

DATE: INFORMAL – November 2015 (meeting 6/2015)

VENUE: Not applicable

BUSINESS:

- A. Member Involvement.
- B. Ashfield Traffic Committee minutes of 2 October 2015 and Council’s resolution at its meeting on the 27 October 2015: *That the Minutes of the Ashfield Traffic Committee meeting held on 02 October 2015 be confirmed and the recommendations within be adopted, with the exception of Item 004 – Summer Hill Resident Parking Scheme which is deferred for consideration to the next meeting of Council with accompanying report; and Item 002 - Parking Restrictions in Clissold Street, which is amended as follows:*

Committee recommendation, point 5 amended to read:

- 5. That the matter of two way traffic and the reduced retention of parking in Clissold Street be further monitored and reviewed in 6 months’ time, if not earlier, under a Traffic Management Plan.*

- C. Next meeting of the (formal) Ashfield Traffic Committee will be held at 9:30am on Friday 4 December 2015 at Level 6, Ashfield Civic Centre, 260 Liverpool Road, Ashfield.

FORMAL ITEMS:

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

None.

INFORMAL ITEMS:

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

1. Traffic Control Arrangements-Croydon Station Upgrade, Croydon	Project Traffic control management.	(S)
2. Heighway Avenue, Annual Christmas street party closure, Ashfield. Saturday 12 December 2015.	Temporary street closure-Special Event	(SH)
3. Anthony Street, Annual Christmas street party closure, Ashfield. Saturday 19 December 2015.	Temporary street closure-Special Event	(SH)

BUSINESS

A. Member involvement:

Voting members:

Councillor Caroline Stott	Ashfield Council - Acting Chairperson
Mr. Ryan Horne	Roads and Maritime Services
Sgt. John Micallef	NSW Police Service Traffic section
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
	Representative for The Honourable Linda Burney, State Member of Parliament for Canterbury

Informal advisors:

Mr. Rabih Bekdache	Sydney Buses
Mr. Colin Jones	ASHBUG (bicycle user group)
Mr. Boris Muha	Ashfield Council –Traffic and Projects Engineer

B. Ashfield Traffic Committee minutes and Council resolution

The minutes of the 2 October 2015 meeting of the Traffic Committee was circulated to members and informal advisors following the meeting and were confirmed.

Council at its meeting held on the 27 October 2015 resolved:

That the Minutes of the Ashfield Traffic Committee meeting held on 02 October 2015 be confirmed and the recommendations within be adopted, with the exception of Item 004 – Summer Hill Resident Parking Scheme which is deferred for consideration to the next meeting of Council with accompanying report; and Item 002 - Parking Restrictions in Clissold Street, which is amended as follows:

Committee recommendation, point 5 amended to read:

- 5. That the matter of two way traffic and the reduced retention of parking in Clissold Street be further monitored and reviewed in 6 months' time, if not earlier, under a Traffic Management Plan.**

C. Next Ashfield Traffic Committee meeting

The next meeting of the (formal) Ashfield Traffic Committee will be held at 9:30am on Friday 4 December 2015 at Level 6, Ashfield Civic Centre, 260 Liverpool Road, Ashfield.

INFORMAL ITEMS

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

ITEM NO: 001

SUBJECT: Traffic Control Arrangements-Croydon Station Upgrade, Croydon

ELECTORATE: Strathfield

DESCRIPTION:

Transport for NSW will be commencing work on the Easy Access Upgrade for Croydon Station on 19th December 2015. A Review of Environmental Factors was considered by Council at its meeting on 27th October with Council resolving, in part, that:

- “(1) Ashfield Council supports the Croydon Station Easy Access Upgrade project.
- (2) All permanent and temporary changes to traffic arrangements in Paisley Road (east) are discussed with Council’s officers and submitted to Ashfield Council for approval via the Local Traffic Committee.
- (3) The construction vehicles routes and Construction Traffic Management Plans are discussed with Council’s officers and submitted to Ashfield Council for approval via the Local Traffic Committee prior to implementation.
- (4) Risks in road safety for all road users (including pedestrians, cyclists, construction vehicles, general vehicles) particularly in the vicinity of the intersection of Paisley Road / Paisley Lane, is minimised.
- (5) That pedestrian and vehicle access / parking for customers to local business in the vicinity, particularly Croydon Medical Centre and Montessori Academy, are maintained at all times during their business hours or that reasonable provisions provided”

On 11 November staff from Ashfield and Burwood Councils met with representatives from the John Holland Group who will be undertaking the works for TfNSW. Given the tight construction deadlines including the undertaking of key works during pre-set rail possession periods, Traffic Committee consideration and Council approval of construction traffic control arrangements are being sought by John Holland prior to community consultation with local residents having been completed.

Further reporting to the Traffic Committee will take place with regard to the final parking arrangements including the creation of a permanent kiss and drop zone in Paisley Road at a later stage.

COUNCIL OFFICERS REPORT:

Overview of Project

The Proposed access improvements at Croydon Station include the following key elements:

- replacement of the existing station footbridge with a new raised and wider pedestrian bridge that would extend north to a new station entrance at Hennessy Street
- installation of new stairs to each platform and three lifts to provide access to the station platforms
- new canopies installed at both station entrances and along the new pedestrian bridge, stairs, lift landings and platforms
- widening of a section of the Paisley Road footpath and upgrade of the Paisley Road/Meta Street station entry plaza
- provision of two accessible parking spaces and up to three kiss and ride spaces in Paisley Road
- installation of new undercover bicycle racks installed on both sides of the station.
- new station operations building at concourse level of the Paisley Road station entrance with new Family Accessible Toilet
- ancillary works including platform resurfacing/re-grading, services diversion and/or relocation, station power supply upgrade (including new substation), minor drainage works, adjustments to lighting, new ticketing facilities including additional Opal card readers, modifications to station communication and security systems with new infrastructure (including CCTV cameras and Passenger Information Displays) and wayfinding signage.

It is important to note that the majority of the permanent access changes to the station lie within the Burwood Council area. The only permanent changes sited on land under Ashfield Council control are in Paisley Road (east) between Edwin Street South and Paisley Lane. These changes are minimal comprising the introduction of three new “kiss and ride” parking spaces (to the southern side of Paisley Road). There will however be a larger impact during the 2 year construction phase as much of the construction activity will be taking place in and around Paisley Road.

Traffic changes during construction

During construction, the Construction Traffic Management Plan (CTMP) details, that was forwarded to the members, show that all the construction traffic will travel through Ashfield Council streets, including Thomas Street, Edwin Street (south), Paisley Road and Paisley Lane to the south of the station and Elizabeth Street, Edwin Street (north) and Hennessey Road to the north of the station. Also, Paisley Road (east) will host the temporary station access, a construction yard, a temporary pedestrian crossing facility and changes to parking to support the above. The details of all temporary traffic changes in the Ashfield Council area are indicated on the **attached** traffic control plans which are submitted for consideration by the Local Traffic Committee. The following notes summarise some of the key traffic impacts during the construction process:

Stage 1

The construction process is to commence on or about the 19 December 2015 and will continue through until July 2017. The first stage of the construction process which is scheduled to take place between Dec 2015 and May 2016 will see construction of a temporary ticket office (In Paisley Road east), station staff operation areas and a temporary pedestrian footbridge. During this stage of work the existing ticket office (on Meta Street) remains in use although pedestrian access from some directions to that ticket office will be circuitous given that pedestrian access will not be possible along the eastern side of Meta Street throughout the construction process.

The existing pedestrian crossing (which lies within the Burwood Council area) at the western end of Hennessey Street will be relocated approx. 25m to the east during stage 1 and will remain in that location throughout the construction process. This change will place the temporary crossing on the boundary of the Ashfield and Burwood LGA's with new No Stopping zones and a Kiss and Drop zone created within Ashfield Council's part of Hennessey Street. The relocation of the crossing is required to permit creation of a work site and Works Zone (within Burwood LGA) near the corner of Meta Street and Hennessey Street. The change results in a the loss of approx. 6 parking spaces on Hennessey Street (within Ashfield LGA) which remain impacted throughout the construction period.

Stage 1 works also see the establishment of a Work Site at the Meta Street end of Paisley Road east (within Burwood LGA) and the establishment of two smaller works sites at the Edwin Street South end of Paisley Road, on its northern side (within Ashfield LGA). These works sites are where construction of the new ticket office and temporary pedestrian bridge will be carried out. The creation of the works sites has a significant impact upon parking in Paisley Road with approximately 19 of the 33 available parking spaces plus a Loading Zone lost. Although the loss of these spaces is unfortunate and will impact upon local resident and commuter parking there is no alternative given the constrained site conditions. John Holland has not yet consulted with residents regarding the parking changes as they are awaiting "in principal" approval from Council before proceeding.

Stage 2

Stage 2 takes place between May 2016 and July 2017 and will see the bulk of the construction work on the new permanent pedestrian bridge and associated facilities take place. During this stage additional parking is lost on the south side of Paisley Road to facilitate creation of a temporary pedestrian crossing over Paisley Road. The new crossing will feed the new temporary pedestrian access off Paisley Road. This access will be the sole pedestrian access point to the station throughout stage 2 works and creation of a temporary pedestrian crossing is therefore supported. The introduction of this crossing will require the loss of more parking in Paisley Road (approx. 7 additional spaces) to allow clear sight distance to the crossing. Both the crossing and the additional lost parking lie within the Ashfield LGA.

Given that Paisley Road will be the only pedestrian access to the station during stage 2 it is anticipated that many cars will be using Paisley Road for drop off and pick purposes. As so much parking is lost in Paisley Road (approx. 26 of 33 spaces in stage 2) and as there will undoubtedly be construction vehicles parking in the street on a regular basis it is considered that creating a Kiss and Drop zone to reserve space for safe drop off and pick up of passengers will be essential. Ideally this zone should be sited in near vicinity to the new crossing. It is considered that the western side of Edwin Street South is probably the most appropriate location for the siting of this zone (as reflected in the stage 2 TCP). This will allow drivers to pull in and drop off passengers and exit the area via Paisley Road and Paisley Lane alternatively, should Paisley Road be blocked by construction activity, drivers could perform a U-turn in Edwin Street South to exit via Edwin Street south and Thomas Street.

The siting of a kiss and drop zone in Paisley Road during stage 2 is not favoured a) as it is considered that Paisley Road is likely to be regularly obstructed with the result being that vehicles may therefore be reversing back across the temporary crossing after dropping off or picking up passengers and b) so much parking will already be lost on Paisley Road that removing further parking for a Kiss and Drop zone in that street will be unpalatable to residents.

Another possibility could be to locate the Kiss and Drop zone on the east side of Edwin Street South replacing some of the existing 15min parking zone. The 15min parking which applies between 7am-9am and 3pm-6pm was installed to facilitate drop off and pick up of children from the adjacent Child Care Centre. The Child Care Centre caters for children between the ages of 2-6 and, as such, parents need to leave their vehicles to accompany children to and from the premises. There are 7 spaces zoned for 15 minute parking with no additional off-street parking to serve the centre. Removal of any of the 7 spaces to create a kiss and drop facility is unlikely to be acceptable to the centre, particularly given the loss of other parking options in the surrounding area. It is considered that the 15 min parking should be retained in its entirety. This restriction is considered to be an appropriate duration to meet the dual needs of the childcare centre and drivers wishing to drop off and pick up passengers.

The CTMP proposes relocating the existing Loading Zone which is currently sited on the south side of Paisley Road near Meta Street. This Loading Zone will be lost during Stage 1 & 2 and it has been proposed that it be shifted further to the east on Paisley Road. After consideration of the impacts, relocation of the Loading Zone is considered inappropriate. Given the significant loss of other parking from Paisley Road the loss of further parking to permit relocation of the Loading Zone is considered excessive. A Loading Zone sited to the east of Paisley Lane would be too far removed from the commercial premises it would serve and, given the relatively steep gradient on Paisley Road it is considered that the zone would not be suitably positioned to facilitate deliveries to Meta Street commercial premises. Deliveries to these premises can be better served by utilizing the long length of road already zoned as Loading Zone on the west side of Paisley Lane. The presence of an additional Loading Zone in Paisley Road, east of Paisley Lane is considered to be an unnecessary luxury given the shortage of parking for other needs during the works. Relocation of the Loading Zone is opposed.

Road Closures for Crane Works

The works will require part or full road closures on at least four separate locations for crane lifts by cranes up to 450 T in size.

These locations are as follows:

1. A full road closure of Paisley Road at Edwin Street South will be required for installation and later for removal of the temporary footbridge and ticket office. Each road closure will be for a period of one full weekend during a rail possession.
2. A part road closure of the Meta Street/The Strand/Paisley Road intersection (within Burwood LGA) will be required for demolition of the existing station and installation of precast beams. A full weekend half road closure with contra flow traffic arrangements operating is anticipated. The work will take place during a rail possession.
3. A full road closure of the Hennessy Street/Meta Street/Young Street intersection (within Burwood LGA) is proposed to allow demolition of the existing footbridge and installation of Precast beams.

The closure of these roads for these essential works are not opposed in principle however there are concerns about how cranes of that size would access the site and detailed traffic control plans will be required for each location outlining measures such as:

- locations of road closures and how these road closures will be managed i.e. traffic control signage and numbers of traffic controllers, details of any traffic detours in place, advance warning to motorists and the local community (e.g. VMS)
- size and number of heavy vehicles involved

- duration of the works
- truck access routes and turning paths for these vehicles at critical locations
- written notification process adopted
- RMS approvals for road occupancies at crane locations 2 & 3 given that each location lies within 50m of a signalized intersection and/or impacts upon the operation of a signalized intersection

It is noted that although locations 2 & 3 lie within Burwood LGA traffic impacts of the associated road closures and access routes will be within the Ashfield LGA. For this reason Ashfield Council must therefore be happy with the proposed traffic control arrangements and access routes.

Truck Access Routes

Most of the construction activity during the project will be centred on Paisley Road and as such most of the construction vehicles will approach the site through truck routes within the Ashfield LGA. The main construction access routes are via Thomas Street / Edwin Street (south) to link with Paisley Road to access the site and via Paisley Road/Paisley Lane/Thomas Street to leave the site. There will also be some truck movements via Edwin Street (north) and Elizabeth Street to link with Frederick Street.

There is concern with regard to the proposed construction vehicle routes, especially the use of Paisley Lane (due to its narrowness, visibility issues at the intersection with Thomas Street, and it being the only access option for some properties). As vehicle access options to Paisley Road are very limited, this is one aspect that should have been more closely examined in the CTMP. The CTMP outlines that truck movements will generally be limited to 8.8m medium rigid vehicles however does not examine in any fashion how larger trucks will access the work site. An 8.8m truck length includes vehicles such as concrete trucks, single unit bogey tippers and small garbage trucks and as such most of the construction activity could be completed by vehicles falling within this size range. The CTMP notes that if larger vehicles will need to access the site separate TCP's will need to be submitted for approval. Turning paths plans have been provided (to members) showing how vehicles up to 8.8m will access and depart the site, details for larger vehicles, which are inevitable given the need for works by 450T cranes, delivery of large precast items etc. have not been provided. There is concern that these larger vehicles will be unable to safely access the site and particularly that they will be unable to exit the site in a forwards direction via Paisley Lane. This in turn will mean that larger vehicles will be undertaking dangerous multiple point reversing manoeuvres within a confined space, in a high pedestrian demand area and in close proximity to a child care centre. Carefully prepared, additional information is required before this aspect of the project can be considered acceptable to Council.

Given the concerns with regard to the high potential for conflict between large trucks and pedestrians, cyclists, and general vehicular traffic in the vicinity of the intersection at Paisley Street / Paisley Lane (including U-turn and or reversing movements in Paisley Road) approval cannot be given to the use of vehicles larger than 8.8m in Paisley Road at this time.

Detailed information outlining how traffic controllers will manage truck, vehicle and pedestrian movements during such times is required. In addition, limiting the hours of deliveries so as to minimize their impact by scheduling deliveries outside of school/child care/commuter drop off pick up times should also be proposed.

The queuing of trucks in local streets will not be acceptable a) because local roads around the site are generally heavily utilized for parking so queued trucks would generally be double parked or parked in No Stopping zones and b) because the construction works will already be impacting to a significant extent upon what is a quiet residential precinct and queued heavy vehicles are not consistent with that environment.

Construction Hours

Standard work hours for the project will be 7am to 6:00pm Mon-Fri and 8am to 1pm on Saturday. Some works can only take place during weekend rail possessions when trains are not running and, although not detailed in the CTMP, at these times works may take place around the clock to ensure that the necessary works are completed within the available rail possession window. In such circumstances John Holland have verbally advised that residents will be notified in advance and John Holland has verbally advised that temporary accommodation for some residents who may be significantly impacted by night time noise may be considered.

It is concerning that although such measures to reduce impacts have been verbally agreed to there is no written confirmation in the CTMP that this will be the case.

Worker Parking

The CTMP outlines that there will be an average staff of between 15-20 persons on site during non-rail possession periods. During rail possessions this number will increase to 50-60 staff. Given that over 30 parking spaces will be lost throughout much of the project (26 of these in Paisley Road) the impact upon long term commuter and resident parking within close proximity to the site will be significant. In order to limit the impact of construction worker parking the CTMP advises that site workers will be instructed to park a minimum of 400 metres from the site. It is unclear how this assurance will be enforced in practice however it is considered that additional measures such as car-pooling and subsidized/free travel on public transport for construction workers should also be explored to reduce worker parking impacts.

COMMITTEE DISCUSSION:

The AshBug Representative requested that provision be made for undercover bicycle parking on both the north and southern sides of the station. This request was considered reasonable by the committee in order to encourage sustainable transport and reduce car parking congestion around the station.

STA have confirmed that the proposed works and associated Traffic Control Plans will not impact upon their routes and they therefore raise no objection.

Police raised concerns about the heavy vehicle use of narrow residential streets and the loss of parking which would impact significantly on local residents and business. They wanted to ensure that timely communication by TfNSW and its contractors was being undertaken to clearly outline the impacts on the local community.

RMS have raised concerns about a number of aspects of the Traffic Control Plans including the relocation of the Hennessey Street pedestrian crossing away from the pedestrian desire line and the use of the Young Street pedestrian crossing (within Burwood LGA) as part of the proposed pedestrian detour (as this crossing needs redesign to meet current RMS standards).

RMS have also requested that the TCP's be clearly dimensioned to ensure compliance with Australian Standards and RMS Technical directives.

RMS have requested that the TCP's plans be amended and resubmitted for their approval.

COMMITTEE RECOMMENDATION:

1. 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 approval is given subject to:

- RMS giving their consent to the TCP's
 - John Holland having notified Ashfield Council together with impacted residents and commercial premises in Paisley Street, Edwin Street south and Hennessey Street of the nature of the traffic changes and the duration over which they will apply and providing an opportunity for feedback to be given.
 - The submission of a revised Construction Traffic Management Plan and Traffic Control Plans to Council following the community consultation period for comment prior to the temporary traffic and parking changes being implemented. The revised documents to have been amended to address Council's and RMS concerns as outlined in the reporting to the Traffic Committee and taking account of any substantive additional concerns raised by the community.
 - The reinstatement of pre-existing traffic signage and markings at no cost to Council and to Council's satisfaction at the completion of the construction period.
2. That "in principal" approval be given to the carrying out of crane lifts associated with the project subject to detailed traffic control plans and other supporting information being submitted for Council's comment and approval prior to the works taking place.
 3. That John Holland Group be advised of Council's concerns in regard to truck ingress and egress for vehicles in excess of 8.8m in length and requesting that further information be provided for Council's consideration and approval detailing how large truck arrivals will be managed and scheduled to minimize impacts upon pedestrians, other vehicles and adjacent residential and commercial premises. Such information to include swept path analysis demonstrating how any larger vehicles will approach and depart the worksite to and from the surrounding road network.
 4. That the following changes NOT be approved:

- **Shifting of the Loading Zone on the south side of Paisley Road to a new location east of Paisley Lane (the Loading Zone should be removed rather than relocated during Stage 2)**

ITEM No: 002

SUBJECT: Heighway Avenue, Annual Christmas street party road closure, Ashfield, Saturday 12 December 2015.

ELECTORATE: Summer Hill

DESCRIPTION:

Representation has been received from Ms Julia Pokormy for residents in Heighway Avenue, requesting if consideration can be given to temporarily close off Heighway Avenue, between Walter Street and Frederick Street, to conduct a Christmas Street party from 5.00pm-9.00pm on the Saturday 12 December 2015.

COUNCIL OFFICERS REPORT:

This event is held annually with road closure arrangements being no different to past years. The road closure is a category type "Class 3" under the RMS format for special events. Concurrence is only required from the Council and Police and that RMS be only notified of the event.

Heighway Avenue between Walter Street and Frederick Street is a narrow one-way Local Road, which carries low volumes of traffic in the easterly direction from Walter to Frederick Street. Detouring can be made via the surrounding streets of Thomas Street and Frederick Street. Local traffic access can be maintained in the adjoining section of Heighway Avenue and Walter Street.

Resident access through the closed easterly one-way section of Heighway Avenue can be maintained from the Walter Street end.

This event is of similar arrangements as in previous years and approved by the Traffic Committee.

Police and RMS have raised no objection in the past to the above special event road closure.

COMMITTEE RECOMMENDATION:

That the Committee raises no objection for Council to proceed and arrange the temporary closure of Heighway Avenue, Ashfield, between Walter Street and Frederick Street, to conduct a Christmas Street Party on the Saturday 12 December 2015, from 5.00pm - 9.00pm. The closure is subject to relevant conditions as imposed by Council together with any other conditions from the RMS and Police.

ITEM No: 003

SUBJECT: Anthony Street, Croydon—Annual Christmas street party closure, Croydon. Saturday 19 December 2015.

ELECTORATE: Summer Hill

DESCRIPTION:

Representation has been received from Ms Jackie Speak (10 Anthony Street) for residents of Anthony Street, requesting if consideration can be given to temporarily close off Anthony Street, between Croydon Road and Etonville Parade, Croydon, to conduct a Christmas Street Party on Saturday 19 December 2015, from 4.00pm to 9.00pm.

COUNCIL OFFICER'S REPORT:

This Christmas street party closure has been held last year. The road closure is a category type "Class 3" under the RMS format for special events. Concurrence is only required from the Council and Police and that RMS be only notified of the event.

The above section of Anthony Street is two way Local Road that carries low volumes of traffic. Detouring of traffic can be made via the surrounding streets of Elizabeth Street and Hunt Street. Resident access will be allowed from the Etonville Parade end of the closure.

This event is of similar arrangements as in previous years and approved by the Traffic Committee.

Police and RMS have raised no objection last year to the above special event road closure.

COMMITTEE RECOMMENDATION:

That the Committee raises no objection for Council to proceed to arrange the temporary closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade to conduct a Christmas Street Party on the Saturday 19 December 2015, from 4:00pm to 9.00 pm. The closure is subject to relevant conditions as imposed by Council together with any other conditions as required from the RMS and Police.

