

REPORT FROM COMMITTEE

DIVISION: INFRASTRUCTURE & SERVICE DELIVERY

MEETING: MINUTES OF LOCAL TRAFFIC COMMITTEE

MEETING DATE: 7 APRIL 2016

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PRESENT

Councillor John Jobling	Chairperson
Ryan Horne	RMS Representative
Sgt DC	NSW Police
Bill Holliday	Member for Balmain Representative
John Stephens	LMC – Traffic Manager
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
1 Resident	Item 2.1
1 Resident	Item 2.8
2 Residents	Item 2.11

APOLOGIES

Councillor Rochelle Porteous	Deputy Chairperson
Chris Johnson	Road Safety Officer
Jason Scoufis	LMC – Team Leader Traffic

SUMMARY OF RECOMMENDATIONS

1.0 Confirmation of Minutes

TR16/031

Committee Recommendation (unanimous support):

That the Minutes from the 3rd March 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

TR16/032

2.1 No.109 Mansfield Street, Rozelle – 'P15min' Parking restrictions

Committee Recommendation (unanimous support):

That 6m of parking east of the driveway outside No.109 Mansfield Street, Rozelle be converted from unrestricted parking to 'P15min 7am-3pm Mon-Fri'.

TR16/033

2.2 Glover Street, Lilyfield – '90 Degree Angled Parking' Restriction

Committee Recommendation (unanimous support):

- 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.

TR16/034

2.3 Wetherill Street/Norton Street, Leichhardt – Pedestrian Facilities

Committee Recommendation (unanimous support):

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

TR16/035**2.4 North Avenue, Leichhardt – ‘No Parking’ Restriction****Committee Recommendation (unanimous support):**

- 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.

TR16/036**2.5 Batty Street at Mansfield Street, Rozelle – Kerb Extension****Committee Recommendation (unanimous support):**

- 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 arrow be marked on Batty Street, near Mansfield Street, directing motorists south towards the Mansfield Street intersection.
- b) That a detailed design be prepared and brought back to the Committee.

TR16/037**2.6 Flood Street, Leichhardt – Road Occupancy****Committee Recommendation (unanimous support):**

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 the van be parked as parallel and as close as possible to the kerb.
- h) That Council reserves the right to cancel this approval at any time.

TR16/038

2.7 Hamilton Street, Rozelle – No Parking restrictions

Committee Recommendation (unanimous support):

- 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.

TR16/039

2.8 Wise Street/Terry Street, Rozelle – No Left Turn for Vehicles over 9m

Committee Recommendation (unanimous support):

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

TR16/040

2.9 Nagurra Place, Rozelle – No Stopping restrictions

Committee Recommendation (unanimous support):

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.

TR16/041

2.10 Nelson Street, Annandale – Part-time ‘Loading Zone’**Committee Recommendation (unanimous support):**

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.

TR16/042**2.11 Moore Lane, Lilyfield – No Parking Restrictions****Committee Recommendation (unanimous support):**

- a) That a 11m ‘No Parking’ zone be installed on the southern side of Moore Lane, across the driveways at the rear of Nos. 9 and 11 Moore Street.
- b) That driveway linemarking 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 to improve sightlines and manoeuvring space.

TR16/043**2.12 Taylor Street, Annandale – Road Occupancy****Committee Recommendation (unanimous support):**

- 1) That the temporary full road closure of Taylor Street between Booth Street and Booth Lane, Annandale on Saturday, 2nd 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.

TR16/044

2.13 Eaton Street, Balmain – Review of Facilities for After School Pickup of Children

Committee Recommendation (unanimous support):

- 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.

3. Status Reports

TR16/045

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

Committee Recommendation (unanimous support):

That the report be received and noted.

4. Minor Traffic Facilities

TR16/046

4.1 Removal of ‘Disabled Parking’ Restriction – Mullen Street, Balmain

Committee Recommendation: (unanimous support):

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

TR16/047

4.2 Amendment of Disabled Parking restriction – Lonsdale Street, Lilyfield

Committee Recommendation: (unanimous support):

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.

TR16/048

4.3 Installation of Works Zone restriction – George Street, Leichhardt

Committee Recommendation: (unanimous support):

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.

5. Special Traffic Committee – Items supported between formal meetings

TR16/049

5.1 Installation of 'Works Zone' Restriction – Elliott Street, Balmain

Committee Recommendation: (unanimous support):

- 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

TR16/050

6.1 Installation of Disabled Parking restriction – Gallimore Avenue, Balmain East

Committee Recommendation: (unanimous support):

That a 5.5m 'Disabled Parking' zone be installed in front of No.5 Gallimore Avenue, Balmain East, in the space closest to the northern driveway.

TR16/051

6.2 Extension of 40km/h HPAA zone- Booth Street, Annandale

Committee Recommendation: (unanimous support):

That RMS be requested to extend the 40km/h HPAA zone in Booth Street to cover the upgraded zebra crossing west of Taylor Street.

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, 5th May 2016.**

8 Part B – Informal Items

TR16/052

8.1 Alfred Street, Rozelle – Angle Parking Investigation

Committee Recommendation (unanimous support):

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.

TR16/053

8.2 Elswick Street, Leichhardt – Angle Parking Investigation

Committee Recommendation (unanimous support):

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.

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

Precinct: Rozelle/White Bay

Ward: Wangal-Rozelle-Lilyfield

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:

Two more responses were received from the surveyed residents of Mansfield Street and were distributed to the Committee members. The responses were as follows:

- Property No. 107 Mansfield Street – objects to the proposal
- Property No. 113 Mansfield Street – Supports the proposal

The following concerns were raised by the resident objecting to the proposed short-term parking restrictions:

- The proposal creates a reduction in neighbourhood amenity in order to support the commercial operation.
- The driveway of No. 109 Mansfield Street should be converted to a parking space and sign posted as 'P15min' to prevent loss of parking for neighbouring properties.

The business owner/applicant from No.109 Mansfield Street addressed the Committee and provided the following information:

- *Due to high number of commuter parking in Mansfield Street, patrons of her business are unable to find a parking space in close proximity of her shop and as such chose to go elsewhere.*
- *Recent proposal for 2P Resident Parking Scheme was not supported due to less than required resident support.*
- *Driveway of No.109 Mansfield Street provides access to the side of the property and the disabled person bathroom facility. It is also used by delivery vehicles as well as waste removal vehicles to service the property.*

Committee Recommendation:

That 6m of parking east of the driveway outside No.109 Mansfield Street, Rozelle be converted from unrestricted parking to 'P15min 7am-3pm Mon-Fri'.

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

<i>Precinct: Rozelle/Lilyfield</i>

<i>Ward: Eora Leichhardt-Lilyfield</i>
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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:

- The Committee supported the Officer's recommendation.

Committee 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.

2.3 Wetherill Street/Norton Street, Leichhardt– Pedestrian Facilities

<i>Precinct: Leichhardt</i>	<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:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

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

2.4 North Avenue, Leichhardt - 'No Parking' Restriction

<i>Precinct: Leichhardt</i>

<i>Ward: Gadigal Annandale-Leichhardt</i>

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.

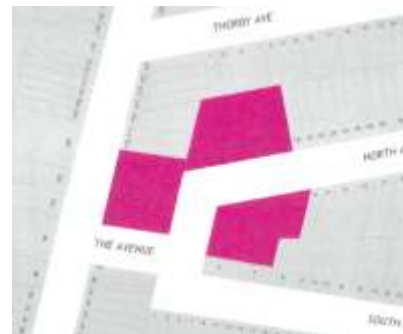
Proposal

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:

- The Committee supported the Officer's recommendation.

Committee 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.

2.5 Batty Street at Mansfield Street, Rozelle – Kerb Extension

Precinct: Rozelle/Lilyfield

Ward: Wangala Rozelle-Lilyfield

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:

- The Committee supported the Officer's recommendation.

Committee 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, near Mansfield Street directing motorists south towards the Mansfield Street intersection.
- b) That a detailed design be prepared and brought back to the Committee.

2.6 Flood Street, Leichhardt – Road Occupancy

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

- State Transit Authority's representative requested that the van be parked as parallel and as close as possible to the kerb, to allow enough room for the STA buses to get through.
- The Committee supported the Officer's recommendation.

Committee 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:

- i) 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.
- j) That the applicant contact Energy Australia/Ausgrid in relation to power access to the mobile laboratory.
- k) 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.
- l) 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.
- m) That a copy of the Council approval letter must be made available on the site for inspection by relevant officers.
- n) That the applicant must comply with any reasonable directive from Council's Compliance Officers.
- o) That the van be parked parallel and as close as possible to the kerb.
- p) That Council reserves the right to cancel this approval at any time.

2.7 Hamilton Street, Rozelle – No Parking restrictions

Precinct: Rozelle/Lilyfield

Ward: Wangal Rozelle-Lilyfield

Background

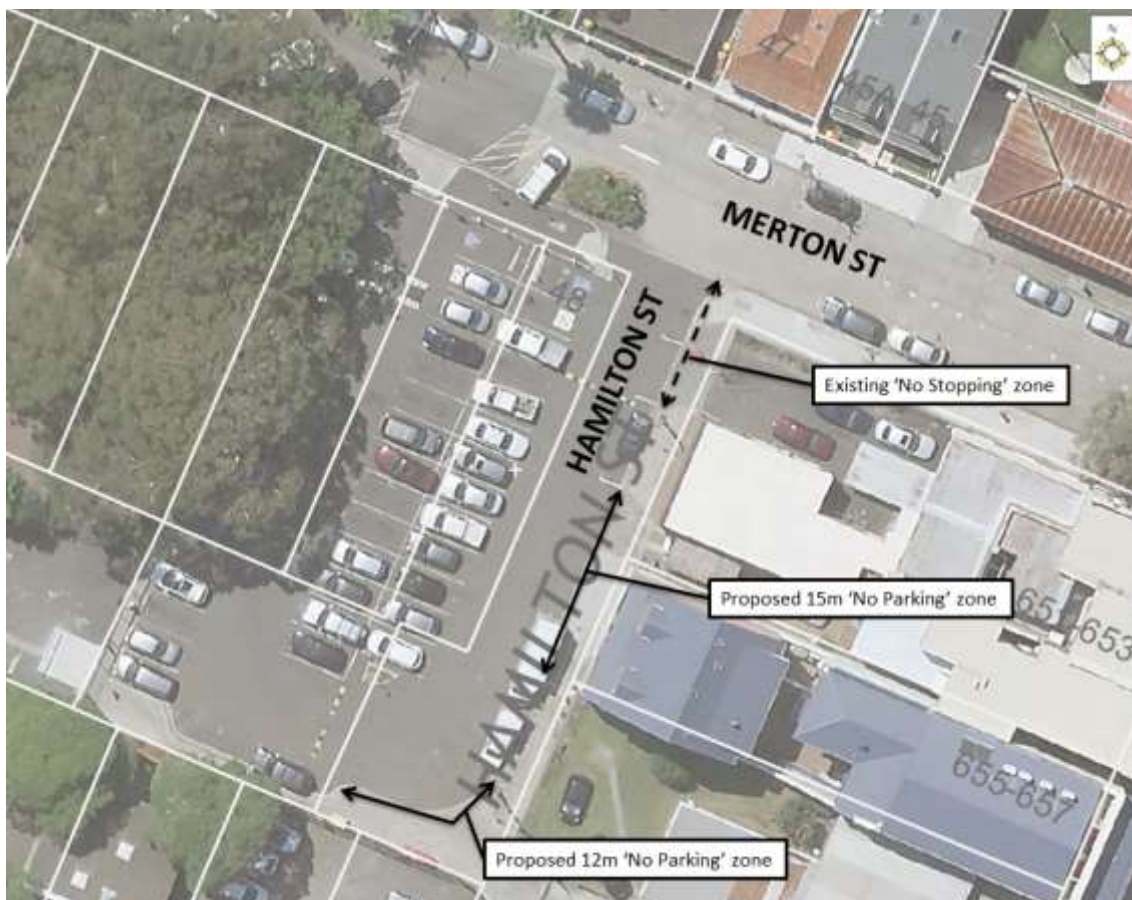
Concerns have been raised regarding vehicles parking across residents' driveways in Hamilton Street, Rozelle which forms the entry aisle of the Hamilton Street car park (accessed via Merton Street).

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.

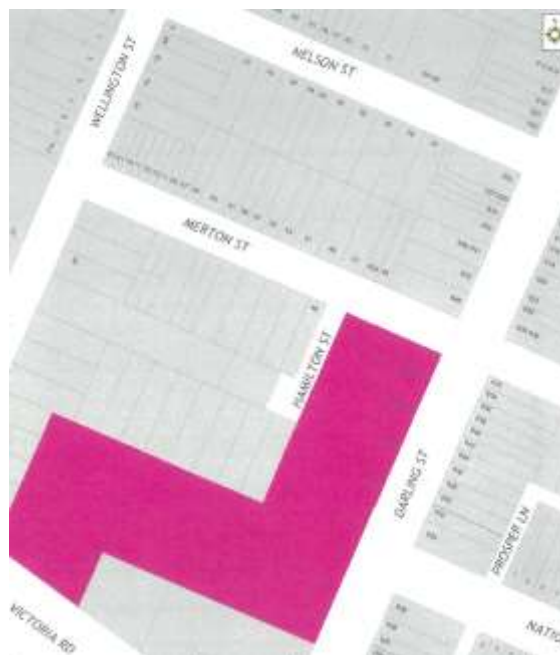
It should be noted that the proposal does not result in any loss of parking.



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:

- The Committee supported the Officer's recommendation.

Committee 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.

2.8 Wise Street/Terry Street, Rozelle – No Left Turn for Vehicles over 9m

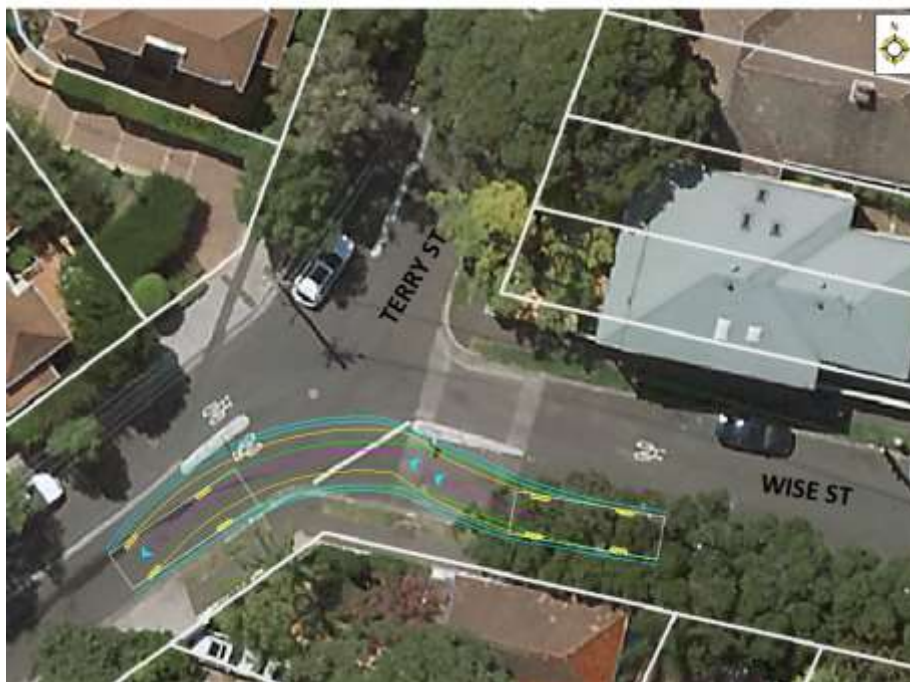
<i>Precinct: Rozelle/Iron Cove</i>

<i>Ward: Wangal Rozelle-Lilyfield</i>

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:

- A resident from Wise Street addressed the Committee in support of the proposal and provided the following information:
- Resident advised that they are representing 38 other residents of Wise Street in supporting the proposed 'No Left Turn Vehicles over 9m'. There are three main areas of concern with regards to the Terry/Wise Street intersection:
 1. Heavy vehicles constantly mount the kerb when turning left from Wise Street to Terry Street, creating a safety concern with the pedestrians.
 2. There is a high level of noncompliance with the Stop Sign at the Terry/Wise Street intersection. Video evidence of 68 vehicles not stopping at the Stop Sign over a period of several hours can be provided to police for their information.
 3. Speed of vehicles in Wise Street.
- At the request of residents, traffic counters were installed in Terry Street in March 2015 and showed an 85th percentile speed of 38km/h.
- A 'No Left Turn Vehicles over 9m' sign should be installed at the Darling Street end of Wise Street to discourage heavy vehicles to drive down Wise Street.

A petition was received on 07/03/2016 on behalf of 38 residents of Wise Street, Leichhardt in support of the proposed 'No Left Turn Vehicles over 9m' restriction.

STA will provide a sign on the entry point at Darling Street & Wise Street advising STA buses not to travel down Wise Street.

Police representative advised that they are aware of the level of non-compliance with the Stop Signs at the Terry Street/Wise Street intersection.

- The Committee supported the Officer's recommendation.

Committee 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.

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:

- The Committee supported the Officer's recommendation.

Committee 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.

2.10 Nelson Street, Annandale – Part-time 'Loading Zone'

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

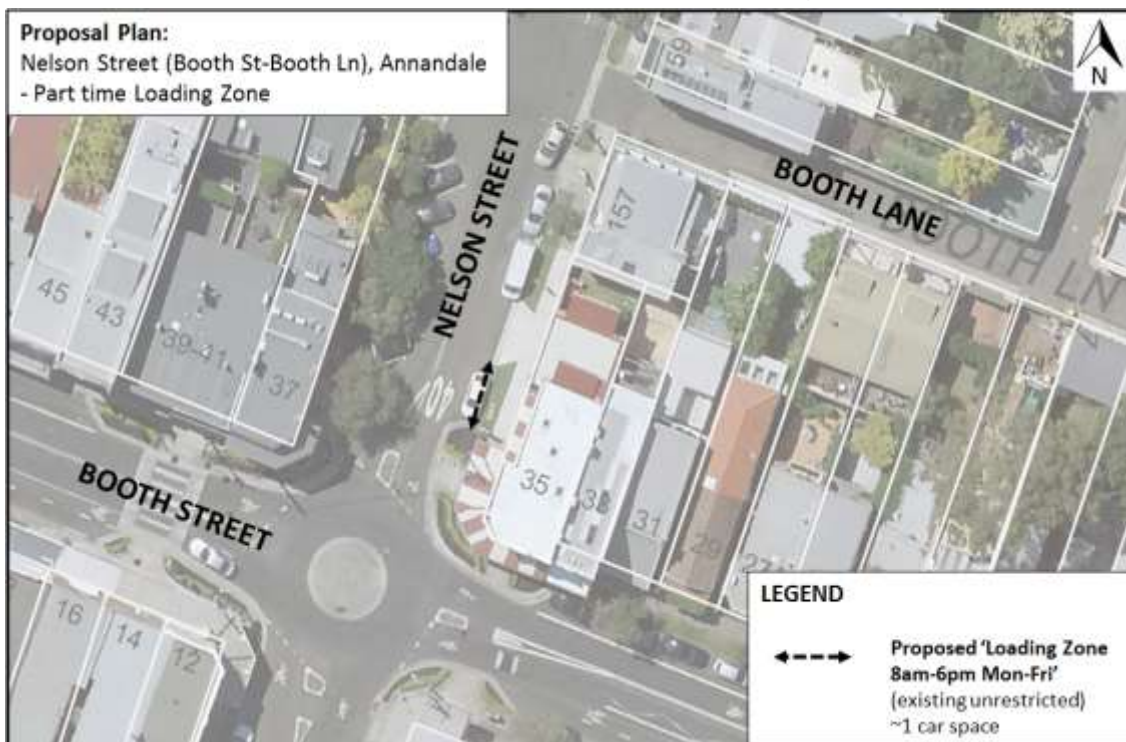
Council has received a request from a business for a 'Loading Zone' on the eastern side of Nelson Street north of Booth Street, to facilitate deliveries.

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:

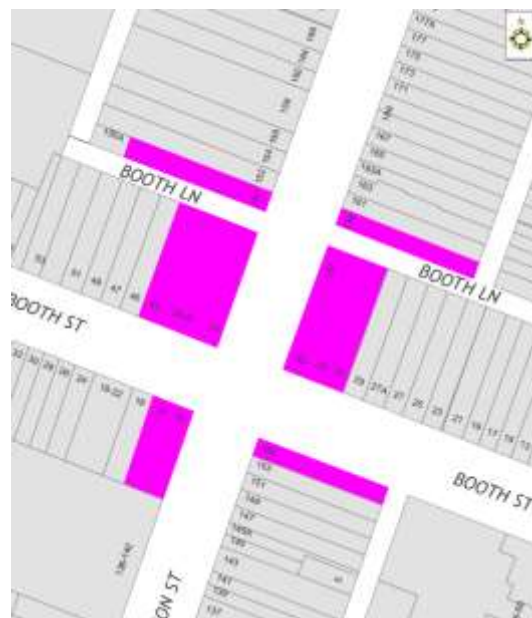


The proposed 'Loading Zone' would not just directly benefit the applicant with access via Nelson Street but also many of the nearby businesses on Booth Street that require deliveries.

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:

- The Committee supported the Officer's recommendation.

Committee 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.

2.11 Moore Lane, Lilyfield – No Parking Restrictions

Precinct: Lilyfield	Ward: Gadigal Annandale-Leichhardt
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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:

A resident from Moore Lane addressed the Committee in objection to the proposal and advised the following:

- *Objecting to the loss of parking outside the rear of 17-19 Moore Street, as there is very limited parking available in the laneway. Alternative options such as installing bollards or line marking should be further investigated.*
- *Seeking a reduction in the proposed 16 m ‘No Parking’ zone to exclude the garage entrance of No. 11A Moore Lane, Lilyfield.*

Committee Recommendation:

- a) That an 11m 'No Parking' zone be installed on the southern side of Moore Lane, across the driveways at the rear of Nos. 9 and 11 Moore Street.
- b) That driveway linemarking 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 to improve sightlines and maneuvering space.

2.12 Taylor Street, Annandale – Road Occupancy

<i>Precinct: Annandale</i>

<i>Ward: Gadigal Annandale-Leichhardt</i>

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 25th year anniversary on Saturday, 2nd 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):

SafeWay Traffic Management Solutions
 Location: Taylor Street, Annandale, NSW
 Company: Booth & Taylor Hardware, Council: Leichhardt
 TCP Endorsed By: Dennis Dandolo
 Prepare a Work Zone TMS #: 0028376586
 Expiry Date: 02.02.2019

A: Suite 450, 29 Smith Street, Parramatta 2150 NSW
 P: 1800 987 891
 F: (02) 9622 6044
 M: 0603 323 250
 E: dennis.dandolo@safewaytms.com.au
 W: www.safewaytms.com.au
 URB Reference: 11/N15
 Scale: NTS
 Revision: 1.0
 Prepared Date: 24.02.2016
 TCP Author: Martin Gilbert
 Design & Audit #: 0021199937
 Red Ticket #: 2892057705

1. SCOPE OF WORKS
 Road Closure for special event.

2. TRAFFIC MANAGEMENT LOGISTICS
 Certified Traffic Controllers will implement a road closure as per the Traffic Management Plan. Pedestrian and cyclists safety will be a priority at all times.

3. SCHEDULE OF WORKS
 TBA By Booth & Taylor Hardware.

4. COMPLIANCE
 When installed as per the plan, signage will be in accordance with Australian Standards as 1742.3, 2009, and Traffic Control at Worksite Manual Version 4.0 from the RTA

TCP-Special Event.

Legend
 Road Closure
 Traffic Controller
 Cone

Sign Spacing	Estimated speed of Traffic (kph)	Dimension Range
40km	0-5m	
50km	15-50m	
60km	45-60m	
70km	70m	
80km	85m	
90km	90m	
100km	100m	

NOTES
 1. All signs to be posted where appropriate space and sight distance allows.
 2. As permitted on local roads advance warning signs can be spaced at a minimum 15m separation.
 3. Pedestrians will be assisted around the work site when construction activity impacts on pedestrian access.
 4. If the footpath needs to be closed at any stage appropriate signage and barriers will be posted and pedestrians will be assisted around the work site as required.

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, 2nd 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:
 - d. Barrier Boards
 - e. 'Road Closed' (T2-4) signs
 - f. '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:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

- 1) That the temporary full road closure of Taylor Street between Booth Street and Booth Lane, Annandale on Saturday, 2nd 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:
 - g. Barrier Boards
 - h. 'Road Closed' (T2-4) signs
 - i. '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.

2.13 Eaton Street, Balmain –Review of Facilities for After School Pickup of Children

Precinct: Balmain	Ward: Birrabirragal-Balmain
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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.

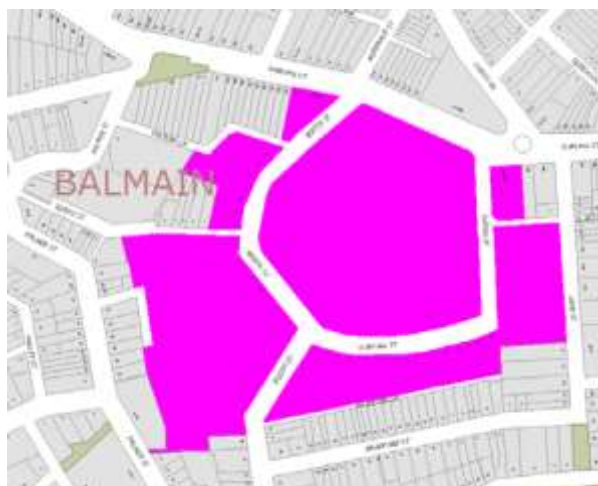


The proposed restrictions correspond with the finishing time of the after school care at 6pm.

Consultation

A consultation letter was letterbox dropped 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:

- The Committee supported the Officer's recommendation.

Committee 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:
- 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".
 - That the existing part time 'Disabled Parking' restrictions for the space described in part i. be retained.
 - 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".
 - 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.

3 Status Reports

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

Precinct: Leichhardt	Ward: Eora Leichhardt-Lilyfield
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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 th Percentile Speeds	March 2013	December 2015 (highlighted cells show treated direction)
Between Regent St and Marlborough St	Northbound	55.4km/h	54.5 km/h
	Southbound	54.4km/h	54.2 km/h
Between Macauley St and Carlisle St	Northbound	n/a	52.2 km/h
	Southbound	n/a	53.4 km/h

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.

Officer's Recommendation:

That the above report be received and noted.

Discussion:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

That the above report be received and noted.

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:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

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

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:

- The Committee supported the Officer's recommendation.

Committee 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.

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:

- The Committee supported the Officer's recommendation.

Committee 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.

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

6.1 Installation of Disabled Parking restriction – Gallimore Avenue, Balmain East

The resident of No.21/5 Gallimore Avenue, Balmain East has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site inspection has revealed that the property has off street parking in the apartment block however it can only be accessed by multiple flights of stairs.

Each parking space is allocated to individual units and those few spaces at ground level are not assigned to the applicant.

The applicant does not require the use of a wheelchair.

Officer's recommendation

That a 5.5m 'Disabled Parking' zone be installed in front of No.5 Gallimore Avenue, Balmain East, in the space closest to the northern driveway.

Discussion:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

That a 5.5m 'Disabled Parking' zone be installed in front of No.5 Gallimore Avenue, Balmain East, in the space closest to the northern driveway.

6.2 Extension of 40km/h HPAA zone- Booth Street, Annandale

Council has received a request from a concerned resident for the extension of the 40km/h High Pedestrian Activity Area zone to the east to cover the upgraded zebra crossing in Booth Street near Taylor Street to assist in slowing down eastbound vehicles.

Officer's recommendation

That RMS be requested to extend the 40km/h HPAA zone in Booth Street to cover the upgraded zebra crossing west of Taylor Street.

Discussion:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

That RMS be requested to extend the 40km/h HPAA zone in Booth Street to cover the upgraded zebra crossing west of Taylor Street.

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, 5th May 2016**.

8 Part B – Informal Items

8.1 Alfred Street, Rozelle – Angle Parking Investigation

<i>Precinct: Rozelle/Lilyfield</i>	<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:

- The Committee supported the Officer's recommendation.

Committee 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.

8.2 Elswick Street, Leichhardt – Angle Parking Investigation

Precinct: Leichhardt

Ward: Eora Leichhardt-Lilyfield

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:

Requirement	Response
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:

- The Committee supported the Officer's recommendation.

Committee 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.

9 PART C - TRAFFIC GENERATING DEVELOPMENTS

There are no matters to report.

Attachments

Appendix A

Minutes of the Local Traffic
Committee meeting held on 3rd
March 2016

Appendix B

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

Appendix C

Traffic Management Plan for Wise
Street/Terry Street intersection

Appendix D

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