

REPORT FROM COMMITTEE

DIVISION: INFRASTRUCTURE & SERVICE DELIVERY

MEETING: MINUTES OF LOCAL TRAFFIC COMMITTEE TRANSITION MEETING, LEICHHARDT

MEETING DATE: 2 JUNE 2016

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PRESENT

John Stephens	Chairperson
Ryan Horne	RMS Representative
Laura VanPutten	RMS Representative
Sgt DC	NSW Police
Bill Holliday	Member for Balmain Representative
Jason Scoufis	LMC – Team Leader Traffic
Nina Fard	LMC – Senior Traffic Engineer
Khanh Nguyen	LMC – Traffic & Parking Engineer
Alan Nassau	LMC – Team Leader, Parking Enforcement
Kim Fagan	LMC – Administration Officer
Chris Johnson	LMC – Road Safety Officer
Jason Bruce	State Transit Authority

APOLOGIES

Manod Wickramasinghe LMC – Traffic & Parking Engineer

SUMMARY OF RECOMMENDATIONS

1.0 Confirmation of Minutes

TR16/074

Committee Recommendation (unanimous support):

That the Minutes from the 5th May 2016 Local Traffic Committee Meeting be accepted as a true and accurate record of the meeting's proceedings.

1.1 Matters Arising from Minutes of Previous Meeting

Nil

2.0 Reports

TR16/075

2.1 22 George Street, Leichhardt – Construction Traffic Management Plan

Committee Recommendation (unanimous support):

That the Construction Traffic Management Plan (CTMP) for site establishment works for No.22 George Street be supported subject to:

- a) RMS accredited traffic controllers at the following locations:
 - Parramatta Road/George Street
 - George Street/Treadgold Street South
 - Treadgold Street South/Flood Street

- b) Staff parking be provided on-site or in close proximity to the site

TR16/076

2.2 Leichhardt Oval Revised TMP for NRL Games

Committee Recommendation (unanimous support):

That:

- a) The Leichhardt Oval NRL Game Day Traffic Management Plan (TMP) be adopted, subject to RMS approval.
- b) The 90 degree angle parking on the eastern side of Mary Street adjacent to Leichhardt Oval as detailed in Drawing No. 876-A1 be approved.
- c) The adjustments to the southern access point to the Mary Street Car Park be approved.

TR16/077**2.3 Sydney Light Rail Lilyfield Depot – Construction Traffic Management Plan (CTMP)****Committee Recommendation (majority support):**

That the Construction Traffic Management Plan (CTMP) for the Lilyfield Road Light Rail Depot be supported subject to the following:

- Truck Warning signs (W5-22B) and supplementary distance plate be installed in Lilyfield Road on both approaches to the Main Site Access.
- Signposting should be installed on the footpath warning pedestrians as they approach the access road of the likelihood of trucks.
- RMS accredited traffic controllers be provided at the Lilyfield Road/Access Road intersection from the start of the Bulk Fill stage until the end of the project.
- That temporary 'No Parking' be installed on the northern side of Lilyfield Road between the unnamed laneway and Justin Street for safety reasons during the construction phase of the Depot.

TR16/078**2.4 Victoria Road/Robert Street – Pedestrian and Cyclists Safety****Committee Recommendation (unanimous support):**

That:

- a) Hazard mitigation linemarking be installed on the footpath in the form of SLOW markings for a length of 25 metres around the south eastern corner of the Robert Street/Victoria Road intersection.
- b) Shared path signposting and linemarking including logos and broken separation line be installed on the southern footpath of Robert Street between Victoria Road and Mullens Street.

TR16/079**2.5 Perry Lane, Lilyfield – No Parking restrictions****Committee Recommendation (unanimous support):**

That a 4.2m 'No Parking' zone be installed on the southern side of Perry Lane, Lilyfield extending east from the off-street parking facility of No.177 Lilyfield Road.

TR16/080**2.6 Balmain Road at Eric Street, Lilyfield – No Stopping restrictions****Committee Recommendation (unanimous support):**

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

- Balmain Road, north of Eric Street, Lilyfield
- Balmain Road, south of Eric Street, Lilyfield

TR16/081**2.7 Little Darling Street Balmain – No Parking restrictions****Committee Recommendation (unanimous support):**

That the 7m 'No Parking 8am-6pm Mon-Fri;' '2P 6pm-10pm Mon-Fri; 8am-10pm Sat-Sun Permit Holders Excepted Area B2' zone be installed on the southern side of Little Darling Street, at the rear of No.13 Llewellyn Street.

TR16/082**2.8 Moore Lane Lilyfield – No Stopping restrictions****Committee Recommendation (unanimous support):**

That the 10m 'No Stopping' zone be signposted on the southern side of Moore Lane, Lilyfield from the intersection of Moore Lane and White Street.

3. Status Reports

TR16/083

3.1 Steward Street Lilyfield – Disabled Parking

Committee Recommendation (unanimous support):

That the 5.5m 'Disabled Parking' zone currently installed in Steward Street, on the frontage of No.2 Steward Street be retained.

4. Minor Traffic Facilities

TR16/084

4.1 Removal of 'Disabled Parking' Restriction – Elliott Street, Balmain

Committee Recommendation: (unanimous support):

That the 'Disabled Parking' space in front of No.40 Elliot Street, Balmain be removed as it is no longer required.

5. Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

6. Items Without Notice

There are no matters to report.

7 Next Meeting of the Leichhardt Local Traffic Committee

Officer's Recommendation:

That the next meeting of the Inner West Council Local Traffic Committee be scheduled for Thursday 7th of July 2016, commencing at 10 am at Petersham Administration Centre, 3rd floor, 2-14 Fisher Street, Petersham.

8 Part B – Informal Items

TR16/085

8.1 Angelini Avenue & Woodlark Street Rozelle – Extension to existing RPS Time and Day Restrictions

Committee Recommendation (unanimous support):

That

- a) The proposed time and day extension to the existing resident parking restrictions of '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' on both sides of Angelini Avenue (west of Woodlark Street) and both sides of Woodlark Street, not be supported at this present time due to the less than 50% support from the consulted residents.
- b) Council's parking officers be requested to do additional patrols in Angelini Avenue and Woodlark Street, Rozelle.

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 22 George Street, Leichhardt – Construction Traffic Management Plan

Ward: Leichhardt

Background

A Construction Traffic Management Plan as provided in **Appendix B** has been prepared by GTA Consultants for the site establishment construction phase of the mixed use development at 22 George Street, Leichhardt.

The main matters detailed in the plan are:

- Site establishment stage May 2016 and construction stage June 2016 to November 2016
- Site establishment and construction traffic peak of 50 truck movement per day and 5 per peak hour
- No on-site parking provided for the 50 staff; however, measures will be in place to encourage staff to use public transport
- Heavy Vehicle Routes
 - approach routes Parramatta Road (west) - George Street
 - Departure route George Street –Treadgold Street South –Flood Street, Parramatta Road (west)
 - Manned traffic control at Parramatta Road/George Street, George Street/Treadgold Street South and Treadgold Street south/Flood Street
- Temporary loss of two on-street spaces on northern side of Treadgold Street South

The plan advises that rather than stopping general traffic at the George Street/Treadgold Street South and Flood Street/Treadgold Street South intersections the traffic controllers will be instructed to stop trucks until a time that it is safe to continue through the intersection.

Given the narrow road configuration and lack of sight lines this proposal is not supported and the existing previously approved manned traffic control is supported.

Also, given the high demand for on-street parking in the area, all measures to provide off-street parking in close proximity to the site (or on-site) should be explored.

Officer's Recommendation:

That the Construction Traffic Management Plan (CTMP) for site establishment works for No.22 George Street be supported subject to:

- a) RMS accredited traffic controllers at the following locations:
 - o Parramatta Road/George Street
 - o George Street/Treadgold Street South
 - o Treadgold Street South/Flood Street
- b) Staff parking be provided on-site or in close proximity to the site

Discussion:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

That the Construction Traffic Management Plan (CTMP) for site establishment works for No.22 George Street be supported subject to:

- a) RMS accredited traffic controllers at the following locations:
 - o Parramatta Road/George Street
 - o George Street/Treadgold Street South
 - o Treadgold Street South/Flood Street
- b) Staff parking be provided on-site or in close proximity to the site

2.2 Leichhardt Oval Revised TMP for NRL Games

Ward: Balmain

Background

A Transport Management Plan has been designed to provide details of the traffic and transport arrangements on NRL game day at Leichhardt Oval. This is based on game day observations and existing arrangements in place.

The Traffic Committee at its meeting held in May 2015 when considering a Transport Management Plan for NRL game day at Leichhardt Oval recommended as follows which was subsequently adopted by Council:

That the Leichhardt Oval NRL Game Day Traffic Management Plan (TMP) be adopted.

In order to provide improved transport arrangements on Game Day a number of additional initiatives are proposed based on further review of game day operations.

Outside Broadcaster (OB) Vans

Currently on Game Day a number of outside broadcaster vans park in the Leichhardt Park Car Park taking up valuable parking (approx. 25 spaces) which are therefore not able to be used by LPAC users or by Wests Tigers.

In order to improve game day parking, it is proposed to construct a formal parking area on the eastern side of Mary Street adjacent to the Leichhardt Oval Grand Stand to allow 2 OB vans to park. The design as detailed in **Appendix C** of the parking area has been carried out in consultation with the OB Van coordinator and swept path assessment has been carried out to confirm the parking area is suitable in terms of manoeuvrability into and out of the area.

The parking area will also serve a dual purpose in that on non NRL Game Days it will provide for 14 x 90 degree angled parking spaces and an additional 2 x motorbike parking spaces increasing the overall parking supply in and around Leichhardt Park.

Council's Angled Parking Policy requires a two way traffic travel lane width of 5.8 metres to allow for angled parking. The current arrangements allow for 90 degree angled parking on the western side of Mary Street and 'No Stopping' restrictions on the eastern side of Mary Street.

The 14 parking spaces will be signposted '90 Degree Angle Parking Rear To Kerb' and the spaces will be a minimum of 5.4 metres x 2.6 m wide with an aisle width of 6.1 metres. Additionally, two spaces will be signposted Motor Bikes Only Parking.

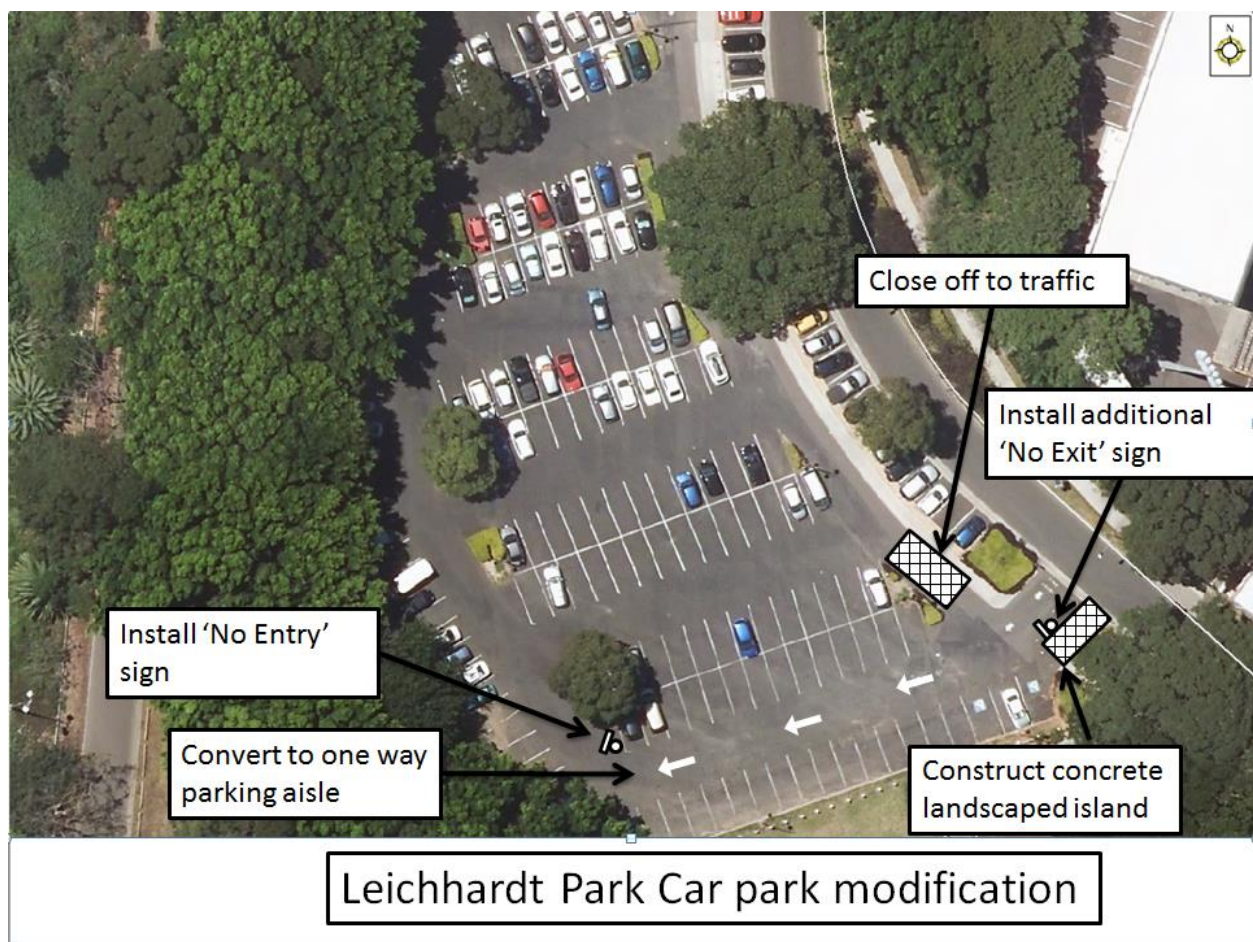
Swept path analysis is attached in **Appendix C** demonstrating that OB vans can be accommodated. Note that the smaller trucks associated with the broadcasting such as catering will be accommodated within Leichhardt Oval at the back behind the grandstand.

LPAC Car Park

At the February 2015 Local Traffic Committee an item was considered due to a number of concerns raised regarding ongoing illegal exit manoeuvres from the Car Park southern entry driveway and their impact on vehicular and pedestrian safety.

The Committee supported changes to internal traffic arrangements within the car park on a trial basis; however, the trial was unable to be undertaken due to the adjacent construction works.

As a result of the proposed outside broadcasting (OB) vans no longer parking within the car park thus negating the need to provide access to the car park for these large vehicles, it is proposed to provide additional physical devices at the southernmost entry by removing the moveable bollards and replacing them with a concrete island as detailed below to reinforce the entry only restriction to the car park.



RMS and Police Responsibilities on NRL Game Day

Traffic

Police point duty post match at the following three intersections:

- Mary Street/Perry Street
- Glover Street/Perry Street
- Mary Street/Lilyfield Road

Transport for New South Wales (TfNSW) Transport Management Centre to instigate an Incidence Response Plan providing additional signal phase time for southbound traffic in James Street, Norton Street and Balmain Road at the following three intersections:

- James Street/City West Link Road
- Norton Street/City West Link Road
- Balmain Road/City West Link Road

Special Event Clearway

A review of the special event clearway operations which have been previously installed on the eastern side of James Street, between Lilyfield Road and City West Link, Lilyfield has indicated that at this point in time it is not required due to limited if any improvement to queuing, therefore it is not proposed to be activated.

Public Transport

Temporary Bus Zone to be installed at the following locations:

- Perry Street, northern side between Glover Street and Wharf Road (sign installation the responsibility of Sydney Buses)
- Mary Street, eastern side between Chapel Street and Leichhardt Oval (sign installation the responsibility of Council)

Council community bus to run a loop providing patrons of both Leichhardt Oval and LPAC access from Lilyfield Road to Leichhardt Park.

Emergency Vehicle Access

Emergency vehicle access is provided for via both Mary Street and Glover Street access to Leichhardt Oval and parking for these vehicles is accommodated in Mary Street near the main gate access to Leichhardt Oval.

NRL Game Day Parking

Dedicated reserved parking will be available for NRL Games at the following locations:

- LPAC Car Park (southern section)
- Glover Street on-street adjacent to Leichhardt Oval No. 2
- WHO'S Car Park
- Glover Street on-street (in front of WHO'S)
- Water Tank Parking (adjacent Leichhardt Oval)

LPAC Game Day Parking

Dedicated reserved parking will be available for LPAC at the following locations:

- LPAC Car Park (northern section)
- Access road (on-street) between LPAC and Leichhardt Oval No. 2 (for LPAC Learn to Swim)
- Access road (off road) grass parking around Leichhardt Oval No. 2 (for LPAC Learn to Swim)

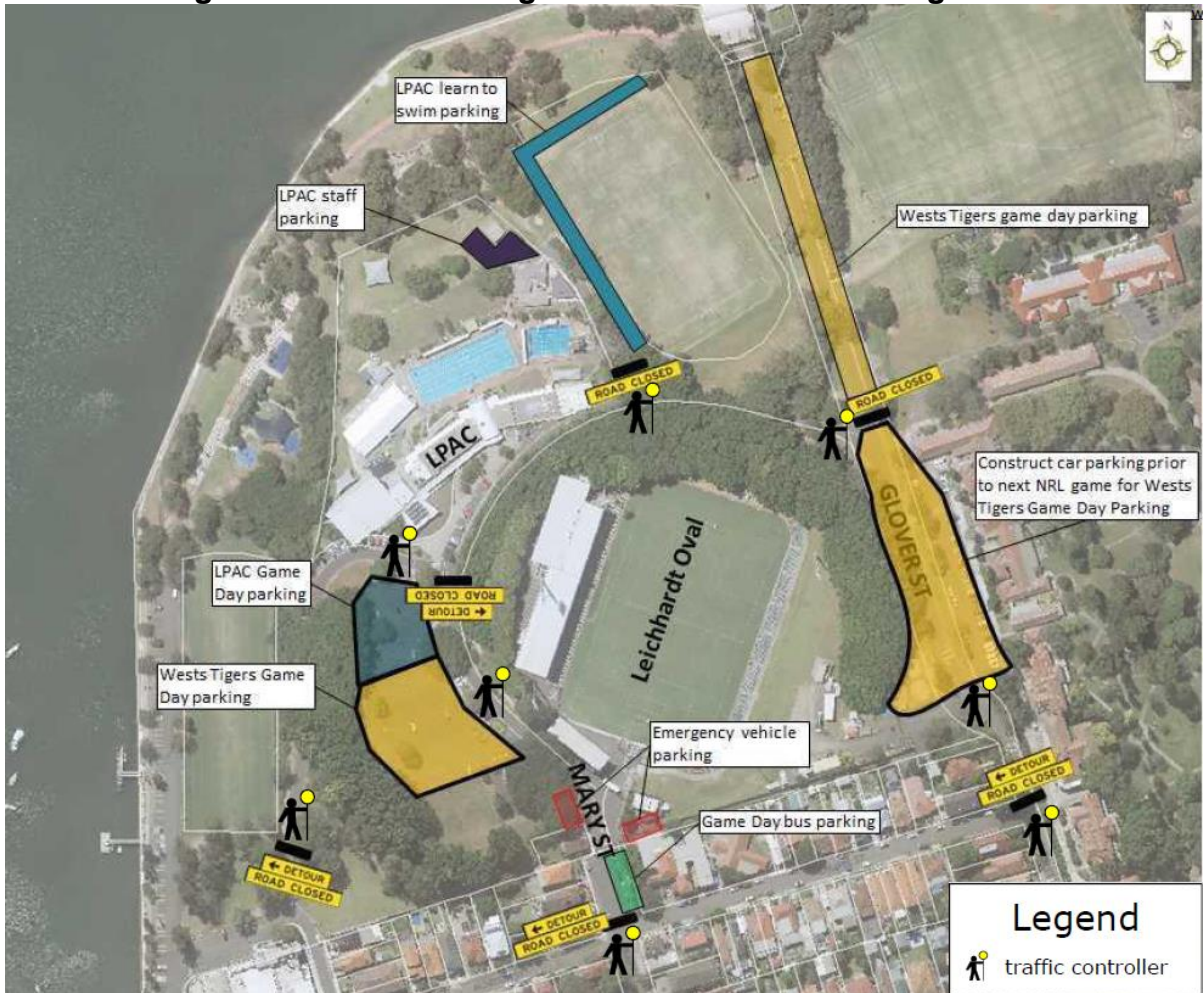
LPAC informal staff parking within LPAC via Access road

Road Closures

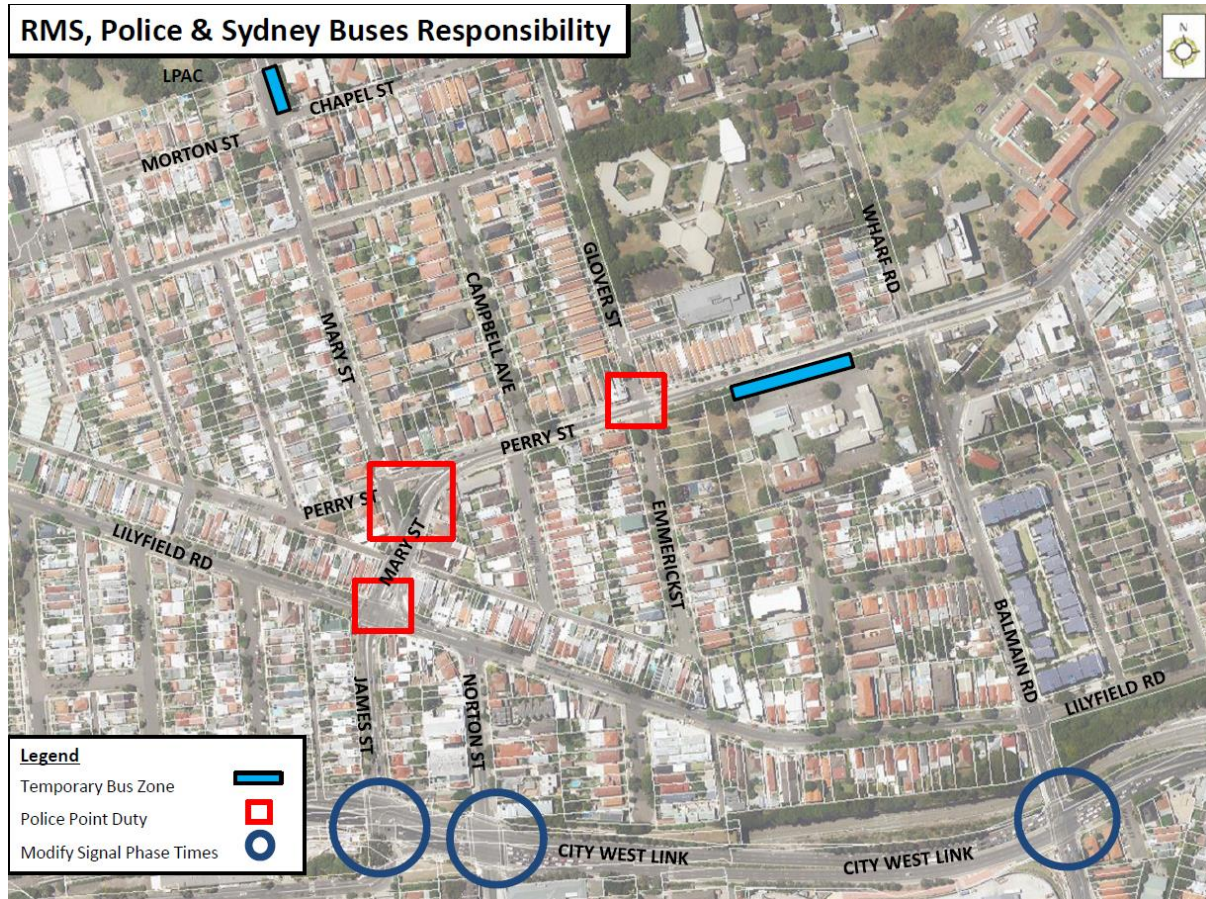
In order to improve pedestrian safety in and around the venue and reduce traffic movements a number of road closures are proposed which will be manned by traffic

controllers. These details are provided on the attached plan. It should be noted that the road closures are anticipated to commence 2 hours prior to kick off. Access will be allowed to those people using Leichhardt Rowing Club.

Traffic Management Plan – Parking and Council Traffic Management



Traffic Management Plan – RMS, Police and Sydney Buses Responsibility



Officer’s Recommendation:

That:

- a) The Leichhardt Oval NRL Game Day Traffic Management Plan (TMP) be adopted.
- b) The 90 degree angle parking on the eastern side of Mary Street adjacent to Leichardt Oval as detailed in Drawing No. 876-A1 be approved.
- c) The adjustments to the southern access point to the Mary Street Car Park be approved

Discussion:

- RMS representative requested that a copy of the Leichhardt Oval NRL Game Day Traffic Management Plan be forwarded to RMS for formal approval.
- The Committee supported the Officer’s recommendation

Committee Recommendation:

That:

- a) The Leichhardt Oval NRL Game Day Traffic Management Plan (TMP) be adopted, subject to RMS approval.
- b) The 90 degree angle parking on the eastern side of Mary Street adjacent to Leichhardt Oval as detailed in Drawing No. 876-A1 be approved.
- c) The adjustments to the southern access point to the Mary Street Car Park be approved

2.3 Sydney Light Rail Lilyfield Depot – Construction Traffic Management Plan (CTMP)

Ward: Balmain

Background

Proposal

A Construction Traffic Management Plan has been prepared by Sydtrac for the construction of the Lilyfield Depot within the former Lilyfield Stabling Yards as part of the Sydney Light Rail Project (attached in **Appendix D**).

The main matters as detailed in the plan are shown below:

- All access inbound and outbound from the site is via the existing shared driveway in Lilyfield Road, east of Catherine Street.
- Access for adjacent land owner to be retained via the existing shared driveway
- Ingress/egress via Lilyfield Road – Catherine Street – City West Link or alternatively via Victoria Road/Balmain Road – Balmain Road –Lilyfield Road – site access
- No construction traffic in Lilyfield Road between site access and Victoria Road
- Expected to be no significant impact on network traffic flow as a result of the construction activities and cyclist conditions are not expected to be significantly impacted by the construction
- Southern footpath in Lilyfield Road to remain open
- Sufficient parking allocated on-site to accommodate construction parking. There will be no construction parking permitted on adjacent roads

The preliminary program, timeline and estimated traffic movements are detailed below:

Activity	Indicative Date	Estimated Daily Heavy Vehicle Volumes
Site Access/Mobilisation	March/April 2016	4 semi's/truck & dog
Demolition of existing buildings	April/May/June 2016	10 semi's

Site Clearing and remediation	June/July 2016	10 Trucks
Bulk Fill	August/September 2016	60 truck & dog for 30 days
Building Foundations/culverts	Late 2016	30 concrete agitator/semi's/truck & dog
Carparks/roads/building frames/services	Early 2017	30 Trucks
All activities	Through 2017	40 Trucks

The existing signposting in Lilyfield Road between Helena Street and Justin Street is 10P, 6am-8pm, Tuesdays only' on the southern side and '10P, 6am-8pm, Wednesdays only' restriction on the northern side which will provide some deterrent to construction traffic parking on-street.

Concern is raised that the CTMP does not adequately control truck movements in Lilyfield Road in particular during the busier construction periods, of particular concern is the high volume of cyclists that pass the site. Manned Traffic control is requested at the site access/Lilyfield Road intersection and additional signposting as detailed below to provide adequate warning:

- Truck Warning signs (W5-22B) and supplementary distance plate be installed in Lilyfield Road on both approaches to the Main Site Access.
- signposting should be installed on the footpath warning pedestrians as they approach the access road of the likelihood of trucks
- RMS accredited traffic controllers required at the Lilyfield Road/Access Road intersection

Officer's Recommendation:

That the Construction Traffic Management Plan (CTMP) for the Lilyfield Road Light Rail Depot be supported subject to the following:

- Truck Warning signs (W5-22B) and supplementary distance plate be installed in Lilyfield Road on both approaches to the Main Site Access.
- Signposting should be installed on the footpath warning pedestrians as they approach the access road of the likelihood of trucks.
- RMS accredited traffic controllers be provided at the Lilyfield Road/Access Road intersection from the start of the Bulk Fill stage until the end of the project.

Discussion:

- State Member's representative raised concerns regarding potential conflict between parked cars, turning trucks and cyclists at the Main Site Access. He

suggested implementation of 'No Parking' restrictions for 3 car spaces on the northern side of Lilyfield Road between the unnamed laneway and Justin Street.

- RMS representative raised concerns regarding the high number of trucks that are expected to use this site and potential queuing across the pedestrian crossing at the intersection of Lilyfield Road and Grove Street. RMS supports the installation of 'No Parking' restrictions between the unnamed laneway and Justin Street to reduce potential queues and improve safety for pedestrians accessing the light rail via this crossing.

Committee Recommendation

That the Construction Traffic Management Plan (CTMP) for the Lilyfield Road Light Rail Depot be supported subject to the following:

- Truck Warning signs (W5-22B) and supplementary distance plate be installed in Lilyfield Road on both approaches to the Main Site Access.
- Signposting should be installed on the footpath warning pedestrians as they approach the access road of the likelihood of trucks.
- RMS accredited traffic controllers be provided at the Lilyfield Road/Access Road intersection from the start of the Bulk Fill stage until the end of the project.
- That temporary 'No Parking' be installed on the northern side of Lilyfield Road between the unnamed laneway and Justin Street for safety reasons, during the construction phase of the Depot.

2.4 Victoria Road/Robert Street- Pedestrian and Cyclists Safety

<i>Ward: Balmain</i>

Background

At the Ordinary Council Meeting held on 26th April 2016, Council resolved:

That Councils' Traffic Section assess pedestrian and cyclist safety at the Victoria Road/Robert Street intersection (adjacent to the perimeter of the White Bay Power Station) and prepare a report for the June Traffic Committee.

Proposal

A site inspection has revealed the following as detailed in the photos below:

- Significant number of cyclists travelling eastbound across the Robert Street intersection heading towards city

- Some cyclists travelling along the shared path on the southern side of Robert Street (heading both directions)
- Significant number of pedestrians walking towards bus stop to head into the city
- Lack of linemarking indicating the shared path status on the southern footpath of Robert Street on approach to the Victoria Road intersection
- Advertising panel on the property boundary providing no opportunity to see through

Looking northbound in Victoria Road towards Robert Street



Looking westbound in Robert Street towards Victoria Road



In order to provide warning to both pedestrians and cyclists of the conflict area, it is recommended that hazard mitigation measures in the form of cross hatch linemarking and 'SLOW' pavement markings be installed on the south-eastern footpath, similar to the treatment used at other identified hazard areas on shared paths such as on the Bay Run and the Victoria Road Shared Path.

It is also proposed to install additional shared path signposting and linemarking including logos and broken separation line in Robert Street.

Officer's Recommendation:

That:

- a) Hazard mitigation linemarking be installed on the footpath in the form of cross hatching and SLOW markings for a length of 25 metres around the south eastern corner of the Robert Street/Victoria Road intersection.
- b) Shared path signposting and linemarking including logos and broken separation line be installed on the southern footpath of Robert Street between Victoria Road and Mullens Street.

Discussion:

- RMS representative supported implementation of SLOW pavement markings but did not support the proposed hatching. He advised that overuse of hatching will reduce the effectiveness of the treatment and hence it should be reserved as the last line of defence in hazard mitigation.

Committee Recommendation:

That:

- a) Hazard mitigation linemarking be installed on the footpath in the form of SLOW markings for a length of 25 metres around the south eastern corner of the Robert Street/Victoria Road intersection.
- b) Shared path signposting and linemarking including logos and broken separation line be installed on the southern footpath of Robert Street between Victoria Road and Mullens Street.

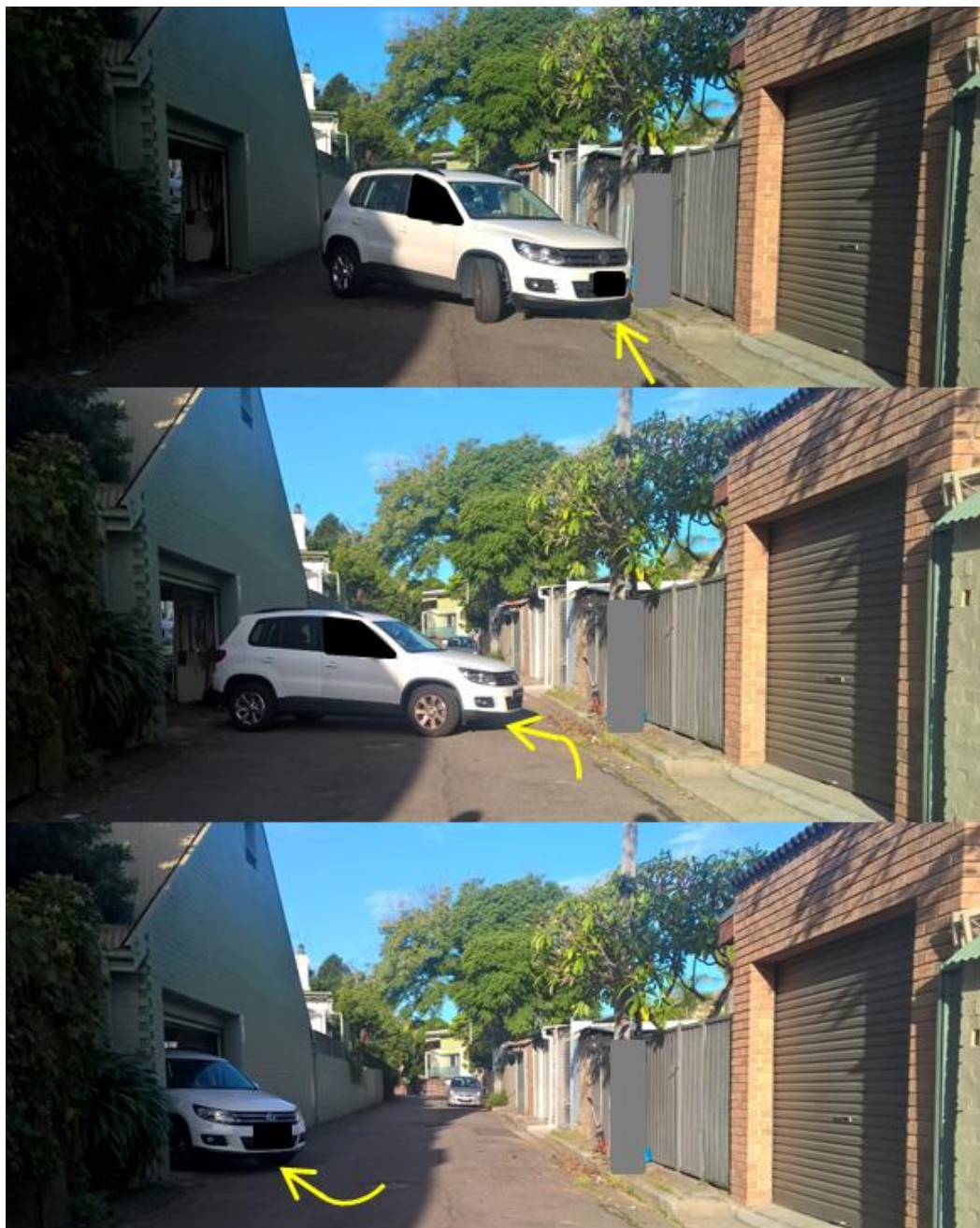
2.5 Perry Lane, Lilyfield – No Parking restrictions

<i>Ward: Balmain</i>

Background

Concerns have been raised regarding vehicles parking on the southern side of Perry Lane, Lilyfield opposite the garage access to No.2 Emmerick Street and thereby impeding vehicular access.

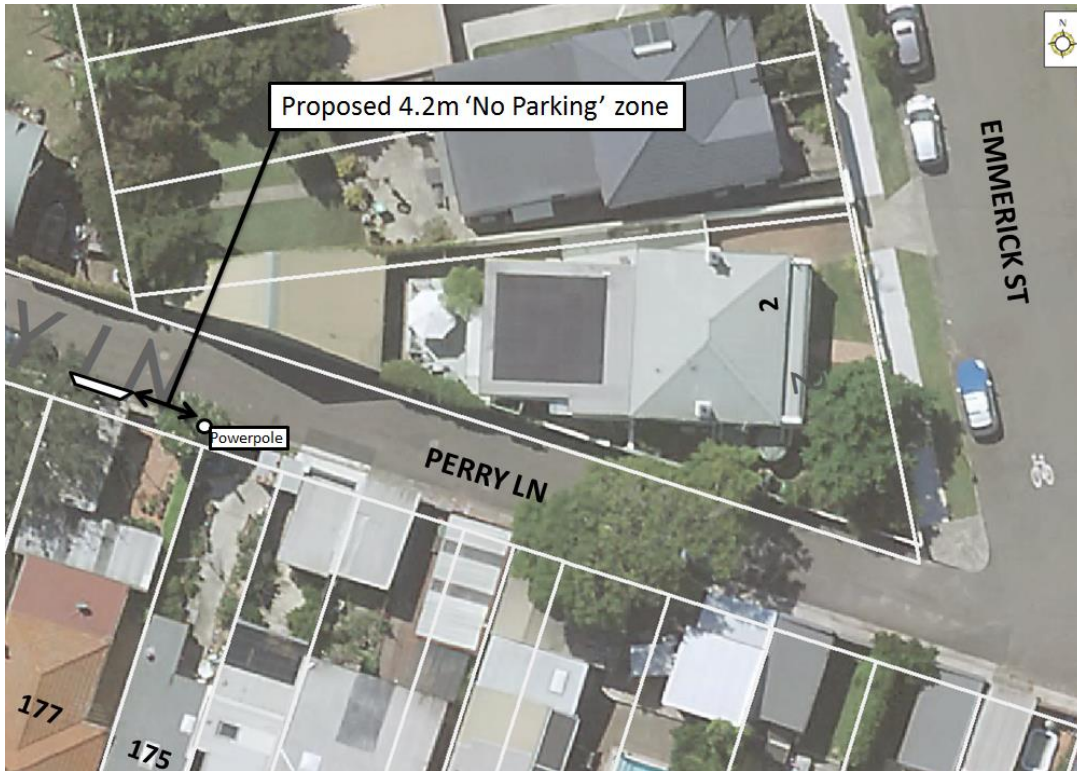
The offstreet parking facility for No.2 Emmerick Street was built at an acute angle to Perry Lane due to the alignment of the property boundaries, thereby increasing the difficulty in accessing the property. Photographs showing the maneuver are below.



It should be noted that Perry Lane is only 5.6m wide.

Proposal

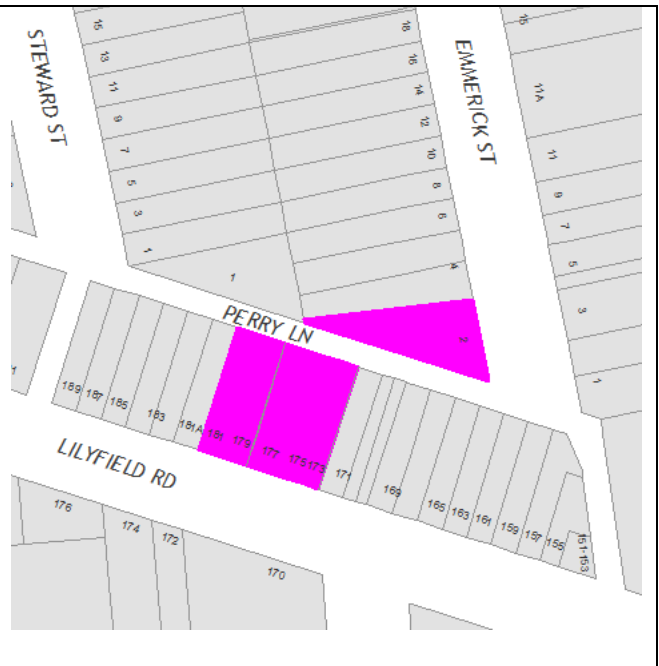
Council is proposing to install a 4.2m 'No Parking' zone on the southern side of Perry Lane, at the rear of No.177 Lilyfield Road as shown on the plan below.



Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (14 properties) in Lilyfield Road as indicated on the following plan, requesting residents' views regarding the proposal.

No responses were received.



Officer's Recommendation:

That a 4.2m 'No Parking' zone be installed on the southern side of Perry Lane, Lilyfield extending east from the off-street parking facility of No.177 Lilyfield Road.

Discussion:

- The Committee supported the Officer's recommendation

Committee Recommendation:

That a 4.2m 'No Parking' zone be installed on the southern side of Perry Lane, Lilyfield extending east from the off-street parking facility of No.177 Lilyfield Road.

2.6 Balmain Road at Eric Street, Lilyfield – No Stopping restrictions

<i>Ward: Balmain</i>

Background

Concerns have been raised by motorists regarding the safe exit from Eric Street, Lilyfield, onto Balmain Road.

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

It should be noted, Eric Street intersects with Raynar Street which leads to an access point to Orange Grove Public School.

Proposal

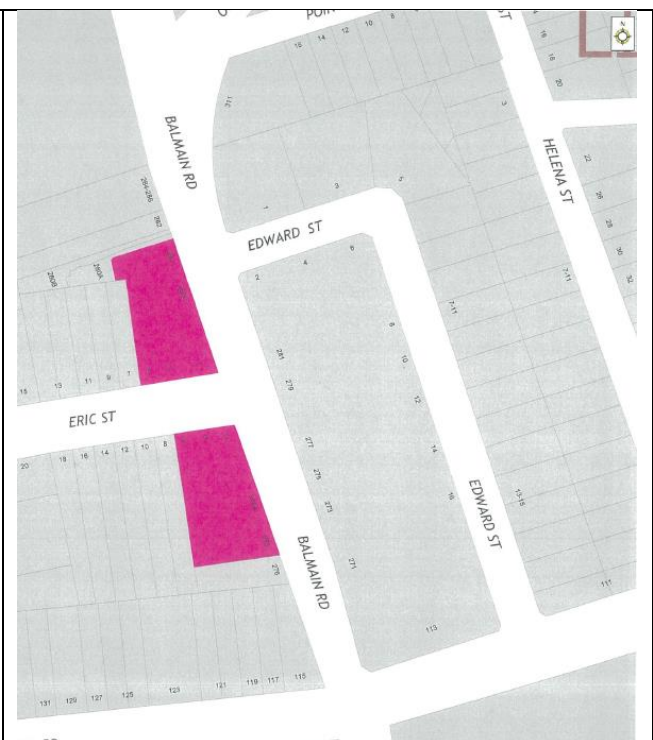
In order to alleviate this issue, it is proposed to signpost 10m 'No Stopping' zones as shown on the plan below.



Consultation

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

One response was received supporting the proposal.



Officer's Recommendation:

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

- Balmain Road, north of Eric Street, Lilyfield
- Balmain Road, south of Eric Street, Lilyfield

Discussion:

- The Committee supported the Officer's recommendation

Committee Recommendation:

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

- Balmain Road, north of Eric Street, Lilyfield
- Balmain Road, south of Eric Street, Lilyfield

2.7 Little Darling Street, Balmain – No Parking restrictions

<i>Ward: Balmain</i>

Background

Concerns have been raised regarding vehicles parking on the southern side of Little Darling Street, Balmain opposite the garage access to No.338-340 Darling Street and thereby impeding vehicular access.

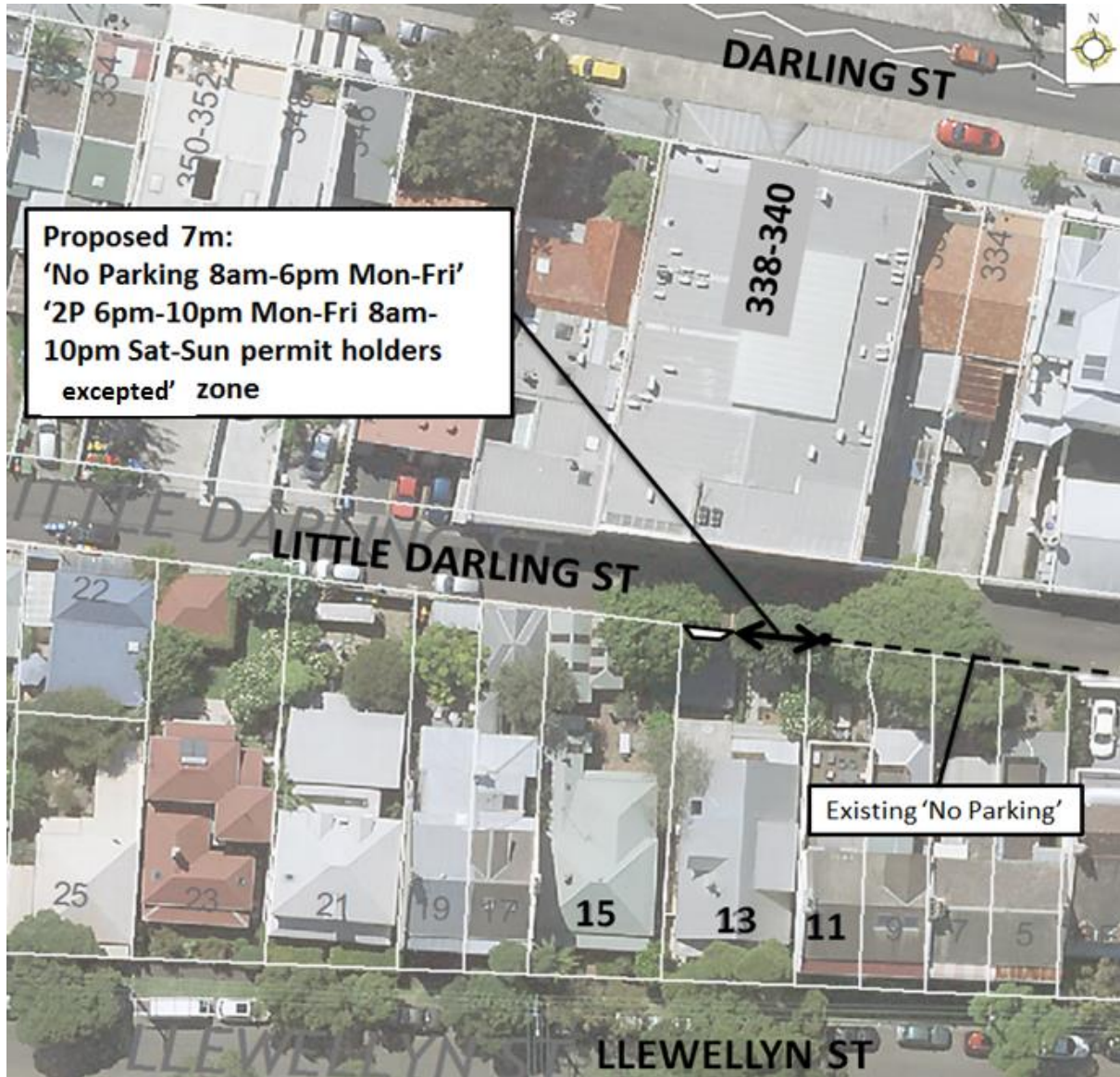
These garage spaces are utilised by business staff who are required to utilise the cars during the working week.

It should be noted that Little Darling Street is only 5.7m wide.

Proposal

Council is proposing to install a 7m 'No Parking 8am-6pm Mon-Fri;' '2P 6pm-10pm Mon-Fri; 8am-10pm Sat-Sun Permit Holders Excepted Area B2' zone on the southern side of Little Darling Street, at the rear of No.13 Llewellyn Street as shown on the plan below.

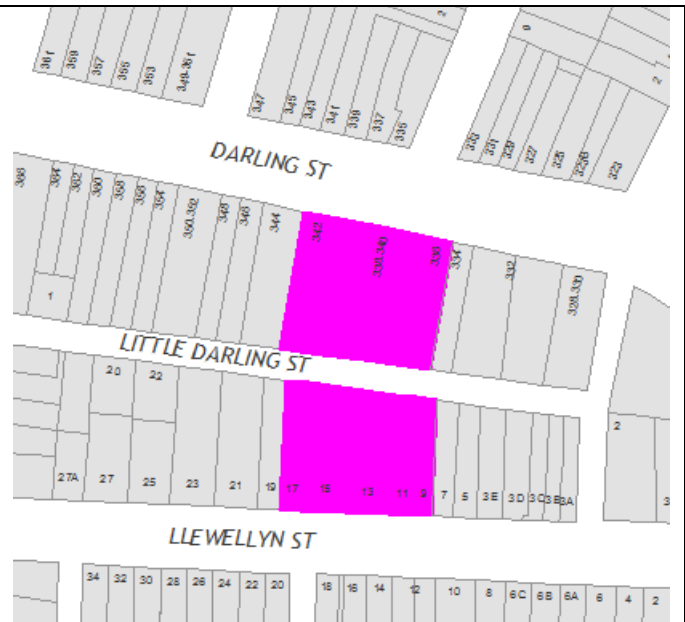
This would replace the existing resident parking restrictions ('2P 8am-10pm Permit Holders Excepted Area B2')



Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (14 properties) in Darling Street and Llewellyn Street as indicated on the following plan, requesting residents' views regarding the proposal.

No responses were received.



Officer’s Recommendation:

That the 7m ‘No Parking 8am-6pm Mon-Fri;’ ‘2P 6pm-10pm Mon-Fri; 8am-10pm Sat-Sun Permit Holders Excepted Area B2’ zone be installed on the southern side of Little Darling Street, at the rear of No.13 Llewellyn Street.

Discussion:

- The Committee supported the Officer’s recommendation

Committee Recommendation:

That the 7m ‘No Parking 8am-6pm Mon-Fri;’ ‘2P 6pm-10pm Mon-Fri; 8am-10pm Sat-Sun Permit Holders Excepted Area B2’ zone be installed on the southern side of Little Darling Street, at the rear of No.13 Llewellyn Street.

2.8 Moore Lane, Lilyfield – No Stopping restrictions

Ward: *Balmain*

Background

Concerns have been raised regarding vehicles obstructing manoeuvring space by parking on the southern side of Moore Lane, too close to the intersection of Moore Lane/White Street, Lilyfield.

Due to the lack of space at the intersection there has been significant damage to the side fence of No.2 White Street.

Proposal

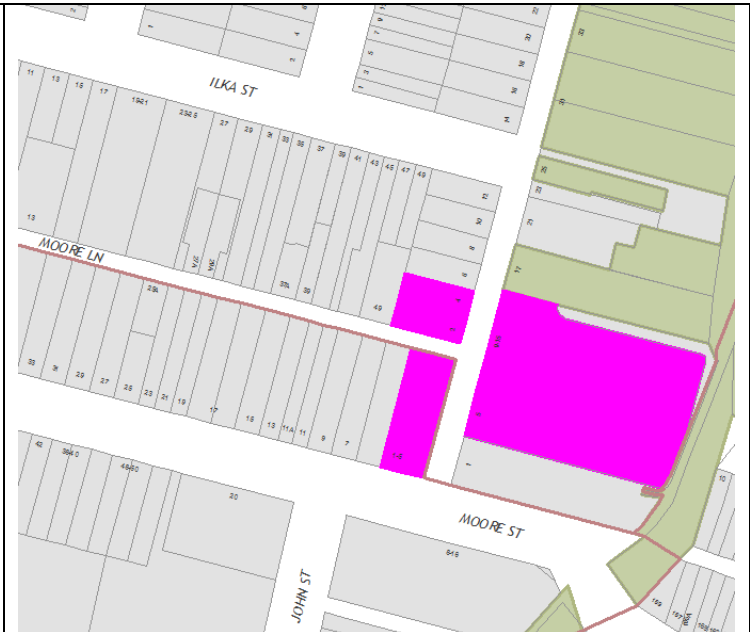
In order to allievate this issue, it is proposed to signpost a 10m 'No Stopping' zone as shown on the following plan.



Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (5 properties) in Moore Lane and White Street as indicated on the following plan, requesting residents' views regarding the proposal.

No responses were received.

**Officer's Recommendation:**

That the 10m 'No Stopping' zone be signposted on the southern side of Moore Lane, Lilyfield from the intersection of Moore Lane and White Street.

Discussion:

- The Committee supported the Officer's recommendation

Committee Recommendation:

That the 10m 'No Stopping' zone be signposted on the southern side of Moore Lane, Lilyfield from the intersection of Moore Lane and White Street.

3. Status Reports

3.1 Status Report – ‘Disabled Parking’ Steward Street, Lilyfield

Ward: Balmain

Background

At The December Traffic Committee meeting the following was recommended and then subsequently adopted by Council:

- 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.

The ‘Disabled Parking’ zone was then installed and monitored by Council officers.

Correspondence and Results

During the trial, objections were received from one resident (who was not directly affected) as there are a number of other ‘Disabled Parking’ zones in Steward Street and it was suggested that this zone wasn’t required or used frequently.

Following the trial period, the applicant’s son wrote to Council, supporting the retention of the ‘Disabled Parking’ zone

“I’m writing to say that the disabled parking space that Council created in Steward Street in response to my request, arising out of elderly father’s needs, has been a great success. My father is able to park and get out of his car safely. Others use the space too, no doubt with similar benefits. Council’s actions have improved the safety and quality of life of the disabled residents in this area, and I’m writing to thank you- and to thank Veronika and the Mayor’s office- for responding to the needs of people like my father. I understand that this is initially a 3 month trial- I sincerely hope that the success of the trial means that it will be made permanent. I urge you to make it so.”

As this ‘Disabled Parking’ zone was installed in front of No.2 Steward Street for the property No.1 Steward Street, a consultation letter was sent to No.2 Steward Street to obtain their comments on the trial of the ‘Disabled Parking’ zone.

No response was received.

Officer's Recommendation:

That the 5.5m 'Disabled Parking' zone currently installed in Steward Street, on the frontage of No.2 Steward Street be retained.

Discussion:

- The Committee supported the Officer's recommendation

Committee Recommendation:

That the 5.5m 'Disabled Parking' zone currently installed in Steward Street, on the frontage of No.2 Steward Street be retained.

4. Minor Traffic Facilities

4.1 Removal of 'Disabled Parking' Restriction – Elliot Street, Balmain

Council Ref: DWS 3669371

Council has been informed that the applicant to the 'Disabled Parking' zone in front of No.40 Elliot Street, Balmain has moved and thus the 'Disabled Parking' zone is no longer required.

Officer's recommendation:

That the 'Disabled Parking' space in front of No.40 Elliot Street, Balmain be removed as it is no longer required.

Discussion:

- The Committee supported the Officer's recommendation

Committee Recommendation:

That the 'Disabled Parking' space in front of No.40 Elliot Street, Balmain be removed as it is no longer required.

5. Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

6. Items Without Notice

There are no matters to report.

7 Next Meeting of the Leichhardt Local Traffic Committee

Officer's Recommendation:

That the next meeting of the Inner West Council Local Traffic Committee be scheduled for Thursday 7th of July 2016, commencing at 10 am at Petersham Administration Centre, 3rd floor, 2-14 Fisher Street, Petersham.

8 Part B – Informal Items

8.1 Angelini Avenue & Woodlark Street, Rozelle – Extension to Existing RPS Time & Day Restrictions

Ward: Balmain

Background

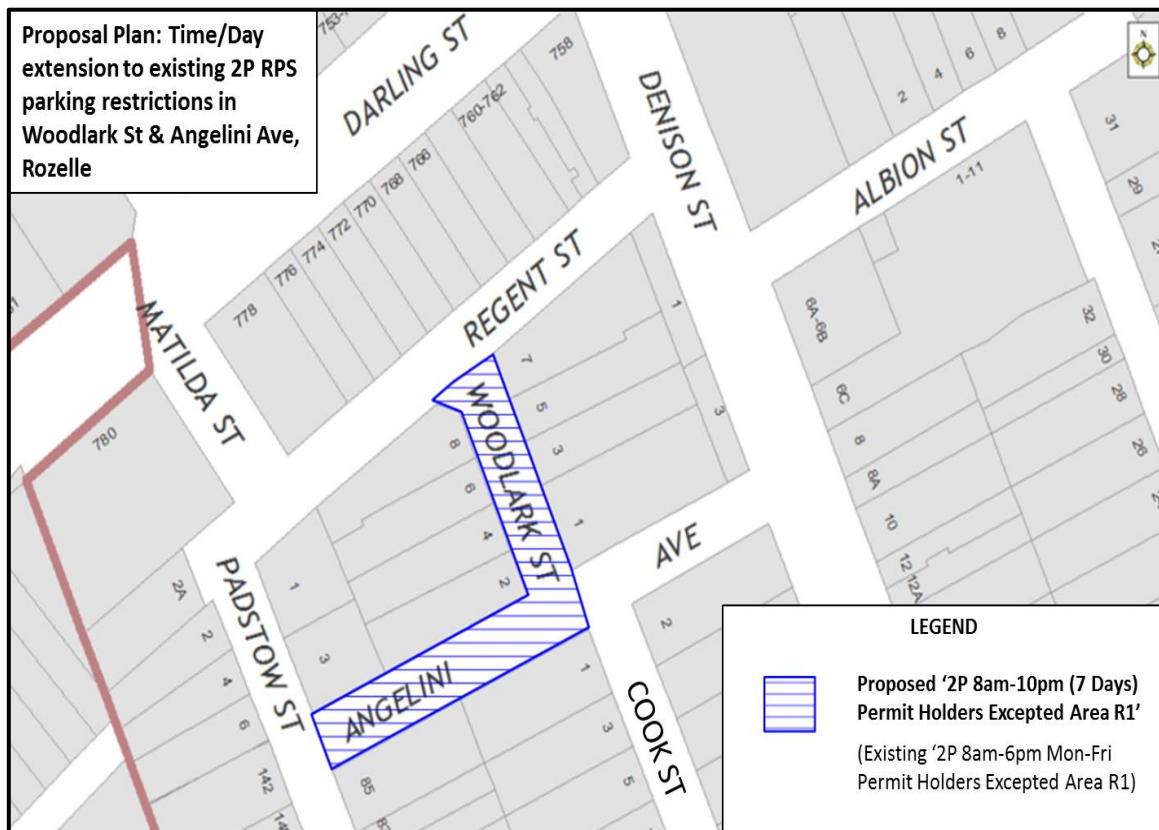
Council has received a petition requesting that the existing resident permit parking restrictions be extended to 10pm and 7 days a week over the existing 8am-6pm Mon-Fri restrictions to provide better parking opportunities for properties with no off-street parking in the high demand area.

Proposal

Council is proposing to replace the existing resident parking restrictions of '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' to '2P 8am-10pm (7 Days) Permit Holders Excepted Area R1' in the following streets/sections, similar to the restrictions in Denison Street:

- Woodlark Street (Both sides)
- Angelini Avenue (Both Sides between Padstow Street and Cook Street)

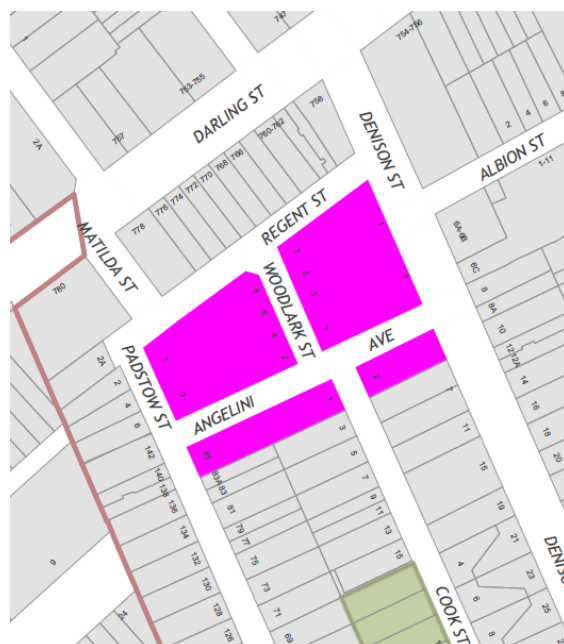
As shown on the following plan



Consultation

A letter outlining the above parking proposal was mailed out to the affected properties (15 properties) in Denison Street, Woodlark Street, Cook Street, Padstow Street and Foucart Street as indicated on the following plan, requesting residents' views regarding the proposal.

Excluding the petition, four responses were received, with three supporting the proposal and one objecting.



- Resident's Response:

I object to the petition. I am unaware of what problem we are actually aiming to solve with this rule change. I don't see anyone but residents park on the streets for any significant period of time over the weekend. The proposed extension will affect visitors on weekends who would have to move their cars every 2 hours. I understand some people want this change but is not representative of all other neighbours.

Officer's Comment:

The proposed changes only apply to a small section however there is not enough support to warrant the amendment.

Based on the results of the consultation, there is a lack of support with only 3 supporting against the 15 properties consulted. Therefore, it does not warrant any further consideration at this time and the existing '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' is to be retained.

Officers Recommendation:

That the proposed time and day extension to the existing resident parking restrictions of '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' on both sides of Angelini Avenue (west of Woodlark Street) and both sides of Woodlark Street, not be supported at this present time due to the less than 50% support from the consulted residents.

Discussion:

- A resident from Padstow Street addressed the Committee in objection to the recommendation and advised the following:

- Finding parking on weekends is very difficult as cars are left in the street for extended periods of time.
- Requested enforcement of the 2P restrictions during the week as there is a high level of noncompliance with the restrictions.

Committee Recommendation:

That

- a) The proposed time and day extension to the existing resident parking restrictions of '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1' on both sides of Angelini Avenue (west of Woodlark Street) and both sides of Woodlark Street, not be supported at this present time due to the less than 50% support from the consulted residents.
- b) Council's parking officers be requested to do additional patrols in Angelini Avenue and Woodlark Streets Rozelle.

9. PART C - TRAFFIC GENERATING DEVELOPMENTS

There are no matters to report.