

approve the TMP if the proposal proceeds. The representative requested confirmation of the type of permanent treatment to be proposed should the restriction proceed. Council Officers advised that a kerb extension, prohibiting the left turn movement is the proposed final treatment and a design would be prepared and referred to Traffic Committee.

The Committee members returned a Split Vote on the Officer's recommendation.

**COMMITTEE RECOMMENDATION (SPLIT-VOTE)**

**THAT:**

- 1. the Council resolution to close Chandos Street, Haberfield to left turning vehicles from Parramatta Road be supported and a Traffic Management Plan (TMP) be prepared and forwarded to TfNSW for approval.**
- 2. this closure be implemented by signposting of a 'No Left Turn' restriction and installation of an interim linemarking and road flap treatment**
- 3. design and construction of a kerb extension to physically restrict left turn movements be listed on Council's capital works program.**

**For motion:** Council

**Against motion:** Member for Summer Hill

**ADDENDUM:**

The NSW Police Burwood PAC representative stated via email that they do not support this proposal as it does not address congestion or rat running in the area and will move traffic into Bland Street, which is already heavily congested in peak hour times. The representative stated that the proposed signage, line markings and road flaps will not discourage motorists from turning left and it will become an enforcement issue for which the police do not have time and resources to manage.

These comments were not available at the time of the Skype meeting.

**LTC0820 Item 5 Tempe South Draft Local Area Traffic Management (LATM) Study (Midjuburi - Marrickville Ward/Heffron Electorate/Inner West PAC)**

**SUMMARY**

Council prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities for the Tempe South area. The LATM study was undertaken to fulfill the development approval conditions for the Tempe Bunnings development at 728-750 Princess Highway, Tempe.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

Traffic count data and on-street parking data in a number of areas was collected in February 2020 to assist the study. Further site observations and intersection counts were used to develop a draft plan to mitigate the impact of the Bunnings development.

Community submissions received during the Tempe Bunnings development were reviewed

to gauge local traffic and parking concerns in the area. Considering the changes in the local area in Smith Street, a number of recommendations are provided for endorsement and public exhibition of the draft scheme.

### **Officer's Recommendation**

THAT:

1. The Committee endorse the draft Tempe South Local Area Traffic Management (LATM) Study and proposed treatments for community consultation; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

### **DISCUSSION**

Clr Macri stated that residents raised a number of concerns regarding the proposal, as follows:

- The summary states that traffic counts were conducted in February 2020; however, the body of the report states that counts were conducted in March 2020. Clr Macri requested that the summary be amended to indicate that traffic counts were taken in March 2020 at the height of COVID-19. Council Officers advised that the results of the traffic counts were found to be useful for the study despite the study being undertaken when COVID-19 restrictions were in place, and this can be noted in the report.
- The bus stop in front of the Bunnings site is proposed to be removed/relocated. The Transit Systems representative advised that they still require a bus stop at the current location. Further analysis will be conducted and the bus stop may be moved slightly.
- Union Street will likely become congested with traffic coming from Princes Highway to access Unwins Bridge Road. Edwin Street and Tramway Street will be impacted by this as the streets will become a rat run. Clr Macri requested that traffic counts and analysis be conducted for Edwin Street and Tramway Street.
- Residents prefer the option of a no straight through into Union Street from Smith Street to mitigate any impacts of traffic coming from the Bunnings site.
- There are concerns that streets such as Wentworth, Hart and Station streets will not be able to absorb the parking that will be lost from Smith Street, as proposed in the report.
- Footway parking exists in the aforementioned streets due to the narrow roads. Clr Macri asked if the kerb could be treated to accommodate safe footway parking. Council Officers advised that this issue was considered and it was determined that reconstructing the kerb would be costly and the applicant would have limited funds for this.

Clr da Cruz asked if a one-way arrangement is being considered for Smith Street. Council Officers advised that traffic volumes in the area does not warrant a one-way treatment and Smith Street is the main access point for trucks and other vehicles into the Bunnings site.

The representative for the Member for Heffron requested that Council, during the public exhibition period, arrange for a pop-up consultation facility or public meeting at Sydenham Town Hall on a weekday evening and a weekend to allow residents to be better informed about the proposed options, and provide their feedback directly to Council Officers. Council Officers advised that face-to-face or Town Hall meetings cannot be held at this time due to COVID-19 restrictions. However, Council Officers are considering holding online presentations and extending the public exhibition period. Clr Macri agreed with the proposal to extend the consultation period and requested Council Officers provide a consultation plan

to the Committee.

The representative for the Member for Heffron also sought clarification on the decision not to allow a right hand turn for northbound (city) traffic turning into the Bunnings site, which was the most favoured community option for managing the store traffic, as opposed to the right hand turn at Smith Street. Council Officers advised that vehicular access to the Bunnings site would have been considered and approved under the DA and is outside the scope of this study. Council Officers stated that an explanation of the traffic arrangements along Princes Highway can be included in future consultation letters.

The TfNSW representative made the following comments:

- The final proposal in the LATM for Smith Street, should not limit the scope of the upcoming signal changes that are part of the Bunnings development.
- Signal changes, including the right turn bay from Princes Highway into the development have not been fully approved and can be subject to change.
- The right turn only out of Bunnings needs to be agreed with Bunnings.
- TfNSW do not generally support the proposed angled ramp where there are no constraints. It will encourage pedestrians to use the ramp to cross at an unprotected location and leads them to nowhere. It is recommended that if there is no other way to lead cyclists off the path, then the kerb ramp should be installed perpendicular to the road. This will also allow cyclists better sight distance to any oncoming traffic as well.
- The shared path on the south western side of Smith Street uses driveway for cyclist transition. This is not supported.
- Central Islands should have 'Keep Left' signage.
- Where flat top humps are proposed, note that pedestrian fencing or landscaping is required adjacent to these, to ensure pedestrians do not misuse as a crossing.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The Committee endorse the draft Tempe South Local Area Traffic Management (LATM) Study and proposed treatments for community consultation; and**
- 2. The draft report be placed on Public Exhibition, providing an extended consultation period, greater than 28 days for community feedback, and the results be reported back to the Traffic Committee.**

**For motion:** Unanimous

**LTC0820 Item 6 Nelson Street, Annandale (at The Crescent) - Proposed existing pedestrian/cyclist shared path reinstallation (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

### **SUMMARY**

Council has finalised a design plan for the proposed existing shared path reconstruction at the intersection of Nelson Street and The Crescent, Annandale to improve cyclist and pedestrian safety in the area.

### **Officer's Recommendation**

THAT the detailed design plan (Design Plan No.10124) for the proposed existing shared path