



**LOCAL TRAFFIC COMMITTEE  
MEETING AGENDA**

**7 April 2016**

## NOTICE OF MEETING OF LOCAL TRAFFIC COMMITTEE

*NOTICE IS HEREBY GIVEN THAT A MEETING OF THE LOCAL TRAFFIC COMMITTEE WILL BE HELD ON THURSDAY 7<sup>th</sup> OF APRIL 2016 COMMENCING AT 9:30AM IN THE COUNCIL CHAMBERS – LEICHHARDT TOWN HALL*

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## **List of Attachments**

- Appendix A Minutes of the Local Traffic Committee meeting held on 3<sup>rd</sup> March 2016
  
- Appendix B Wetherill Street/Norton Street, Leichhardt – Pedestrian Facilities revised proposal plan
  
- Appendix C Traffic Management Plan (TMP) for the proposed ‘No Left Turn’ restriction for vehicles over 9.0m, Wise Street/Terry Street intersection.
  
- Appendix D Parking Fines and After School Pickup of Children – Report from the March 2016 Ordinary Meeting

## Acknowledgement of Country

Acknowledgement by Chairman:

*"I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today and their elders past and present."*

## 1. Confirmation of Minutes

Confirmation of Minutes from the March 2016 Local Traffic Committee meeting held on the 3<sup>rd</sup> March 2016 (refer to **Appendix A**).

### Officer's Recommendation:

That the Minutes from the 3<sup>rd</sup> March 2016 Local Traffic Committee meeting be accepted as a true and accurate record of the meeting's proceedings.

### Committee Recommendation:

- 

### 1.1. Matters Arising from Minutes of Previous Meeting

#### Discussion:

- 

#### Committee Recommendation:

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### 1.2. Council Resolution

Council at its Ordinary Meeting held on 22<sup>nd</sup> March 2016 considered the 3<sup>rd</sup> March 2016 Local Traffic Committee recommendations and Council resolved the following:

**C130/16**

**RESOLVED**

**PORTEOUS/COSTANTINO**

That Council adopt the minutes of the Local Traffic Committee meeting held on 3<sup>rd</sup> March 2016.

The accompanying recommendations as stated above are included in the Minutes attached in **Appendix A**.

## **PART A – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS**

### **2. Reports**

#### **2.1 No.109 Mansfield Street, Rozelle– ‘P15min’ Parking restrictions**

<i>Precinct: Rozelle/White Bay</i>	<i>Ward: Wangal-Rozelle-Lilyfield</i>
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#### **Background**

Council has received a request from the takeaway/coffee shop at No.109 Mansfield Street for the installation of a short term parking restriction in front of their property to improve turnover for their customers.

Currently, the 2 spaces on the northern side of Mansfield Street, outside the business, between the driveway of No. 109 and the frontage of No. 107 are unrestricted parking.

#### **Proposal**

In order to improve parking for customers and enable vehicle turnover, it is proposed to install a ‘P15min 7am-3pm Mon-Fri’ restriction to cover the frontage of No. 109 Mansfield Street.

The proposal is shown on the plan below.



## Consultation

A letter outlining the above proposal was mailed out to the affected properties (13 properties) in Mansfield Street as indicated on the attached plan, requesting residents' and businesses' views on the proposed short term parking outside No. 109 Mansfield Street.



The responses were as follows:

- Shop 1 No. 107 Mansfield Street – Supports the proposal
- Property No. 97 Mansfield Street – Supports the proposal
- Property No. 111 Mansfield Street – Supports the proposal

### Officer's Recommendation:

That 10.5m of parking outside No.109 Mansfield Street, Rozelle be converted from unrestricted parking to 'P15min 7am-3pm Mon-Fri'.

### Discussion:

### Committee Recommendation:

## 2.2 Glover Street, Lilyfield - '90 Degree Angled Parking' Restriction

Precinct: Rozelle/Lilyfield	Ward: Eora Leichhardt-Lilyfield
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### Background

At the February Ordinary Council Meeting, Council resolved to refer a proposal for 38 formalised 90 degree angled car parking spaces to the Local Traffic Committee for its consideration.

These 38 car spaces would be an extension to the existing 90 degree angled car parking spaces currently present on Glover Street outside the Glover Street Sporting Ground.

It should be noted that during sporting events, vehicles park informally on this grassed area outside of WHOS (We Help Ourselves).

## Proposal

It is proposed that 38 formalised 90 degree angled car parking spaces be provided on the eastern side of Glover Street, south of the existing formalised parking spaces adjacent to Glover Street Sporting Ground as shown on the following plan.



## Consultation



A letter outlining the above parking proposal was mailed out to the affected properties (7 properties including WHOS) in Glover Street as indicated on the following plan, requesting residents' views regarding the proposal.

Responses from 1 resident were received objecting to the proposal primarily due to the proposal not considering the provision of a pedestrian footpath.



- Resident Response:

My objection is that the design you have provided does not provide for pedestrian facilities. Presently there is no other place for someone either using a walking frame, a wheelchair or pushing a pram in Glover Street (between Church St and the dead-end) other than to use the road on which both bicycles and motor vehicles travel at speed. Vehicle and bicycle speed should be limited to 10 km/hour on Glover Street from Church St to the dead-end.

Officer's Comment:

*Council had listed this section of Glover Street for footpath construction works and a contractor will be engaged in the 2015/16 financial year to provide a concrete footpath on the western side of Glover Street from Church Street down to the Bay Run. Construction of the pedestrian footpath on Glover Street will provide a safer environment for pedestrians, rather than a 10km/h Shared Zone.*

**Officer's Recommendation:**

- a) That 38 formalised 90 degree angled car parking spaces be provided on the eastern side of Glover Street, south of the existing formalised parking spaces adjacent to Glover Street Sporting Ground.
- b) That \$110,000 for this work be allocated in the draft 2016/17 Budget.

**Discussion:**

**Committee Recommendation:**



### 2.3 Wetherill Street/Norton Street, Leichhardt– Pedestrian Facilities

<i>Precinct: Leichhardt</i>
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<i>Ward: Eora Leichhardt-Lilyfield</i>
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#### Background

At the March 2016 Traffic Committee Meeting it was recommended as follows in relation to a proposal to upgrade the Wetherill Street/Norton Street intersection to include a pedestrian (zebra) crossing in Wetherill Street:

*That the following raised threshold be deferred pending more data being forwarded to RMS.*

- *Wetherill Street at Norton Street, Leichhardt*

At the March LTC the RMS representative reiterated his previous position that he does not support upgrading the raised threshold to a pedestrian (zebra) crossing due to it not meeting the required warrant.

A revised proposal as attached in **Appendix B**, is now proposed for the intersection, which provides pedestrian improvements by widening the existing crossing facility in Wetherill Street on the raised threshold but does not include the pedestrian (zebra) crossing. This proposal does not result in any loss of on-street parking and is listed in the current works program.

#### Officer's Recommendation:

That modifications to the raised threshold in Wetherill Street at Norton Street as detailed in **Appendix B** be approved:

#### Discussion:

#### Committee Recommendation:

### 2.4 North Avenue, Leichhardt - 'No Parking' Restriction

<i>Precinct: Leichhardt</i>
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<i>Ward: Gadigal Annandale-Leichhardt</i>
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#### Background

Concerns have been raised by residents of No. 111 Catherine Street and No. 2 North Avenue, in North Avenue regarding vehicles obstructing access to the off-street parking facilities of those properties.

The existing driveway linemarking treatment on either side of the two adjoining driveways has not been effective at this location to deter vehicles from encroaching or parking across the driveways. Council's parking enforcement officers have indicated that the current signage to indicate angle parking to the east of the driveways may misinform motorists that they could park parallel in the area west of the parking sign.

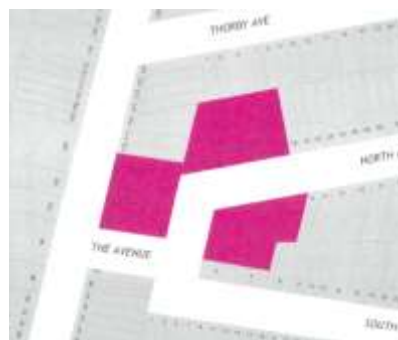
## Proposal

In order to deter vehicles from parking or encroaching across the adjoining driveways of the rear of No. 111 Catherine Street and No. 2 North Avenue, it is proposed to install a 'No Parking' zone across the two driveways as shown in the following plan. The proposed 'No Parking' zone will formalise and reinforce the Road Rules (198) which dictates that driveways function as a 'No Parking' zone.



## Consultation

A letter outlining the above 'No Parking' zone proposal was mailed out to the affected properties (18 properties) in Catherine Street and North Avenue as indicated on the following plan, requesting residents' views regarding the proposal.



The consultation received one response which opposed the proposal.

The objection received is summarised below:

- Resident's Response:  
Repaint the original linemarking near No.2 North Avenue to avoid losing one angle parking space.

Repainting the line marking in its original position would also:

- improve parking capacity at this end of North Avenue
- eliminate Council's requirement to erect signage and police this
- reduce the visual pollution of further signage along the residential street
- maintain enforceable parking restrictions as the Australia Road Rules legislate.

Officer's Comment:

*The original linemarking outside No.2 North Avenue didn't provide adequate area for vehicles egressing/accessing the rear driveway of No. 111 Catherine Street, when vehicles parked on either side of the indicated line markings.*

*The proposed 'No Parking' restriction signs would be installed on the existing powerpole and parking sign stem, therefore the visual pollution is minimised as no new sign stems are required.*

#### **Officers Recommendation:**

- a) That a 'No Parking' restriction be installed across the driveways of No. 111 Catherine Street and No. 2 North Avenue, Leichhardt.
- b) That the surveyed residents be advised of the Committee's recommendation.

#### **Discussion:**

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**Committee Recommendation:****2.5 Batty Street at Mansfield Street, Rozelle – Kerb Extension**

<i>Precinct: Rozelle/Lilyfield</i>	<i>Ward: Wangala Rozelle-Lilyfield</i>
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**Background**

Council has received a request from residents concerned with the illegal entry into Batty Street from Mansfield Street, northbound.

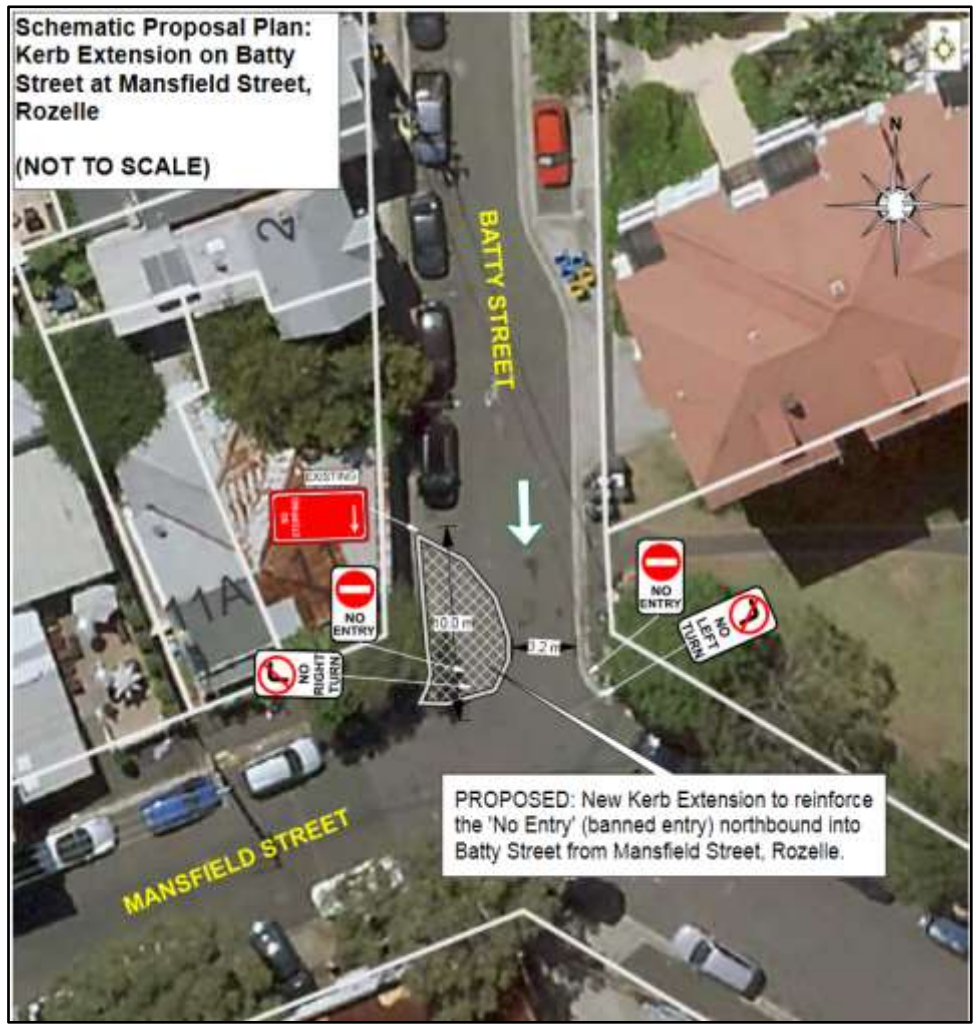
Council conducted a traffic survey between 30 July and 25 August 2015 by placing a traffic counter in Batty Street near the intersection with Mansfield Street. The survey revealed that 495 vehicles entered Batty Street northbound via Mansfield Street between the survey dates, this an average of 19 vehicles per day. Although the number is low, it is considered unacceptable despite there being no recorded accidents in the past 5 years. (2010-2014) inclusive.

**Proposal**

In order to deter, prevent and reinforce the existing 'No Entry'/ banned entry northbound into Batty Street from Mansfield Street, it is proposed that:

- A new kerb extension be installed on the western corner of Batty Street and Mansfield Street, reducing the carriageway to one southbound travelling lane.
- Additional 'No Entry', 'No Right Turn' and 'No Left Turn' signage be installed in the appropriate locations.
- Linemarking of a 'UA1' straight ahead pavement arrow be marked on Batty Street near Mansfield Street.

A detailed design will be produced for the above proposal.



**Consultation**

A letter outlining the above proposal was mailed out to the affected properties (26 properties) in Batty Street and Reynolds Avenue as indicated on the following plan, requesting residents' views regarding the proposal.

Four responses were received with three objecting and one supporting the proposal.





- Resident's Response:

We support the proposal to reinforce the left turn ban. On a daily occurrence, we observe vehicles driving along Batty Street in the wrong direction. Such driving poses a serious road safety hazard to all road users, especially residents who know the road is one way and may not expect a vehicle coming contrary to the legal direction. There are daily continued incidents of residents of No. 1 Batty Street disobeying the banned entry, to access their underground carpark from Mansfield Street because it is a shortcut from being forced to travel in the legal direction along Reynolds Avenue. The worn pavement arrows on Batty Street also contributes to the confusion experienced by non-local motorists which causes them to drive the wrong way up Batty Street. It appears that the proposal plan supplied by Council results in the loss of 2 on-street parking spaces, due to the parking amenity problems in the area, minimal loss of parking would be appreciated if the treatment is to go ahead, but all means road safety is an absolute priority.

Officer's Comment:

*Traffic survey data collected in July 2015 revealed that there were a number of vehicles entering Batty Street illegally via Mansfield Street, this is acknowledged and supports Council's proposal to reinforce the banned entry with kerb extension like treatment. The kerb extension plan is only preliminary and more detailed design on the type of treatment used will be investigated. There is no loss to on-street parking as the 'No Stopping' zone on the plan is existing.*

- Residents' Responses (2 similar):

I agree that the signage may need an upgrade due to tree branches covering. My main concern is with larger vehicles trying to turn into Mansfield Street from Batty Street as waste service trucks are already struggling and concrete kerb extension would only exacerbate the problem. I see no value in this proposal and is there data to support it?

Why does Council feel the existing 'No Entry' needs to be reinforced? The current intersection has worked effectively for many years and there have been no accidents in the last 10 year. Is there accident data to support the proposal? Additional signage is better than an over engineered kerb extension.

Officer's Comment:

*The existing signage can be improved independent to the proposed kerb extension. Traffic surveys carried out in July to August 2015 shows that on average 19 vehicles per day are illegally entering Batty Street from Mansfield Street. Although this is low, this unacceptable considering the banned entry despite there being no recorded accidents in the past 5 years. The proposal is only a draft plan, a more detailed design will be prepared that will consider large vehicle turning movements in the street and the end product may not be a concrete kerb extension but instead a less expensive rubber treatment.*

- Resident's Response:

I am opposed to the proposed kerb extension and urge Council investigate traffic flow in this area as it is very restrictive and poorly planned. Access should be provided to the apartments in Batty Street from Mansfield Street as this has a

significant volume of traffic during busy periods. I acknowledge that illegal parking is an issue in the area with patrons of the Bald Rock Pub. A possible alternative would be to reverse the shape of the kerb extension to allow access to the apartment's off-street parking whilst restricting illegal parking and turning.

Officer's Comment:

*The main purpose of the proposal is to address the issue with illegal entry into Batty Street from Mansfield Street, not the illegal parking within the 'No Stopping' restrictions at the corner of Batty Street and Mansfield Street. The access to off-street parking of the apartments in Batty Street is meant to be done via a right turn from Reynolds Street into Reynolds Avenue/Batty Street. This is a detour however this condition applies to all properties on Batty Street/Reynolds Avenue despite it being a shortcut to enter via Mansfield Street. Allowing northbound access to the driveway of No.1 Batty Street is not supported due to poor sight distance for southbound motorists not expecting this movement whilst traveling one-way southbound.*

**Officer's Recommendation:**

- a) That in principle support be given to the following treatments at the intersection of Batty Street and Mansfield Street:
- Kerb extension on the western corner of Batty Street and Mansfield Street, reducing the carriageway to one southbound travelling lane.
  - Additional 'No Entry', 'No Right Turn' and 'No Left Turn' signage be installed in appropriate locations to warn road use of the prohibited northbound entry.
  - Linemarking of a 'UA1' straight ahead line be marked on Batty Street directing motorists south towards the Mansfield Street intersection.
- b) That a detailed design be prepared and brought back to the Committee.

**Discussion:**

**Committee Recommendation:**

**2.6 Flood Street, Leichhardt – Road Occupancy**

Precinct: Leichhardt	Ward: Eora Leichhardt- Lilyfield
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**Background**



BreastScreen NSW has requested approval to locate a mobile lab unit on the western side of Flood Street, adjacent to Leichhardt Market Place within the existing 'Taxi Zone' for the duration of 8 weeks from Friday, 5 August to Friday 30 September 2016. The mobile lab unit will operate for screening from 8.30am to 4pm Monday to Friday. This location has been used in previous years without any issues and would not affect any businesses, see proposed location below:



The applicant has been requested to provide a copy of their public risk insurance.

#### Officers Recommendation:

That the road occupancy for a BreastScreen NSW mobile lab unit on the western side of Flood Street, adjacent to Leichhardt Market Place within the existing 'Taxi Zone', for the duration of 8 weeks starting from Friday, 5 August to Friday, 30 September 2016 be supported, subject to the following conditions:

- a) That all affected businesses, residents and other occupants must be notified of the road occupancy and activities at least one week prior to the commencement of the event. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated by the applicant.
- b) That the applicant contact Energy Australia/Ausgrid in relation to power access to the mobile laboratory.

- c) That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Director Infrastructure and Service Delivery, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs.
- d) That the Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. The applicant must therefore produce evidence of its public risk insurance cover (under which Council is indemnified) with a minimum policy value of at least \$10,000,000.
- e) That a copy of the Council approval letter must be made available on the site for inspection by relevant officers.
- f) That the applicant must comply with any reasonable directive from Council's Compliance Officers.
- g) That Council reserves the right to cancel this approval at any time.

**Discussion:**

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**Committee Recommendation:****2.7 Hamilton Street, Rozelle – No Parking restrictions**

<i>Precinct: Rozelle/Lilyfield</i>
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<i>Ward: Wangal Rozelle-Lilyfield</i>
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**Background**

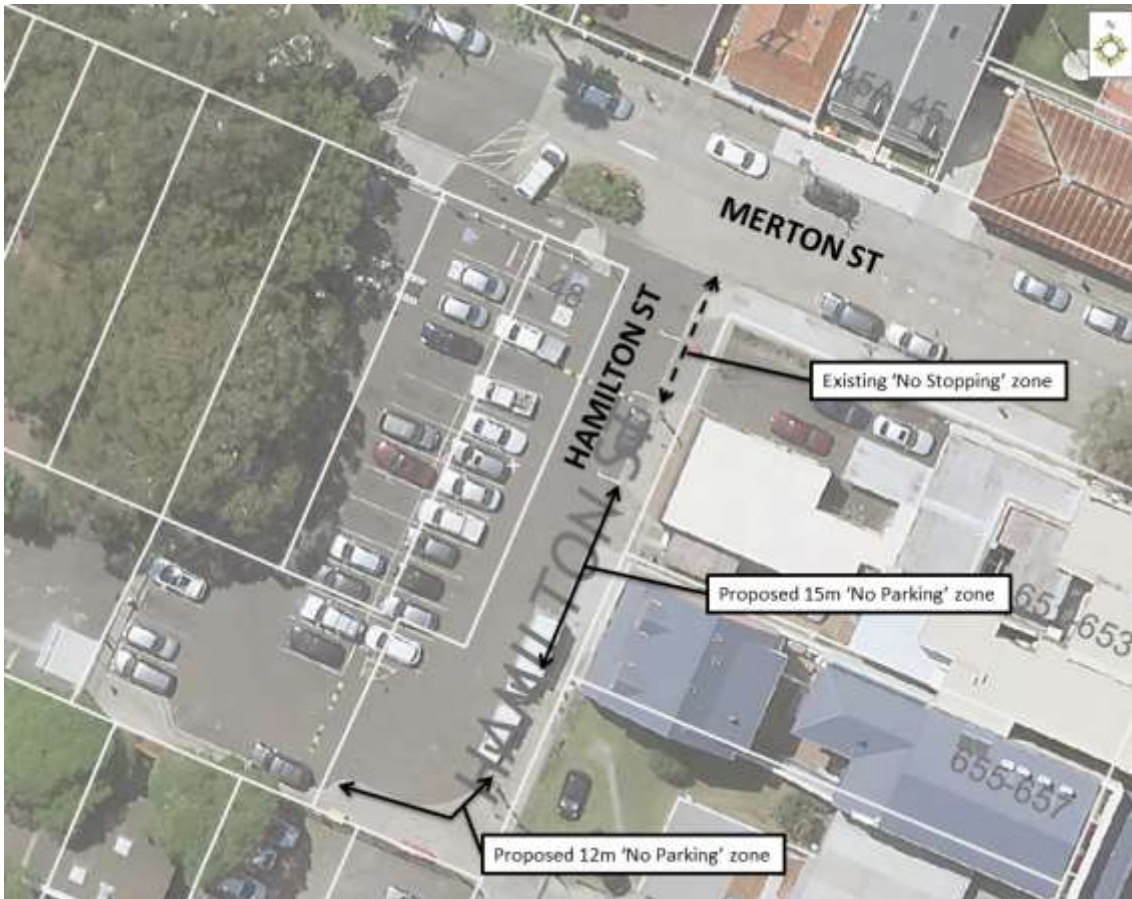
Concerns have been raised regarding vehicles parking across residents' driveways in Hamilton Street, Rozelle which forms the entry aisle of the Hamilton Street car park (accessed via Merton Street).

Currently no parking control signs are present on this side of the car park with the exception of a 'No Stopping' zone on Hamilton Street at Merton Street.

**Proposal**

In order to reinforce the statutory 'No Parking' restrictions and formalise all the 'No Parking' areas within the Hamilton Street car park, it is proposed to signpost a 15m 'No Parking' zone and a 12m 'No Parking' zone as shown in the plan below.

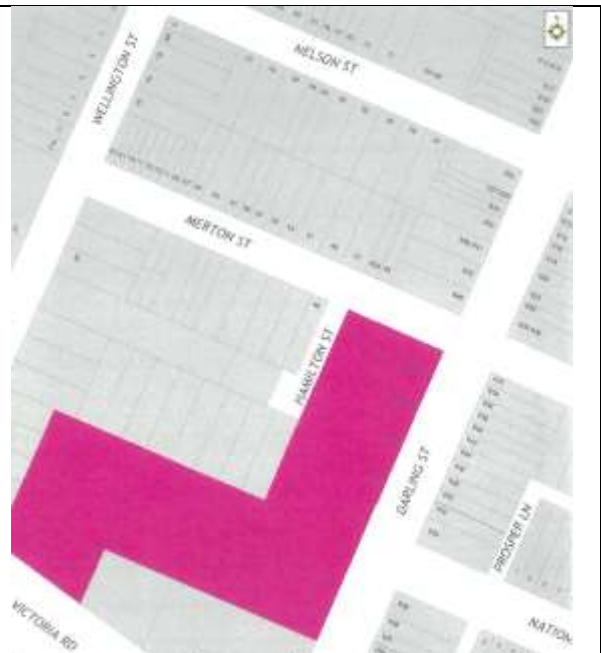
It should be noted that the proposal does not result in any loss of parking.



**Consultation**

A letter outlining the above parking proposal was mailed out to the affected properties (8 properties) in Darling Street as indicated on the following plan, requesting residents' views regarding the proposal.

No responses were received.



**Officer's Recommendation:**

- a) That a 15m 'No Parking' zone be provided on the eastern side of Hamilton Street, across the rear driveway of No.655-657 Darling Street
- b) That a 12m 'No Parking' zone be provided on the south-eastern side of the Hamilton Street car park, from the rear driveway of No.659 Darling Street (inclusive of the driveway) to the indented parking bays on the southern side of the Hamilton Street car park.

**Discussion:****Committee Recommendation:****2.8 Wise Street/Terry Street, Rozelle – No Left Turn for Vehicles over 9m**

<i>Precinct: Rozelle/Iron Cove</i>
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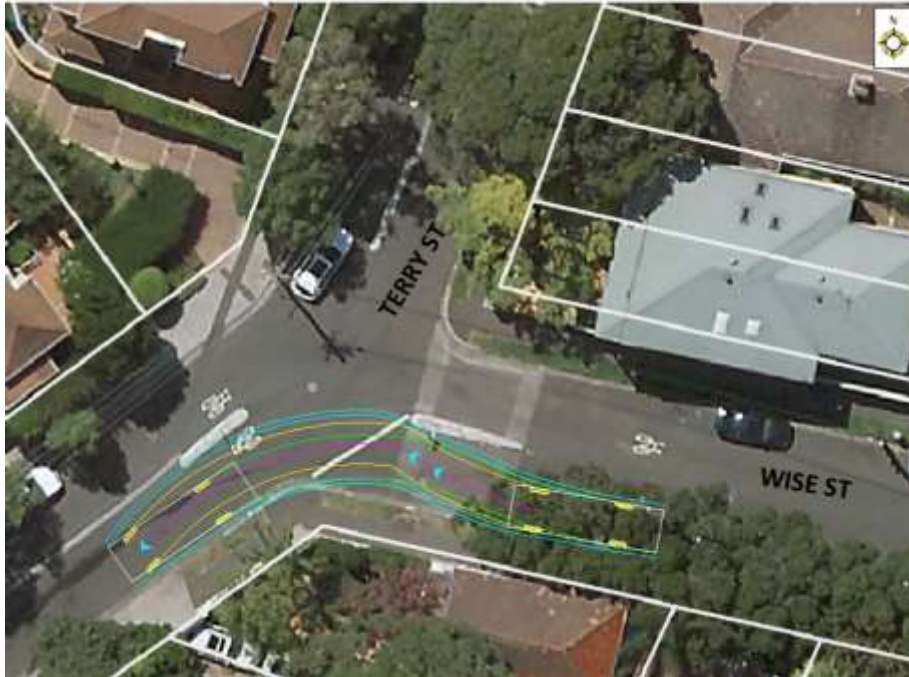
<i>Ward: Wangal Rozelle-Lilyfield</i>
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**Background**

Following a number of submissions from concerned residents regarding issues associated with large truck movements at the Wise Street/Terry Street, Rozelle intersection, Council tabled a Swept path assessment at the September 2015 Leichhardt Traffic Committee Meeting. The swept path assessment detailed issues associated with large trucks making left turns from Wise Street to Terry Street. It indicated that small rigid vehicles and medium rigid vehicles can make the turn; however, heavy rigid vehicles need to mount the kerb. A copy of the swept path assessment is shown below.



8.8m medium-rigid vehicle



12m heavy vehicle



The Committee recommended the following and Council subsequently adopted:

*“That a TMP be prepared detailing the impact of banning left turning vehicles greater than 9 m long from Wise Street into Terry Street including details of consultation with Telfords and that it be brought back to a future traffic committee for consideration.”*

A TMP detailing the impact of banning left turning vehicles greater than 9 m long from Wise Street into Terry Street is included in **Appendix C**.

It is proposed to ban this left turn movement for vehicles longer than 9 m as shown on the following plan.

**Proposal**



**Consultation**

A letter outlining the above proposal was mailed out to owners and occupants of all affected properties (as shown on the plan below). Requesting residents' and businesses views regarding the proposal.

Ten responses were received from the affected residents. Eight in support and two in objection to the proposal.



Council has received the following comments from the STA and Telfords representatives:

- There is no schedule STA bus service that uses Wise St Rozelle and buses are not permitted to use Wise St as a rat run.
- The private school services that operate through the Balmain/Rozelle area use a medium-rigid vehicle (less than 12.5 metres in length). The proposed 'No Left Turn' for vehicles over 9 meters can greatly affect the operation of the private bus services.

Officer's Comment:

*Telfords will need to use an alternate route for their vehicles over 9m so as to not impact on this intersection. Council has also received a petition in support of the proposed 'No Left Turn' restriction which includes 39 signatures from the residents of Wise Street and York Street.*

- Resident Response:

There are no better streets either side of Wise Street for long vehicles to turn in to Terry Street, as all the surrounding streets are also narrow.

Officer's Comment:

*The proposed 'No Left Turn' is in response to geometric constraints of the Terry Street/Wise Street intersection and not the width of the road. Heavy vehicles (over 9m) turning left into Terry Street from Wise Street are unable to do so without mounting either the footpath or the concrete median island in Terry Street thereby causing safety concerns to pedestrians. This is not the case at the alternate routes to access Terry Street, such as Norman Street and Thornton Street.*

- Resident Response:

Looking at Terry Street/Wise Street intersection in isolation does not address the broader concerns of the road. Terry Street needs adequate pedestrian safety/traffic calming addressed as part of the same traffic management review.

Officer's Comment:

*In accordance with Council's Traffic Calming Policy, a minimum of 3 requests from the residents is required before an investigation is initiated. Council has not received any other speed related concerns for Terry Street, Rozelle.*

### **Officer's Recommendation:**

That the provision of a 'No Left Turn' restriction for vehicles over 9.0m turning left from Wise Street into Terry Street be supported, subject to RMS approval.

### **Discussion:**

### **Committee Recommendation:**



## 2.9 Nagurra Place, Rozelle – No Stopping restrictions

<i>Precinct: Rozelle/Iron Cove</i>	<i>Ward: Wangal Rozelle-Lilyfield</i>
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### Background

Concerns have been raised by the Building and Facilities Manager of 124 Terry Street, Rozelle regarding frequent parking at the turnaround area at the end of Nagurra Place.

The concern relates to the lack of 'No Stopping' signs at the eastern end of the street, which is designed to be a turning bay for council waste trucks and other rigid vehicles and currently with cars frequently parked, the space is not able to be used for its intended purpose.

There are currently 'No Stopping' pavement markings covering the southern section of the turnaround area; however, it has reportedly had little effect on discouraging parking at this location.

### Proposal

It is proposed to provide 'No Stopping' zones at the eastern end of Nagurra Place, Rozelle, to cover the turnaround area.

### Consultation

An on-site meeting was held with the Building and Facilities Manager as well as a representative of the Owners Corporation for 124 Terry Street, Rozelle in order to confirm stakeholders were in favour of the proposed 'No Stopping' restriction. The proposal was supported.

### Officer's Recommendation:

That 'No Stopping' restrictions be installed on the eastern end of Nagurra Place, Rozelle to cover the turnaround area at the end of the street.

### Discussion:

### Committee Recommendation:

**2.10 Nelson Street, Annandale – Part-time ‘Loading Zone’**

*Precinct: Annandale*

*Ward: Gadigal Annandale-Leichhardt*

**Background**

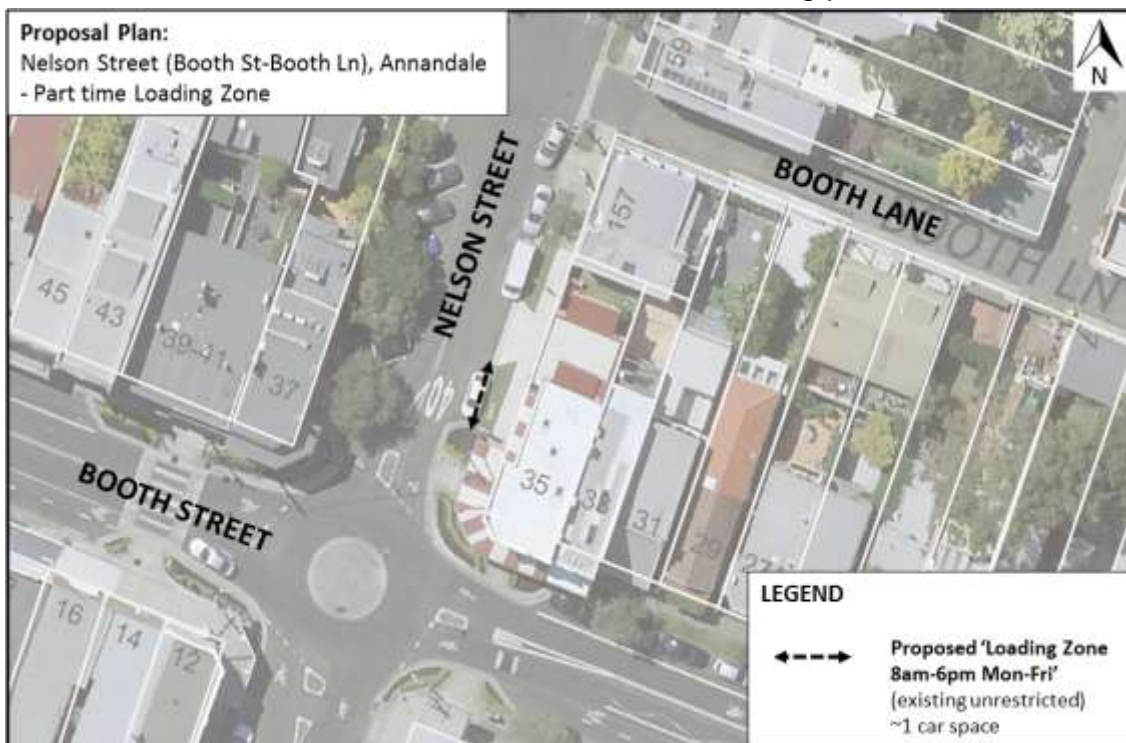
Council has received a request from a business for a ‘Loading Zone’ on the eastern side of Nelson Street north of Booth Street, to facilitate deliveries.

Nelson Street has a very high competition for on-street parking and loading vehicles are often forced to park illegally across driveways or double park to facilitate deliveries.

The subject business requires the ‘Loading Zone’ close to its office storage at variable frequencies on weekdays, often taking a full day to adequately pack 2 or 3 vehicles with the essential gear.

**Proposal**

Therefore, it is proposed that a 6m ‘Loading Zone 8am-6pm Mon-Fri’ (1 car space) be installed on the first parallel parking bay on the eastern side of Nelson Street north of Booth Street, Annandale, as shown on the following plan:

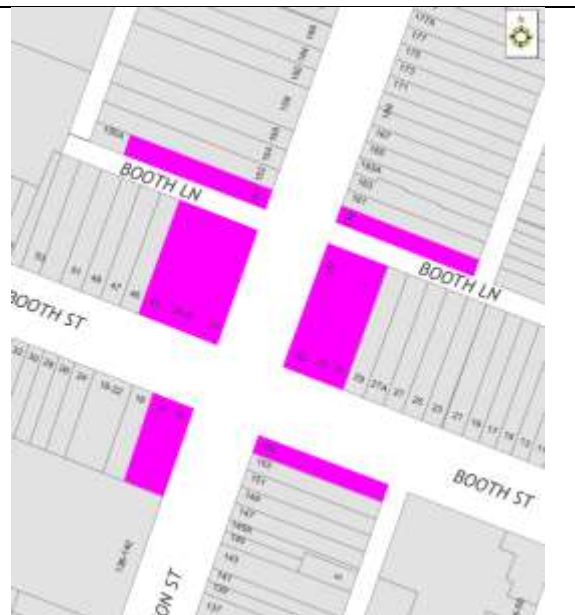


The proposed ‘Loading Zone’ would not just directly benefit the applicant with access via Nelson Street but also many of the nearby businesses on Booth Street that require deliveries.

**Consultation**

A letter outlining the part-time 'Loading Zone' proposal was mailed out to the affected properties (20 properties) in Booth Street and Nelson Street as indicated on the following plan, requesting residents' views regarding the proposal.

One response was received objecting to the proposal.



- **Business's Response:**

We object to the proposal as there are already 3 loading zones on Booth Street between Johnston Street and Taylor Street.

Council should look at the following alternatives:

- Remove the bus stop on the southern side of Booth St near Nelson St.
- Remove the Australia Post Box near the roundabout to regain the parking space as it is underutilised.
- Remove all kerb extension garden beds to increase on-street parking areas
- Narrow the footpath and nature strip on the eastern side of Nelson St between Booth St and Booth Ln to allow angled parking.

In hindsight Council should have allowed the development at No. 35 Booth St and 157 Nelson Street to have off-street parking as 3 or 4 on-street parking spaces have been lost due to it.

Officer's Comment:

*The proposed part-time 'Loading Zone' can also be used by many businesses nearby on Booth Street that require deliveries.*

*There is only one part time 'Loading Zone 8am-6pm Mon-Sat' for 2 spaces in front of No. 20 Booth Street. The other is a part-time 'Truck Zone 12pm-2pm' on Booth Street near Taylor Street. These are located on the southern side of Booth Street and it would require using the zebra crossing to access properties on the opposite site.*

*The suggested alternatives are not feasible and would impact on the local community.*

**Officer's Recommendation:**

That a 6m 'Loading Zone 8am-6pm Mon-Fri' be installed on the eastern side of Nelson Street, north of Booth Street, in the first parallel parking bay between the driveway on the side of No.35 Booth Street and the kerb extension.

**Discussion:**

**Committee Recommendation:**

**2.11 Moore Lane, Lilyfield – No Parking Restrictions**

<i>Precinct: Lilyfield</i>	<i>Ward: Gadigal Annandale-Leichhardt</i>
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**Background**

Council has been advised that vehicles are frequently parking across driveways and in areas on the southern side of Moore Lane, that limits accessibility and visibility for other road users which also have rear accesses via Moore Lane.

Moore Lane has a road width of less than 6m and is currently signposted with 'No Parking' restrictions along its northern boundary. The NSW Road Rules states that it is illegal to stop your vehicle on or across a driveway (unless dropping off or picking up passengers for no longer than 2 minutes). Therefore, driveways technically already act as 'No Parking' restrictions even when unsignposted.

**Proposal**

In order to reinforce the 'No Parking' restrictions relating to driveways and to provide additional sight lines and improve access to the rear underground carpark of Nos. 17-19 Moore Street during business hours/weekdays only, it is proposed that:

- A full-time 'No Parking' zone be installed across the driveways at the rear of Nos. 9, 11 and 11A Moore Street; and
- A 5.5m part-time 'No Parking 8am-6pm Mon-Fri' zone, be installed on the southern side of Moore Lane, immediately east of the Nos.17-19 Moore Street's underground carpark access.

The following plan details the proposal.



**Consultation**

A letter outlining the part-time and full time 'No Parking' restriction proposal was mailed out to the affected properties (19 properties) in Moore Street, Moore Lane and Ilka Street as indicated on the following plan, requesting residents' and businesses' views regarding the proposal.

Four responses were received with three objecting and one supporting the proposal.



- **Businesses' Response:**

I live at 37A Moore Lane which does not have a driveway or garage to park my vehicle. So I park directly across my property which is being proposed for a 'No Parking' zone. Could this not happen so I can continue to park there.

**Officer's Comment:**

*The proposed full-time 'No Parking' zone that will include the area opposite No. 37A's driveway does not result in any change, as it only reinforces the Road Rules whereby it is illegal to park across a driveway.*

- **Resident's Response:**



My property has rear lane access via Moore Lane as with many others. We support the proposal and request its immediate implementation. Moore Lane is not configured for parking and emergency access is impossible with any cars parked in the lane. Waste Service trucks' access is difficult requiring them to reverse and manoeuvre carefully to avoid hitting parked vehicles. It is difficult to enter our property via Moore Lane with parked vehicles opposite our driveway. Vehicles can park in Ilka Street or Moore Street and do not need to rely on Moore Lane for parking.

Officer's Comment:

*The proposed 'No Parking' zone will assist the respondent's rear lane access.*

- Resident's Response:

I use Moore Lane to drop off and receive goods at the rear of my industrial zoned property. The neighbouring owners of No. 9 Moore St are building their industrial building and I will not have access to the rear of my property unless I use the laneway. I do not always use my rear access of 11 Moore Street, if I remove the roller door, will it still be considered a driveway? It [the property] is zoned industrial and I cannot use it as such.

Officer's Comment:

*The proposed 'No Parking' restrictions will still allow delivery of goods.*

- Resident's Response:

I am responding on behalf of the owner of 13 and 11a Moore Street Leichhardt. I object to the proposed full time no parking zone behind 11a Moore St on the following grounds:

1. In accordance with the council's development planning for the northern side of Moore Lane, the setback for the driveways should allow for adequate manoeuvring and operating of vehicles in the lane. Any inadequate vehicle operation should be investigated by the planning department and rectified according to council's planning tools.
2. Other residents of Ilka St that interface with industrial users and are adequately able to enter and exit residential driveways while vehicles are stationary on the Moore St side. Why are the nominated properties 9, 11, 11a Moore St being targeted and not the whole of the lane if the same rules apply?
3. The zoning on the southern side is industrial, not residential. Any future developments on the site of 11a Moore St would allow for 100% building floor to space ratio. A full time no parking zone would disadvantage development of the site.
4. The industrial zoning of Moore St results in multiple uses of the spaces e.g. loading zones, rubbish collection and disposal points.
5. Stationary vehicles across driveways in Moore St to underline that industrial zoning mixed with residential zoning results in vehicles requiring more than 2 minutes to drop off passengers.

I object to the proposed part-time "No Parking" zone immediately east of no 17-19 underground carpark on the following grounds:

1. You have sited “safer ingress and egress for staff” for the removal of a current full time parking space behind 15 Moore St. Rather than remove a valuable full time space, a concrete parking barrier could be put in place to prevent vehicles parking beyond that point, retaining a full time parking space and satisfying safety concerns for industrial users of 17-19 Moore St.
2. Development applications are currently before council for both 37a and 39 Ilka St to add additional residential road users to the narrow lane way. These developments will increase day time traffic associated with visitors, utility suppliers, workers, and residents etc. requiring the retention of all full time parking spaces, not reducing them.

**Officer's Comment:**

- *Any new resident development applications (DA) on the northern side of Moore Lane will require a setback for any off-street parking facility to cater for car accessibility in the narrow lane.*
- *There is an existing rear access in the subject area that was built prior to the new planning conditions which effects car accessibility to the property under the current situation.*
- *The southern side of Moore Lane is zoned as industrial; however, it does not exempt properties from the Road Rules regarding the legality of vehicles parking across driveways or obstructing access to adjacent land.*
- *The proposed ‘No Parking’ restrictions will still allow delivery of goods.*
- *The proposed part-time ‘No Parking 8am-6pm Mon-Fri’ zone is intended to improve access to the underground carpark at the rear of Nos. 17-19 Moore Street. It will only apply during business days and hours hence the parking space is still being retained. Installing a bollard or barrier will permanently reduce the available on-street parking space remaining.*
- *Any new residential development in Moore Lane will need to comply with any off-street parking requirement and cater for its accessibility in the narrow lane. Visitors, workers and utility suppliers will still be able to park in the remaining unrestricted sections of Moore Lane.*

**Officer’s Recommendation:**

- a) That a 16m ‘No Parking’ zone be installed on the southern side of Moore Lane, across the driveways at the rear of Nos. 9, 11 and 11A Moore Street.
- b) That a 5.5m ‘No Parking 8am-6pm Mon-Fri’ zone be installed on the southern side of Moore Lane, immediately east of the underground carpark access to the rear of Nos. 17-19 Moore Street.

**Discussion:**

**Committee Recommendation:**



**2.12 Taylor Street, Annandale – Road Occupancy**

<i>Precinct: Annandale</i>	<i>Ward: Gadigal Annandale-Leichhardt</i>
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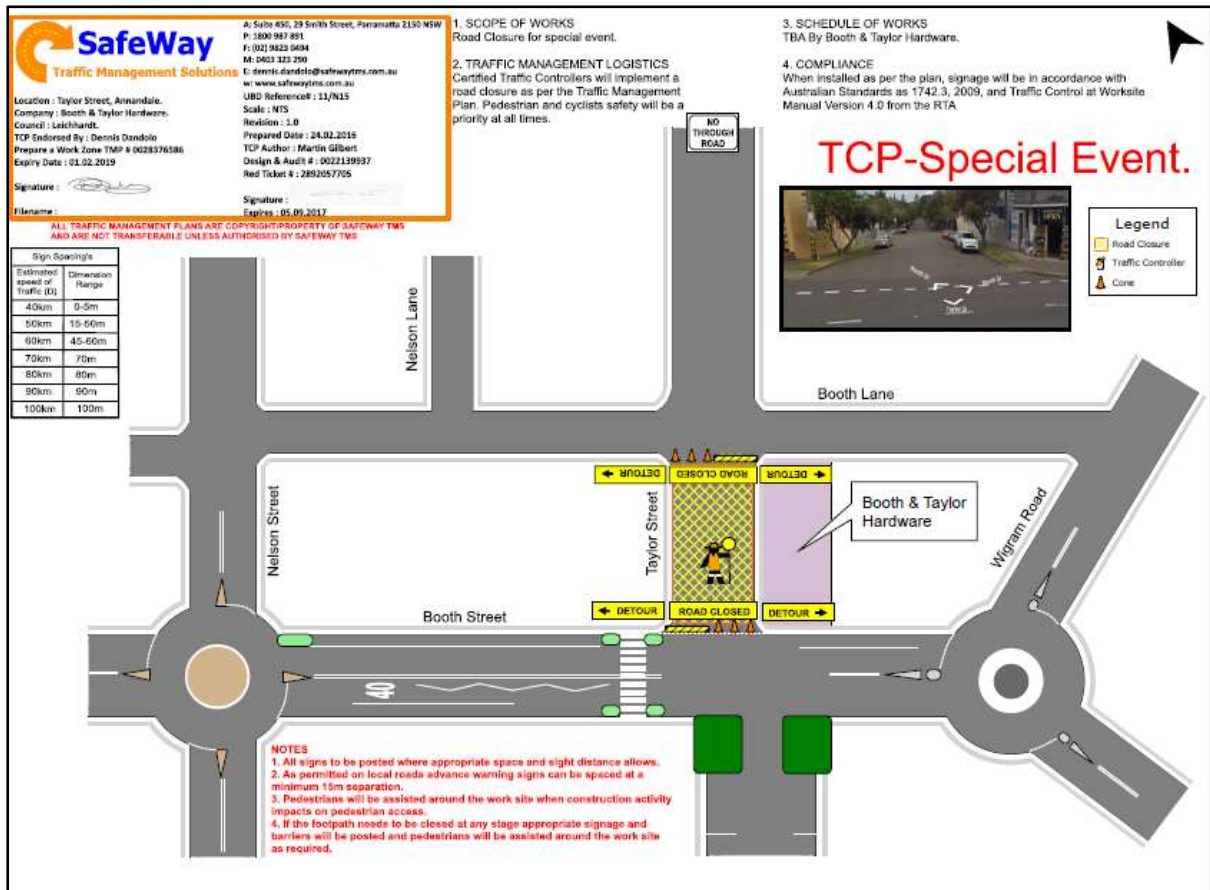
**Background**

Council has received an application for approval of a temporary road closure of Taylor Street between Booth Street and Booth Lane, Annandale from the Booth and Taylor Hardware store (No. 7 Booth Street, Annandale).

The applicant advised that the store (located on the corner of Taylor Street and Booth Street) is celebrating its 25<sup>th</sup> year anniversary on Saturday, 2<sup>nd</sup> July 2016. The applicant is seeking permission for a temporary road closure between 7.00am and 4.00pm in Taylor Street between Booth Street and Booth Lane, occupying the carriageway.

The only residential property that would be directly affected by the proposed temporary road closure is No. 9 Booth Street, with a driveway access via Taylor Street. The resident was advised of the potential road closure in advance by the applicant and stated that they were not concerned about the proposed road closure as they do not require access to their driveway.

The Traffic Control Plan for the closure is as follows (prepared by SafeWay TMS Pty Ltd):



According to the RMS 'Guide to Traffic and Transport Management for Special Events' (Version 3.4) a small street party is considered as a 'Class 3' event.

The RMS advises that features common to all Class 3 special events are that the event:

- does not impact local or major traffic and transport systems or classified roads
- disrupts the non-event community in the immediate area only
- requires Local Council and Police consent
- is conducted on-street in a very low traffic area such as a dead-end or cul-de-sac
- is never used for racing events.

Other features of a Class 3 special event are that it:

- may, depending on Local Council policy, require a simplified Transport Management Plan
- may depend on each Council's Special Events Policy and is not available in all Council areas
- may not require advertising the event's traffic aspects to the community.

**Officer's Recommendation:**

- 1) That the temporary full road closure of Taylor Street between Booth Street and Booth Lane, Annandale on Saturday, 2<sup>nd</sup> July 2016 between 7.00am and 4.00pm be supported, subject to the following conditions:
  - a) The occupation of the road carriageway must not occur until the road has been physically closed.
  - b) That the organiser be advised to arrange RMS accredited traffic controllers to manage the road closure.
  - c) That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the road closure. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event.
  - d) That the Fire Brigade (Leichhardt) be notified of the intended temporary road closure by the applicant.
  - e) That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.
  - f) That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
    - a. Barrier Boards
    - b. 'Road Closed' (T2-4) signs
    - c. 'Detour' (T5-1) signs
  - g) The Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$10,000,000.
  - h) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Director Infrastructure and Service Delivery, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs.
  - i) That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Noise Control Act.
  - j) That a copy of the Council approval be available on site for inspection by relevant authorities.
  - k) That Council reserves the right to cancel the approval at any time.
  - l) That the applicant complies with any reasonable directive from Council Officers and NSW Police.
- 2) That the applicant be advised of the Committee's recommendation.

**Discussion:****Committee Recommendation:****2.13 Eaton Street, Balmain –Review of Facilities for After School Pickup of Children**

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal-Balmain</i>
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**Background**

Council has recently considered a number of reports on the existing school drop off and pick up parking provisions at local schools in the LGA and investigated the provision of short term free parking near parking meters for parents during school drop off/pick up times. A report outlining the parking management and extending the five minute free parking on Eaton Street until 6 pm on school days, was submitted to the March 2016 Ordinary Meeting and a copy of the report is attached in **Appendix D**. Council resolved:

1. *That the following amendments to the 5-minute parking for the first three spaces on the western side of Eaton Street, north of Darvall Street be referred to the April Traffic Committee meeting for its consideration:*
  - i. *That the one space currently restricted as “P5min 8.00am-8.45am; 3.00pm-3.30pm School Days” be amended to “P10min 8.00am-8.45am; 2.30pm-6.00pm School Days”.*
  - ii. *That the existing part time ‘Disabled Parking’ restrictions for the space described in part i. be retained.*
  - iii. *That the two spaces currently restricted as “P5min 8.00am-9.00am; 2.45pm-3.30pm School Days” be amended to “P10min 8.00am-9.00am; 2.30pm-6.00pm School Days”.*
  - iv. *That the 4P parking restrictions be appropriately amended to follow the proposed 10 minute parking extension with the parking meter reprogrammed to allow for the free 10-minute parking up to 6pm on School Days.*
2. *That the specific parking and traffic management issues raised by the stakeholders be investigated and reported back to the Traffic Committee meeting for consideration.*
3. *That the current ‘5 min parking’ be converted to ‘10 min parking zones’ and ‘No Parking’ restrictions outside schools be retained, including within the Ticket parking meter areas.*
4. *That the new parking restrictions be trialled for 6 months.”*

There is currently 4P Ticket (8am-10pm; Permit Holders Excepted Area B2) parking operating in Booth Street (Darling Street-Darvall Street), Darvall Street and Eaton Street. This provides longer term parking for visitors to the various nearby facilities such as Balmain Hospital, Gladstone Park, bowling club, Church and schools. Recent surveys were conducted in Eaton Street, Darvall Street and Booth Street (Darling Street-Darvall Street) to determine the parking occupancy demand and turnover rate.

Analysis of the survey is shown in the table below:

### Parking Occupancy

	8:45am	12:30pm	3pm	4:30pm
Eaton Street	61%	52%	77%	35%
Darvall Street	88%	90%	78%	78%
Booth Street (Darling St- Darvall St)	91%	98%	98%	87%

### Parking Turnover

	8:45am to 12:30pm	12:30pm to 3pm	3pm to 4:30pm
Eaton Street	65%	68%	68%
Darvall Street	27%	34%	39%
Booth Street	41%	30%	35%

The proposed amendment to drop off/pick up restrictions is proposed in Eaton Street where there is surplus parking supply in the period after 3:30pm.

### Proposal

It is proposed to amend the existing 5 minute parking for the 3 spaces near the school's exit gate on the western side of Eaton Street, north of Darvall by extending the restrictions to 10 Minute parking from 3:30pm to 6:00pm. This would allow parents to pick up their children without worrying about paying for and displaying a ticket.

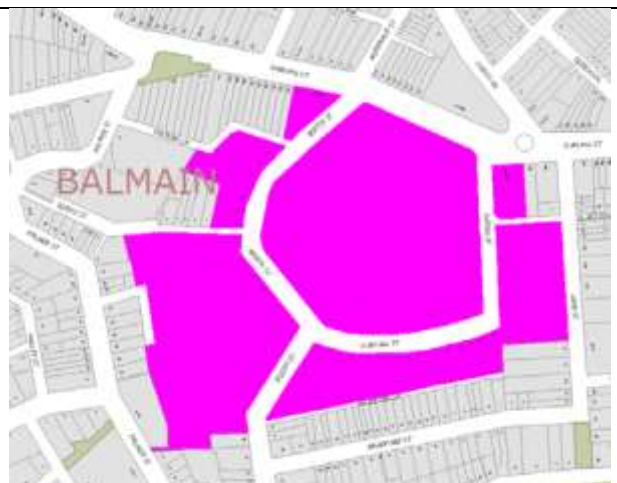


The proposed restrictions correspond with the finishing time of the after school care at 6pm.

## Consultation

A consultation letter was letterboxed to all properties in Eaton Street, Darvall Street and Booth Street, Balmain seeking feedback regarding the proposed extension of the existing 5 Minute parking, outside Balmain Public School in Eaton Street and on parking management in this area.

There were no responses received from the residents.



In addition, Council officers met with stakeholders on-site regarding traffic and parking management in the area. The results of the consultation are included in the attached report considered by Council.

The specific parking and traffic management issues raised by the stakeholders will be further investigated and reported back to a future Traffic Committee meeting for consideration.

### Officer's Recommendation:

- a) That the following amendments to the 5-minute parking for the first three spaces on the western side of Eaton Street, north of Darvall Street be supported:
  - i. That the one space currently restricted as "P5min 8.00am-8.45am; 3.00pm-3.30pm School Days" be amended to "P10min 8.00am-8.45am; 2.30pm-6.00pm School Days".
  - ii. That the existing part time 'Disabled Parking' restrictions for the space described in part i. be retained.
  - iii. That the two spaces currently restricted as "P5min 8.00am-9.00am; 2.45pm-3.30pm School Days" be amended to "P10min 8.00am-9.00am; 2.30pm-6.00pm School Days".
  - iv. That the 4P parking restrictions be appropriately amended to follow the proposed 10 minute parking extension with the parking meter reprogrammed to allow for the free 10-minute parking up to 6pm on School Days.
- b) That the new parking restrictions be trialled for 6 months.

**Discussion:****Committee Recommendation:**

### 3. Status Reports

**3.1 Elswick Street, Leichhardt - Status Update – Radar Speed Display**

<i>Precinct: Leichhardt</i>	<i>Ward: Eora Leichhardt-Lilyfield</i>
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**Background**

The Traffic Committee previously considered a proposal to install speed calming devices in Elswick Street. Following community consultation, no action was taken as the residents did not support raised thresholds due to potential noise issues. However, the Committee recommended:

*That speed radar display units be placed in Elswick Street between Marion Street and Allen Street, Leichhardt for 3 months and the results of speed levels be evaluated to determine if further traffic calming is required.*  
*That the properties in Elswick Street between Marion Street and Allen Street, Leichhardt be notified of the placement of the speed radar display units in Elswick Street, Leichhardt.*

Two Radar Speed Displays units were subsequently installed in Elswick Street in July 2015, facing traffic in both directions.

**Results**

Six months following the installation of the Speed Radar Display units, additional traffic counts were undertaken in Elswick Street as shown in the following table.

	85 <sup>th</sup> Percentile Speeds	March 2013	December 2015 (highlighted cells show direction treated)
Between Regent St and Marlborough St	Northbound	55.4km/h	<b>54.5 km/h</b>
	Southbound	54.4km/h	54.2 km/h
Between Macauley St and Carlisle St	Northbound	n/a	52.2 km/h
	Southbound	n/a	<b>53.4 km/h</b>

The results demonstrate a 1 km/h reduction in speeds in the northbound direction. These motorists faced the Speed Radar Display unit and were shown their speed in



green text, if they travelled at or below the speed limit, or in amber/orange text if they exceeded the speed limit of 50km/h. Also, the results indicate the recorded speeds are acceptable for the sign posted 50km/h limit. On the basis of the above results, no further action is warranted at this point in time.

**Officers Recommendation:**

That the above report be received and noted.

**Discussion:**

**Committee Recommendation:**

## 4 Minor Traffic Facilities

### 4.1 Removal of 'Disabled Parking' Restriction – Mullen Street, Balmain

Council Ref: DWS 3037476

Council records have indicated that the applicant to the 'Disabled Parking' zone in front of No.82 Mullens Street, Balmain has passed away and thus the 'Disabled Parking' zone is no longer required. A notification letter has been sent to the property to notify that the zone will be removed, no response has been received.

**Officer's recommendation**

That the 'Disabled Parking' space in front of No.82 Mullens Street, Balmain be removed as it is no longer required.

**Discussion:**

- 

**Committee Recommendation:**

#### **4.2 Amendment of Disabled Parking restriction – Lonsdale Street, Lilyfield**

Council Ref: DWS 3612013

A request has been received from the applicant to the 'Disabled Parking 8am-6pm Mon-Fri' restriction in front of No.2 Lonsdale Street. The applicant has found it increasingly difficult to find parking on weekends and in the evenings/nights and is requesting that the zone be converted to a full time 'Disabled Parking' zone.

##### **Officer's recommendation**

That the existing 'Disabled Parking 8am-6pm Mon-Fri' restriction outside No.2 Lonsdale Street, Lilyfield be modified to a full time 'Disabled Parking' zone.

##### **Discussion:**

- 

##### **Committee Recommendation:**

#### **4.3 Installation of Works Zone restriction – George Street, Leichhardt**

Council Ref: DWS 3635496

The applicant has requested the installation of a 75m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' outside of No.22 George Street, Leichhardt (George Street frontage) for 12 weeks.

##### **Officer's recommendation**

That a 75m 'Works Zone 7.00am - 5.30pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.22 George Street, Leichhardt for a 12 weeks period.

##### **Discussion:**

- 

##### **Committee Recommendation:**

## 5 Special Traffic Committee – Items supported between formal meetings

### 5.1 Installation of ‘Works Zone’ Restriction – Elliot Street, Balmain

The applicant has requested the installation of a 65m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' outside of No.102 Elliot Street, Balmain East for 12 weeks.

The applicant has also informed Council that the existing 32m 'Works Zone' allocated to this development is no longer required and so it is proposed to be removed prior to the installation of the 65m 'Works Zone' which will be located further west of the existing 'Works Zone'.

#### Committee Recommendation:

- a) That the existing 32m 'Works Zone' in front of No.102 Elliot Street, Balmain be removed.
- b) That a 65m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed in front of No.102 Elliot Street, Balmain (extending east from powerpole LE16612) for a 12 weeks period.

## 6 Items Without Notice

#### Discussion:

## 7 Next Meeting of the Leichhardt Local Traffic Committee

#### Officer's Recommendation:

That the next meeting of the Leichhardt Local Traffic Committee be scheduled for Thursday, 5<sup>th</sup> May 2016.

## 8 Part B – Informal Items

### 8.1 Alfred Street, Rozelle – Angle Parking Investigation

<i>Precinct: Rozelle/Lilyfield</i>
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<i>Ward: Wangal Lilyfield-Rozelle</i>
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The Traffic Committee at its meeting in November 2015 considered 'No Stopping' zones at the intersection of Alfred Street and Alfred Lane, Rozelle. The proposed 'No Stopping' restrictions were supported by the Committee and it was further recommended that angle parking be investigated on the southern side of Alfred Street, west of Alfred Lane.

Council's staff conducted an investigation into the feasibility of implementing 45 degree angle parking in Alfred Street, west of Alfred Lane. The following increases in parking supply are possible for Alfred Street, Rozelle

- Southern side only – 11 to 15 spaces (increase of 5) – not recommended due to steep camber of road
- Northern side only – 15 to 22 spaces (increase of 7)

### Analysis

In accordance with Council's angle parking policy, a number of requirements must be met to modify parallel parking to angle parking. These requirements are outlined in the table below:

Requirement	Response
Permitted only on Local roads	Alfred Street is a Local Road
The volume of traffic (bi-directional) must not be greater than 1000 vehicles per day	Traffic Counts undertaken in October 2015 revealed an ADT of 1580 vehicles per day (bi-directional)
The total width of travel lanes (two-way) to be minimum of 5.8m (manoeuvring space for angle parking range between 3.0m-5.8m)	Alfred Street has an average road carriageway width of 13 m, thus allowing 45 degree angle parking on one side and parallel parking on the other side. There is insufficient width to allow for angle parking on both sides of the road.
That the street not form a bus route.	Alfred Street is not on a bus route
The use of the street by cyclists needs to be accommodated in any proposal. To improve delineation for cyclists the edge of the angle parking bays are to be line marked.	Alfred Street is not a designated bicycle route.

Based on the above analysis, the bi-directional traffic volume (1580 veh/day) recorded in Alfred Street (between Alfred Lane and Denison Street) are above the maximum volume (1000 veh/day) required in accordance with Council's angle parking policy. Therefore Alfred Street does not warrant any further investigation for the provision of angle parking at the present time.

**Officers Recommendation:**

That the implementation of angle parking in Alfred Street, Rozelle west of Alfred Lane not be supported due to the high bi-directional traffic volume.

**Discussion:**

- 

**Committee Recommendation:****8.2 Elswick Street, Leichhardt – Angle Parking Investigation**

<i>Precinct: Leichhardt</i>	<i>Ward: Eora Leichhardt-Lilyfield</i>
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**Background**

The Traffic Committee at its meeting held in December 2015 considered a Resident Parking Scheme proposal for Elswick Street. Following community consultation, no action was taken as the residents did not support the proposed restriction. However, the Committee recommended that Council investigate the possibility of implementing 45 degree angle parking in Elswick Street, at suitable locations between Marion Street and Allen Street.

Council staff conducted an investigation into the feasibility of implementing 45 degree angle parking in Elwick Street between Marion Street and Allen Street. The following increases in parking supply are possible for Elswick Street, Leichhardt

- Eastern Side only – 33 to 52 spaces (increase of 19)
- Western Side only – 38 to 55 spaces (increase of 17)

**Analysis**

In accordance with Council's angle parking policy, a number of requirements must be met to modify parallel parking to angle parking. These requirements are outlined in the table below:

<b>Requirement</b>	<b>Response</b>
Permitted only on Local roads	Elswick Street is a Local Road
The volume of traffic (bi-directional) must not be greater than 1000 vehicles per day	Traffic Counts undertaken in December 2015 revealed an ADT of 2617 vehicles per day (bi-directional)
The total width of travel lanes (two-way) to be minimum of 5.8m (manoeuvring space for angle parking range between 3.0m-5.8m)	Elswick Street has a road carriageway width of 12 m, thus allowing 45 degree angle parking on one side and parallel parking on the other side. There is

	insufficient width to allow for angle parking on both sides of the road.
That the street not form a bus route.	Elswick Street is not on a bus route
The use of the street by cyclists needs to be accommodated in any proposal. To improve delineation for cyclists the edge of the angle parking bays are to be line marked.	Elswick Street forms part of a Local on Road bicycle route.

Based on the above analysis, the bi-directional traffic volume (2617 veh/day) recorded in Elswick Street is well above the maximum volume (1000 veh/day) required in accordance with Council's angle parking policy. Therefore, Elswick Street does not warrant any further investigation for the provision of angle parking at the present time.

**Officer's Recommendation:**

That the implementation of 45 degree angle parking in Elswick Street, Leichhardt at suitable locations between Marion Street and Allen Street not be supported due to the high bi-directional traffic volume.

**Discussion:**

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**Committee Recommendation:**

## **9. PART C - TRAFFIC GENERATING DEVELOPMENTS**

There are no matters to report.

## **Attachments**



## **Appendix A**

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Minutes of the Local Traffic  
Committee meeting held on 3<sup>rd</sup>  
March 2016

# REPORT FROM COMMITTEE

<b>DIVISION:</b>	INFRASTRUCTURE & SERVICE DELIVERY
<b>MEETING:</b>	MINUTES OF LOCAL TRAFFIC COMMITTEE
<b>MEETING DATE:</b>	3 MARCH 2016
<b>FILE REF:</b>	F97/00809
<b>WORD PROCESSING REF:</b>	g:\ltc's\2016\minutes\march 2016 minutes (without attachments).docx

## PRESENT

Councillor John Jobling	Chairperson
Ryan Horne	RMS Representative
Brendan Morson	RMS Representative
Sgt DC	NSW Police
Bill Holliday	Member for Balmain Representative
John Stephens	LMC – Traffic Manager
Jason Scoufis	LMC – Team Leader Traffic
Nina Fard	LMC – Senior Traffic Engineer
Manod Wickramasinghe	LMC – Traffic & Parking Engineer
Khanh Nguyen	LMC – Traffic & Parking Engineer
Alan Nassau	LMC – Team Leader, Parking Enforcement
Jason Bruce	State Transit Authority
Robert Moore	BAC Representative
11 Residents	Item 2.1
2 Residents	Item 8.1

## APOLOGIES

Councillor Rochelle Porteous	Deputy Chairperson
Chris Johnson	Road Safety Officer

**SUMMARY OF RECOMMENDATIONS****1.0 Confirmation of Minutes****TR16/016****Committee Recommendation (unanimous support):**

That the Minutes from the 4<sup>th</sup> February 2016 Local Traffic Committee Meeting be accepted as a true and accurate record of the meeting's proceedings.

**1.1 Matters Arising from Minutes of Previous Meeting**

Nil

**2.0 Reports****TR16/0017****2.1 Darley Road & Daniel Street, Leichhardt – 2P Angle Parking and Resident Parking Scheme****Committee Recommendation (unanimous support):**

That should the netball courts proposed be approved, the item be deferred until 3 months after the netball courts are operational.

**TR16/018****2.2 Darling Street (Mort St/Beattie St-Curtis Rd), Balmain – Road Closure ANZAC Day Dawn Service)****Committee Recommendation (unanimous support):**

- 1) That the road closure application for the 'ANZAC Day Dawn Service' on Darling Street (Mort Street/Beattie Street-Curtis Road), Balmain on Monday, 25<sup>th</sup> April 2016 between 3.00am and 9.30am be supported, subject to the following conditions:
  - a) That the subject road closure occurs between 3.00am and 9.30am on Monday, 25<sup>th</sup> April 2016.
  - b) The TCP (**Appendix C**) for the closure of Darling Street between Beattie Street and Curtis Road, Balmain be approved.
  - c) That approval from the Transport Management Centre (TMC) of Transport for NSW to temporarily close Darling Street is obtained prior to the event.
  - d) That a three (3) metre unencumbered passage be available for emergency vehicles though the closed section of Darling Street at all times.
  - e) That approval to conduct a public assembly be obtained from the NSW Police prior to the event. (Local Area Command – Glebe Ph: 9552 8099). A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event.

- f) That the occupation of the road carriageway must not occur until the road has been formally closed.
- g) That all advertising of the event must encourage the use of Public Transport.
- h) That STA buses terminate all services either at Grove Street or in Mullens Street.
- i) That two parking spaces on the northern side of Grove Street (even numbered side, No. 22, 24) near Deloitte Street be converted to a temporary 'Bus Zone'.
- j) That the affected residents in the vicinity of Grove Street bus turning area be notified of the above temporary parking changes.
- k) That NSW Police be requested to provide traffic control in Darling Street at Rowntree Street/Montague Street to restrict bus/truck access into Darling Street, east of Rowntree Street.
- l) That all affected businesses, residents and other occupants be notified of the road closures, activities and parking changes. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval two week prior to distribution.
- m) That the road closures be advertised in the local relevant newspapers at the applicant's expense. The advertising shall be in accordance with RMS advertising format and be submitted to Council's Traffic Section for approval prior to advertising. The advertisements shall be placed in the local newspapers 7 days before the event.
- n) That the approved Traffic Management Plan must be implemented at the applicant's expense.
- o) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads.
- p) That all traffic controllers must hold RMS certification.
- q) That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Director Infrastructure and Service Delivery, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs.
- r) That Council's Manager Works and Waste Services must be notified of the clean-up arrangements.
- s) That the conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Noise Control Act.
- t) That copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers.
- u) That the applicant be requested to provide free bicycle valet parking within or in proximity to the event area.
- v) The applicant shall comply with any reasonable directive from Council's Officers.
- w) The Council and RMS be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the

public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$10,000,000.

- 2) That Council reserves the right to cancel the road closure approval at any time.
- 3) That the STA representative be requested to advise Council whether the current shuttle bus which goes to Balmain East Wharf, can be extended for use for the Dawn Service.

#### **TR16/019**

### **2.3 Leichhardt Town Hall Carpark – Marion Street, Leichhardt – ‘1/4P’ restrictions**

#### **Committee Recommendation (unanimous support):**

That the 2 parallel parking spaces closest to Council’s Administration Building in the eastern parking aisle of the Town Hall carpark be converted from ‘Loading Zone 8am-6pm Mon-Fri’ to a ‘1/4P 8am-6pm Mon-Fri’ restriction.

#### **TR16/020**

### **2.4 Beattie Street/Mullens Street/Montague Street, Balmain – Pedestrian Conditions**

#### **Committee Recommendation (unanimous support):**

- a) That the proposal to extend the kerb on the northern and southern of Beattie Street west of Mullens Street and install kerb ramps in Mullens Street south of Beattie Street as detailed on the attached plan be supported, subject to relocating the kerb ramps 2 metres eastwards in Beattie Street.
- b) That the installation of pedestrian fencing at the intersection in front of both hotels, taking into consideration safety issues with cyclists, be investigated.
- c) That installing a zebra crossing in Mullens Street, south of Beattie Street near the bus stops, be investigated.

#### **TR16/021**

### **2.5 Catherine Street/City West Link/Brenan Street, Leichhardt – Cyclists Conditions**

#### **Committee Recommendation (unanimous support):**

That the report be received and noted.

**TR16/022****2.6 Flood Street, Leichhardt – Modification of Bus Zone****Committee Recommendation (unanimous support):**

Therefore, it is proposed that the existing restrictions at the bus stop on the western side of Flood Street, immediately north of Marion Street (stop number 204033) be modified to:

“Bus Zone, 9am-7pm Mon-Fri, 7:30am-6pm Sat, 9am-5pm Sun”

**TR16/023****2.7 Piper Street at Russell Street, Lilyfield – No Stopping restrictions****Committee Recommendation (unanimous support):**

That the 10m ‘No Stopping’ zone be signposted on:

- Piper Street, east of Russell Street, Lilyfield
- Piper Street, west of Russell Street, Lilyfield

**TR16/024****2.8 Short Street and Wetherill Street, Leichhardt – Pedestrian (zebra) crossings****Committee Recommendation (unanimous support):**

- a) That the following raised threshold be upgraded to raised, pedestrian (zebra) crossing, including associated signposting, floodlighting and kerb modifications as detailed in **Appendix E**:
  - Short Street at Norton Street, Leichhardt
- b) That the following raised threshold be deferred pending more data being forwarded to RMS.
  - Wetherill Street at Norton Street, Leichhardt

### **3. Status Reports**

There are no matters to report.



## 4. Minor Traffic Facilities

TR16/025

### 4.1 Removal of 'Disabled Parking' Restriction – Flood Street, Leichhardt

**Committee Recommendation: (unanimous support):**

- a) That it be noted that the 'Disabled Parking' space in front of No.143 Flood Street, Leichhardt is no longer required.
- b) That the existing redundant stems be removed.

TR16/026

### 4.2 Removal of '1P Restriction in lieu of Disabled Parking – View Street, Annandale

**Committee Recommendation: (unanimous support):**

That the existing 6m '1P' zone in lieu of Disabled Parking in front of No.125 View Street, Annandale be removed as it is no longer required.

## 5. Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

## 6. Items Without Notice

TR16/027

### 6.1 Proposed WestConnex Motorway interchange for Rozelle and Camperdown –Lilyfield Road, Lilyfield

**Committee Recommendation: (unanimous support):**

That this matter be further investigated.

## 7 Next Meeting of the Leichhardt Local Traffic Committee

### Officer's Recommendation:

That the next meeting of the Leichhardt Local Traffic Committee be scheduled for **Thursday, 7<sup>th</sup> April 2016**.

## 8 Part B – Informal Items

### TR16/028

#### 8.1 High Street, Balmain - Resident Parking Scheme

##### Committee Recommendation (unanimous support):

- a) That the proposed '2P, 8am-10pm, (7 Days), Permit Holders Excepted, Area B1' restrictions on both sides of High Street between Darling Street and Beattie Street, Balmain, be supported.
- b) That the existing 'Disabled Parking' zone in front of No. 32 High Street, be retained.
- c) That the surveyed residents be advised of the Committee's recommendation.

### TR16/029

#### 8.2 Mansfield Street, Rozelle - Resident Parking Scheme

##### Committee Recommendation (unanimous support):

- a) That a '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restriction on both sides of Mansfield Street, Rozelle between Mullens Street and Evans Street, with the exception of six parking spaces closest to the intersection with Mullens Street, not be supported at the present time due to less than 50% support from the residents.
- b) That the surveyed residents be advised of the Committee's recommendation.

### TR16/030

#### 8.3 Davies Street, Leichhardt – Angle Parking Restrictions

##### Committee Recommendation (unanimous support):

- a) That the proposed '90<sup>0</sup> Angle Parking, Rear to Kerb, Vehicles Under 6m Only' restrictions on the west side of Davies Street, Leichhardt not be supported due to insufficient support from residents at the present time.
- b) That the surveyed residents be advised of the Committee's recommendation.

## **9. PART C - TRAFFIC GENERATING DEVELOPMENTS**

There are no matters to report.

## **PART A – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS**

## **2 Reports**

### **2.1 Darley Road & Daniel Street, Leichhardt – 2P Angle Parking and Resident Parking Scheme**

<i>Precinct: Leichhardt</i>
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<i>Ward: Eora Leichhardt-Lilyfield</i>
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#### **Background**

Council is consulting residents on a proposal to provide netball courts in Shields Playground, Darley Road.

Council has investigated possible opportunities to enhance parking availability. It is proposed to implement '90<sup>0</sup> Angle Parking, Rear to Kerb, Vehicles Under 6m Only' parking on the western (Reserve) side of Darley Road between Foster Street and Daniel Street. The angle parking proposal will increase the existing on-street parking spaces on the Reserve side of Darley Road by approximately ten (10) spaces increasing the parking supply on the western side of Darley Road to 30 spaces (26 spaces along the Light Rail Corridor and 4 spaces fronting the Shields Playground).

This will be supplemented by '2P 8am-8pm; Mon-Fri' parking restrictions to improve parking turnover for the full length from Daniel Street to Foster Street, including the parallel parking spaces.

In addition to the above, Council is also proposing a Residential Parking Scheme '2P, 8am-8pm, Mon-Fri, Permit Holders Excepted, Authorised Area L1' outside residential properties in Darley Road (between Foster Street & Daniel Street) and Daniel Street, Leichhardt to further improve parking for residents.

### Analysis

In accordance with Council's angle parking policy, a number of requirements must be met to modify parallel parking to angle parking. These requirements are outlined in the table below:

Requirement	Response
Permitted only on Local roads	Darley Road (between Foster Street & Daniel Street) is a Local Road
The volume of traffic (bi-directional) must not be greater than 1000 vehicles per day	Based on the number of residential properties including one business the traffic generation is low and under 1,000 veh/day
The total width of travel lanes (two-way) to be minimum of 5.8m (manoeuvring space for angle parking range between 3.0m-5.8m)	Darley Road has a road carriageway width of between 11.2m and 15m, in the section where angle parking is proposed thus allowing 90 degree angle parking on one side.
That the street not form a bus route.	Darley Road is not on a bus route
The use of the street by cyclists needs to be accommodated in any proposal. To improve delineation for cyclists the edge of the angle parking bays are to be line marked.	Darley Road does not form a bicycle route.

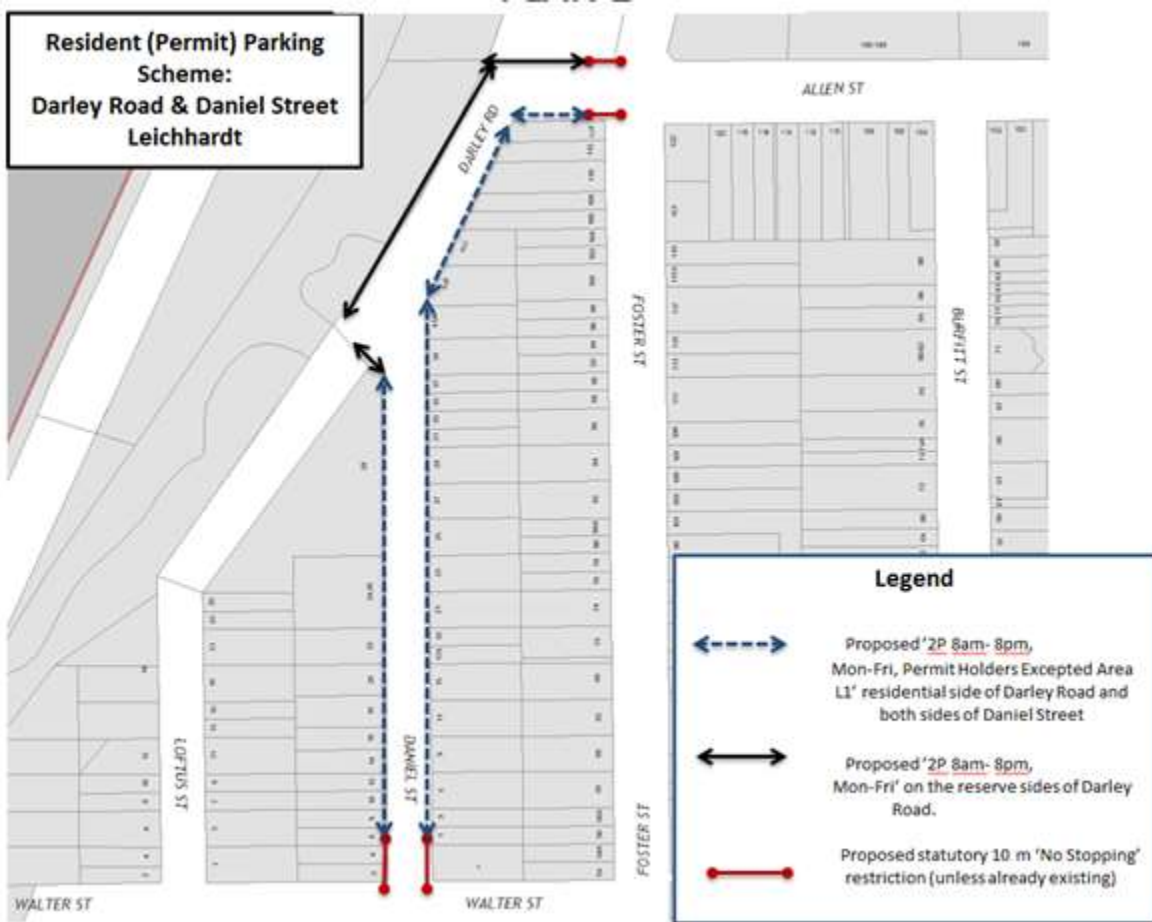
### Proposal

It is proposed that '90° Angle Parking, Rear to Kerb, Vehicles Under 6m Only' angle parking, supplemented by '2P 8am-8pm; Mon-Fri' parking restrictions, be implemented on the western (Reserve) side of Darley Road as shown on the following plan.



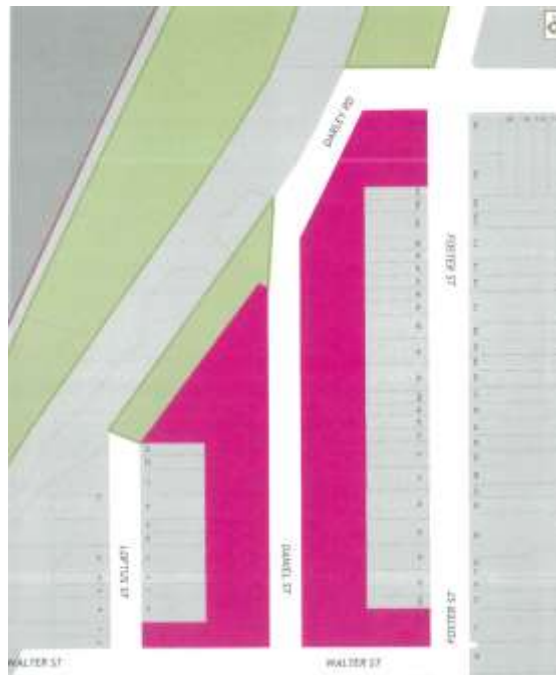
Considering various parking demands in the area and in order to further improve residential amenities in Darley Road and Daniel Street, the following RPS proposal has also been prepared as follows:

- '2P, 8am-8pm, Mon-Fri, Permit Holders Excepted, Authorised Area L1' outside residential properties in Darley Road (between Foster Street & Daniel Street) and Daniel Street, Leichhardt.



**Consultation**

A questionnaire was distributed to the affected properties (70 properties) in Darley Road (between Foster Street & Daniel Street) and Daniel Street (between Darley Road and Walter Street) as indicated on the attached plan, requesting residents'/businesses views on current parking conditions and the proposed RPS restrictions.





According to Council's Residential Parking policy, a minimum of 50% support from the properties in the subject section of the street is required for consideration to implement resident parking. The survey closes on the March 1st 2016 and the results will be tabled at the meeting.

### Traffic and Parking Impact of Proposal

GTA consultants were engaged to undertake a car parking and traffic assessment of the proposed netball courts. Their report is attached in **Appendix B**. The assessment detailed in the report estimates a car parking demand of 30 spaces and advises that the proposed 30 spaces signposted '2P 8am-8pm; Mon-Fri' can cater for the parking demand (including the additional 10 spaces provided by converting parallel parking to 90 degree angled parking). It also estimates a traffic generation of 60 vehicles/hour when training is held and that this volume of traffic is not expected to have significant impact on the adjacent road network.

### Officer's Recommendation:

- a) That 17 '90<sup>0</sup> Angle Parking, Rear to Kerb, Vehicles Under 6m Only' parking be implemented on the western (Reserve) side of Darley Road.
- b) That '2P 8am-8pm; Mon-Fri' parking restrictions be installed on the western (reserve side) of Darley Road for the full length between Daniel Street and Foster Street .
- c) That the results of the community consultation for the proposed '2P, 8am-8pm, Mon-Fri, Permit Holders Excepted, Authorised Area L1' restrictions outside residential properties in Darley Road (between Foster Street & Daniel Street) and Daniel Street, Leichhardt be discussed at the meeting.

### Discussion:

A number of residents from Daniel Street addressed the Committee and raised the following concerns:

- *The proposed 2P restrictions are not necessary, as netball training is not expected to last more than two hours. The restrictions will impact the residents and their visitors. The proposed 90 degree parking on Darley Road is not supported due to safety concerns for pedestrians and cyclists.*
- *Concerns were raised regarding the proposed RPS restrictions taking away from the street's liveability quality by restricting residents and their visitors. Council might choose to introduce parking permit fees in future, which is not supported by the residents. There is ample parking in Daniel Street despite the proximity of the Light Rail Station and there is no need for restrictions. The resident has conducted parking studies over 10 days which show parking availability at different hours of the day (this data will be forwarded to Council's Senior Traffic Engineer).*
- *Residents in the street with teenage children will be penalised by the proposed parking restrictions. Darley Road is too narrow for the proposed angle parking and its lack of footpath adds to the safety concerns for pedestrians. Restrictions will affect house values and therefore are not supported.*

- *Concerns were raised on behalf of elderly residents of Daniel Street that the proposed angle parking will encourage more people to drive to the area and hence will create traffic and safety issues.*

*A petition was distributed to the Committee members on behalf of the residents of Daniel Street, Leichhardt objecting to the proposed parking restrictions and to the Netball Courts.*

#### **Committee Recommendation:**

That should the netball courts proposed be approved, the item be deferred until 3 months after the netball courts are operational.

## **2.2 Darling Street (Mort St/Beattie St-Curtis Rd), Balmain - Road Closure (ANZAC Day Dawn Service)**

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal / Balmain</i>
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In preparation to mark ANZAC Day Dawn Service 2016, Council is organising an event at the Loyalty Square memorial, Balmain.

The details of the event are as follows:

Day:	Monday, 25th April 2016
Commemorative Service:	6.00am – 7.00am
Venue:	Loyalty Square, Balmain (outside Woolworths)

### **Road Closures**

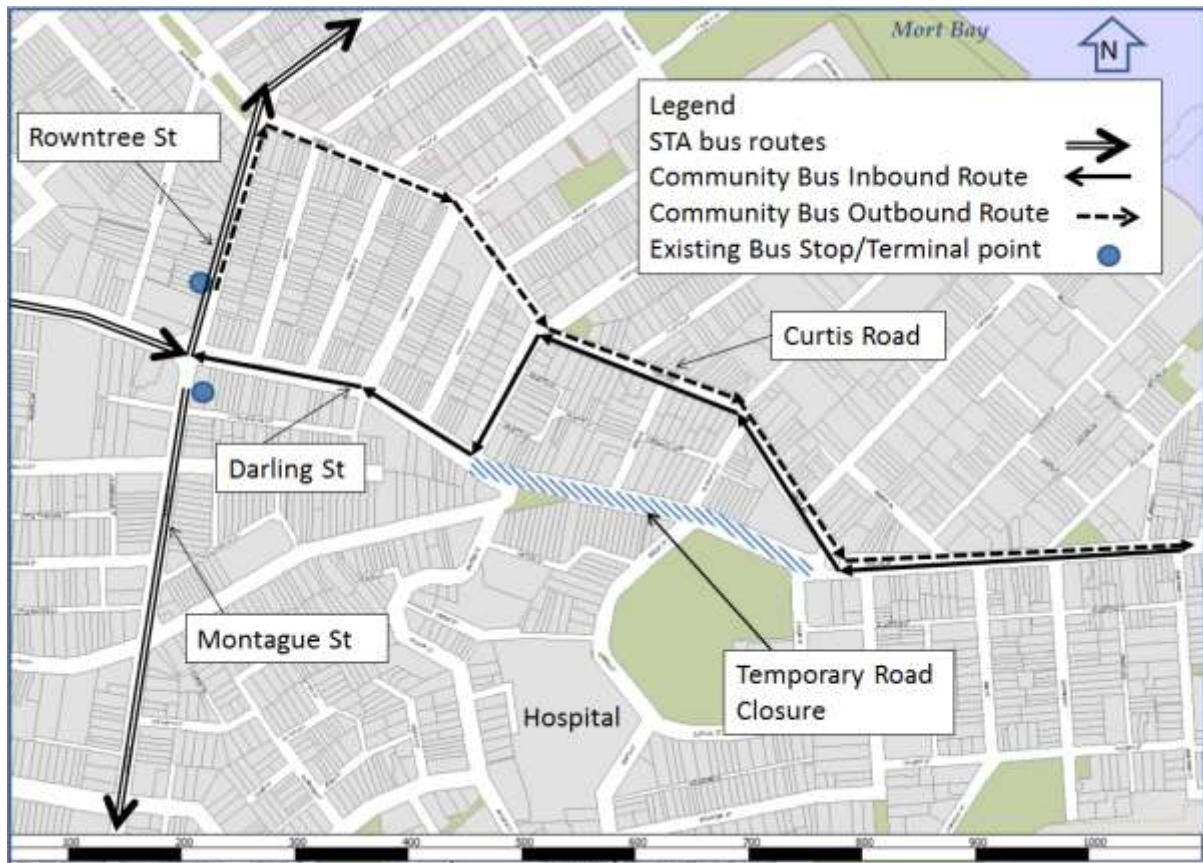
To facilitate the event, it is proposed to close Darling Street between Mort Street/Beattie Street and Curtis Road (approximately 260m) between 3.00am and 9.30am. This road closure will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on both sides of the subject section of Darling Street.

It should be noted that although the landuses in this area are predominantly retail/commercial, there are a number of residential properties in this section of Darling Street.

The Traffic Management Plan prepared for the event is attached in **Appendix C**.

All businesses/residents in the affected area will be advised to avoid parking in the subject section of Darling Street.

Based on the discussions held with the STA representative, buses would need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements. To maintain transport services between East Balmain and Balmain, Council will organise two shuttle bus services running between Balmain East and Darling Street/Rowntree Street/Montague Street. The shuttle bus service routes are shown on the following map. The STA representative will organise posting notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25<sup>th</sup> April 2016.



All other eastbound and westbound traffic will need to use Curtis Road or Palmer Street to access Balmain East.

The STA representative has also requested the temporary expansion of the bus turning area at Grove Street to accommodate additional buses. Therefore, it is proposed to temporarily remove two parking spaces on the northern side even numbered side (No. 22, 24) of Grove Street near Deloitte Avenue, Birchgrove. Affected residents will be notified.

### Notification

Council's Community Events Coordinator will organise a notification letter outlining the closure of Darling Street (Mort Street/ Beattie Street-Curtis Road) to all affected properties, including Balmain Hospital and the emergency services of the road closure.

The road closures and alternate public transport options will be advertised on Council's website and in local newspapers.

### **Other Events/Road Closures in the vicinity**

The Licensee of the Exchange Hotel in Balmain has requested the temporary closure of a 115m length of Beattie Street, west of Mullens Street from 10.00am on Monday, 25<sup>th</sup> April to 1.00am on Tuesday, 26<sup>th</sup> April 2016, as part of ANZAC Day celebrations.

It is expected that Beattie Street will be open to traffic when Darling Street is being closed between 3.00am and 9.30am on Monday, 25<sup>th</sup> April 2015.

### **Officer's Recommendation:**

- 1) That the road closure application for the 'ANZAC Day Dawn Service' on Darling Street (Mort Street/Beattie Street-Curtis Road), Balmain on Monday, 25<sup>th</sup> April 2016 between 3.00am and 9.30am be supported, subject to the following conditions:
  - a) That the subject road closure occurs between 3.00am and 9.30am on Monday, 25<sup>th</sup> April 2016.
  - b) The TCP (**Appendix C**) for the closure of Darling Street between Beattie Street and Curtis Road, Balmain be approved.
  - c) That approval from the Transport Management Centre (TMC) of Transport for NSW to temporarily close Darling Street is obtained prior to the event.
  - d) That a three (3) metre unencumbered passage be available for emergency vehicles though the closed section of Darling Street at all times.
  - e) That approval to conduct a public assembly be obtained from the NSW Police prior to the event. (Local Area Command – Glebe Ph: 9552 8099). A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event.
  - f) That the occupation of the road carriageway must not occur until the road has been formally closed.
  - g) That all advertising of the event must encourage the use of Public Transport.
  - h) That STA buses terminate all services either at Grove Street or in Mullens Street.
  - i) That two parking spaces on the northern side of Grove Street (even numbered side, No. 22, 24) near Deloitte Street be converted to a temporary 'Bus Zone'.
  - j) That the affected residents in the vicinity of Grove Street bus turning area be notified of the above temporary parking changes.
  - k) That NSW Police be requested to provide traffic control in Darling Street at Rowntree Street/Montague Street to restrict bus/truck access into Darling Street, east of Rowntree Street.
  - l) That all affected businesses, residents and other occupants be notified of the road closures, activities and parking changes. Any concerns or requirements raised by business proprietors, residents and other

occupants must be resolved or accommodated. The notification shall involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval two week prior to distribution.

- m) That the road closures be advertised in the local relevant newspapers at the applicant's expense. The advertising shall be in accordance with RMS advertising format and be submitted to Council's Traffic Section for approval prior to advertising. The advertisements shall be placed in the local newspapers 7 days before the event.
  - n) That the approved Traffic Management Plan must be implemented at the applicant's expense.
  - o) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads.
  - p) That all traffic controllers must hold RMS certification.
  - q) That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Director Infrastructure and Service Delivery, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs.
  - r) That Council's Manager Works and Waste Services must be notified of the clean-up arrangements.
  - s) That the conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Noise Control Act.
  - t) That copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers.
  - u) That the applicant be requested to provide free bicycle valet parking within or in proximity to the event area.
  - v) The applicant shall comply with any reasonable directive from Council's Officers.
  - w) The Council and RMS be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$10,000,000.
- 2) That Council reserves the right to cancel the road closure approval at any time.

#### **Discussion:**

- *State Transit Authority's representative advised that Transport for NSW has shuttle buses that go to Balmain East; these could be used for the 'ANZAC Day Dawn Service'. The STA representative will follow up with Transport for NSW.*

**Committee Recommendation:**

- 1) That the road closure application for the 'ANZAC Day Dawn Service' on Darling Street (Mort Street/Beattie Street-Curtis Road), Balmain on Monday, 25<sup>th</sup> April 2016 between 3.00am and 9.30am be supported, subject to the following conditions:
  - a) That the subject road closure occurs between 3.00am and 9.30am on Monday, 25<sup>th</sup> April 2016.
  - b) The TCP (**Appendix C**) for the closure of Darling Street between Beattie Street and Curtis Road, Balmain be approved.
  - c) That approval from the Transport Management Centre (TMC) of Transport for NSW to temporarily close Darling Street is obtained prior to the event.
  - d) That a three (3) metre unencumbered passage be available for emergency vehicles though the closed section of Darling Street at all times.
  - e) That approval to conduct a public assembly be obtained from the NSW Police prior to the event. (Local Area Command – Glebe Ph: 9552 8099). A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event.
  - f) That the occupation of the road carriageway must not occur until the road has been formally closed.
  - g) That all advertising of the event must encourage the use of Public Transport.
  - h) That STA buses terminate all services either at Grove Street or in Mullens Street.
  - i) That two parking spaces on the northern side of Grove Street (even numbered side, No. 22, 24) near Deloitte Street be converted to a temporary 'Bus Zone'.
  - j) That the affected residents in the vicinity of Grove Street bus turning area be notified of the above temporary parking changes.
  - k) That NSW Police be requested to provide traffic control in Darling Street at Rowntree Street/Montague Street to restrict bus/truck access into Darling Street, east of Rowntree Street.
  - l) That all affected businesses, residents and other occupants be notified of the road closures, activities and parking changes. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval two week prior to distribution.
  - m) That the road closures be advertised in the local relevant newspapers at the applicant's expense. The advertising shall be in accordance with RMS advertising format and be submitted to Council's Traffic Section for approval prior to advertising. The advertisements shall be placed in the local newspapers 7 days before the event.
  - n) That the approved Traffic Management Plan must be implemented at the applicant's expense.
  - o) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads.
  - p) That all traffic controllers must hold RMS certification.

- q) That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Director Infrastructure and Service Delivery, or else the applicant will be required to reimburse Council for any extraordinary cleansing costs.
  - r) That Council's Manager Works and Waste Services must be notified of the clean-up arrangements.
  - s) That the conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Noise Control Act.
  - t) That copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers.
  - u) That the applicant be requested to provide free bicycle valet parking within or in proximity to the event area.
  - v) The applicant shall comply with any reasonable directive from Council's Officers.
  - w) The Council and RMS be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$10,000,000.
- 2) That Council reserves the right to cancel the road closure approval at any time.
  - 3) That the STA representative be requested to advise Council whether the current shuttle bus which goes to Balmain East Wharf, can be extended for use for the Dawn Service.

### 2.3 Leichhardt Town Hall Carpark – Marion Street, Leichhardt - '1/4P' restrictions

<i>Precinct: Leichhardt</i>	<i>Ward: Eora Leichhardt-Lilyfield</i>
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#### Background

A proposal to convert two of the existing time restricted parallel parking spaces in the Town Hall carpark to a 'Loading Zone' to facilitate deliveries for Council's Administration building, was reported to the Traffic Committee meeting held in March 2015, which was subsequently adopted by Council.

The approved recommended 'Loading Zone 8am-6pm Mon-Fri' that was installed and in operation for the past year, was unsuccessful as it was not enforceable and did not deter non-delivery vehicles from often using it as parking. There is no provision under the Local Government Act 1993 (Section 650) for the enforcement of Loading Zones within carparks.

#### Proposal



In order to continue to facilitate deliveries with a parking restriction that is enforceable, it is proposed to convert the existing 'Loading Zone 8am-6pm Mon-Fri' to '1/4P 8am-6pm Mon-Fri' restrictions, as shown in the plan below:



### **Consultation:**

Consultation with the public is not required as it is within Council's Carpark. However, internal staff will be notified, subject to support of the proposal.

### **Officer's Recommendation:**

That the 2 parallel parking spaces closest to Council's Administration Building in the eastern parking aisle of the Town Hall carpark be converted from 'Loading Zone 8am-6pm Mon-Fri' to a '1/4P 8am-6pm Mon-Fri' restriction.

### **Discussion:**

- The Committee supported the officer's recommendation.

### **Committee Recommendation:**

That the 2 parallel parking spaces closest to Council's Administration Building in the eastern parking aisle of the Town Hall carpark be converted from 'Loading Zone 8am-6pm Mon-Fri' to a '1/4P 8am-6pm Mon-Fri' restriction.

#### 2.4 Beattie Street/Mullens Street/Montague Street, Balmain – Pedestrian Conditions

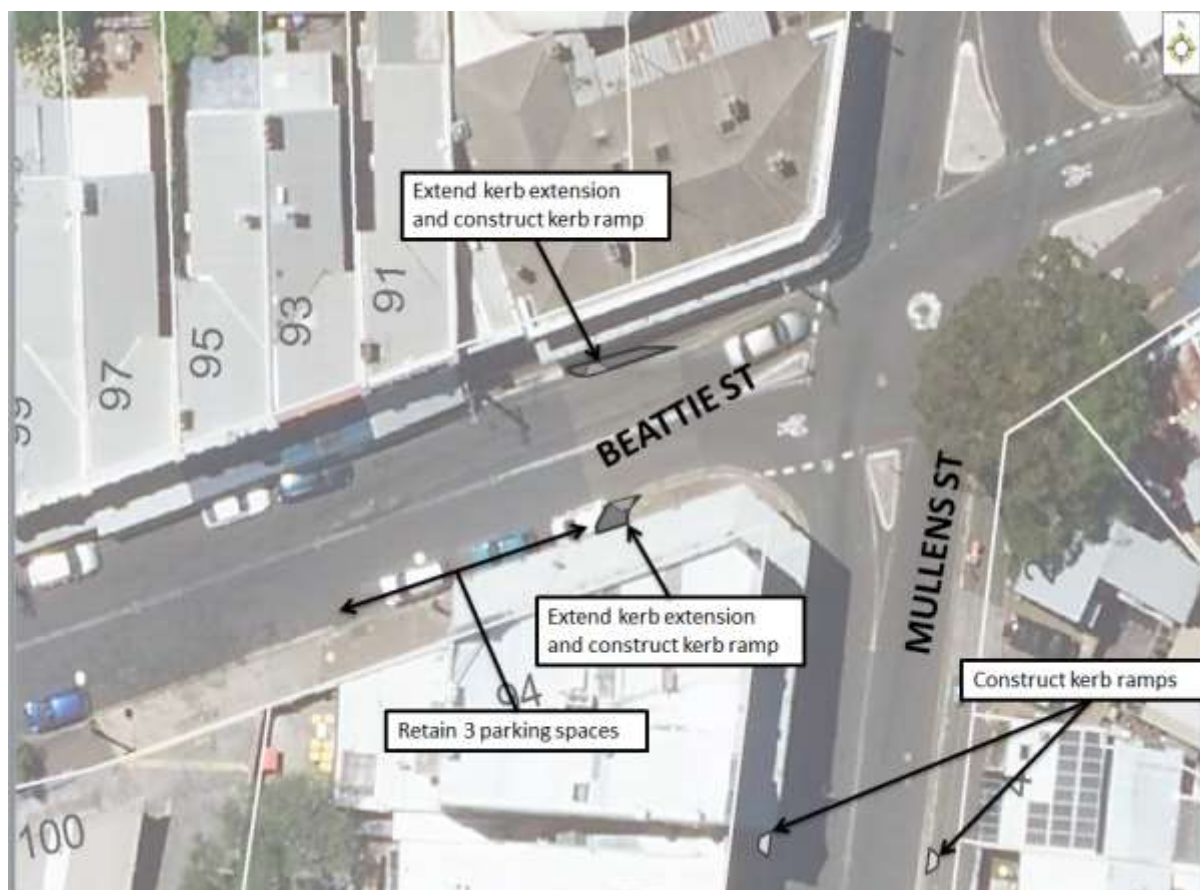
<i>Precinct: Balmain, Rozelle/White Bay</i>	<i>Ward: Birrabirragal / Balmain</i>
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#### Background

As part of Council's 2015/2016 LATM Budget and RMS Active Transport Funding, it is proposed to improve pedestrian safety in and around the Mullens Street/Beattie Street/Montague Street intersection by providing the following improvements:

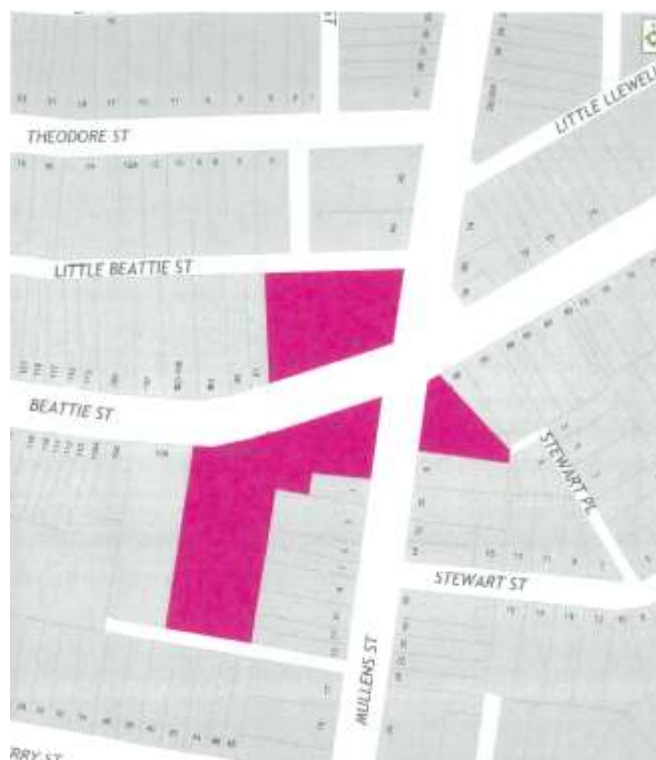
- Lengthening the kerb extension on both the northern side and southern side of Beattie Street, west of Mullens Street to reduce the road width and provide a safe crossing point for pedestrians including kerb ramps.
- Installing kerb ramps on Mullens Street, south of Beattie Street to provide a safe crossing point to cross near the existing bus stops

A concept plan of the proposal is detailed below. It should be noted that parking will be slightly impacted by the proposal by reducing the length of the existing parking in front of The Exchange Hotel in Beattie Street; however, the capacity to park 3 cars will still be retained and thus no loss of on-street parking will occur.



**Consultation**

A letter outlining the above pedestrian improvements was mailed out to the affected properties (8 properties) in Beattie Street and Mullens Street as indicated on the following plan, requesting resident's and businesses' views regarding the proposal. No responses were received. Prior to the meeting, Council staff will contact the publicans of the two hotels.



**Officer's Recommendation:**

That the proposal to extend the kerb on the northern and southern of Beattie Street west of Mullens Street and install kerb ramps in Mullens Street south of Beattie Street as detailed on the attached plan be supported.

**Discussion:**

- *Council staff advised that an on-site meeting was recently held with the licensees of the Dicks Hotel and The Exchange Hotel who supported the proposal subject to relocating the kerb ramp 2 metre east of the proposed location in Beattie Street so as not to impact parking and consideration be given to installing pedestrian fencing at the intersection in front of both hotels.*
- *The BAC representative raised concerns with cyclists being caught and crushed against the fence if it was to be installed.*
- *The Police representative suggested that a pedestrian (zebra) crossing be considered in Mullens Street, South of Beattie Street, near the bus stops.*

**Committee Recommendation:**

- a) That the proposal to extend the kerb on the northern and southern of Beattie Street west of Mullens Street and install kerb ramps in Mullens Street south of Beattie Street as detailed on the attached plan be supported, subject to relocating the kerb ramps 2 metres eastwards in Beattie Street.
- b) That the installation of pedestrian fencing at the intersection in front of both hotels, taking into consideration safety issues with cyclists, be investigated.
- c) That installing a zebra crossing in Mullens Street, south of Beattie Street near the bus stops, be investigated.

**2.5 Catherine Street/City West Link/Brenan Street, Leichhardt – Cyclists Conditions**

<i>Precinct: Rozelle/Lilyfield</i>	<i>Ward: Gadigal Annandale- Leichhardt</i>
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**Background**

Council was recently advised by RMS that the previously approved detailed design plans for the Catherine Street Bridge contra flow cycleway and cyclists' facilities at the CWL/Catherine Street/Brenan Street intersection needed to be modified due to changes in RMS design requirements since the plan was previously approved by Traffic Committee at its meeting in September 2011.

**Proposal**

The main changes from the previously approved plan (September 2011) are detailed below and have been incorporated into the plan and forwarded to the RMS for their final approval prior to construction commencing :

- Removal of the raised bicycle platform on Catherine Street (southern approach) and replacement with an on road bicycle lane painted green with 1.2m median to mount the bicycle signal post and lanterns. Pavement loop detector to be placed in northbound bicycle lane on Catherine St.
- Eastern shared pedestrian / bicycle on road crossing to be constructed as wide as possible to match the crossing (3.6m).
- Removal of “BICYCLE EXCEPTED” sign below the “NO ENTRY” as cyclists may miss read the sign and think they are permitted to ride north along the road.

A copy of Dwg No. DS2014/001254 – Issue A is attached in **Appendix D**.

**Officer’s Recommendation:**

That the report be received and noted.

**Discussion:**

- The Committee supported the Officer’s recommendation.

**Committee Recommendation:**

That the report be received and noted.

**2.6 Flood Street, Leichhardt – Modification of Bus Zone**

<i>Precinct: Leichhardt</i>
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<i>Ward: Eora Leichhardt-Lilyfield</i>
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**Background**

The Duty Manager of Leichhardt Bus Depot has informed Council that due to changes in State Transit Authority (STA) bus operational requirements, the existing part time ‘Bus Zone’ in Flood Street north of Marion Street, Leichhardt (stop number 204033) requires modification to better cater for 438 and 439 bus services.



Currently, a significant proportion of passengers on these services alight at Leichhardt Marketplace, reducing capacity for those who travel further toward Mortlake and Abbotsford.

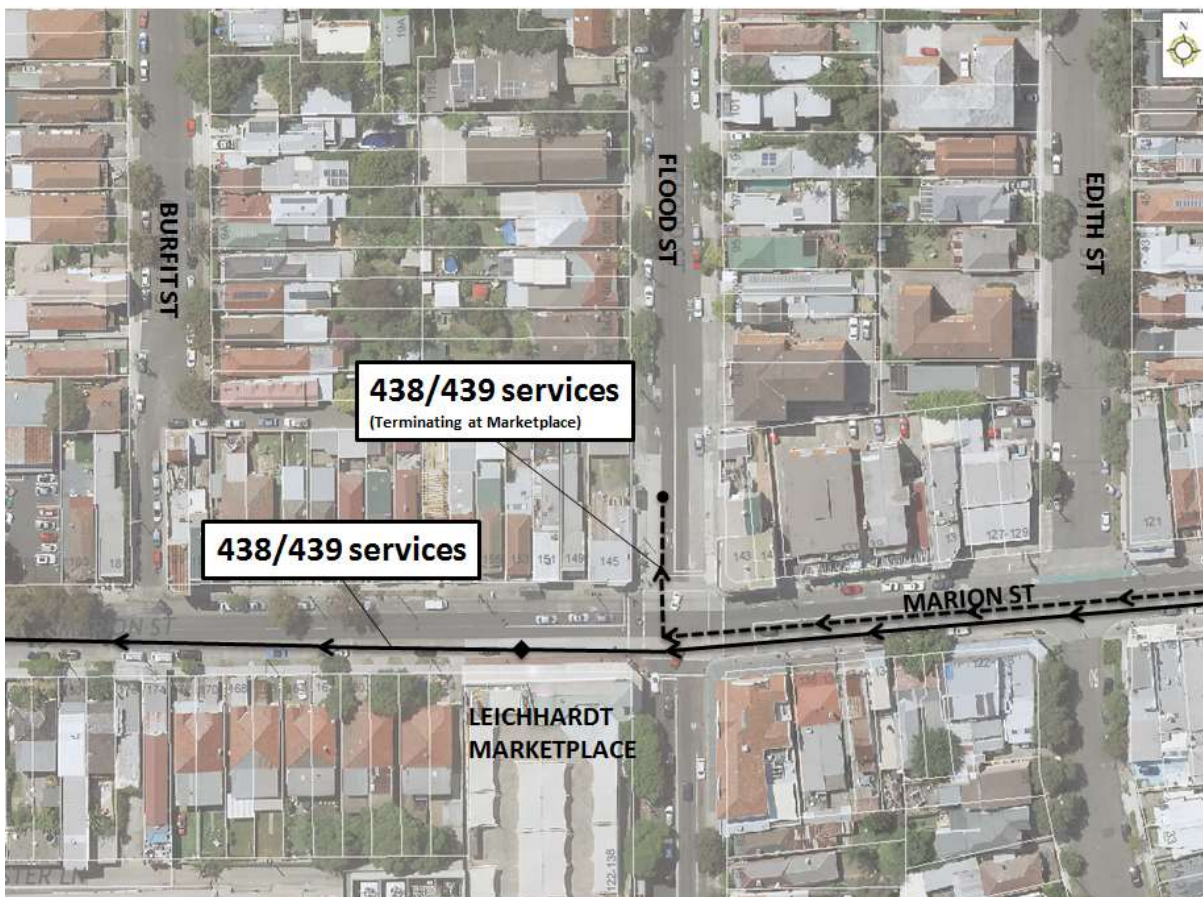
Buses often reach full capacity early on these routes and are unable to pick up additional passengers who want to travel to Mortlake and Abbotsford due to the number of passengers wanting to travel to Leichhardt Marketplace.

STA is therefore looking to roster additional bus services from Monday to Friday in the afternoon peak which would terminate near Leichhardt Marketplace in the Flood Street bus stop No.204033 and then special back to Leichhardt Depot via Allen Street- Norton Street-William Street.

These additional trips will reduce the congestion on the Marion Street outbound (westbound) stop at Leichhardt Marketplace for other 438 and 439 services heading toward Mortlake and Abbotsford.

The existing restrictions at the Flood Street bus stop number 204033 are:

“Bus Zone, 9am-4pm Mon-Fri, 7:30am-6pm Sat, 9am-5pm Sun”



## Proposal

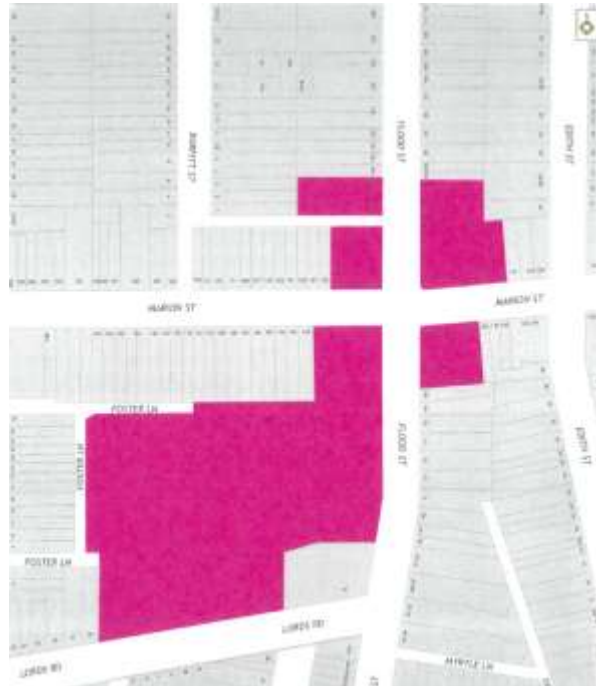
Therefore, it is proposed that the existing restrictions at the bus stop on the western side of Flood Street, immediately north of Marion Street (stop number 204033) be modified to:

“Bus Zone, 9am-7pm Mon-Fri, 7:30am-6pm Sat, 9am-5pm Sun”

## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (64 properties) in Flood Street and Marion Street as indicated on the following plan, requesting resident's views regarding the proposal.

No responses were received



## Officer's Recommendation:

That the existing restrictions at the bus stop on the western side of Flood Street, immediately north of Marion Street (stop number 204033) be modified to:

“Bus Zone, 9am-7pm Mon-Fri, 7:30am-6pm Sat, 9am-5pm Sun”

## Discussion:

- The Committee supported the Officer's recommendation.

## Committee Recommendation:

That the existing restrictions at the bus stop on the western side of Flood Street, immediately north of Marion Street (stop number 204033) be modified to:



“Bus Zone, 9am-7pm Mon-Fri, 7:30am-6pm Sat, 9am-5pm Sun”

## 2.7 Piper Street at Russell Street, Lilyfield – No Stopping restrictions

Precinct: Rozelle/Lilyfield

Ward: Gadigal Annandale-Leichhardt

### Background

Concerns have been raised by residents regarding the safe exit of Russell Street, Lilyfield, onto Piper Street.

Vehicles have been reported to park on Piper Street, too close to the intersection of Piper Street/Russell Street, Lilyfield, thereby obstructing sight lines for vehicles exiting Russell Street.

Russell Street is a dead-end street only accessed via Piper Street.

### Proposal

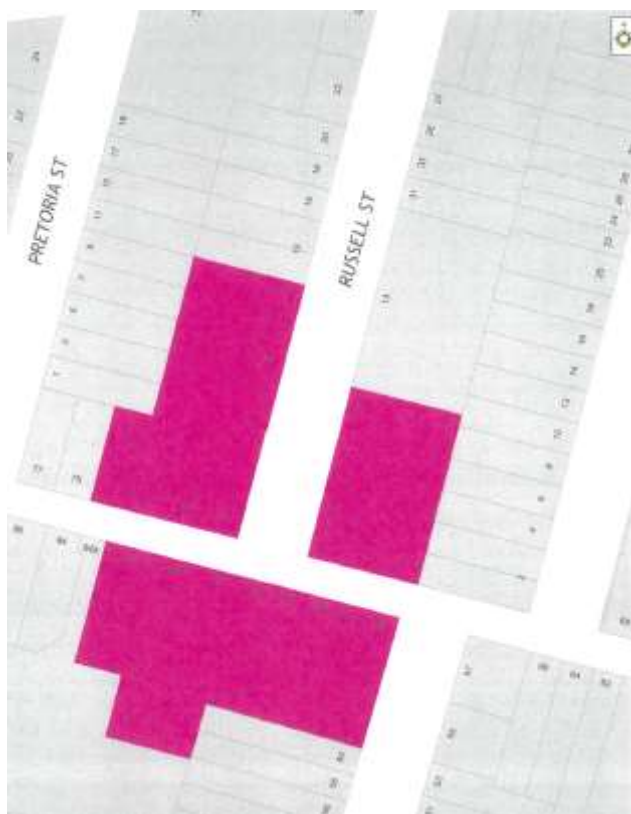
In order to alleviate this issue, it is proposed to signpost 10m ‘No Stopping’ zones as shown on the plan below.



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (22 properties) in Russell Street and Piper Street as indicated on the following plan, requesting residents' views regarding the proposal.

One response was received supporting the proposal.



### Officer's Recommendation:

That the 10m 'No Stopping' zone be signposted on:

- Piper Street, east of Russell Street, Lilyfield
- Piper Street, west of Russell Street, Lilyfield

### Discussion:

- The Committee supported the Officer's recommendation.

### Committee Recommendation:

That the 10m 'No Stopping' zone be signposted on:

- Piper Street, east of Russell Street, Lilyfield
- Piper Street, west of Russell Street, Lilyfield

## 2.8 Short Street and Wetherill Street, Leichhardt – Pedestrian (zebra) crossings

<i>Precinct: Leichhardt</i>	<i>Ward: Eora Leichhardt-Lilyfield</i>
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### Background

At the July 2015 Traffic Committee meeting, the Committee resolved as follows in relation to pedestrian improvements in Norton Street:

- a) *That the proposed upgrading of the following 2 raised thresholds to raised marked pedestrian crossings be supported in principle subject to detailed designs being forwarded to a future Traffic Committee for its consideration:*
  - i. *Short Street at Norton Street, Leichhardt*
  - ii. *Wetherill Street at Norton Street, Leichhardt*
- b) *That the proposed installation of a raised marked pedestrian crossing in Macauley Street at Norton Street, Leichhardt be not supported.*

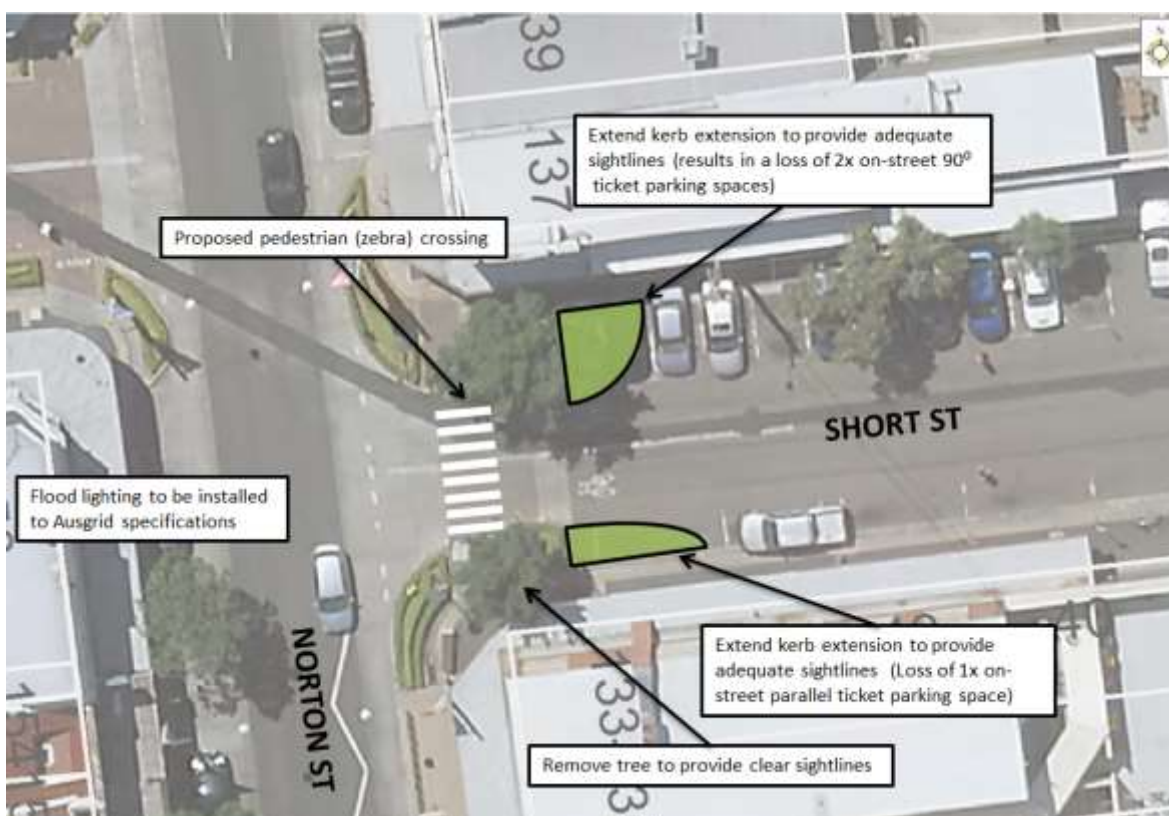
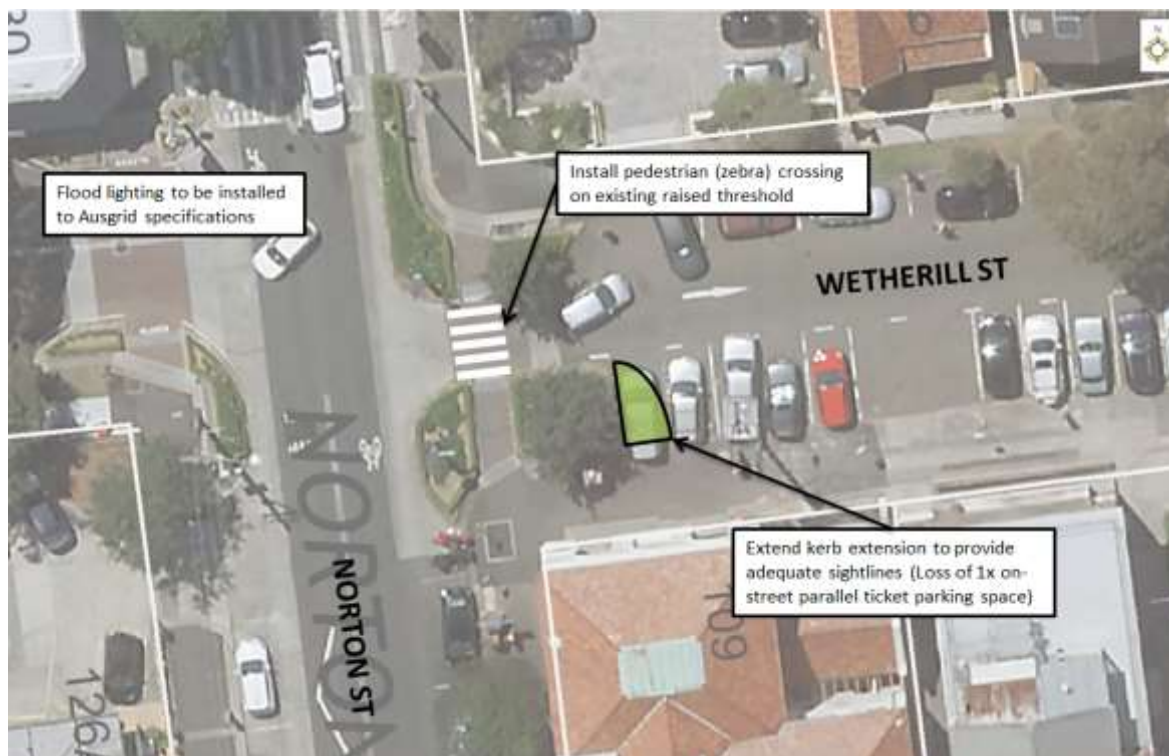
The NSW Government has provided funding for the installation of raised pedestrian (zebra) crossings across Wetherill Street and Short Street at Norton Street, in partnership with Council, as part of the Walking Communities Program to build pedestrian facilities and plan pedestrian networks.

Planning and delivery of these projects and programs help meet Goal 8 of the NSW State Plan 2021 to increase the number of walking trips in the Greater Sydney area and the funding has been provided in the 2015/2016 financial year.

### Proposal

Therefore it is proposed to construct raised pedestrian (zebra) crossings, across Short Street and Wetherill Street at their intersections with Norton Street.

Conceptual plans for both these locations detailing changes to parking, extent of kerb extension works and lighting upgrades are detailed below whilst detailed plans for both locations are located in **Appendix E**.



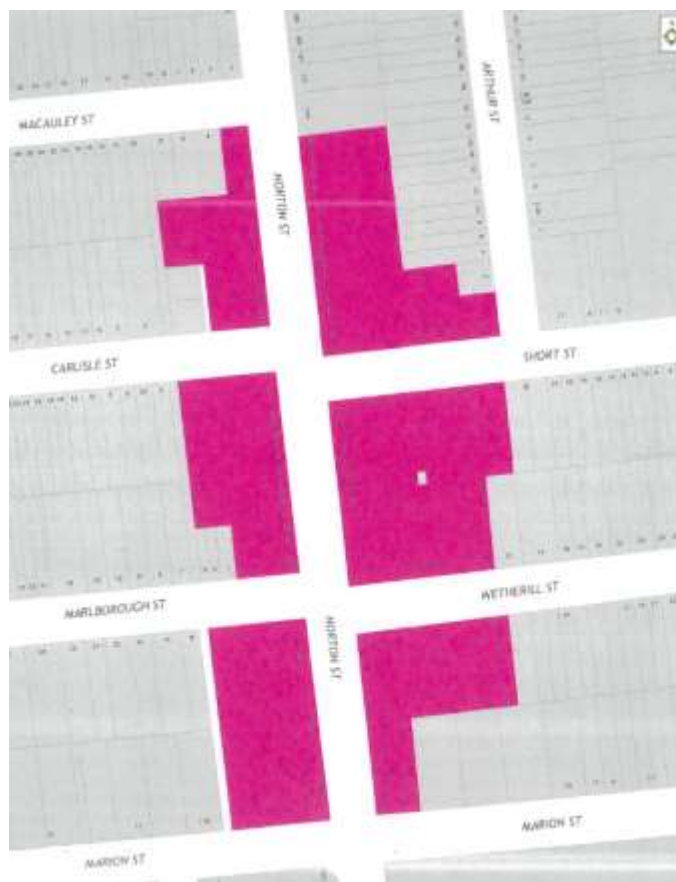
It should be noted that in order to comply with RMS requirements for 'No Stopping' at pedestrian crossings, there will be a loss of one parking space in Wetherill Street and three spaces in Short Street.



## Consultation

A letter outlining the above zebra crossing proposal was mailed out to the affected properties (96 properties) in Norton Street, Short Street and Wetherill Street as indicated on the following plan, requesting business/residents' views regarding the proposal.

One response was received supporting the proposal.



## Officer's Recommendation:

That the following 2 raised thresholds be upgraded to raised pedestrian (zebra) crossings including associated signposting, floodlighting and kerb modifications as detailed in **Appendix E**:

- i. Short Street at Norton Street, Leichhardt
- ii. Wetherill Street at Norton Street, Leichhardt

## Discussion:

- *The RMS representative reiterated his previous position that he does not support the Wetherill Street pedestrian crossing as it does not meet the RMS warrants. He advised that the Wetherill Street proposal should be deferred as RMS have not been given an opportunity to appeal the proposal.*
- *There was unanimous support for the Short Street pedestrian crossing.*

## Committee Recommendation:

- a) That the following raised threshold be upgraded to raised, pedestrian (zebra) crossing, including associated signposting, floodlighting and kerb modifications as detailed in **Appendix E**:

- Short Street at Norton Street, Leichhardt
- b) That the following raised threshold be deferred pending more data being forwarded to RMS.
  - Wetherill Street at Norton Street, Leichhardt

## 3 Status Reports

There are no matters to report.

## 4 Minor Traffic Facilities

### 4.1 Removal of 'Disabled Parking' Restriction – Flood Street, Leichhardt

Council Ref: DWS 3037476

Concerns have been raised by residents that the 'Disabled Parking' zone signage in front of No.143 Flood Street has been removed by an unknown party and stems left installed. Council records indicate that the applicant has passed away.

#### **Officer's recommendation**

- a) That it be noted that the 'Disabled Parking' space in front of No.143 Flood Street, Leichhardt is no longer required.
- b) That the existing redundant stems be removed.

#### **Discussion:**

- The Committee supported the Officer's recommendation.

#### **Committee Recommendation:**

- a) That it be noted that the 'Disabled Parking' space in front of No.143 Flood Street, Leichhardt is no longer required.
- b) That the existing redundant stems be removed.

#### **4.2 Removal of '1P' Restriction in lieu of Disabled Parking – View Street, Annandale**

Concerns have been raised by residents that the '1P' Restriction in lieu of Disabled Parking zone in front of No.125 View Street is no longer required as the property has been sold. The new owner has contacted Council to confirm that the zone is not needed.

##### **Officer's recommendation**

That the existing 6m '1P' zone in lieu of Disabled Parking in front of No.125 View Street, Annandale be removed as it is no longer required.

##### **Discussion:**

- The Committee supported the Officer's recommendation.

##### **Committee Recommendation:**

That the existing 6m '1P' zone in lieu of Disabled Parking in front of No.125 View Street, Annandale be removed as it is no longer required.

## **5 Special Traffic Committee – Items supported between formal meetings**

There are no matters to report.

## **6 Items Without Notice**

### **6.1 Proposed WestConnex Motorway interchange for Rozelle and Camperdown – Lilyfield Road, Lilyfield**

##### **Discussion:**

- Traffic Committee members were advised by the BAC representative that an article in the Sydney Morning Herald (03/03/2016) reported plans for the motorway interchange upgrade, north of Lilyfield Road. He requested information on how these plans will impact the proposed separated cycleway in Lilyfield Road.

##### **Committee Recommendation: (unanimous support):**



That this matter be further investigated.

## 7 Next Meeting of the Leichhardt Local Traffic Committee

### Officer's Recommendation:

That the next meeting of the Leichhardt Local Traffic Committee be scheduled for **Thursday, 7<sup>th</sup> April 2016.**

## 8 Part B – Informal Items

### 8.1 High Street, Balmain - Resident Parking Scheme

<i>Precinct: Rozelle</i>	<i>Ward: Wangal Lilyfield-Rozelle</i>
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#### Background

A number of residents in High Street have requested the installation of a Resident (Permit) Parking Scheme (RPS) in the street to deter commuter, employee and long stay parking.

High Street has unrestricted on-street parking and is surrounded by streets which have RPS restrictions i.e. Lawson Street, Wisbeach Street, Darling Street. Properties in High Street (Darling Street-Beattie Street) are primarily residential with many commercial properties on the main-street Darling Street and some in Beattie Street.

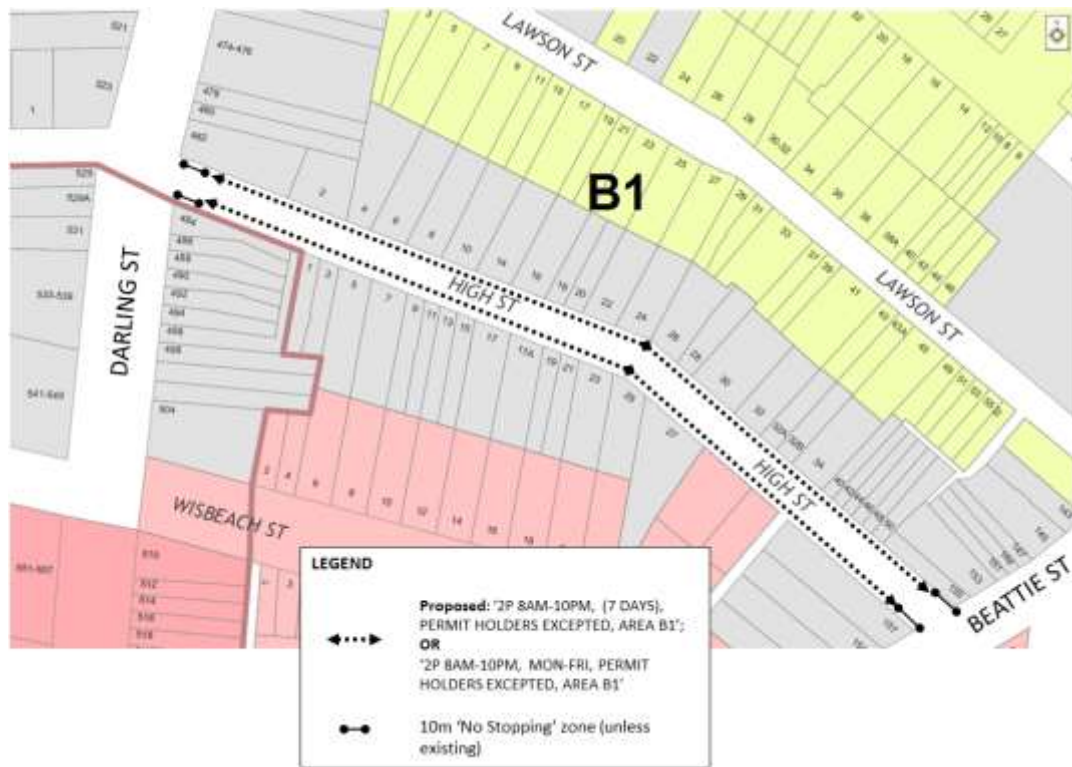
Therefore, there is a considerable high parking demand from residents, employees and customers.

Parking occupancy surveys undertaken in High Street have indicated high parking occupancy levels (85% or over).

Site investigations have revealed that the majority of properties do not have off-street parking.

#### Proposal

A Resident Parking Scheme (RPS) proposal has been prepared as shown on the following plan.



**Consultation**

A letter outlining the above parking proposal was mailed out to the affected properties (43 properties) in High Street including the corner properties on Beattie Street and Darling Street, as indicated on the attached plan, requesting residents' and businesses' views regarding the proposal.



**Analysis**

Consultation survey results are summarised as follows:

Both Sides of High Street

Number of properties (including corner properties)	-	43
Number of properties responded	-	23
Number of properties supported	-	18
 Response Rate	-	 53.5%
Support Rate	-	41.9%

Northern (even) side of High Street

Number of properties (including corner properties)	-	27
Number of properties responded	-	13
Number of properties supported	-	9
Response Rate	-	48%
Support Rate	-	33%

Southern (odd) side of High Street

Number of properties (including corner properties)	-	16
Number of properties responded	-	10
Number of properties supported	-	9
Response Rate	-	63%
<b>Support Rate</b>	-	<b>56%</b>

According to Council's policy on Resident Parking, a minimum of 50% support from the properties in the subject section of the street is required for consideration to implement a RPS.

Based on the above results, the RPS proposal only received more than 50% support from the residential properties on the southern side of High Street (between No. 1 and No. 19).

The overall support rate for the RPS proposal for both sides of High Street combined is 41.9% and does not warrant any further consideration at this time.

The following information is provided in response to the concerns raised by residents:

- Resident's Response:  
My off-street parking facility is outdated and does not fit a standard size car, so I have to park on the street, would I still be eligible for a resident parking permit.

Officer's Comment:

*A parking permit may be issued subject to an inspection by a Council officer of the garage/off-street parking facility to determine whether the garage can be used. Generally a space that is 2.5m Wide by 5.5m Length is deemed the minimum for a 'working' garage.*

- Resident's Response:  
I do not believe that commuters are parking in High Street. This is proven by the fact that after 8.30am on weekdays there is ample available on-street parking spaces. Space availability becomes more challenging in the evenings and weekends which I believe is due to residents parking. I also feel that the

parking permitting rules unfairly penalises those with off-street parking. To purchase a property with off-street parking comes at a significant premium particularly in Balmain. Those with off-street parking should be given the same number of permits as those without off-street parking as we may want to use our garage for other purposes, e.g. storage, playroom for children, etc.

Officer's Comment:

*In accordance with the RMS guideline on Permit Parking, Council can only issue a maximum of 2 x resident parking permits minus one for each off-street parking space that the subject property can facilitate and 1 x visitor parking permit. It is a requirement that there cannot be more permits issued than there are on-street parking spaces available.*

*The objective of a Resident Parking proposal is to assist the residents who do not have off-street parking and also to manage the limited on-street parking supply amongst various users.*

- Resident's Responses (3 similar):

I think Saturday & Sundays are the worst days for finding on-street parking on High Street, I believe this is due to the Church and the hairdresser located on the corner at Darling Street which attracts more traffic on the weekends. Therefore a 7 Day RPS is preferable.

Officer's Comment:

*High Street intersects with Darling Street with commercial properties and is surrounded by streets with existing RPS restrictions and these factors contribute to the parking pressures in High Street. This has been noted hence, the consulted proposal was given the option for 7 day or Mon-Fri RPS restriction. Depending on the results of the consultation, either a 7 Day or Mon-Fri restriction will be recommended, subject to the support rate and approval.*

- Resident's Response:

There is an extremely dangerous number of through traffic exceeding the speed limit in High Street.

Officer's Comment:

*Speeding issues have been raised with Council in the past and a traffic count survey was ordered in April 2015 to determine whether speeding was an issue in High Street. The results revealed that the 85<sup>th</sup> percentile speed for a 7 day average was 32.7km/h maximum, which is under the 40km/h speed limit of all streets in the Balmain peninsula.*

- Resident's Response:

There are 7 people at our residence including 4 adults; we have 3 cars and one off-street parking space. Therefore, the proposed RPS restrictions will cause significant problems for us. We do recommend the removal of the disabled parking space outside No. 32 High Street as it is no longer in use.

Officer's Comment:

*In accordance with the RMS guideline on Permit Parking, Council can only issue a maximum of 2 x resident parking permits minus one for each off-street parking space that the subject property can facilitate and 1 x visitor parking permit. The proposed RPS is meant to manage the parking situation and it is a requirement that Council cannot issue more permits than there are spaces available.*

*Council will investigate whether the disabled parking zone is still in use by the applicant in High Street before it can be removed.*

- **Business's Response:**

Many residents do not use their driveways or off-street parking facilities which contribute to the parking pressures. The main impact on parking is from a more affluent demographic moving into the area in the last 10 years. Many residents on High Street now have multiple cars where they only had one or none before. In this way, the impact on parking is self-generated by residents. I am aware that it is more difficult to find parking on Sunday when the Church is open; however, the 2 hour parking restrictions are enough time for parishioners to park in High Street. Residents purchasing properties with no off-street parking are aware of the limited parking in High Street and is unfair that they demand parking be made available to them now.

The proposed RPS restrictions will severely impact my business and the ability for clients and staff to park. I am concerned of the effect on the only unrestricted on-street parking on Darling Street remaining. Soon all streets in Balmain will be restricted and will result in more losses of local businesses in the area. We pay the land and Council rates too and are entitled to some spaces for customers.

**Officer's Comment:**

*Resident (Permit) Parking Scheme restrictions objectives are to provide equitable parking space for road users in streets with high demand. It is to provide an appropriate mix of on-street parking spaces in residential streets close to commercial centres. It is not meant to provide reservation for on-street parking for any particular road users therefore restrictions apply to the number parking permits that can be issued. Properties with 'deemed working' off-street parking spaces lose their parking permit entitlement by 1, as Council is required to only give a maximum of 2 x resident parking permits, minus 1 for each off-street parking space available, the number of vehicles registered to the property is also calculated in the eligibility requirement.*

*The 2 hour time limit on the RPS restrictions is expected to provide a better turnover for most customers visiting businesses on Darling Street. Businesses are also able to apply for Business Parking Permits within the same zoning area but are also restricted in the number of parking permits they can receive.*

- **Resident's Response:**

It would be sensible if High Street was zoned in the same parking area as Wisbeach Street.

**Officer's Comment:**

*The RPS proposed in High Street is zoned in the B1 area because it is within the Balmain boundary which is more appropriate than the Rozelle R1 area.*

**Officers Recommendation:**

- a) That the proposed '2P, 8am-10pm, (7 Days), Permit Holders Excepted, Area B1' restrictions on both sides of High Street between Darling Street and Beattie Street, Balmain, not be supported at the present time due to less than 50% support received from the consulted residents.
- b) That the existing 'Disabled Parking' zone in front of No. 32 High Street, be reviewed to determine whether it can be removed.
- c) Any review of RPS in High Street will be conducted in a minimum of 12 months.
- d) That the surveyed residents be advised of the Committee's recommendation.

**Discussion:**

- *Council's Traffic and Parking Engineer tabled at the meeting an additional 8 responses, supporting the scheme. This brought the response rate above 50% and hence it was recommended that the scheme be supported*
- *Applicant to the Disabled Parking zone attended the meeting and explained the zone is still required.*

**Committee Recommendation:**

- a) That the proposed '2P, 8am-10pm, (7 Days), Permit Holders Excepted, Area B1' restrictions on both sides of High Street between Darling Street and Beattie Street, Balmain, be supported.
- b) That the existing 'Disabled Parking' zone in front of No. 32 High Street, be retained.
- c) That the surveyed residents be advised of the Committee's recommendation.

**8.2 Mansfield Street, Rozelle – Resident Parking Scheme**

<i>Precinct: White Bay</i>	<i>Ward: Wangal-Rozelle-Lilyfield</i>
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**Background**

A number of residents in Mansfield Street, between Mullens Street and Evans Street have requested Council to install a Resident Parking Scheme in the street to deter commuter/long stay parking.

The nature of mixed land uses in the area and being within close proximity of the bus services on Mullens Street, creates a considerable parking demand generated by residents, commuters, and customers of the few businesses along this section of Mansfield Street.

Parking occupancy surveys were undertaken in the following streets (as shown on the following map)

- Mansfield Street (between Mullens Street and Evans Street)
- Moore Street (between Mansfield Street and Perrett Street)
- Perrett Street (between Moore Street and Mullens Street)
- Pine Street (between Moore Street and Mullens Street)
- Collins Street (between Mansfield Street and Hanover Street)
- Murdoch Street
- Mackenzie Street (between Mansfield Street and Brent Street)
- Hartley Street (between Mansfield Street and Brent Street)
- Starling Street (between Mansfield Street and Brent Street)

The subject streets are currently unrestricted with only Crescent Street to the south with existing Resident Parking restrictions.



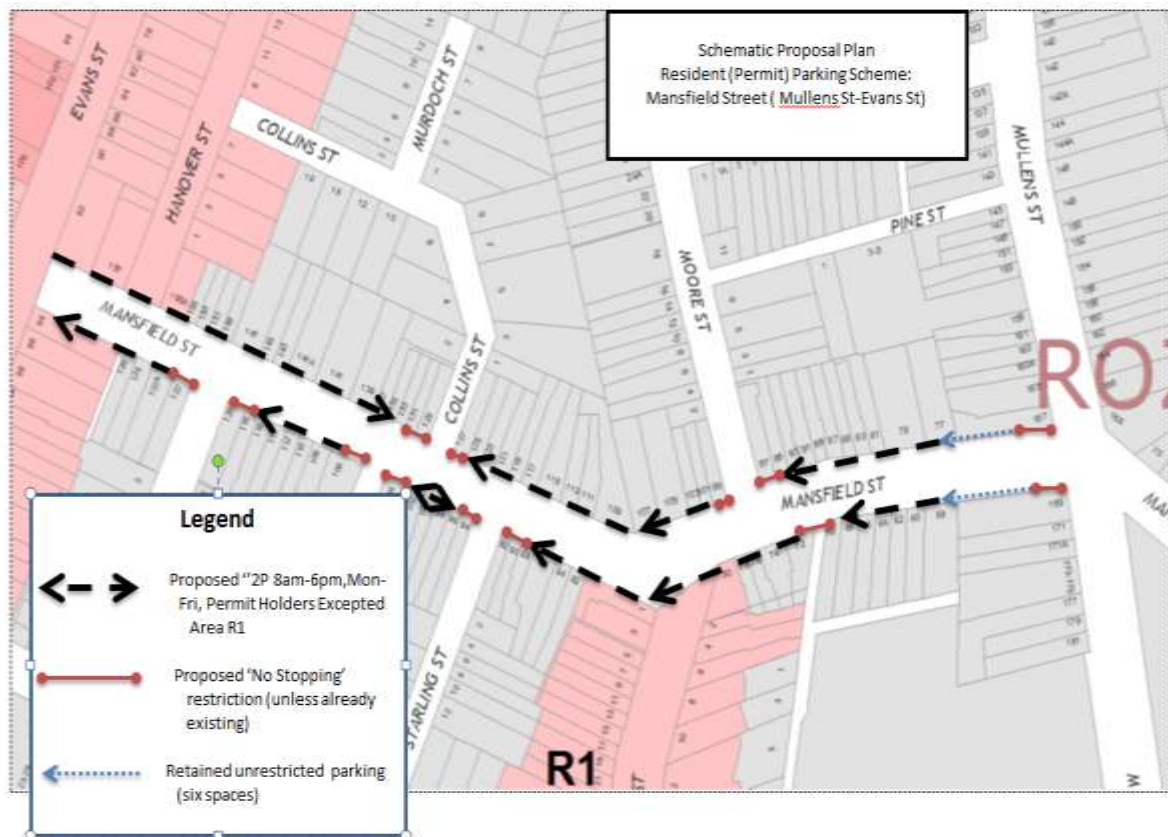
Recent occupancy surveys undertaken in Mansfield Street, between Mullens Street and Evans Street have indicated high parking occupancy levels (85% or over). All the surrounding streets surveyed as part of this parking study currently have occupancy levels below 85% and as such do not warrant any further RPS investigation at this time.

## Proposal



The following Resident Parking proposal was prepared to provide a balance of unrestricted and Resident Parking restrictions due to the limited on-street parking availability and various parking demands in the area.

- '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1 on both sides of Mansfield Street between Mullens Street and Evans Street. This excludes three parking spaces on each side of Mansfield Street (total of six parking spaces) closest to the intersection with Mullens Street (see attached plan)





## Consultation

A questionnaire was mailed out to the affected properties (110 properties) in Mansfield Street (Mullen Street-Evans Street) as indicated on the attached plan, requesting residents' and businesses' views on current parking conditions and the proposed Resident Parking restrictions in their street.



Consultation survey result is summarised below:

<b>proposal:</b> 2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1	<b>Mansfield Street</b> between Mullens Street and Evans Street
No. of properties	110
No. of Responses received	41
No. of properties supported	23
Response Rate	37%
Support Rate	21%

According to Council's policy on Resident Parking, a minimum of 50% support from the properties in the subject section of the street is required for consideration to implement a RPS.

Based on the above results, the proposed RPS restrictions for Mansfield Street did not receive 50% support from the residents and businesses on Mansfield Street, Rozelle.

The following information is provided in response to the concerns raised by residents:

- Resident's Response:

Residents who have off street parking, driveway having removed street parking spaces, should not be provided with on street parking.

Officer's Comment:

*The proposal would most benefit residents who do not have off-street parking. The number of off-street parking spaces and the number of vehicles registered to a property will determine the number of permits available to each household.*

- Resident's Response:

I strongly object to this proposal. Parking restrictions are getting out of control in the area and it is harder and harder to find parking anywhere that does not limit your activities. Forcing people to move every two hours when the location is not on a main street or close to the shopping precinct is unhelpful.

Officer's Comment:

*It is important to manage on-street parking amongst all road users. In this instant a balance of unrestricted parking and RPS has been proposed in order to accommodate the needs of the community as well as the residents and their visitors.*

- Resident's Response:

The issue is not caused by non-residents parking in the street, the issue is residents parking in a selfish manner which means only 1 car can fit, instead of 2 or 3. Linemarking to indicate where cars should park would help to eliminate this.

Officer's Comment:

*The standard parking bay length is 6m, if the parking bays were to be linemarked, a length of 30m would provide 5 standard parking bays. However, it is often feasible to accommodate a mix of 6 small and medium size vehicles. Due to this potential loss of parking, the parking bays are not generally linemarked.*

- Resident's Response:

We can always find a park at our place pretty easily. Maybe would like to revisit the proposal after major development at WhiteBay - but for now, no need for metered parking.

Officer's Comment:

*The proposal is not supported by the residents at the present time, it can be revisited in future, after the redevelopment of White Bay.*

- Resident's Response:

The impact of putting in the "no stopping zones" would far outweigh the benefit of making the street permit holders parking only. The no stopping zones would significantly reduce the number of car spots available for residents.

Officer's Comment:

*According to NSW Road Rules, parking is not permitted within 10m of an un-signalised intersection to provide sightlines and turning areas.*

**Officer's Recommendation:**

- a) That a '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restriction on both sides of Mansfield Street, Rozelle between Mullens Street and Evans Street, with the exception of six parking spaces closest to the intersection with Mullens Street, not be supported at the present time due to less than 50% support from the residents.
- b) That the surveyed residents be advised of the Committee's recommendation.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

- a) That a '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restriction on both sides of Mansfield Street, Rozelle between Mullens Street and Evans Street, with the exception of six parking spaces closest to the intersection with Mullens Street, not be supported at the present time due to less than 50% support from the residents.
- b) That the surveyed residents be advised of the Committee's recommendation.

**8.3 Davies Street, Leichhardt – Angle Parking Restrictions**

Precinct: Leichhardt

Ward: Eora Leichhardt-Lilyfield

**Background**

A street meeting between Council staff and residents of Davies Street, Leichhardt was held in November 2015. At the meeting concerns regarding parking difficulties and vehicles speeding in the street were raised by the residents. Council has since investigated the feasibility of a Residential Parking Scheme (RPS) and traffic calming devices in Davies Street.

The parking occupancy levels collected by Council's staff on a typical Tuesday and Wednesday in AM and PM peak periods are well below 85%. According to Council's Resident Parking Scheme Policy no further investigation for a RPS is warranted at the present time. The parking occupancy results are tabulated below:

Davies Street Between:	Parking Spaces	Tuesday		Wednesday	
		AM	PM	AM	PM
Lords Road & the Cul-de-sac	34	65%	68%	56%	53%

Davies Street (north of Lords Road)	Northbound	Southbound
85 <sup>th</sup> % Speed (km/h)	45 km/h	42 km/h
Directional Volume Summary (Average Weekday)	113 veh/day	114 veh/day

Based on the above results, the majority of vehicles are travelling below the 50km/h posted speed limit. The bi-directional traffic volume (227 veh/day) recorded is well below the Environmental Capacity performance standards set by the RMS. Therefore Davies Street does not warrant any further investigation for traffic calming measures.

The carriageway of Davies Street is approximately 13 metres wide and currently has parallel parking the full length on the eastern side and combination of parallel parking in the southern section and 90 degree angle parking in the northern section on the west side of the street.

Davies Street is in close proximity of Lambert Park and as such is frequently used for training and games. In order to improve the ability to find parking in the street, Council has investigated the feasibility of extending the 90 degree angle parking on the western side of Davies Street further south towards Lords Road. The angle parking proposal will increase the number of on-street parking spaces by approximately seven (7) spaces.

## Analysis

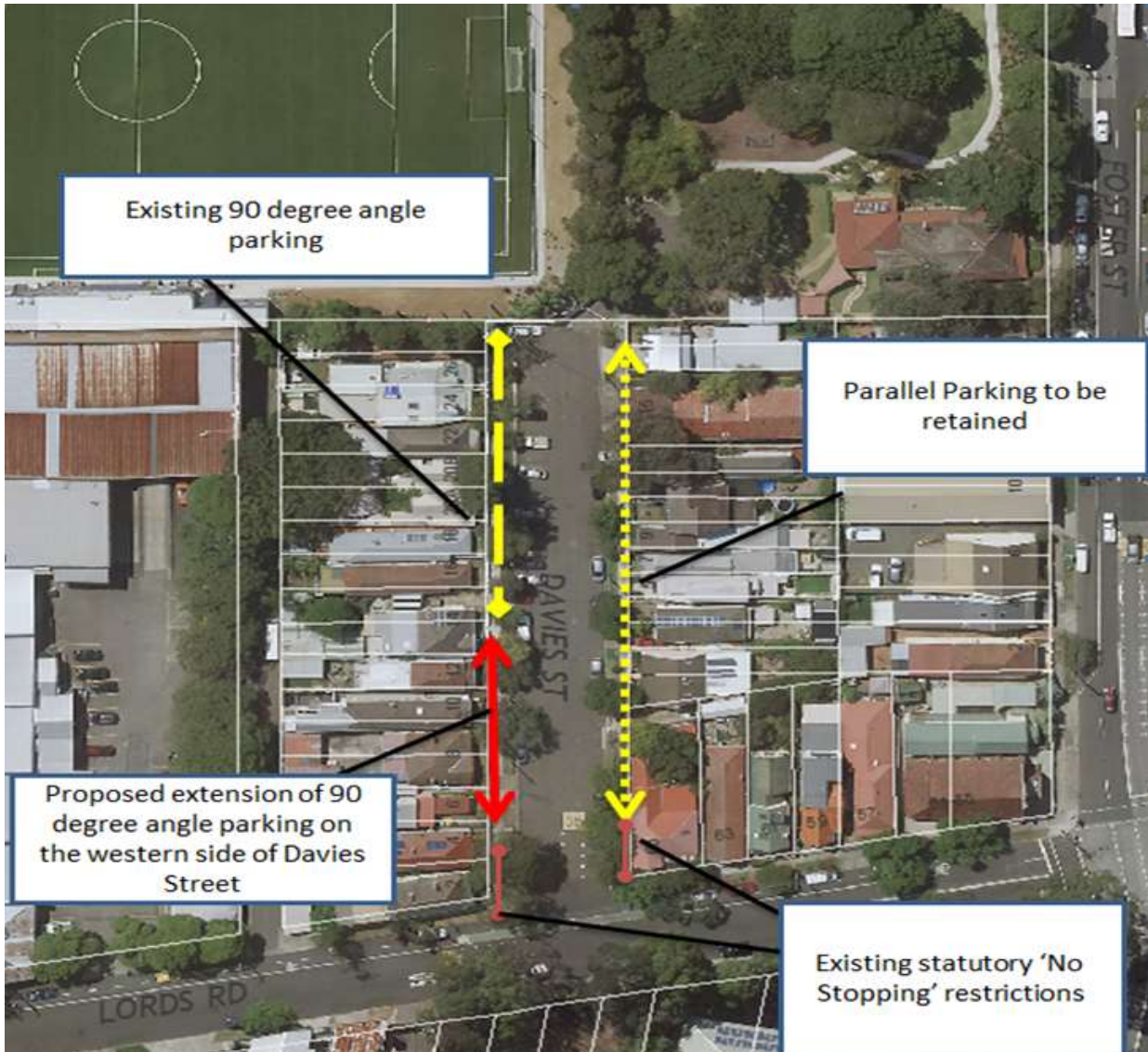
In accordance with Council's angle parking policy, a number of requirements must be met to modify parallel parking to angle parking. These requirements are outlined in the table below:

Requirement	Response
Permitted only on Local roads	Davies Street is a Local Road
The volume of traffic (bi-directional) must not be greater than 1000 vehicles per day	Traffic Counts undertaken in December 2015 revealed an ADT of 227 vehicles per day (bi directional)
The total width of travel lanes (two-way) to be minimum of 5.8m (manoeuvring space for angle parking range between 3.0m-5.8m)	Davies Street has a road carriageway width of 13 m, thus allowing 90 degree angle parking on one side and parallel parking on the other side. There is insufficient width to allow for angle parking on both sides of the road.
That the street not form a bus route.	Davies Street is not on a bus route
The use of the street by cyclists needs to be accommodated in any proposal. To	Davies Street is a dead-end local street and does not form a bicycle route. The

improve delineation for cyclists the edge of the angle parking bays are to be line marked.	existing 90 degree parking is linemarked and sign posted.
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**Proposal**

It is proposed that the '90° Angle Parking, Rear to Kerb, Vehicles Under 6m Only' angle parking be extended on the western side of Davies Street as shown on the following plan.



**Consultation**

A questionnaire was mailed out to the affected properties (30 properties) in Davies Street (north of Lords Road) as indicated on the attached plan, requesting residents' views on current parking conditions and the proposed extension of 90 degree angle parking.



Consultation survey result is summarised below:

<b>proposal:</b> extension of 90 <sup>0</sup> angle parking on the western side of Davies Street, Leichhardt, further south towards Lords Road	<b>Davies Street</b> north of Lords Road
No. of properties*	30
No. of Responses received	11
No. of properties supported	8
Response Rate	36%
Support Rate	26%

According to Council's angle parking policy, a minimum of 50% support from the properties in the subject section of the street is required for consideration to implement angle parking.

Based on the above results, the proposed extension of 90<sup>0</sup> angle parking restrictions for Davies Street did not received 50% support from the residents of Davies Street, Leichhardt.

The following information is provided in response to the concerns raised by residents:

- Resident's Response:  
I want to save our quiet street from becoming a parking lot, more cars means more pollution, noise and congestion.

*Officer's Comment:*

*The proposal to extend the angle parking on the west side of Davies Street is in response to residents request for review of parking availability as a direct result of increase in parking demand in the area. This proposal is not supported at this time due to less than 50% support from the residents of Davies Street, Leichhardt.*

## • Resident's Response:

I'm unsurprised the traffic and parking surveys showed nothing out of the ordinary as the problem mainly occurs at the start of spring when the 365 Soccer Sixes is on at Lambert Park. That is the single biggest cause of lack of parking and poor driving in Davies St. Your surveys would most likely have been done when Lambert Park was barely in use, and are therefore potentially not reliable indicators of the problems.

*Officer's Comment:*

*The parking occupancy surveys were conducted on a typical Tuesday and Wednesday in the street in AM and PM peak periods (outside school peak periods) as per Councils' Residential Parking Policy. The timing of the surveys was a result of the outcome of the on site meeting with residents.*

**Officer's Recommendation:**

- a) That the proposed '90<sup>0</sup> Angle Parking, Rear to Kerb, Vehicles Under 6m Only' restrictions on the west side of Davies Street, Leichhardt not be supported due to insufficient support from residents at the present time.
- b) That the surveyed residents be advised of the Committee's recommendation.

**Discussion:**

- The Committee supported the Officer's recommendation.

**Committee Recommendation:**

- a) That the proposed '90<sup>0</sup> Angle Parking, Rear to Kerb, Vehicles Under 6m Only' restrictions on the west side of Davies Street, Leichhardt not be supported due to insufficient support from residents at the present time.
- b) That the surveyed residents be advised of the Committee's recommendation.

## **9. PART C - TRAFFIC GENERATING DEVELOPMENTS**

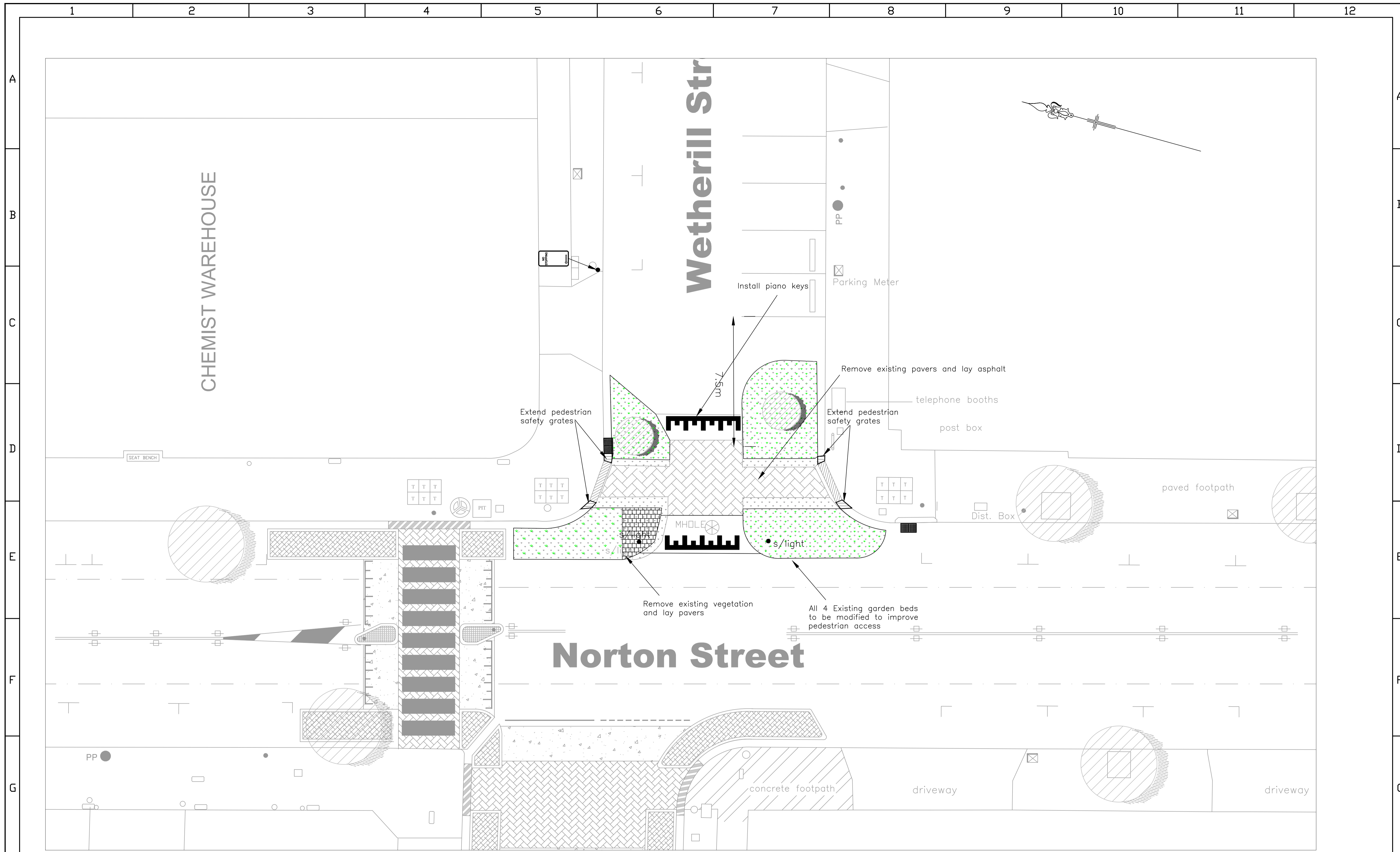
There are no matters to report.



## **Appendix B**

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Wetherill Street/Norton Street,  
Leichhardt– Pedestrian Facilities  
revised proposal plan



Revision	Date	Description	Approved
1			
2			

**UNDERGROUND SERVICES**

ELECTRICITY E-E-E	AS AT.....	WATER W-W-W	AS AT.....
POWER POLE PP	AS AT.....	TELSTRA T-T-T	AS AT.....
SEWER S-S-S	AS AT.....	GAS G-G-G	AS AT.....



**LEICHHARDT COUNCIL**  
 7 - 15 WETHERILL STREET  
 LEICHHARDT NSW 2040  
 PHONE: 9367 9222

**Project: Wetherill Street at Norton Street**  
**Pedestrian (zebra) crossing**

Designed.....	MANOD WICKRAMASINGHE	Date.....	24/02/2016
Roads Checked.....		Date.....	
Traffic Checked.....		Date.....	
Drainage Checked.....		Date.....	
Recommended.....		Date.....	
Approved.....		Date.....	

Scale	1:100 @ A1	Acad File Name		Datum	Assumed
No. Of Sheets	1 of 1	Plan No.	Wetherill St - Rev A		

## **Appendix C**

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Traffic Management Plan for Wise  
Street/Terry Street intersection

## A. Description or detailed plan of proposed measures.

At the September Traffic Committee Meeting, it was recommended:

*That a TMP be prepared detailing the impact of banning left turning vehicles greater than 9 m long from Wise Street into Terry Street including details of consultation with Telfords and that it be brought back to a future traffic committee for consideration*

Pursuant to Section 116 of the Roads Act 1993, Council proposes to restrict the left turn from Wise Street to Terry Street, Rozelle for vehicles over 9m.

Council has been advised that heavy vehicles (over 9m) turning left into Terry Street from Wise Street are unable to do so without mounting either the footpath or the concrete median island in Terry Street thereby causing safety concerns to pedestrians and the nearby property.

The subject street and the immediate road network are shown on the following map.



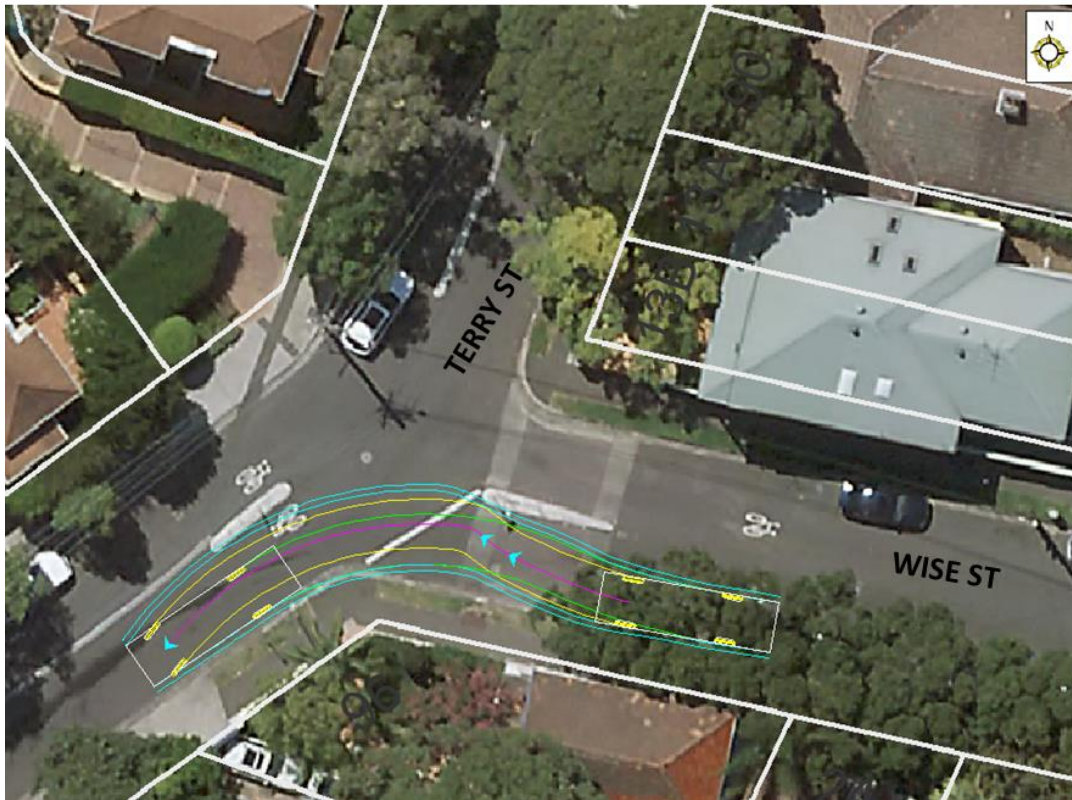
The following treatments are therefore proposed to minimise conflicts with pedestrian and traffic in Terry Street:

- Provision of a 'No Left Turn' restriction for vehicles over 9.0m turning left from Wise Street into Terry Street.

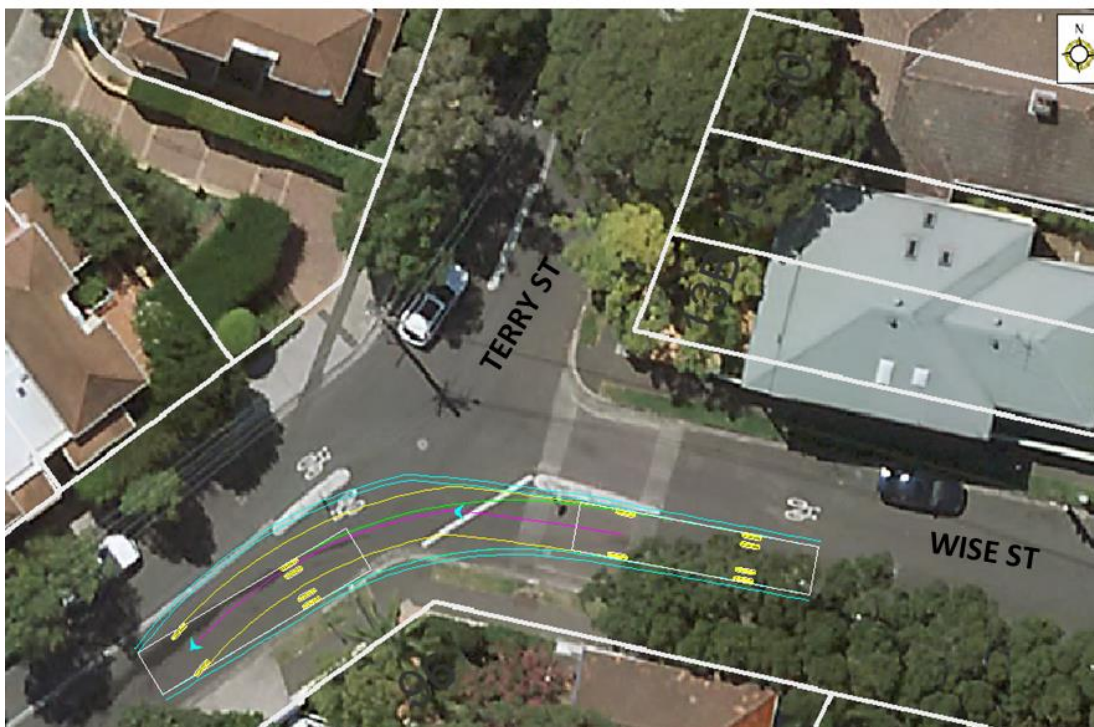
The intersection layout and swept path of heavy vehicles is shown on the following plan.



8.8m medium-rigid vehicle



12m heavy vehicle



**B. Identification and assessment of impact of proposed measures.**

Council undertook traffic counts at the intersection of Wise Street and Terry Street, Rozelle and the results for vehicles turning left from Wise Street onto Terry Street are shown on the following table:

Type of Vehicle	Number of Vehicles (12 hour total; 6am-6pm)
All Vehicles	2024
Heavy Vehicles (over 9m)	48 (incl. 8 buses)

Based on the above data, 48 vehicles over 9m turn left from Wise Street onto Terry Street on a typical day (2.4% of total traffic turning left).

A number of alternate routes are available for vehicles longer than 9m to access Terry Street from Darling Street, including Norman Street and Thornton Street.

**C. Measures to ameliorate the impact of re-assigned traffic.**

Due to the low volume of re-assigned traffic, no measures are proposed.

**D. Assessment of public transport services affected.**

Public transport services will not be affected as Wise Street does not form part of a bus route. Telfords have been advised of the proposed restrictions and instructed to use alternate routes.

**E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.**

Heavy vehicles longer than 9m are expected to continue on alternate routes detailed in section B above.

Movements of other road users such as cyclists, pedestrians and emergency vehicles will not be impeded as no physical device is proposed to be installed.

Pedestrian amenity will improve as current heavy vehicle behaviour results in some vehicles mounting the kerb onto the footpath.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures.**

No transport implications on any future developments in Wise Street are expected.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

There will be no impact on adjoining Council areas

**H. Public consultation process.**

STA and Telfords and residents have been consulted and the results have been included in the corresponding Traffic Committee report.

## **Appendix D**

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Parking Fines and After School  
Pickup of Children- Report from the  
March 2016 Ordinary Meeting



**ITEM 6.7                      PARKING FINES AND AFTER SCHOOL PICKUP OF CHILDREN**

<b>Division</b>	Infrastructure and Service Delivery
<b>Author</b>	Traffic and Parking Engineer
<b>Meeting date</b>	22 March 2016 Ordinary Meeting
<b>Strategic Plan Key Service Area</b>	Accessibility Place Where We Live And Work

**SUMMARY AND ORGANISATIONAL IMPLICATIONS**

<b>Purpose of Report</b>	To report back on the consultation results conducted at Balmain Primary and Father John Therry Primary Schools, residents, the Church, hospital, bowling club and child care centre on Booth Street on parking management and extending the five minute free parking on Eaton Street until 6pm on school days for the three spaces near the school's gate.
<b>Background</b>	At the February 2016 Ordinary Council Meeting, Council resolved as follows: <i>1. Defer further consideration pending a survey being conducted at Balmain Primary and Father John Therry Primary Schools as well as residents, the Church , hospital, bowling club and Child care Centre on Booth Street about parking management to be reported back to the March Policy or Ordinary Meeting.</i> <i>2. Include options for extending the five minute free parking in the afternoon in the consultation.</i>
<b>Current Status</b>	Nil
<b>Relationship to existing policy</b>	Nil
<b>Financial and Resources Implications</b>	This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure, as there is no expenditure.
<b>Recommendation</b>	1. That the following amendments to the 5-minute parking for the first three spaces on the western side of Eaton Street, north of Darvall Street be referred to the April Traffic Committee meeting for its consideration: <ul style="list-style-type: none"> <li>i. That the one space currently restricted as "P5min 8.00am-8.45am; 3.00pm-3.30pm School Days" be amended to "P5min 8.00am-8.45am; 2.45pm-6.00pm School Days".</li> <li>ii. That the existing part time 'Disabled</li> </ul>

	<p>Parking' restrictions for the space described in part i. be retained.</p> <p>iii. That the two spaces currently restricted as "P5min 8.00am-9.00am; 2.45pm-3.30pm School Days" be amended to "P5min 8.00am-9.00am; 2.45pm-6.00pm School Days".</p> <p>iv. That the 4P parking restrictions be appropriately amended to follow the proposed 5 minute parking extension with the parking meter reprogrammed to allow for the free 5-minute parking up to 6pm on School Days.</p> <p>2. That the specific parking and traffic management issues raised by the stakeholders be investigated and reported back to the Traffic Committee meeting for consideration.</p> <p>3. That the current '5 min parking' and 'No Parking' restrictions outside schools be retained, including within the Ticket parking meter areas.</p>
<b>Notifications</b>	Nil
<b>Attachments</b>	Nil

## Purpose of Report

To report back on the consultation results conducted at Balmain Primary and Father John Therry Primary Schools, residents, the Church, hospital, bowling club and child care centre on Booth Street on parking management and extending the five minute free parking on Eaton Street until 6pm on school days for the three spaces near the school's gate.

## Recommendation

1. That the following amendments to the 5-minute parking for the first three spaces on the western side of Eaton Street, north of Darvall Street be referred to the April Traffic Committee meeting for its consideration:
  - i. That the one space currently restricted as "P5min 8.00am-8.45am; 3.00pm-3.30pm School Days" be amended to "P5min 8.00am-8.45am; 2.45pm-6.00pm School Days".
  - ii. That the existing part time 'Disabled Parking' restrictions for the space described in part i. be retained.
  - iii. That the two spaces currently restricted as "P5min 8.00am-9.00am; 2.45pm-3.30pm School Days" be amended to "P5min 8.00am-9.00am; 2.45pm-6.00pm School Days".
  - iv. That the 4P parking restrictions be appropriately amended to follow the proposed 5 minute parking extension with the parking meter reprogrammed to allow for the free 5-minute parking up to 6pm on School Days.
2. That the specific parking and traffic management issues raised by the stakeholders be investigated and reported back to the Traffic Committee meeting for consideration.
3. That the current '5 min parking' and 'No Parking' restrictions outside schools be retained, including within the Ticket parking meter areas.

## Report

At the February 2016 Ordinary Council Meeting, Council considered a report on the existing school drop off and pick up parking provisions at local schools in the LGA and also the results of the investigation into providing 15 minute free parking near parking meters to parents during school drop off/pick up times.

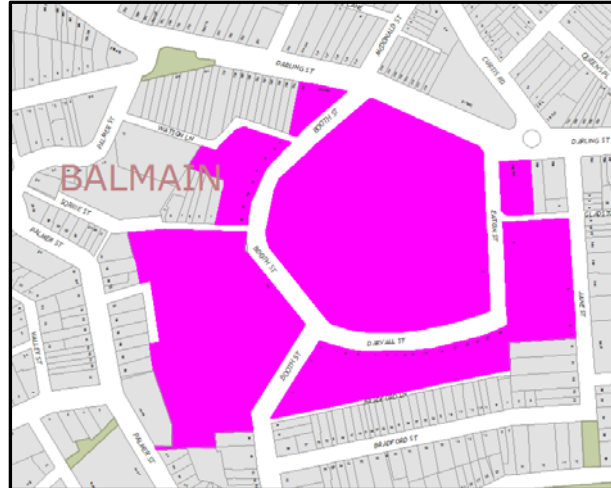
Council resolved as follows:

1. *Defer further consideration pending a survey being conducted at Balmain Primary and Father John Therry Primary Schools as well as residents, the Church, hospital, bowling club and Child care Centre on Booth Street about parking management to be reported back to the March Policy or Ordinary Meeting.*
2. *Include options for extending the five minute free parking in the afternoon in the consultation.*

A consultation letter was letterbox dropped to all properties in Eaton Street, Darvall Street and Booth Street, Balmain in early March seeking views from residents and other stakeholders regarding parking management and the proposed extension of

the existing 5-minute parking for 3 car spaces outside Balmain Public School in Eaton Street.

The consultation period closed on 15th March and there were no responses received from residents.



In addition, Council officers met with stakeholders on-site where there were concerns raised regarding traffic and parking management in the area.

The results of the consultation are included below:

Note, none of the stakeholders had any issues with the proposed amendment to the 5-minute parking in Eaton Street; however, key issues raised regarding traffic and parking management are detailed below:

- Stakeholder Response (Balmain Public School):

On-site meeting held with Principal and officers explained the history of the site and what actions Council had taken over the past decade e.g. Walk to School project; installation of Children's Crossing in Eaton Street; 5min Parking restrictions etc. The Principal advised in the two years she has been there, the school population had grown from 274 to current 330 students.

The Principal had no specific requests to extend or change the 5min parking and emphasised the existing 5min parking met the school's needs. The Principal advised that the After School Care operates from 3pm-6pm and referred Council officers to the OOSH co-ordinator.

Officer's Comment:

*Based on the Principal's advice, no action is proposed to extend the length of the 5 min parking in Eaton Street.*

- Stakeholder Response (Balmain Public School OOSH):

The Co-ordinator advised that 150 children attend OOSH and only 20 walk with the others relying on parents driving to the school. Some of the Father John Therry students also use the OOSH and walk across Eaton Street in the supervised Children's Crossing. OOSH also operates 7am-8.30am although the mornings are less busy with drop offs and Balmain Public School starts at 8.55am.

The current afternoon restrictions on the 5min parking that concludes at 3.30pm were discussed and it was noted that parking restrictions in Marion Street were extended for the operation time for Leichhardt Public School OOSH up until 6pm Monday to Friday on school days.

Hence, it was suggested that the 5min parking for the 3 carspaces near the school's exit gate could be similarly extended from 3.30pm to 6.00pm and the Co-ordinator supported this idea. This would allow parents to pick up their children without worrying about paying for and displaying a Ticket.

Officer's Comment:

*This proposed amendment to the 5 min parking in Eaton Street is recommended to be referred to the April Traffic Committee meeting for favourable support.*

- Stakeholder Response (Balmain Hospital):

Due to the limited permits issued, we would like to request special consideration for a few additional parking permits to assist the relatives visiting palliative care patients.

Officer's Comment:

*Council officers will give favourable consideration to the Hospital's request once it has been submitted in writing.*

- Stakeholder Response (Balmain Children's Centre):

Requested additional permits as staff have raised concerns with having to park away from the Centre in Donnelly Street – feel unsafe parking outside the park and in an area with little passive surveillance and lighting.

Requested drop off/pick up facilities be provided in front of the Centre in Booth Street.

Concerned with the speed of vehicles in Booth Street (between Darvall St and Palmer St).

Officer's Comment:

*Council officers will consider requests for additional parking permits whilst needing to balance the parking needs of residents, businesses, shoppers and visitors, and investigate the provision of drop off/pick up facilities, and undertake speed counts and prepare a report to the Traffic Committee.*

- Stakeholder Response (Father John Therry Primary School):

Concerns with the speed of vehicles in Eaton Street on the frontages of the two schools and in particular near the Children's Crossing.

Officer's Comment:

*Council officers will investigate speed levels in Eaton Street and report the results to the Traffic Committee for consideration;*

- Stakeholder Response (Father John Therry Primary School):  
Could Council convert existing Children's Crossings to full-time pedestrian crossings (zebra) and crossing supervisors be provided in order to improve safety for children and staff.

Officer's Comment:

*Children's crossings were installed in these locations as they did not meet the RMS warrants for a marked (zebra) crossing. Officers will reassess these locations and report the results of the investigation to the Traffic Committee for consideration.*

- Stakeholder Response (Father John Therry Primary School):  
Is it possible for Gladstone Street to become a shared zone due to the high volume of pedestrians and lack of footpath in the street?

Officer's Comment:

*Council has listed Gladstone Street in its narrow streets program for a 10km/h shared zone and Council officers will contact RMS with a 10km/h shared zone proposal for its consideration and approval.*

- Stakeholder Response (Father John Therry Primary School):  
Consider formalising the footpath parking in Vincent Street to improve pedestrian amenity. Currently, parents park on the footpath and occasionally prevent pedestrians being able to utilise the northern footpath, forcing them onto the road or southern footpath.

Officer's Comment:

*Council has listed Vincent Street in its narrow streets program and is currently liaising with RMS to gain consensus on footpath parking schemes.*

- Stakeholder Response (Father John Therry Primary School):  
Consider providing a raised crossing facility or kerb extensions on Eaton Street at the existing children's crossing in order to slow vehicle speeds at the crossing (like in Jane Street Children's Crossing) and to reduce the exposure time of children whilst on the road.

Officer's Comment:

*This will be listed for investigation with the results being reported to the Traffic Committee for consideration.*

The school also requested additional advanced warning signs, fencing in front of the Jane Street exit to prevent children walking straight onto the road and to offset the existing school crossing facility signposts to prevent them being hit by reversing

vehicles. These issues will be forwarded to the relevant Council officers to investigate and action.

### **Parking Occupancy Surveys**

There is currently 4P Ticket (8am-10pm; Permit Holders Excepted Area B2) parking operating in Booth Street (Darling Street-Darvall Street), Darvall Street and Eaton Street. This provides longer term parking for visitors to the various nearby landuses i.e. Balmain Hospital, Gladstone Park, bowling club, Church and schools.

Also, there is shorter term parking with 2P (8am-10pm; Permit Holders Excepted Area B1) restrictions operating in Booth Street (Darvall Street-Palmer Street/Donnelly Street). There is no metered parking in this section of Booth Street.

There is some unrestricted parking nearby in Jane Street, Vincent Street and Donnelly Street.

Recent surveys were conducted in Eaton Street, Darvall Street and Booth Street (Darling Street-Darvall Street) to determine the parking occupancy demand and turnover rate.

Analysis of the survey is shown in the table below:

#### **Parking Occupancy**

	8:45am	12:30pm	3pm	4:30pm
Eaton Street	61%	52%	77%	35%
Darvall Street	88%	90%	78%	78%
Booth Street (Darling St- Darvall St)	91%	98%	98%	87%

#### **Parking Turnover**

	8:45am to 12:30pm	12:30pm to 3pm	3pm to 4:30pm
Eaton Street	65%	68%	68%
Darvall Street	27%	34%	39%
Booth Street	41%	30%	35%

The parking occupancy data shows very high occupancy in Booth Street; however, there was a reduction in occupancy rate when heading eastbound around Gladstone Park into Darvall Street and then Eaton Street.

The proposed amendment to drop off pick up restrictions is proposed in Eaton Street where there is surplus parking supply in the period after 3:30pm.

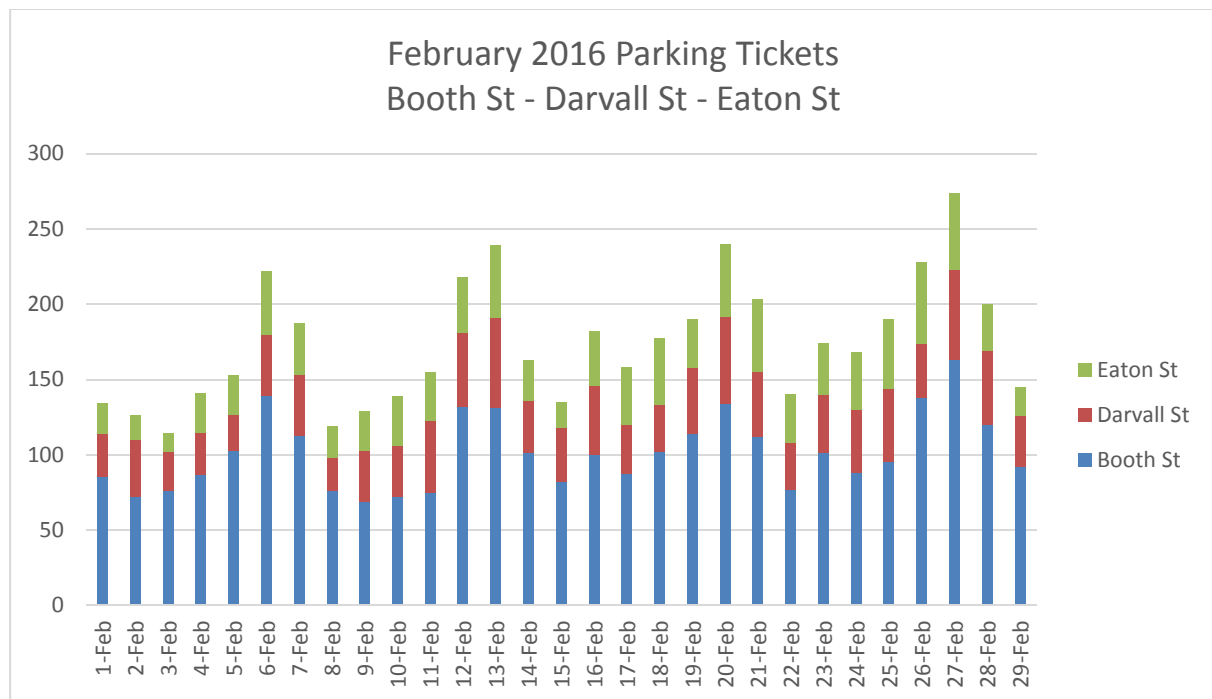
It was also noted there was a high number of permits displayed on vehicles in the above streets which demonstrated a number of vehicles were parking for extended periods of time. However; as demonstrated by the table below, there is still a significant number of visitors and shoppers who park in Eaton Street, Darvall Street and Booth Street. Booth Street in particular caters for a large portion of visitors to



the Hospital and the commercial precinct and this is reflected in the high occupancies and high turnover rates in this street.

Based on the above information, surveys and feedback from stakeholders, it is considered that the current parking management in place in Booth Street, Darvall Street and Eaton Street is satisfactory and the proposed extension of the 5 minute parking in Eaton Street as discussed with the OOSH operation in Balmain Public School should be referred to the April Traffic Committee meeting for favourable consideration.

Furthermore, based on the advice contained in the February report to Council, it is considered that the current '5 min parking' and 'No Parking' restrictions should be retained, including within the Ticket parking meter areas.



This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure, as there is no exposure.