

REPORT FROM COMMITTEE

DIVISION: INFRASTRUCTURE & SERVICE DELIVERY

MEETING: MINUTES OF LOCAL TRAFFIC COMMITTEE

MEETING DATE: 3 MARCH 2016

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PRESENT

Councillor John Jobling	Chairperson
Ryan Horne	RMS Representative
Brendan Morson	RMS Representative
Sgt DC	NSW Police
Bill Holliday	Member for Balmain Representative
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
Alan Nassau	LMC – Team Leader, Parking Enforcement
Jason Bruce	State Transit Authority
Robert Moore	BAC Representative
11 Residents	Item 2.1
2 Residents	Item 8.1

APOLOGIES

Councillor Rochelle Porteous	Deputy Chairperson
Chris Johnson	Road Safety Officer

SUMMARY OF RECOMMENDATIONS**1.0 Confirmation of Minutes****TR16/016****Committee Recommendation (unanimous support):**

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.

1.1 Matters Arising from Minutes of Previous Meeting

Nil

2.0 Reports**TR16/0017****2.1 Darley Road & Daniel Street, Leichhardt – 2P Angle Parking and Resident Parking Scheme****Committee Recommendation (unanimous support):**

That should the netball courts proposed be approved, the item be deferred until 3 months after the netball courts are operational.

TR16/018**2.2 Darling Street (Mort St/Beattie St-Curtis Rd), Balmain – Road Closure ANZAC Day Dawn Service)****Committee Recommendation (unanimous support):**

- 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.
- 3) That the STA representative be requested to advise Council whether the current shuttle bus which goes to Balmain East Wharf, can be extended for use for the Dawn Service.

TR16/019

2.3 Leichhardt Town Hall Carpark – Marion Street, Leichhardt – ‘1/4P’ restrictions

Committee Recommendation (unanimous support):

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.

TR16/020

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

Committee Recommendation (unanimous support):

- a) 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, subject to relocating the kerb ramps 2 metres eastwards in Beattie Street.
- b) That the installation of pedestrian fencing at the intersection in front of both hotels, taking into consideration safety issues with cyclists, be investigated.
- c) That installing a zebra crossing in Mullens Street, south of Beattie Street near the bus stops, be investigated.

TR16/021

2.5 Catherine Street/City West Link/Brenan Street, Leichhardt – Cyclists Conditions

Committee Recommendation (unanimous support):

That the report be received and noted.

TR16/022**2.6 Flood Street, Leichhardt – Modification of Bus Zone****Committee Recommendation (unanimous support):**

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”

TR16/023**2.7 Piper Street at Russell Street, Lilyfield – No Stopping restrictions****Committee Recommendation (unanimous support):**

That the 10m ‘No Stopping’ zone be signposted on:

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

TR16/024**2.8 Short Street and Wetherill Street, Leichhardt – Pedestrian (zebra) crossings****Committee Recommendation (unanimous support):**

- a) That the following raised threshold be upgraded to raised, pedestrian (zebra) crossing, including associated signposting, floodlighting and kerb modifications as detailed in **Appendix E**:
 - Short Street at Norton Street, Leichhardt
- b) That the following raised threshold be deferred pending more data being forwarded to RMS.
 - Wetherill Street at Norton Street, Leichhardt

3. Status Reports

There are no matters to report.

4. Minor Traffic Facilities

TR16/025

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

Committee Recommendation: (unanimous support):

- 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.

TR16/026

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

Committee Recommendation: (unanimous support):

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.

5. Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

6. Items Without Notice

TR16/027

6.1 Proposed WestConnex Motorway interchange for Rozelle and Camperdown –Lilyfield Road, Lilyfield

Committee Recommendation: (unanimous support):

That this matter be further investigated.

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

TR16/028

8.1 High Street, Balmain - Resident Parking Scheme

Committee Recommendation (unanimous support):

- 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, be supported.
- b) That the existing 'Disabled Parking' zone in front of No. 32 High Street, be retained.
- c) That the surveyed residents be advised of the Committee's recommendation.

TR16/029

8.2 Mansfield Street, Rozelle - Resident Parking Scheme

Committee Recommendation (unanimous support):

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

TR16/030

8.3 Davies Street, Leichhardt – Angle Parking Restrictions

Committee Recommendation (unanimous support):

- 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.

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

<i>Precinct: Leichhardt</i>

<i>Ward: Eora Leichhardt-Lilyfield</i>
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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 '90⁰ 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.

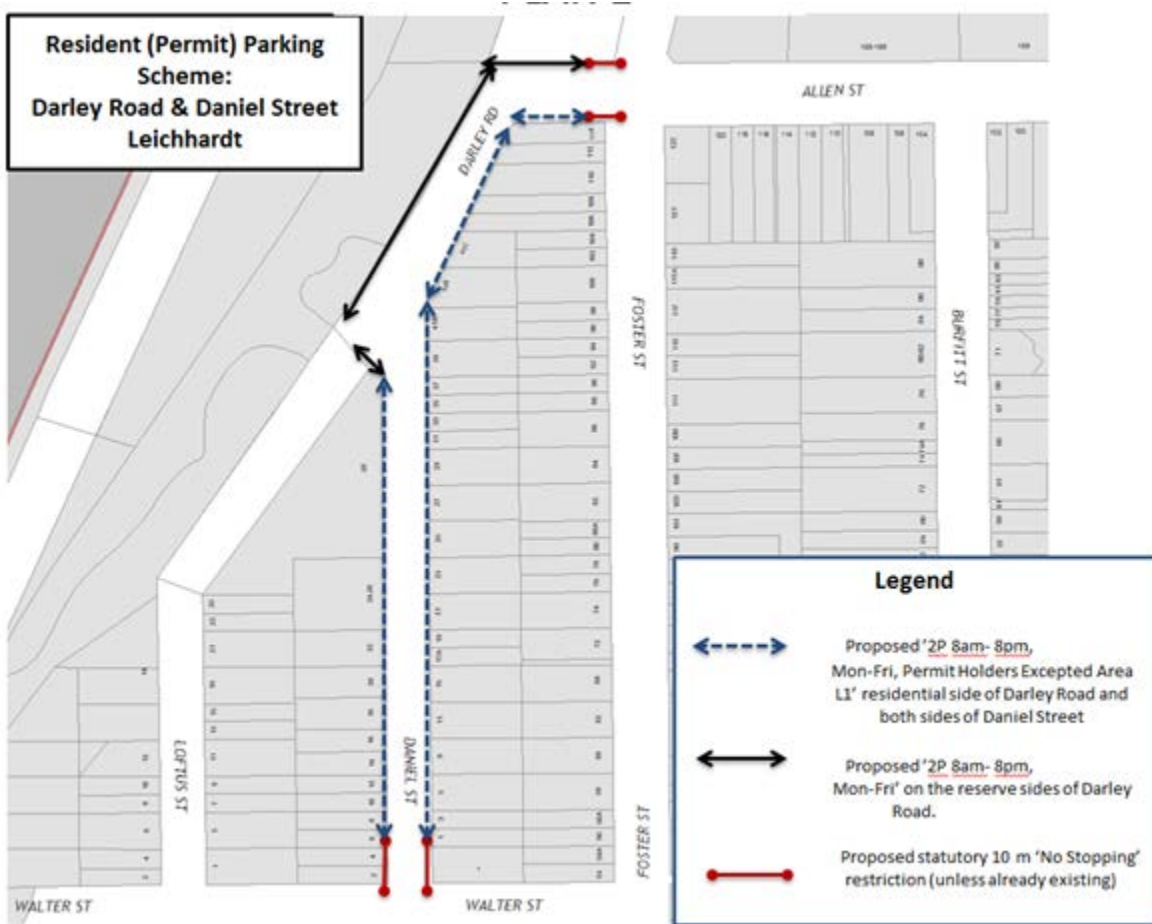
Proposal

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.



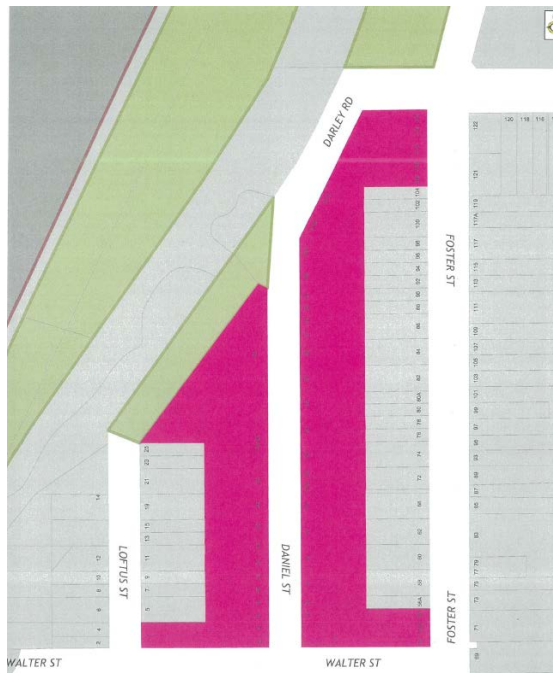
Considering various parking demands in the area and in order to further improve residential amenities in Darley Road and Daniel Street, the following RPS proposal has also been prepared as follows:

- '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 '90^o 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:

A number of residents from Daniel Street addressed the Committee and raised the following concerns:

- *The proposed 2P restrictions are not necessary, as netball training is not expected to last more than two hours. The restrictions will impact the residents and their visitors. The proposed 90 degree parking on Darley Road is not supported due to safety concerns for pedestrians and cyclists.*
- *Concerns were raised regarding the proposed RPS restrictions taking away from the street's liveability quality by restricting residents and their visitors. Council might choose to introduce parking permit fees in future, which is not supported by the residents. There is ample parking in Daniel Street despite the proximity of the Light Rail Station and there is no need for restrictions. The resident has conducted parking studies over 10 days which show parking availability at different hours of the day (this data will be forwarded to Council's Senior Traffic Engineer).*
- *Residents in the street with teenage children will be penalised by the proposed parking restrictions. Darley Road is too narrow for the proposed angle parking and its lack of footpath adds to the safety concerns for pedestrians. Restrictions will affect house values and therefore are not supported.*

- *Concerns were raised on behalf of elderly residents of Daniel Street that the proposed angle parking will encourage more people to drive to the area and hence will create traffic and safety issues.*

A petition was distributed to the Committee members on behalf of the residents of Daniel Street, Leichhardt objecting to the proposed parking restrictions and to the Netball Courts.

Committee Recommendation:

That should the netball courts proposed be approved, the item be deferred until 3 months after the netball courts are operational.

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

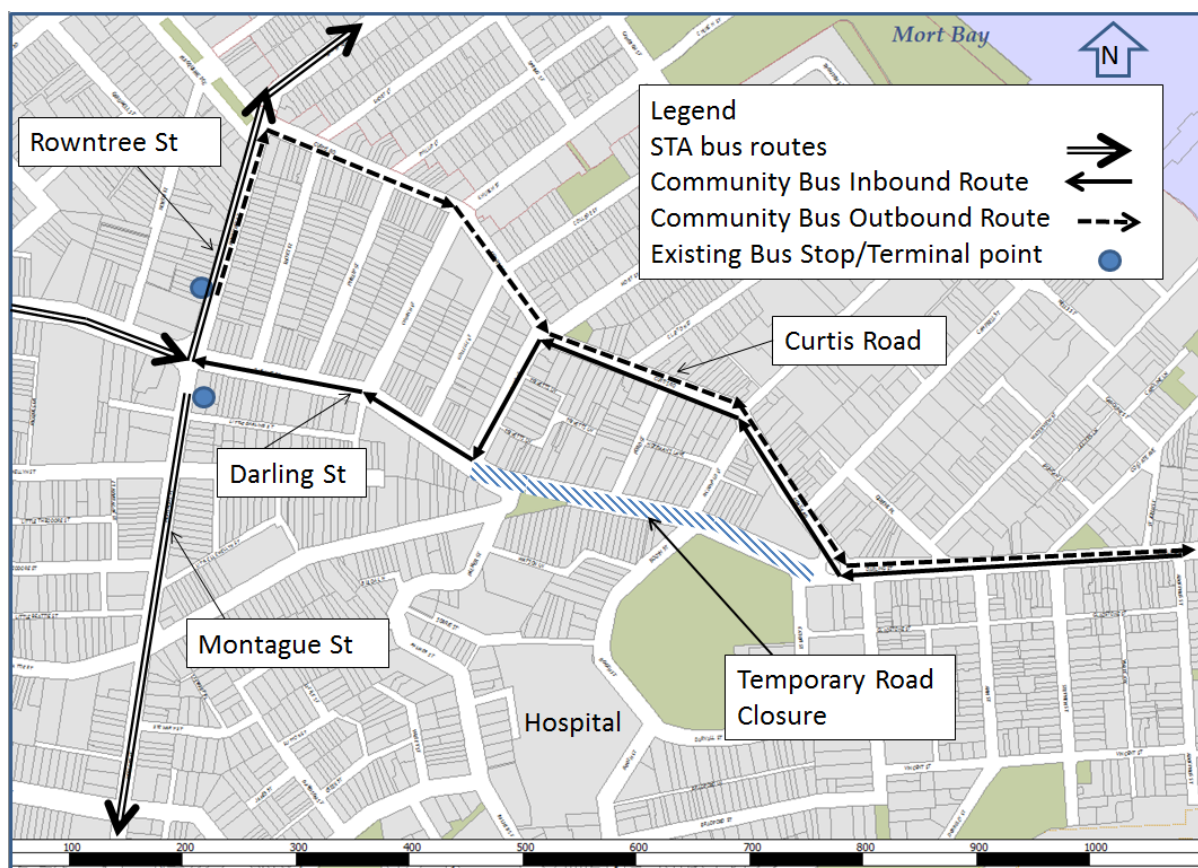
To facilitate the event, it is proposed to close Darling Street between Mort Street/Beattie Street and Curtis Road (approximately 260m) between 3.00am and 9.30am. This road closure will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on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

Officer's 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:

- *State Transit Authority's representative advised that Transport for NSW has shuttle buses that go to Balmain East; these could be used for the 'ANZAC Day Dawn Service'. The STA representative will follow up with Transport for NSW.*

Committee 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.
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 - d) That a three (3) metre unencumbered passage be available for emergency vehicles though the closed section of Darling Street at all times.
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 - 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.
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 - 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.
 - 3) That the STA representative be requested to advise Council whether the current shuttle bus which goes to Balmain East Wharf, can be extended for use for the Dawn Service.

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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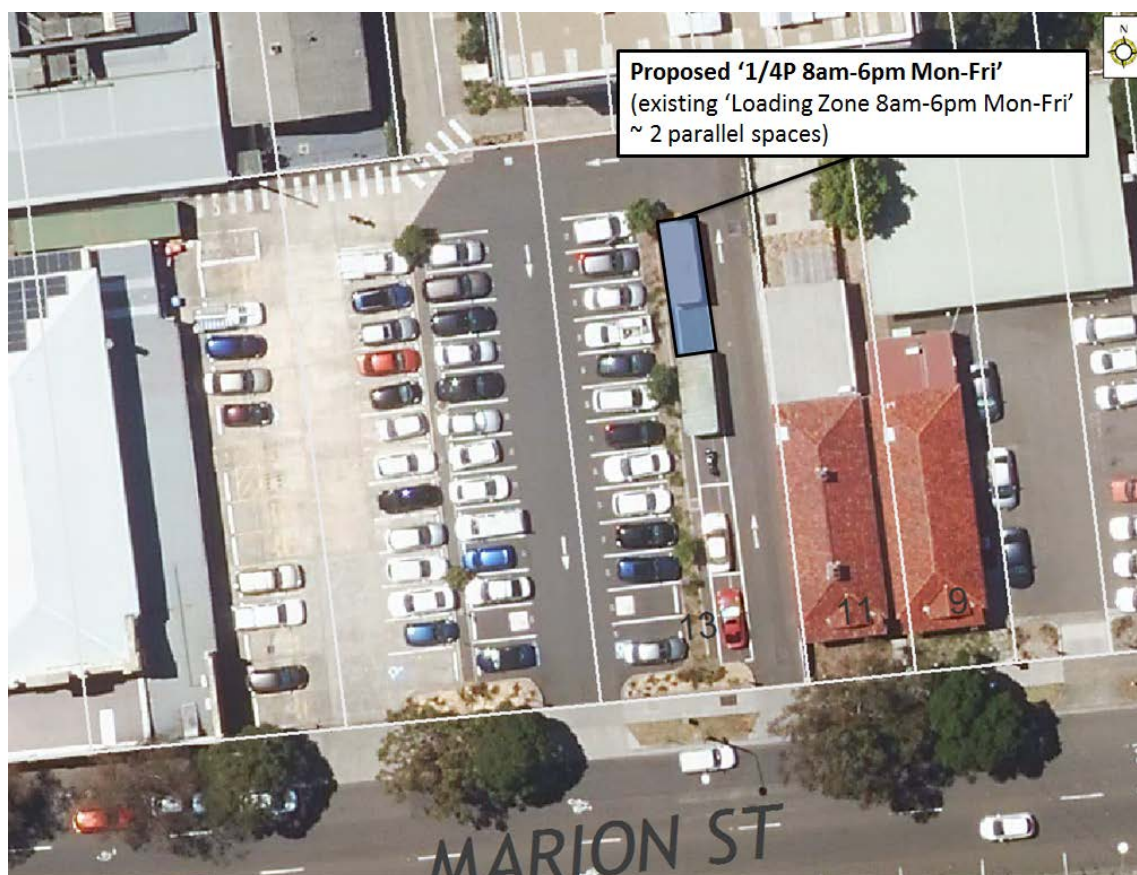
Background

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.

Officer's 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:

- The Committee supported the officer's recommendation.

Committee 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.

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

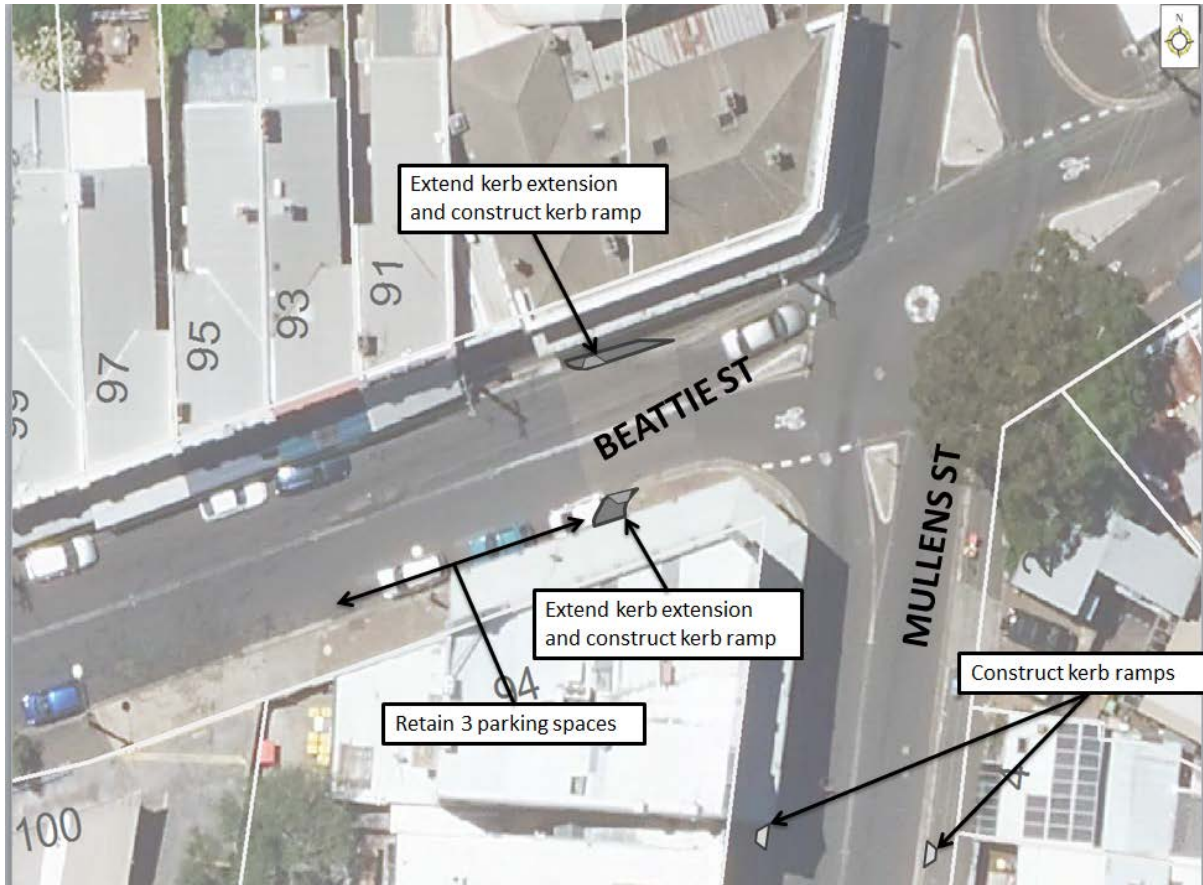
<i>Precinct: Balmain, Rozelle/White Bay</i>	<i>Ward: Birrabirragal / Balmain</i>
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Background

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:

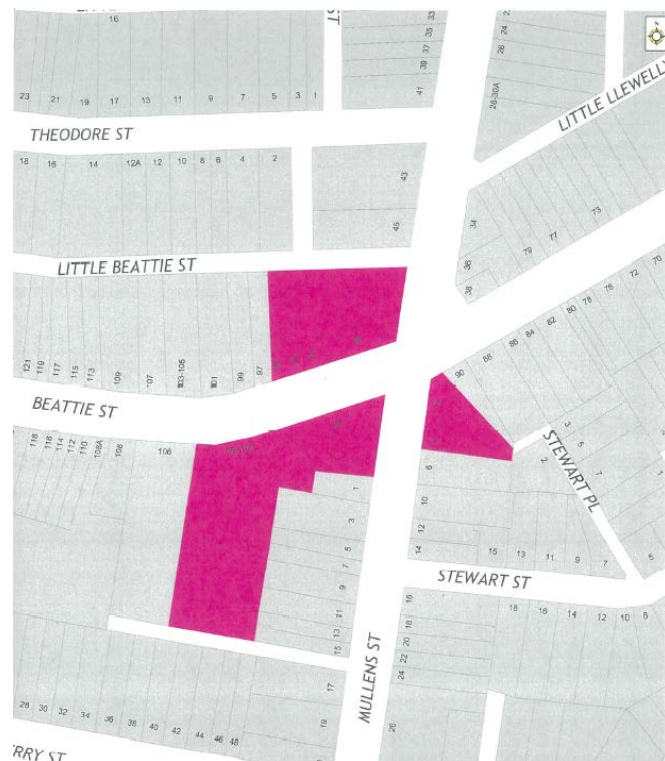
- Lengthening the kerb extension on both the northern side and southern side of Beattie Street, west of Mullens Street to reduce the road width and provide a safe crossing point for pedestrians including kerb ramps.
- Installing kerb ramps on Mullens Street, south of Beattie Street to provide a safe 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 resident's 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:

- *Council staff advised that an on-site meeting was recently held with the licensees of the Dicks Hotel and The Exchange Hotel who supported the proposal subject to relocating the kerb ramp 2 metre east of the proposed location in Beattie Street so as not to impact parking and consideration be given to installing pedestrian fencing at the intersection in front of both hotels.*
- *The BAC representative raised concerns with cyclists being caught and crushed against the fence if it was to be installed.*
- *The Police representative suggested that a pedestrian (zebra) crossing be considered in Mullens Street, South of Beattie Street, near the bus stops.*

Committee Recommendation:

- a) 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, subject to relocating the kerb ramps 2 metres eastwards in Beattie Street.
- b) That the installation of pedestrian fencing at the intersection in front of both hotels, taking into consideration safety issues with cyclists, be investigated.
- c) That installing a zebra crossing in Mullens Street, south of Beattie Street near the bus stops, be investigated.

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:

- The Committee supported the Officer’s recommendation.

Committee Recommendation:

That the report be received and noted.

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.

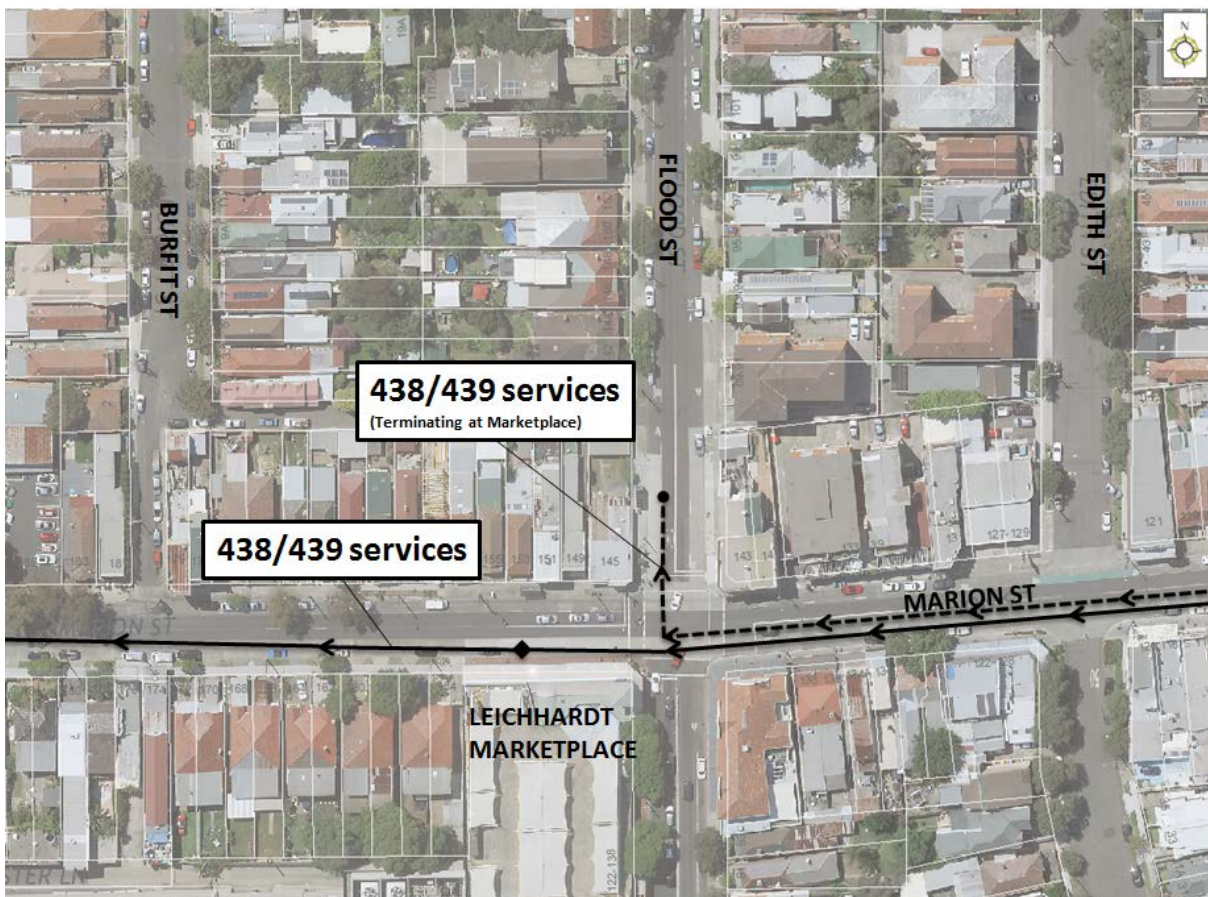
Buses often reach full capacity early on these routes and are unable to pick up additional passengers who want to travel to Mortlake and Abbotsford due to the number of passengers wanting to travel to Leichhardt Marketplace.

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

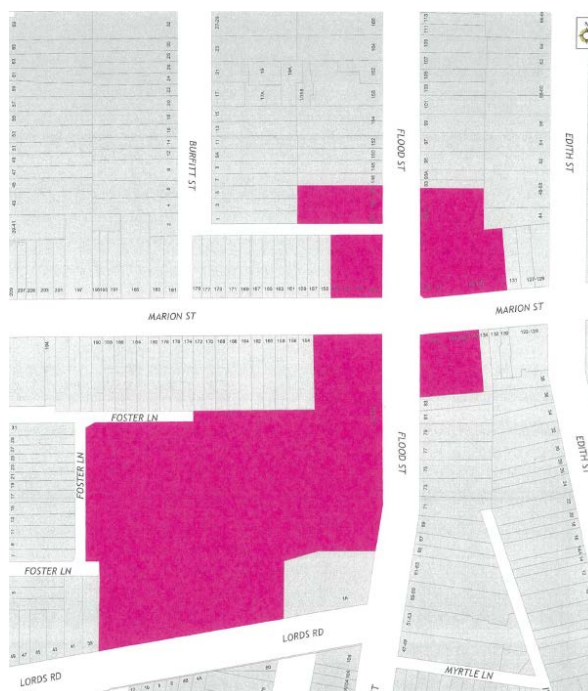
Therefore, it is proposed that the existing restrictions at the bus stop on the western side of Flood Street, immediately north of Marion Street (stop number 204033) be modified to:

“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:

- The Committee supported the Officer's recommendation.

Committee 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”

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

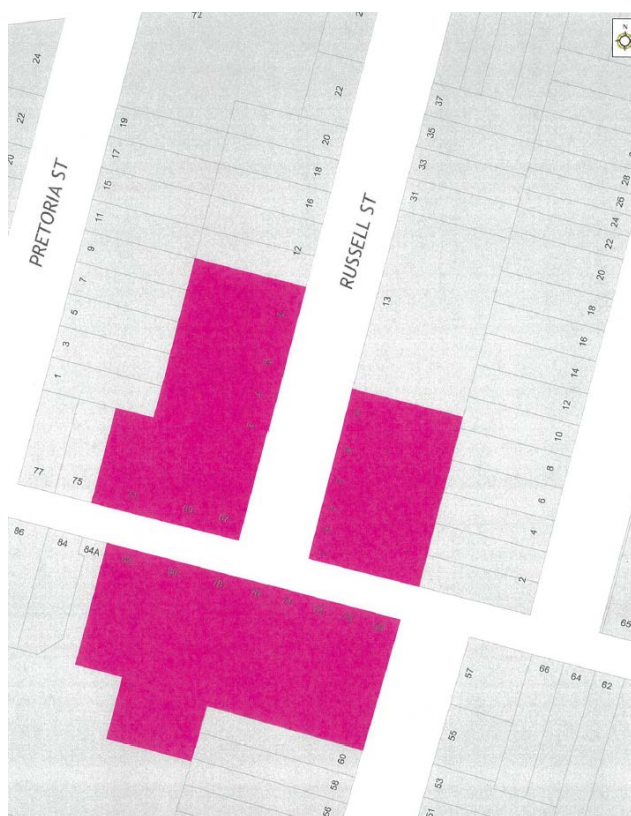
In order to alleviate this issue, it is proposed to signpost 10m ‘No Stopping’ zones as shown on the plan below.



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:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

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

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

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

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

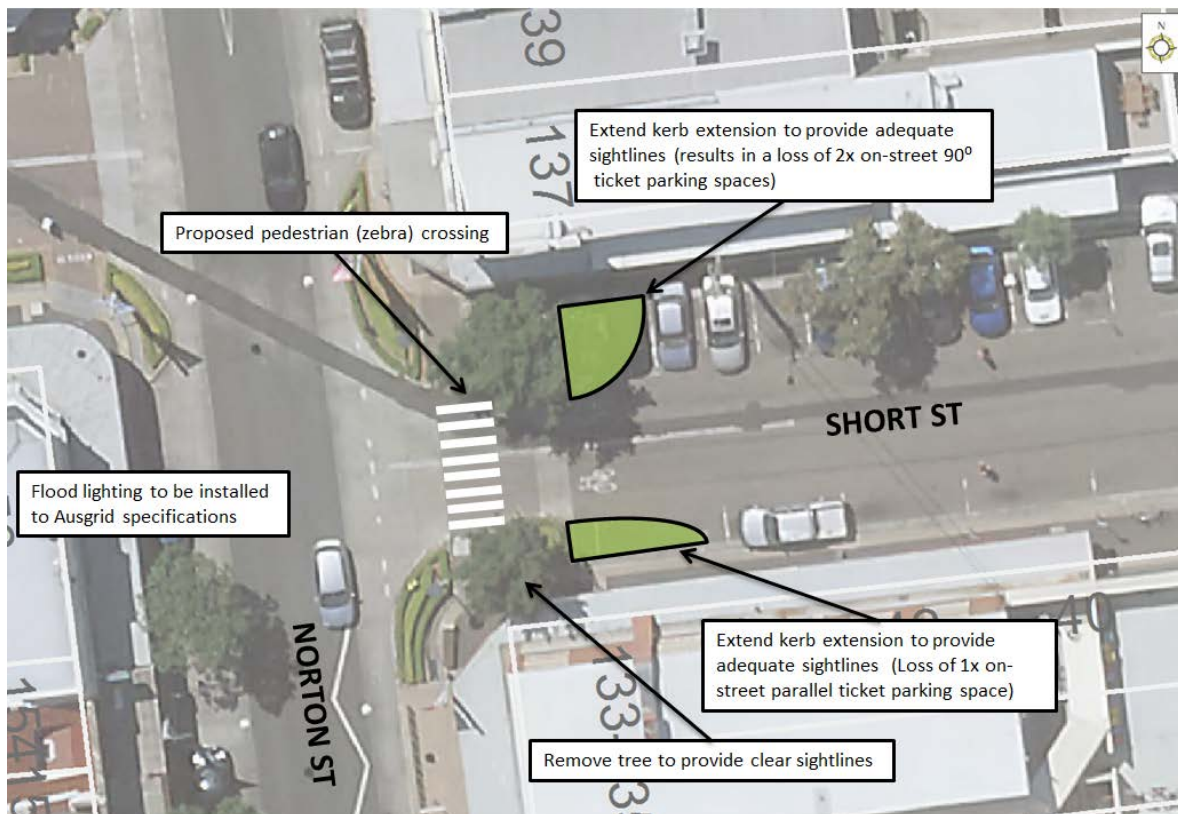
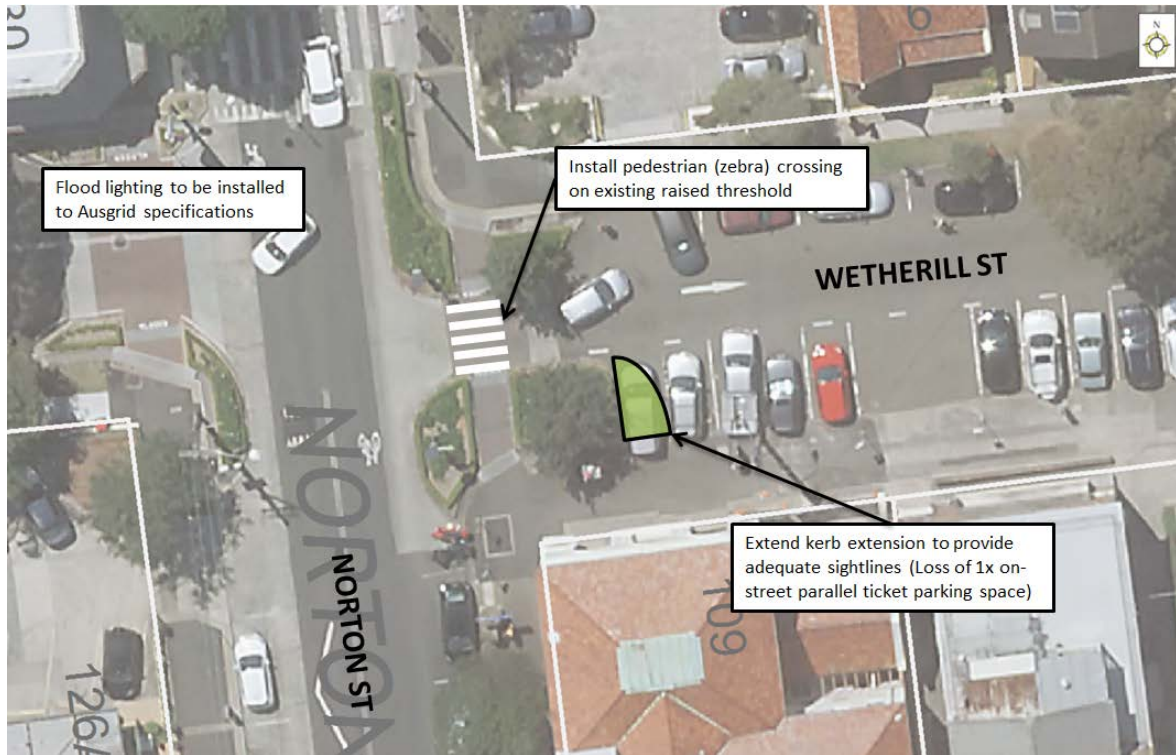
The NSW Government has provided funding for the installation of raised pedestrian (zebra) crossings across Wetherill Street and Short Street at Norton Street, in partnership with Council, as part of the Walking Communities Program to build pedestrian facilities and plan pedestrian networks.

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**.

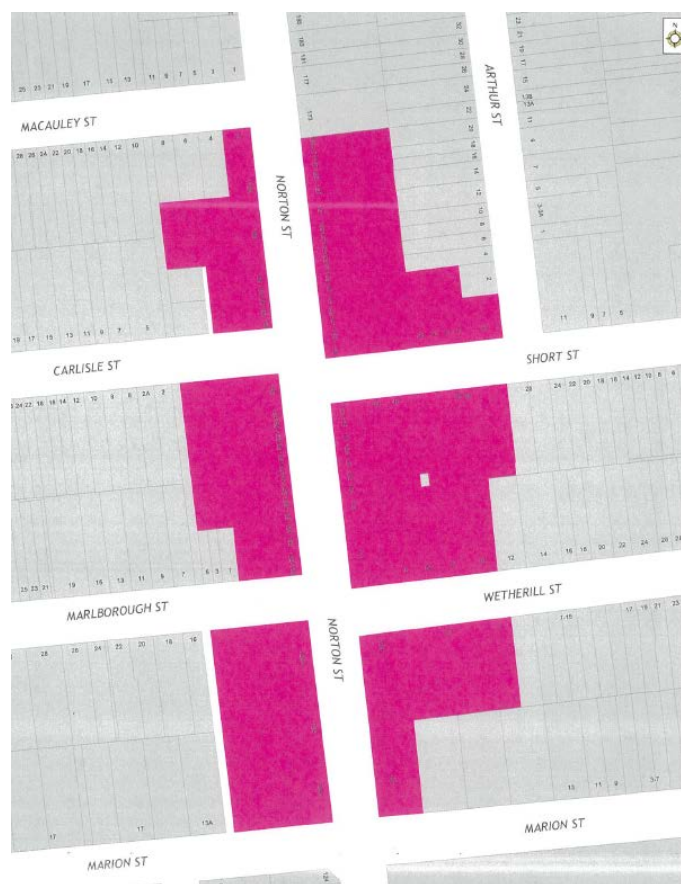


It should be noted that in order to comply with RMS requirements for 'No Stopping' at pedestrian crossings, there will be a loss of one parking space in Wetherill Street and three spaces in Short Street.

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:

- *The RMS representative reiterated his previous position that he does not support the Wetherill Street pedestrian crossing as it does not meet the RMS warrants. He advised that the Wetherill Street proposal should be deferred as RMS have not been given an opportunity to appeal the proposal.*
- *There was unanimous support for the Short Street pedestrian crossing.*

Committee Recommendation:

- a) That the following raised threshold be upgraded to raised, pedestrian (zebra) crossing, including associated signposting, floodlighting and kerb modifications as detailed in **Appendix E**:

- Short Street at Norton Street, Leichhardt
- b) That the following raised threshold be deferred pending more data being forwarded to RMS.
- Wetherill Street at Norton Street, Leichhardt

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:

- The Committee supported the Officer's recommendation.

Committee 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.

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:

- The Committee supported the Officer's recommendation.

Committee 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.

5 Special Traffic Committee – Items supported between formal meetings

There are no matters to report.

6 Items Without Notice

6.1 Proposed WestConnex Motorway interchange for Rozelle and Camperdown – Lilyfield Road, Lilyfield

Discussion:

- Traffic Committee members were advised by the BAC representative that an article in the Sydney Morning Herald (03/03/2016) reported plans for the motorway interchange upgrade, north of Lilyfield Road. He requested information on how these plans will impact the proposed separated cycleway in Lilyfield Road.

Committee Recommendation: (unanimous support):

That this matter be further investigated.

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.

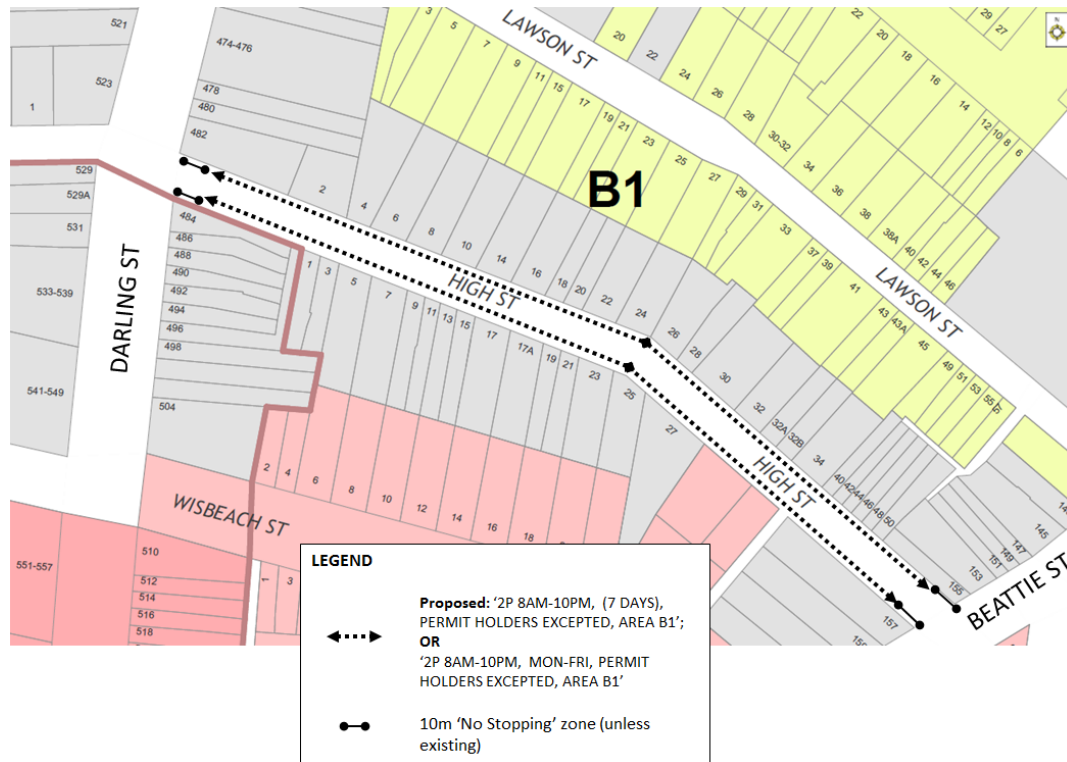
Therefore, there is a considerable high parking demand from residents, employees and customers.

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 entitle 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:

- *Council's Traffic and Parking Engineer tabled at the meeting an additional 8 responses, supporting the scheme. This brought the response rate above 50% and hence it was recommended that the scheme be supported*
- *Applicant to the Disabled Parking zone attended the meeting and explained the zone is still required.*

Committee 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, be supported.
- b) That the existing 'Disabled Parking' zone in front of No. 32 High Street, be retained.
- c) That the surveyed residents be advised of the Committee's 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.

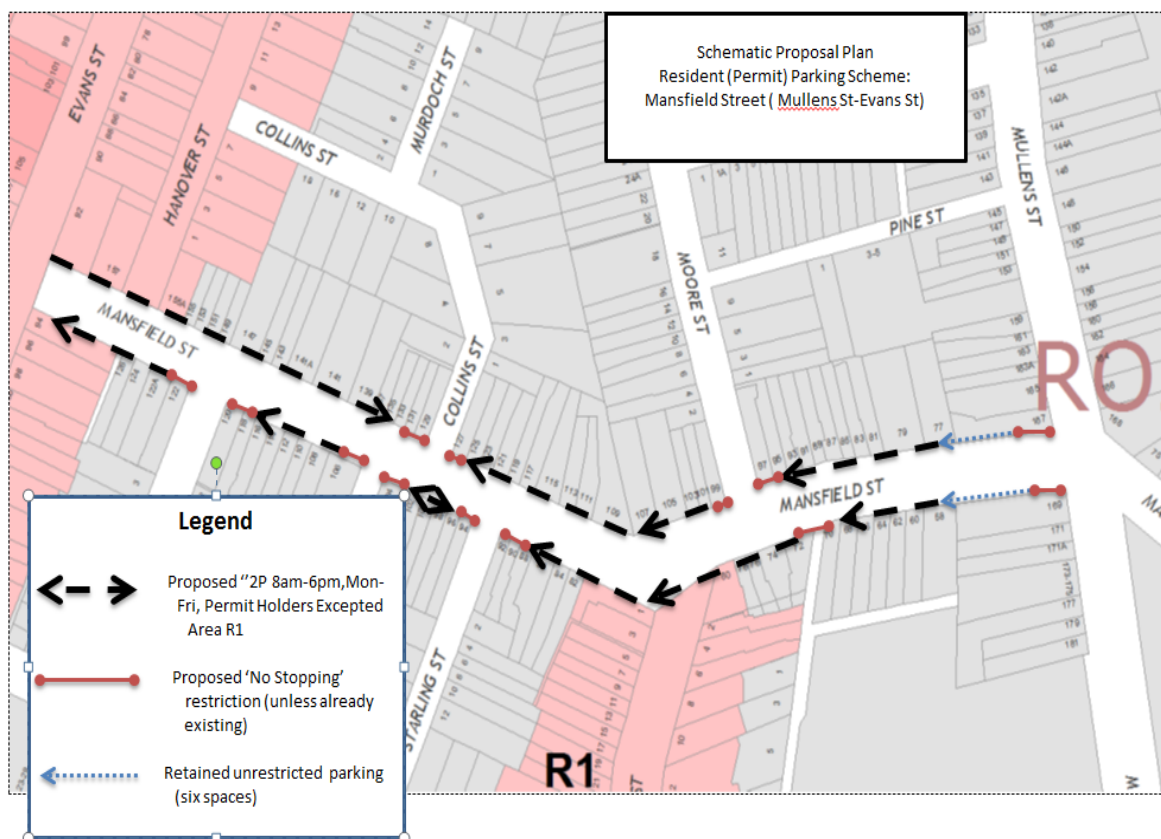


Recent occupancy surveys undertaken in Mansfield Street, between Mullens Street and Evans Street have indicated high parking occupancy levels (85% or over). All the surrounding streets surveyed as part of this parking study currently have occupancy levels below 85% and as such do not warrant any further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

Proposal

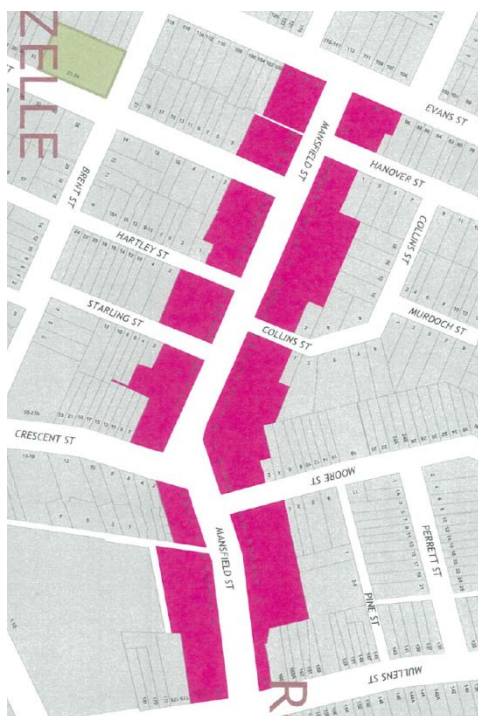
The following Resident Parking proposal was prepared to provide a balance of unrestricted and Resident Parking restrictions due to the limited on-street parking availability and various parking demands in the area.

- '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.

Officer's Recommendation:

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

Discussion:

- The Committee supported the Officer's recommendation.

Committee Recommendation:

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

8.3 Davies Street, Leichhardt – Angle Parking Restrictions

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

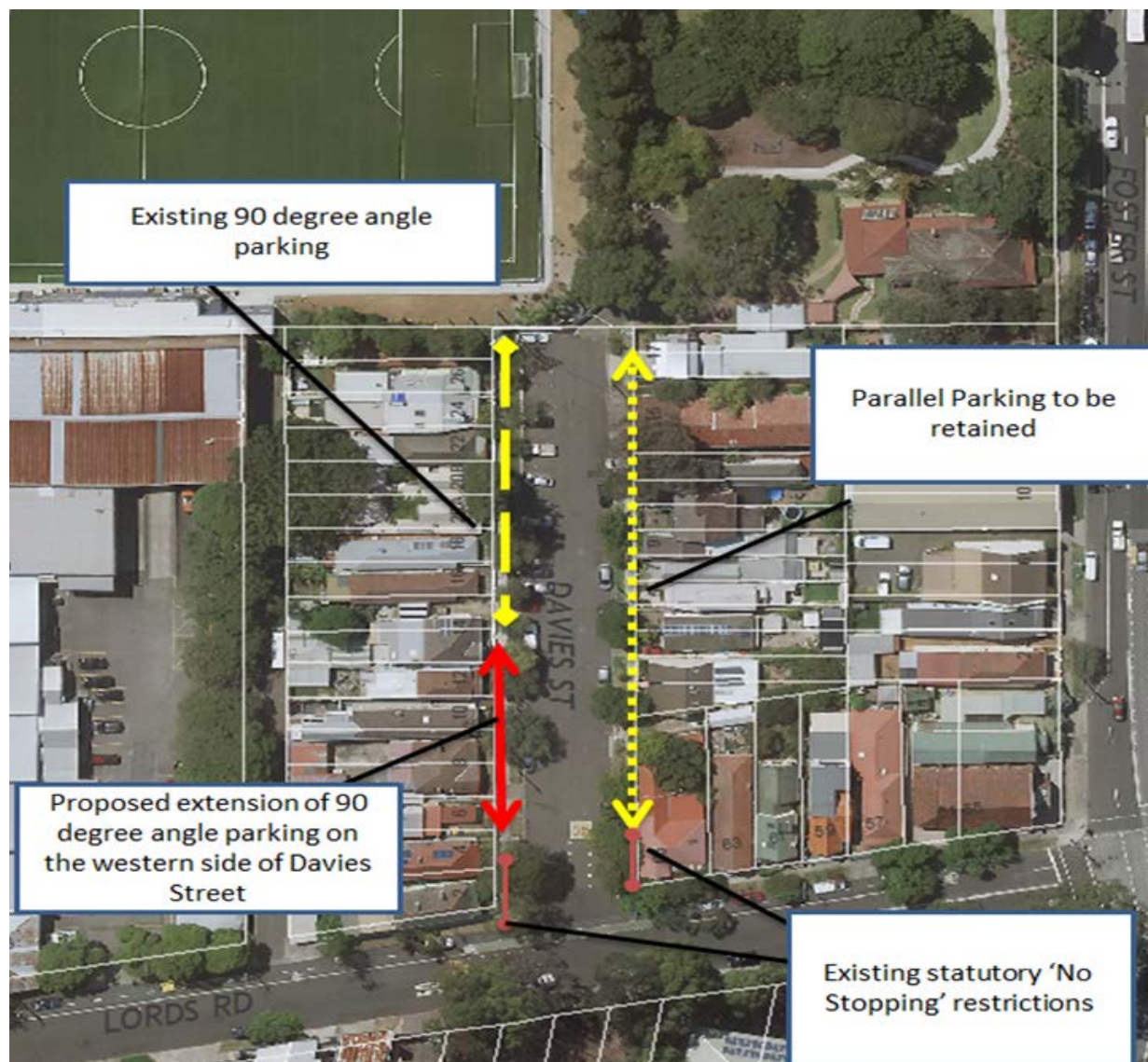
Requirement	Response
Permitted only on Local roads	Davies Street is a Local Road
The volume of traffic (bi-directional) must not be greater than 1000 vehicles per day	Traffic Counts undertaken in December 2015 revealed an ADT of 227 vehicles per day (bi directional)
The total width of travel lanes (two-way) 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	Davies Street is a dead-end local street and does not form a bicycle route. The

improve delineation for cyclists the edge of the angle parking bays are to be line marked.

existing 90 degree parking is linemarked and sign posted.

Proposal

It is proposed that the '90⁰ 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:

- The Committee supported the Officer's recommendation.

Committee 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.

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

Appendix B

GTA Report – Darley Road Netball
Courts

Appendix C

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

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