and that a solid yellow line be painted in Hardy Street along the front side of kerb and gutter. The yellow line would be painted at least to the regulatory (No Stopping) distance back from the corner of Armstrong Street, or an appropriate distance as required for visual sighting of the intersection. This allows No Parking across the rear end of the driveway. Should any problems arise with enforcing the yellow line without No Stopping signage, then Council will need to install 'No Stopping' sign restrictions right across the driveway.

Solid Yellow lines will be marked to all other corners of the intersection or locations to supplement the No Stopping sign restrictions in the area. The residents will be notified on the meaning and enforcement of the yellow line.

2. Question was raised on the legal driveway movement out from No.220 Queen Street.

Design allowance has been made to provide safe entry and exit for the resident, with intention that the resident exits in a forward direction and 'turns left out' into Queen Street (south). Council would not encourage the resident to cross over into Hardy Street or right turn in Armstrong Street for safety reasons. The resident would be advised accordingly.

3. The left turn slip lane from Queen Street (south) leading into Hardy Street is slightly acute in its angle approach to view west bound traffic in Hardy Street,

The painted island in Hardy Street will be marked and aligned more towards a 90 degree approach without impacting turning movements.

4. Question was raised that the cross-over pedestrian facility with kerb extensions in Hardy Street (particularly on the northern side) poses a hazard to bicyclists.

It was explained that the kerb extensions are designed in width so as to not seriously impede into the traffic lane areas of the street. With cars parked on both sides along the kerb lane/areas of the street, bicyclists ride in line with the traffic and not along the parked kerb lanes/areas of the street.

5. Can vehicles right turn into Queen Street from Harland Street?

The right turn has been examined with design bus movement templates and the pedestrian refuge moved as far north in Queen Street to allow appropriate right turn movement out of Harland Street.

Accordingly the below recommendation is made with minor design inclusions as discussed above.

COMMITTEE'S RECOMMENDATION:

1. That the upgrade of the intersection of Armstrong Street / Queen Street / Hardy Street be approved to realigning the intersection to cross roads with Stop control at Queen Street (North) and Hardy Street.
2. That Council officers assist Ashfield Automotive by liaising with RMS and Police in preparing Traffic Control Plans for the tow truck practices, for Ashfield Automotive to implementation at all times when a tow truck obstructs traffic in Hardy Street.
3. That Council officer's monitor after construction is completed and traffic patterns have established the pedestrian crossing activity and practices in the area to determine if further actions are necessary.
4. That safe pedestrian crossing practices are promoted to nearby schools, residences, businesses in the area, and organisations supporting the visually impaired.

ITEM NO: 003

SUBJECT: No Parking Zone – un-named lane behind 29-37 Wellesley Street, Summer Hill.

ELECTORATE: Summer Hill

DESCRIPTION: A request from a resident of Wellesley Street for a No Parking zone on the north side of the lane to allow for improved access to driveways on the southern side of the lane.

COUNCIL OFFICERS REPORT:

Council has distributed a consultation letter to all residents with a property frontage to the section of lane behind No.s 29-37 Wellesley Street seeking views on a proposal for introduction of a No Parking zone on the northern side of the lane. All responses received have been supportive of the change.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That a full time No Parking restriction be established on the northern side of the lane at the rear of No.29-37 Wellesley Street, Summer Hill

ITEM NO: 004**SUBJECT: No Parking Zone – Dobroyd Lane, Haberfield.****ELECTORATE: Summer Hill****DESCRIPTION:** A request from residents with rear lane access to Dobroyd Lane for No Parking restrictions in the lane.**COUNCIL OFFICERS REPORT:**

Residents of Dobroyd Lane between Boomerang Street and Kingston Street have raised concerns about access to their driveways/garages being blocked by vehicles parked on the opposite side of the lane. Observations suggest that vehicles are regularly parked opposite driveways, which, given the 5m width of the lane, makes entering and exiting driveways difficult. For this reason, Council has consulted with residents regarding the introduction of “No Parking” restrictions on the both sides of Dobroyd Lane at points where parking might interfere with driveway access.

There are some 23 properties with a frontage with most having a vehicular access point to the lane. 12 of these properties have responded to the survey. Of these, 6 are supportive of the introduction of restrictions while 6 are opposed. All of those who have expressed opposition to the introduction of No Parking restrictions reside on the northern side of the lane. Homes on the northern side of the lane have no other vehicular access and therefore rely upon parking in the lane for deliveries, visitor parking and parking for their own vehicles that cannot be parked off-street. Most of the properties on the southern side of the lane have their primary vehicular access from Crescent Street however some also have a secondary vehicular access to Dobroyd Lane. The introduction of parking restrictions would therefore impact to a more significant extent upon homes on the northern side of the lane and, for this reason the retention of some parking in the lane is considered essential.

On the northern side of the lane there is an existing No Parking restriction in place across the driveways to No.24 & 25 Dobroyd Parade. This restriction should be retained and extended to the west to encompass the driveway accesses to No.26 Dobroyd Parade and 67 Boomerang Street and ensure that access to driveways serving No.21-29 The Crescent is enabled. This action would however retain parking over the bulk of the northern side of the lane. In addition, a No Parking restriction should also be established over the entire length of the southern side of Dobroyd Lane. Given the narrow width of the lane it is not possible to park on both sides of the lane without completely blocking through access. The current convention in the lane is that parking activity is confined to the northern side of the lane and the introduction of a No Parking restriction on the southern side would reinforce that convention while also ensuring that those residents who have opposed the introduction of restrictions (most of whom reside on the northern side of the lane at its Kingston Street end) have parking retained near their homes.

COMMITTEE DISCUSSION:

The Committee supported the officer’s recommendation.

COMMITTEE RECOMMENDATION:

1. That a ‘No Parking’ restriction be established on the full southern side length of Dobroyd Lane between Kingston Street and Boomerang Street

2. That the existing 'No Parking' restriction on the northern side of Dobroyd Lane across driveways serving No.25 & 24 Dobroyd Parade be extended in a westerly direction to terminate at a point opposite the western extremity of the driveway to No.29 Crescent Street.

ITEM NO: 005

SUBJECT: Temporary removal of pedestrian crossing - Croydon Station Easy Access Upgrade – Hennessy Street, Croydon.

ELECTORATE: Strathfield

DESCRIPTION: In conjunction with the access upgrade to Croydon Station currently being undertaken by contractors John Holland Group for Transport for NSW the pedestrian crossing on Hennessy Street, Croydon has been relocated eastwards to permit part of the works to proceed. Shopkeepers on Hennessy Street have raised concerns about the associated loss of parking in front of their premises. Burwood Council has proposed that the crossing be relocated further to the east to alleviate those concerns however this action still removes parking and shifts the crossing further from the pedestrian desire line. An alternative proposal for removal of the crossing on temporary basis has now been investigated and is discussed in the report below.

COUNCIL OFFICERS REPORT:

In order to facilitate the easy access upgrade works at Croydon Station the contractors John Holland Construction on behalf of the State Government (Transport for New South Wales) have implemented a number of changes to traffic management of the road network surrounding Croydon Station. These changes have helped to ensure continuous access for pedestrians to and from the station.

As part of these changes the existing pedestrian crossing which was located in Hennessy Street, east of Meta Street, was relocated a further 20 metres east to cater for pedestrians being dropped off along the southern side of the street. This relocation of the pedestrian crossing resulted in the total loss of 10 parking spaces within Hennessy Street, due to the statutory 'No Stopping' requirements on the approach and departure sides of the crossing. The No Stopping restrictions ensure adequate visibility for pedestrians and motorists. This loss of parking has impacted upon businesses at the western end of Hennessy Street due to the limited amount of parking available for customers trying to park adjacent to their destination. To address this situation it was proposed that the crossing be shifted further eastwards to allow some parking to be reinstated at the western end of the street.

To gauge if this action was appropriate vehicular and pedestrian traffic counts were undertaken on Hennessy Street. The counts revealed very low numbers of pedestrians crossing Hennessy Street (4 pedestrians per hour in the am peak and 12 pedestrian per hour in the pm peak). These numbers do not come close to meeting the RMS warrant for a pedestrian crossing and removal of the crossing whilst there is no direct access to the station from Hennessy Street was considered a more appropriate response given the current low levels of pedestrian activity. Burwood Council are expected to adopt their Traffic Committee's recommendation to remove the pedestrian crossing at their meeting on 23rd March. The crossing will be reinstated by John Holland Group once station upgrade works are completed and pedestrian volumes are once more at higher levels.

In the absence of a pedestrian crossing on Hennessy Street Burwood Council's Traffic Committee have proposed that W6-1 Pedestrian warning signs be installed for east and westbound motorists on Hennessy Street. This action is supported.

In conjunction with the removal of the crossing it will also be necessary to remove the No Stopping zones on the approach and departure sides of the crossing. Some of these restrictions are located with the Ashfield LGA. A No Parking (kiss and drop) zone located is currently located on the southern side of Hennessy Street within the Ashfield LGA. This zone is in place to facilitate pedestrian access to the station, however as there is currently no direct pedestrian access to the station via Hennessy Street, the kiss and drop zone is unused and considered redundant. The nearest pedestrian access to the station, is currently situated at the intersection of Paisley Road and The Strand, sited over 200m away. Removal of the kiss and drop zone and replacement with 1P parking is considered appropriate.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That:

1. It be noted that Burwood Council has approved the removal of the relocated pedestrian crossing in Hennessy Street Croydon.
2. The No Stopping and Kiss and Drop restrictions near the crossing on the southern side of Hennessey Street be temporarily removed, and in place provide reinstatement of '1P Parking 8.30am – 6.00pm Monday to Saturday'.
3. The No Stopping restrictions on the northern side of Hennessey Street (between Meta Street and College Street) associated with the relocated (temporary) pedestrian crossing, be removed, and in place provide reinstatement of '1P Parking 8.30am-6.00pm Monday to Saturday'.
4. Pedestrian warning (W6-1) signage for east and west bound motorists along Hennessy Street, be installed.
5. Burwood Council and John Holland Group be advised of Council's decision.

ITEM NO: 006

SUBJECT: 15min Parking restrictions - Norton Street, Ashfield at Ashfield Childcare Centre.

ELECTORATE: Summer Hill

DESCRIPTION: A request from the Ashfield Childcare Centre has been made for additional 15min P parking in front of the centre.

COUNCIL OFFICERS REPORT:

10 Norton Street is a Council owned premises leased to a private childcare provider. The centre is currently approved to operate for 56 children. If the DCP parking rates were applied to the centre

Council would require 14 parking spaces to be provided off-street. The only off-street parking at the centre consists of 3 spaces within a garage accessed from Tintern Road. These spaces are currently used as storage rather than for parking. A No Parking restriction is in place across the driveway which means that some vehicles park across the driveways to drop off or pick up children. In addition a 15min parking zone of 3 parking spaces in length and applying between the hours of 7am and 6pm is currently present on the Tintern Road frontage of the centre. This zone is used on an infrequent basis for most of the day however is well utilised during the peak drop off and pick up periods i.e 8-9am and 5-6pm. Most vehicles are observed to occupy this zone for 5-10minutes which is the time required to accompany the child into the centre and settle it before departing or to park, collect a child's belongings and then depart. Unrestricted parking which is heavily utilised for all day parking is present on the Norton Street frontage of the centre.

Parking observations have been undertaken on a number of occasions at various times of the day and have revealed that at most times the 3 x 15min parking spaces appear to be adequate for the parking needs of the centre. The only times when the 3x 15min parking spaces are insufficient is during the peak drop off and pick up periods when the zone is sometimes observed to be full and some evidence of double parking or 5-10min parking within the No Parking zone is observed to take place. On this basis it is considered that some additional 15 minute parking is required however this parking should not apply all day but only at times when capacity is exceeded within the existing 15 minute zone. There are 5 parking spaces on the Norton Street frontage of the centre. It is considered that if two of these were zoned for 15 minute parking between 7:30am and 9:00am and between 4:30pm and 6:00p.m that it would meet the parking needs of the centre.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That:

1. Two 15min P parking spaces applying '7:30am to 9:00am and 4:30pm to 6:00pm Mon-Fri' be established on the Norton Street frontage of No.10 Norton Street.
2. The management of 10 Norton Street be advised that the off-street parking spaces should be utilised for parking purposes rather than storage particularly if there are concerns about a lack of parking for parents and staff.

ITEM NO: 007

SUBJECT: Part time Bus Zone – Charlotte Street, Ashfield.

ELECTORATE: Summer Hill

DESCRIPTION: A request from St. Vincent's Catholic School has been made for a part time Bus Zone on the western side of Charlotte Street in front of the school.

COUNCIL OFFICERS REPORT:

Last year, at the school's request, a "No Parking" Kiss and Drop zone was established on the school's Charlotte Street frontage. At the time it was thought that school buses would be able to stop to pick up and unload passengers from within the No Parking zone. The School now advises that buses arriving after 9:30am, when the Kiss and Drop zone reverts to 2P parking, and buses needing to park for longer periods of time than 2 minutes are unable to use the Kiss and Drop zone.

Council staff have met with the school Principal to discuss the issues. The School does not want to lose the Kiss and Drop zone however also wants to have some parking for school buses, particularly buses for school excursions. These buses which usually arrive after the school drop off and depart before the school pick up period can occupy the kerb for quite lengthy periods whilst children are marshalled and taken onto or off the bus. A Bus Zone which applied during the hours when the Kiss and Drop Zone did not apply was considered ideal by the school.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That the existing 2P parking applying outside of Kiss and Drop hours on the west side of Charlotte Street outside St. Vincent's School be converted to Bus Zone applying 9:30am to 2:30pm School Days. Existing Kiss and Drop restrictions during morning and afternoon school hour Drop off and pick up are to remain unchanged.

ITEM NO: 008

SUBJECT: Removal of disabled parking zone – 64 Bland Street, Ashfield.

ELECTORATE: Summer Hill

DESCRIPTION: Following a review of existing disabled parking spaces within the LGA the disabled parking space at 64 Bland Street has been found to be redundant and removal is requested.

COUNCIL OFFICERS REPORT:

As part of Council's review of all disabled parking spaces in the LGA a number of inspections of the disabled parking zone at 64 Bland Street have found the space to be unoccupied. The space was originally requested by Wesley Disability Services who occupied premises at 64 Bland Street at the time. Wesley Disability Services are no longer at that address and recent enquiries with St. Johns Anglican Church who are present at the address have revealed that they have no desire for the space to be retained. On this basis it is proposed to remove the disabled parking zone and reinstate unrestricted parking in its place.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That the disabled parking zone on the western side of Bland Street in front of No.64 Bland Street be removed, and that unrestricted parking be introduced in its place.

ITEM NO: 009**SUBJECT:** Parking Restrictions near 92 Charlotte Street, Ashfield.**ELECTORATE:** Summer Hill**DESCRIPTION:**

Council has received a request from the business owner at 92 Charlotte Street, Ashfield to modify parking restrictions in front of his shop to provide assistance with the parking opportunities in surrounds of his business

COUNCIL OFFICERS REPORT:

Council has received a request to extend the existing 15min Parking Restriction outside 92 Charlotte Street to include Sunday between 8:30 am and 12:30pm. The current arrangements are 15 min P parking from Monday to Friday between 8:30am and 6:00pm, and 8:30am to 12:30pm on Saturdays. Current 15 minute parking restriction do not apply on Sundays. The discussions with the applicant revealed that this would assist in securing parking turn-over during his shop hours on Sundays and providing support to his business.

From investigations it was revealed that modifying the existing parking arrangements would assist business without adversely affecting the parking needs of the surrounding community. To determine whether the surrounding residents support the change, a proposal describing above change was issued out for consultation. Council received no response against this consultation.

Considering the above fact, it is favourable to make changes to the parking restriction.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That modifications to the existing parking arrangements be made to include 15min P parking restriction between 8:30am and 12:30 pm on Sunday in addition to the already existing parking arrangements.

ITEM NO: 010**SUBJECT: Parking Restrictions Forbes Street, Croydon Park.****ELECTORATE: Strathfield****DESCRIPTION:**

Council has received an email from Croydon Park Business Chambers (CPBC) requesting the introduction of parking restrictions along the entire length of parking strip including Georges River Road and angle parking on side streets.

COUNCIL OFFICERS REPORT:

Council's officer was in constant communication with President, Croydon Park Business Chambers to discuss the concerns CPBC has in relation to the parking. The initial request comprised of introducing time limited parking throughout the shopping strip in Croydon Park including the entire Georges River Road, and any angle parking locations on side street.

Council's officer informed CPBC that Council can only bring about changes to parking restriction in the area under the control of Ashfield Local Government Area. Also, Council has no jurisdiction on Georges River Road being a State Road which comes under the care and control of the RMS. Further talks revealed that it would be in the best interest of the business to get parking restrictions in **Forbes Street**, Croydon Park. CPBC commended Council's effort in creating extra parking spaces for the business community, but, were concerned about loss of customers because some of the local businesses and their staff use the parking spots all day long.

Taking the comments from CPBC into consideration, Council's officer consulted the businesses and residents in surrounds of Forbes Street. Council received 5 responses for this consultation (multiple comments from different persons of same household / business has been considered as one).

There was only one clear acceptance to the proposal, it being from the CPBC. Other comments included three objections and one recommendation to the proposal, its wordings being, "Please be advised the following must be considered in conjunction with the above proposal.

"It is highly likely that the introduction of a 1P timed parking zone will only serve to direct vehicle parking to further along Forbes Street. This will severely inconvenience the existing residents of the street who struggle now with off street parking availability. It would be more prudent to introduce the 1P parking but to exclude the angled car parking from general access to the rest of this residential street. This should be done via a timed or light traffic only thoroughfare not unlike those used in Canterbury Council at Third Street".

Usually parking restrictions can only be initiated in the area in surrounds of business and it is unlikely to be introduced in residential areas, unless there is demand for introduction of resident parking scheme. Forbes Street and Georges River Road intersection comprises of various businesses including Pharmacist, Plumbing Shop, Chiropractor, Medical Practice, Hair dressing etc. The remainder of Forbes Street

In light of the above discussions and taking care of the fact that most businesses in surrounds of Forbes Street require their customers to stay parked for longer, Council does not foresee any support rendered to the Businesses by introduction of such parking restrictions. In fact, it may negatively affect the Businesses reducing the customers visiting such places.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That no further action be carried out, and that unrestricted angle parking remain in Forbes Street near the intersection of Georges River Road, Croydon Park.

INFORMAL ITEMS

ITEM NO: 011

SUBJECT: Paisley Road – Works Zone, Croydon.

ELECTORATE: Strathfield

DESCRIPTION:

A request was received from John Holland Group for the creation of a Works Zone on Paisley Road to facilitate construction works associated with the Croydon Station Easy Access Upgrade.

COUNCIL OFFICERS REPORT:

In November 2015 the Ashfield Traffic Committee gave consideration to the Construction Traffic Management Plan for the Croydon Station Easy Access Upgrade. The Traffic Committee recommended the following:

That the CTMP and associated TCP's for stage 1 and stage 2 works be noted and conditional approval be given to the following temporary traffic changes in Paisley Road, Edwin Street South and Hennessey Road:

- Introduction of No Stopping restrictions on the north and south sides of Paisley Road during stage 1 and 2 works
- Temporary relocation of the pedestrian crossing (and associated parking restriction adjustments) on Hennessey Road to a new location approximately 25m east of its current location.
- Introduction of a temporary marked pedestrian crossing and associated No Stopping zones on Paisley Road during stage 2 works
- Introduction of a 3 space "No Parking" (Kiss and Drop) facility on the west side of Edwin Street South during stage 2 works

The above recommendation was subsequently adopted by Council and John Holland Group (the lead contractor) have now commenced works including the establishments of Works compounds in Paisley Road.

To facilitate construction activities in Paisley Road, John Holland Group have now requested that a Work Zone be established along 42m of the northern side of Paisley Road. The request is for a Work Zone to be established between 16 March 2016 and July 2016. The Work Zone is required to apply on a full time basis as works will be taking place during approved work hours plus some works outside of standard work hours during weekend rail possessions. Although the kerb space on the northern side of Paisley Road usually allows parking, under the existing Construction Management Plan, the northern side of Paisley Road has been zoned No Stopping. The change from No Stopping to Work Zone will not therefore impact to any additional extent upon parking supply in the area.

John Holland Group have submitted a Works Zone and footpath occupation application (which includes a mark up showing the area of Paisley Road which will be impacted by the Works Zone). A copy of the application, the TCP approved in November and the latest community notification letter which references the traffic changes in Paisley Road have been circulated to voting members for consideration and no objection to creation of the Works Zone has been raised. The representative for Jodi McKay MP has requested that the community be consulted regarding the change. John Holland Group confirm that consultation in regard to the matter has been undertaken. On the basis of the above John Holland Group has been advised that approval for the introduction of the Works Zone has been granted.

COMMITTEE DISCUSSION:

The Committee supported the officer's recommendation.

COMMITTEE RECOMMENDATION:

That it be noted, that approval has been granted for the establishment of a Works Zone over a length of 42m of the northern side of Paisley Road (between Paisley Lane and Edwin Street South), Croydon. The Works Zone will apply on a full time basis between 16 March 2016 and July 2016 and will be installed by John Holland Group at their cost.

