



# **LOCAL TRAFFIC COMMITTEE MEETING AGENDA**

**4 February 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 4<sup>th</sup> OF FEBRUARY 2016 COMMENCING AT 9:30AM IN THE COUNCIL CHAMBERS – LEICHHARDT TOWN HALL**

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## **List of Attachments**

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| Appendix A | Minutes of the Local Traffic Committee meeting held on 3rd December 2015             |
| Appendix B | Beattie Street, Balmain Traffic Management Plan (TMP) and Traffic Control Plan (TCP) |

## 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 December 2015 Local Traffic Committee meeting held on the 3<sup>rd</sup> December 2015 (refer to **Appendix A**).

### Officer's Recommendation:

That the Minutes from the 3<sup>rd</sup> December 2015 Local Traffic Committee meeting be accepted as a true and accurate record of the meeting's proceedings.

### Committee Recommendation:

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

#### Discussion:

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#### Committee Recommendation:

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### 1.2. Council Resolution

Council at its Ordinary Meeting held on 8<sup>th</sup> December 2015 adopted the committee's recommendation for the following two items from the 3<sup>rd</sup> December 2015 Local Traffic Committee Meeting:

- 2.4 Edith Street, Leichhardt – Road Occupancy (Street Party) and
- 2.6 Short Street, Balmain – Road Occupancy (Street Party)

Council is due to consider the outstanding items of the December 2015 Local Traffic Committee's recommendations at its Ordinary meeting, scheduled for Tuesday 23<sup>rd</sup> February 2016.

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

### **2. Reports**

#### **2.1 Grove Street, Lilyfield – ‘No Stopping’ Restrictions**

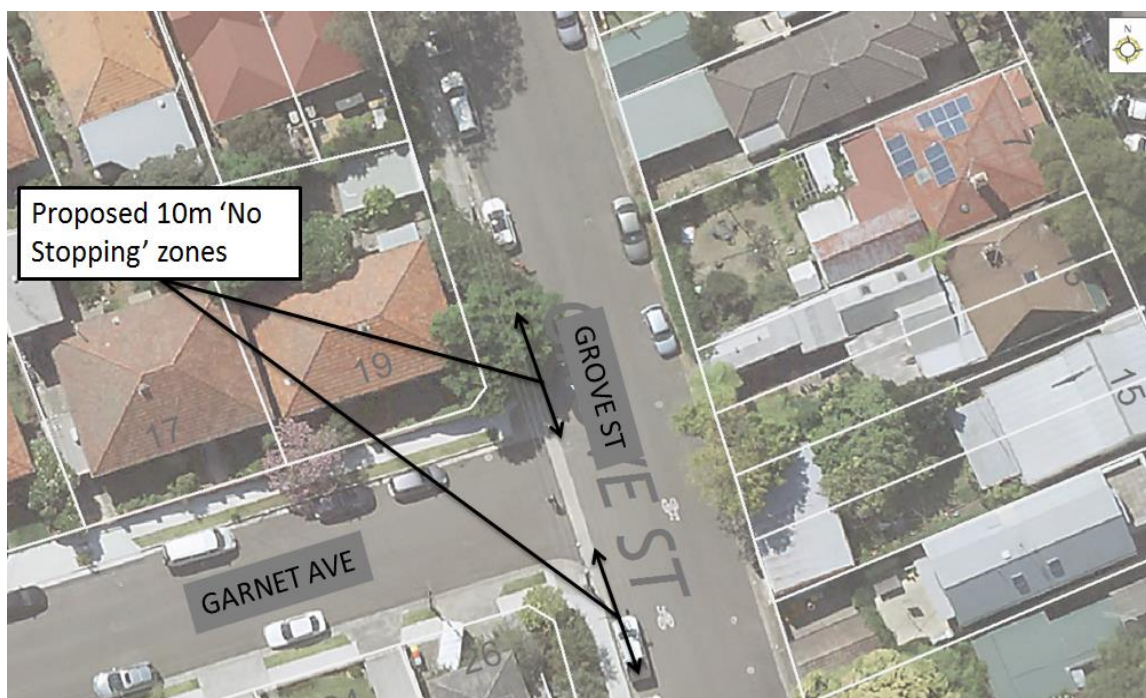
<i>Precinct: Leichhardt</i>	<i>Ward: Wangal Rozelle-Lilyfield</i>
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##### **Background**

Concerns have been raised regarding vehicles obstructing sight lines by parking on Grove Street, too close to the intersection of Grove Street/Garnet Avenue, Lilyfield.

##### **Proposal**

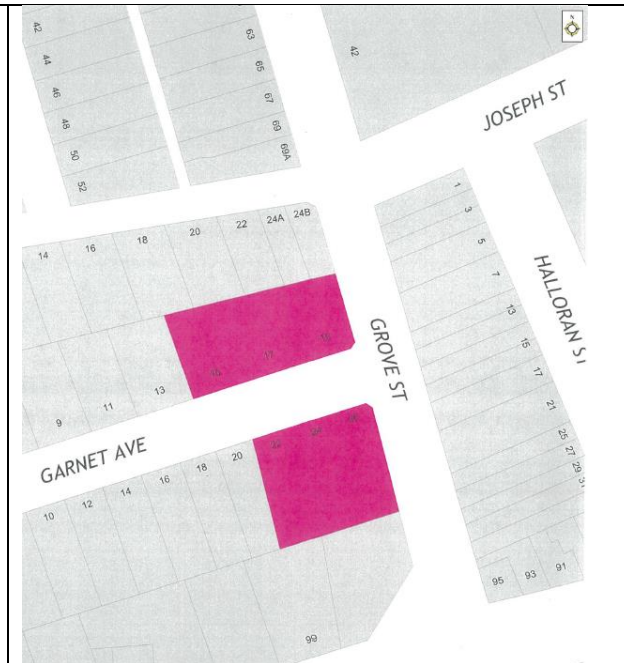
In order to alleviate this issue it is proposed to signpost the 10m ‘No Stopping’ zones as shown on the plan below.



##### **Consultation**

A letter outlining the above parking proposal was mailed out to the affected properties (6 properties) in Garnet Avenue as indicated on the following map, requesting resident's views regarding the proposal.

No responses were received.



#### Officer's Recommendation:

- a) That 10m 'No Stopping' zones be provided on the western side of Grove Street, north and south of Garnet Avenue, Lilyfield.
- b) That the surveyed residents be advised of the Committee's recommendation.

#### Discussion:

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#### Committee Recommendation:

### 2.2 Lilyfield Road, Lilyfield – 'No Stopping' Restrictions

Precinct: Rozelle/Lilyfield

Ward: Wangal Rozelle-Lilyfield

#### Background

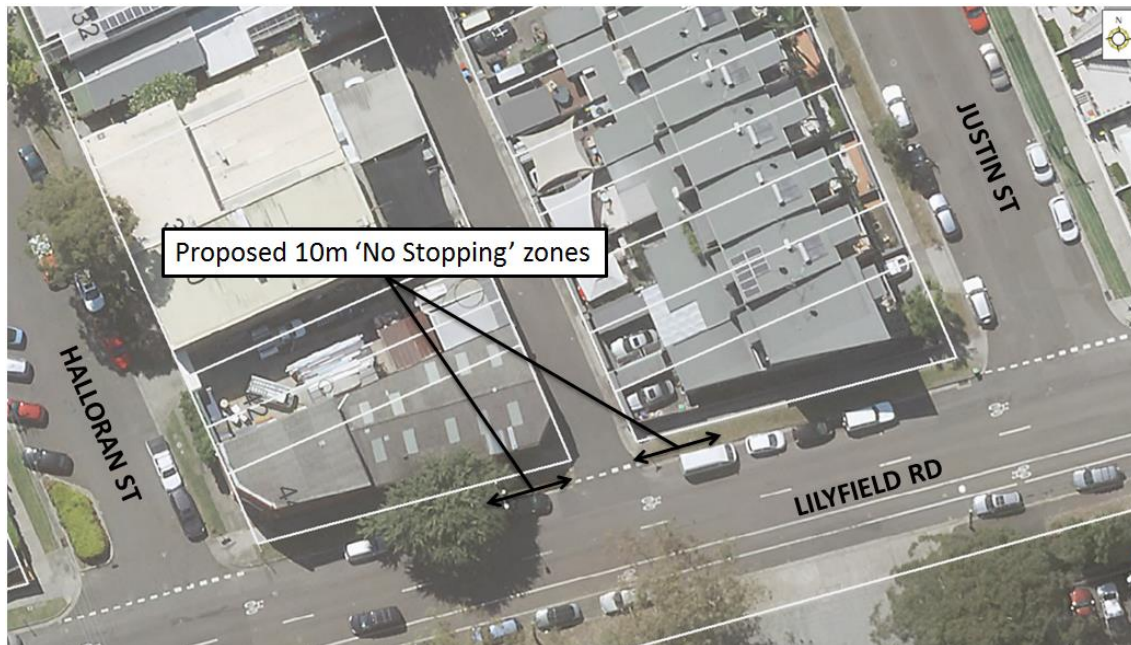
Concerns were raised as part of the consultation to item 2.9 in the December 2015 Traffic Committee regarding vehicles obstructing sight lines by parking on Lilyfield Road, too close to the intersection of Lilyfield Road/Unnamed Laneway (running parallel between Justin Street and Halloran Street), Lilyfield.

The Traffic Committee recommended:

*That officer's investigate 'No Stopping' restrictions on the northern side of Lilyfield Road, on both sides of the unnamed laneway.*

## Proposal

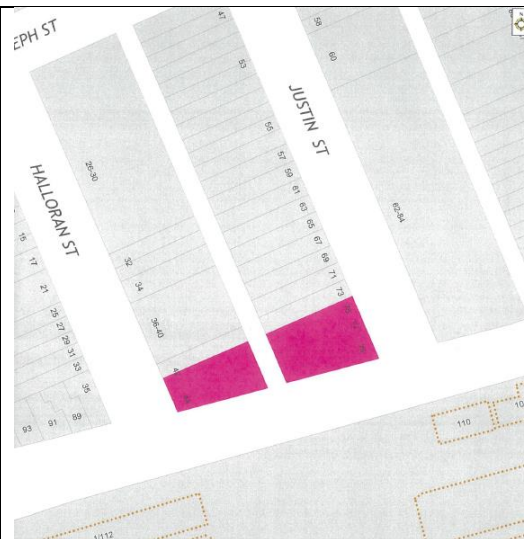
In order to alleviate this issue it is proposed to signpost the 10m 'No Stopping' zones as shown on the plan below.



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (6 properties) in Justin Street and Halloran Street as indicated on the following map, requesting residents' views regarding the proposal.

No responses were received.



## Officer's Recommendation:

- That 10m 'No Stopping' zones be provided on the northern side of Lilyfield Road, east and west of the Unnamed Laneway running parallel between Justin Street and Halloran Street, Lilyfield.
- That the surveyed residents be advised of the Committee's recommendation.



**Discussion:**

- **Committee Recommendation:**

**2.3 Sorrie Street, Balmain – ‘No Parking’ and ‘No Stopping’ restrictions**

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

Concerns have been raised regarding vehicles obstructing vehicle movements (driveway egress) by parking in Sorrie Street, adjacent to the off-street parking of No.34 Palmer Street, Balmain.

Sorrie Street is one way westbound from Booth Street to Palmer Street.

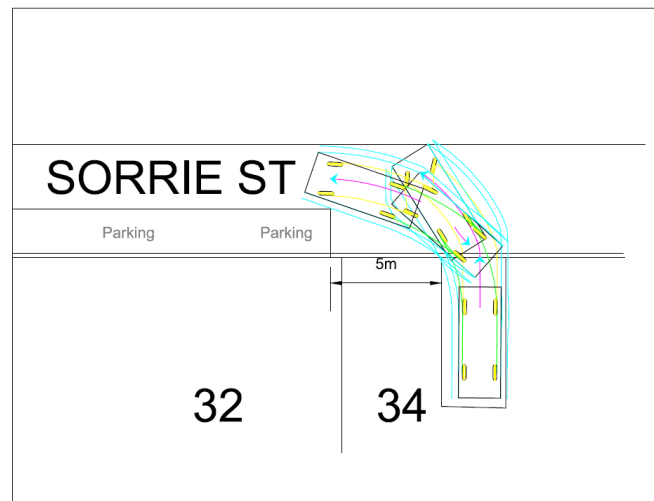
**Proposal**

In order to alleviate this issue it is proposed to signpost a 5m ‘No Parking’ zone in Sorrie Street as shown on the plan below. It is also proposed to reduce the existing 10m ‘No Stopping’ zone to a 6m ‘No Stopping’ zone in Sorrie Street, east of Palmer Street in order to offset this loss in parking. The existing ‘No Stopping’ zone is not required at its current length as Sorrie Street is one way, a risk analysis has been provided in this report.





As shown by the following swept path analysis, this provides sufficient room for a large car (5m) to exit the garage.



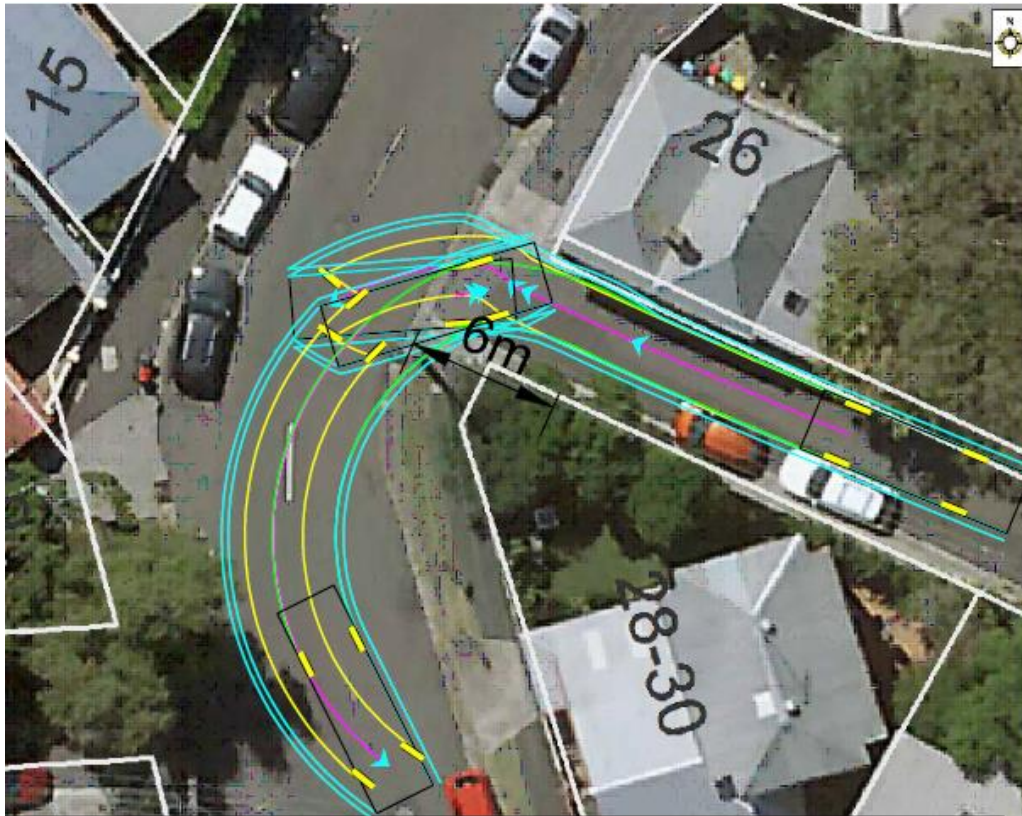
## Risk Analysis

### Risk Analysis – Reduction in ‘No Stopping’ zone to 6m in Sorrie Street at Palmer Street

The RMS checklist attached in the ‘TTD 2014/005: Statutory 10m No Stopping at unsignalised intersections review’ was used in this risk analysis.

Criteria	Yes	No	Comment
Detailed plan to scale, include key elements like: <ul style="list-style-type: none"> <li>• Kerb and gutter</li> <li>• Linemarking</li> <li>• Existing property line</li> <li>• Footpath width</li> <li>• Existing kerbside parking</li> </ul>			See swept path diagram for medium rigid vehicle below
Crossing Sight Distance (CSD)		Not affected	CSD depends on crossing length, walking speed and 85 <sup>th</sup> ile speed. The proposal does not impact on those criteria.
Approach Sight Distance (ASD)		Not affected	
Safe Intersection sight Distance (SISD)		Not affected	
Minimum Gap Sight Distance (MGSD)		Not affected	
Turning paths		Not affected	See swept path diagram for medium rigid vehicle below
Public Transport		Not affected	The subject section of Sorrie Street is not a bus route.
Emergency vehicle access		Not affected	Fire engines used in the Leichhardt LGA are 2.5m wide and 8m long. 8.8m medium rigid

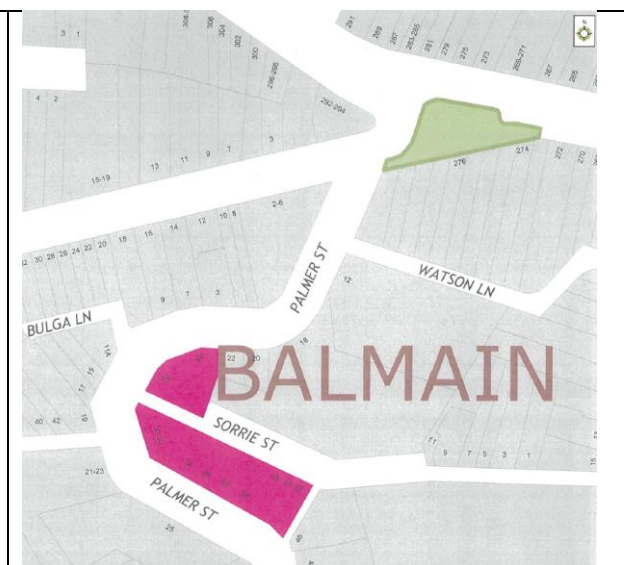
Criteria	Yes	No	Comment
			vehicle swept path diagram to be used to analyse.
Angle parking manoeuvres		Not affected	No angle parking provided in the affected streets.



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (10 properties) in Sorrie Street and Palmer Street as indicated on the following map, requesting residents' views regarding the proposal.

Two responses were received to this proposal, one objecting to the proposal of 'No parking' and a second requesting clarification of the extent of the 'No Parking' zone.



- Resident Comment:

I am concerned that by allowing this concession LMC may be setting an unsustainable precedence. The law is clear: people must not prevent vehicular access to properties. To go beyond this will allow many owners to ask you to impose rules over and above this for their own convenience and this could deny many lower paid workers who cannot afford off-street parking the ability to park near work or home. I suggest that before LMC make this concession that you confirm how many parking spaces the area would lose if this rule were applied to all off street parking.

Officer Comment:

*Council officers assess each request for 'No Parking' zones on merit and have provided similar zones throughout the LGA over many years. By providing 'No Parking' zones, Council is able to provide motorists with clear guidance on the area in which it is appropriate to park. In all instances, Council officers look to maximise on-street parking whilst allowing for consistent access to off-street parking.*

**Officer's Recommendation:**

That:

- a) That a 5m 'No Parking' zone be provided on the southern side of Sorrie Street, Balmain, immediately west of the off-street parking facility of No.34 Palmer Street.
- b) That the existing 10m 'No Stopping' zone on the southern side of Sorrie Street, east of Palmer Street be reduced to 6m.

**Discussion:**

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**Committee Recommendation:**

**2.4 John Street, Leichhardt – Change to the 'No Parking' Restrictions**

Precinct: Leichhardt	Ward: Gadigal Annandale-Leichhardt
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**Background**

Council has received a request from the business owner at Nos. 25-39 John Street, Leichhardt to consider changing the 'No Parking 8am- 6pm' zone currently covering the frontage of their property to 'No Parking' at all times. The applicant has advised that the above mentioned zone extends across their driveway, which provides access to the business's warehouse and parking lot.

The business is operational from 7am and on many occasions access to the property has been blocked by parked cars before 8am.



## Proposal

In order to alleviate this issue it is proposed to change the 'No Parking 8am- 6pm' zone for 20 metres in front of the driveway of Nos. 25-39 John Street, Leichhardt to 'No Parking'. The remaining 4 metres of 'No Parking 8am- 6pm' zone on the south side of the driveway, will be retained. This will reinforce the Road Rules.



## Officer's Recommendation:

That 20 meters of the existing 'No Parking 8am-6pm' zone be changed to 'No Parking' zone on the eastern side of John Street, Leichhardt, to cover the driveway access of property Nos. 25-39 John Street.

## Discussion:

- 

## Committee Recommendation:

**2.5 Batty Street & Mansfield Street, Rozelle – Resident Parking Restrictions**

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

Council received parking concerns from a number of residents in Batty Street, Mansfield Street and Smith Street, Rozelle. They have requested the installation of Resident Parking restrictions in those streets to prevent all-day parking by non-residents in a street with limited on-street parking availability.

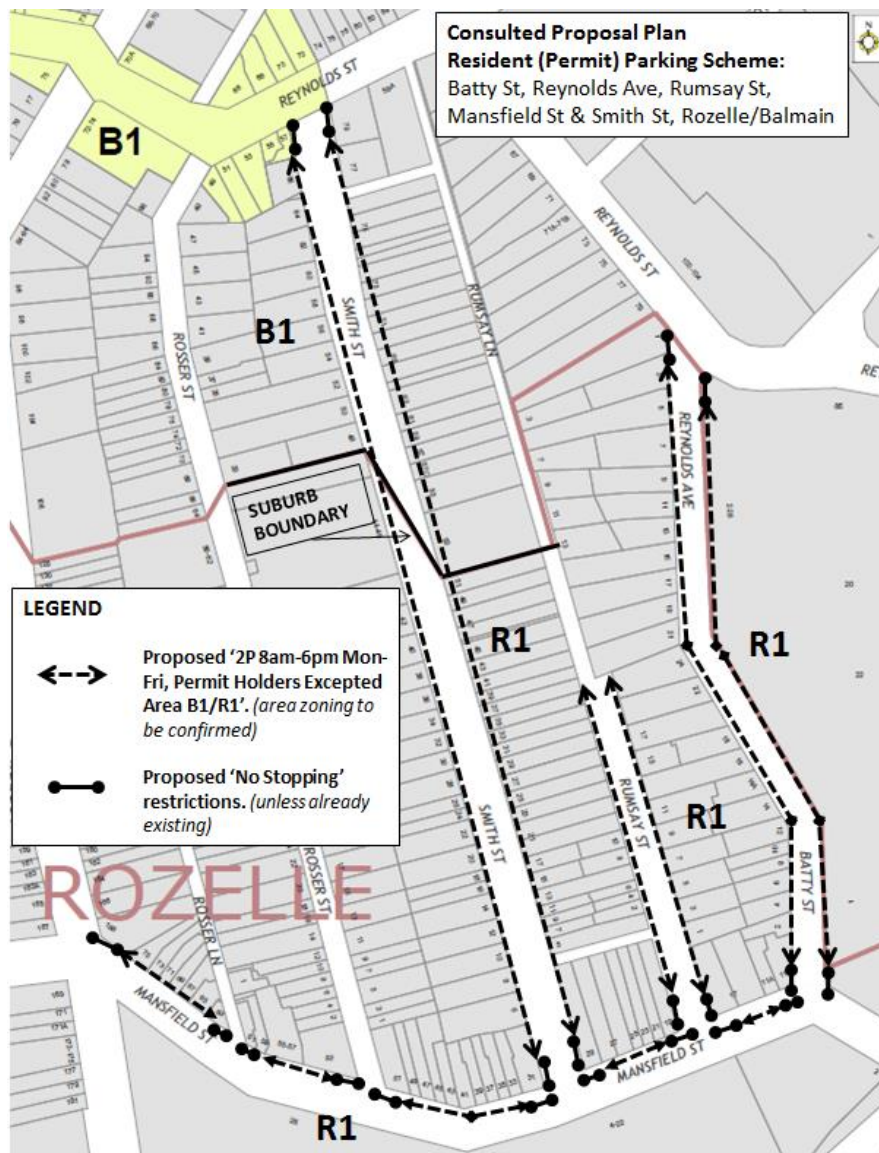
The nature of mixed land uses in the area and being within 500m of the bus services on Victoria Road (prior to Anzac Bridge), there is a considerable parking demand generated from residents, commuters, employees and customers.

As shown on the following map, the subject streets are currently unrestricted with only a small section of Reynolds Street to the north with existing Resident Parking restrictions.

**Consulted Proposal**

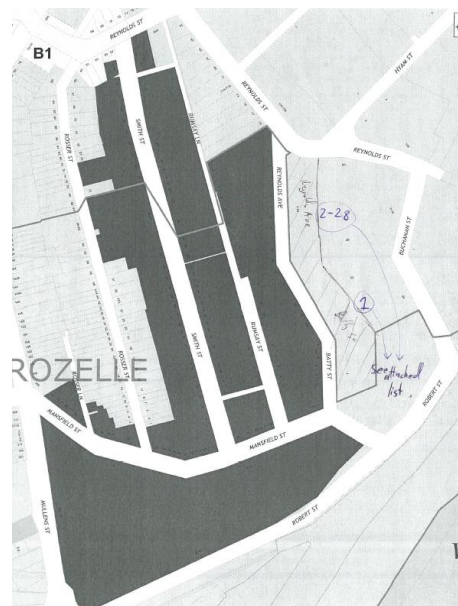
Council officers undertook parking occupancy surveys in Smith Street, Mansfield Street, Batty Street and also nearby streets and the results indicated that only some streets experience high occupancy levels. As the introduction of Resident Parking restrictions in one street could cause parking impacts in nearby streets, all residents within the area (see consulted proposal below) that have unrestricted parking, were consulted to assess their views on parking conditions in their streets.

The subject streets were Mansfield Street (Mullen Street-Batty Street), Smith Street, Batty Street, Reynolds Avenue and Rumsay Street.



## Consultation

A questionnaire was mailed out to the affected properties (280 properties) in Mansfield Street (Mullen Street-Batty Street), Smith Street, Batty Street, Reynolds Avenue and Rumsay Street as indicated on the attached plan, requesting residents' and businesses' views on current parking conditions and Resident Parking restrictions in their street.





## Analysis

The questionnaire survey results are summarised as follows:

Street	Number of properties	Number of properties responded	Number of properties supported	Response Rate	Support Rate
<b>Mansfield Street (Northern Side) in Sections:</b>					
Mullens Street - Rosser Lane	7	2	2	29%	29%
Rosser Lane - Rosser Street	4	2	2	50%	50%
Rosser Street - Smith Street	11	5	5	45%	45%
Smith Street - Batty Street	9	3	2	33%	22%
<b>Batty Street (Reynolds Ave-Mansfield St):</b>					
Batty Street (Western Side)	14	12	10	86%	71%
<b>Reynolds Avenue (Reynolds St-Batty St):</b>					
Reynolds Avenue	11	8	5	73%	45%
<b>Smith Street (Reynolds St-Mansfield St):</b>					
Smith Street (Both Sides)	71	39	25	55%	35%
<b>Rumsay Street/Lane:</b>					
Rumsay Street & Rumsay Lane (Both Sides)	18	11	6	61%	33%

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, only Batty Street indicated the minimum 50% support for a Resident Parking Scheme in those streets.

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

Batty Street, Reynolds Avenue and Rumsay Street:

- Residents' Response (3 similar responses):
  1. If a residential parking scheme is implemented in the proposed streets it is essential that it is regularly supplemented by active patrols and the routine enforcement of breaches of the illegal parking of motor vehicles contrary to the 2P limit by Council officers.
  2. That the residential parking scheme be extended to 2P 8am to 10pm, Mon – Sun. The proposed streets are all within close vicinity to commercial business that operate on the weekends including two popular hotels - The

Balmain which affects parking on Smith Street and the Bald Rock Hotel which affects parking on Batty Street, Rumsay Street, Mansfield Street, Smith Street and Reynolds Avenue.

3. It is noted that residents of the 1 Batty Street apartment complex are ineligible from participating in any proposed residential parking scheme as the complex was approved after January 2001.

4. A piecemeal approach would cause an enormous overflow effect which would create further parking amenity and road safety issues for residents in streets without a RPS and off-street parking.

Officer's Comment:

*If the proposed resident parking scheme (RPS) restrictions are installed the subjects streets will be added to the roster for regular patrols.*

*An extended 2P RPS to 10pm and the inclusion of the weekend can be considered based on feedback and its merits being close to commercial and hospitality related businesses.*

*Council resolved that multi-unit developments approved after January 2001 are not eligible to participate in any existing or future Resident Permit Parking Scheme.*

*Council's policy on implementing RPS restrictions requires a minimum of 50% support from residents of the subject street to be approved. This may result in RPS restrictions being installed in sections with depending on the results. In some cases a mixture of unrestricted and restricted parking restrictions provides balance for those who are disadvantaged by the restrictions.*

- Residents' Response (3 similar responses):

There are limited amount of unrestricted on-street parking areas in the Balmain/Rozelle area. My concern is these restrictions may have a negative impact on local businesses, as staff would be using the unrestricted spaces to park for work in Balmain.

Officer's Comment:

*The proposed 2P RPS restrictions are meant to provide equitable parking for all road users in areas with high demand by inducing regular turnover for vehicles not eligible for parking permits. For this instance some residents in the area are experiencing immense pressure competing with parking generated from the nearby businesses and Inner Sydney Montessori School. Ideally we encourage business employees working in the area to consider alternative modes of transport if restrictions are implemented. It is difficult to maintain a balance in parking to cater for businesses and residents alike.*

- Residents' Response (2 similar responses):

The proposed changes will have significant negative impact on our amenity and the way we live. We are a three person household with 3 cars and a trailer boat. Under the proposal we would not be eligible for parking permits for all our vehicles.

Officer's Comment:

*The objective of the Resident Parking Scheme is to manage the limited on-street parking amongst all road users on a public road. Therefore, it is vital*

*that the parking demand generated by properties, businesses and School in the area is controlled, so that the number of parking permits issued does not exceed the number of available on-street parking spaces. It is unlawful for Council to reserve parking permits to only residents without limits, under the RMS Guidelines on Permit Parking. Residents may obtain up to a maximum of two resident parking permits per household, less one for each off-street parking space available at the property and a visitor parking permit.*

- Resident's Response:

There is no commuter parking problem in the area. The advantage of living in this area is because there are no parking restrictions in place.

Officer's Comment:

*The demand for on-street parking in the area is not necessarily from commuters. The nature of the mix of land uses with businesses, a School and proximity to Victoria Road is generating parking pressures which to many residents have noticeably become worst to compete with.*

- Resident's Response:

I would prefer 4P RPS restrictions this would allow visitors and still dissuade commuter parking.

Officer's Comment:

*2P provides a better turnover as the generated parking demand is not entirely from commuters due to the mixed land use of commercial businesses and School nearby.*

- Resident's Response:

Council permitted construction of No. 1 Batty Street units with insufficient parking, too many cars have been generated from the unit complex and they take up on-street parking spaces from residents in Batty Street, who do not have off-street parking.

Officer's Comment:

*In the proposed RPS, No.1 Batty Street units would be excluded from the eligibility due to Council's Policy and Development Control Plan, multi-unit developments approved after January 2001 are not eligible to participate in any existing or future Resident Permit Parking Scheme as units should be providing enough off-street parking and not impact on existing on-street parking.*

- Resident's Response:

My off-street parking access is via Rumsay Street. The parking issue is caused by so many of the residents with garage access are using it for storage instead. It is hard to find parking on high activity nights at the Bald Rock Hotel. People with garages should be forced to use their garages for cars not junk.

Officer's Comment:

*As per Council's Parking Permit Conditions of Operation, residents may obtain up to a maximum of two resident parking permits per household, less one for each off-street parking space available at the property. This will encourage those with garages to use them as the parking permits are limited.*

- Resident's Response:

I am disabled and need to find parking close to home.

Officer's Comment:

*The Australian Mobility Parking Scheme (MPS) permit issued by Roads & Maritime Services (RMS) allows you to park in any Resident Parking restricted areas. If you hold a MPS permit then you do not need to apply for a Parking Permit.*

*Alternatively, you can apply for a 'Disabled Parking' Space near your residence by completing the 'Disabled Parking Zone Application Form' available at Council (see <http://www.leichhardt.nsw.gov.au/Living-Here/Parking/Accessible-Parking>). You will need to provide a medical certificate and a copy of the RMS Mobility Permit.*

Mansfield Street:

- Business's Response:

We have over 25 employees and clients so we are opposed to the proposed RPS restrictions as it will be detrimental to our business.

Officer's Comment:

*The proposed 2P RPS restrictions are meant to provide equitable parking for all road users in areas with high demand by inducing regular turnover for vehicles not eligible for parking permits. The impact to clients is minimal as the 2 hour turnover should be sufficient for business. This does impact employee parking; however, it is difficult to provide on-street parking catering for all stakeholders: residents, businesses, and school, and ideally we encourage business employees working in the area to consider alternative modes of transport if restrictions are implemented.*

- Residents' Response (3 similar responses):

For the RPS restrictions to work effectively all streets nominated must be included or else it would impact surrounding streets.

Officer's Comment:

*Council's policy on implementing RPS restrictions requires a minimum of 50% support from residents of the subject street to be approved. Therefore it is entirely dependent on the feedback received and this may result in RPS restrictions being installed in sections with some unrestricted spaces remaining to balance out for those who are disadvantaged by the restrictions.*

- Resident's Response:

There are 5 adults in our household and we share 3 cars. We oppose of the proposed RPS restrictions if we cannot have 3 parking permits.

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 therefore we cannot have more permits issued than there are spaces available.*

Smith Street

- Resident's Response:  
Would I be eligible for a visitor parking permit so that friends or and family can visit for longer than 2 hours.

Officer's Comment:

*All eligible properties are able to apply for a maximum of 1 visitor parking permit which allows a visitor vehicle to park longer than 2 hours during the restricted times e.g. within 8am-6pm Mon-Fri.*

- Resident's Response:  
I have a normal size car that does not fit in my off-street parking facility so I have to park on the street. I have no issues finding a space to park on Smith Street at any time of the weekday or weekend.

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.*

- Resident's Response:  
What is the cost to hold a permit? How will it be verified how many off-street spaces a property has? How many complaints have been made regarding long term commuter parking? Local residents being fined for parking their registered vehicles is not an acceptable situation

Officer's Comment:

*Currently, the cost of an eligible resident/visitor parking permit(s) is free of charge. However, there is a replacement fee for lost and stolen parking permits (that cannot be returned) as stated in Council's Fees and Charges. There have been at least 3 residents from each surrounding street requesting Council to investigate the installation of RPS restrictions. Vehicles can only be fined if they are parking contrary to the NSW Road Rules or to the parking restriction in place indicated by signage.*

- Residents' Response (3 similar responses):  
The major problem for parking in Smith Street is caused by the ISM School with teachers and parents parking during school and evenings. Then there are patrons to Balmain and Bald Rock Hotels parking at night.

Officer's Comment:

*Council acknowledges that the nature of mixed land uses in the area and being within 500m of the bus services on Victoria Road, generates parking demand i.e. from the nearby School and Hotels that do not have their own on-site parking which creates further parking pressures for the area. Hence, Council has been requested to investigate a resident parking scheme to provide equitable on-street parking for residents.*

- **ISM School's Response:**

Inner Sydney Montessori School (ISMS) is a specialised school and recruits teachers with additional teaching qualifications from a wide range of areas across Sydney. The school attracts a diverse range of children from the inner west. Staff travel to school by car and require nearby parking on a daily basis. There is no on-site parking available for staff and generally public transport is not an option due to works hours. There are limited unrestricted parking nearby and no public car parks. We understand that only very limited parking permits would be made available for use by ISMS if the RPS proposal is adopted.

**Officer's Comment:**

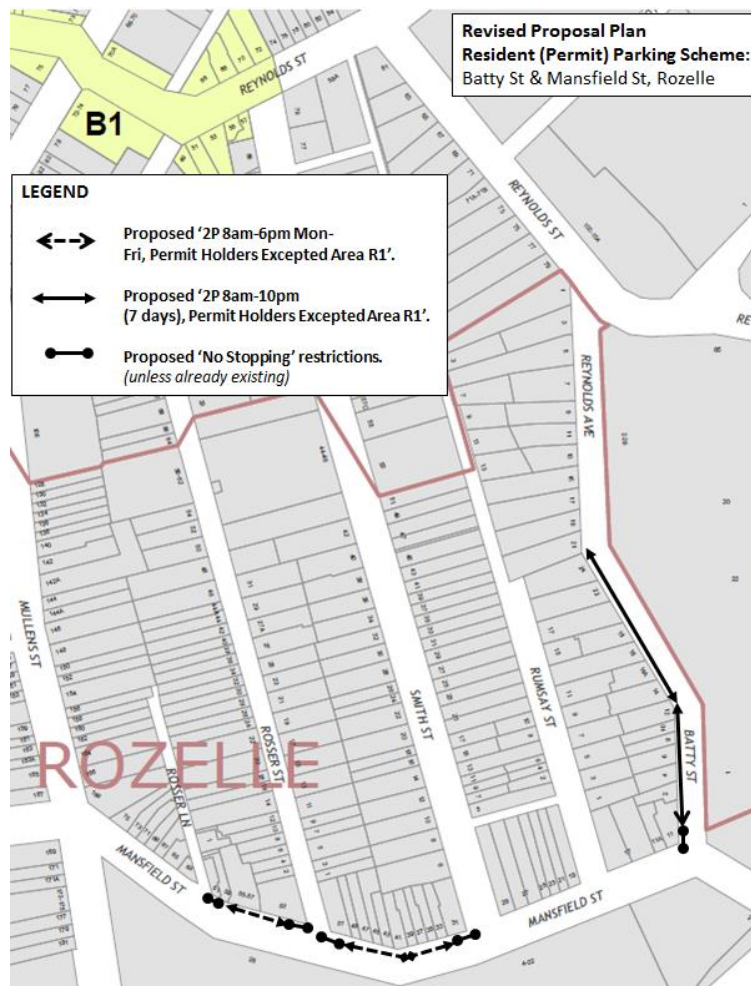
*Council is aware that any resident parking restrictions will adversely impact the School's staff; however the proposed 2P RPS restrictions are meant to provide equitable parking for residents and other road users in areas with high demand by inducing regular turnover. It is difficult to provide on-street parking catering for all stakeholders: residents, businesses, and school, and ideally we encourage employees working in the area to consider alternative modes of transport if restrictions are implemented. ISMS will be considered as a business and will only be eligible for up to 3 business parking permits based on the school having no on-site parking. Any on-site(off-street parking) facility reduces the parking permit eligibility by one.*

## **Revised Proposal**

Based on the analysis and the feedback from consultation, the Resident Parking Restrictions have been revised as shown in the following plan.

Mansfield Street (between Rosser Lane and Rosser Street) indicated 50% support rate while Mansfield Street (between Rosser Street and Smith Street) indicated 45% support rate. However, if the (Rosser Lane-Rosser Street) section becomes restricted it will cause parking impact to the adjacent section of Mansfield Street (Rosser Street-Smith Street). Mansfield Street (Rosser Lane-Smith Street) is also directly opposite a busy auto repair business and the Rosser Street-Smith Street section of Mansfield Street received support from all residents that responded. With all the above factors, it is recommended that Mansfield Street (Rosser Lane-Smith Street) be included for the proposed RPS.





### Officers Recommendation:

- That a '2P, 8am-10pm (7 Days) Permit Holders Excepted, Area R1' restrictions be installed on the western side of Batty Street, Rozelle between Mansfield Street and property No. 24 Batty Street (northern boundary inclusive).
- That a '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions be installed on northern side of Mansfield Street, Rozelle between Rosser Lane and Smith Street.
- That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions in Smith Street, Rumsay Street, Reynolds Avenue, Batty Street (eastern side) and Mansfield Street (Mullens Street-Rosser Lane and Smith Street-Batty Street) not be supported due to less than 50% support received from the residents.

### Discussion:

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### Committee Recommendation:

**2.6 Beattie Street (west of Montague St), Balmain - Road Occupancy***Precinct: Balmain**Ward: Birrabirragal/Balmain***Background**

As part of the ANZAC Day celebrations, the Licensee of the Exchange Hotel in Balmain is requesting a temporary full road closure for a length of 115 metres in Beattie Street, west of Mullens Street from 10am Monday, 25<sup>th</sup> until 1am on Tuesday, 26<sup>th</sup> April, 2016.

The proposed event/road closure has occurred in the past and there have been no major traffic issues raised with Council.

The Licensee/event organiser is proposing a full road closure of 115 metres in Beattie Street starting west of Mullens Street. In last year's event, Council did not permit any entertainment in the closed section and the closed area had to be kept clear of any obstructions.

This year's event will be the same with no entertainment stage; however, water-filled barriers will be lined within the closed area to partition patrons. The Police (Glebe Local Area Command) in discussion with the event organiser stated that a clearway area set aside to allow vehicle access typical of most road closures / road occupancies would pose more of a risk than an advantage due to the number of patrons expected. Emergency vehicles will have to use alternative routes and advised of the road closure in advance.

The Licensee is required to obtain approval to close Beattie Street. This report seeks a conditional approval for the applicant's Traffic Management Plan (TMP) and Traffic Control Plan (TCP) shown in **Appendix B** prepared by AAA Traffic Control Pty Ltd.

**Appendix B** also includes the Event Management Plan.

A part of the traffic management for the event, a temporary Taxi Zone is to be installed on Montague Street, near Little Beattie Street as detailed below:

- Montague Street between Little Beattie Street & Theodore Street (western side): Install "Taxi Zone" for 2 of 4 car spaces within existing "4P Ticket 8am-10pm Permit Holders Excepted Area B1" restrictions.
- Montague Street between Beattie Street & Little Llewellyn Street (eastern side): Install "Taxi Zone" for 1 car space within existing "1/4P 8.30am-6pm Mon-Fri; 8.30am-12.30pm Sat".

**Officer's Recommendation:**

1. That the temporary closure of Beattie Street for the 'ANZAC day festivities' on Monday, 25<sup>th</sup> April 2016 between 10am and 1am Tuesday, 26<sup>th</sup> April 2016 1.00am, be supported, subject to the following conditions:

- a) That a 115m long road closure occur between 10am on Monday, 25<sup>th</sup> April and 1am on Tuesday, 26<sup>th</sup> April 2016 outside No. 94 to No. 100 on Beattie Street, west of Mullens Street.
- b) That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.
- c) That approval from the Transport Management Centre (TMC) of Transport for NSW to close Beattie Street is obtained prior to the event. A copy of the TMC approval must be forwarded to Council's Traffic section prior to the event.
- d) The occupation of the road carriageway must not occur until the road has been physically closed.
- 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 notice be given to Emergency services of the event i.e. Fire & Rescue NSW (Balmain)/Ambulance NSW informing of the proposed road closure/detours.
- g) That the set up and break down times occur at 10.00am on Monday, 25<sup>th</sup> April and 1.00am on Tuesday, 26<sup>th</sup> April 2016 respectively.
- h) 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 at least one week 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 weeks prior to distribution.
- i) That the road closures be advertised in the local relevant newspapers at the applicant's expense. The advertisements shall be placed in the local newspapers 7 days before the event.
- j) That all advertising of the event must encourage the use of Public Transport, walking and cycling to minimise impact on on-street parking demand.
- k) That the applicant be requested to provide free bicycle valet parking within or in proximity to the event area.
- l) That all traffic controllers must hold RMS certification.
- m) That Council's Manager Works and Waste Services must be notified of the clean-up arrangements.
- n) 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.
- o) 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.
- p) Those copies of approvals from Council, NSW Police, RMS and the approved TCP must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers.

- q) The applicant shall comply with any reasonable directive from Council's Officers.
  - r) 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 \$20,000,000.
2. That a 'Taxi Zone' - 2 car spaces be installed on the western side of Montague Street between Little Beattie Street & Theodore Street. (Existing 4 car spaces, "4P Ticket 8am-10pm Permit Holders Excepted Area B1" zone)
  3. That a 'Taxi Zone' - 1 car space be installed on the eastern side of Montague Street between Beattie Street & Little Llewellyn Street. (Existing 1 car space, "1/4P 8.30am-6pm Mon-Fri; 8.30am-12.30pm Sat" zone)
  4. That Council or NSW Police reserves the right to cancel the road closure approval at any time.

#### Discussion:

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#### Committee Recommendation:

### 2.7 Gehrig Lane, Camperdown– Road Occupancy

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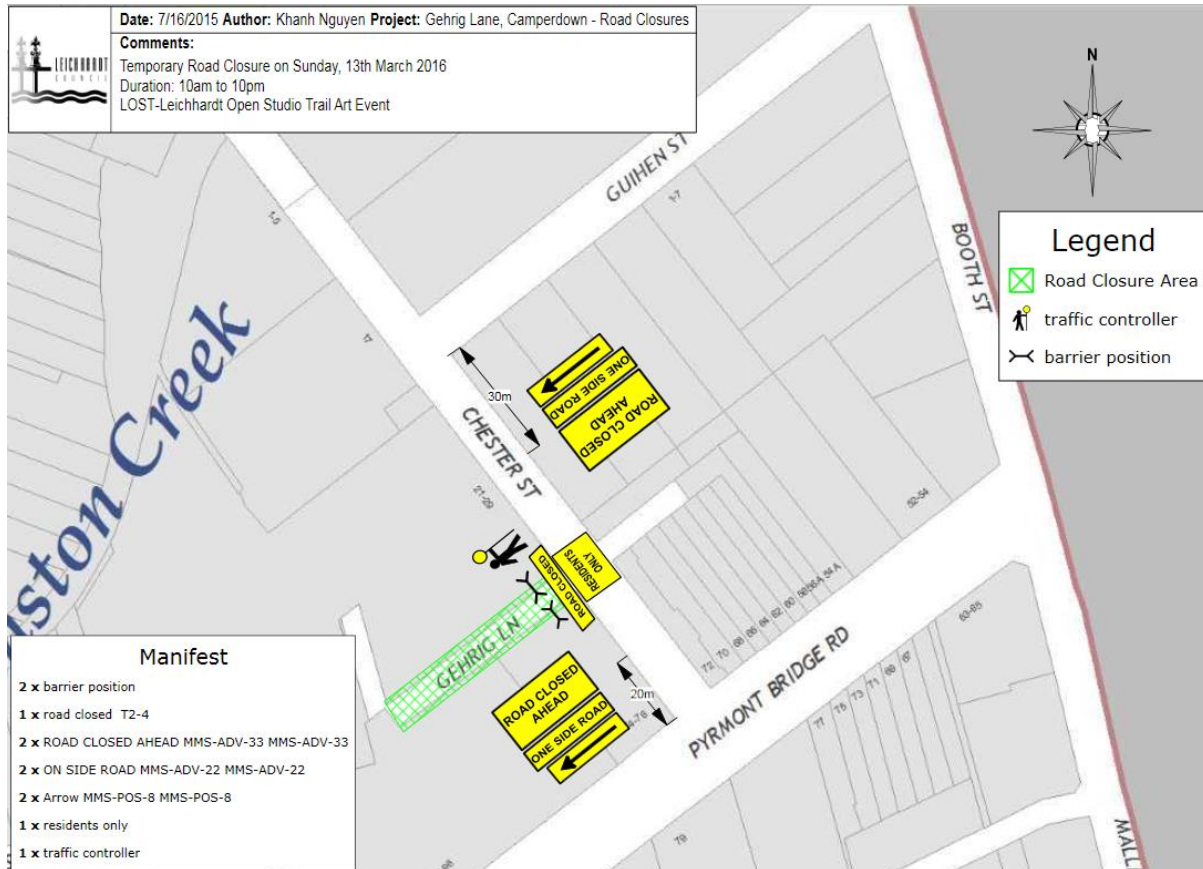
#### Background

Council is organising a small arts festival as part of the LOST-Leichhardt Open Studio Trail, requiring the temporary road closure of Gehrig Lane (cul-de-sac) west of Chester Street, Camperdown. The event is proposed to be held on Sunday, 13<sup>th</sup> March 2016 between 10.00am and 10.00pm.

The lane closure will be set up and in the same location as was approved by the Traffic Committee for the "Fast Art Competition Awards" event on Sunday, 27<sup>th</sup> September 2015.

The capacity of the event is 100-200 people occupying the space during the day. Food vans (a maximum of two) will set up in Gehrig Lane. Wayward Brewery at No. 1 Gehrig Lane will be open on this day and are in support of the event.

The Traffic Control Plan (TCP) for the closure is as follows:



This event and its associated road closure in Gehrig Lane will have no significant impact on the road network or traffic as Gehrig Lane is a 'dead end' side road off a local road, Chester Street which is closed at Badu Park. The closure point at the intersection of Gehrig Lane and Chester Street will be managed by a traffic controller and access will be maintained.

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 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 road closure of Gehrig Lane west of Chester Street, Camperdown, on Sunday, 13<sup>th</sup> March 2016 between 10.00am and 10.00pm be approved, subject to the following conditions:
  - a) That a TMP/TCP be submitted to RMS for approval as the subject area is in proximity to Pyrmont Bridge Road (State Road).
  - b) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Gehrig Lane, Camperdown.
  - c) The occupation of the road carriageway must not occur until the road has been physically closed.
  - d) 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 commencement of the event.
  - e) That the approved Traffic Control Plan (TCP) be implemented by Council including RMS accredited traffic controllers.
  - f) That the Fire Brigade (Glebe) be notified of the intended closure.
  - g) 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 the appropriate locations:
    - a. Barrier Boards (Barricades)
    - b. 'Road Closed' (T2-4) signs
    - c. 'Road Closed Ahead' (T2-Q02A)
    - d. 'On Side Road' (TC-1325)
  - h) 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.
  - i) That a copy of the Council approval be available on site for inspection by relevant authorities.
  - j) 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:**



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**Committee Recommendation:****2.8 Norman Lane, Rozelle – Road Occupancy (Street Party)**

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

Council has received an application from the Rozelle Neighbourhood Centre to close Norman Lane (north of Norman Street, crescent shaped road), Rozelle for an art display with art works created by artists with disabilities. The artwork will express barriers within the community for people with disabilities and audience members will be invited to walk through the lane and see the artwork.

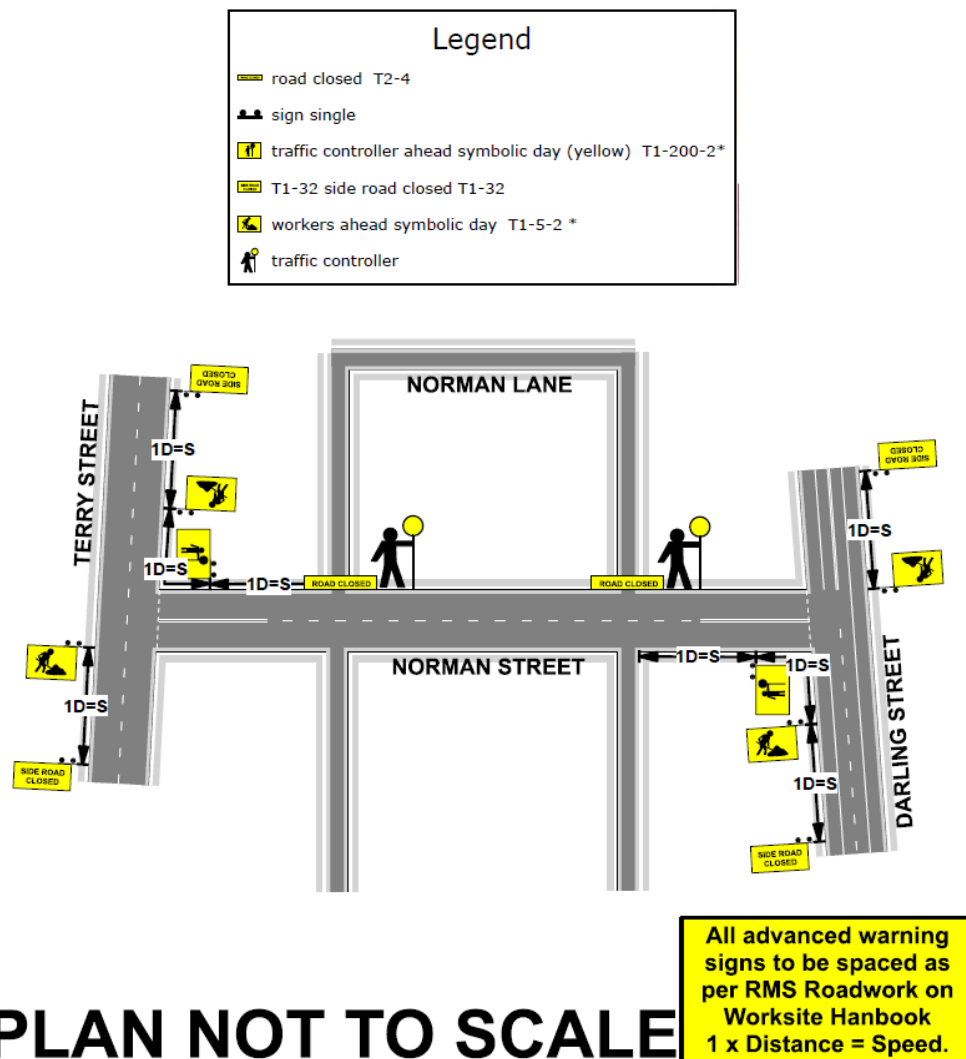
Norman Lane is a very narrow U shaped (crescent) laneway connecting onto Norman Street, Rozelle. The road width is 3 metres and Norman Lane only serves as rear access to residents' properties/off-street parking facility. Therefore, the proposed closure of Norman Lane does not impact on traffic or bus routes and there are no detours required.

On each day there will be 3 times that the audience will be led through the lane way at 12.45pm, 3.45pm and 6.45pm, for approx. 20 minutes each time. In between these times, residents will be able to access their garages if required, and traffic control will be in place to guide this.

Rozelle Neighbourhood Centre will firstly letter drop affected residences to inform them of the project, required temporary road closure and contact details for further questions. There will also be follow up by door knocking to talk with residents about the closure, and answer any questions they have.

The road closure is proposed to be held on Wednesday, 23rd and Thursday, 24th March 2016 between 11am and 8.30pm each of the days. The applicant is seeking permission for a temporary full road closure of Norman Lane, Rozelle north of Norman Street in the crescent shaped road.

The Traffic Control Plan for the closure is as follows:



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.

Council's Employee Services section has prepared a policy for Special Events. Leichhardt Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- the party is to be held outdoors for fewer than 100 people
- no temporary structures or jumping castles are to be erected,
- participants are to bring their own food and drinks, and food and drink are not for sale
- there will be no performers or amplified music involved

For approved street parties, Council will provide barricades and 'Road Closed' signs free or at minimum cost. Any non-standard signs may be provided at cost. The Street Party Co-ordinator will need to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost.

**Officers Recommendation:**

- 1) That the temporary road closure of Norman Lane, Rozelle north of Norman Street, on Wednesday, 23<sup>rd</sup> to Thursday, 24<sup>th</sup> March 2016 between 11.00am and 8.30pm each day, be approved, subject to the following conditions:
  - a) That access for residents' garages (off-street parking facility) is maintained.
  - b) The occupation of the road carriageway must not occur until the road has been physically closed.
  - 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 commencement of the event. 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 approved Traffic Control Plan (TCP) be implemented at the applicant's expense including RMS accredited traffic controllers.
  - e) That the Fire Brigade (Balmain) be notified of the intended closure.
  - 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:
    - i. Barrier Boards
    - ii. 'Road Closed' (T2-4) signs
    - iii. 'Detour' (T5-1) signs
  - g) That the Street Party co-ordinator be advised Council provides barricades, 'Road Closed' and 'Detour' signs free or at minimum cost. The Street Party co-ordinator is required to arrange delivery by Council at cost, or

arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.

- h) 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 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:

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#### Committee Recommendation:

## 2.9 Kentville Avenue, Annandale – Traffic Conditions

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

Council has received concerns from a resident claiming that vehicles travelling on Kentville Avenue are often crossing over to the opposite travelling lane or driving too close to the centre of the road while travelling around the bend, hence risking oncoming collisions.

Site investigations have confirmed that some vehicles do drive too close to the centre of the road around the bend which is a blind spot for oncoming bi-directional traffic. Parked vehicles and trees lining around the bend also creates the environment for vehicles to drive closer to the centre and encroaching on the opposite travelling lane.

### Proposal

In order to prevent vehicles crossing over to the wrong side of the road when manoeuvring around the bend and to delineate Kentville Avenue, it is proposed to linemark 20 metres of BB (double barrier) lines as shown in the following aerial map. The proposal does not remove any parking and improves road safety.

**Consultation**

As this proposal does not affect parking, consultation is not required.

**Officer's Recommendation:**

That 20 metres of BB (Double Barrier) centre linemarking with raised reflective pavement markers be installed in Kentville Avenue, Annandale between No. 20 to No. 14 (around the bend of the road).

**Discussion:**

- 

**Committee Recommendation:**

### 3. Status Reports

There are no matters to report.

## 4 Minor Traffic Facilities

### 4.1 Installation of 'Disabled Parking' Restriction – Leichhardt Street, Leichhardt

Council Ref: DWS 3505057

The resident of No.15 Leichhardt Street, Leichhardt has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed that the property does not have off-street parking.

The applicant does not require the use of a wheelchair.

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

That the existing resident parking zone be amended to provide a 6m 'Disabled Parking' zone outside No.15 Leichhardt Street, Leichhardt.

#### **Discussion:**

- 

#### **Committee Recommendation:**

### 4.2 Removal of 'Disabled Parking' Restriction – Campbell Street, Balmain

Council Ref: DWS 3510893

Council has been advised by a family member that the applicant to the 'Disabled Parking' space in front of No.48 Campbell Street has passed away and thus the zone is no longer required.



**Officer's recommendation**

That the 'Disabled Parking' space in front of No.48 Campbell Street be removed as it is no longer required.

**Discussion:**

- 

**Committee Recommendation:****4.3 Installation of 'Works Zone' Restriction – Trafalgar Street, Annandale**

Council Ref: DWS 3520973

The applicant has requested the installation of a 24m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' across the frontage of Nos. 206A – 206H Trafalgar Street, Annandale for 12 weeks.

**Officer's Recommendation:**

That a 24m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed across the frontage of Nos. 206A – 206H Trafalgar Street, Annandale for 12 weeks.

**Discussion:**

- 

**Committee Recommendation:**

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

There are no matters to report.

## **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, 3<sup>rd</sup> March 2016.**

## **8 Part B – Informal Items**

There are no matters to report.

## **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>  
December 2015

# REPORT FROM COMMITTEE

**DIVISION:** INFRASTRUCTURE & SERVICE DELIVERY

**MEETING:** MINUTES OF LOCAL TRAFFIC COMMITTEE

**MEETING DATE:** 3 DECEMBER 2015

**FILE REF:** F97/00809

**WORD PROCESSING REF:** \\mcw8kfile\common\lrc's\2015\minutes\december 2015.docx

## **PRESENT**

Councillor John Jobling	Chairperson
Ryan Horne	RMS Representative
Brendan Morson	RMS Representative
Sgt DC	NSW Police
Bill Holliday	Jamie Parker MP Member for Balmain
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
Allan Nassau	LMC – Team Leader Enforcements
Robert Moore	BAC Representative
Jason Bruce	State Transit Authority
22 residents	Five Items 2.3, 2.5, 2.7, 2.12, 8.4

## **APOLOGIES**

Councillor Rochelle Porteous      Deputy Chairperson

## **SUMMARY OF RECOMMENDATIONS**

### **1.0 Confirmation of Minutes**

**TR15/223**

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

That the Minutes from the 5<sup>th</sup> November 2015 Local Traffic Committee 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**

**TR15/224**

#### **2.1 Balmain Road, Leichhardt – Pedestrian Crossing improvements**

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

That:

- a) The zebra crossing and piano keys are remarked and to provide heightened awareness of the crossing and improve contrast mark the background of the flat section of the crossing terracotta red and the ramp sections black
- b) The Committee notes that arrangements have been made to replace the green pedestrian fence on the western side of Balmain Road, south of the crossing with a Type 1 RMS pedestrian fence.

**TR15/225**

#### **2.2 Booth Street at Taylor Street, Annandale – Pedestrian Conditions**

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

- a) That in principal support be given to upgrading the existing at grade pedestrian crossing in Booth Street, west of Taylor Street to a raised pedestrian crossing and the design, including additional kerb extensions with landscaping to prevent illegal parking and be brought back to the Traffic Committee for approval.

- b) That the proposed works be funded from the Booth Street Mainstreet programme.

**TR15/226**

**2.3 Booth Street, Annandale – Traffic Conditions**

**Committee Recommendation (unanimous support):**

- a) That flexible bollards be installed on the concrete median island in Booth Street between Taylor Street and the Wigram Road roundabout.
- b) An advisory 'Truck Warning Sign' (W5-22) to be installed facing the west bound traffic in Booth Street, prior to the roundabout at Wigram Road.
- c) That the request for the extension of the 40km/h High Pedestrian Activity Area for Booth Street be forwarded to RMS for installation.

**TR15/227**

**2.4 Edith Street, Leichhardt – Road Occupancy (Street Party)**

**Committee Recommendation (unanimous support):**

- 1) That the temporary partial road closure of Edith Street, Leichhardt south of Marion Street between No. 7 and Edith Lane, on Sunday, 13<sup>th</sup> December 2015 between 3.00pm and 7.00pm be approved, subject to the following conditions:
  - a) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Edith Street, Leichhardt.
  - b) That water-filled barricades are provided along the parking lane for the partial 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 commencement of the event. 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 approved Traffic Control Plan (TCP) be implemented at the applicant's expense including RMS accredited traffic controllers.
  - e) That the Fire Brigade (Leichhardt) be notified of the intended closure.
  - 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:
    - i. Barrier Boards
    - ii. 'Road Closed' (T2-4) signs

iii. 'Detour' (T5-1) signs

- g) That the Street Party co-ordinator be advised Council provides barricades, 'Road Closed' and 'Detour' signs free or at minimum cost. The Street Party co-ordinator is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
  - h) That the applicant must comply with the risk assessment conditions supplied by Council's Employee Services Section prior to the event. (Council contact: David Gollan on 9367 9222).
  - i) 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 cleaning costs.
  - j) 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.
  - k) That a copy of the Council approval be available on site for inspection by relevant authorities.
  - l) That Council reserves the right to cancel the approval at any time.
  - m) 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.

**TR15/228**

**2.5 Nelson Street (Booth St-Parramatta Rd), Annandale – Resident Parking Scheme**

**Committee Recommendation (unanimous support):**

That

- a) The proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions be installed at the following locations in Nelson Street:
  - i. On the western side (even numbered properties), between Booth Street and Collins Street.
  - ii. On the eastern side (odd numbered properties), between Booth Street and Chester Street.
  - iii. On the eastern side (odd numbered properties), between Chester Street and Albion Street, except for the retention of the existing 1/2P; Loading Zone; Disabled Parking zones.
- b) A dedicated car share vehicle space in Nelson Street be investigated with the car share operator to assess meeting Council's requirements.
- c) 4P RPS restrictions be investigated outside No. 75-77 Nelson Street, Annandale.
- d) The sight lines exiting property Nos. 136-142 Nelson Street, Annandale be investigated, including northbound bicycle movements at this location.



**TR15/229**

**2.6 Short Street, Balmain – Road Occupancy (Street Party)**

**Committee Recommendation (unanimous support):**

- 1) That the temporary road closure of Short Street, Balmain between Spring Street and Curtis Road, on Saturday, 19<sup>th</sup> December 2015 between 6.00pm and 11.30pm be approved, subject to the following conditions:
  - a) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Short Street, Balmain
  - b) The occupation of the road carriageway must not occur until the road has been physically closed.
  - 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 commencement of the event. 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 approved Traffic Control Plan (TCP) be implemented at the applicant's expense including RMS accredited traffic controllers.
  - e) That the Fire Brigade (Balmain) be notified of the intended closure.
  - 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:
    - iv. Barrier Boards
    - v. 'Road Closed' (T2-4) signs
    - vi. 'Detour' (T5-1) signs
  - g) That the Street Party co-ordinator be advised Council provides barricades, 'Road Closed' and 'Detour' signs free or at minimum cost. The Street Party co-ordinator is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
  - h) That the applicant must comply with the risk assessment conditions supplied by Council's Employee Services Section prior to the event. (Council contact: David Gollan on 9367 9222).
  - i) 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 cleaning costs.
  - j) 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.
  - k) That a copy of the Council approval be available on site for inspection by relevant authorities.
  - l) That Council reserves the right to cancel the approval at any time.

- m) 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.

**TR15/230**

**2.7 Susan Street, Susan Lane & Chester Street, Annandale – Resident Parking Scheme**

**Committee Recommendation (majority support):**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions be installed at the following locations:
  - i. Susan Lane on the eastern side (even numbered properties) within the marked parking bays.
  - ii. Chester Street on both sides between Susan Street and Taylor Street.
  - iii. Susan Street on the eastern side (odd numbered properties), between Chester Street and Albion Street.
- b) That 10m 'No Stopping' zones be installed on both sides of Chester Street, east of Susan Street.
- c) That a dedicated car share vehicle space in or near Susan Street be investigated with the car share operator to assess meeting Council's requirements.
- d) That the two unmarked parking spaces in Susan Lane and outside No. 30 Susan Lane be investigated as part of the proposed RPS restrictions.

**TR15/231**

**2.8 Charlotte Street, Lilyfield – Angle Parking Restrictions**

**Committee Recommendation (unanimous support):**

- a) That '60° Angle Parking, Rear to Kerb, Vehicles Under 6m Only' be supported in principle on the southern side of Charlotte Street, Lilyfield between No.3 and No.47 Charlotte Street.
- b) That the residents of Charlotte Street be consulted regarding the formalisation of the angle parking restrictions and a report outlining the results be brought back to the next available Traffic Committee meeting.
- c) That an investigation into a Resident Parking Scheme be investigated following the installation of the above mentioned angle parking.

**TR15/232**

**2.9 Unnamed Laneway running between Justin Street and Halloran Street, Lilyfield – 'No Parking' Restrictions**

**Committee Recommendation (unanimous support):**

- a) That a 5m 'No Stopping' zone followed by a 74m 'No Parking' zone be installed on the eastern side of the unnamed laneway between Lilyfield Road and the rear driveway of No.55 Justin Street, Lilyfield.
- b) That an extension of the 'No Parking' zone on the eastern side of the laneway be investigated upon completion of development works at No.55 Justin Street.
- c) That officer's investigate 'No Stopping' restrictions on the northern side of Lilyfield Road, on both sides of the unnamed laneway.

**TR15/233**

**2.10 Springside Street, Rozelle – One Way proposal**

**Committee Recommendation (unanimous support):**

That:

- a) The proposal to convert Springside Street, Rozelle, to one-way westbound between Victoria Road and McCleer Street be supported in principal.
- b) That a TMP be forwarded to RMS for approval, including the results of community consultation.

**TR15/234**

**2.11 Traffic Calming – Alfred Street, Rozelle**

**Committee Recommendation (unanimous support):**

- a) That radar speed display units be installed in Alfred Street, Rozelle, between Gordon Street and Denison Street facing eastbound and westbound traffic for a 6-month period and the results be reported back to the Committee.
- b) That Council notifies residents that "SLOW DOWN IN MY STREET" stickers will be affixed to waste bins of every second property in association with the above radar speed display units.
- c) That the affected residents be notified of the Committee's recommendation.

**TR15/235**

**2.12 Unnamed Laneway between Coleridge Street & Catherine Street, Leichhardt – No Parking Restrictions**

**Committee Recommendation (unanimous support):**

- a) That the statutory 10m 'No Stopping' zone on both sides of the unnamed laneway between Catherine Street and Coleridge Street, Leichhardt be signposted.

- b) That a modified proposal be prepared based on the support for 'No Parking' restrictions received from the residents and be re-distributed to the surveyed residents.

### **3. Status Reports**

**There are no matters to report.**

### **4. Minor Traffic Facilities**

#### **TR15/236**

#### **4.1 Installation of 'Disabled Parking' Restriction – Mort Street, Balmain**

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

That the existing resident parking zone be amended to provide a 6m 'Disabled Parking' zone outside No.48 Mort Street, Balmain.

#### **TR15/237**

#### **4.2 Installation of 'Disabled Parking' Restriction – Starling Street, Lilyfield**

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

That a 6m 'Disabled Parking' zone be installed outside No.38 Starling Street, Lilyfield.

#### **TR15/238**

#### **4.3 Removal of 'Disabled Parking' Restriction – North Street, Balmain**

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

That the 'Disabled Parking' zone previously installed in front of No.26 North Street not be reinstated due to the applicant confirming that the zone will not be adequately utilised.

#### **TR15/239**

#### **4.4 Removal of 'Disabled Parking' Restriction – Catherine Street, Leichhardt**

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

That one of the two 'Disabled Parking' zones installed in front of Nos.153/155 Catherine Street be removed as one of the zones is no longer required.

**TR15/240**

**4.5 Removal of 'Disabled Parking' Restriction – Ballast Point Road, Birchgrove**

**Committee Recommendation (unanimous support):**

That the 'Disabled Parking' zone in front of No.30 Ballast Point Road, Birchgrove be removed as it is no longer required.

**TR15/241**

**4.6 Installation of 'Works Zone' Restriction – Hawthorne Street, Leichhardt**

**Committee Recommendation (unanimous support):**

That a 12m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed across the frontage of No.1 Hawthorne Street, Leichhardt for 12 weeks.

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

There are no matters to report.

**6. Items Without Notice**

**TR15/242**

**6.1 Darling Street Wharf – Darling Street, Balmain East**

**Committee Recommendation (unanimous support):**

That the proposal to replace STA buses with a shuttle bus service during the 10 week construction period between Gladstone Park and Balmain East Ferry Wharf be supported subject to the following:

- a) That an additional full time temporary 10m 'Bus Zone' be installed immediately west of the existing full-time 'Bus Zone' on the northern side of Darling Street, near Balmain East Wharf.

- b) That an additional 10 m 'Bus Zone Mon-Fri) be installed immediately west of the existing full-time 'Bus Zone' on the northern side of Darling Street, opposite Gladstone Park.
- c) That a temporary Resident Parking Area BE be installed in the existing '2-hour' parking zone on the eastern side of Weston Street, outside Nos. 2-8 Weston Street for the duration of the works.
- d) That Swept path assessment be forwarded to Council's traffic section detailing the 3 point turn at the Darling Street/Weston Street intersection and the proposed turnaround shuttle route
- e) That water filled barriers be installed to protect pedestrians from turning vehicles in Darling Street west of the site barrier fence
- f) That TfNSW notify the community regarding the proposed changes, including Balmain Precinct Committee

**TR15/243**

**6.2 Installation of Disabled Parking zone – Steward Street, Rozelle**

**Committee Recommendation (unanimous support):**

- a) That a 5.5m 'Disabled Parking' zone be installed in Steward Street, on the frontage of No.2 Steward Street for a trial period of 3 month
- b) That the results of the trial be brought back to the Traffic Committee

**TR15/244**

**6.3 Removal of Disabled Parking zone – No.51 Percival Street, Lilyfield**

**Committee Recommendation (unanimous support):**

That the existing 'Disabled Parking' zone in front of No.51 Percival Street be removed as it is no longer required.

**TR15/245**

**6.4 Installation of 'Works Zone' Restriction – Elliot Street, Balmain**

**Committee Recommendation (unanimous support):**

That a 36m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed across the frontage of No.102 Elliot Street, Balmain for 12 weeks.

**7 Next Meeting of the Leichhardt Local Traffic Committee**

**TR15/246**

**Committee Recommendation (unanimous support):**

That the next meeting of the Leichhardt Local Traffic Committee be scheduled for



**Thursday, 4th February 2016.**

**8. PART B - INFORMAL ITEMS**

**TR15/247**

**8.1 Impact of new Light Rail Stations in the LGA, Resident Parking Restrictions – James Street, Lilyfield and Foster Street, Leichhardt**

**Committee Recommendation (unanimous support):**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions on both sides of Foster Street between Walter Street and Lords Road, Leichhardt, not be supported at the present time due to less than 50% support from the residents.
- b) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions on both sides of James Street between Lilyfield Road and Wragge Street, Lilyfield, not be supported at the present time due to less than 50% support from the residents.
- c) That notwithstanding the above survey results; Council requires RMS approval of any RPS proposals on classified roads.
- d) That the impact of the new Light Rail Stations on the surrounding streets be reviewed in 12 months.
- e) That the surveyed residents be advised of the Committee's recommendation.

**TR15/248**

**8.2 Resident Parking Scheme – Rose Street (Johnston Street-The Crescent), Annandale**

**Committee Recommendation (unanimous support):**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions on both sides of Rose Street between Johnston Street and Nelson Lane (The Crescent), Annandale, not be supported at the present time due to less than 50% support from the residents.
- b) That angled parking be investigated in View Street, Annandale.
- c) That the 10 metres statutory 'No Stopping' zone be signposted on the side frontage of No. 268 Trafalgar Street, on Rose Street, Annandale.

**TR15/249**

**8.3 Evans Street, Rozelle – Speeding Issues**

**Committee Recommendation (unanimous support):**

- a) That the installation of additional traffic calming devices in Evans Street, Rozelle, not be supported at the present time due to the low recorded 85<sup>th</sup> percentile speeds below the 50km/h speed limit.
- b) That two W6-1A signs be installed in Evans Street between Victoria Road and Denison Street, Rozelle.

- c) That the surveyed residents be advised of the Committee's recommendation.

**TR15/250**

**8.4 Resident Parking Restrictions – Elswick St, Edith St, Flood St, Burfitt St & Regent St, Leichhardt**

**Committee Recommendation (unanimous support):**

- a) That the proposed RPS (Option1: 2P, 8am-10pm, 7days and Option2: 2P, 8am-6pm, Mon-Fri,) Permit Holders Excepted, Area L1' restrictions
- i. On the eastern side (odd numbers) of Elswick Street between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - ii. On the eastern side (odd numbers) of Edith Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - iii. On the eastern side (odd numbers) of Flood Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - iv. On the western side (even numbers) of Burfitt Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - v. On the northern side of Regent Street between Elswick Street and Flood Street, not be supported at this present time due to less than 50% support from the residents.
- b) That Council investigate the possibility of implementing 45 degree parking in Elswick Street, at suitable locations between Marion Street and Allen Street.
- c) That the surveyed residents be advised of the Committee's recommendation.

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

There are no matters to report.

## 2 Reports

### 2.1 Balmain Road, Leichhardt – Pedestrian Crossing Improvements

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

The Traffic Sergeant advised of an incident at the raised pedestrian zebra crossing in Balmain Road in front of Sydney Secondary College where a pedestrian whilst crossing the road was hit by a vehicle and requested an on-site meeting to review conditions at the crossing.



An on-site meeting was attended by Council staff and the Traffic Sergeant where the following improvements were noted:

- Trim trees overhanging on southern approach to crossing from within the school grounds
- Trim landscaping on blister island on the northern approach to the crossing
- Replace 25 metres of green pool type pedestrian fence on western side of Balmain Road south of the crossing with Type 1RMS pedestrian fence

- Remark zebra crossing and piano keys and to provide heightened awareness of the crossing and improve contrast mark the background of the flat section of the crossing terracotta red and the ramp sections black

In regards to the tree trimming and landscaping on the kerb blisters, the works have been forwarded to the appropriate officer for immediate maintenance.

**Officer's Recommendation:**

That:

- a) The zebra crossing and piano keys are remarked and to provide heightened awareness of the crossing and improve contrast mark the background of the flat section of the crossing terracotta red and the ramp sections black
- b) The Committee notes that arrangements have been made to replace the green pedestrian fence on the western side of Balmain Road, south of the crossing with a Type 1 RMS pedestrian fence.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

- c) The zebra crossing and piano keys are remarked and to provide heightened awareness of the crossing and improve contrast mark the background of the flat section of the crossing terracotta red and the ramp sections black
- d) The Committee notes that arrangements have been made to replace the green pedestrian fence on the western side of Balmain Road, south of the crossing with a Type 1 RMS pedestrian fence.

**2.2 Booth Street at Taylor Street, Annandale – pedestrian conditions**

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

At the April 2014 Ordinary Council Meeting, the Booth Street Masterplan was adopted following public exhibition of the plan including community workshops.

It included improvements to the Booth Street/Taylor Street intersection by upgrading the existing pedestrian refuge to a pedestrian (zebra) crossing which was completed in March 2015.

Council has since received concerns from local residents and businesses regarding safety at the crossing including a petition requesting speed humps be installed on approach to the pedestrian crossing.



Speed counts were recently undertaken in September 2015 to determine the speed profile on approach to the crossing.

The 85<sup>th</sup> percentile speeds on both approaches to the crossing are 36 km/h which is well below the posted speed limit of 50 km/h and still under the 40 km/h speed in the high pedestrian activity area of Booth Street.

Booth Street is currently signposted as a 40 km/h high pedestrian activity area; however, the recently installed pedestrian (zebra) crossing near Taylor Street is not within the area as the 40 km/h area currently ends midblock between Nelson Street and Taylor Street. The zebra crossing is within a 50km/h zone and it is recommended that the 40 km/h High Pedestrian Activity Area be extended eastwards in Booth Street to east of the Wigram Road roundabout given the high volume of pedestrians that cross Booth Street and the adjacent commercial land uses.

In order to provide consistency to motorists within the Booth Street Mainstreet, it is recommended that the pedestrian (zebra) crossing be upgraded to a raised crossing and that the design incorporate kerb extensions and landscaping opportunities to prevent illegal parking within 'No Stopping' zones and encourage pedestrians to cross at the marked (zebra) crossing.

The other pedestrian (zebra) crossings in Booth Street are located as detailed and are all raised crossings resulting in reduced speeds at the crossing point:

- west of Nelson Street
- west of Trafalgar Street
- east of Annandale Street

Raising the pedestrian crossing at this location as opposed to installing speed cushions on approach to the crossing will provide consistency throughout the mainstreet and force all motorists to slow down including trucks and buses as

opposed to speed cushions which larger vehicles straddle and therefore do not need to slow down.

The crossing can be monitored after it is raised to determine whether any further traffic calming (e.g. speed cushions) is required.

The proposed works would be funded from the Booth Street Mainstreet programme.

**Officer's Recommendation:**

- a) That in principal support be given to upgrading the existing at grade pedestrian crossing in Booth Street, west of Taylor Street to a raised pedestrian crossing and the design, including additional kerb extensions with landscaping to prevent illegal parking and be brought back to the Traffic Committee for approval.
- b) That the proposed works be funded from the Booth Street Mainstreet programme.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

- c) That in principal support be given to upgrading the existing at grade pedestrian crossing in Booth Street, west of Taylor Street to a raised pedestrian crossing and the design, including additional kerb extensions with landscaping to prevent illegal parking and be brought back to the Traffic Committee for approval.
- d) That the proposed works be funded from the Booth Street Mainstreet programme.

**2.3 Booth Street, Annandale – Traffic Conditions**

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

The median island was installed as a condition of the development approval for the Supabarn site to ensure that trucks entered the development by a left turn movement only and exited to the left only.

The community has raised concerns that trucks continue to illegally make right turns across the concrete median island in Booth Street to access the Supabarn Supermarket located on the southern side of Booth Street between Taylor Street and Wigram Road. The Supabarn Supermarket has a two way access in Booth Street with the above access restriction.

**Proposal**



Whilst a concrete median island is provided in Booth Street extending from the Wigram Road roundabout to the Taylor Street intersection to restrict right turn movements from occurring, in order to provide a further physical barrier it is recommended that flexible bollards be installed on top of the median island.

This will not impact on parking but will also assist in directing pedestrians to use the pedestrian crossing in Booth Street, west of Taylor Street.

A photo of the proposal is detailed below.



(Street View Google Maps)

**Officer's Recommendation:**

That flexible bollards be installed on the concrete median island in Booth Street between Taylor Street and the Wigram Road roundabout.

**Discussion:**

A resident addressed the committee and raised the following concerns:

- Vehicles including trucks make a sudden left hand turn into the site heading west bound. An advisory 'Truck Warning Sign' (W5-22) should be installed at this location.
- Traffic Manager advised that Council is currently preparing a request to the RMS for extended 40km/h High Pedestrian Activity Area to include this section of Booth Street.

**Committee Recommendation (unanimous support):**

- d) That flexible bollards be installed on the concrete median island in Booth Street between Taylor Street and the Wigram Road roundabout.
- e) An advisory 'Truck Warning Sign' (W5-22) to be installed facing the west bound traffic in Booth Street, prior to the roundabout at Wigram Road.

- f) That the request for the extension of the 40km/h High Pedestrian Activity Area for Booth Street be forwarded to RMS for installation.

## 2.4 Edith Street, Leichhardt – Road Occupancy (Street Party)

*Precinct: Leichhardt*

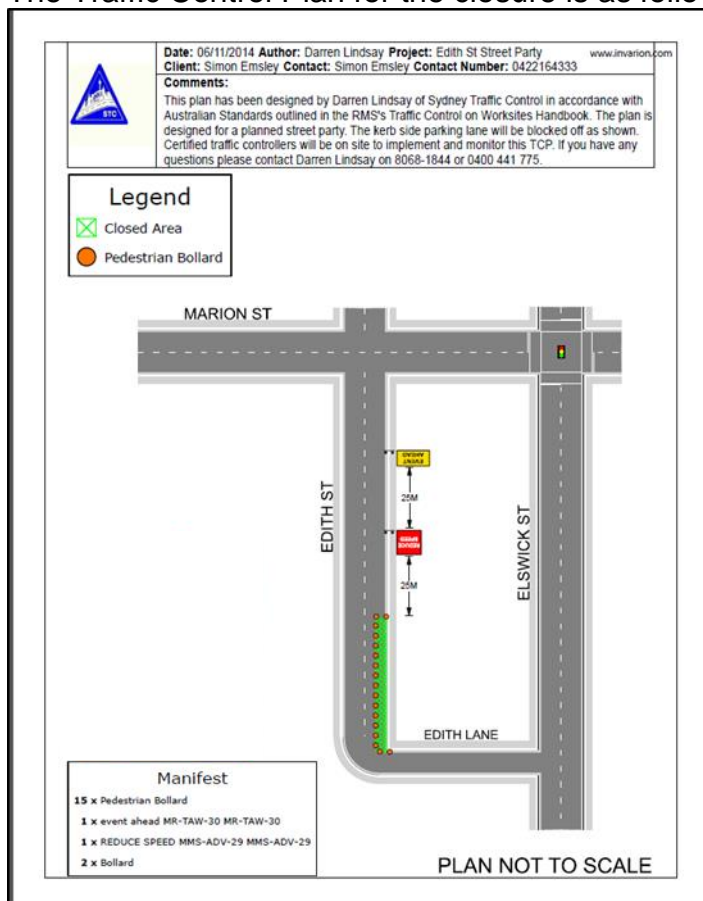
*Ward: Eora Leichhardt-Lilyfield*

### Background

Council has received an application from a resident of Edith Street, Leichhardt to conduct a Christmas street party in Edith Street between Marion Street and Edith Lane.

The street party is proposed to be held on Sunday, 13<sup>th</sup> December 2015 between 3.00pm and 7.00pm. The applicant is seeking permission for a temporary partial closure of the footpath (3.7m) and the parking lane (3m) on the eastern side of Edith Street between No. 7 to No. 1A (Edith Lane intersection).

The Traffic Control Plan for the closure is as follows:



This is an annual event and no significant issues have occurred in the past few years.

This partial road closure does not require traffic controllers as the closure maintains passing traffic/travel lanes; however, adequate warning signage should be provided.

The Police representative in the past advised that water-filled barriers should be placed along the parking lane.

**Officer's Recommendation:**

- 1) That the temporary partial road closure of Edith Street, Leichhardt south of Marion Street between No. 7 and Edith Lane, on Sunday, 13<sup>th</sup> December 2015 between 3.00pm and 7.00pm be approved, subject to the following conditions:
  - a) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Edith Street, Leichhardt.
  - b) That water-filled barricades are provided along the parking lane for the partial 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 commencement of the event. 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 approved Traffic Control Plan (TCP) be implemented at the applicant's expense including RMS accredited traffic controllers.
  - e) That the Fire Brigade (Leichhardt) be notified of the intended closure.
  - 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:
    - vii. Barrier Boards
    - viii. 'Road Closed' (T2-4) signs
    - ix. 'Detour' (T5-1) signs
  - g) That the Street Party co-ordinator be advised Council provides barricades, 'Road Closed' and 'Detour' signs free or at minimum cost. The Street Party co-ordinator is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
  - h) That the applicant must comply with the risk assessment conditions supplied by Council's Employee Services Section prior to the event. (Council contact: David Gollan on 9367 9222).
  - i) 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 cleaning costs.
  - j) 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.
  - k) That a copy of the Council approval be available on site for inspection by relevant authorities.
  - l) That Council reserves the right to cancel the approval at any time.

- m) 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 (unanimous support):**

- 1) That the temporary partial road closure of Edith Street, Leichhardt south of Marion Street between No. 7 and Edith Lane, on Sunday, 13<sup>th</sup> December 2015 between 3.00pm and 7.00pm be approved, subject to the following conditions:
  - a) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Edith Street, Leichhardt.
  - b) That water-filled barricades are provided along the parking lane for the partial 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 commencement of the event. 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 approved Traffic Control Plan (TCP) be implemented at the applicant's expense including RMS accredited traffic controllers.
  - e) That the Fire Brigade (Leichhardt) be notified of the intended closure.
  - 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:
    - x. Barrier Boards
    - xi. 'Road Closed' (T2-4) signs
    - xii. 'Detour' (T5-1) signs
  - g) That the Street Party co-ordinator be advised Council provides barricades, 'Road Closed' and 'Detour' signs free or at minimum cost. The Street Party co-ordinator is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
  - h) That the applicant must comply with the risk assessment conditions supplied by Council's Employee Services Section prior to the event. (Council contact: David Gollan on 9367 9222).
  - i) 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 cleaning costs.

- j) 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.
- k) That a copy of the Council approval be available on site for inspection by relevant authorities.
- l) That Council reserves the right to cancel the approval at any time.
- m) 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.

## **2.5 Nelson Street (Booth St-Parramatta Rd), Annandale - Resident Parking Scheme**

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

A number of residents in Nelson Street, south of Booth Street have requested Council to install a Resident Parking Scheme in the street to deter commuter/long stay parking.

Nelson Street is near Trafalgar Street, Taylor Street and Booth Street which currently have resident permit parking restrictions. There is also a section of Nelson Street between Parramatta Road and midblock between Collins Street with existing resident parking restrictions on both sides as shown on the following map.



The nature of mixed land uses in the area and Nelson Street being close to major bus routes to the City, both on Parramatta Road and Booth Street generates considerable parking demand generated from residents, commuters, employees and customers.

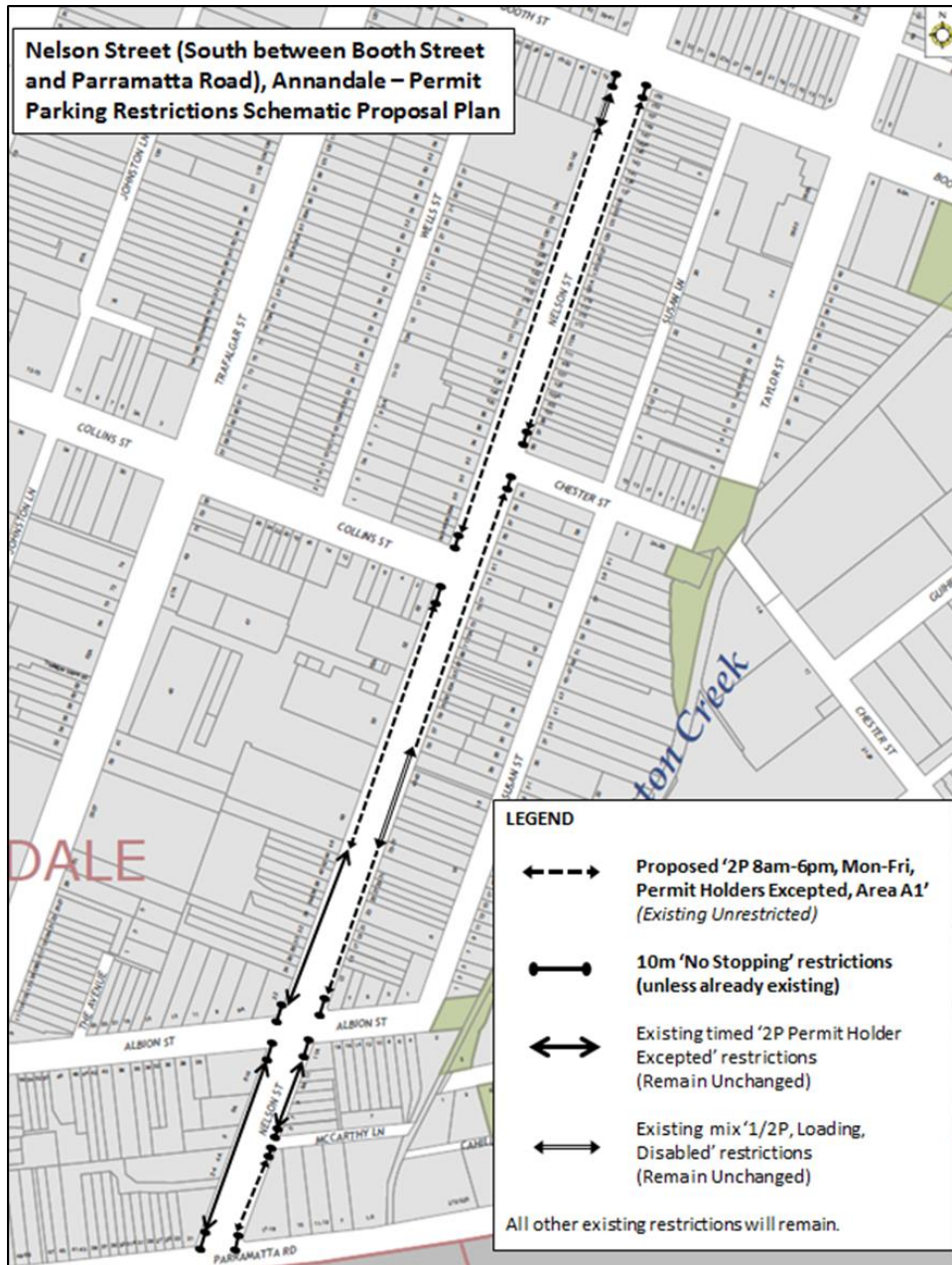
Parking occupancy surveys undertaken in Nelson Street between Booth Street and Parramatta Road have indicated high parking occupancy levels (above 85%), despite there being existing 45 degree angled parking on the western side (even numbered properties) of Nelson Street between Booth Street and Albion Street.

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



## Proposal

A Resident Parking Scheme proposal was prepared and consulted as shown on the following plan, i.e. '2P 8am-6pm, Mon-Fri Permit Holders Excepted, Area A1' restrictions on both sides of Nelson Street between Booth Street and Parramatta Road, Annandale.



### Community Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (257 properties) in Nelson Street as indicated on the attached plan, requesting residents' and businesses' views regarding the proposal.



The proposal was also sent to the Leichhardt and Annandale Business Chamber and Annandale Precinct. Council received no responses to the proposal.

Consultation survey results are summarised below:

#### Nelson Street both sides between Booth Street and Collins Street / Chester Street

No. of properties	60
No. of responses received	44
No. of properties supported	37
Response Rate	73%
Support Rate	62%

#### Nelson Street eastern side (odd numbered properties) between Chester Street and No. 31 (Start of existing RPS)

No. of properties (excluding commercial properties No. 33 to No. 45)	20
No. of responses received	13
No. of properties supported	11
Response Rate	65%
Support Rate	55%

The main concerns raised by some residents regarding the proposal are summarised as follows:

- Residents' Response (2):  
I do not think there is a significant parking issue in Nelson Street. A RPS in the street is unnecessary.

Officer's Comment:

*Council's investigation was initiated due to requests from many residents, and the parking occupancy surveys undertaken indicated high levels in the subject section of Nelson Street. This triggered the consultation for a RPS in Nelson Street.*

- Resident's Response:

The on-street parking spaces are also over 85% full after 8.30pm, so the lack of parking is also due to residents. Adding restricted parking will make no difference to the parking issue and is a waste of money. Even if the restriction is added, it should at least exclude public holidays to allow friends and visitors.

Officer's Comment:

*It is likely that majority of the parked vehicles in Nelson Street are from residents and the purpose of the restrictions is aimed at deterring commuter or long stay parking as requested by many residents. The proposed parking restrictions do not apply on public holidays unless the parking signs display "including public holidays", this condition does not apply to the proposed RPS restrictions, i.e. vehicles will be able to park during public holidays.*

- Resident's Response (from multi-unit development on Nelson Street):

These changes will disadvantage visitors as there is limited visitor parking provided on the development.

Officer's Comment:

*The proposed parking restrictions would allow 2-hour limit parking for general public and turnover of parking during the proposed operational time. Multi-unit dwellings and the strata subdivision of residential flat buildings approved after January 2001 are not allowed to participate in a RPS. However, the section of Nelson Street on the western side between No. 48 and Collins Street is recommended to remain unrestricted providing those without parking permits an opportunity to park.*

- Resident's Response:

I prefer that the RPS restrictions end at 10pm as it is often difficult to find parking in the evening.

Officer's Comment:

*The consulted RPS was for 2P 8am-6pm Mon-Fri which is Council's standard commuter weekday restrictions, that maintains a balance as up to 10pm would be too restrictive for the majority of residents in this area.*

- Resident's Response:

The RPS restrictions should include the Saturday and Sunday (weekends)

Officer's Comment:

*The consulted RPS targets weekday commuter long-stay parking as the main priority. Weekend restrictions would be too restrictive for residents and their visitors.*

- Residents' Response (2):

We are opposed to the introduction of 10m 'No Stopping' zones as it would mean the loss of two parking spaces for no gain in safety or visibility. Council should challenge and seek an exemption to this rule.

Officer's Comment:

*All intersections on Nelson Street are either already signposted with 10m statutory 'No Stopping' restrictions or have kerb blisters that are set back 10m, hence it does not result in the loss of parking.*

- Residents' Response (2):

There are residents in the street who own multiple vehicles and trailers. It would be better if Council deal with those individuals who make it harder for everyone rather than RPS restrictions which impact everyone.

Officer's Comment:

*Parking permits are not issued to caravans or trailers and a maximum of two parking permits per household are allowed, less one (1) for each off-street parking space available. Unfortunately, this is the only legal process to reduce car ownership in a street with high parking demands as Council cannot force residents to reduce the amount of vehicles owned.*

- Resident's Response:

The proposed RPS does not give an incentive to own less vehicles as properties with no off-street parking are eligible for 3 parking permits (2 residents and 1 visitor). Therefore the RPS will not fix the parking problem in the street. There should be pricing on parking permits and extra enforcement to help reduce parking demand.

Officer's Comment:

*Council's conditions of operation on parking permits are in line with RMS policy on permit parking. It allows the provision of a maximum of 2 parking permits per household less the number of off-street parking spaces the property has and also a visitor parking permit. With any new RPS installation, enforcement is organised and regular patrols are included into the roster.*

- Residents' Response (3):

Our property has a garage but it is not large enough to fit our car. Will we still be eligible for parking permits?

Officer's Comment:

*The garage needs to be inspected and assessed by a Council officer. The parking permit maximum eligibility will remain the same. However, if the garage is deemed "not to standard", a parking permit may be issued.*

- Resident's Response:

Our property has a garage access in the Susan Lane; however, we are unable to access it due to parked vehicles (in marked bays) opposite the garage. Will we still be eligible for parking permits?

Officer's Comment:

*The garage accessibility needs to be inspected and assessed by a Council officer. The parking permit maximum eligibility will remain the same; however, if the garage is deemed "inaccessible", a parking permit may be issued.*

- Resident's Response:

Council should not place parking restriction only on Nelson Street as this would push the problem to surrounding streets.

Officer's Comment:

*Council is aware that resident parking restrictions may impact on surrounding streets, and they will be monitored. Other surrounding streets are being consulted similarly for RPS restrictions i.e. Susan Street, Susan Lane, Chester Street, Trafalgar Street and Nelson Street (Booth St-The Crescent).*

- Resident's Response:

The residents who have parking at the rear of their properties should be made to use it.

Officer's Comment:

*As per Council's Parking Permit Conditions of Operation, residents may obtain up to a maximum of two resident parking permits per household, less one (1) for each off-street parking space available at the property.*

- Resident's Response:

I am concerned that the signage would ruin the amenity/aesthetics of the street.

Officer's Comment:

*It is necessary to install adequate regulatory signage to advise motorists of parking restrictions and to allow enforcement of the parking restrictions. The signs will be attached to Power poles where possible to minimise the amount of new stems installed.*

- Resident's Response:

Can the RPS times be longer such as 3P or 4P this would benefit businesses and still deter commuter parking.

Officer's Comment:

*2P would provide a better turnover than 4P and is consistent with our RPS in other streets targeting commuter and long stay parking.*

- Residents' Response (6):

We feel that the restrictions are to the amount of parking permit eligible for residents are too restrictive as we own more than 2 vehicles. It is also unfair that residents with off-street parking are given less parking permits. Each household should have 2 permits and 1 visitor permit.

Officer's Comment:

*The objective of a Resident Parking Scheme is to manage limited on-street parking amongst all road users in a fair manner in streets that have very high demand. Council's Resident Parking Scheme criteria is required to be in line with RMS standards on Permit Parking which states that the maximum number of Resident Parking permits per eligible property is two (less one for each off-street parking space available) and a Visitor permit.*

- Resident's Response:

I do not use my car a lot, but definitely support restricted parking. I would also love a car share parking space in Nelson Street as it would almost be enough to give up my car.

Officer's Comment:

*There is already an existing car share vehicle from GoGet in the street but it does not have a dedicated space. If the proposed RPS is installed Council will investigate in discussion with GoGet to determine whether a parking permit can be issued to the car share vehicle or if a dedicated space is required.*

## Analysis

### Nelson Street western side between Collins Street and No. 46 (start of existing RPS)

This section of Nelson Street is in front of large apartment blocks No. 48, No. 50 and No. 52 (Former Piano Factory). There are 34 existing on-street 45 degree angled parking spaces along this frontage between No. 48 to Collins Street and it is recommended to retain unrestricted parking outside the multi-unit dwellings.

### Nelson Street eastern side between McCarthy Lane and Parramatta Road

There is a section of Nelson Street adjacent to No. 17-19 (Annandale Hotel) with 14 on-street 90 degree angled parking spaces on the eastern side between Parramatta Road and McCarthy Lane. The consulted proposal plan included this section to have the proposed RPS restrictions as requested by a few business owners nearby.

However, due to the lack of response from affected businesses and residents directly within this section (e.g. No. 17-19 Parramatta Road); it is recommended that this section remain unrestricted.

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 received more than 50% support from residents in the following sections of Nelson Street:

- Western Side (even numbered properties):
  - Between Booth Street and Collins Street
- Eastern Side (odd numbered properties):
  - Between Booth Street and Chester Street

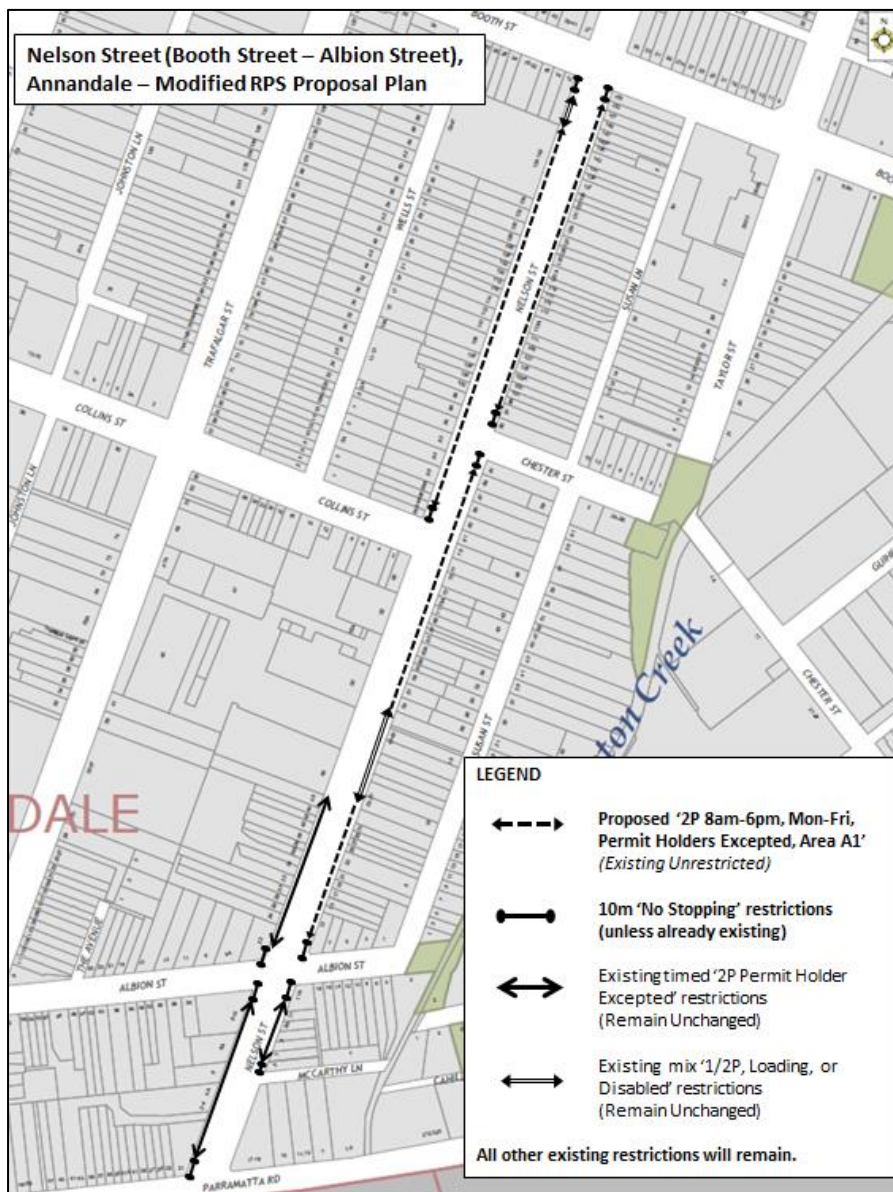


- Between Chester Street intersection and No. 55 Nelson Street

## Modified Proposal

Based on feedback received from the consultation a modified proposal has been prepared as shown on the following modified plan. The modified proposal excludes the following sections of Nelson Street from the proposed consulted RPS restrictions and will remain unrestricted:

- The western side between the frontage of No. 48 and the Collins Street intersection.
- The eastern side between McCarthy Lane and Parramatta Road.



## Officer's Recommendation:

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions be installed at the following locations in Nelson Street:

- i. On the western side (even numbered properties), between Booth Street and Collins Street.
  - ii. On the eastern side (odd numbered properties), between Booth Street and Chester Street.
  - iii. On the eastern side (odd numbered properties), between Chester Street and Albion Street, except for the retention of the existing 1/2P; Loading Zone; Disabled Parking zones.
- b) That a dedicated car share vehicle space in Nelson Street be investigated with the car share operator to assess meeting Council's requirements.

**Discussion:**

A number of residents and a business owner addressed the committee and raised the following concerns:

- *Chair of the Body Corporate advised there was an impact on sight distance when a vehicle parked north of the unit's driveway at Nos. 136-142 Nelson Street. Concerns were also raised about parking impact on Susan Lane and Wells Street.*
- *A resident of Wells Street raised concerns about overflow parking and asked to define edge of parking bays in footway parking.*
- *Business owner at No. 75-77 requested 4P RPS as 2P is not long enough to allow her customers to carry out their business needs*
- *Sight line concerns when exiting Nos. 136-142 Nelson Street were raised by a resident of the subject property.*

The BAC representative raised the following:

- *Bikes conflict with angle parking over the crest in the vicinity of Nos. 136-142 Nelson Street and the request to further investigate this matter.*

**Committee Recommendation (unanimous support):**

That

- e) The proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions be installed at the following locations in Nelson Street:
  - iv. On the western side (even numbered properties), between Booth Street and Collins Street.
  - v. On the eastern side (odd numbered properties), between Booth Street and Chester Street.
  - vi. On the eastern side (odd numbered properties), between Chester Street and Albion Street, except for the retention of the existing 1/2P; Loading Zone; Disabled Parking zones.
- f) A dedicated car share vehicle space in Nelson Street be investigated with the car share operator to assess meeting Council's requirements.
- g) 4P RPS restrictions be investigated outside No. 75-77 Nelson Street, Annandale.
- h) The sight lines exiting property Nos. 136-142 Nelson Street, Annandale be investigated, including northbound bicycle movements at this location.



## 2.6 Short Street, Balmain – Road Occupancy (Street Party)

Precinct: Balmain

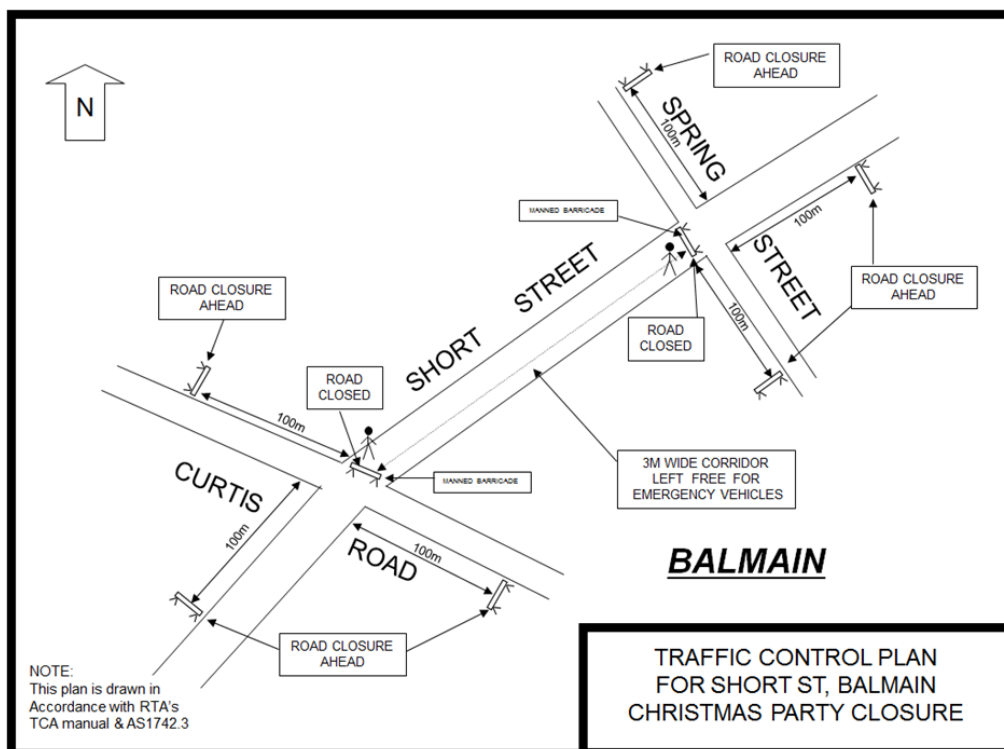
Ward: Birrabirragal/Balmain Ward

### Background

Council has received an application from a resident of Short Street, Balmain to conduct a Christmas street party in Short Street between Spring Street and Curtis Road.

The street party is proposed to be held on Saturday, 19th December 2015 between 6.00pm and 11.30pm. The applicant is seeking permission for a temporary full road closure of Short Street, Balmain, between Spring Street and Curtis Road.

The Traffic Control Plan for the closure is as follows:



This is an annual event and no significant issues have occurred in the past few years.

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.

Council's Employee Services section has prepared a policy for Special Events. Leichhardt Council encourages properly conducted neighbourhood street parties as a means of building community spirit and improving neighbourhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- the party is to be held outdoors for fewer than 100 people
- no temporary structures or jumping castles are to be erected,
- participants are to bring their own food and drinks, and food and drink are not for sale
- there will be no performers or amplified music involved

For approved street parties, Council will provide barricades and 'Road Closed' signs free or at minimum cost. Any non-standard signs may be provided at cost. The Street Party Co-ordinator will need to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost.

Subject to the approval of the street party by the Traffic Committee, if required, Council's Employee Services will undertake a risk assessment with the applicant to ensure that the event is conducted in a safe manner.

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

- 1) That the temporary road closure of Short Street, Balmain between Spring Street and Curtis Road, on Saturday, 19<sup>th</sup> December 2015 between 6.00pm and 11.30pm be approved, subject to the following conditions:
  - a) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Short Street, Balmain
  - b) The occupation of the road carriageway must not occur until the road has been physically closed.
  - 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

commencement of the event. 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 approved Traffic Control Plan (TCP) be implemented at the applicant's expense including RMS accredited traffic controllers.
- e) That the Fire Brigade (Balmain) be notified of the intended closure.
- 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:
  - i. Barrier Boards
  - ii. 'Road Closed' (T2-4) signs
  - iii. 'Detour' (T5-1) signs
- g) That the Street Party co-ordinator be advised Council provides barricades, 'Road Closed' and 'Detour' signs free or at minimum cost. The Street Party co-ordinator is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
- h) That the applicant must comply with the risk assessment conditions supplied by Council's Employee Services Section prior to the event. (Council contact: David Gollan on 9367 9222).
- i) 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 cleaning costs.
- j) 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.
- k) That a copy of the Council approval be available on site for inspection by relevant authorities.
- l) That Council reserves the right to cancel the approval at any time.
- m) 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 RMS representative requested that the Traffic Control Plan for Short Street's Christmas Party Closure must be updated to include DETOUR.

**Committee Recommendation (unanimous support):**

That the temporary road closure of Short Street, Balmain between Spring Street and Curtis Road, on Saturday, 19<sup>th</sup> December 2015 between 6.00pm and 11.30pm be approved, subject to the following conditions:

- a) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Short Street, Balmain
- b) The occupation of the road carriageway must not occur until the road has been physically closed.

- 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 commencement of the event. 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 approved Traffic Control Plan (TCP) be implemented at the applicant's expense including RMS accredited traffic controllers.
  - e) That the Fire Brigade (Balmain) be notified of the intended closure.
  - 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:
    - i. Barrier Boards
    - ii. 'Road Closed' (T2-4) signs
    - iii. 'Detour' (T5-1) signs
  - g) That the Street Party co-ordinator be advised Council provides barricades, 'Road Closed' and 'Detour' signs free or at minimum cost. The Street Party co-ordinator is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost.
  - h) That the applicant must comply with the risk assessment conditions supplied by Council's Employee Services Section prior to the event. (Council contact: David Gollan on 9367 9222).
  - i) 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 cleaning costs.
  - j) 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.
  - k) That a copy of the Council approval be available on site for inspection by relevant authorities.
  - l) That Council reserves the right to cancel the approval at any time.
  - m) 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.

## 2.7 Susan Street, Susan Lane & Chester Street, Annandale - Resident Parking Scheme

Precinct: Annandale

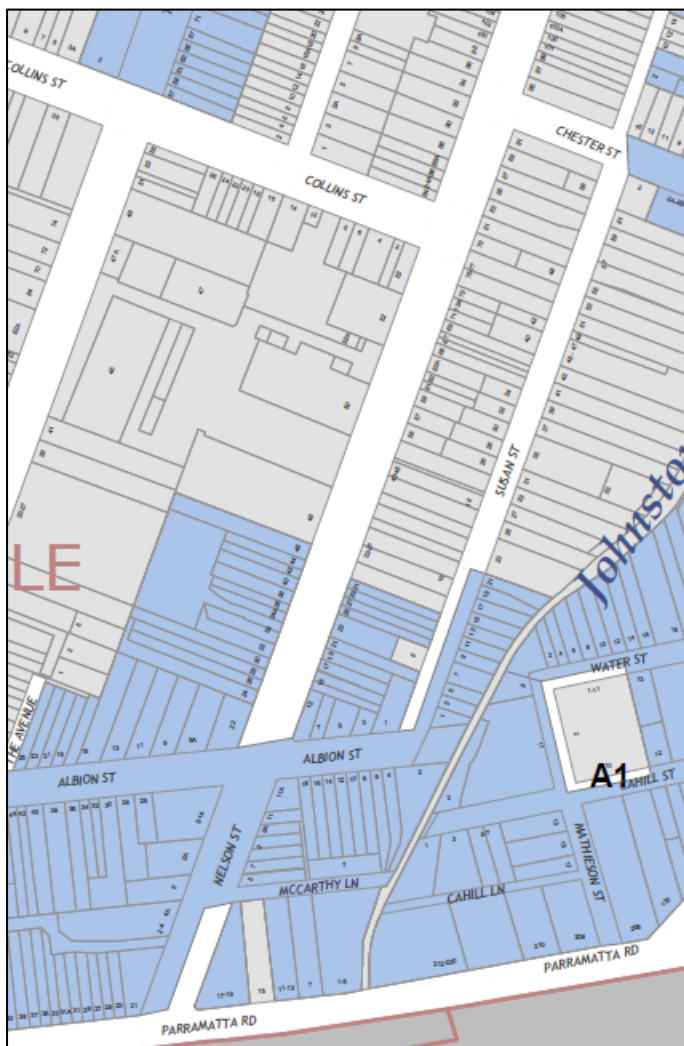
Ward: Gadigal Annandale-Leichhardt

### Background

Council received requests from a number of residents for the installation of a Resident Parking Scheme (RPS) in Susan Street, Susan Lane and Chester Street, Annandale to assist residents to secure on-street parking near their properties.

Several parking occupancy surveys undertaken indicated over 85% occupancy levels primarily in the morning period. Site investigations reveal that the majority of properties in Susan Street have some level of off-street parking.

There are also existing RPS restrictions on the eastern side of Susan Street towards Albion Street across the frontage of Nos. 1 to 21 Susan Street, as shown on the following map.



Susan Street, Susan Lane and Chester Street were consulted for their comments on a Resident Parking Scheme back in July 2015; however, the findings were not reported to a Traffic Committee meeting because the surrounding Nelson Street was under investigation for a RPS. It is expected that the introduction of a RPS in one street would impact parking on surrounding streets. Hence, the reason why the RPS proposal in Susan Street, Susan Lane and Chester Street was deferred was until the Nelson Street RPS proposal was simultaneously reported to a Traffic Committee meeting.

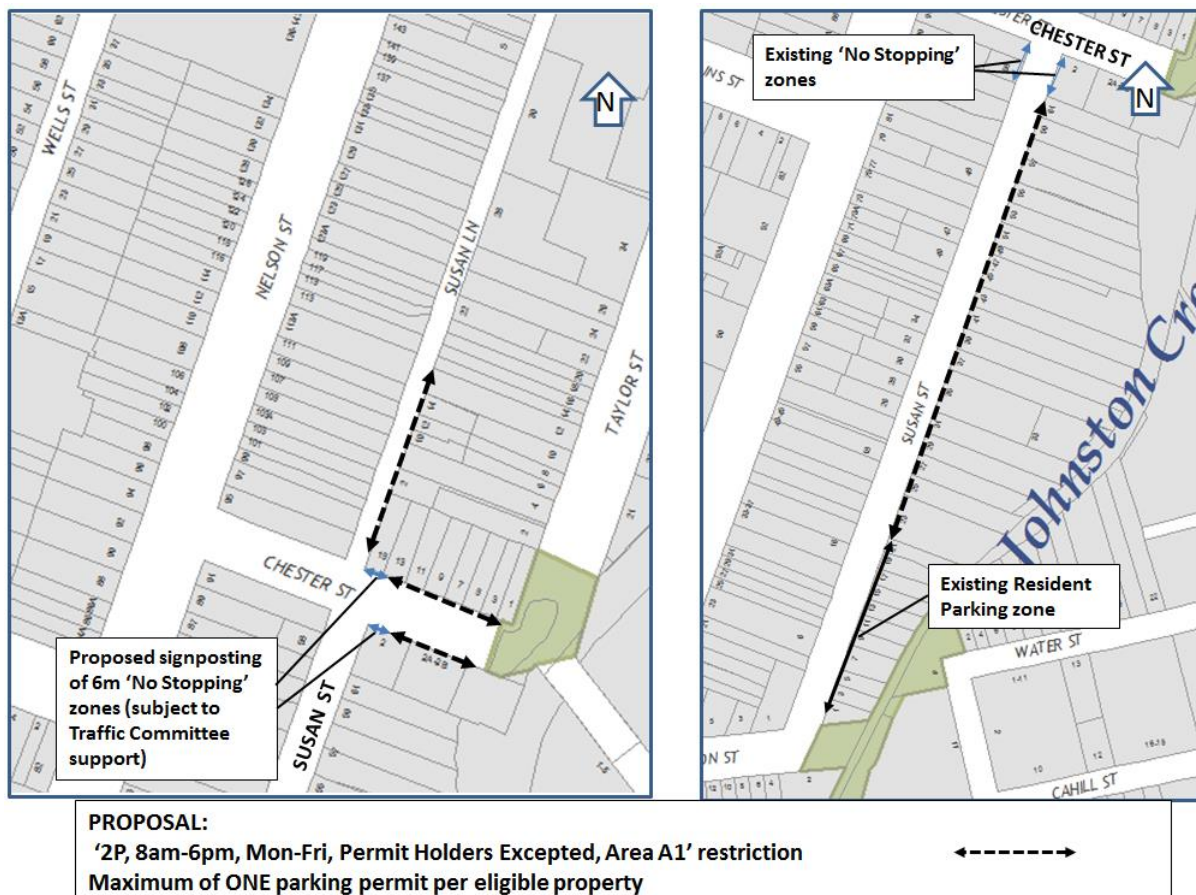
## Proposal

A Resident Parking Scheme (extension) proposal was prepared and consulted as shown on the following plan.

i.e. '2P 8am-6pm, Mon-Fri Permit Holders Excepted, Area A1' restrictions on:

- Susan Lane within the marked parking bays on the eastern side (even numbers).
- Chester Street on both sides between Susan Street and Taylor Street.
- Susan Street on the eastern side (odd numbers), outside Nos. 23 to 61.

A risk analysis has been undertaken to assess if the required 'No Stopping' zones the intersection of Chester Street and Susan Street/Lane could be reduced from 10m to 6m, as shown in **Appendix B**.



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (132 properties) in Susan Street, Susan Lane, Chester Street and Nelson Street as indicated on the attached plan, requesting residents' and businesses' views regarding the proposal.



The proposal was also sent to the Leichhardt and Annandale Business Chamber and Annandale Precinct and Council received no responses to the proposal.

## Analysis

Consultation survey results are summarised below:

### Susan Lane between Booth Street and Chester Street (within the marked parking bays on the eastern side/even numbers)

No. of properties	21
No. of responses received	12
No. of properties supported	12
Response Rate	57%
Support Rate	57%

### Chester Street between Susan Street and Taylor Street

No. of properties	10
No. of responses received	5
No. of properties supported	5
Response Rate	50%
Support Rate	50%

### Susan Street between Chester Street and Albion Street

No. of properties	54
No. of responses received	42
No. of properties supported	32
Response Rate	78%
Support Rate	59%



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 received more than 50% support from residents from all the surveyed streets: Susan Lane, Chester Street and Susan Street.

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

- Residents' Responses (3):

I am against RPS in the street as they are too restrictive and remove the freedom of the existing unrestricted street.

Officer's Comment:

*Council's investigation was initiated due to request from many Susan Street residents, and the parking occupancy level is high in the subject section of Susan Street. As per Council's policy, the matter has been progressed to the consultation stage on a proposal for a Resident Parking Scheme (RPS). The feedback received has met the requirement of over 50% support rate from residents to endorse its installation.*

- Residents' Responses (4):

Why is only one side of Susan Street being proposed for RPS restrictions, it should be on both sides as it would displace the parking to the other side?

Officer's Comment:

*The proposed parking restrictions are only on the eastern side of Susan Street to assist the odd numbered properties (mostly without off-street parking) secure parking near their properties. The western side of Susan Street has many driveways and leaving it unrestricted will also give a balance between restricted and unrestricted parking in the street.*

- Resident's Response:

There are residents in the street who own multiple vehicles this along with commuter parking is the cause of the parking problem.

Officer's Comment:

*Under the RPS proposal a maximum of two parking permits are eligible per household, less one (1) for each off-street parking space available. The proposed RPS is expected to reduce parking pressure in the street.*

- Residents' Responses (3):

Our property has a garage but it is not large enough to fit our car. Will we still be eligible for parking permits?

Officer's Comment:



*The garage needs to be inspected and assessed by a Council officer. The parking permit maximum eligibility will remain the same; however, if the garage is deemed "not to standard", a parking permit may be issued.*

- Resident's Response:

Our property has a garage access in the Susan Lane; however, we unable to access it due to parked vehicles (in marked bays) opposite the garage. Will we still be eligible for parking permits?

Officer's Comment:

*The garage accessibility needs to be inspected and assessed by a Council officer. The parking permit maximum eligibility will remain the same; however, if the garage is deemed "inaccessible", a parking permit may be issued.*

- Residents' Responses (3):

The RPS will push the problem to adjoining streets. Please consider RPS in other surrounding streets as well.

Officer's Comment:

*Council is aware that resident parking restrictions may impact on surrounding streets, and they will be monitored. Other surrounding streets are being consulted similarly for RPS restrictions, i.e. Nelson Street.*

- Resident's Response:

Would we be able to get 2 parking permits for the car and a motorbike even though they both fit into one off-street parking space?

Officer's Comment:

*As per Council's Parking Permit Conditions of Operation, residents may obtain up to a maximum of two resident parking permits per household, less one (1) for each off-street parking space available at the property, plus one visitor parking permit. A motorbike is considered a vehicle.*

- Residents' Responses (4):

Every rate paying resident should get the same amount of parking permits regardless of cars owned or number of garages.

Officer's Comment:

*The objective of a Resident Parking Scheme is to manage limited on-street parking amongst all road users in a fair manner in streets that have very high demand. Also, Council's Resident Parking Scheme criteria is required to be in line with RMS standards on Permit Parking which states that the maximum number of Resident Parking permits per eligible property is two (less one for each off-street parking space available) and a Visitor permit.*

- Resident's Response:

We use the GoGet car a lot. We used to have one parked in Nelson Street near Albion Street but it has gone because users could never park it legally. If you are going to introduce more restricted parking can you either give a parking permit to a GoGet vehicle or dedicate a space for it.

**Officer's Comment:**

*This will be investigated in discussion with GoGet to determine whether a parking permit will be issued or a dedicated space is required.*

- **Resident's Response:**

A 4P RPS would be more appropriate as some visitors stay longer than 2 hours.

**Officer's Comment:**

*2P would provide a better turnover than 4P and is consistent with our RPS in other streets targeting commuter and long stay parking. 4P would be harder to enforce and would not provide enough turnover to improve parking for most residents.*

## **Risk Analysis**

A Risk Analysis has been undertaken to determine if the statutory 'No Stopping' zones at the following locations can be reduced marginally to maximise retention of on-street parking. See **Appendix B** for details of the analysis at Chester Street, east of Susan Street/Susan Lane.

**Officer's Recommendation:**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions be installed at the following locations:
  - iv. Susan Lane on the eastern side (even numbered properties) within the marked parking bays.
  - v. Chester Street on both sides between Susan Street and Taylor Street.
  - vi. Susan Street on the eastern side (odd numbered properties), between Chester Street and Albion Street.
- b) That 6m 'No Stopping' zones be installed on both sides of Chester Street, east of Susan Street.
- c) That a dedicated car share vehicle space in or near Susan Street be investigated with the car share operator to assess meeting Council's requirements.

**Discussion:**

A number of residents addressed the committee in support of the proposed RPS and requested the following:

- *That the 2 unmarked parking spaces at the Booth Street end of Susan Lane be included in the RPS, including outside No. 30 Susan Lane.*
- *That 'No Stopping' restrictions be implemented at the intersection of Chester Street (east side) and Susan Street to improve sight visibility.*
- *The RMS representative advised that RMS do not support the proposed 6 metre 'No Stopping' on both sides of Chester Street, and requests a minimum of 10 metres to be sign posted. The Police representative supported RMS.*

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

- e) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions be installed at the following locations:
  - vii. Susan Lane on the eastern side (even numbered properties) within the marked parking bays.
  - viii. Chester Street on both sides between Susan Street and Taylor Street.
  - ix. Susan Street on the eastern side (odd numbered properties), between Chester Street and Albion Street.
- f) That 10m 'No Stopping' zones be installed on both sides of Chester Street, east of Susan Street.
- g) That a dedicated car share vehicle space in or near Susan Street be investigated with the car share operator to assess meeting Council's requirements.
- h) That the two unmarked parking spaces in Susan Lane and outside No. 30 Susan Lane be investigated as part of the proposed RPS restrictions.

## 2.8 Charlotte Street, Lilyfield – Angle Parking Restrictions

*Precinct: Rozelle/Lilyfield*

*Ward: Gadigal Annandale-Leichhardt*

### Background

A number of residents have requested the installation of Resident Parking Scheme (RPS) restrictions in Charlotte Street, Lilyfield to assist them in finding parking in their street. In relation to the installation of a Residents Parking Scheme (RPS) Council's traffic staff recommended that an RPS Scheme be placed in Charlotte Street in 2011, which was not supported by the Local Traffic Committee.

Prior to a new investigation for a RPS, formalisation of the existing unsignposted angle parking is required. Charlotte Street is a dead-end local street running from Balmain Road, Lilyfield. Currently, informal angle parking occurs for the full length on the southern side of Charlotte Street and also on the northern side of Charlotte Street, between No.24 and No.40 Charlotte Street towards the easternmost section of the road.

### 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

Permitted only on Local roads  
The volume of traffic (bi-directional) must not be greater than 1000 vehicles per day

#### Response

Charlotte Street is a Local Road  
Traffic Counts undertaken in October 2015 revealed an ADT of 373 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

Charlotte Street has a road carriageway width of 13.1m, thus allowing 60 degree angle parking on one side and parallel

3.0m-5.8m)

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.

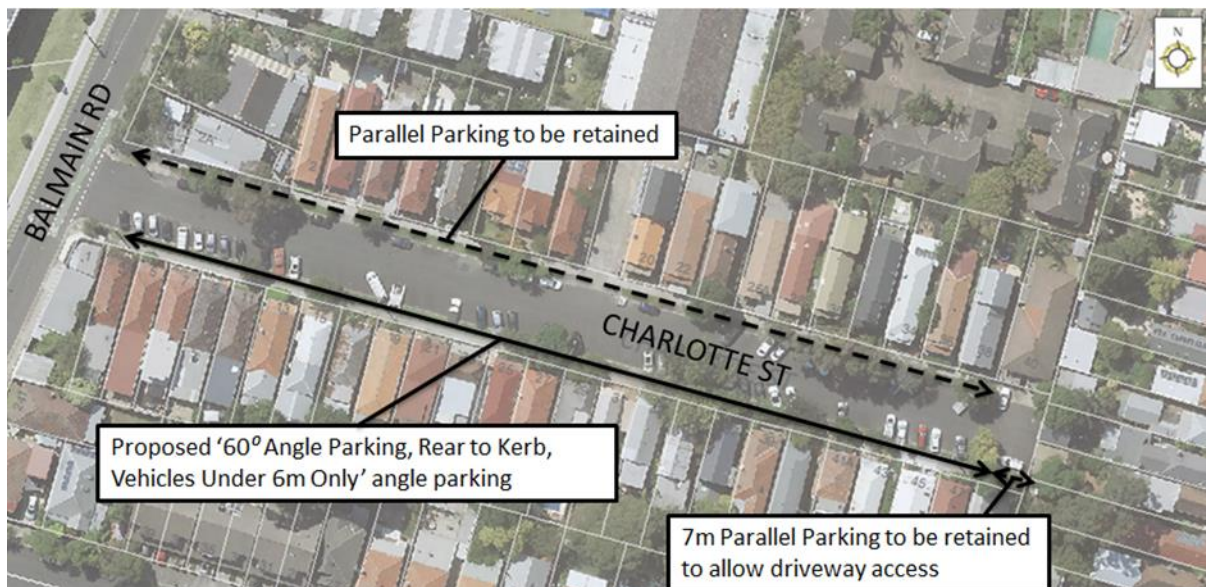
Charlotte Street is not on a bus route

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.

Charlotte Street is a dead-end local street and does not form a bicycle route. No linemarking is considered warranted at this stage

## Proposal

It is proposed that '60° Angle Parking, Rear to Kerb, Vehicles Under 6m Only' angle parking be provided on the southern side of Charlotte Street as shown on the following plan.



The proposed cross section of Charlotte Street would be:

- 2.1m - parallel parking lane on the northern side
- 5.9m – two way travel lane
- 5.1m - 60 degree angle parking lane

## Consultation

Consultation of the residents will be undertaken in Charlotte Street once in principal support is received.

## Officer's Recommendation:

- a) That '60° Angle Parking, Rear to Kerb, Vehicles Under 6m Only' be supported in principle on the southern side of Charlotte Street, Lilyfield between No.3 and No.47 Charlotte Street.

- b) That the residents of Charlotte Street be consulted regarding the formalisation of the angle parking restrictions and a report outlining the results be brought back to the next available Traffic Committee meeting.
- c) That an investigation into a Resident Parking Scheme be investigated following the installation of the above mentioned angle parking.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

- a) That '60° Angle Parking, Rear to Kerb, Vehicles Under 6m Only' be supported in principle on the southern side of Charlotte Street, Lilyfield between No.3 and No.47 Charlotte Street.
- b) That the residents of Charlotte Street be consulted regarding the formalisation of the angle parking restrictions and a report outlining the results be brought back to the next available Traffic Committee meeting.
- c) That an investigation into a Resident Parking Scheme be investigated following the installation of the above mentioned angle parking.

**2.9 Unnamed Laneway running between Justin Street and Halloran Street, Lilyfield – 'No Parking' Restrictions**

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

Council has received concerns from residents regarding vehicles parking directly in front of garages on the eastern side of the unnamed laneway running parallel between Justin Street and Halloran Street, Lilyfield.

The lane is approximately 6 metres wide and is closed at the Joseph Street end, with the only access via Lilyfield Road. The adjacent properties are zoned for light industry and a business park.

Council is seeking to formalise the 'No Parking' and 'No Stopping' restrictions on the eastern side of the unnamed laneway.

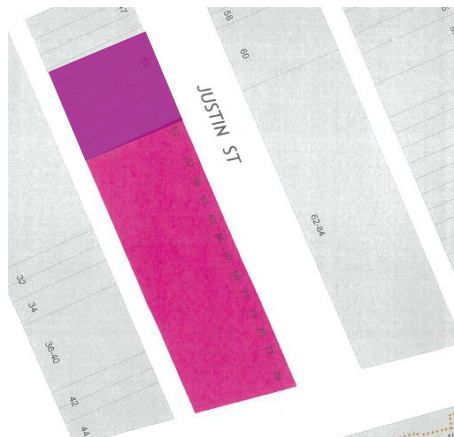
In order to prevent this illegal parking, it is proposed to provide a 'No Parking' zone and a 'No Stopping' zone as indicated in the following plan.





## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (13 properties) in Justin Street as indicated on the following plan, requesting resident's views regarding the proposal.



Three responses were received, one in support, one in objection and another with comments and further requests.

- Resident's Response:**  
 Request parking restrictions are extended to include 'No Parking' signage on the entire length of the eastern and western side. Parking on the western side opposite garages will not allow vehicles to enter and exit those garages in a safe, convenient and efficient manner. No.55 Justin Street will be redeveloped to include 3 separate garages across the full width of the rear boundary. Hence vehicles should not park in front of or opposite the proposed garages.

The service lane way is only wide enough to provide a single lane of traffic in each direction. Accordingly any vehicle parked in the lane way blocks traffic in one direction in any instance and relies on traffic giving way in each case.

*Officer's Comment:*

*Unrestricted parking will be retained on the western side of the unnamed laneway for service vehicles to load/unload. Extension of the 'No Parking' on the eastern side of the laneway to the north will be investigated upon completion of the construction works.*

- **Resident's Response:**

A 5 metre 'No Stopping' zone should be installed on Lilyfield Road west of the Unnamed Laneway. It is currently difficult to make the right turn from the laneway onto Lilyfield Road as we are unable to view oncoming traffic particularly speeding bicycles travelling in an easterly direction.

*Officer's Comment:*

*Officers will investigate 'No Stopping' on the northern side of Lilyfield Road on both sides on the unnamed laneway.*

- **Resident's Response:**

Leichhardt Council should consider seriously the issue of boats, caravans and trailers parking along Lilyfield permanently as it's being utilised as a free storage area.

*Officer's Comment:*

*Council is aware of the issue of boat and trailer parking on Lilyfield Road. Legislation is being finalised which will allow Council to impound boat trailers which have been parked for over 3 months.*

- **Resident's Response:**

The real issue in the Laneway is not the cars that residents may park outside their garage entrances (a rare occurrence and hardly required if their garage is available) it is the trade and commercial vehicles that use the Laneway to make pick-ups and deliveries to the rear of the commercial premises fronting Halloran Street. In other words, the western side of the Laneway.

*Officer's Comment:*

*The proposed 'No Parking'/'No Stopping' restrictions is on the eastern side of lane way leaving the western side unrestricted for deliveries.*

**Officer's Recommendation:**

- a) That a 5m 'No Stopping' zone followed by a 74m 'No Parking' zone be installed on the eastern side of the unnamed laneway between Lilyfield Road and the rear driveway of No.55 Justin Street, Lilyfield.
- b) That an extension of the 'No Parking' zone on the eastern side of the laneway be investigated upon completion of development works at No.55 Justin Street.

- c) That officer's investigate 'No Stopping' restrictions on the northern side of Lilyfield Road, on both sides of the unnamed laneway.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

- d) That a 5m 'No Stopping' zone followed by a 74m 'No Parking' zone be installed on the eastern side of the unnamed laneway between Lilyfield Road and the rear driveway of No.55 Justin Street, Lilyfield.
- e) That an extension of the 'No Parking' zone on the eastern side of the laneway be investigated upon completion of development works at No.55 Justin Street.
- f) That officer's investigate 'No Stopping' restrictions on the northern side of Lilyfield Road, on both sides of the unnamed laneway.

**2.10 Springside Street, Rozelle – One-Way proposal**

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

Vehicles are currently parking contrary to the direction of travel in Springside Street, Rozelle between Victoria Road and McCleer Street. A high proportion of vehicles park on the northern side of the road facing westwards (i.e. facing away from Victoria Road), in the wrong direction of travel.

When instructed to park in the direction of travel, residents in the area raised safety concerns with exiting Springside Street at Victoria Road given the narrow carriageway width and the high speed of vehicles making a left turn from Victoria Road into Springside Street. An on-site meeting was held with residents who requested the section of Springside Street to be converted to one-way westbound between Victoria Road and McCleer Street in order to reduce conflict between opposing vehicular movements at the Victoria Road/Springside Street intersection and to enable vehicles to park legally in the same direction on both sides of Springside Street.

Key characteristics of Springside Street (between Victoria Road and McCleer Street) are as follows:

- Approx. 6m wide and approx. 110m long
- Two-way traffic is permitted
- Parking is permitted on both sides of the street (footpath parking scheme in place) to meet high parking demand
- It's intersection with Victoria Road is unsignalised





### Proposal

In order to improve safety when entering and exiting Springside Street, it is proposed to make Springside Street one-way between Victoria Road and McCleer Street in the westbound direction.



## Traffic Impact Analysis

In order to assess the ability of the road network to cater for the redistribution of traffic with the proposed one-way traffic restriction, a SIDRA analysis was conducted with intersection counts collected in August 2015.

The following table shows the summary of results with a comparison of existing and 'with proposal', for the various intersections near Springside Street during weekday AM and weekday PM periods.

Intersection	Level of Service (current)		Level of Service (proposed)	
	AM	PM	AM	PM
Manning St/Callan St	A	A	A	A
Manning St/Springside St	A	A	A	A
Manning St/Moodie St	A	A	A	A
McCleer St/Callan St	A	A	A	A
McCleer St/Springside St	A	A	A	A
McCleer St/Moodie St	A	A	A	A
Victoria Rd/Callan St	A	A	A	A
Victoria Rd/Springside St	A	A	A	A
Victoria Rd/Moodie St	A	A	A	A

As established from the SIDRA analysis, the redistribution of traffic by converting Springside Street from Victoria Road to McCleer Street one-way westbound will have negligible impact on the surrounding network.

## Consultation

Consultation will be conducted once in principal support is received.

## Officer's Recommendation:

That:

- a) The proposal to convert Springside Street, Rozelle, to one-way westbound between Victoria Road and McCleer Street be supported in principal.
- b) That a TMP be forwarded to RMS for approval, including the results of community consultation.

**Discussion:**

- The local member's representative requested that installation of R9-3 'Bicycles Excepted' signs be considered.

**Committee Recommendation (unanimous support):**

- The proposal to convert Springside Street, Rozelle, to one-way westbound between Victoria Road and McCleer Street be supported in principal.
- That a TMP be forwarded to RMS for approval, including the results of community consultation.

**2.11 Traffic Calming – Alfred Street, Rozelle**

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

A number of residents in Alfred Street, Rozelle, have requested Council to consider installing traffic calming treatments in Alfred Street between Gordon Street and Denison Street. The residents have advised that they are concerned about the speed levels in Alfred Street as they have witnessed a number of accidents in this section.

The carriageway of Alfred Street is approximately 9 metres wide and currently has parallel parking on both sides of the street.

**Analysis**

To determine the current speed profile, Council installed two sets of traffic volume and speed counts in Alfred Street in October 2015. The counters were installed between Gordon Street and Alfred Lane and between Alfred Lane and Denison Street. The results have been summarised in the following table;

Alfred Street (between Gordon Street and Alfred Lane)	Eastbound	Westbound
85 <sup>th</sup> % Speed (km/h)	<b>45</b>	<b>42</b>
Alfred Street (between Alfred Lane and Denison Street )	Eastbound	Westbound
85 <sup>th</sup> % Speed (km/h)	<b>46</b>	<b>47</b>

Based on the above results, the majority of vehicles are travelling below the 50km/h posted speed limit. The bi-directional traffic volume recorded was 1572 veh/day (between Gordon Street and Alfred Lane) and 1580 veh/day (between Alfred Lane and Denison Street) which is well below the Environmental capacity performance standards set by the RMS.



According to RMS and Police crash data statistics there has been no recorded accident in Alfred Street, Rozelle in the past 5 years period (2009-2014)

It should be noted that according to Council's policy on matters related to speed levels, for further investigation on traffic calming measures to control speeding,

- there must be three or more reported accidents that have occurred in the subject section of the street in previous 5 years or
- The volume of traffic (bi-directional) must be greater than 500 vehicles per day and
- The 85<sup>th</sup>ile speed (in any direction) must be over 44km/h where the speed limit is 40km/h and 55km/h where the speed limit is 50km/h



Considering the 85<sup>th</sup>ile speeds recorded in Alfred Street, in all directions, is less than the local speed limit of 50km/h and the lack of recorded accidents in the street, it is considered that no action is warranted at the present time. Although that is the case, the residents of Alfred Street are concerned with the occasional speeding and have advised that there have been unrecorded accidents over the past few years. It is considered there would be merit in installing radar speed display units in Alfred Street for a 6-month period to educate the drivers along the street. The use of these units will be evaluated towards the end of the 6-month period.

**Officer's Recommendation:**

- a) That radar speed display units be installed in Alfred Street, Rozelle, between Gordon Street and Denison Street facing eastbound and westbound traffic for a 6-month period and the results be reported back to the Committee.
- b) That Council notifies residents that "SLOW DOWN IN MY STREET" stickers will be affixed to waste bins of every second property in association with the above radar speed display units.

- c) That the affected residents be notified of the Committee's recommendation.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

- a) That radar speed display units be installed in Alfred Street, Rozelle, between Gordon Street and Denison Street facing eastbound and westbound traffic for a 6-month period and the results be reported back to the Committee.
- b) That Council notifies residents that "SLOW DOWN IN MY STREET" stickers will be affixed to waste bins of every second property in association with the above radar speed display units.
- c) That the affected residents be notified of the Committee's recommendation.

**2.12 Unnamed Laneway between Coleridge Street & Catherine Street, Leichhardt – No Parking Restriction**

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

Concerns have been raised by some residents regarding access issues in the unnamed laneway which runs parallel between Coleridge Street and Catherine Street, Leichhardt. The residents have advised that when vehicles park directly opposite of garages they restrict vehicular access to properties and movement throughout the laneway.

The laneway is approximately 6m wide.

**Proposal**

In order to alleviate the above mentioned access issues, it is proposed to install a 140m 'No Parking' zone as shown on the plan below on both sides of the road. This will include the statutory 10m 'No Stopping' zone required at the intersection.

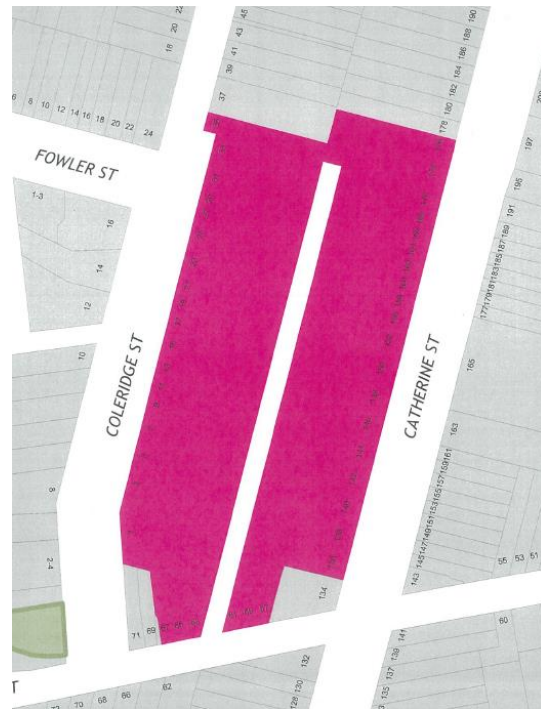
It should be noted that under the NSW Road Rules, it is illegal to park within 10 metres of an unsignalised intersection, unless a parking control sign applies indicating that the driver is permitted to park.





## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (41 properties) in Coleridge Street and Catherine Street as indicated on the following plan, requesting residents' views regarding the proposal.



*this rule. Work Zone Permit or Standing Plant Permit can be used to accommodate tradesmen during construction/renovation.*

- Resident's Response:

The six parking spaces at the top of the laneway close to Styles Street should be signposted for a Residential Parking Scheme for the residents of Styles Street that are not fortunate enough to have garages.

Officer's Comment:

*Due to the narrow width of the laneway, RPS would not be supported as residents are seeking 'No Parking' restrictions.*

**Officer's Recommendation:**

- a) That the statutory 10m 'No Stopping' zone on both sides of the unnamed laneway between Catherine Street and Coleridge Street, Leichhardt be signposted.
- b) That a modified proposal be prepared based on the support for 'No Parking' restrictions received from the residents and be re-distributed to the surveyed residents.

**Discussion:**

Objecting to the proposal

A number of residents addressed the committee not in support of the restrictions and raised the following concerns:

- *Residents in the vicinity of the unnamed laneway are under pressure for parking, parking spaces in Catherine Street are regularly occupied by commuters, smash repair business and the visitors and staff of the child care centre.*
- *Requested that the parking in the laneway be retained to allow young families with property access via the laneway to park close to their property.*

A letter was read on behalf of a resident of Styles Street objecting to the proposal and raising the following concerns:

- *Residents of Styles Street have 'No Stopping' restriction at the frontage of their properties and use the first 6 parking spaces in the unnamed laneway to park their vehicles.*
- *These parking spaces do not block access to any garages.*
- *Catherine Street and Coleridge Street are both congested and should the proposed restrictions go ahead the extra parking demands will inconvenience the residents of these streets.*

Supporting the proposal

A resident addressed the committee in support of the restrictions and raised the following points:



- *When cars park along the laneway there is no room to perform a U-turn and as such people tend to reverse back to Styles Street from the laneway which is unsafe.*
- *The resident raised concerns in regards to the safety and access issues in the laneway and speed of vehicles in Styles Street and requested installation of speed humps.*

The committee noted that there was a speed radar display unit installed for the eastbound traffic in Styles Street, west of Coleridge Street and waste bins in Styles Street has SDIMS stickers.

**Committee Recommendation:**

- a) That the statutory 10m 'No Stopping' zone on both sides of the unnamed laneway between Catherine Street and Coleridge Street, Leichhardt be signposted.
- b) That a modified proposal be prepared based on the support for 'No Parking' restrictions received from the residents and be re-distributed to the surveyed residents.

### **3 Status Reports**

There are no matters to report.

## **4 Minor Traffic Facilities**

### **4.1 Installation of 'Disabled Parking' Restriction – Mort Street, Balmain**

Council Ref: DWS 3388417

The resident of No.48 Mort Street, Balmain has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed that the property does not have off-street parking.

The applicant does not require the use of a wheelchair.

**Officer's Recommendation:**

That the existing resident parking zone be amended to provide a 6m 'Disabled Parking' zone outside No.48 Mort Street, Balmain.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

That the existing resident parking zone be amended to provide a 6m 'Disabled Parking' zone outside No.48 Mort Street, Balmain.

**4.2 Installation of 'Disabled Parking' Restriction – Starling Street, Lilyfield**

Council Ref: DWS 3401480

The resident of No.38 Starling Street, Lilyfield has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed that the property does not have off-street parking.

The applicant does not require the use of a wheelchair.

**Officer's Recommendation:**

That a 6m 'Disabled Parking' zone be installed outside No.38 Starling Street, Lilyfield.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

That a 6m 'Disabled Parking' zone be installed outside No.38 Starling Street, Lilyfield.

**4.3 Removal of 'Disabled Parking' Restriction – North Street, Balmain**

Council Ref: DWS 3151947

In June 2015, the Traffic Committee supported the installation of a 'Disabled Parking' zone outside No.26 North Street, Balmain.

Following approval and installation of the 'Disabled Parking' zone on the 30th of June, Council received correspondence from residents in North Street expressing concerns regarding the installation of this 'Disabled Parking' zone. In particular there were allegations regarding the eligibility for the zone.

Council officers attempted to contact the applicant in order to begin a review into the allocation of the 'Disabled Parking' zone; however, the applicant was unavailable at the time.

As an interim measure the signs were covered and then temporarily removed until further discussions could be undertaken.

Following discussions with the resident, it was confirmed that the resident did not drive and the space would only be used up to 2 days a week when a neighbour picks her up to go to the shops. The applicant did not request reinstatement of the 'Disabled Parking' zone and understood why it was removed.

**Officer's Recommendation:**

That the 'Disabled Parking' zone previously installed in front of No.26 North Street not be reinstated due to the applicant confirming that the zone will not be adequately utilised.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

That the 'Disabled Parking' zone previously installed in front of No.26 North Street not be reinstated due to the applicant confirming that the zone will not be adequately utilised.

**4.4 Removal of 'Disabled Parking' Restriction – Catherine Street, Leichhardt**

Council Ref: DWS 3384326

Council has been advised that one of the two 'Disabled Parking' spaces in front of Nos.153/155 Catherine Street is unused and thus no longer required.

Following consultation, only one resident has confirmed that they have a valid Mobility Parking Scheme permit.

**Officer's recommendation**

That one of the two 'Disabled Parking' zones installed in front of Nos.153/155 Catherine Street be removed as one of the zones is no longer required.

**Discussion:**

- The Committee supported the officer's recommendation.

**Committee Recommendation (unanimous support):**

That one of the two 'Disabled Parking' zones installed in front of Nos.153/155 Catherine Street be removed as one of the zones is no longer required.

#### **4.5 Removal of 'Disabled Parking' Restriction – Ballast Point Road, Birchgrove**

Council Ref: DWS 3429376

Council has been advised that the applicant to the 'Disabled Parking' zone in front of No.30 Ballast Point Road, Birchgrove has passed away and thus no longer required. This advice was provided by the executor for the estate.

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

That the 'Disabled Parking' zone in front of No.30 Ballast Point Road, Birchgrove be removed as it is no longer required.

##### **Discussion:**

- The Committee supported the officer's recommendation.

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

That the 'Disabled Parking' zone in front of No.30 Ballast Point Road, Birchgrove be removed as it is no longer required.

#### **4.6 Installation of 'Works Zone' Restriction – Hawthorne Street, Leichhardt**

Council Ref: DWS 3422247

The applicant has requested the installation of a 12m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' across the frontage of No.1 Hawthorne Street, Leichhardt for 12 weeks.

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

That a 12m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed across the frontage of No.1 Hawthorne Street, Leichhardt for 12 weeks.

##### **Discussion:**

- The Committee supported the officer's recommendation.

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

That a 12m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed across the frontage of No.1 Hawthorne Street, Leichhardt for 12 weeks.

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

There are no matters to report.

## 6 Items Without Notice

### 6.1 Accessibility Upgrade to New Wharf – Darling Street, Balmain East

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal/Balmain Ward</i>
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#### Discussion:

Transport for NSW and Downer EDI staff presented a proposal for using free shuttle buses during construction of the Accessibility Upgrade to meet DDA requirements for the new wharf.

The shuttle bus service is required to replace STA buses for a 10 week period from early February 2016 during the construction period and run between Gladstone Park and Balmain East Ferry Wharf as there will be insufficient area for an STA bus to turn around at the ferry wharf; however, there will be space to allow a smaller bus (i.e. a 15 seater shuttle bus) to turn around.

The main points are detailed below:

- Mini buses to run from 5am to 1am daily
- 5 mini buses with capacity for 15 people per bus
- Use of existing bus zones between Gladstone Park and Balmain East Wharf
- Requirement to extend the bus zone on the northern side of Darling Street west of Curtis Road (opposite Gladstone Park) by 10 metres to provide adequate length for STA buses and shuttle buses
- Requirement to extend bus zone on the northern side of Darling Street adjacent to the Balmain East Ferry Wharf by 10 metres
- ATF Mesh Panel Fence closing of access to the Ferry Wharf Interchanges
- 2 traffic controllers at the ferry wharf, 1 shuttle supervisor and 1 STA supervisor at Gladstone Park
- Community consultation to be undertaken in December 2015 and also 2 weeks prior to work starting.

**Committee Recommendation (unanimous support):**

That the proposal to replace STA buses with a shuttle bus service during the 10 week construction period between Gladstone Park and Balmain East Ferry Wharf be supported subject to the following:

- a) That an additional full time temporary 10m 'Bus Zone' be installed immediately west of the existing full-time 'Bus Zone' on the northern side of Darling Street, near Balmain East Wharf.
- b) That an additional 10 m 'Bus Zone Mon-Fri) be installed immediately west of the existing full-time 'Bus Zone' on the northern side of Darling Street, opposite Gladstone Park.
- c) That a temporary Resident Parking Area BE be installed in the existing '2-hour' parking zone on the eastern side of Weston Street, outside Nos. 2-8 Weston Street for the duration of the works.
- d) That Swept path assessment be forwarded to Council's traffic section detailing the 3 point turn at the Darling Street/Weston Street intersection and the proposed turnaround shuttle route.
- e) That water filled barriers be installed to protect pedestrians from turning vehicles in Darling Street west of the site barrier fence.
- f) That TfNSW notify the community regarding the proposed changes, including Balmain Precinct Committee.

**6.2 Installation of Disabled Parking zone – Steward Street, Lilyfield**

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

Council officers discussed a request received by the resident of No.1 Steward Street for the installation of a 'Disabled Parking' zone in Steward Street, Lilyfield. As the kerbside in front of No.1 Steward Street is signposted as 'No Stopping', Council officers approached the property No.2 Steward Street to seek their views regarding the installation of the 'Disabled Parking' zone in front of their property. Officers discussed with the resident on-site and they did not have an objection to the proposal. However, as this is still in front of another resident's property, it is recommended that the 'Disabled Parking' zone be installed on a 3 month trial so that the residents of No.2 Steward Street can assess the impact of the zone prior to it being formalised.

**Committee Recommendation (unanimous support):**

- a) That a 5.5m 'Disabled Parking' zone be installed in Steward Street, outside the frontage of No.2 Steward Street for a trial period of 3 month.
- b) That the results of the trial be brought back to the Traffic Committee.

**6.3 Removal of Disabled Parking zone – No.51 Percival Street, Lilyfield**

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

Council officers advised the Committee that the applicant to the 'Disabled Parking' zone in front of No.51 Percival Street, Lilyfield is moving from the property and thus the 'Disabled Parking' zone is no longer required.

**Committee Recommendation (unanimous support):**

That the existing 'Disabled Parking' zone in front of No.51 Percival Street be removed as it is no longer required.

**6.4 Modification of 'Works Zone' Restriction – Elliot Street, Balmain**

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal/Balmain Ward</i>
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**Discussion:**

Council officers advised the Committee that an applicant has requested the re-installation of a 36m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' across the frontage of No.102 Elliot Street, Balmain for 12 weeks.

**Committee Recommendation (unanimous support):**

That a 36m 'Works Zone 7.00am - 5.00pm Mon-Fri, 7.00am - 1.00pm Sat' be installed across the frontage of No.102 Elliot Street, Balmain for 12 weeks.

**6.5 New Pedestrian Crossing – Lilyfield Road, Lilyfield**

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal/Balmain Ward</i>
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**Discussion:**

The BAC representative requested that RMS consider installing a storage box for bikes on the western approach in Lilyfield Road at Mary Street traffic lights.

**Committee Recommendation (unanimous support):**

That the BAC request be considered as part of the design of the separated cycleway project for Lilyfield Road.

## **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, 4 February 2016.**



## 8 Part B – Informal Items

### 8.1 Impact of new Light Rail Stations in the LGA, Resident Parking Restrictions – James Street, Lilyfield and Foster Street, Leichhardt

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

Prior to the implementation of the new Light Rail Stations in the LGA: Marion Street, Hawthorne and Leichhardt North, a number of residents in the vicinity of some of those stations raised concerns regarding the impact on parking in the surrounding streets. In response to resident's concerns, Council requested Transport for NSW to undertake parking occupancy surveys before and after the commissioning of the stations to assess the impact on parking in the vicinity of the new stations.

The new Light Rail stations were opened on 27th March 2014.

The pre-opening parking surveys were undertaken between Tuesday, 26th November and Saturday, 30th November 2013. The post-opening surveys were undertaken between Saturday, 29th November and Tuesday, 2nd December 2014. The survey results indicated the following streets in the vicinity of the light rail stations had shown higher (85% or higher) parking occupancy levels following the opening of the new stations:

- James Street (north of City West Link)
- Foster Street (Lords Road-Walter Street)

Both James Street and Foster Street are State roads which are under the care and control of RMS. The comparison of parking occupancy levels before and after the opening of Light Rail stations was considered at the July 2015 Traffic Committee Meeting where it was recommended:

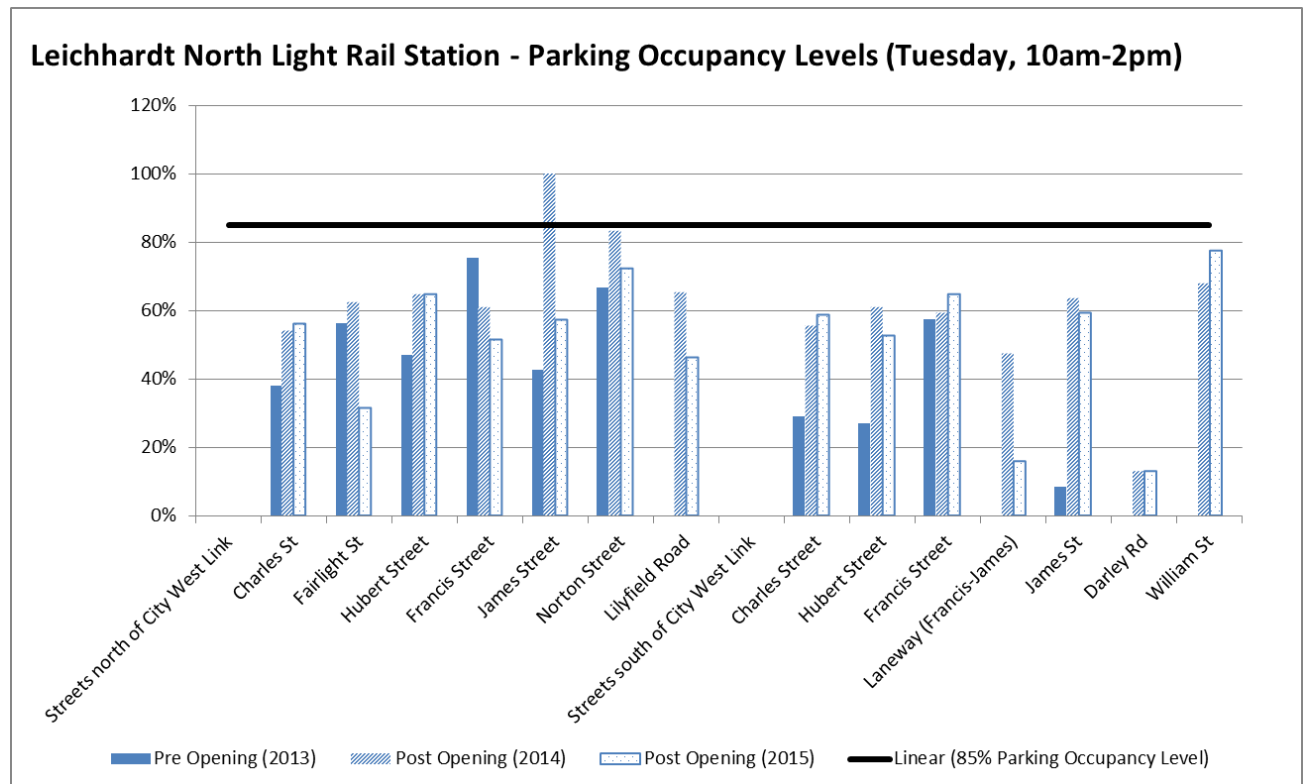
- a) *That the Committee notes the parking occupancy levels in the unrestricted on-street parking in the majority of the streets in the vicinity of the new light rail stations: Leichhardt North, Hawthorne and Marion Street, experienced an increase in occupancy levels and were below 85%.*
- b) *That parking occupancy levels in James Street (north of City West Link) and Foster Street (Lords Road-Walter Street), both RMS classified roads, increased to 85% or more following the opening of new light rail stations: Leichhardt North, Hawthorne and Marion Street.*

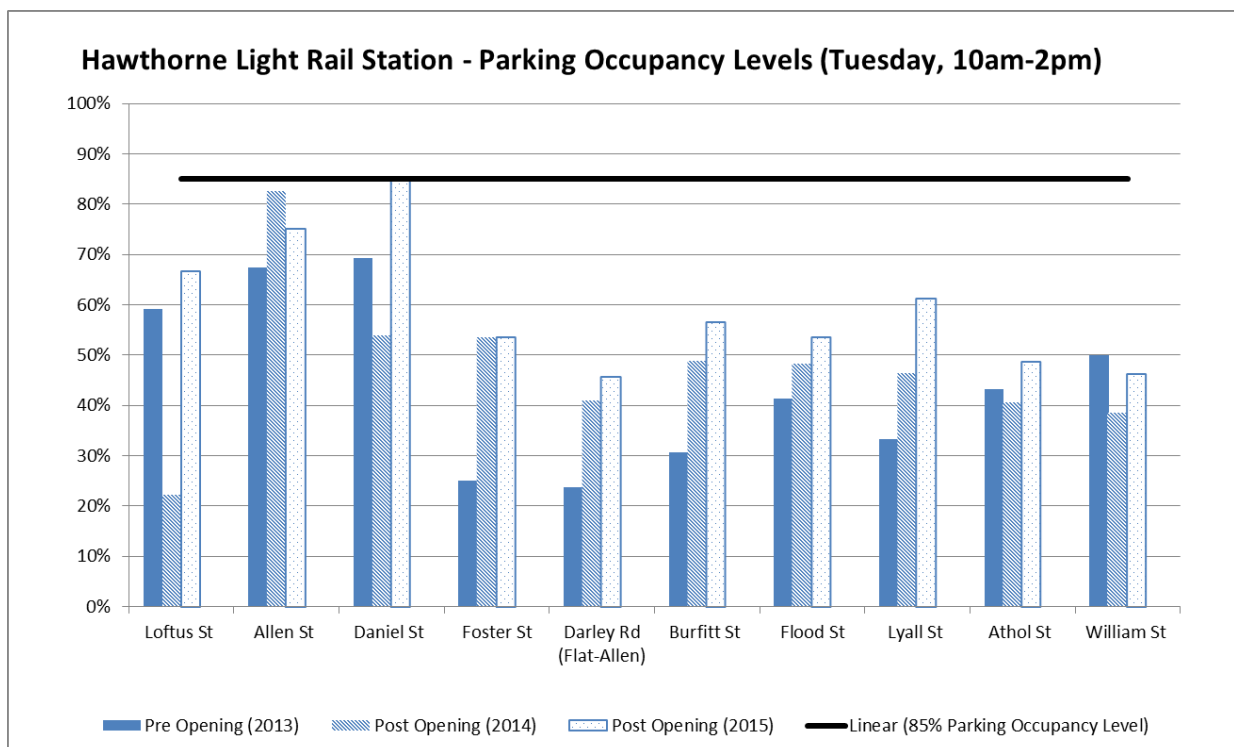
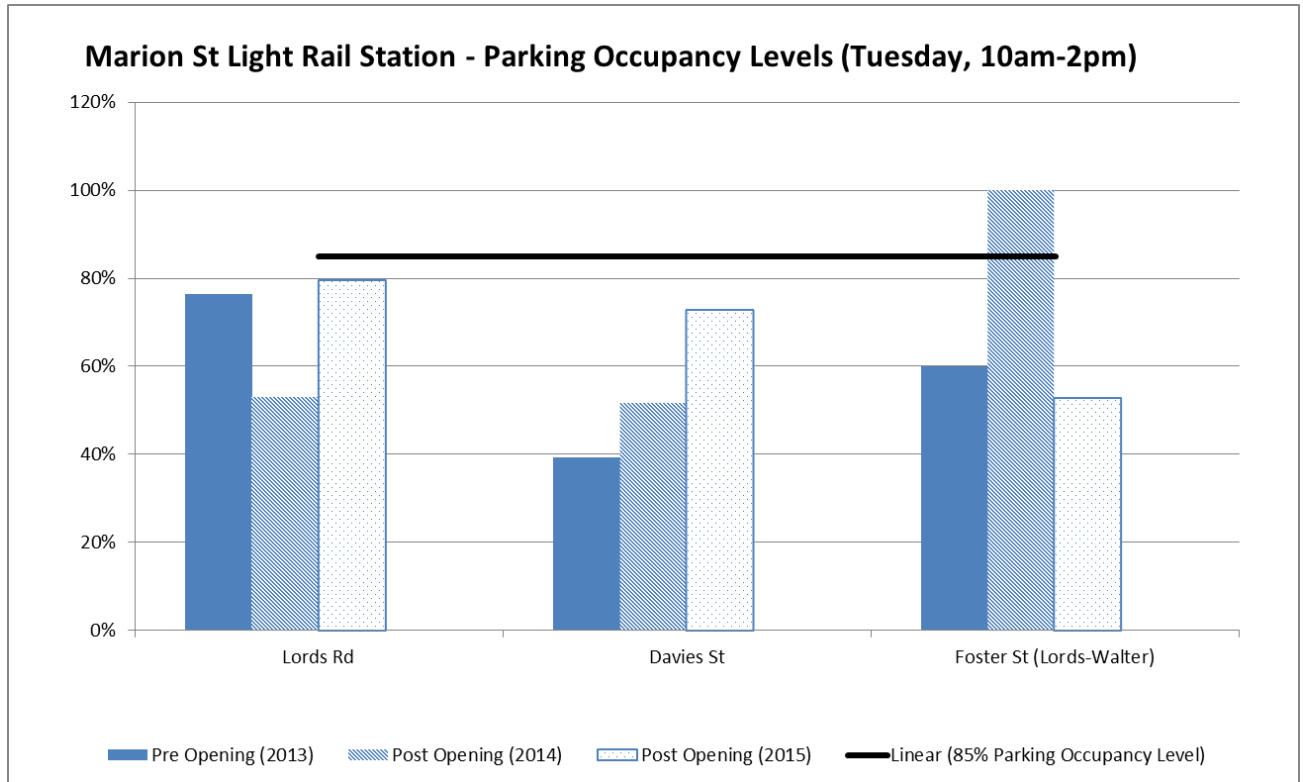
Council at its Ordinary Meeting in July 2015 resolved to adopt the Traffic Committee recommendation and also resolved the following;

*"That Council initiate consultations with residents of streets severely affected by the parking demand created by the light rail, with a view to implement suitable parking regulation to restore parking amenity."*

## Analysis

Parking occupancy surveys were undertaken in the subject streets in October 2015 to assess the long term post-opening impact of the new Light Rail Stations in the LGA: Marion Street, Hawthorne and Leichhardt North. The following graphs show the parking occupancy levels in 2015 in comparison to the recorded levels in 2013 (pre-opening) and 2014 (short term, post-opening).





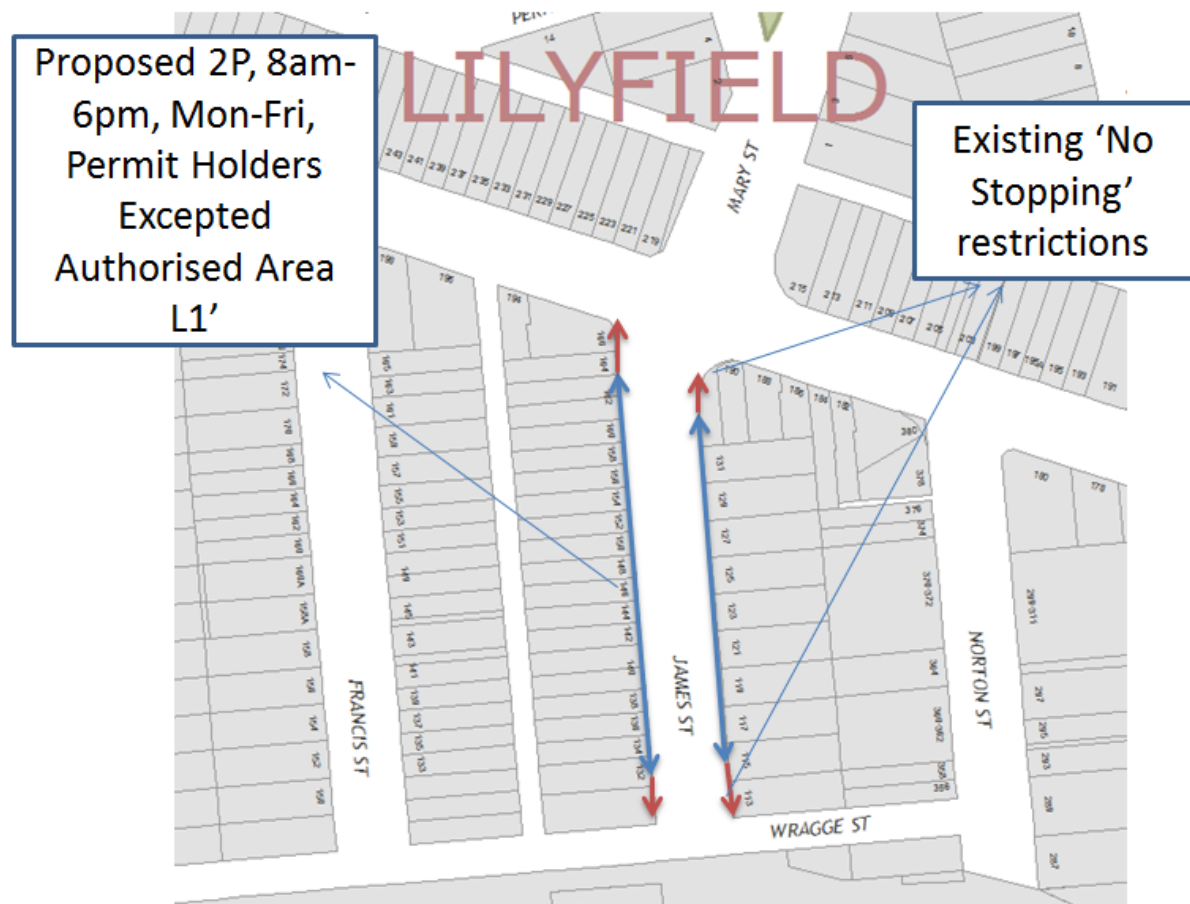
The 2015 survey results indicated a drop in the occupancy levels, with all streets now having occupancy levels at or below 85%. The occupancy surveys were conducted at three time intervals of

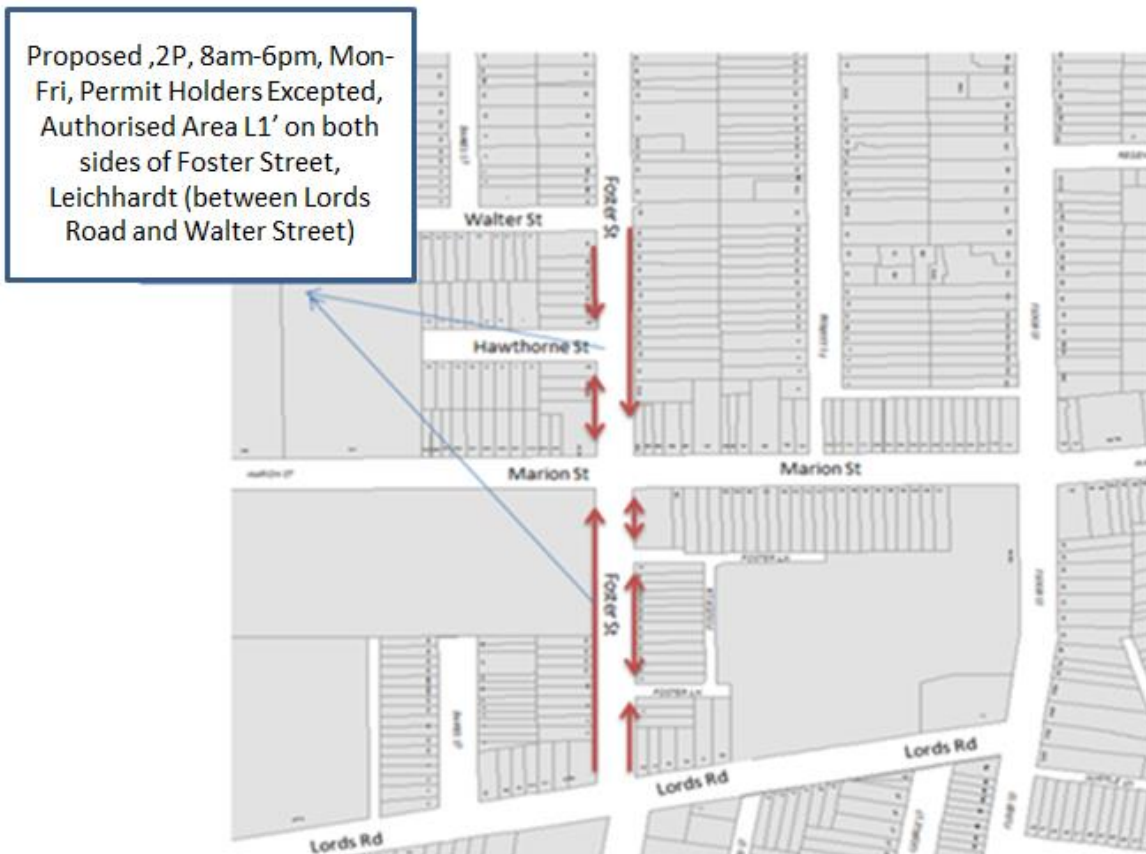
- Before 7am
- Between 10am and 2pm (as shown above) and,
- After 7pm

See **Appendix C** for details of this study.

## Proposal

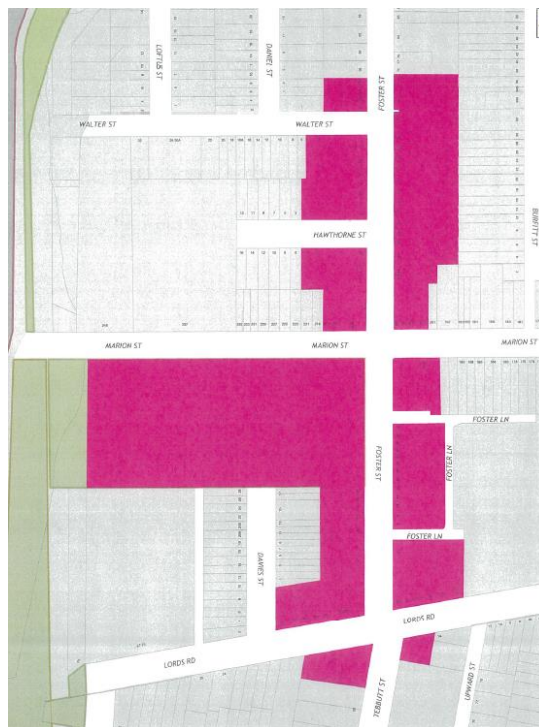
Resident Parking Scheme (RPS) proposals were prepared for James Street, Lilyfield and Foster Street, Leichhardt, as per Council's resolution. These proposals are shown on the following plans.





## Consultation

Letters outlining the above parking proposals were mailed out to the affected properties in James Street (34 properties) and Foster Street (88 properties) as indicated on the attached plans, requesting residents' and businesses' views regarding the proposal.





Consultation survey results are summarised below:

	James St	Foster St
No. of properties*	34	88
No. of Responses received	9	22
No. of properties supported	3	10
Response Rate	26%	25%
Support Rate	9%	12%

\*- excluding multi-unit developments

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 proposals in James Street and Foster Street have not received at least 50% support from the residents.

Council has also received objections from the Roads and Maritime Services on the proposed RPS in James Street based on the following reasons:

- The distance between the signals at City West Link and Lilyfield Rd is only 130m. Given the number of vehicles that use this road, we must retain 2 lanes of traffic on the James St approach to each signal set during peak times.
- The hours specified for the RPS indicate 8am-6pm Mon-Fri. The existing conditions are such that parking is prohibited on this road during peak times,

and this should be retained with the ability to increase these hours if required to satisfy network demand.

- State Roads around Sydney are bordering capacity, and at many locations around Sydney, RMS are moving towards reducing available parking on State Roads in an effort to reduce congestion and improve travel times. The implementation of a Resident Parking Scheme would not ease the existing congestion on James Street.
- No Stopping distances must also be retained at 20 metres on approach to all traffic signals.

The following information is provided in response to the issues raised in the objections.

- Resident's Response: (James Street)

As residents, we have noticed numerous free parking spots on James Street during the day and don't believe RPS is an appropriate measure for our street.

Officer's Comment:

*Council's investigation was based on the parking occupancy levels in the subject section of James Street, undertaken in 2014. As per Council's policy, the matter has been progressed to the consultation stage on a proposal for a Resident Parking Scheme (RPS). It should be noted that the proposal has not received approval from RMS.*

- Resident's Response: (Foster Street)

The time we have issue on this street is after the suggested hours and when Soccer is on and parking fills all the streets. During the day there is no issues, I don't see daytime Light rail parking issues in this section of Foster Street.

Officer's Comment:

*The original investigation was conducted to determine the impact of commuter parking in the streets surrounding the new Light Rail Stations, as such the RPS proposal corresponds with commuter parking hours of 8am-6pm Mon-Fri.*

- Resident's Response: (Foster Street)

My family and I have lived on Foster Street before, during and after the Light Right Stations were reconstructed and I have not noticed any change in the frequency of parking along the street.

Officer's Comment:

*Parking occupancy levels in the subject section of Foster Street undertaken in 2014, showed an increase in on-street parking, compared to the same surveys conducted in 2013. This increase could be associated with the opening of Light Rail Stations.*



**Officer's Recommendation:**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions on both sides of Foster Street between Walter Street and Lords Road, Leichhardt, not be supported at the present time due to less than 50% support from the residents.
- b) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions on both sides of James Street between Lilyfield Road and Wragge Street, Lilyfield, not be supported at the present time due to less than 50% support from the residents.
- c) That notwithstanding the above survey results; Council requires RMS approval of any RPS proposals on classified roads.
- d) That the impact of the new Light Rail Stations on the surrounding streets be reviewed in 12 months.
- e) That the surveyed residents be advised of the Committee's recommendation.

**Discussion:**

- *The Committee supported the officer's recommendation.*

**Committee Recommendation (unanimous support):**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions on both sides of Foster Street between Walter Street and Lords Road, Leichhardt, not be supported at the present time due to less than 50% support from the residents.
- b) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions on both sides of James Street between Lilyfield Road and Wragge Street, Lilyfield, not be supported at the present time due to less than 50% support from the residents.
- c) That notwithstanding the above survey results; Council requires RMS approval of any RPS proposals on classified roads.
- d) That the impact of the new Light Rail Stations on the surrounding streets be reviewed in 12 months.
- e) That the surveyed residents be advised of the Committee's recommendation.

## 8.2 Resident Parking Scheme – Rose Street (Johnston Street-The Crescent), Annandale

Precinct: Annandale	Ward: Gadigal Annandale-Leichhardt
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**Background**

A report was presented at the Traffic Committee Meeting in February 2015, that considered the parking issues in several streets (i.e. Nelson Street, Rose Street, Trafalgar Street, View Street and William Street) in Annandale North, resulting from the extra parking demand generated from the Harold Park construction site. The Council resolution minuted "That this matter be deferred until the old Tram Shed redevelopment at Harold Park is completed."

Recently, a number of residents in Rose Street, Annandale requested that the Resident Parking Scheme (RPS) investigations be reinitiated because the current parking pressure was too immense to wait until the Harold Park development was complete.

Parking occupancy surveys undertaken in Rose Street between Johnston Street and The Crescent indicated high parking occupancy levels (85% or over). The parking occupancy results are tabulated below:

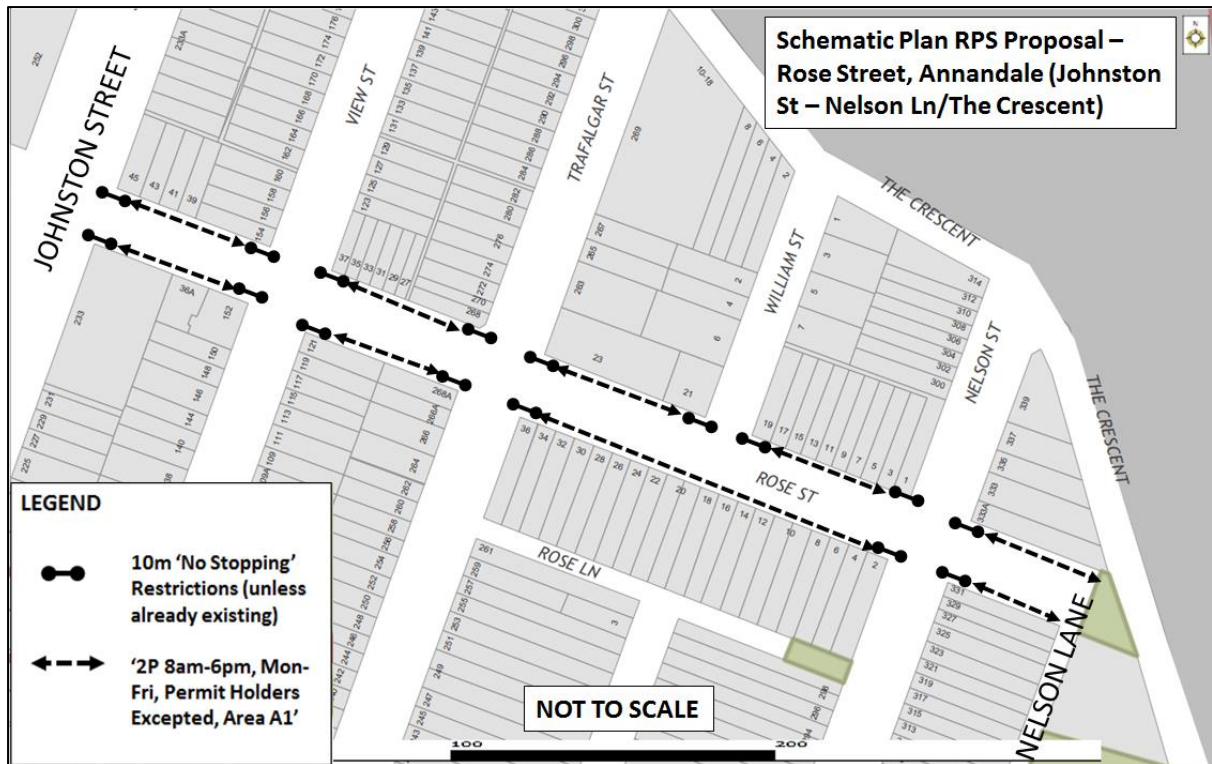
Rose Street Between:	Parking Spaces	Tuesday		Wednesday	
		AM	PM	AM	PM
Johnston Street & View Street	18	<b>133%</b>	61%	56%	67%
View Street & Trafalgar Street	16	<b>88%</b>	75%	<b>88%</b>	<b>88%</b>
Trafalgar Street & Nelson Street	38	<b>92%</b>	84%	<b>89%</b>	<b>89%</b>
Nelson Street & Nelson Lane (The Crescent)	8	<b>113%</b>	<b>100%</b>	<b>138%</b>	<b>138%</b>

Note: over 100% indicates either small vehicles parked and/or illegally parking.

Rose Street indicated high occupancy levels in all four surveys particularly between View Street and Nelson Lane (The Crescent).

## Proposal

A Resident Parking Scheme proposal (i.e. 2P 8am-6pm Mon-Fri Permit Holders Exempted Area A1' on both sides of Rose Street (Johnston Street-The Crescent) was prepared as shown on the following plan.



## Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (48 properties) in Rose Street as indicated on the attached plan, requesting residents' views regarding the proposal.



## Analysis

Consultation survey results are summarised as follows:

Rose Street (both sides between)	Number of properties	Number of properties responded	Number of properties supported	Response Rate	Support Rate
Johnston Street & View Street	7	2	1	29%	14%
View Street & Trafalgar Street	9	7	4	78%	44%
Trafalgar Street & Nelson Street	30	22	6	73%	20%
Nelson Street & Nelson Lane (The Crescent)	2	1	0	50%	0%

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 received less than 50% support from the residents in all sections of Rose Street.

The following responses outline some of the concerns raised by residents:

- Residents' Response (5):  
I would have support the proposed RPS if the 10 metres of 'No Stopping' was not required at all intersections. This would result in the loss of more parking spaces, 5 metres would be sufficient.

Officer's Comment:

*At the time of the statutory 10m 'No Stopping' restrictions was consulted, this can be reviewed in the future if a RPS is considered in Rose Street and surround streets in Annandale North.*

- Residents' Response (2):  
I am concerned that the signage would ruin the amenity/aesthetics of the street.

Officer's Comment:

*It is necessary to install adequate regulatory signage to advise motorists of parking restrictions and to allow enforcement of the parking restrictions. The signs will be attached to Power poles where possible to minimise the amount of new stems installed.*

- Residents' Response (10):  
The Harold Park construction workers (which I believe the proposed RPS is aimed to deter) don't impact our parking difficulties that much because they leave the street by 3pm. They are only here until the units are completed and after that we will be stuck with the RPS. The parking problem should improve after the construction site is complete.

Officer's Comment:

*Council intends on reviewing the parking situation in the surrounding streets in Annandale North (near Harold Park) post construction, as resolved in the Council meeting of June 2014.*

*The request to investigate a RPS now was due to a petition being sent through to Council. A number of parking occupancy surveys were undertaken during various times of the day, on week days which indicated high parking occupancy levels (85% or over). This instigated /warranted the consultation of a RPS proposal as per Council's policy.*

- Resident's Response:  
Implementing angled parking for example in View Street and Nelson Street would be helpful in alleviating the parking pressures in the area.

Officer's Comment:

*If feasible, residents would be consulted on a proposal for angled parking on streets in Annandale North before reporting to the next available Traffic Committee meeting.*

- Residents' Response (2):  
As stated in the conditions of the RPS, caravans and trailers are unable to receive parking permits hence we do not support the proposed RPS.

Officer's Comment:

*Parking permits are not issued to caravans or trailers, this is a requirement under the permit parking policy set by the Roads and Maritimes Services (RMS) and replicated in Council's Parking Permit Conditions of Operation.*

- Residents' Response (6):  
The RPS will push the problem to adjoining streets. Please consider RPS in other surrounding streets as well.

Officer's Comment:

*Council is aware that resident parking restrictions may impact on surrounding streets, and we will be monitoring this. Other surrounding streets are being consulted similarly for RPS restrictions, i.e. Nelson Street.*

*Council has also resolved in the Council meeting of June 2014, that the parking situation in the Annandale North area would be reviewed after the completion of the Harold Park and old tram shed development.*

- Resident's Response:  
'2P 5pm to 12am 7 days Permit Holders Excepted' should be considered as parking during the day is fine. The problem will be when all the new apartments are completed with inadequate on-site parking spilling into Rose Street. These spaces need to be reserved for the night when people return from work.

Officer's Comment:

*Council resolved in the Council meeting of June 2014, that the parking situation in the Annandale North area would be reviewed after the completion of the Harold Park and old tram shed developments. All options will be considered when it is reinvestigated.*

- Resident's Response:  
Our property has a garage but it is not large enough to fit our car. Will we still be eligible for parking permits?

Officer's Comment:

*The garage needs to be inspected and assessed by a Council officer. The parking permit maximum eligibility remains the same; however, if the garage is deemed "not to standard" a parking permit may be issued.*

**Officer's Recommendation:**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions on both sides of Rose Street between Johnston Street and Nelson Lane (The Crescent), Annandale, not be supported at the present time due to less than 50% support from the residents.
- b) That angled parking be investigated in View Street, Annandale.
- c) That the surveyed residents be advised of the Committee's recommendation.

**Discussion:**

- A resident has requested the installation of the Statutory 10 metres 'No Stopping' zone at the frontage of their property on Rose Street, Annandale.

**Committee Recommendation (unanimous support):**

- a) That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area A1' restrictions on both sides of Rose Street between Johnston Street and Nelson Lane (The Crescent), Annandale, not be supported at the present time due to less than 50% support from the residents.
- b) That angled parking be investigated in View Street, Annandale.
- c) That the 10 metres statutory 'No Stopping' zone be signposted on the side frontage of No. 268 Trafalgar Street, on Rose Street, Annandale.

**8.3 Evans Street, Rozelle – Speeding Issues**

Precinct: Rozelle/Lilyfield	Ward: Wangal Rozelle-Lilyfield
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**Background**

Concerns have been raised by residents of Evans Street, Rozelle about vehicles regularly exceeding the speed limit after turning off Victoria Road.



The residents have raised that this has caused near misses between vehicles and pedestrians crossing Evans Street (including children coming out from between parked cars) and vehicles clipping vehicle side mirrors when parked or travelling in the opposite direction.

The subject section of Evans Street, south of Victoria Road, has a 50km/h speed limit and has existing speed humps located along its length.

## Analysis

In order to evaluate the speed levels in Evans Street, two speed counts were conducted in October 2015 in Evans Street, adjacent to No.193 and No.181 Evans Street, Rozelle as shown on the following plan.



The resultant 85<sup>th</sup> Percentile Speeds are shown on the following table:

85 <sup>th</sup> Percentile Speeds	Eastbound	Westbound
No.193 Evans St	36.8 km/h	37.3 km/h
No.181 Evans St	38.0 km/h	41.3 km/h

The carriageway width is 9.5 m to 9.8 metres.

The above 85<sup>th</sup> percentile speeds are considered low for the 50 km/h speed environment and further traffic calming treatments are not required at this time.

According to the RMS recorded crash data for the most recent 5 year period (2009-2014) there have been 3 crashes within Evans Street, all towaways and none involving pedestrians.

## Officer's Recommendation:



- a) That the installation of additional traffic calming devices in Evans Street, Rozelle, not be supported at the present time due to the low recorded 85<sup>th</sup> percentile speeds below the 50km/h speed limit.
- b) That the surveyed residents be advised of the Committee's recommendation.

**Discussion:**

That the 'Pedestrian Warning' sign W6-1A be installed to warn drivers of high pedestrian activity in Evans Street, west of Victoria Road.

**Committee Recommendation (unanimous support):**

- a) That the installation of additional traffic calming devices in Evans Street, Rozelle, not be supported at the present time due to the low recorded 85<sup>th</sup> percentile speeds below the 50km/h speed limit.
- b) That two W6-1A signs be installed in Evans Street between Victoria Road and Denison Street, Rozelle.
- c) That the surveyed residents be advised of the Committee's recommendation.

**8.4 Resident Parking Restrictions – Elswick St, Edith St, Flood St, Burfitt St & Regent St, Leichhardt**

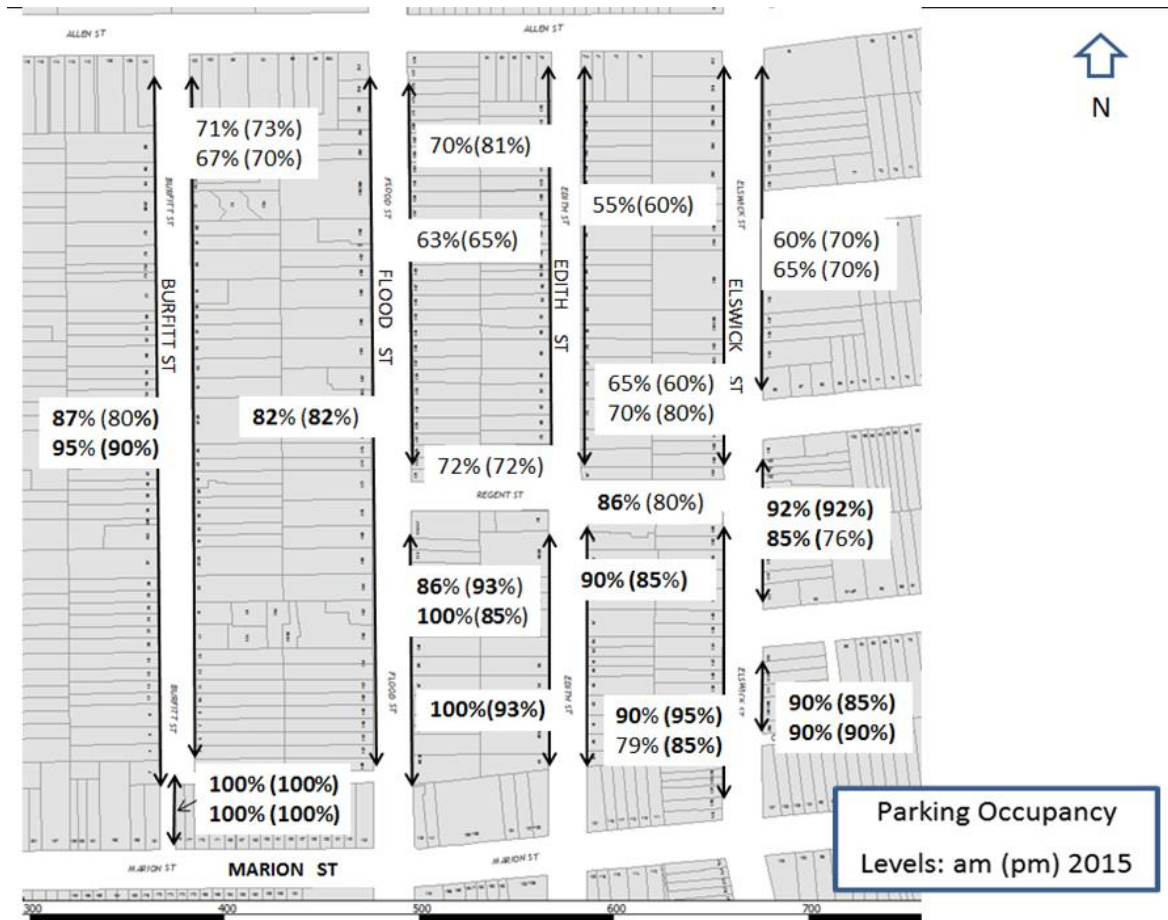
Precinct: Leichhardt	Ward: Eora Leichhardt- Lilyfield
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**Background**

Council consulted the residents of Elswick Street, Edith Street, Flood Street, Burfitt Street and Regent Street regarding a Resident Parking Scheme in their streets in 2014. A report was submitted to the November 2014 Traffic Committee with the following recommendations;

- a) *That the proposed '2P, 8am-10pm, 7 days, Permit Holders Excepted, Area L1' restrictions be installed at the following locations:*
  - i. *On the eastern side of Elswick Street between Currymine Lane and Allen Street*
  - ii. *On the western side of Elswick Street between Marion Street and Allen Street*
  - iii. *On both sides of Flood Street between Marion Street and Allen Street (outside Nos.140 to 212 and 89 to 179)*
  - iv. *On both sides of Edith Street between Marion Street and Allen Street (outside Nos.44 to 120 and 37 to 109)*
  - v. *On the eastern side of Burfitt Street between the unnamed laneway and Allen Street*
  - vi. *On the western side of Burfitt Street between Marion Street and Allen Street.*
  - vii. *On both sides of Regent Street*
- b) *That 10m 'No Stopping' zones be installed at all intersection (which are currently not signposted) in conjunction with the above parking restrictions.*





The survey results indicated that the sections towards Marion Street experience high parking occupancy levels. Any changes to parking in one of those streets could impact the parking availability in the surrounding streets; as such it was decided to investigate a Resident Parking Scheme option for all five streets.

## Proposal

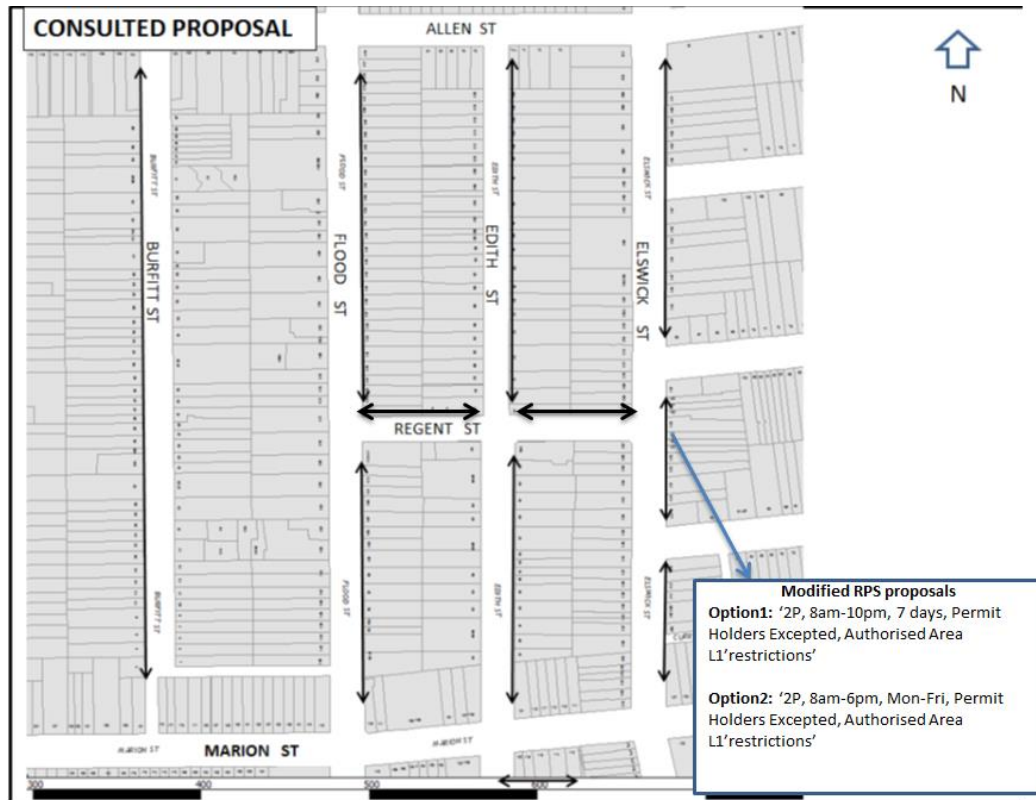
A modified Resident Parking proposal has been prepared to provide a balance of unrestricted and Resident Parking restrictions. Due to limited on-street parking availability and various parking demands in the area due to close proximity of retail shops in Marion Street, the following features have been incorporated in the amended proposal;

- The Resident Parking restrictions are to be provided only on one side of the street
- Maximum of ONE parking permit will be issued to eligible properties so that the permits issued do not exceed the proposed RPS parking spaces.

The eligible properties are explained as follows;

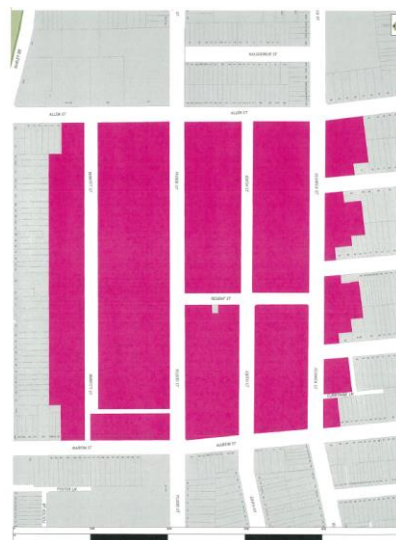
Number of vehicles registered to the property	Number of off-street parking spaces on the property	Parking Permit Eligibility
0	1 or more	No permits
1	1 or more	No permits

<b>1</b>	<b>0</b>	<b>One Resident permit</b>
<b>2</b>	<b>0</b>	<b>One Resident permit</b>
<b>2</b>	<b>1</b>	<b>One Resident permit</b>
2	2 or more	No permits
<b>3 or more</b>	<b>0 or 1</b>	<b>One Resident permit</b>
3 or more	2 or more	No permits



## Consultation

A letter outlining the above parking proposal options was mailed out to the affected properties (376 properties) in Elswick Street, Edith Street, Flood Street, Burfitt Street and Regent Street as indicated on the attached plan, requesting residents' and businesses' views regarding the proposal.



Consultation survey results are summarised below:

<b>Option one:</b> 2P, 8am-10pm, 7days	Elswick St	Edith St	Flood St	Burfitt St
No. of properties*	73	66	70	78
No. of Responses received	25	41	34	45
No. of properties supported	7	12	14	11
Response Rate	34%	62%	49%	57%
Support Rate	10%	18%	20%	14%

\*- excluding multi-unit developments

<b>Option two:</b> 2P, 8am-6pm, Mon-Fri	Elswick St	Edith St	Flood St	Burfitt St
No. of properties*	73	66	70	78
No. of Responses received	25	41	34	45
No. of properties supported	7	5	7	10
Response Rate	34%	62%	49%	57%
Support Rate	10%	8%	10%	13%

\*- excluding multi-unit developments

No responses were received from the residents of Regent Street. 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 proposals in Elswick Street, Flood Street and Burfitt Street did not receive at least 50% support from the residents.

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

- Residents' Response:  
There is ample parking currently available in Elswick and a permit system is not required.

Officer's Comment:

*Council's investigation was initiated due to requests from many residents, and the parking occupancy levels in the south section of Elswick Street, close to Marion Street have been high in 2014 and 2015. As per Council's policy, the matter has been progressed to the consultation stage on a proposal for a Resident Parking Scheme (RPS)*

- Resident's Response:  
The parking on Elswick Street is used predominantly by residents enforcing restricted timing will make it difficult for those not entitled to a permit to park, it will be an inconvenience.

*Officer's Comment:*

*It is likely that majority of the parked vehicles in Elswick Street are from residents, the modified RPS proposal retains unrestricted parking on one side of the street to assist residents with no residential permit to secure long term parking close to their property.*

- Resident's Response:  
The proposed Residential Permit system will disadvantage visitors and carers of the elderly residents in the area.

*Officer's Comment:*

*The proposed parking restrictions would allow 2-hour limit parking for the general public and turnover of parking during the proposed operational time. There is also unrestricted parking on one side of the street to accommodate visitors and carers that are staying for longer than 2-hours.*

- Residents' Response:  
The problem of parking shortage is caused by trailers and boats that park permanently in the street. Poor and selfish use of existing spaces by some residents makes it difficult for everyone else.

*Officer's Comment:*

*Parking permits are not issued to boats or trailers and eligible households will be issued a maximum of one parking permit, this will encourage the owners to relocate their boat/trailer.*

- Resident's Response:  
Please consider 45 degree or 90 degree angle parking in the street, it will increase the number of parking spaces and solve the problem.

*Officer's Comment:*

*Some of the streets forming part of this RPS proposal do not have the width required for installation for angled parking. Council will investigate the possibility of 45 degree parking as a separate matter.*

- Residents' Response (3):  
Our property has a garage but we are unable to park our car because we would be unable to open the car door due to poor design.

*Officer's Comment:*

*The garage needs to be inspected and assessed by a Council officer. The parking permit maximum eligibility will remain the same; however, if the garage is deemed "not to standard", a parking permit may be issued.*

**Officer's Recommendation:**

- a) That the proposed RPS (Option1: 2P, 8am-10pm, 7days and Option2: 2P, 8am-6pm, Mon-Fri,) Permit Holders Excepted, Area L1' restrictions
  - i. On the eastern side (odd numbers) of Elswick Street between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - ii. On the eastern side (odd numbers) of Edith Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - iii. On the eastern side (odd numbers) of Flood Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - iv. On the western side (even numbers) of Burfitt Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - v. On the northern side of Regent Street between Elswick Street and Flood Street, not be supported at this present time due to less than 50% support from the residents.
- b) That Council investigate the possibility of implementing 45 degree parking in Elswick Street, at suitable locations between Marion Street and Allen Street.
- c) That the surveyed residents be advised of the Committee's recommendation.

**Discussion:**

*A number of residents addressed the committee not in support of the surveyed RPS restrictions and raised the following concerns*

- *That implementing RPS on one side of the street would increase the parking pressures on the opposite side.*
- *That any future multi-unit developments should be excluded from the RPS schemes in the area and directed to provide adequate off-street parking.*
- *People with small off-street parking spaces that do not accommodate a standard car should be entitled to permits should there be any restrictions imposed in future.*

**Committee Recommendation:**

- a) That the proposed RPS (Option1: 2P, 8am-10pm, 7days and Option2: 2P, 8am-6pm, Mon-Fri,) Permit Holders Excepted, Area L1' restrictions
  - i. On the eastern side (odd numbers) of Elswick Street between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - ii. On the eastern side (odd numbers) of Edith Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
  - iii. On the eastern side (odd numbers) of Flood Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.



- iv. On the western side (even numbers) of Burfitt Street, between Marion Street and Allen Street, not be supported at this present time due to less than 50% support from the residents.
- v. On the northern side of Regent Street between Elswick Street and Flood Street, not be supported at this present time due to less than 50% support from the residents.
- b) That Council investigate the possibility of implementing 45 degree parking in Elswick Street, at suitable locations between Marion Street and Allen Street.

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

There are no matters to report.

## **Attachments**

## **Appendix B**

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Beattie Street, Balmain Traffic  
Management Plan (TMP) and Traffic  
Control Plan (TCP)



**exchange hotel** balmain

**Event Management Plan**

**Event:** Anzac Day 2016

**Date:** 25/04/16

**Time:** 10:00am – 12:00 midnight

**Venue/Organisation:**

The Exchange Hotel (Catalyst Hospitality Management) & Dick's Hotel Balmain (Levendi Hotel Group)

**Address:**

Exchange Hotel, 94 Beattie Street, Balmain, NSW 2041 – 02 8755 2555

Dick's Hotel, 89 Beattie Street, Balmain, NSW 2041 – 02 9818 2828

**Email:** [ralexander@catalysthospitality.com.au](mailto:ralexander@catalysthospitality.com.au)

**Event Management:**

Mr Robert Alexander – Exchange Hotel

Mr Elia Economou – Dick's Hotel

**Target Audience:** 18 years and over, particularly our past and present customers who annually return for this event.

**Description of the Event:** The Exchange Hotel & Dick's Hotel has a proud tradition of Anzac Day; over decades this venue has provided a place for the public to congregate and remember those who have fallen in good cheer. 2016 is no exception; we seek to responsibly provide a controlled, safe event where adult patrons can enjoy alcoholic and non-alcoholic beverages, food and entertainment for the occasion and remembrance of Anzac Day.

**Final Planning Meeting:** 31<sup>st</sup> March 2016

**Staff Briefing:** 14<sup>th</sup> April 2016

**Staff Debriefing:** 28<sup>th</sup> April 2016

94 Beattie Street, Balmain 2041

Ph: (02) 8755 2555 Fax: (02) 9555 7315



**exchange hotel** balmain

Contents of the Plan

A Responsible Venue

Control of Entry to the Hotel

Monitor Levels of Intoxication

Safe Guarding Patrons and Staff

Safe Guarding of Property

Controlling Patron Numbers

Maintaining Occupational, Health and Safety

Wet Weather Contingency

Closing Procedures and Crowd Dispersal at the close of the Event

External Patrols

Attachments

Maps

During the event

Waste bins

Toilets

Exits

Fire/safety equipment

ATM

Food and Bar service areas

Food and Beverage list

Letter to the Neighbours

94 Beattie Street, Balmain 2041

Ph: (02) 8755 2555 Fax: (02) 9555 7315



## **exchange hotel** balmain

### **A Responsible Venue**

The Hotels are responsible venues, on the day of the event, as always, our staff employ safe, responsible practices. The strategies that we will use in a campaign towards a responsible event are:

Designated driver campaign. Whereby drivers register and receive a wristband which entitles them to receive free soft drinks and water at any of the internal bars

A wide range of non-alcoholic beverages available from all bars and free water available to patrons.

Have a wide selection of food available. (Refer to map)

A police controlled exit at the mutually agreed closing time.

Provision of Taxi cars from the venue throughout the night. (Contact with combined taxi service)

Traffic control of Beattie Street from 9am 25<sup>th</sup> April 2016 – 1am 26<sup>th</sup> April 2016 by RTA Approved traffic officers.

Provision of 16 water flush external toilets and 1 four person urinal.

Provision of external control fencing, water filled barriers and crowd barriers.

### **Control of Entry to the Hotel**

From 10am on the 25<sup>th</sup> April 2016, entry to the road closure grounds will be reduced to two entrances. These entry points will be manned throughout the event by a minimum of 4 security guards. A combination of water filled barriers and metal event fencing surrounding the venue assures this method.

Security Guards at the entrance are under strict instruction to certify the identification of all patrons who seek to enter the venue. Particular attention is directed toward the;

Assessment of the patrons age—No I.D No entry

Suitability of the dress they are wearing (dress according to the standards of the hotel)

No torn clothing,

No singlets or work clothes

No bare feet

Any signs that they may have over consumed alcohol or deemed to be intoxicated or under the influence of drugs upon arrival.

94 Beattie Street, Balmain 2041

Ph: (02) 8755 2555 Fax: (02) 9555 7315



**exchange hotel** balmain

**As per N.S.W law, the only forms of identification that the security guards may accept are;**

RTA proof of age card

Current Australian Passport

Current Australian Drivers Licence

Upon the positive certification of a patrons ID, they are provided by security with a mark (stamp): I.D  
OK

So that if this stamp is evident, acknowledgement of identification later in the event can be easily attained. This stamp is necessary for a patron to purchase alcohol. Any person without this stamp is refused service by bar staff and directed to the security guard that is posted to the bar.

For safety and security reasons, fencing will be placed around the boundary of the event. The integrity of the fence is observed by external patrolling security guards and by guards at the entrance point.

If in case of emergency, entrance to the hotels can be made through any of the standard hotel ground entrances once the temporary fencing gates, put in place for the event, are opened, or through the designated event egress at the east entry on Mullens Street or west on Beattie Street.

94 Beattie Street, Balmain 2041

Ph: (02) 8755 2555 Fax: (02) 9555 7315



## **exchange hotel** balmain

### **Monitor levels of intoxication**

All staff employed for the event, (both security and hotel staff) are directed under law and hotel regulations to look for the signs of intoxication in the patrons at any given time. Bar staff whilst serving drinks and security whilst stationed at the bars or generally surveying the crowd.

If bar staff at any stage in the event notice that a patron is acting in an unruly fashion or is observed as becoming intoxicated they are to initially; refuse service of alcoholic beverages, and secondly; refer the attention of the nearest patrolling security guard to the patron of interest, so that the security guard can make a more informed decision.

### **Safe Guarding of Patrons and Staff**

Security teams are constantly patrolling within the event grounds to monitor the behaviour of patrons, maintaining clear passageways and enforcing the events standards of behaviour and dress. These teams will be in constant radio contact with all other security. In the case of a large event such as Anzac Day, security and staff are responsible for the flow of patrons around certain areas of the hotel. E.g. bar areas & food outlet points and hotel rooms such as the gaming room where patrons are managed in a one out, one in format. To further assist, crowd barriers will be used around bars, these will be clearly signposted for ease of use and at all bars there will be a security presence aware of the need for controlled service and monitoring levels of intoxication and the responsible service of alcohol

In order to gauge the mood of the patrons in general, security and bar staff are advised to engage patrons in brief conversation so early detection of problems is possible. If loud or aggressive behaviour is witnessed security are of course referred to the patron/s and in turn deal accordingly with the matter. If the patron is deemed through conversation to be aggressive or unruly in nature they are asked to leave up to three times. If they remain non-compliant they are further referred to the security supervisor and a similar process is abided by, as if a patron is deemed to be intoxicated.

At no point are the bar staff to engage with aggressive or disorderly patrons. If they witness such acts of aggression they are to immediately refer them to security. As a precaution, The hotels will not make cutlery available on the night (all food is finger food) and all beverages are dispensed in plastic containers.

### **Safe Guarding of Property**

All staff, observe the behaviour of the patrons towards the property of the hotel and immediate neighbourhood.

This refers, but is not limited to hotel property such as; lounges, tables, chairs, machines (arcade, cigarette, gaming and ATM etc).

94 Beattie Street, Balmain 2041

Ph: (02) 8755 2555 Fax: (02) 9555 7315





## **exchange hotel** balmain

Patrons are to use the property of the hotel and its surrounds in its desired and intended purpose, if this is deemed not to be the case then steps are to be followed on par with the offence, up to and including police prosecution.

The event will ensure the upkeep of the local community with regular rubbish patrol, while ensuring no loitering in the surrounding streets.

As previously mentioned, the most effective management on this issue is visual presence of security and responsible service of alcohol procedures. For the benefit of security, patrons, staff and property alike, security staff in heavily crowded areas will be elevated to gain a vantage point over the patrons and essentially, viewing and implementing effective crowd management. At the exterior of the hotel there will be constant patrols along Mullens Street, Beattie Street and Montague Street.

This year, we will utilise "User Pay" police to assist with monitoring crowd behaviour, move on directives and management of egress from the event.

### **Controlling Patron Numbers**

As previously stated, there will be a team of two security staff manning the entrance and exit from 12pm. The entrance and exit staffs are charged additionally with the task of monitoring the number of patrons in the venue during the event.

In consultation with Sargent West and Local Area Commander Coffee we will be implementing a 'command and control' action plan – which will include meeting on the hour to assess the events progression.

If the number of patrons in the venue is deemed to be moving towards saturation then the security staff will be directed to apply a one out, one in strategy of management.

The number of patrons in the venue is relayed to the licensee throughout the course of the event allowing him to make decisions in this regard.

### **Maintaining Occupational, Health and Safety**

The Licensee, in line with the Occupational Health and safety act certain procedures must be followed in operation of the event. Staff are directed to take note of any OH&S concerns they may have and direct them to Hotel Manager on duty or to their immediate area supervisor

In the event of a slippery floor or glass breakage staff, in the first instance are to inform security. Security guards then maintain the area (unless called to assist elsewhere) until appropriate staff arrive to clear the risk. In this case it is the responsibility of the rostered waste management team to clean the spill / remove the rubbish. Each of the bar areas will be supplied with waste and spillage

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control. (See the attached map for bin placement and for waste management teams, zones of movement.)

Security team members and staff in general are tasked to maintain free flowing access around the bar areas. If an emergency evacuation is required the licensee will make this decision after consultation with local police. Any evacuation will take place only through the northern Beattie St exit, unless this exit poses a direct threat. If this is so then only under police supervision will an exit be provided to the south (on to Mullens St). To expedite evacuation security may be required to remove parts of the security fence to avoid a bottleneck effect at the exit.

Patrons are to be directed to keep clear of fire hose cabinets and when patrons are observed as causing a blockage they are to be asked to move to a more suitable area of the hotel. Further, patrons are directed not to congregate near points of access/egress.

Occupational Health and Safety is the responsibility of all staff, particularly the Occupational Health and safety committee who, prior to the event will conduct a check of the site to avert any foreseeable problems with the infrastructure in place.

As stated, there will be a team of staff on shift to ensure details of appropriate sanitation are employed, these staff are to carry out general duties such as remove full garbage bags, ensure passageways remain clear, ensure toilets are kept clean, soap and paper towel is available and that general refuse is managed.

In terms of OH&S there is an issue of HACCP with food areas that are not permanent, trained kitchen staff are the only staff managing these areas. BBQ hot plates will also be signposted and kept at a safe distance from the patrons and untrained staff.

### **Wet Weather Contingency**

Anzac Day is largely an outdoor event. If it rains during the evening there will be steps taken to avoid problems associated with the wet weather. If light drizzle is falling there is no foreseeable reason for the structure of the day's proceedings to change. However, if the rain becomes heavy and consistent in nature, the events course will diversify somewhat.

The first step is to ensure that patrons are not left out in the rain unnecessarily. Security will be directed by the licensee to move patrons into the hotel and its undercover areas. During a dry event, (many years of previous experience have shown) the indoor rooms and areas of the hotel are sparsely populated. In the event of rain, patrons will be directed inside in an orderly fashion.

If it begins to rain heavily during the event or the event is determined wet at opening, the licensee will issue directions to the door staff regarding number control. At no stage will the weather impede the hotel's ability to conduct a safe, responsible event.

### **Closing Procedures and Crowd Dispersal at the Close of Event**

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The closing procedures and the crowd movement at close is key to a successful event. The process begins at the mutually agreeable time with Police when bar staff and security together inform that last drinks are being served once this is done then security begin to move all the patrons from the inside of the hotel, out. This allows internal bars to close down, money management procedures, cleaning and stock movement to begin. This will be performed in a staggered manner so as to allow for crowd dispersal.

At approximately 11pm, security will commence to move all patrons in an orderly fashion to the main exit on Beattie Street away; no exit will be provided directly onto Mullens Street. Security will be positioned within the crowd, managing any possible problems, the aim is to keep the human traffic moving steadily to cause little disturbance. Automotive Traffic is also to be managed by the nominated and authorised Police traffic control section. There is (from previous years deemed) a need for a crowd control barrier along Mullens Street from Beatties road towards Robert St.

At this stage security and authoritative visibility is paramount, we are in contact with local police as to the most effective course of management. One initiative that will be employed is to have security staff wear high visibility florescent vests and, supplied with flashlights provide clear instruction and direction to departing patrons. The external security staff will also have flashing beacons and with crowd barriers form a virtual barrier, separating the patrons from the roadway traffic.

The crowd management aim is to have the forecourt area and roadway clear by 11.45pm Anzac Day.

### **External Patrols**

Throughout the day, 1 pair of cleaning staff is to cover external areas surrounding the hotel to keep footpaths and neighbours gardens clear. External patrols throughout the event will also include security staff making regular trips down Mullens and security staff doing the same up Beattie St in both directions. Any event is concerned with public relations; at the Exchange this is particularly true with the venue situated in a residential zone.

On completion of internal security activities, crowd management and the venue closing, security officers will be tasked to undertake a highly visible external patrol of the perimeter of the hotel and local residential block to maintain the well being of the area and to collect any receptacles that may have been discarded usually by arriving patrons. An element of the cleaning staff will assist in a thorough clean of the surrounding area. This will be backed up with cleaning patrols over the days following the event.

One security officer remains within the Hotel, and remains in radio contact with the roving security team whilst also monitoring staff as they make preparations to depart the Hotel premises. One guard is stationed internally through the night assisting in cash room security.

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**exchange hotel** balmain

The Exchange Hotel Fire Procedure

If you see an emergency:

Assist any persons in immediate danger

Notify your Chief Warden (Duty Manager)

Ring emergency services 000

Staff are inducted before the commencement of their first shift, the induction of staff includes fire procedural information such as:

The location of fire extinguishers

Extinguishers- there are various types of extinguishers in the hotel for the different types of fires e.g. CO<sub>2</sub>, wet chemical, powder, foam etc. they are distinguished by different coloured fire bands around the top of the extinguisher.

They are clearly marked for the different types of fire they are to be used for.

The location of fire hoses

The location of all fire exits

A description of how to use fire control equipment correctly.

Staff are only to fight a fire if it is safe to do so. If the fire cannot be controlled then, under the wardens instruction, evacuate the premises

On being instructed to evacuate the premises

**Evacuate under the directions of the wardens.**

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Ph: (02) 8755 2555 Fax: (02) 9555 7315



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**Leave via the fire exits.**

**Proceed to the assembly area until the emergency is over.**

The primary evacuation assembly area for the hotel is outside Storage King. If this area is unsafe then an alternative secondary area exists in the Anne Cashmen Reserve, Beattie St.

N.B. This procedure is covered in the staff induction pack.

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Ph: (02) 8755 2555 Fax: (02) 9555 7315



## **exchange hotel** balmain

Letter to residents;

Dear Residents,

As I am sure you are all aware, Anzac Day is upon us, for all the staff and myself here at the The Exchange Hotel & Dicks Hotel this means an exceptionally busy day, our busiest day of the year.

As in previous years, we have taken steps to ensure that this particular day runs as smoothly as possible not only for us but you, the surrounding residents of the hotel.

As always the planning process for such a large-scale event has been involved and we have made attempts to foresee any hiccups. We have drafted a comprehensive event management plan, written in consultation with the relevant authorities (transport companies, emergency services and hire companies). The police have been an integral point of contact in our plans, they are aware of the logistics involved and what we plan to do. They will have an active presence during proceedings and upon close.

Security is a key ingredient in the safe, orderly progression of the event. One aspect of the security force we have employed includes a number of security teams rostered to patrolling the surrounding streets in the direct vicinity of the hotel. These security staff will be teamed with hotel staff and shall endeavour to ensure footpath areas and house frontages are kept clear of refuse, driveways remain accessible and that noise is kept to a minimum.

A key aspect in safely running this event, will be the closer of Beattie Street from 100 Beattie St to the Mullens St intersection with road barriers and traffic control for the duration of the event.

Also, we are proud of our reputation as the premier venue for Anzac Day in the inner west. We would like to thank all of you for your understanding as we seek to hold an entertaining, fun but most of all safe event.

If there are any concerns or queries regarding the Anzac Day event or any problems on the day do not hesitate to call the hotel on 02 8755 2555 and ask to be directed to the Licensee. If you can not

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## **exchange hotel** balmain

get directly in contact, please leave your name, phone number and residential address so we can get back to you.

Otherwise, the Hotel staff and myself hope you have a safe and memorable Anzac Day, or even better look forward to seeing on the 25<sup>th</sup>.

Yours sincerely,

Robert Alexander, Licensee.

94 Beattie Street, Balmain 2041

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### Food and Beverage List

## Menu

Mixed grill BBQ and vegetable option    Starts \$8.00

**Non – Alcoholic**

Soft drink      \$3.00    (Complementary to drivers)

Juice	\$3.50
-------	--------

Water	Free
<p>Water</p> <p>Free</p>	<p>Water</p> <p>Free</p>

## Alcoholic

Light Beer \$5.00 per schooner

Mid and Full Strength - Limited to 4 brands \$5.50 per schooner

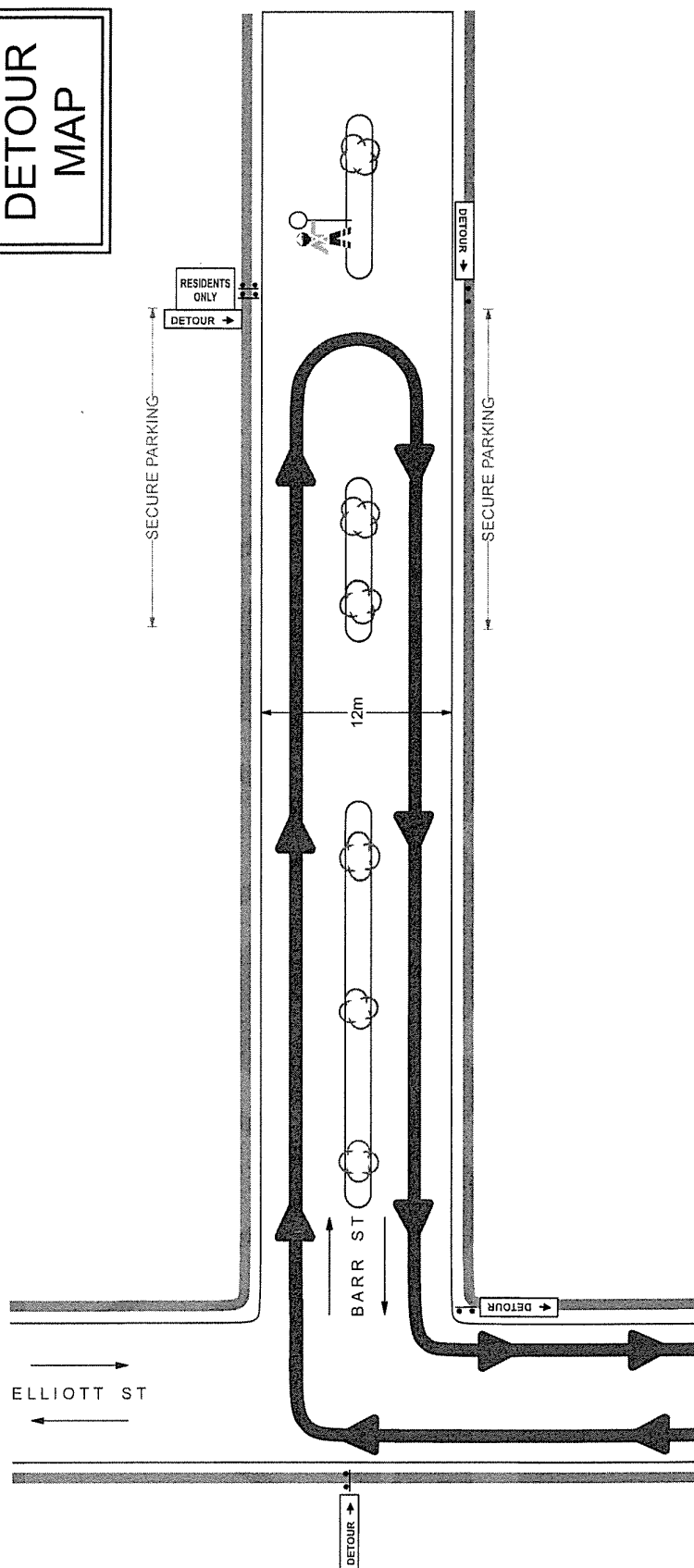
Wine – By the glass only, no bottles \$6 per glass

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ELLIOTT ST

# DETOUR MAP



## NOTES:

- NOTES:**
1. Traffic Control works, signs and devices to comply with Australian Standard AS 1742.3.
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  10. If an incident occurs on site, an incident report form MUST be completed immediately, upon completion of the incident report form, site Ganger is to notify AAAA head office.

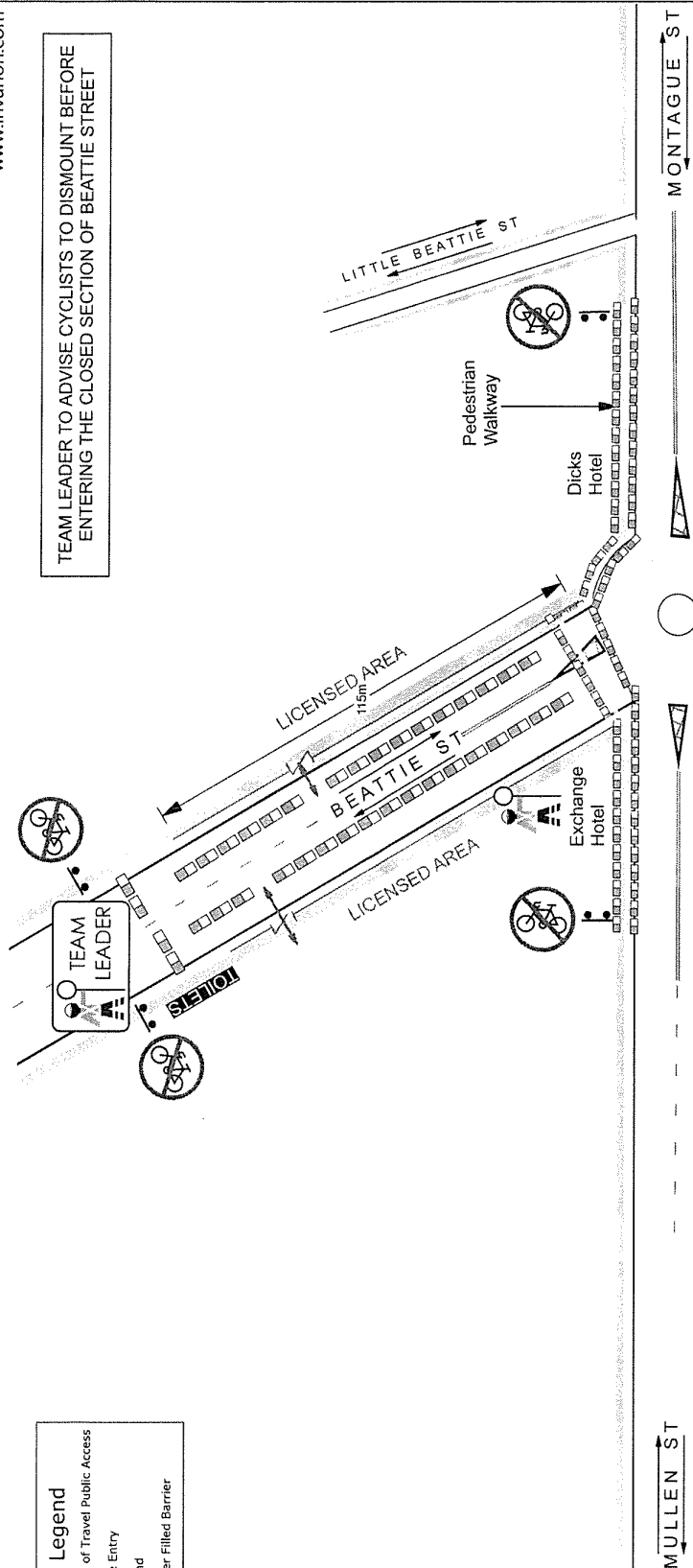
This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale. The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.

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TEAM LEADER TO ADVISE CYCLISTS TO DISMOUNT BEFORE  
ENTERING THE CLOSED SECTION OF BEATTIE STREET



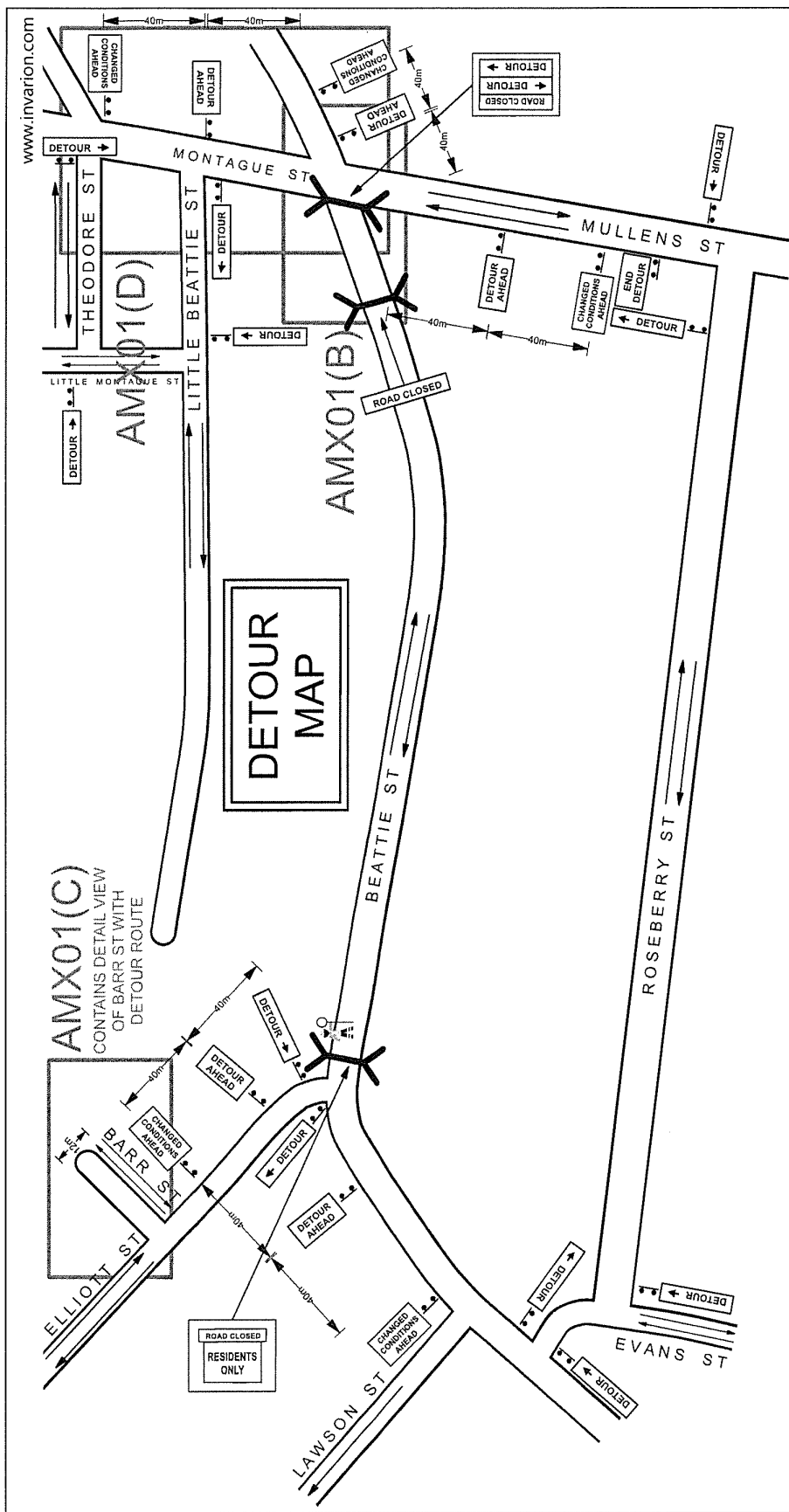
This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale. The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.

**NOTES:**

1. All Traffic Control works, signs and devices to comply with Austroads Standard AS 1742-3.
2. Adjustments to TCP may only be made by persons holding an R1A 'Select and Modify' ticket or higher.
3. All traffic control devices may only be set out by persons holding an R1A 'Apply Traffic Control Plans' ticket or higher.
4. All traffic control personnel must hold an R1A 'Traffic Controller' ticket or higher.
5. \$5.55 to be directed to those who are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. Traffic controllers who are on constant Stop-Go must be relieved for a minimum period of 15 minutes every two hours. As per the Austroads Standard and the WHS Act.
8. A signager must be present to complete the adequate paperwork to support the discussion.
9. A signager must be present to ensure the correct length of the sign is set up to the active TCP.
10. If an incident occurs on site, an incident report form MUST be completed immediately. Upon completion of the incident report form, the signager is to notify AAA head office.

**AAA  
TRAFFIC CENTRAL**  
PH: 02 9675 7731 F: 02 9675 7744  
Unit 11/105 Kiangpang Ave  
Kiangpang Court NSW 2770  
[www.aaatrafficcentral.com.au](http://www.aaatrafficcentral.com.au)  
[info@aaatrafficcentral.com.au](mailto:info@aaatrafficcentral.com.au)  
A S N 78 105 021 869

[illegible]



**NOTES:**

- All Traffic Control works, signs and devices to comply with Australian Standard AS 1742.3.
- Adjustments to TCP may be only made by persons holding an RTA Traffic Control Plans Ticket or higher.
- Adjusted conditions must be held on RTA Traffic Control Plans Ticket or higher.
- Traffic control personnel must hold an RTA Traffic Control Plans Ticket or higher.
- Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
- Traffic controllers to escort pedestrians past the work area.
- Traffic controllers who are on constant Stop-Co, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
- Site gangster is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
- A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
- If an incident occurs on site, an 'incident report form' MUST be completed immediately. Upon completion of the incident report form, site gangster is to notify AAA head office.

**CLIENT:** EXCHANGE HOTEL

**CONTACT:** ROB ALEXANDER PH: 0420 363 230

**PROJECT:** ANZAC DAY ROAD CLOSURE

**LOCATION:** BEATTIE ST, BALMAIN

**UBD:** MULTIPLE

**POI/A:**

**MANAGEMENT**

☐ STOP / SLOW

☐ LANE MERGE

☐ CONTRA FLOW

☐ DETOUR

☒ ROAD CLOSURE

☐ SITE ENTRY

**PEDESTRIAN MGMT.**

☐ INTERMITTENT

**ROAD CLASSIFICATION**

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☐ REGIONAL (COUNCIL & RTA/RMS)

☒ LOCAL (COUNCIL)

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**AUTHOR:** MATTHEW QUINN

**CERT:** 2472051/473

**DATE:** 13/10/2015

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**SCALE:** N.T.S.

**PLAN NO. 2639**

**DATE:** 13/10/2015

**SIGN:**

**MANAGEMENT**

☐ STOP / SLOW

☐ LANE MERGE

☐ CONTRA FLOW

☐ DETOUR

☒ ROAD CLOSURE

☐ SITE ENTRY

**PEDESTRIAN MGMT.**

☐ INTERMITTENT

**ROAD CLASSIFICATION**

☐ STATE (RTA/RMS)

☐ REGIONAL (COUNCIL & RTA/RMS)

☒ LOCAL (COUNCIL)

**JOB NO. 2639**

**AUTHOR:** MATTHEW QUINN

**CERT:** 2472051/473

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**JOB NO. 2639**

**AUTHOR:** MATTHEW QUINN

**CERT:** 247205