

REPORT FROM COMMITTEE

DIVISION: INFRASTRUCTURE & SERVICE DELIVERY

MEETING: MINUTES OF LOCAL TRAFFIC COMMITTEE

MEETING DATE: 4 FEBRUARY 2016

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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
Mark Staples	LMC – Senior Parking Officer
Jason Bruce	State Transit Authority
7 Residents	Item 2.5

APOLOGIES

Councillor Rochelle Porteous	Deputy Chairperson
Robert Moore	BAC Representative

SUMMARY OF RECOMMENDATIONS**1.0 Confirmation of Minutes****TR16/001****Committee Recommendation (unanimous support):**

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

1.1 Matters Arising from Minutes of Previous Meeting

Nil

2.0 Reports**TR16/002****2.1 Grove Street, Lilyfield – 'No Stopping' Restrictions****Committee Recommendation (unanimous support):**

That:

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

TR16/003**2.2 Lilyfield Road, Lilyfield – 'No Stopping' Restrictions****Committee Recommendation (unanimous support):**

That:

- a) 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.
- b) The surveyed residents be advised of the Committee's recommendation.

TR16/004**2.3 Sorrie Street, Balmain – ‘No Parking’ and ‘No Stopping’ restrictions****Committee Recommendation (majority support):**

That:

- a) 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) The existing 10m ‘No Stopping’ zone on the southern side of Sorrie Street, east of Palmer Street be reduced to 6m.

TR16/005**2.4 John Street, Leichhardt – Change to the ‘No Parking’ Restrictions****Committee Recommendation (unanimous support):**

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.

TR16/006**2.5 Batty Street & Mansfield Street, Rozelle – Resident Parking Restrictions****Committee Recommendation (unanimous support):**

That:

- a) 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).
- b) A ‘2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1’ restrictions be installed on northern side of Mansfield Street, Rozelle between Mullens Street and Smith Street.
- c) 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 (Smith Street-Batty Street) not be supported due to less than 50% support received from the residents.

TR16/007**2.6 Beattie Street (west of Montague St), Balmain - Road Occupancy****Committee Recommendation (unanimous support):**

1. That the temporary closure of Beattie Street for the 'ANZAC day festivities' on Monday, 25th April 2016 between 10am and 1am Tuesday, 26th April 2016 1.00am, be supported, subject to the following conditions:
 - a) That a 115m long road closure occur between 10am on Monday, 25th April and 1am on Tuesday, 26th 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, 25th April and 1.00am on Tuesday, 26th 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.

TR16/008

2.7 Gehrig Lane, Camperdown– Road Occupancy

Committee Recommendation (unanimous support):

- 1) That the temporary road closure of Gehrig Lane west of Chester Street, Camperdown, on Sunday, 13th 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 Pymont 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' recommendation.

TR16/009

2.8 Norman Lane, Rozelle – Road Occupancy (Street Party)

Committee Recommendation (unanimous support):

- 1) That the temporary road closure of Norman Lane, Rozelle north of Norman Street, on Wednesday, 23rd to Thursday, 24th 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.

TR16/010

2.9 Kentville Avenue, Annandale – Traffic Conditions

Committee Recommendation (unanimous support):

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).

3. Status Reports

There are no matters to report.

4. Minor Traffic Facilities

TR16/011

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

Committee Recommendation: (unanimous support):

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

TR16/012

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

Committee Recommendation: (unanimous support):

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

TR16/013

4.3 Installation of 'Works Zone' Restriction – Trafalgar Street, Annandale

Committee Recommendation: (unanimous support):

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.

5. Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

6. Items Without Notice

TR16/014

6.1 Removal of 'Disabled Parking' Restriction – Glassop Street, Balmain

Committee Recommendation: (unanimous support):

That the 'Disabled Parking' zone in front of No.10 Glassop Street, Balmain be removed as it is no longer required.

TR16/015

6.2 Installation of 'Disabled Parking' Restriction – Clayton Street, Balmain

Committee Recommendation: (unanimous support):

That a 6m 'Disabled Parking' zone be provided in Clayton Street on the side boundary of No.1 Cameron Street, Balmain.

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, 3rd 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.

PART A – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

2 Reports

2.1 Grove Street, Lilyfield – ‘No Stopping’ Restrictions

<i>Precinct: Leichhardt</i>

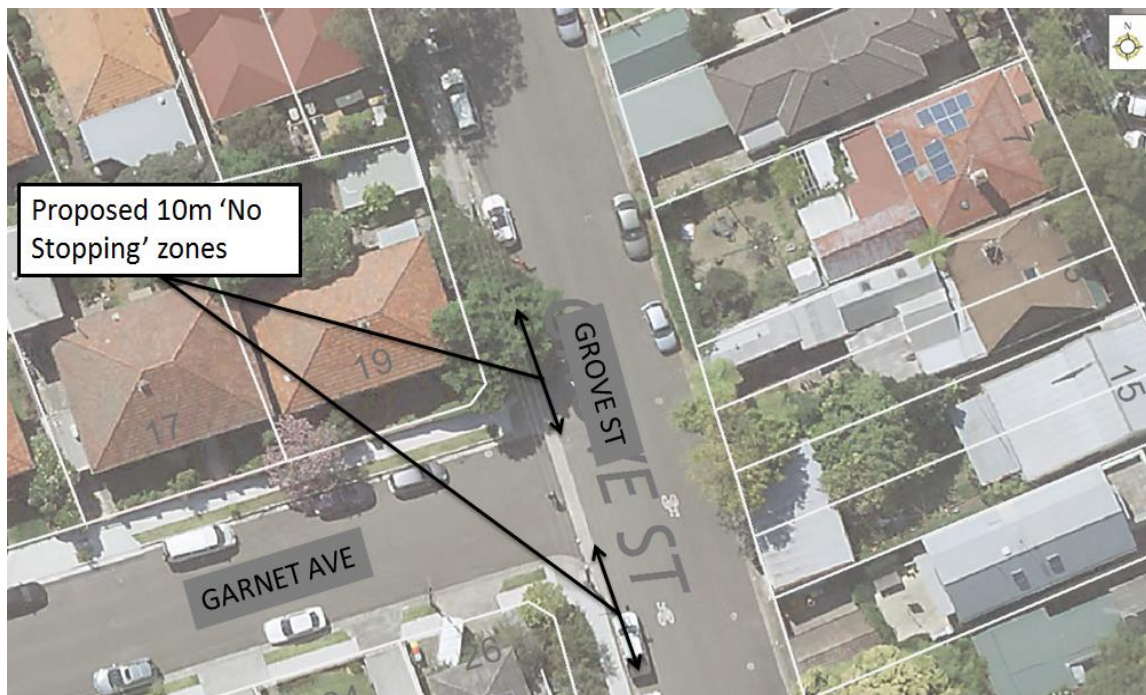
<i>Ward: Wangal Rozelle-Lilyfield</i>

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

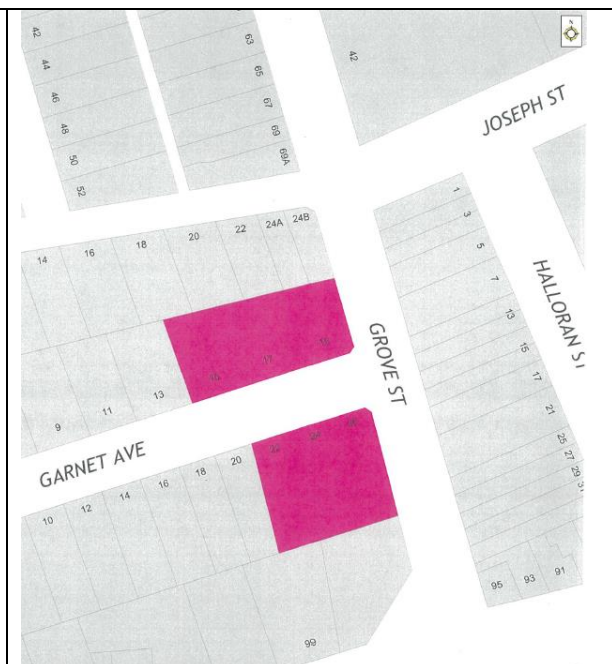
In order to alleviate this issue it is proposed to signpost the 10m ‘No Stopping’ zones as shown on the plan below.



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:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

- 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

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:

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

2.3 Sorrie Street, Balmain – 'No Parking' and 'No Stopping' restrictions

<i>Precinct: Annandale</i>

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

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.

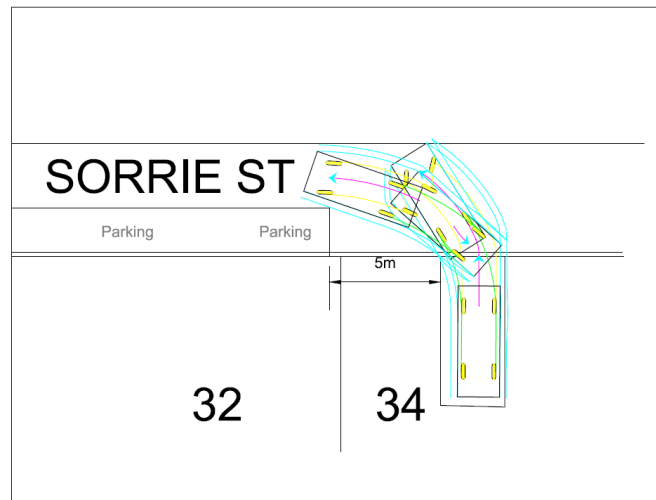
Sorrie Street is one way westbound from Booth Street to Palmer Street.

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.



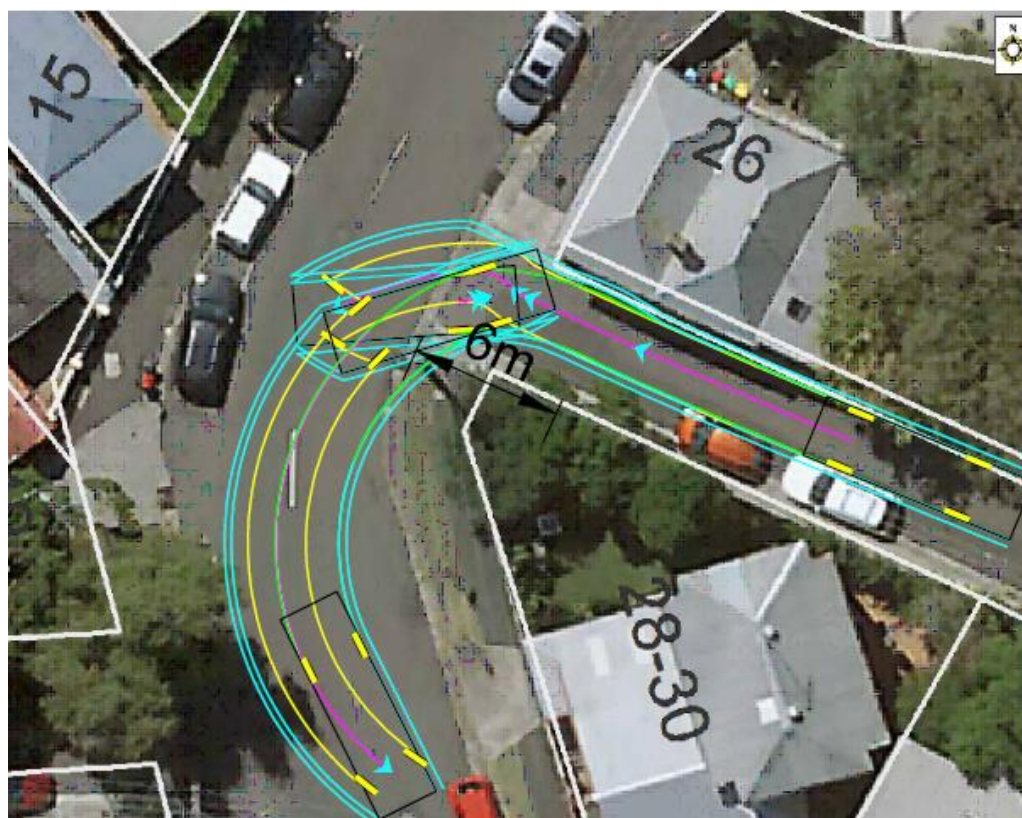
Risk Analysis

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:			See swept path diagram for medium rigid vehicle below

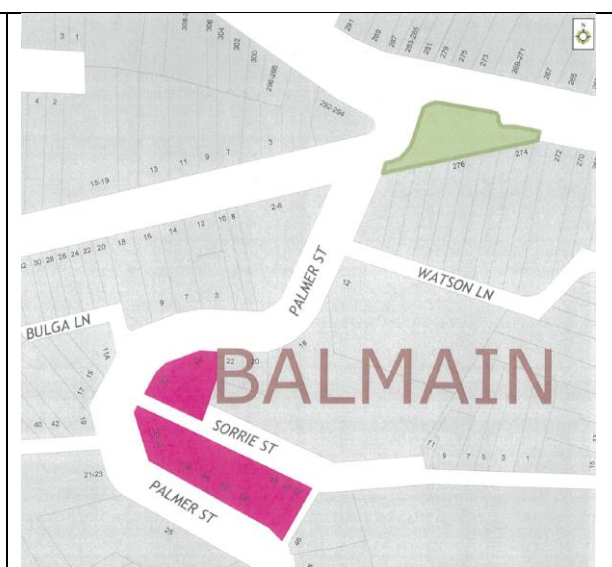
Criteria	Yes	No	Comment
<ul style="list-style-type: none"> • Kerb and gutter • Linemarking • Existing property line • Footpath width • Existing kerbside parking 			
Crossing Sight Distance (CSD)		Not affected	CSD depends on crossing length, walking speed and 85 th percentile speed. The proposal does 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 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 loose if this rule where 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 whist allowing for consistent access to off-street parking.

Officer's Recommendation:

That:

- 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.
- That the existing 10m 'No Stopping' zone on the southern side of Sorrie Street, east of Palmer Street be reduced to 6m.

Discussion:

- Member for Balmain representative did not support the proposal and considered the existing space sufficient to exit the driveway without the need to install 'No Parking' restrictions.
- He was also concerned that this would set a precedent resulting in loss of on street parking.

Committee Recommendation: (majority support):

- 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.

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

<i>Precinct: Leichhardt</i>

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

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:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

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.

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

Precinct: White Bay

Ward: Wangal-Rozelle

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.

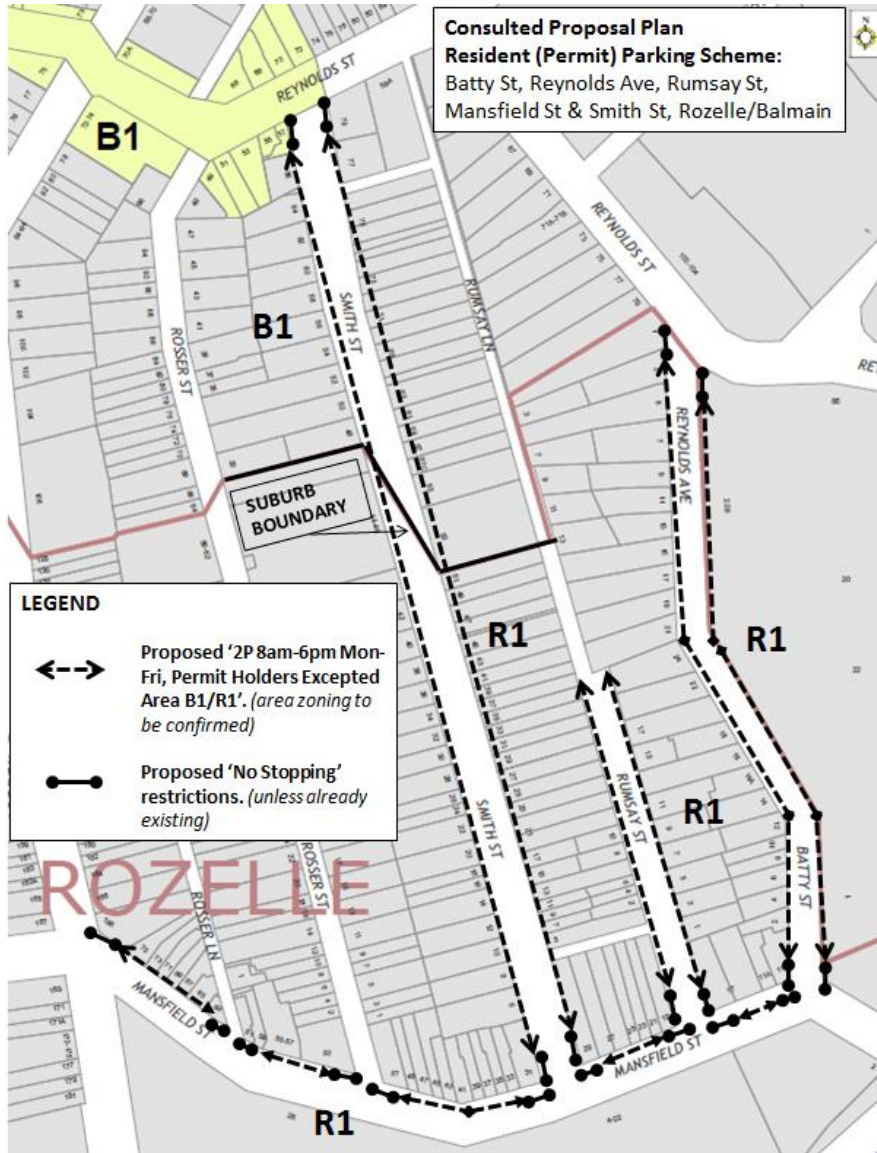
The nature of mixed land uses in the area and being within 500m of the bus services on Victoria Road (prior to Anzac Bridge), there is a considerable parking demand generated from residents, commuters, employees and customers.

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

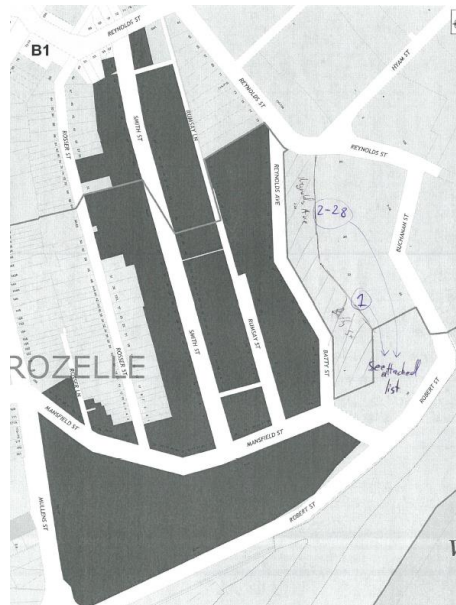
Council officers undertook parking occupancy surveys in Smith Street, Mansfield Street, Batty Street and also nearby streets and the results indicated that only some streets experience high occupancy levels. As the introduction of Resident Parking restrictions in one street could cause parking impacts 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
Mansfield Street (Northern Side) in Sections:					
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%
Batty Street (Reynolds Ave-Mansfield St):					
Batty Street (Western Side)	14	12	10	86%	71%
Reynolds Avenue (Reynolds St-Batty St):					
Reynolds Avenue	11	8	5	73%	45%
Smith Street (Reynolds St-Mansfield St):					
Smith Street (Both Sides)	71	39	25	55%	35%
Rumsay Street/Lane:					
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.

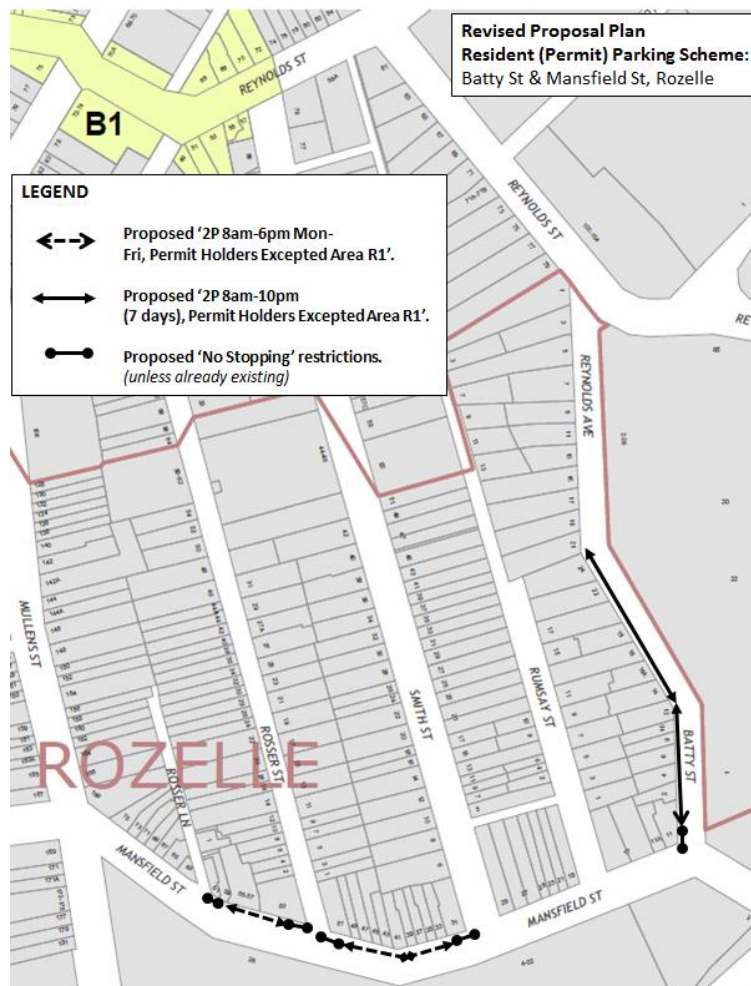
Officer's Comment:

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:

- a) 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).
- b) 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.
- c) 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:

A number of residents from Smith Street, Batty Street and Mansfield Street addressed the committee and raised the following concerns:

- *Chair of the Body Corporate advised that the block of units at No.1 Batty Street was built before 2000 and as such residents of these units should be entitled to parking permits. Concerns were also raised about the proposed 7 day restrictions and its impact on visitors.*

- *A resident of Smith Street raised concerns regarding teachers and staff from Inner Sydney Montessori School parking along Smith Street and hence reducing parking availability for the residents. The resident requested RPS on the western side of Smith Street.*
- *A resident of Mansfield Street requested that Mansfield Street between Batty Street and Smith Street be included in the RPS scheme, despite lack of resident support at this section.*
- *A resident of Smith Street advised that he supported the scheme only if all streets are included not a partial scheme as now proposed.*

A petition was distributed to the committee members on behalf of the residents of Mansfield Street between Mullens Street and Rosser Lane, requesting extension of the proposed RPS Scheme to include this section of Mansfield Street.

Committee Recommendation: (unanimous support):

- a) 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).
- b) That a '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions be installed on northern side of Mansfield Street, Rozelle between Mullens Street and Smith Street.
- c) 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 (Smith Street-Batty Street) not be supported due to less than 50% support received from the residents.

2.6 Beattie Street (west of Montague St), Balmain - Road Occupancy

<i>Precinct: Balmain</i>	<i>Ward: Birrabirragal/Balmain</i>
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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, 25th until 1am on Tuesday, 26th 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, 25th April 2016 between 10am and 1am Tuesday, 26th April 2016 1.00am, be supported, subject to the following conditions:
 - a) That a 115m long road closure occur between 10am on Monday, 25th April and 1am on Tuesday, 26th 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, 25th April and 1.00am on Tuesday, 26th 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:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

1. That the temporary closure of Beattie Street for the 'ANZAC day festivities' on Monday, 25th April 2016 between 10am and 1am Tuesday, 26th April 2016 1.00am, be supported, subject to the following conditions:
 - a) That a 115m long road closure occur between 10am on Monday, 25th April and 1am on Tuesday, 26th 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, 25th April and 1.00am on Tuesday, 26th 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.

2.7 Gehrig Lane, Camperdown– Road Occupancy

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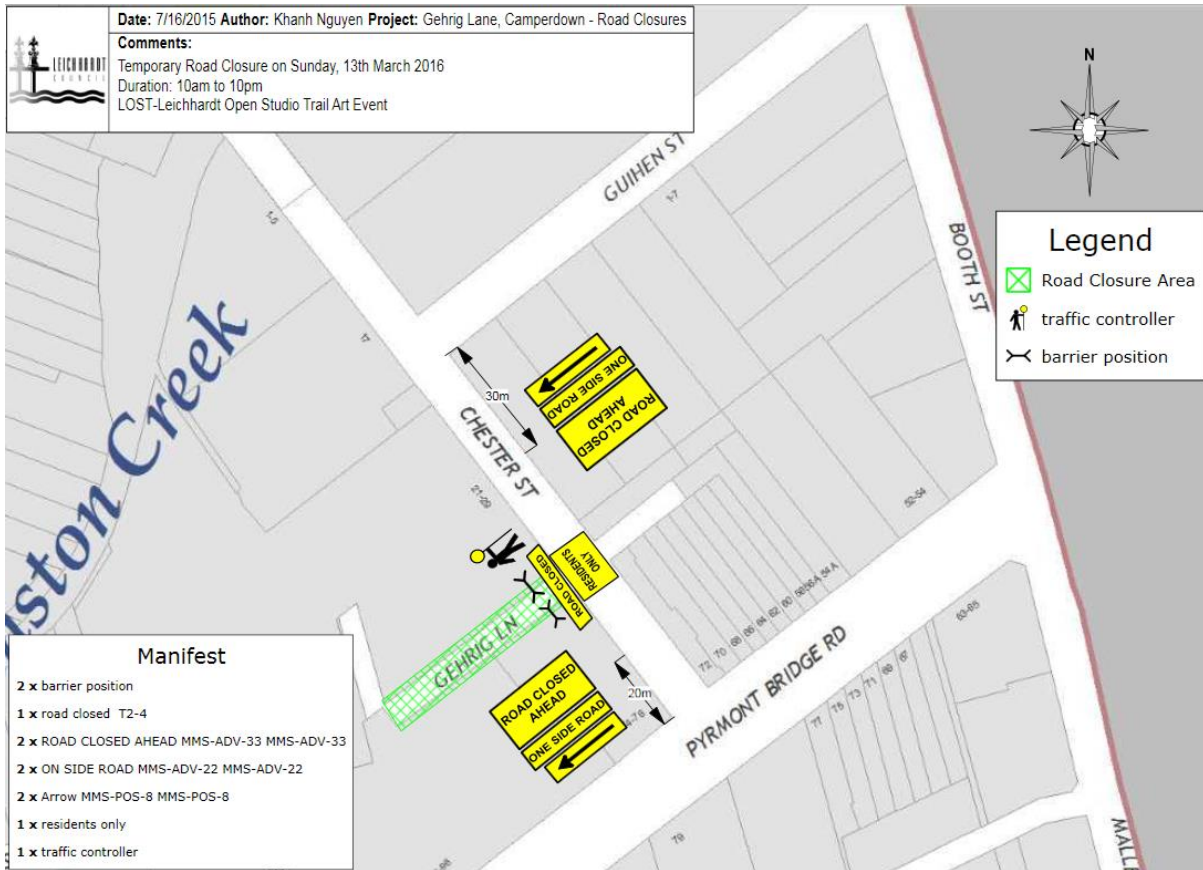
Background

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, 13th 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, 27th 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, 13th 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:
 - e. Barrier Boards (Barricades)
 - f. 'Road Closed' (T2-4) signs
 - g. 'Road Closed Ahead' (T2-Q02A)
 - h. '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' recommendation.

Discussion:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

- 1) That the temporary road closure of Gehrig Lane west of Chester Street, Camperdown, on Sunday, 13th 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 Pymont 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:
 - i. Barrier Boards (Barricades)
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 - l. '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' recommendation.

2.8 Norman Lane, Rozelle – Road Occupancy (Street Party)

Precinct: Lilyfield-Rozelle	Ward: Wangal
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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.

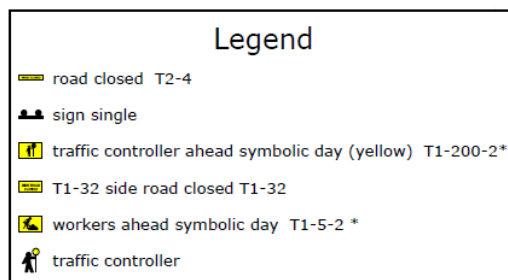
Norman Lane is a very narrow U shaped (crescent) laneway connecting onto Norman Street, Rozelle. The road width is 3 metres and Norman Lane only serves as rear access to residents’ properties/off-street parking facility. Therefore, the proposed closure of Norman Lane does not impact on traffic or bus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

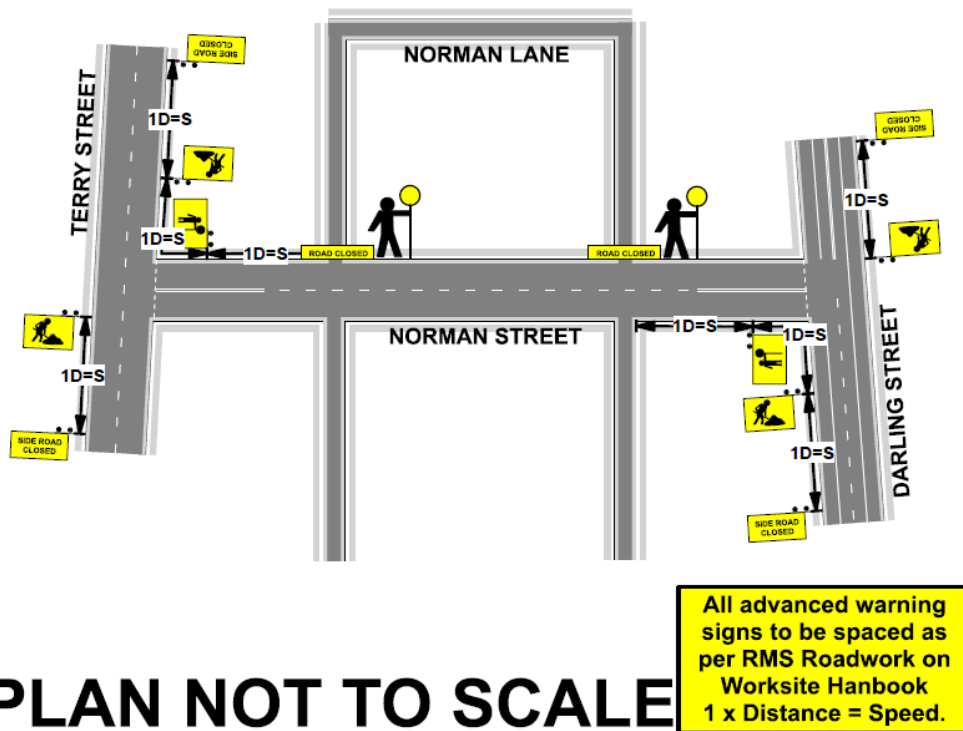
On each day there will be 3 times that the audience will be led through the lane way at 12.45pm, 3.45pm and 6.45pm, for approx. 20 minutes each time. In between these times, residents will be able to access their garages if required, and traffic control will be in place to guide this.

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, 23rd to Thursday, 24th 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:
 - 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 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' recommendation.

Discussion:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

- 1) That the temporary road closure of Norman Lane, Rozelle north of Norman Street, on Wednesday, 23rd to Thursday, 24th 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:
 - 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 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' recommendation.

2.9 Kentville Avenue, Annandale – Traffic Conditions

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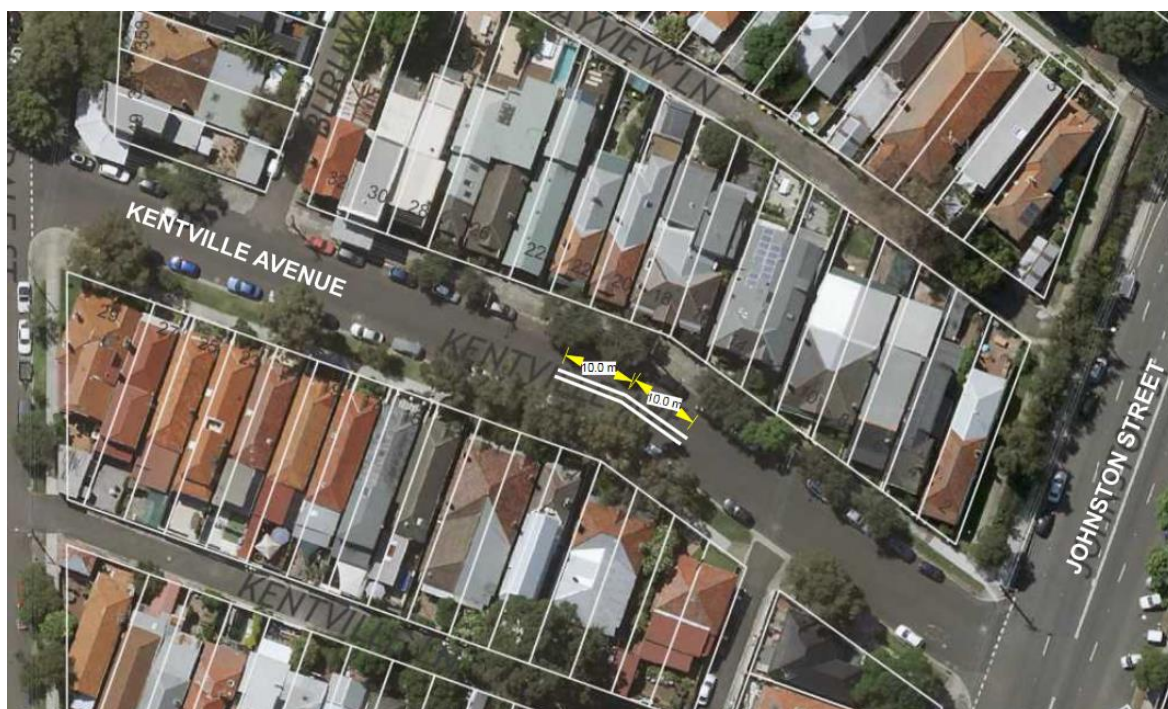
Background

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:

- The Committee supported the officer's recommendation subject to a minimum 3 metres travel lane being provided on both sides of the road. Council's senior traffic engineer inspected the site immediately after the meeting and confirmed that minimum 3 metre wide travelling lanes are maintained on both directions between parked vehicles and the double centrelines.

Committee Recommendation: (unanimous support):

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).

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:

- 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.15 Leichhardt Street, Leichhardt.

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:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

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

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:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

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.

5. Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

6. Items Without Notice

6.1 Removal of 'Disabled Parking' Restriction – Glassop Street, Balmain

Council has been advised by a resident that the applicant to the 'Disabled Parking' space in front of No.10 Glassop Street has moved and thus the zone is no longer required. Council officers have confirmed with the new owner that they do not require use of the 'Disabled Parking' zone.

Officer's Recommendation:

That the 'Disabled Parking' zone in front of No.10 Glassop Street, Balmain 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.10 Glassop Street, Balmain be removed as it is no longer required.

6.2 Installation of 'Disabled Parking' Restriction – Clayton Street, Balmain

The resident of No.1 Cameron Street, Leichhardt has requested the installation of a 'Disabled Parking' zone on the side boundary of the resident's property in Clayton Street.

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 provided in Clayton Street on the side boundary of No.1 Cameron Street, Balmain.

Discussion:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

That a 6m 'Disabled Parking' zone be provided in Clayton Street on the side boundary of No.1 Cameron Street, Balmain.

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, 3rd March 2016.**

8 Part B – Informal Items

There are no matters to report.

10. PART C - TRAFFIC GENERATING DEVELOPMENTS

There are no matters to report.