



LOCAL TRAFFIC COMMITTEE MEETING AGENDA

3 March 2016

NOTICE OF MEETING OF LOCAL TRAFFIC COMMITTEE

NOTICE IS HEREBY GIVEN THAT A MEETING OF THE LOCAL TRAFFIC COMMITTEE WILL BE HELD ON THURSDAY 3rd OF MARCH 2016 COMMENCING AT 9:30AM IN THE COUNCIL CHAMBERS – LEICHHARDT TOWN HALL

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Appendix A	Minutes of the Local Traffic Committee meeting held on 4 th February 2016
Appendix B	GTA Report – Darley Road Netball Courts
Appendix C	Traffic Control Plan (TCP) - ANZAC Day Dawn Service 2016
Appendix D	Traffic Signal Plan - City West Link Road, Brenan Street and Catherine Street, Leichhardt
Appendix E	Detailed Plans for Pedestrian Crossing (Zebra Crossing) in Short Street and Wetherill Street

Acknowledgement of Country

Acknowledgement by Chairman:

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

1. Confirmation of Minutes

Confirmation of Minutes from the February 2016 Local Traffic Committee meeting held on the 4th February 2016 (refer to **Appendix A**).

Officer's Recommendation:

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

Committee Recommendation:

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1.1. Matters Arising from Minutes of Previous Meeting

Discussion:

-

Committee Recommendation:

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1.2. Council Resolution

Council at its Ordinary Meeting held on 23rd February 2016 considered the 3rd December 2015 Local Traffic Committee and the 4th February 2016 Local Traffic Committee recommendations and Council resolved the following:

C42/16

RESOLVED

BYRNE/ JOBLING

That Council adopt the minutes of the Local Traffic Committee meeting held on 3rd December 2015 with the exception of item 2.4 and item 2.6 which were previously adopted by Council in its ordinary meeting held on the 8th of December 2015 and subject to the following change to Item 2.11;

TR15/234**2.11 Traffic Calming – Alfred Street, Rozelle**

- a) That Council staff take further traffic counts and report back to Council in 3 months.
- b) That Council investigate other Traffic Calming and speed reduction measures to be reported back at the same time.
- c) That the report include information regarding the occasions that speed in Alfred Street, Rozelle has been considered by the Traffic Committee

C43/16**RESOLVED****BYRNE/ JOBLING**

That Council adopt the minutes of the Local Traffic Committee meeting held on 4th February 2016 subject to the following change to Item 2.5;

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

That this Item be deferred pending confirmation about the date of registration of the strata scheme, with representatives of the strata management to be consulted. The information to be reported back to the March policy meeting and residents to be notified

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

PART A – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

2. Reports

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

Precinct: Leichhardt	Ward: Eora Leichhardt-Lilyfield
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Background

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

Council has investigated possible opportunities to enhance parking availability. It is proposed to implement '90° Angle Parking, Rear to Kerb, Vehicles Under 6m Only' parking on the western (Reserve) side of Darley Road between Foster Street and Daniel Street. The angle parking proposal will increase the existing on-street parking spaces on the Reserve side of Darley Road by approximately ten (10) spaces increasing the parking supply on the western side of Darley Road to 30 spaces (26 spaces along the Light Rail Corridor and 4 spaces fronting the Shields Playground). This will be supplemented by '2P 8am-8pm; Mon-Fri' parking restrictions to improve parking turnover for the full length from Daniel Street to Foster Street, including the parallel parking spaces.

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

Analysis

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

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

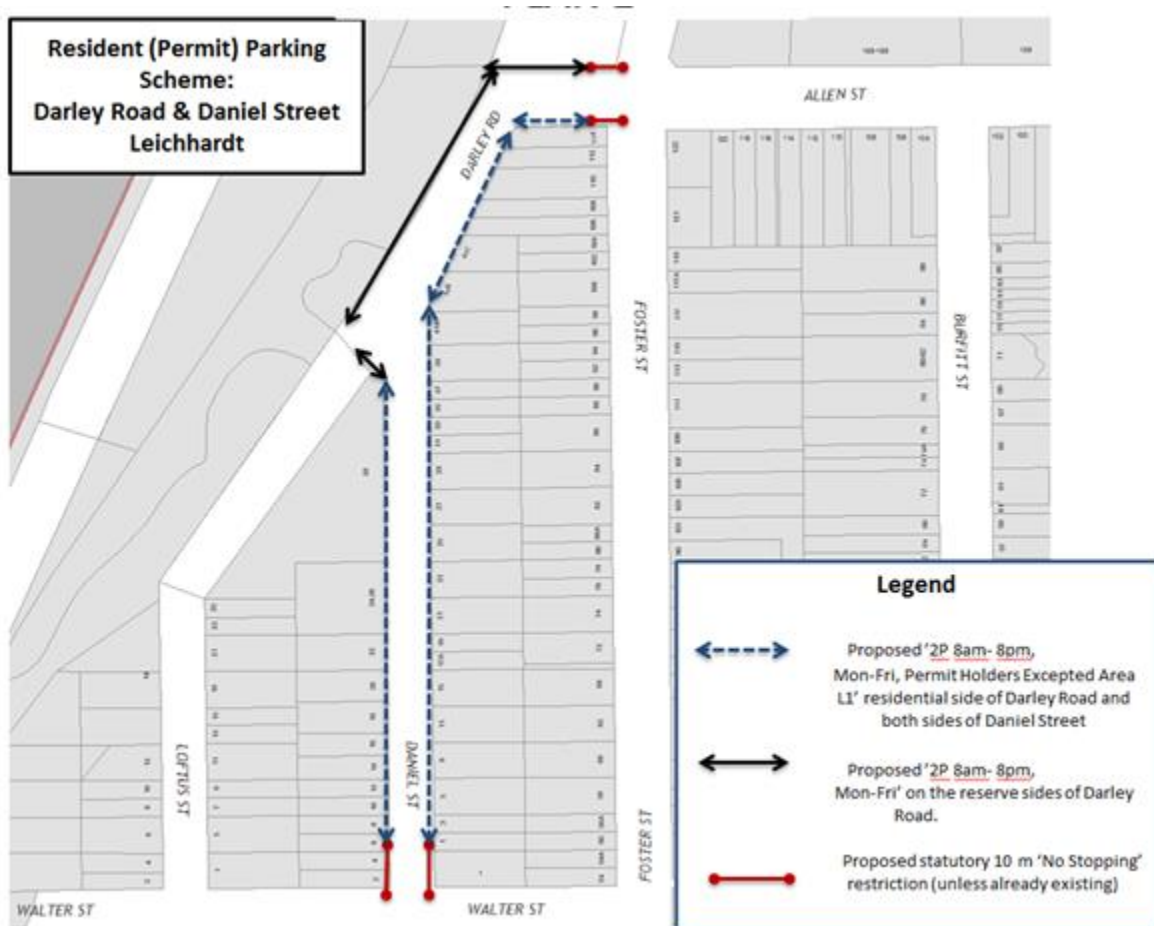
Proposal

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



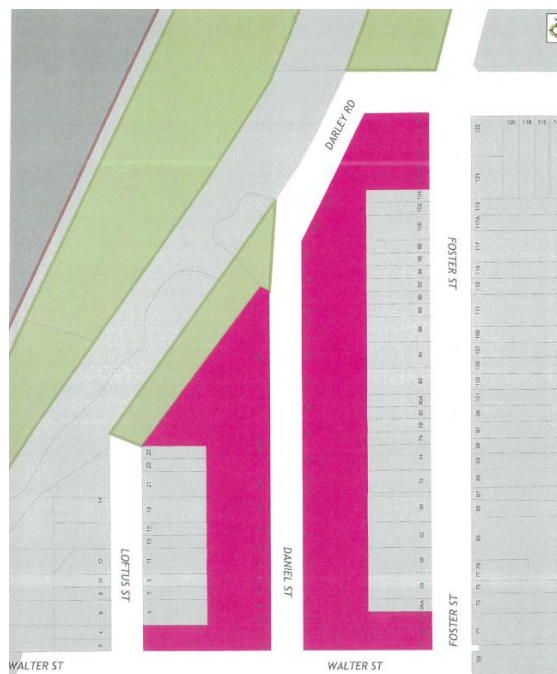
Considering various parking demands in the area and in order to further improve residential amenities in Darley Road and Daniel Street, the following RPS proposal has also been prepared as follows:

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



Consultation

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



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

Traffic and Parking Impact of Proposal

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

Officer's Recommendation:

- a) That 17 '90⁰ Angle Parking, Rear to Kerb, Vehicles Under 6m Only' parking be implemented on the western (Reserve) side of Darley Road.
- b) That '2P 8am-8pm; Mon-Fri' parking restrictions be installed on the western (reserve side) of Darley Road for the full length between Daniel Street and Foster Street .
- c) That the results of the community consultation for the proposed '2P, 8am-8pm, Mon-Fri, Permit Holders Excepted, Authorised Area L1' restrictions outside residential properties in Darley Road (between Foster Street & Daniel Street) and Daniel Street, Leichhardt be discussed at the meeting.

Discussion:

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Committee Recommendation:

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

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

The details of the event are as follows:

Day: Monday, 25th April 2016

Commemorative Service: 6.00am – 7.00am

Venue: Loyalty Square, Balmain (outside Woolworths)

Road Closures

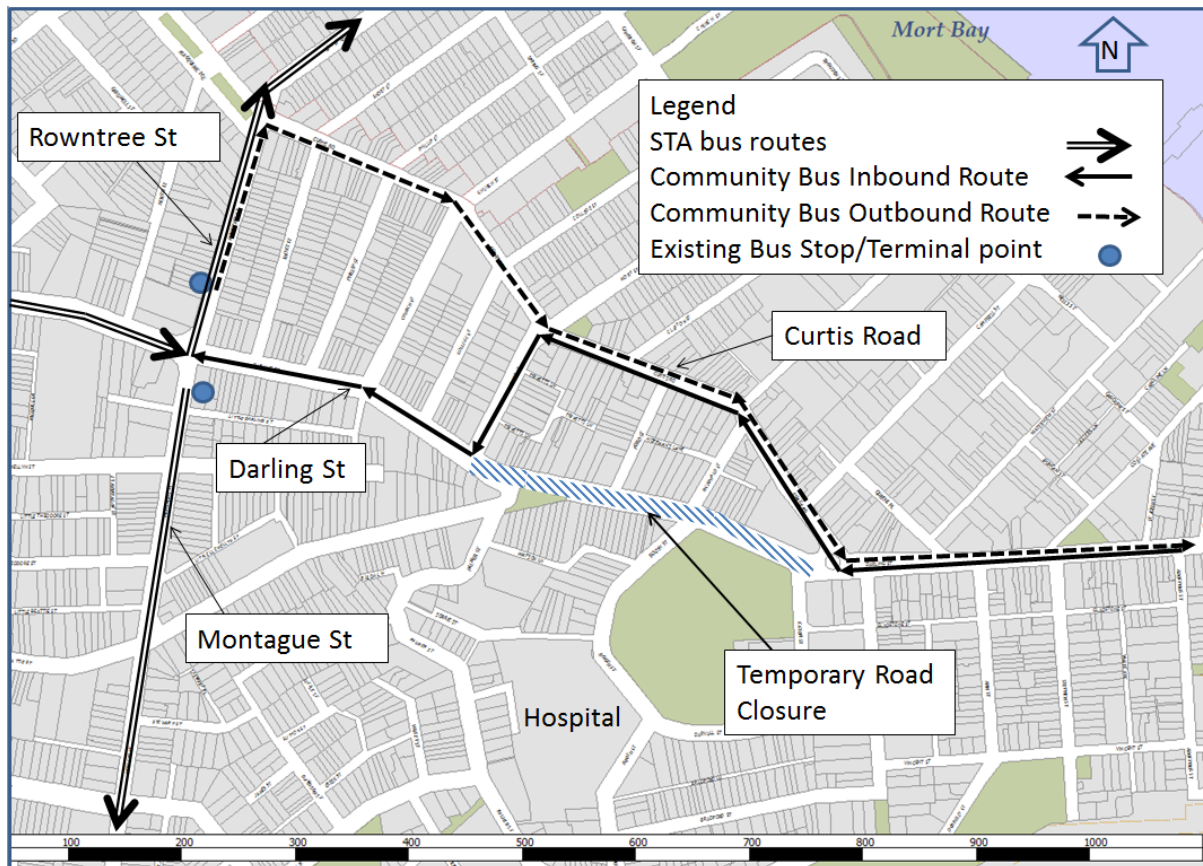
To facilitate the event, it is proposed to close Darling Street between Mort Street/Beattie Street and Curtis Road (approximately 260m) between 3.00am and 9.30am. This road closure will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on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

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

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

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

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



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

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

Notification

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

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

Other Events/Road Closures in the vicinity

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

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

Officers Recommendation:

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

for approval prior to advertising. The advertisements shall be placed in the local newspapers 7 days before the event.

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

Discussion:

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Committee Recommendation:

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

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

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

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

Proposal

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



Consultation:

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

Officers Recommendation:

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

Discussion:

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Committee Recommendation:

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

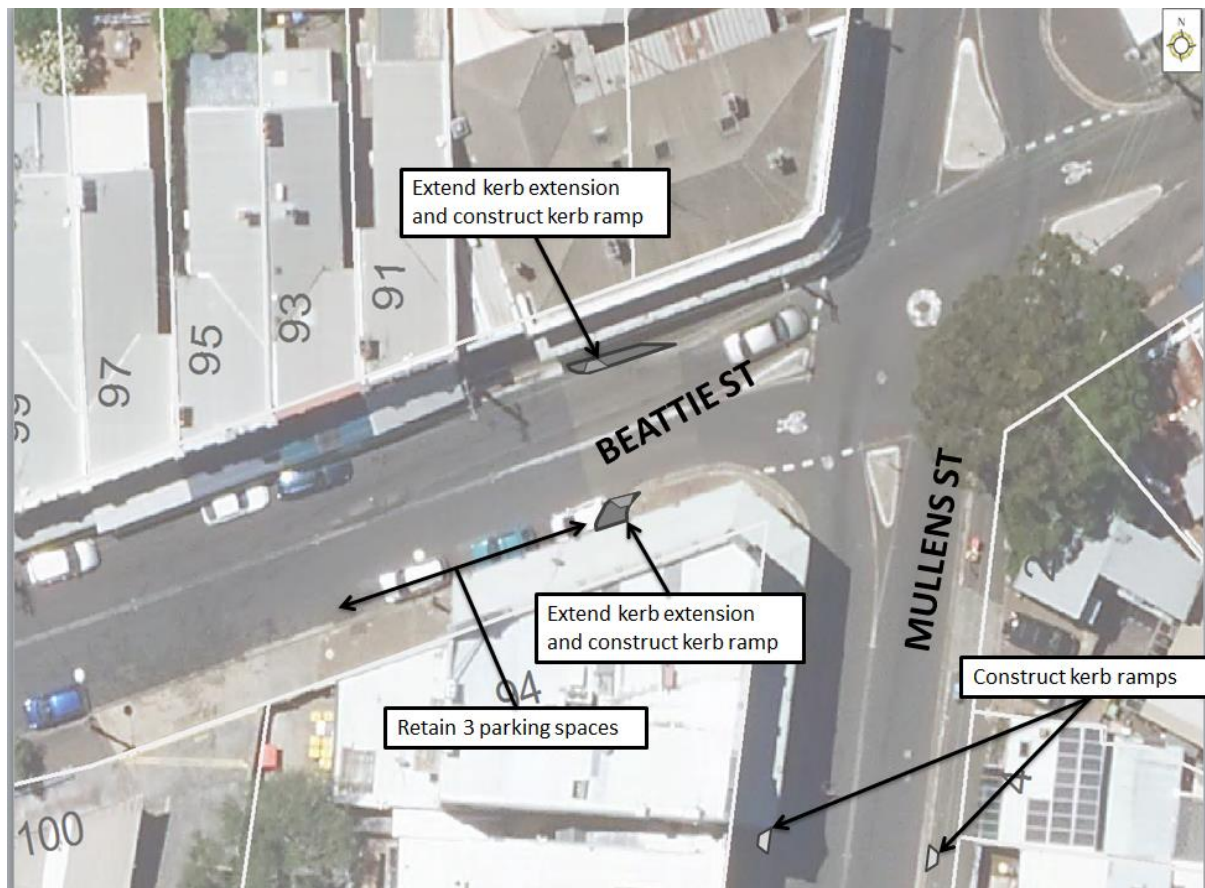
<i>Precinct: Balmain, Rozelle/White Bay</i>	<i>Ward: Birrabirragal / Balmain</i>
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Background

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

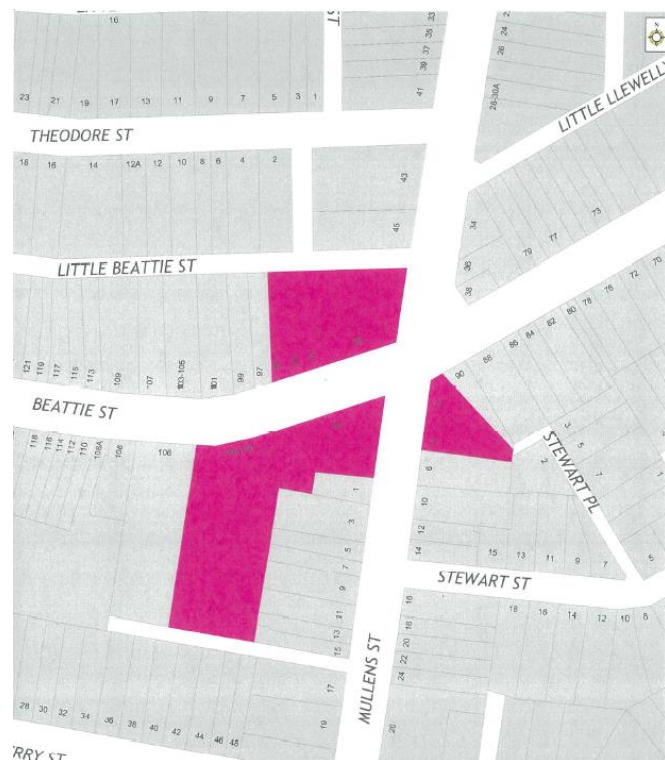
- Lengthening the kerb extension on both the northern side and southern side of Beattie Street, west of Mullens Street to reduce the road width and provide a safe crossing point for pedestrians including kerb ramps.
- Installing kerb ramps on Mullens Street, south of Beattie Street to provide a safe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

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



Consultation

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



Officer's Recommendation:

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

Discussion:

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

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

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

Proposal

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

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

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

Officer's Recommendation:

That the report be received and noted.

Discussion:

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Committee Recommendation:

2.6 Flood Street, Leichhardt – Modification of Bus Zone

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

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

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

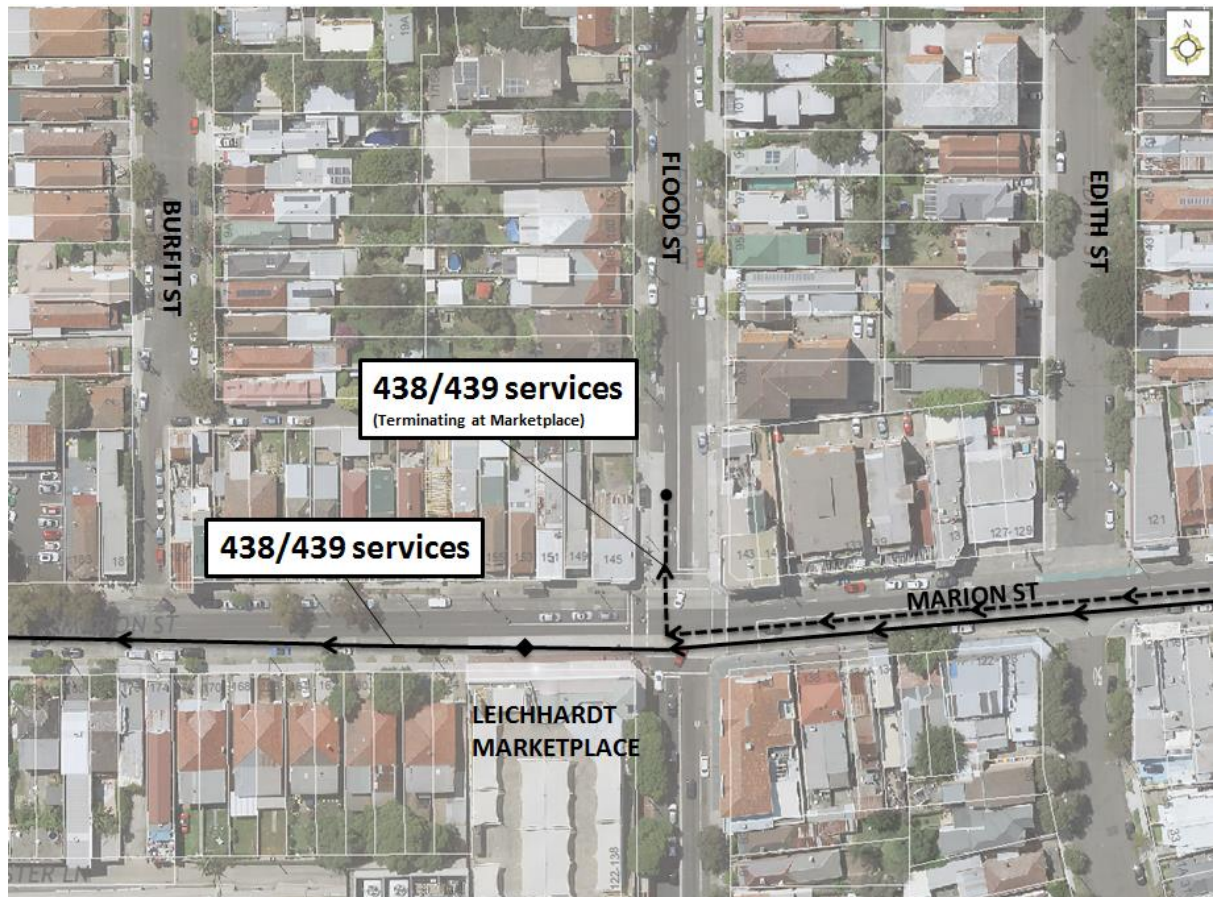
Buses often reach full capacity early on these routes and are unable to pick up additional passengers who want to travel to Mortlake and Abbotsford due to the number of passengers wanting to travel to Leichhardt Marketplace.

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

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

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

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



Proposal

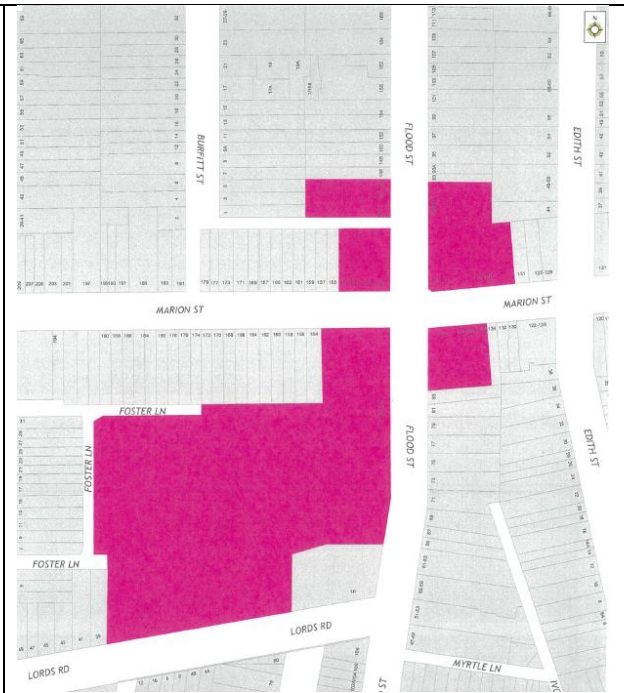
Therefore, it is proposed that the existing restrictions at the bus stop on the western side of Flood Street, immediately north of Marion Street (stop number 204033) be modified to:

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

Consultation

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

No responses were received



Officer's Recommendation:

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

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

Discussion:

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Committee Recommendation:

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

Precinct: Rozelle/Lilyfield

Ward: Gadigal Annandale-Leichhardt

Background

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

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

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

Proposal

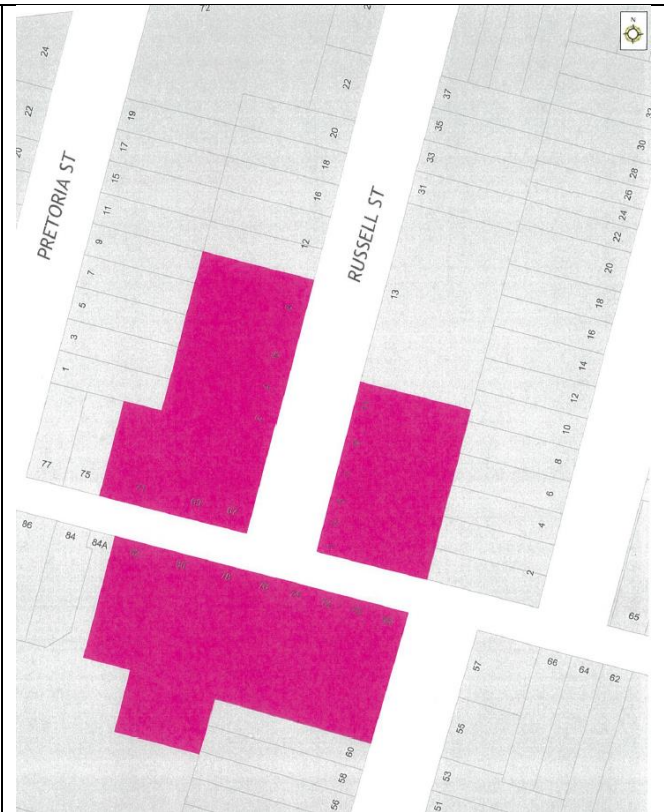
In order to alleviate this issue, it is proposed to signpost 10m 'No Stopping' zones as shown on the plan below.



Consultation

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

One response was received supporting the proposal.

**Officer's Recommendation:**

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

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

Discussion:

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Committee Recommendation:

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

Precinct: Leichhardt	Ward: Eora Leichhardt-Lilyfield
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Background

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

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

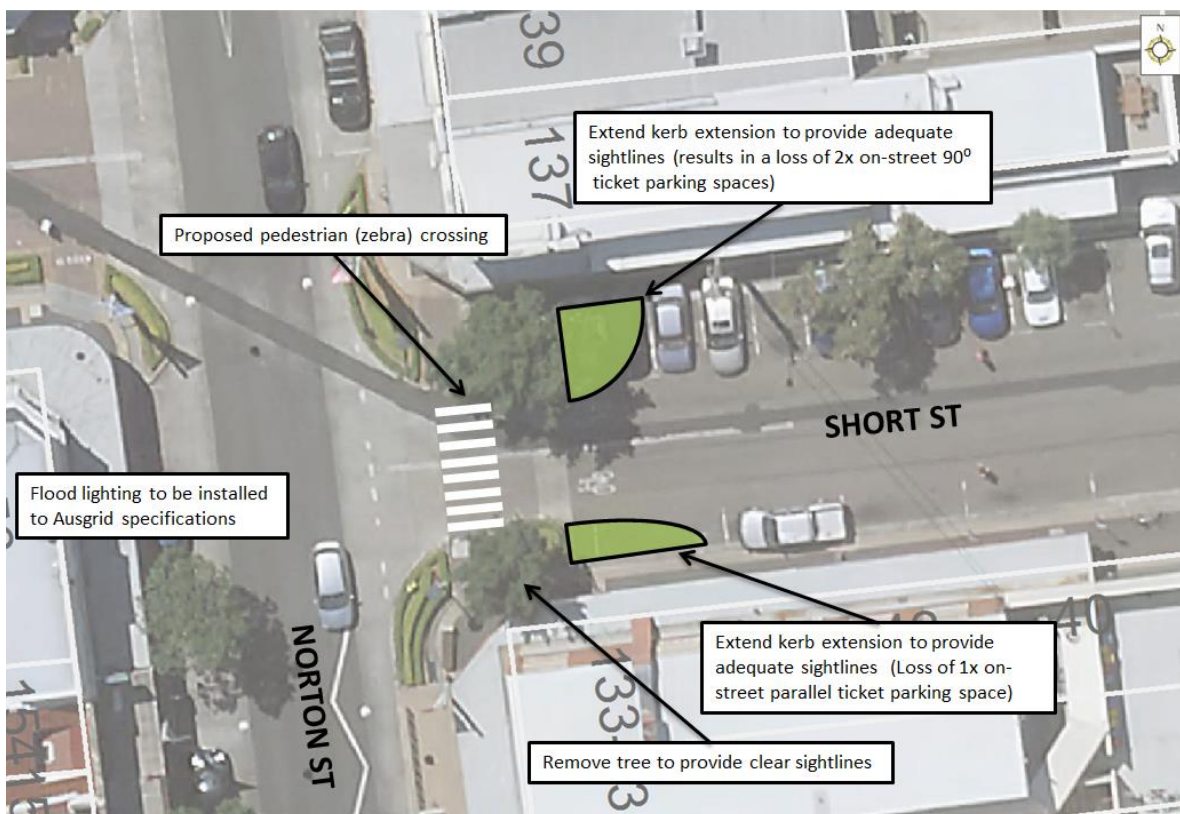
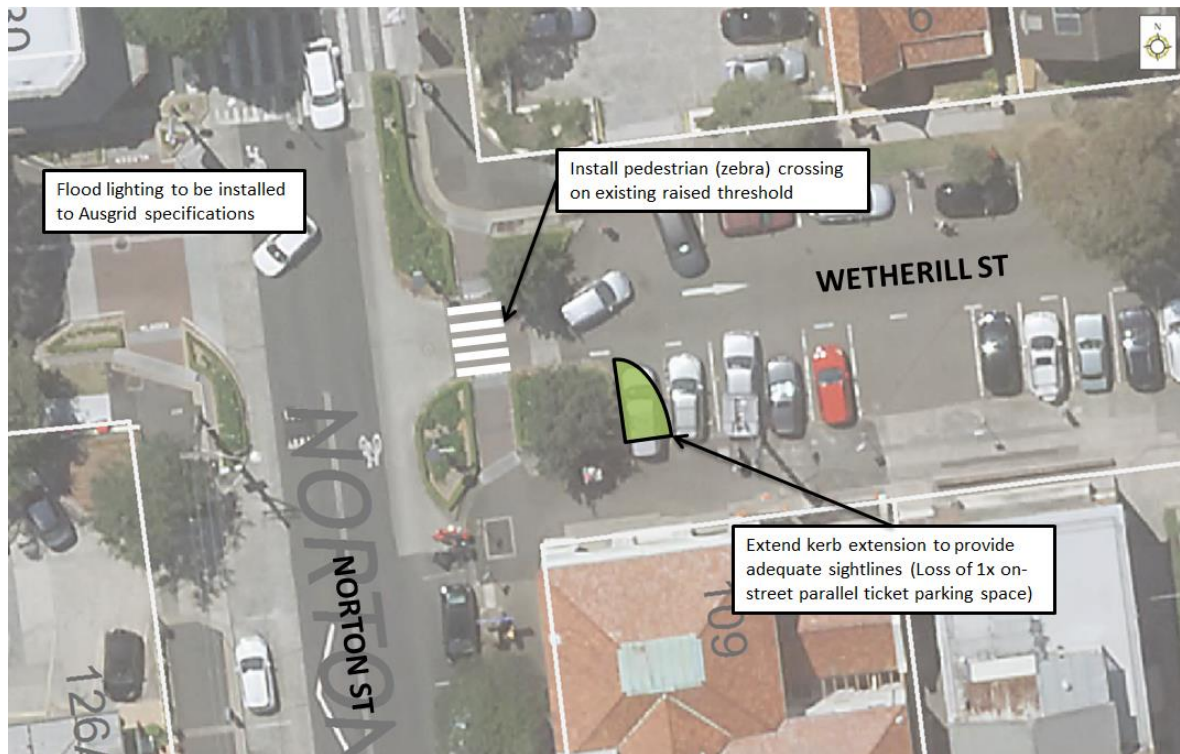
The NSW Government has provided funding for the installation of raised pedestrian (zebra) crossings across Wetherill Street and Short Street at Norton Street, in partnership with Council, as part of the Walking Communities Program to build pedestrian facilities and plan pedestrian networks.

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

Proposal

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

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

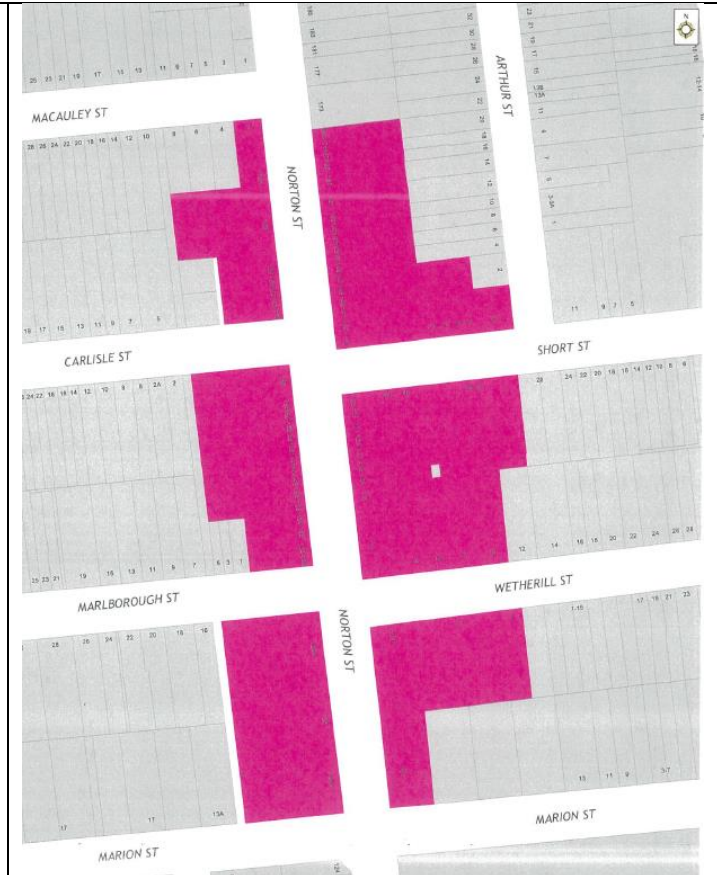


It should be noted that in order to comply with RMS requirements for 'No Stopping' at pedestrian crossings, there will be a loss of one parking space in Wetherill Street and three spaces in Short Street.

Consultation

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

One response was received supporting the proposal.



Officer's Recommendation:

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

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

Discussion:

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Committee Recommendation:

3. Status Reports

There are no matters to report.

4 Minor Traffic Facilities

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

Council Ref: DWS 3037476

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

Officer's recommendation

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

Discussion:

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Committee Recommendation:

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

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

Officer's recommendation

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

Discussion:

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Committee Recommendation:

5 Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

6 Items Without Notice

Discussion:

7 Next Meeting of the Leichhardt Local Traffic Committee

Officer's Recommendation:

That the next meeting of the Leichhardt Local Traffic Committee be scheduled for Thursday, 7th April 2016.

8 Part B – Informal Items

8.1 High Street, Balmain - Resident Parking Scheme

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

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

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

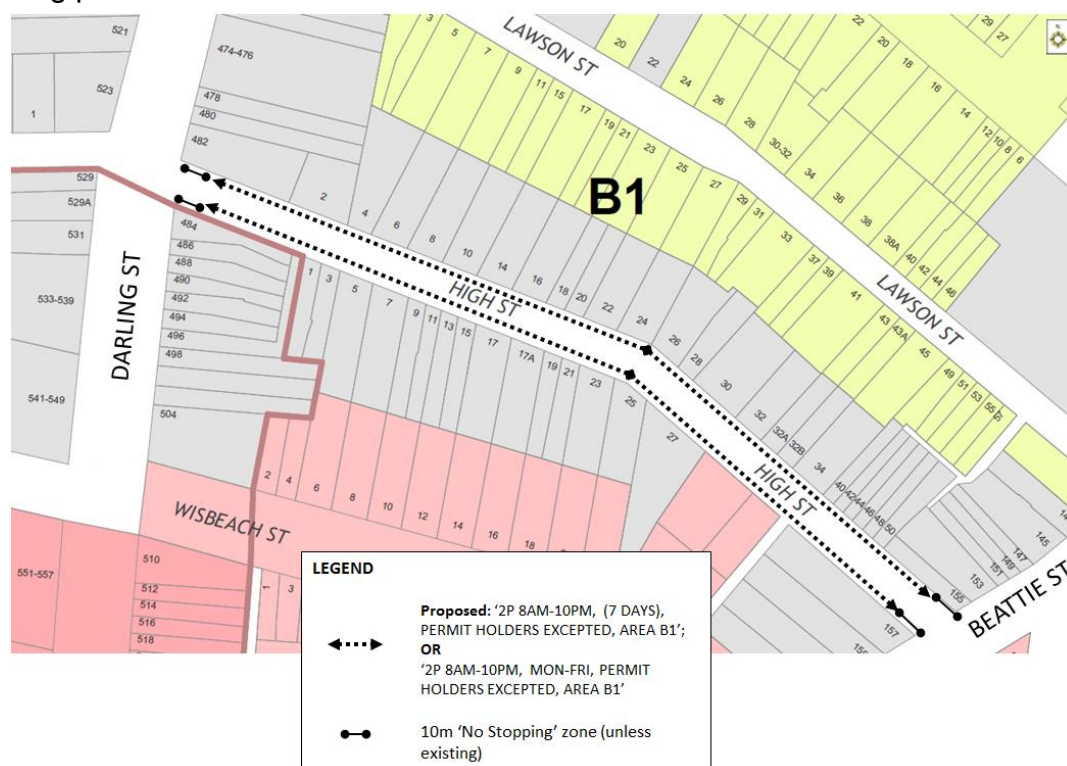
Therefore, there is a considerable high parking demand from residents, employees and customers.

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

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

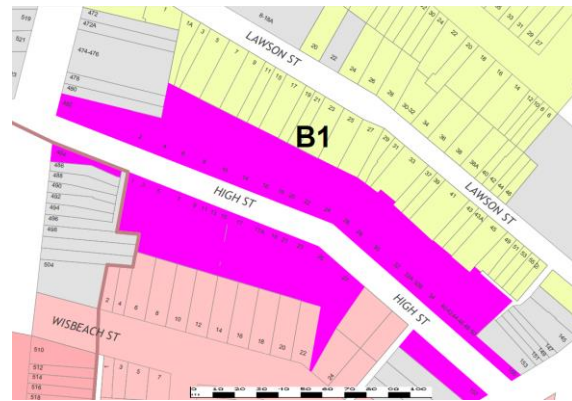
Proposal

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



Consultation

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



Analysis

Consultation survey results are summarised as follows:

Both Sides of High Street

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

Northern (even) side of High Street

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

Southern (odd) side of High Street

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

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

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

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

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

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

Officer's Comment:

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

- Resident's Response:
I do not believe that commuters are parking in High Street. This is proven by the fact that after 8.30am on weekdays there is ample available on-street parking spaces. Space availability becomes more challenging in the evenings and weekends which I believe is due to residents parking. I also feel that the parking permitting rules unfairly penalises those with off-street parking. To purchase a property with off-street parking comes at a significant premium particularly in Balmain. Those with off-street parking should be given the same number of permits as those without off-street parking as we may want to use our garage for other purposes, e.g. storage, playroom for children, etc.

Officer's Comment:

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

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

- Resident's Responses (3 similar):
I think Saturday & Sundays are the worst days for finding on-street parking on High Street, I believe this is due to the Church and the hairdresser located on

the corner at Darling Street which attracts more traffic on the weekends. Therefore a 7 Day RPS is preferable.

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

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

- Business's Response:

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

off-street parking are aware of the limited parking in High Street and is unfair that they demand parking be made available to them now.

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

Officer's Comment:

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

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

- Resident's Response:
It would be sensible if High Street was zoned in the same parking area as Wisbeach Street.

Officer's Comment:

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

Officers Recommendation:

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

Discussion:

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Committee Recommendation:

8.2 Mansfield Street, Rozelle – Resident Parking Scheme

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

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

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

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

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

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

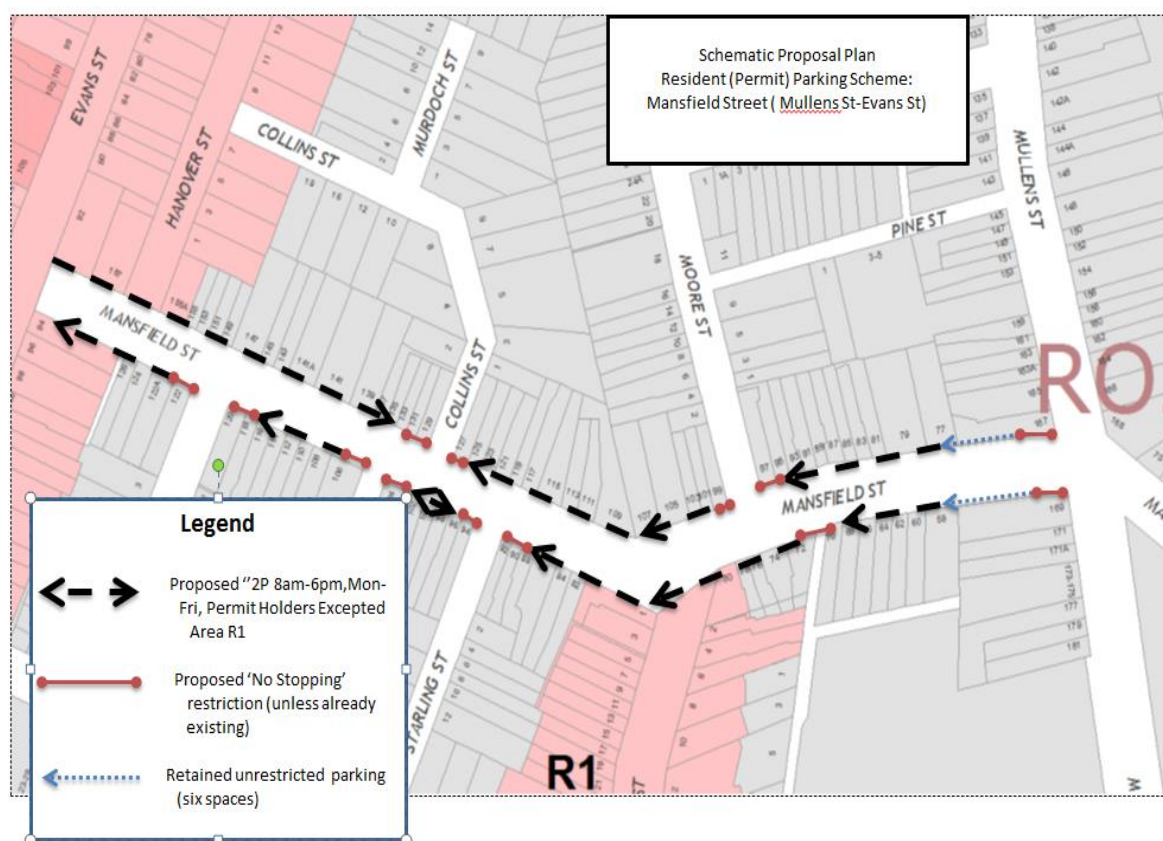


Recent occupancy surveys undertaken in Mansfield Street, between Mullens Street and Evans Street have indicated high parking occupancy levels (85% or over). All the surrounding streets surveyed as part of this parking study currently have occupancy levels below 85% and as such do not warrant any further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

Proposal

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

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



Consultation

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



Consultation survey result is summarised below:

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

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

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

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

- **Resident's Response:**
Residents who have off street parking, driveway having removed street parking spaces, should not be provided with on street parking.

Officer's Comment:

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

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

Officers Recommendation:

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

Discussion:

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Committee Recommendation:

8.3 Davies Street, Leichhardt – Angle Parking Restrictions*Precinct: Leichhardt**Ward: Eora Leichhardt-Lilyfield***Background**

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

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

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

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

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

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

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

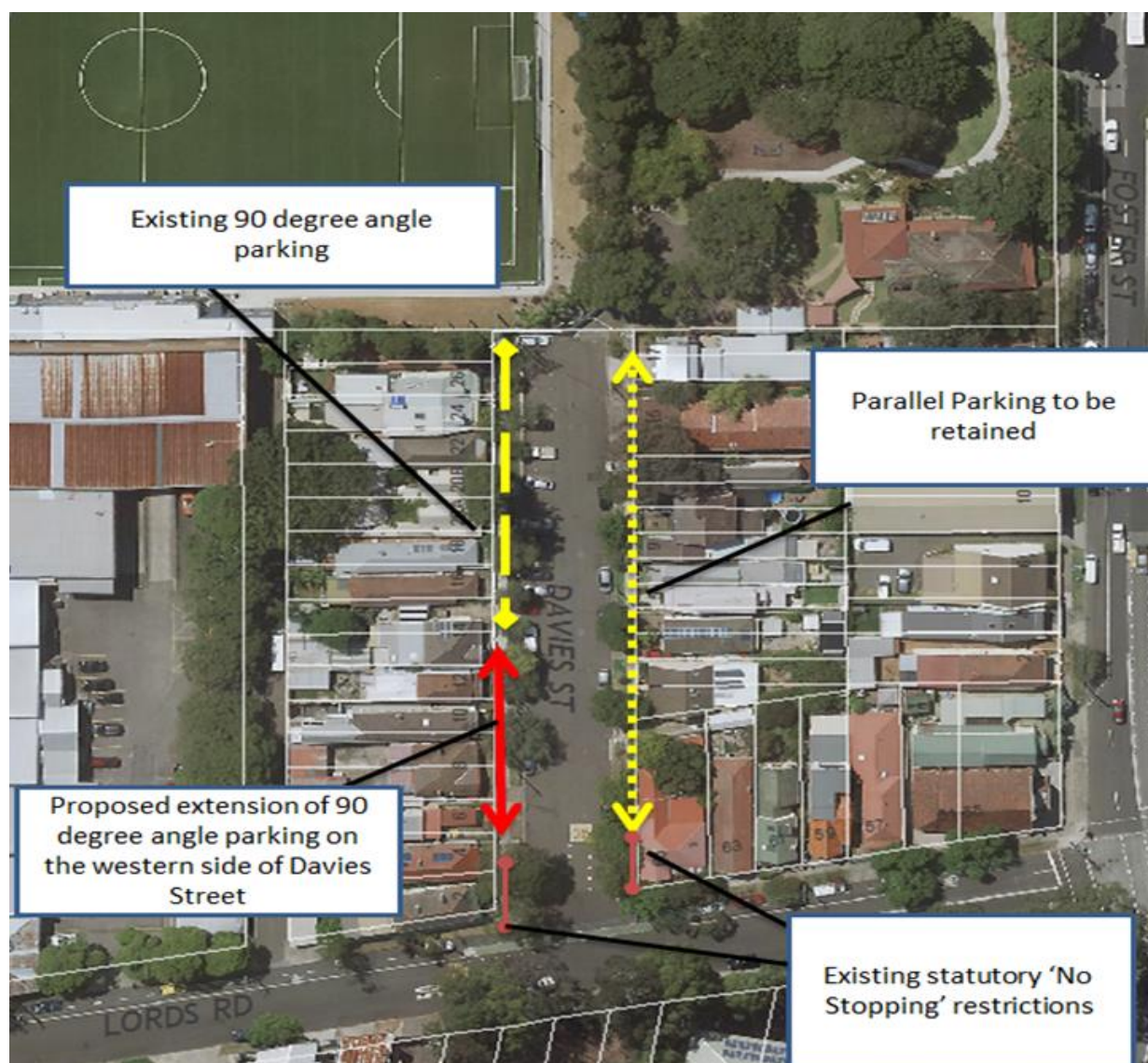
Analysis

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

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

Proposal

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



Consultation

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



Consultation survey result is summarised below:

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

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

Based on the above results, the proposed extension of 90⁰ angle parking restrictions for Davies Street did not received 50% support from the residents of Davies Street, Leichhardt.

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

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

Officer's Comment:

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

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

Officer's Comment:

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

Officer's Recommendation:

- a) That the proposed '90⁰ Angle Parking, Rear to Kerb, Vehicles Under 6m Only' restrictions on the west side of Davies Street, Leichhardt not be supported due to insufficient support from residents at the present time.
- b) That the surveyed residents be advised of the Committee's recommendation.

Discussion:

- **Committee Recommendation:**

9. PART C - TRAFFIC GENERATING DEVELOPMENTS

There are no matters to report.

Attachments

Appendix A

Minutes of the Local Traffic
Committee meeting held on 4th
February 2016

REPORT FROM COMMITTEE

DIVISION: INFRASTRUCTURE & SERVICE DELIVERY

MEETING: MINUTES OF LOCAL TRAFFIC COMMITTEE

MEETING DATE: 4 FEBRUARY 2016

FILE REF: F97/00809

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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 Pyrmont Bridge Road (State Road).
 - b) That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Gehrig Lane, Camperdown.
 - c) The occupation of the road carriageway must not occur until the road has been physically closed.
 - d) That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event.

- e) That the approved Traffic Control Plan (TCP) be implemented by Council including RMS accredited traffic controllers.
 - f) That the Fire Brigade (Glebe) be notified of the intended closure.
 - g) That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at the appropriate locations:
 - a. Barrier Boards (Barricades)
 - b. 'Road Closed' (T2-4) signs
 - c. 'Road Closed Ahead' (T2-Q02A)
 - d. 'On Side Road' (TC-1325)
 - h) That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Noise Control Act.
 - i) That a copy of the Council approval be available on site for inspection by relevant authorities.
 - j) That the applicant complies with any reasonable directive from Council Officers and NSW Police.
- 2) That the applicant be advised of the Committee' 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

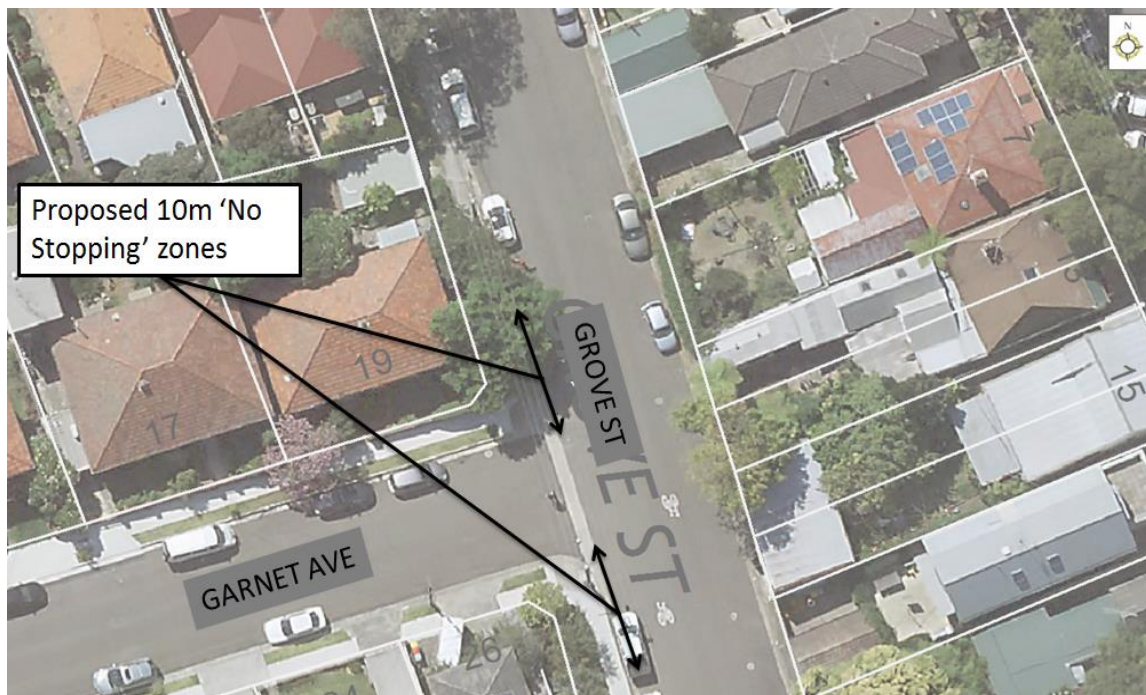
<i>Precinct: Leichhardt</i>	<i>Ward: Wangal Rozelle-Lilyfield</i>
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Background

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

Proposal

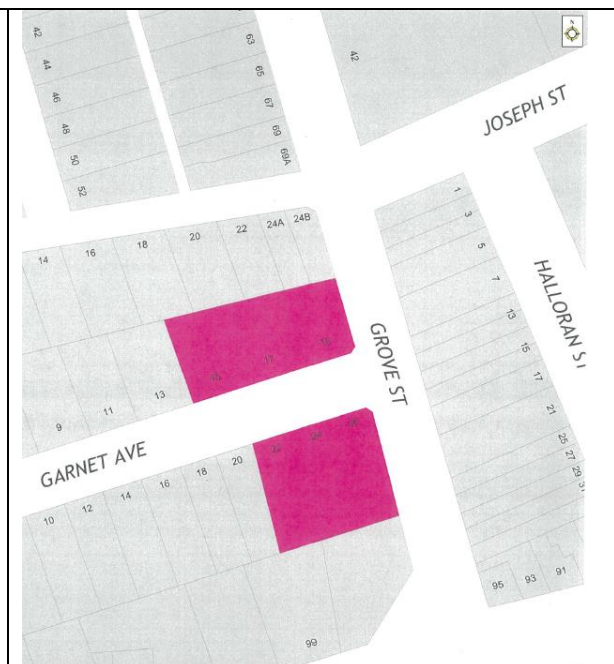
In order to alleviate this issue it is proposed to signpost the 10m ‘No Stopping’ zones as shown on the plan below.



Consultation

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

No responses were received.



Officer's Recommendation:

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

Discussion:

- The Committee supported the officer's recommendation.

Committee Recommendation: (unanimous support):

- That 10m 'No Stopping' zones be provided on the western side of Grove Street, north and south of Garnet Avenue, Lilyfield.
- 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

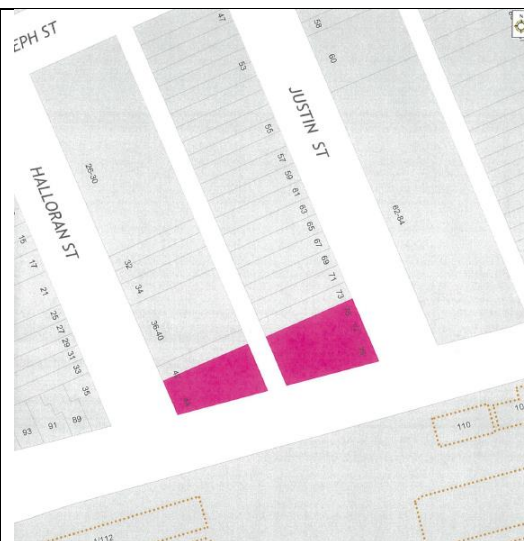
In order to alleviate this issue it is proposed to signpost the 10m 'No Stopping' zones as shown on the plan below.



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>
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Background

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

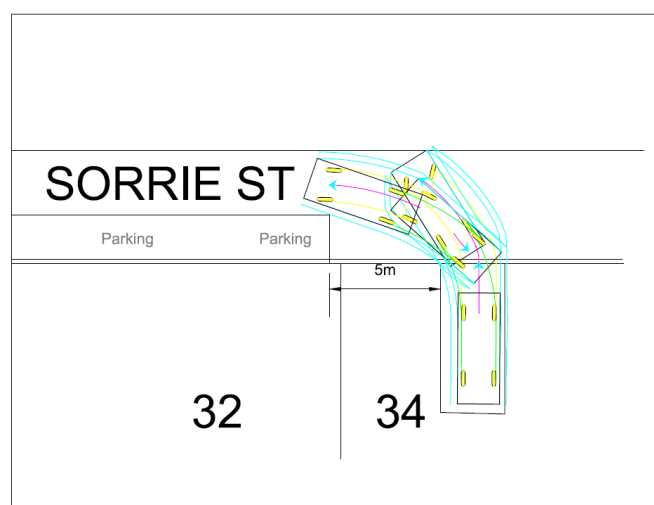
Sorrie Street is one way westbound from Booth Street to Palmer Street.

Proposal

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



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



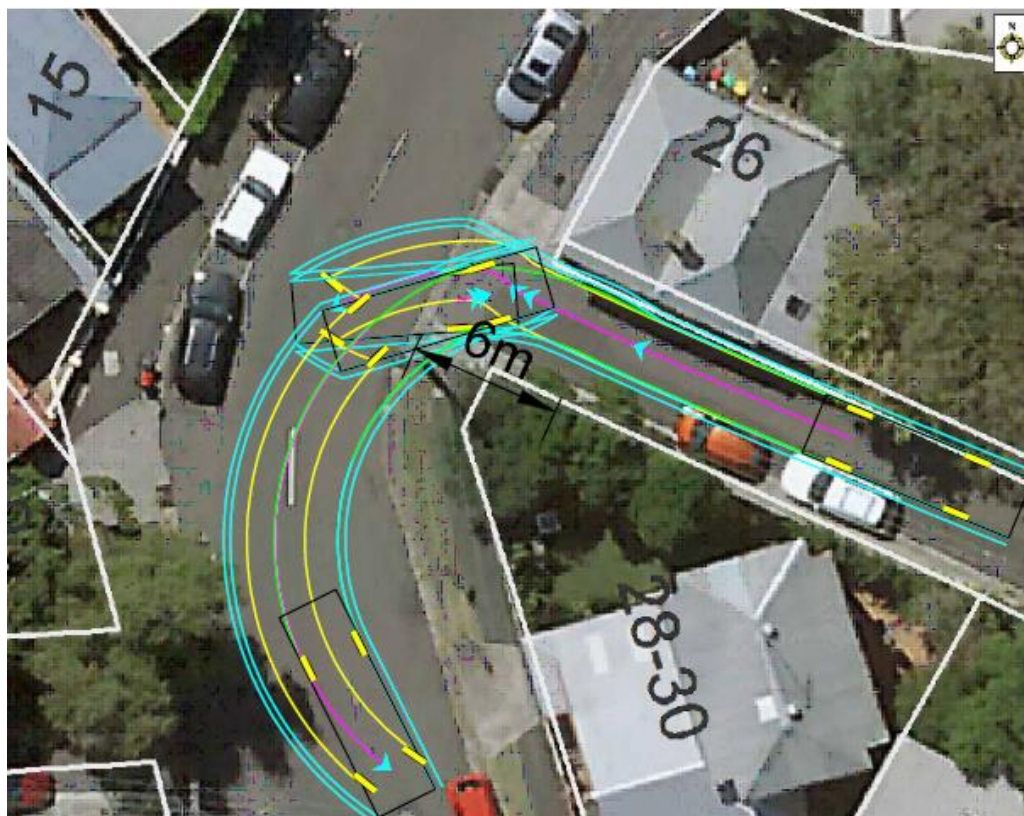
Risk Analysis

Risk Analysis – Reduction in 'No Stopping' zone to 6m in Sorrie Street at Palmer Street

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

Criteria	Yes	No	Comment
Detailed plan to scale, include key elements like:			See swept path diagram for medium rigid vehicle below

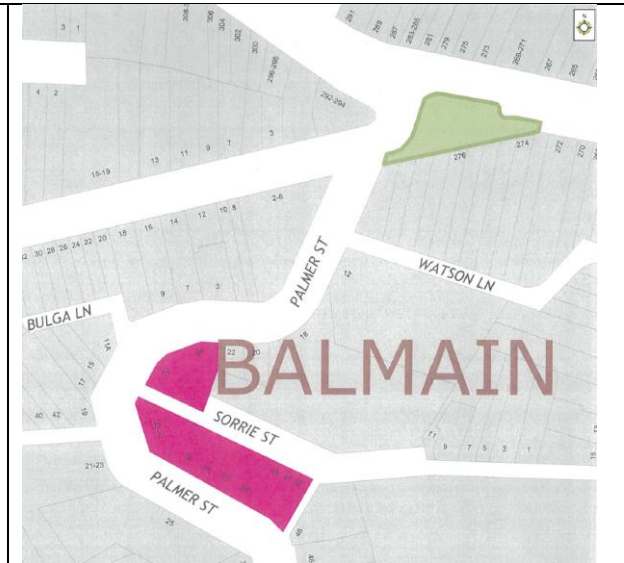
Criteria	Yes	No	Comment
<ul style="list-style-type: none"> Kerb and gutter Linemarking Existing property line Footpath width Existing kerbside parking 			
Crossing Sight Distance (CSD)		Not affected	CSD depends on crossing length, walking speed and 85 th ile speed. The proposal does not impact on those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

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

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

Proposal

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



Officer's Recommendation:

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

Discussion:

- 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.

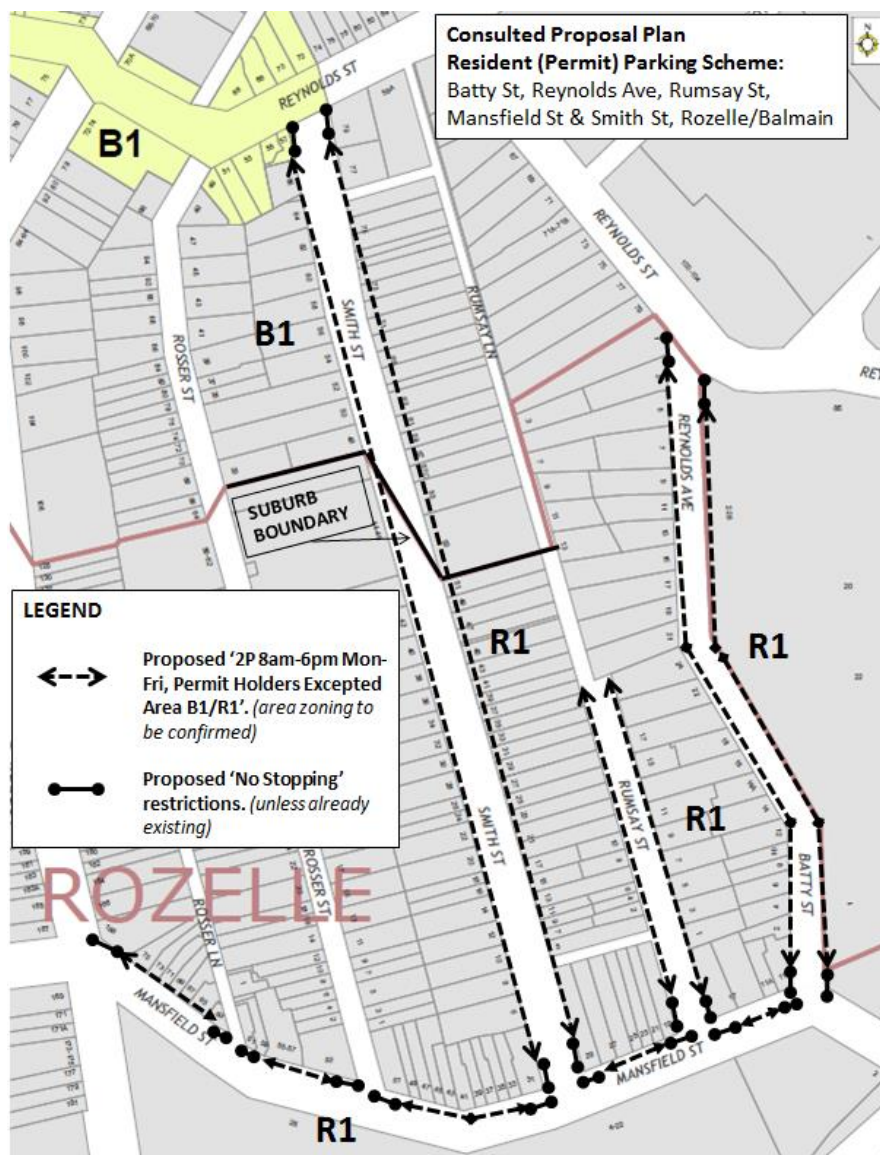
The nature of mixed land uses in the area and being within 500m of the bus services on Victoria Road (prior to Anzac Bridge), there is a considerable parking demand generated from residents, commuters, employees and customers.

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

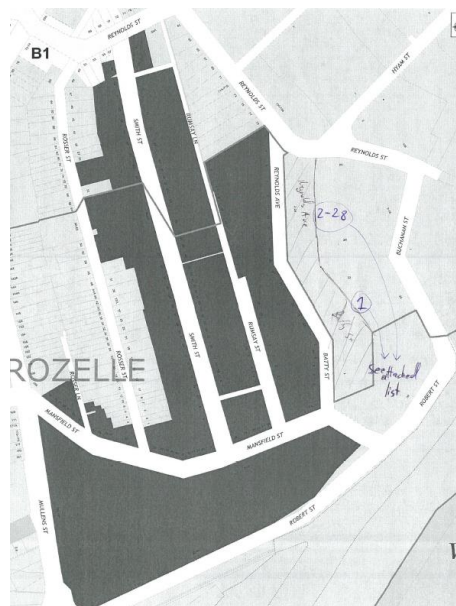
Council officers undertook parking occupancy surveys in Smith Street, Mansfield Street, Batty Street and also nearby streets and the results indicated that only some streets experience high occupancy levels. As the introduction of Resident Parking restrictions in one street could cause parking impacts 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):
 - 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.
 - That the residential parking scheme be extended to 2P 8am to 10pm, Mon – Sun. The proposed streets are all within close vicinity to commercial business that operate on the weekends including two popular hotels - The

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

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

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

Officer's Comment:

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

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

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

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

- Residents' Response (3 similar responses):

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

Officer's Comment:

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

- Residents' Response (2 similar responses):

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

Officer's Comment:

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

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

- Resident's Response:

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

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

Mansfield Street:

- Business's Response:

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

Officer's Comment:

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

- Residents' Response (3 similar responses):

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

Officer's Comment:

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

- Resident's Response:

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

Officer's Comment:

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

Smith Street

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

Officer's Comment:

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

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

Officer's Comment:

A parking permit may be issued subject to an inspection by a Council officer of the garage/off-street parking facility to determine whether the garage can be used.

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

Officer's Comment:

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

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

Officer's Comment:

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

- **ISM School's Response:**

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

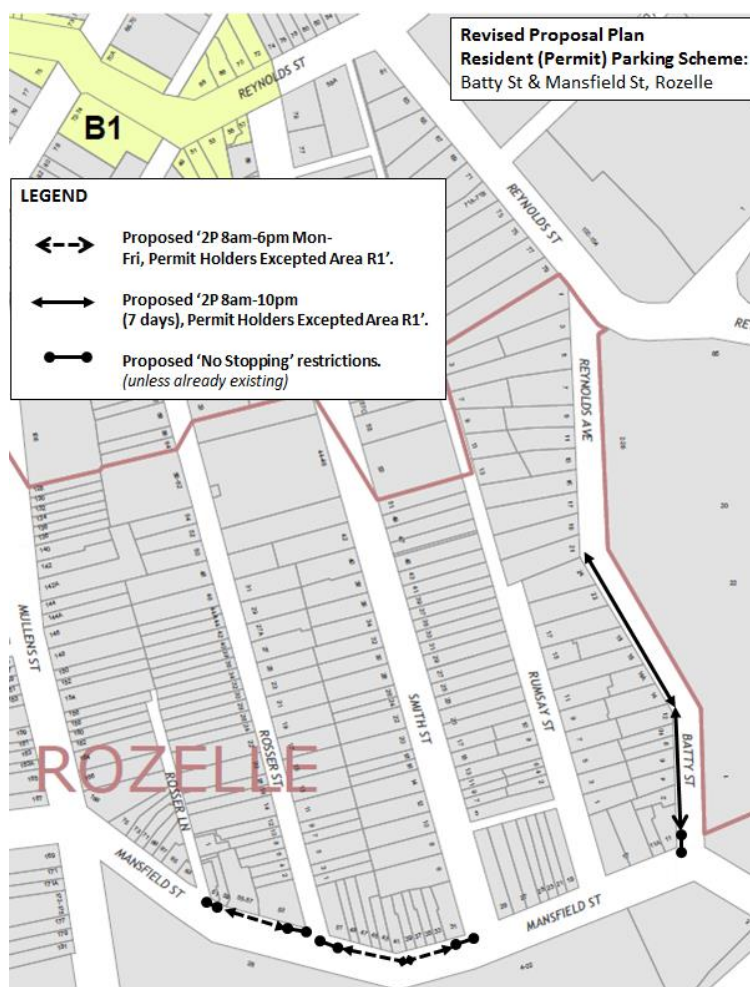
Officer's Comment:

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

Revised Proposal

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

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



Officers Recommendation:

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

Discussion:

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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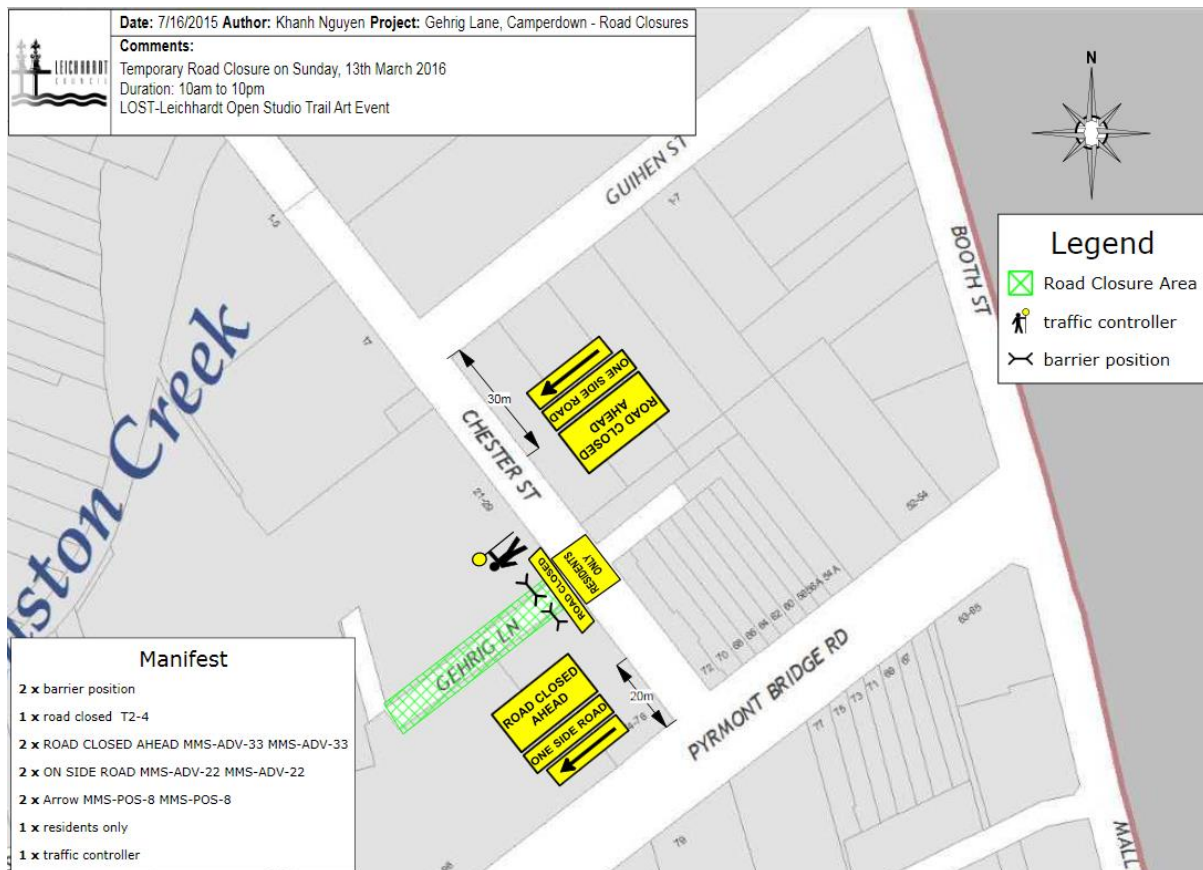
Background

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's 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 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:
 - i. Barrier Boards (Barricades)
 - j. 'Road Closed' (T2-4) signs
 - k. 'Road Closed Ahead' (T2-Q02A)
 - 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's recommendation.

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

Precinct: Lilyfield-Rozelle

Ward: Wangal

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.

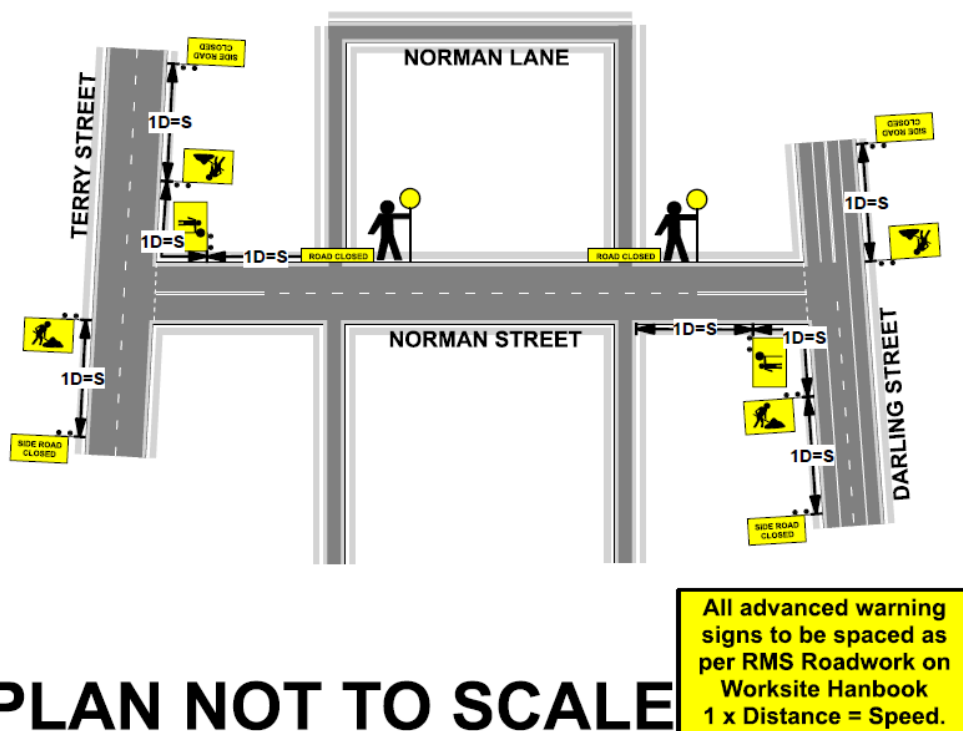
On each day there will be 3 times that the audience will be led through the lane way at 12.45pm, 3.45pm and 6.45pm, for approx. 20 minutes each time. In between these times, residents will be able to access their garages if required, and traffic control will be in place to guide this.

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:

Legend	
	road closed T2-4
	sign single
	traffic controller ahead symbolic day (yellow) T1-200-2*
	T1-32 side road closed T1-32
	workers ahead symbolic day T1-5-2 *
	traffic controller



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's 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.

Appendix B

GTA Report – Darley Road Netball
Courts

Reference: #16S1442000

26 February 2016

Leichhardt Municipal Council
7-15 Wetherill Street
LEICHHARDT NSW 2040

Attention: Mr. Jason Scoufis (Traffic Team Leader – Infrastructure Delivery)

Dear Jason

RE: SHIELDS PLAYGROUND, DARLEY ROAD, LEICHHARDT – NETBALL COURTS

Background & Proposal

A new netball court facility and associated amenities are proposed within the Shields Playground in Leichhardt. The proposal includes three (3) netball courts located within the existing open space on the eastern side of the Dulwich Hill Line light rail adjacent to the Hawthorne light rail stop.

It is understood that the courts are to be used for weekday training only, typically between 4:00pm – 9:00pm.

The proposal also includes the reconfiguration of parallel on-street car parking spaces to 90° spaces on Darley Road between Foster Street and Daniel Street (net increase of 10 car spaces) and the implementation of 2-hour car parking restrictions (2P 8am-8pm Mon-Fri). The proposed car parking restrictions are to support the proposed netball courts by ensuring that parking adjacent to the Shields Playground and the railway corridor (non-residential frontage) is available during weekday evening periods, and to provide parking for Shields Playground users during the day.

GTA was engaged by Leichhardt Municipal Council in February 2016 to undertake a car parking and traffic assessment of the development proposal. The following sets out this assessment.

The development proposal is illustrated in Figure 1 and the proposed car parking modifications are shown in Figure 2.

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

Level 25, 55 Collins Street
MELBOURNE VIC 3000
PO Box 24055
MELBOURNE VIC 3000
t// +613 9851 9600

www.gta.com.au

Figure 1: Shields Playground – Netball Court Proposal

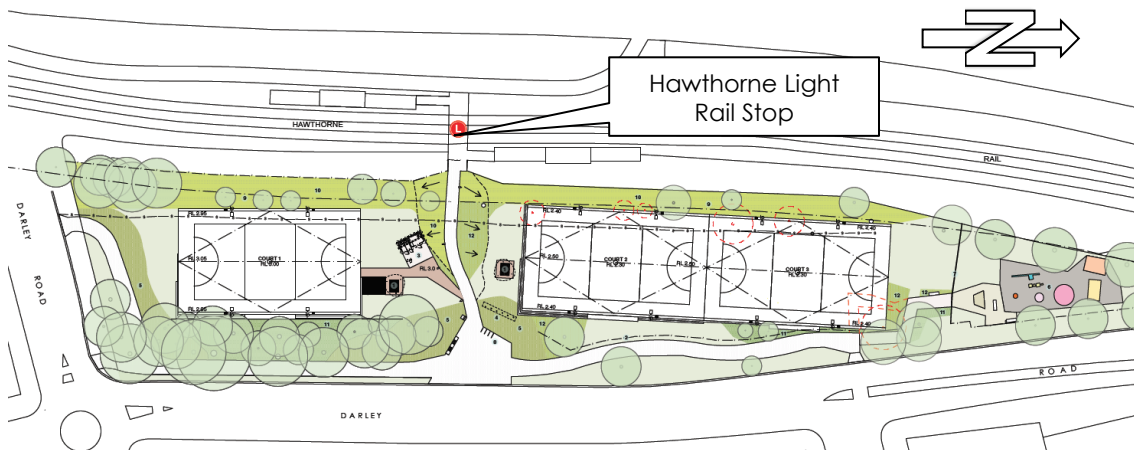


Figure 2: Proposed Car Parking Amendments (immediately south of Shields Playground)

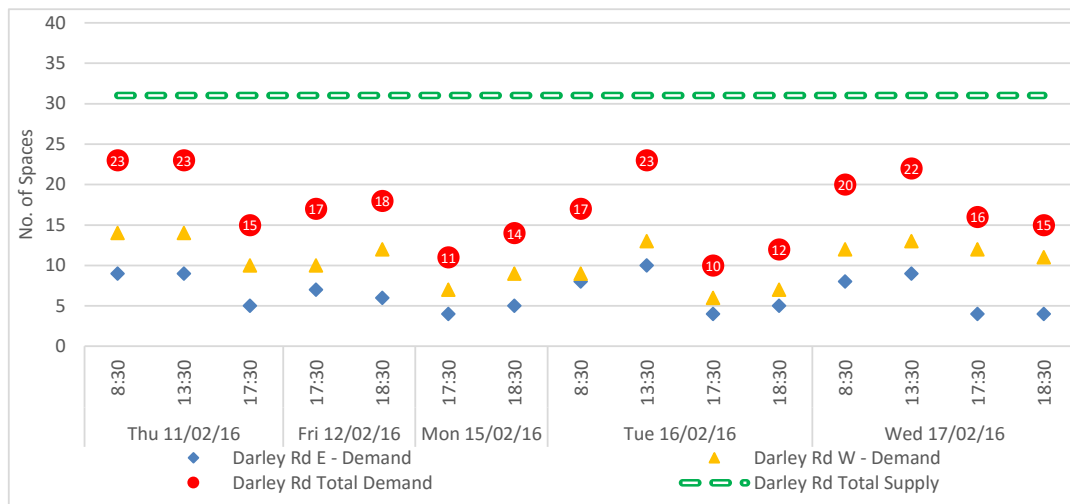


Subject Site

The subject site includes Shields Playground located in Leichhardt and is bound by Darley Road to the east and the Dulwich Hill Line light rail to the west (and Richard Murden Reserve on the other side of the light rail). Shields Playground currently includes public open space and a children's playground, and is zoned 'Public Recreation' (RE1) in the Leichhardt LEP.

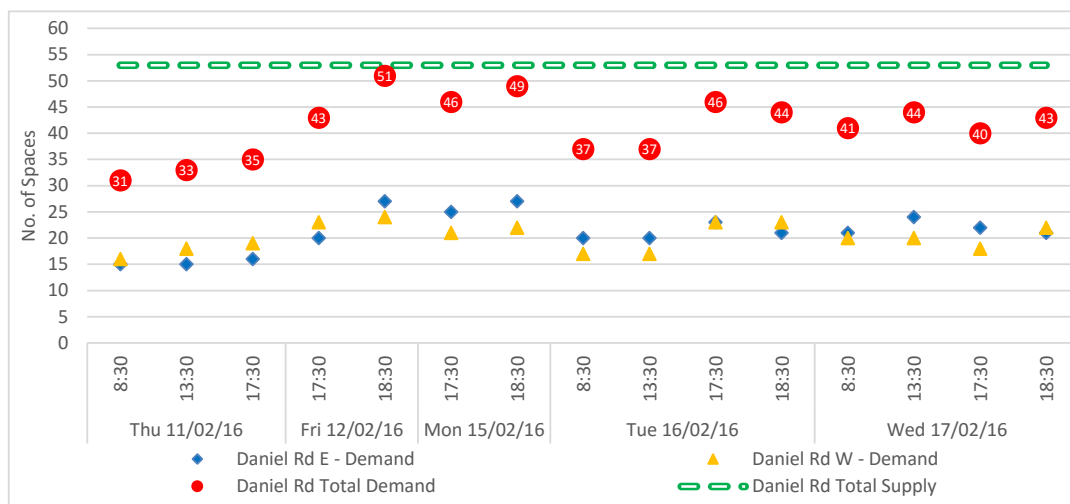
Shields Playground includes a shared bicycle/pedestrian path connecting Darley Road to the south to the Hawthorne light rail stop to the immediate west and Lyall Street to the northeast.

Figure 4: Darley Road Car Parking Demands (btw Foster Street & Daniel Road)



The surveys indicate that parking demands on Darley Road are generally moderate to high, with peak demands observed in the AM and midday periods. In terms of evening periods when the netball courts are expected to operate, peak demands were equal to 18 spaces (58% occupancy) with a minimum of 13 vacancies.

Figure 5: Daniel Street Car Parking Demands (btw Darley Road & Walter Street)



Parking demands on Daniel Street are generally moderate to high, with peak demands generally observed in the evening periods. In terms of evening periods when the netball courts are expected to operate, peak demands were equal to 51 spaces (96% occupancy) with a minimum of two vacancies.

Duration of Stay

In addition to car parking demand surveys, number plate turnover/ duration of stay surveys were also undertaken. These surveys help understand whether on-street car parking demands are short-stay or long-stay demands.

The results indicate that a majority of vehicles parking on Darley Road and Daniel Street are long term parking demands, where vehicles were parked for either half or all of the surveyed periods (on days where parking surveys were completed from 8:30am – 5:30pm/ 6:30pm).

Specifically, between 56-79% of peak parking demands on Darley Street were long-stay demands, and 58-89% of peak parking demands on Daniel Street we were long-stay demands. The proportion of vehicles parking for either half or an entire day is summarised in Figure 6 and Figure 7.

Figure 6: Darley Road Long-Stay Parking Demand (% of peak demand)

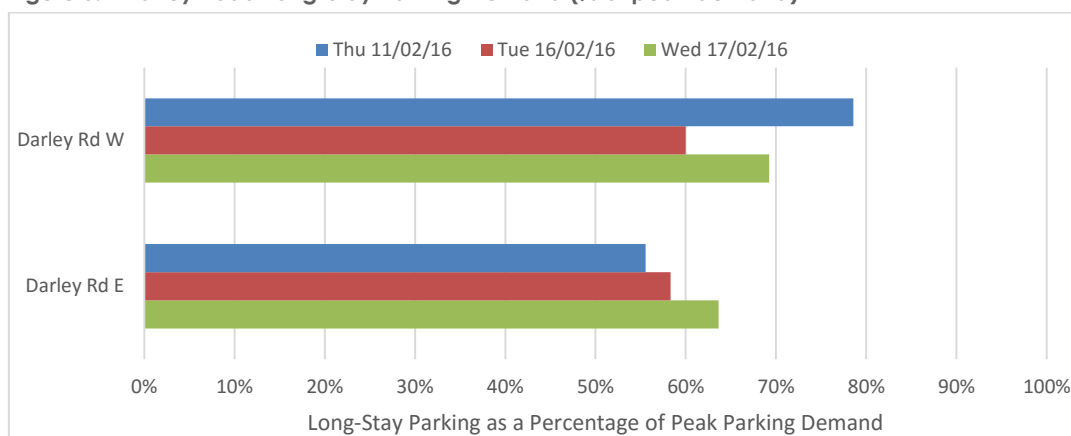
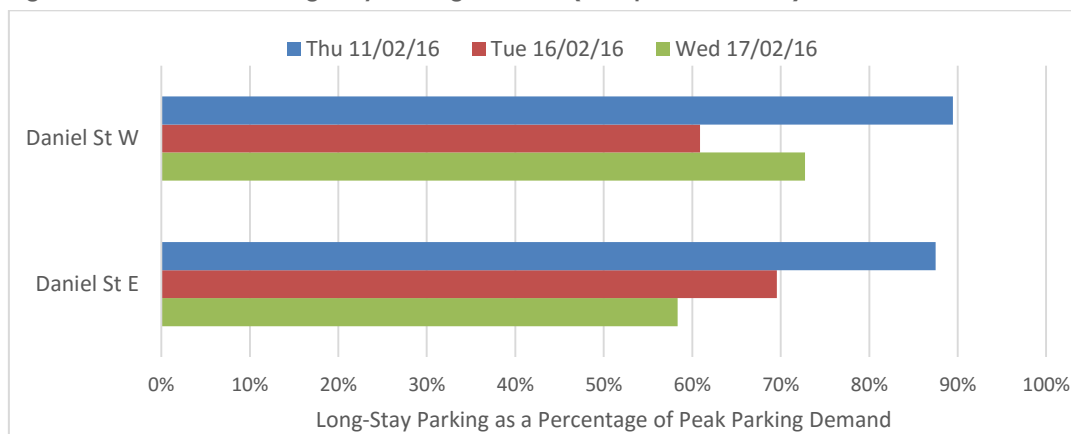


Figure 7: Daniel Street Long-Stay Parking Demand (% of peak demand)



On the above basis, in the order of 60-80% of peak parking demands on Darley Road and Daniel Street could be considered as either long term commuter or resident car parking demands. Indeed, a number of vehicles parking on-street appear to be residential in nature (including a trailer and a caravan) and appear to be from residents using on-street parking for long term parking/ storage of vehicles. Some images of the existing parking activity are shown in Figure 8 and Figure 9.

Figure 8: Darley Road Parking Activity



Figure 9: Darley Road Parking Activity



Car Parking Requirements

DCP Requirements

The car parking requirements for different development types are set out in Leichhardt Municipal Council's DCP and LEP documents. A review of these documents indicates that no specific car parking rate is nominated for netball courts or recreation facilities.

Empirical Car Parking Assessment

An empirical desktop assessment of similar facilities (on a *per game* basis) indicates the following:

- Willoughby Leisure Centre: 19 vehicles per court (GTA, 2012)
- Throsby Playing Fields, Canberra: 11 vehicles per court (AECOM, July 2011)
- Bungaribee Parklands, Blacktown: 9 vehicles per court (Maunsell AECOM, August 2007)
- Meadowbank Park Netball Courts, Ryde: 10 vehicles per court parking demand (Ryde Council, December 2009)
- Woodward Park Complex, Liverpool: 10 vehicles per court parking demand.
- John Fisher Park, Warringah: 20 vehicles per court
- Canoon Road, Ku-ring-gai: peak parking demand of 30 vehicles per court (KMC, November 2005).

A review of the above sites and their proximity to public transport, surrounding residential areas and metropolitan Sydney indicates a parking rate of approximately 10 spaces per court *per game* could be expected.

It is noted that the above rates are based on a 'per court *per game*' basis and that the proposed netball courts are intended for training purposes only. On this basis, the site's car parking generation characteristics are expected to be lower than 10 spaces per court, noting that there would also be some changeover activity and therefore a localised parking peak could also occur. For the purposes of this assessment, the 10 spaces per court has been adopted and considered appropriate for planning and parking management purposes.

The three netball courts could therefore be expected to generate a car parking demand of up to 30 spaces.

Car Parking Availability

During proposed weekday evening training times, the minimum number of vacancies available on both Darley Road and Daniel Street is 15 car spaces. Assuming that the implementation of 2P parking on Darley Street adjacent to the park and rail corridor resulted in these 30 parking spaces being typically available during netball training times, this immediate parking supply would equal the parking demand discussed above.

It is further noted that, while not surveyed, additional unrestricted parking is available on Darley Road directly adjacent to Shields Playground between Allen and Athol Streets. This parking could also be converted to 2-hour (2P) parking to better leverage the available on-street parking.

Car Parking Assessment Summary

Noting the proposed parking adjustments on the park side frontage of Darley Road between Foster Street and Daniel Street (+10 spaces and amended 2P parking restrictions), it is expected that sufficient parking will be available for the proposed netball courts during the proposed weekday evening training periods.

Car Park Layout

Noting that Darley Road between Foster Street and Daniel Street provides limited connectivity and largely provides local access, the proposed parking 90° parking space modifications are generally provided in accordance with the requirements of the Australian Standard for Off-Street Car Parking (AS2890.1:2004), and are considered satisfactory. The remaining road width would provide adequate manoeuvring space for both the 90° parking and the driveways opposite.

It is recommended that additional bicycle logos are marked within the travel lanes adjacent to the 90° parking spaces and that the parking is rear-to-kerb only to maximise the awareness of the bicycle route and the visibility of cyclists.

In retaining 2 parallel parking spaces at the southern end of Darley Road, cyclist access and sight lines to the Greenway shared path are maintained.

During the site visit, it was observed that there are some pavement and kerb irregularities in the vicinity of the proposed 90° parking spaces, primarily due to tree roots. It is recommended that this is added to Council's maintenance program for future resolution and improvement.

Traffic Impact Assessment

As noted previously, it is expected that approximately 10 vehicles per court could be expected at any one time (i.e. 20 vehicle movements). Assuming training sessions turn over every 1-2 hours, it is expected that each court could generate 20 vehicle movements in any hour during weekday evening periods.

The development proposal could therefore be expected to generate in the order of 60 vehicle movements in any hour during weekday evening periods when training is being held.

This level of traffic (i.e. an average of one vehicle per minute) could not be expected to adversely or notably impact the safety or operation of the surrounding road network. The roundabout at the intersection of Darley Road/ Foster Street/ Allen Street has appropriate additional capacity for any increase in turning movements and would also facilitate access to the Hawthorne light rail stop pick-up and drop-off zone for any such activity associated with the netball courts.

Other Considerations

Bicycle End-of-Trip Facilities

The Leichhardt DCP states that bicycle parking should be provided at the following rates for 'recreational facility (indoor and outdoor and major)' land uses:

- 2 staff spaces + 1 space per 10 staff
- 2 visitor spaces + 1 space per 100sqm GFA

Noting that staff are not expected at the netball courts (rather these courts are to be used for training purposes), and that each netball court is approximately 465sqm¹ (i.e. a total of 1,395sqm), the proposed netball courts could be considered to generate a bicycle parking requirement of 16 visitor bicycle parking spaces.

It is therefore recommended to provide 16 parking spaces for bicycles.

Conclusion

On the basis of the above discussion and analysis, the following conclusions are made:

- i A new netball training court facility with three courts and associated amenities is proposed within the Shields Playground in Leichhardt.
- ii In the order of 60-80% of peak parking demands on Darley Road and Daniel Street could be considered as either long-stay commuter or resident car parking demands, with an element of on-street storage activity.
- iii Based on empirical assessment, the three netball courts could generate a car parking demand of up to 30 spaces.
- iv The proposed reconfiguration and 2P parking restriction for the Darley Road on-street parking (south of Allen Street) adjacent to Shields Playground and the railway corridor (non-residential frontage) would make 30 short-stay parking spaces available for park users including the netball courts.
- v It is expected that sufficient parking will be available for the proposed netball courts during the proposed weekday evening training periods.
- vi It is recommended that additional bicycle logos are marked within the travel lanes adjacent to the 90° parking spaces and that the parking is rear-to-kerb only to maximise the awareness of the bicycle route and the visibility of cyclists.
- vii It is recommended that the pavement and kerb irregularities in the vicinity of the proposed 90° parking spaces are added to Council's maintenance program for future resolution and improvement.
- viii The anticipated additional traffic is not expected to have any significant impact on the adjacent road network.

¹ Standard netball court dimensions are 30.5m X 15.25m, 1x court assumed to be 465sqm GFA

ix It is recommended to provide 16 bicycle parking spaces in accordance with the Leichhardt DCP.

I trust the above is clear and consistent with your expectations. Naturally, should you have any questions or require any further information, please do not hesitate to contact Ben Simpson or myself in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Brett Maynard
Director

encl.

Attachment 1 - Car Parking Demand Survey Results

Attachment 1

Car Parking Demand Survey Results

Client ID: Leichhardt Council
 Job Name: 16S1442000
 Supervisor: Brett Maynard
 Phone No.: -

Date: 11/02/2016-17/02/2016
 Weather: Fine
 Location: Darley Road, Leichhardt

						Demand															
						Thursday (11/02/2016)			Friday (12/02/2016)		Monday (15/02/2016)		Tuesday (16/02/2016)				Wednesday (17/02/2016)				
Street	Side	Between			Frontage	Supply	8:30 AM	1:30 PM	5:30 PM	5:30 PM	6:30 PM	5:30 PM	6:30 PM	8:30 AM	1:30 PM	5:30 PM	6:30 PM	8:30 AM	1:30 PM	5:30 PM	6:30 PM
Darley Road	E	Foster Street	&	Daniel Street	Residential	11	9	9	5	7	6	4	5	8	10	4	5	8	9	4	4
	W	Foster Street	&	Daniel Street	Park	20	14	14	10	10	12	7	9	9	13	6	7	12	13	12	11
Daniel Street	E	Darley Road	&	Walter Street	Residential	27	15	15	16	20	27	25	27	20	20	23	21	21	24	22	21
	W	Darley Road	&	Walter Street	Residential	26	16	18	19	23	24	21	22	17	17	23	23	20	20	18	22

Appendix C

ANZAC Day Dawn Service 2016
Traffic Management Plan (TMP) and
Traffic Control Plan (TCP)

TRAFFIC MANAGEMENT PLAN

Proposed Temporary Closure of Darling Street between Beattie Street and Curtis Road, Balmain

A: Description or detailed plan of proposed measures.

In preparation to mark ANZAC Day DAWN SERVICE 2016, Leichhardt Council is organising an event at the Loyalty Square memorial, Balmain.

The details of the event are as follows:

Day:	Monday, 25th April 2016
Commemorative Service:	6.00am – 7.00am
Venue:	Loyalty Square, Balmain (outside Woolworths)
Procession:	No march down Darling St in 2016

To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road (approx. 260m) between 3:00am and 9.30am.

This proposal will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on both sides of the subsection section of Darling Street.

B: Identification and assessment of impact of proposed measures.

It should be noted that the land uses along the subject section of Darling Street are predominantly retail/commercial with a few residential properties.

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

C: Measure to ameliorate the impact of re-assigned traffic.

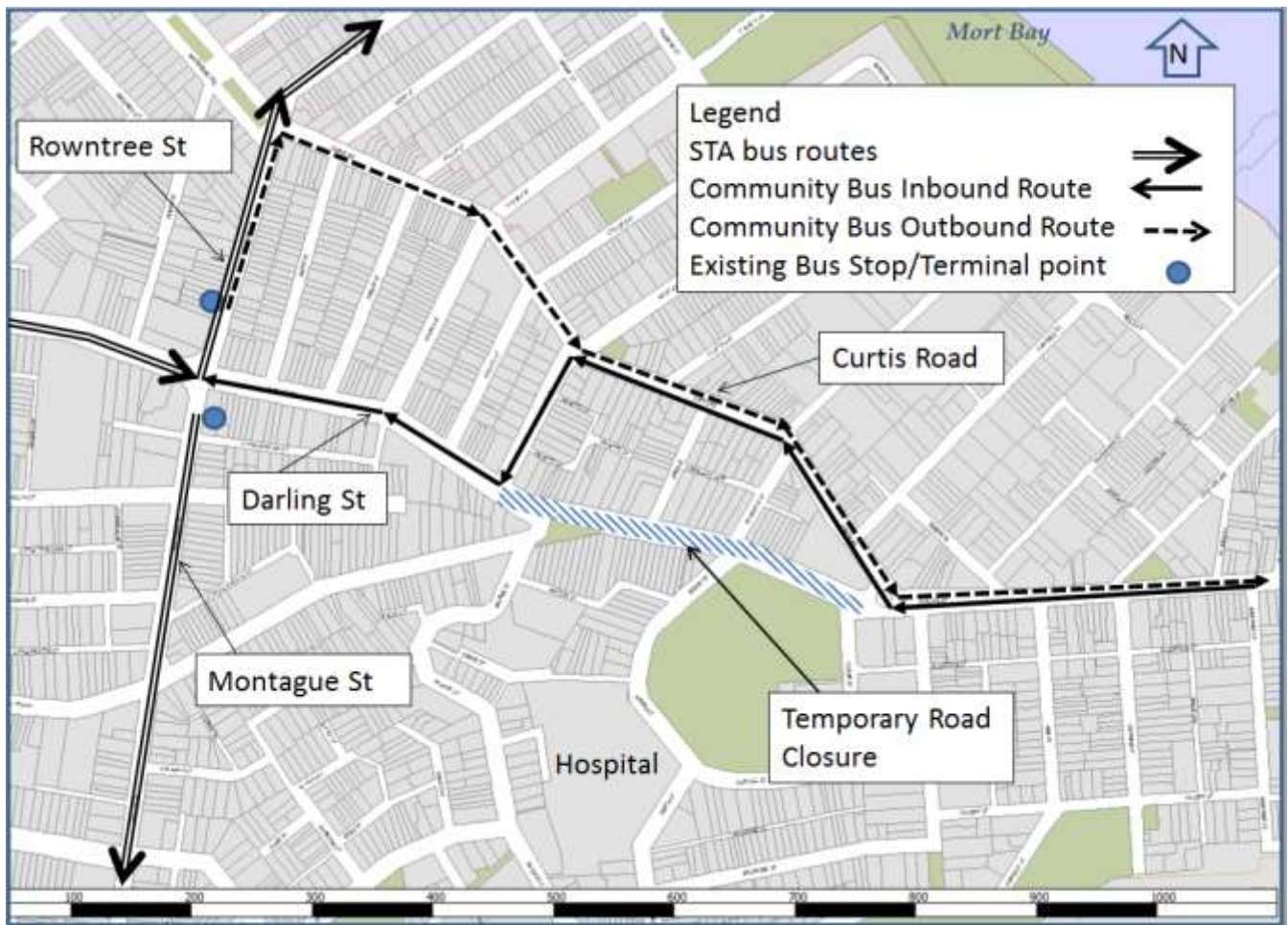
As the road closure occurs between 3am and 9:30am on a Monday, the amount of traffic that would be redirected through Curtis Road and Beattie Street/Palmer Street is expected to be minimal.

D: Assessment of public transport services affected.

As discussed with STA representative, all Sydney Buses need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements.

To maintain transport services between East Balmain and Balmain, Council will organise a shuttle bus services running between Balmain East and Darling Street/Rowntree Street. The shuttle bus service route are shown on the following map. The STA representative will

organise posting notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25th April.



In addition, three parking spaces on Grove Street near Deloitte Avenue will be removed to expand the bus turning area at Grove Street to accommodate additional buses.

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

A 3m clear width on Darling Street will be maintained throughout the closure. During this time, assistance from NSW Police would be required to gain access for emergency vehicles if required.

Large heavy vehicle access to Balmain East area will not be available during the road closure. As the closure occurs in early morning hours, the volume of heavy vehicle would be minimal.

Cyclists can use Curtis Road and Beattie Street/Palmer Street. The existing pedestrian access along Darling Street is to be retained.

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

No transport implications on any future developments along the subject section of Darling Street are expected.

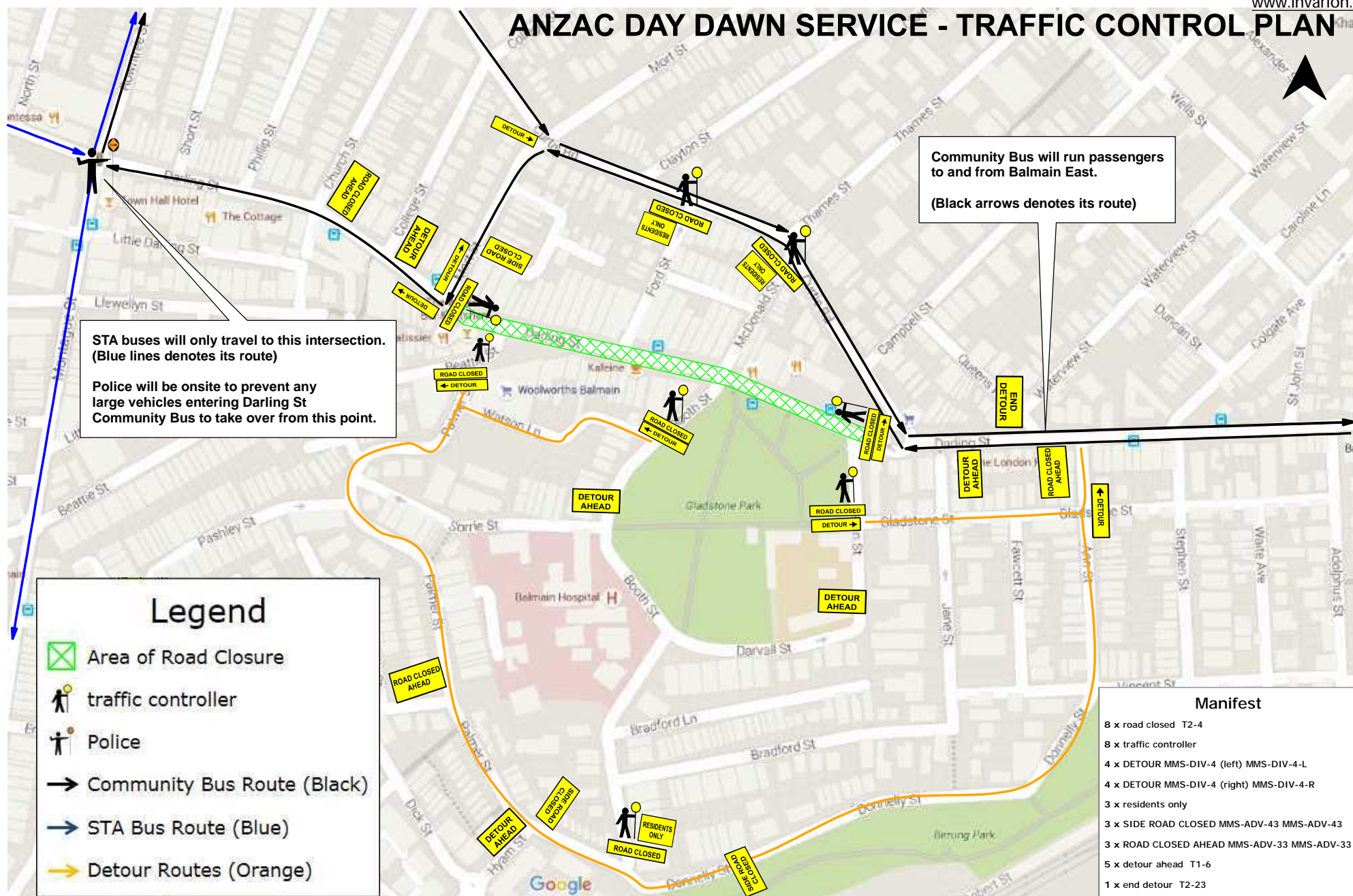
G: Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

There will be no impact on adjoining Council areas.

H: Public consultation process.

All affected properties will be advised in writing of the proposed temporary road closure two weeks in advance.

ANZAC DAY DAWN SERVICE - TRAFFIC CONTROL PLAN



Appendix D

Traffic Signal Plan - City West Link
Road, Brenan Street and Catherine
Street, Leichhardt

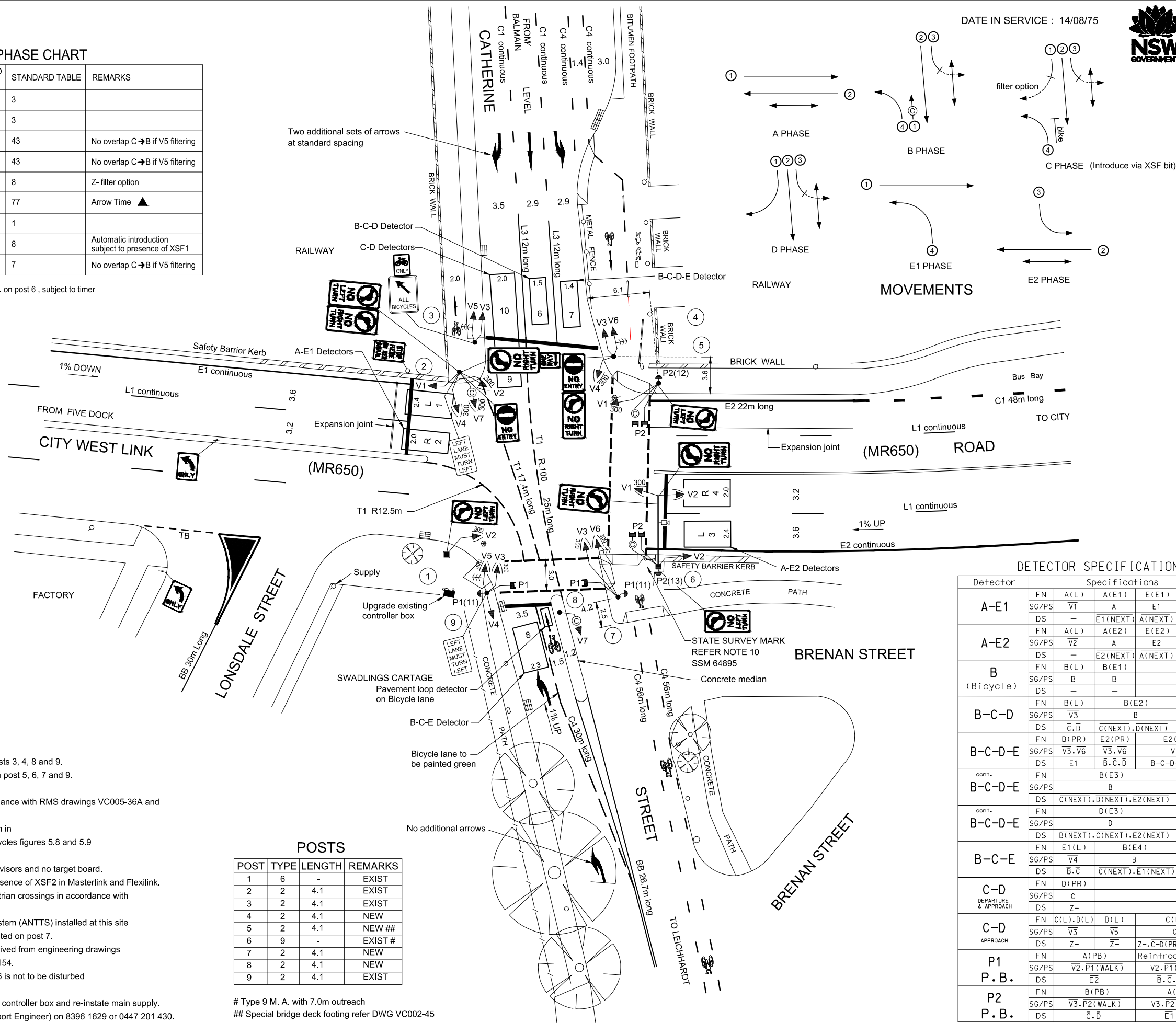
DRAWN BY CADD
DO NOT AMEND MANUALLY

SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE DURING WHICH GREEN DISPLAYED						STANDARD TABLE	REMARKS
	A	B	C	D	E1	E2		
V1	X				X		3	
V2	X					X	3	
V3		X	X	X			43	No overlap C→B if V5 filtering
V4		X	X		X		43	No overlap C→B if V5 filtering
V5				X			8	Z- filter option
V6		C	C	C		X	77	Arrow Time ▲
V7		X					1	
P1	X					X	8	Automatic introduction subject to presence of XSF1
P2		X	X	X			7	No overlap C→B if V5 filtering

▲ R.A. protection extended by P.B. on post 6, subject to timer

DATE IN SERVICE : 14/08/75

Transport
Roads & Maritime
Services

DETECTOR SPECIFICATION

Detector	Specifications
A-E1	FN A(L) A(E1) E(E1) SG/PS V1 A E1 DS - E1(NEXT) A(NEXT)
A-E2	FN A(L) A(E2) E(E2) SG/PS V2 A E2 DS - E2(NEXT) A(NEXT)
B (Bicycle)	FN B(L) B(E1) SG/PS B B DS -
B-C-D	FN B(L) B(E2) C(E2) D(E2) SG/PS V3 B C D DS C.D C(NEXT).D(NEXT) B(NEXT).D(NEXT) C(NEXT).B(NEXT)
B-C-D-E	FN B(PR) E2(PR) E2(CL) SG/PS V3.V6 V3.V6 V3 DS E1 B.C.D B-C-D-E(NG)
cont. B-C-D-E	FN B(E3) C(E3) SG/PS B C DS C(NEXT).D(NEXT).E2(NEXT) B(NEXT).D(NEXT).E2(NEXT)
cont. B-C-D-E	FN D(E3) E(E3) SG/PS D E2 DS B(NEXT).C(NEXT).E2(NEXT) B(NEXT).C(NEXT).D(NEXT)
B-C-E	FN E1(L) B(E4) C(E4) E(E4) SG/PS V4 B C E1 DS B.C C(NEXT).E1(NEXT) B(NEXT).E1(NEXT) B(NEXT).C(NEXT)
C-D DEPARTURE & APPROACH	FN D(PR) SG/PS C DS Z-
C-D APPROACH	FN C(L).D(L) D(L) C(E1) D(E1) SG/PS V3 V5 C D DS Z- Z- Z-.C-D(PR).D(NEXT) -
P1 P.B.	FN A(PB) Reintroduce WALK SG/PS V2.P1(WALK) V2.P1(WALK) DS E2 B.C.D.E1
P2 P.B.	FN B(PB) A(L) SG/PS V3.P2(WALK) V3.P2(WALK) DS C.D E1.E2

NOTES

- This site is SCATS linked.
- Special STOP sign (R1-4) is placed on posts 3, 4, 8 and 9.
- Audio-tactile push-buttons are provided on post 5, 6, 7 and 9.
- Bicycle detector to be:
 - Bicycle detector to be installed in accordance with RMS drawings VC005-36A and VC005-38A.
 - Road markings to be provided as shown in Austroads 1999 publication Part 14 Bicycles figures 5.8 and 5.9
 - Bicycles logos to be 1800 x 1100
- Bicycle Lantern to be 200mm with square visors and no target board.
- Bicycle phase to be auto introduced in presence of XSF2 in Masterlink and Flexilink.
- Kerb ramps to be constructed at all pedestrian crossings in accordance with current model drawing MD.R173.B01.A.1.
- For details of Automatic Network Time System (ANTTS) installed at this site refer to plan No. VE542-13. Antenna mounted on post 7.
- The base plan for this layout has been derived from engineering drawings prepared by CARDNO drawing no. CES01154.
- The State Survey Mark adjacent to post 6 is not to be disturbed until assessment by a registered surveyor.
- Supply new CCTV 'top hat' to match new controller box and re-instate main supply.
- Contact Jimmy Fu (RMS Video System Support Engineer) on 8396 1629 or 0447 201 430.

POSTS

POST	TYPE	LENGTH	REMARKS
1	6	-	EXIST
2	2	4.1	EXIST
3	2	4.1	EXIST
4	2	4.1	NEW
5	2	4.1	NEW ##
6	9	-	EXIST #
7	2	4.1	NEW
8	2	4.1	NEW
9	2	4.1	EXIST

Type 9 M. A. with 7.0m outreach
Special bridge deck footing refer DWG VC002-45

A ORIGINAL ISSUE

PUBLIC UTILITY LEGEND	REFERENCE PLANS
HYDRANT	SYMBOLS/ABBS. VD003-6
STOP VALVE	STD POSIT VD001-5
GAS VALVE	PRES. DETECT VC005-17
SEWER MANHOLE	VEH. GROUP OP TS-TN-019
TELECOM PIT	DET. LOGIC OP TS-TN-020
ELECT LIGHT POLE	PED. MOVEMNT OP TS-TN-021
POWER POLE	
STAY POLE	
TELEPHONE BOX	SURVEYOR : CARDNO
TELECOM PILLAR	DATE : OCT 2009

U.B.D. Ref. Map 011 F8	I.S.G. E: 315 125
CO-ORDS N: 1 250 300	
DESIGNED N. MILLER	CHECKED
N. MILLER SITE CHECKED	
R. THOMAS RECOMMENDED	

DESIGN APPROVAL	RMS ACCEPTANCE
APPROVED	RECOMMENDED
POSITION DATE	POSITION DATE
DESIGN PREPARED BY	ACCEPTED
POSITION DATE	POSITION DATE

ROADS AND MARITIME SERVICES
LEICHHARDT COUNCIL AREA
TRAFFIC SIGNALS AT THE INTERSECTION OF
CITY WEST LINK ROAD (MR650),
BRENNAN STREET AND CATHERINE STREET
LEICHHARDT
DESIGN LAYOUT TCS No 0862

EXISTING	PROPOSED
CADD FILE: VV0862_14A.dgn	SCALE 5 0 (1:200) 5 10
FILE SF2014/0010157	SUPERSEDES SHEET/ISSUE 9/P
REGN. DS2014/001254	TCS 0862
	SHEET 14

EXISTING	PROPOSED
CADD FILE: VV0862_14A.dgn	SCALE 5 0 (1:200) 5 10
FILE SF2014/0010157	SUPERSEDES SHEET/ISSUE 9/P
REGN. DS2014/001254	TCS 0862
	SHEET 14

Appendix E

Detailed Plans for Pedestrian
Crossing (Zebra Crossing) in Short
Street and Wetherill Street

