

Minutes of Meeting held on 16 March 2026**Meeting commenced at 11:01 AM****ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON**

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

FORUM MEMBERS PRESENT

Clr Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Clr Liz Atkins	Councillor – Damun - Stanmore Ward
Rebecca Fernandez	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Vinoth Srinivasan	Transport for NSW (TfNSW)
Kyrellos Habib	Transport for NSW (TfNSW)
Julius Villanueva	Representative for Transit Systems
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Predrag Gudelj	IWC's Roads Manager (Acting)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC's Coordinator Traffic Investigations & Road Safety
Nathan Nguyen	IWC's Graduate Traffic Engineer
Christy Li	IWC's Business Administration Officer

VISITORS

Daniel Sanchez	Public Speaker (Item 6)
Anita Staunton	Public Speaker (Item 6)
Beatrice Claflin	Public Speaker (Item 7)
Wayne Thong	Public Speaker (Item 11)
John Nicholas	Public Speaker (Item 11)
Christine Tylee	Public Speaker (Item 11)
Hall Greenland	Public Speaker (Item 11)

APOLOGIES:

Nil. Nil.

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Transport Forum held on Monday, 16 February 2026 be confirmed.

MATTERS ARISING FROM COUNCIL’S RESOLUTION OF MINUTES

The Minutes of the Local Transport Forum held on 08 December 2025 were adopted at Council’s meeting held on 17 February 2026 with the following amendments:

Add as point oo. the following to the recommendations for Item 1: Annandale LATM Study Final Report:

oo. Install raised pedestrian crossing in Booth Street between Taylor Street and Wigram Road.

LTF0326(1) Item 1 Inner West LGA - Proposal for Flexicar car share parking spaces (All wards, all electorates, all PACs)

SUMMARY

A request has been received from Flexicar to install 6 on-street dedicated ‘Car Share’ parking spaces for existing floating car share vehicles around the Inner West.

Officers Recommendation:

That the following ‘No Parking Authorised Car Share Vehicle Expected, Area FLEXICAR’ restrictions be approved:

1. A 5.5m restriction in the first parking space after the 10m ‘No Stopping’ zone (near turning area) on the northern side of Orchard Crescent west of Murrell Street, Ashfield.
2. A 5.5m restriction in the first parking space after the existing ‘No Stopping’ restriction on the northern side of Salisbury Road outside No.182-184 Salisbury Road east of Mallett Street, Camperdown.
3. A 5.5m restriction on the eastern side of McGill Street (after the driveway to No.1-3 McGill Street) south of Hudson Street, Lewisham.
4. A 5.5m restriction in the first parking space (after the ‘No Parking’ sign) on the eastern side of Livingstone Road north of Marrickville Road, Marrickville outside No.178-180 Livingstone Road.
5. A 6m restriction in the first parking space between the garden beds on the southern side of Nagurra Place (east of the speed hump and outside the playground), Rozelle.
6. A 5.5m restriction in first parking space after the ‘No Stopping’ sign on the eastern side of Edward Street south of Flour Mill Way, Summer Hill.

LTF Advice:

The Representative for the Member of Summer Hill questioned whether the ‘Fees and Charges’ regarding Carshare spaces were adopted at the Council meeting. Council Officers advised that the proposed ‘Fees and Charges’ have not yet been adopted by Council, and this will be considered as part of the annual budget process.

No further advice provided by LTF members.

RECOMMENDATION:

That the following ‘No Parking Authorised Car Share Vehicle Expected, Area FLEXICAR’ restrictions be approved:

1. A 5.5m restriction in the first parking space after the 10m 'No Stopping' zone (near turning area) on the northern side of Orchard Crescent west of Murrell Street, Ashfield.
2. A 5.5m restriction in the first parking space after the existing 'No Stopping' restriction on the northern side of Salisbury Road outside No.182-184 Salisbury Road east of Mallett Street, Camperdown.
3. A 5.5m restriction on the eastern side of McGill Street (after the driveway to No.1-3 McGill Street) south of Hudson Street, Lewisham.
4. A 5.5m restriction in the first parking space (after the 'No Parking' sign) on the eastern side of Livingstone Road north of Marrickville Road, Marrickville outside No.178-180 Livingstone Road.
5. A 6m restriction in the first parking space between the garden beds on the southern side of Nagurra Place (east of the speed hump and outside the playground), Rozelle.
6. A 5.5m restriction in first parking space after the 'No Stopping' sign on the eastern side of Edward Street south of Flour Mill Way, Summer Hill.

LTF0326(1) Item 2 Victoria Street, Ashfield - Proposed Raised Pedestrian Crossing (Djarrawunang - Ashfield Ward / Summer Hill Electorate / Burwood PAC)

SUMMARY

Council is planning to improve safety for pedestrians in Victoria Street at Robert Street, Ashfield by converting the existing splitter island and kerb blister crossing to a raised pedestrian crossing. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

Officers Recommendation:

That the detailed design plan (10376) for a proposed raised pedestrian crossing treatment on Victoria Street intersecting with Robert Street, Ashfield be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10376) for a proposed raised pedestrian crossing treatment on Victoria Street intersecting with Robert Street, Ashfield be approved.

LTF0326(1) Item 3 Oxford Street & Park Street, Rozelle - Proposed One-Way Traffic Proposal (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt

PAC)

SUMMARY

On 17 February 2026, Council adopted the Iron Cove Traffic Review which included the introduction of one-way traffic on Park Street and Oxford Street, Rozelle. This proposal received strong levels of support during the community engagement undertaken in 2025. Following Council’s approval, a detailed signage and linemarking plan for the one-way traffic arrangement has been prepared for approval and implementation.

Officers Recommendation:

That the proposed signage and linemarking plan for the one-way (bicycles excepted) northbound traffic on Park Street, Rozelle and one-way (bicycles excepted) southbound traffic on Oxford Street, Rozelle between Darling Street and Moodie Street be approved.

LTF Advice:

The Representative for the Member of Balmain noted her concerns regarding future rat running on Oxford Street and Park Street, Rozelle and questioned when the other recommendations from the Iron Cove Traffic Review would be implemented. Council Officers advised that the projects have not been scheduled yet, and that all adopted projects will be added to Council’s works program and prioritised accordingly.

No further advice provided by LTF members.

RECOMMENDATION:

That the proposed signage and linemarking plan for the one-way (bicycles excepted) northbound traffic on Park Street, Rozelle and one-way (bicycles excepted) southbound traffic on Oxford Street, Rozelle between Darling Street and Moodie Street be approved.

LTF0326(1) Item 4 Spring Street, Birchgrove - Revised 'No Stopping' Zones (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received requests to review the recent installation of 10m ‘No Stopping’ zones in Spring Street, west and east of Thomas Street, with a view to improving on-street parking opportunities in the area.

A risk assessment has been undertaken at this location, and reduced 6.4m and 5m ‘No Stopping’ zones are proposed on Spring Street, west and east of Thomas Street respectively. This provides appropriate sight distances for drivers exiting Thomas Street while also retaining some kerbside parking for the local community. This proposal was consulted with the affected residents in January and February 2026, with the feedback outlined in Table 1.

Officers Recommendation:

1. That the existing ‘No Stopping’ zone on the northern side of Spring Street west of Thomas Street, Birchgrove be reduced to 6.4m.

2. That the existing 'No Stopping' zones on the northern side of Spring Street east of Thomas Street, Birchgrove be reduced to 5m.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

1. That the existing 'No Stopping' zone on the northern side of Spring Street west of Thomas Street, Birchgrove be reduced to 6.4m.
2. That the existing 'No Stopping' zones on the northern side of Spring Street east of Thomas Street, Birchgrove be reduced to 5m.

LTF0326(1) Item 5 Drynan Street at Prospect Road, Summer Hill – Proposed Raised Pedestrian Crossing – Design Plan 10377 (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Burwood PAC)

SUMMARY

Council is planning to improve safety for pedestrians in Drynan Street at Prospect Road, Summer Hill by providing a raised pedestrian crossing approximately 6.3m away from the intersection. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

Officers Recommendation:

That the detailed design plan for the proposed Raised Pedestrian Crossing in Drynan Street at Prospect Road, Summer Hill and associated signs and line markings (as per Design Plan No.10377) be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan for the proposed Raised Pedestrian Crossing in Drynan Street at Prospect Road, Summer Hill and associated signs and line markings (as per Design Plan No.10377) be approved.

LTF0326(1) Item 6 Marrickville Road East, Marrickville - Cycle Path (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

This report outlines the Marrickville Road East Cycle Path project including the findings of the community engagement report. As part of the Marrickville Road East Masterplan, the Marrickville Road East Cycle Path is a project aimed to provide an integrated streetscape which is highly functional, well designed, visually appealing, accessible to all, safe and

sustainable.

Council undertook public consultation on the Marrickville Road East Cycle Path through YourSay Inner West between 17 November to 19 December 2025 and the response results indicate that a majority of the community supported the proposed changes.

Detailed design is scheduled for completion by mid-2026, with construction expected to commence in late 2026 and finish by mid-2027, subject to funding approval.

Officers Recommendation:

1. That the detailed concept design drawings (drawing no.s 21106-01 to 21106-06 revision H) for the Marrickville Road East Cycle Path between Sydenham Station and Meeks Road be approved.
2. That Council write Transport for NSW to remove the bus zone along Railway Parade between Gleeson Avenue and Marrickville Road following the completion of the Sydenham to Bankstown Metro project.

LTF Advice:

Public Speakers Daniel Sanchez and Anita Staunton entered the meeting at 11.03 am

Mr Sanchez and Ms Staunton raised concerns regarding the current proposed plans noting the lack of a safe turning area and swept paths for larger vehicles, as well as blind spots for vehicles, pedestrians and cyclists.

Mr Sanchez and Ms Staunton requested that further consideration be given to improve access for trucks on the eastern side of the driveways by implementing 'No Stopping' or 'No Parking' restrictions to ensure there is sufficient clearance space for heavy vehicle access as well removing potential blind spots to improve the safety of motorists, cyclists and pedestrians.

Council Officers noted the concerns raised by Mr Sanchez and Ms Staunton and advised that their comments will be taken into consideration for the detailed design and that Council Officers will continue to work and liaise with the affected businesses to address their concerns.

Public Speakers Daniel Sanchez and Anita Staunton left the meeting at 11.20 am

Council Officers noted they received comments from another business owner expressing similar concerns to those raised by Mr Sanchez and Ms Staunton.

Council Officers noted that they intend to keep the current layout of the cycleway but will investigate the points raised by the speakers in the detailed design stage and make adjustments as needed.

The Representative for Transit Services queried if Council plans to close the road when they enter the construction phase of the project, as Transit Systems has bus services that run down Marrickville Road. Council Officers noted that they do not intend to close the road during the construction stage of the project; however, further details will be determined once a contractor is engaged for the project and the construction methodology is finalised. Council Officers noted that once the contractor is onboarded and the plans are finalised, Council will notify Transit Systems.

The Chairperson requested that Council write to Utility companies within the area to advise

them that Council is looking to reconstruct the footpaths as part of this project and request that they take the opportunity to underground their current overhead cables whilst the footpath upgrades are happening.

The Representative for the Member of Summer Hill raised concerns from a constituent regarding the proposed cycleway design requiring the cycleway to 'dip' at each driveway causing a bumpy ride along the cycleway. It was suggested that the driveway 'dips' could be avoided by creating two laybacks at each driveway, one adjacent to the road and another between the cycle path and footpath. It was noted that this stepped approach would solve the car scraping challenges and ensure that both the footpath and cycleway do not have needless bumps.

The Representative for the Inner West Bicycle Coalition agreed with the points raised by the Representative for the Member of Summer Hill.

Council Officers indicated that the double laybacks are not feasible in this design as the cycleway is directly adjacent to the road and the cycleway will be at the same level as the footpath. Council officers indicated that they would design around driveways so that the 'dip' along the path is minimised or eliminated to ensure a smoother cycling experience at driveways.

No further advice provided by the LTF members.

RECOMMENDATION:

- 1. That the detailed concept design drawings (drawing no.s 21106-01 to 21106-06 revision H) for the Marrickville Road East Cycle Path between Sydenham Station and Meeks Road be approved.**
- 2. That Council write Transport for NSW to remove the bus zone along Railway Parade between Gleeson Avenue and Marrickville Road following the completion of the Sydenham to Bankstown Metro project.**
- 3. That Council write to the relevant Utility companies to advise them of Council's intention to reconstruct the footpaths along Marrickville Road as part of the Marrickville Road East Cycle Path project and request that they underground their cables during the construction.**

LTF0326(1) Item 7 Curtis Road and McDonald Street, Balmain - Proposed Pedestrian Crossing, Continuous Footpath and One-Way Treatment (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

The Local Transport Forum previously considered the detailed design and consultation outcomes of a proposed pedestrian crossing and continuous footpath in Curtis Road, Balmain, including a partial road closure and one way in McDonald Street, Balmain. This design was supported by the Local Transport Forum in December 2025 and adopted by Council at its meeting held in February 2026.

Following further review, changes to the initial design plan have been proposed to enhance the safe operation of the pedestrian crossing. This includes a speed cushion on the western approach to the crossing and the relocation of a 'No Stopping' sign on the southern side of Curtis Road by approximately 5m to improve sightlines, which will result in the loss of one

existing parking space.

The changes are shown within the attached plan.

Officers Recommendation:

That installation of an additional speed cushion on Curtis Road west of Thames Street and extended 'No Stopping' zone on the south side of Curtis Road, west of McDonald Street, Balmain as shown in the attached detailed design plan (No.10358) be approved.

LTF Advice:

Public Speaker Beatrice Claflin entered the meeting at 11.20 am

Ms Claflin supported the proposed addition of the speed cushions; however, raised concerns regarding the drainage issues and road safety issues that may arise due to the location of the pedestrian crossing on Curtis Road. Ms Claflin noted her concerns regarding the removal of a parking space near property No.12, as cars that park in the space help to narrow the width of the street and slow down the traffic going down Curtis Street. Ms Claflin suggested that the existing pedestrian refuge island be retained and made bigger, as the island currently helps prevent collisions between pedestrians and vehicles. She also suggested that if Council looked into how many times the poles on the island were replaced and the number of times the island has been repaired, it would show the importance of retaining the island for its safety benefits. Ms Claflin also noted that the proposed pedestrian crossing will require additional lighting and that the lighting may negatively impact the neighbours., as the crossing is proposed to be built adjacent to her property. She alleged that that she had not been consulted about this proposal.

Public Speaker Beatrice Claflin left the meeting at 11.32 am

The Chairperson questioned whether Curtis Road was a high pedestrian area. Council Officers noted that there is a nurse and preschool at Thames Street and that a formalised pedestrian crossing would assist the children crossing Curtis Road.

The Representative for the Member of Balmain questioned if the crossing could be relocated. Council Officers noted that the proposal for the crossing was previously discussed at the December 2025 Local Transport Forum, and that was recently adopted by Council. It was noted that this proposal had come back to the forum to consider the additional proposed speed cushion and removal of a parking space. Council Officers noted that consultation was only undertaken with the properties that would be directly affected by the noise from the proposed speed cushion and the loss of the parking space. Council Officers noted that retaining or extending the existing island was not possible due to the width of the road and width required for a compliant pedestrian refuge, it was noted that a pedestrian crossing will prioritise pedestrians at this location and would reduce vehicle speeds noting the crossing is raised.

The Representative for the Member of Balmain noted Ms Claflin's concerns regarding the potential for cars to speed up due to the removal of the parking space and questioned if it would be possible for Council to install a kerb extension to maintain the narrowness, which will assist with controlling motorist speeds along the street. Council Officers advised that although it was not part of this plan, it is something that could be investigated. Council Officers also noted that there were additional pits and pipes proposed to account for the drainage concerns.

No further advice provided by LTF members.

RECOMMENDATION:

That installation of an additional speed cushion on Curtis Road west of Thames Street and extended 'No Stopping' zone on the south side of Curtis Road, west of McDonald Street, Balmain as shown in the attached detailed design plan (No.10358) be approved.

LTF0326(1) Item 8 Lennox Street, Newtown – Proposed Pedestrian Safety and Stormwater Improvement Works – Design Plan 10362A (Damum-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council is planning to improve pedestrian safety and stormwater drainage in Lennox Street, Newtown, by modifying the existing at-grade pedestrian crossing and installing additional stormwater pits and pipes. The proposal aims to enhance safety for pedestrians, cyclists and motorists, address concerns regarding pedestrian safety, cyclists and driver behaviour in the area and improve overall stormwater management.

Officers Recommendation:

That the detailed design plan for the proposed pedestrian safety and stormwater improvement works in Lennox Street at its intersection with Mary Street, Newtown and associated signs and line markings (as per Design Plan No.10362A) be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan for the proposed pedestrian safety and stormwater improvement works in Lennox Street at its intersection with Mary Street, Newtown and associated signs and line markings (as per Design Plan No.10362A) be approved.

LTF0326(1) Item 9 Curtis Road, Balmain - Proposed Pedestrian (zebra) Crossing (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety in Curtis Road north of Darling Street, Balmain by constructing a new raised pedestrian (zebra) crossing. The proposal aims to improve pedestrian safety and address concerns about pedestrian safety and driver behaviour in the area.

The proposal will not make any changes to the existing parking signs and parking spaces in this section of Curtis Road and result in no loss of parking.

Officers Recommendation:

That the attached detailed design plan (No.10390) for the proposed raised pedestrian (zebra) crossing in Curtis Road near the intersection of Darling Street, Balmain be approved.

LTF Advice:

The Representative for the Member of Balmain questioned whether it would be possible to retain part of the existing traffic island on the side of the proposed pedestrian crossing. Council Officers noted that keeping the existing island will impede the residents' ability to access their driveway. It was also noted that retaining the existing island will also create confusion and potential safety issues.

No further advice provided by LTF members.

RECOMMENDATION:

That the attached detailed design plan (No.10390) for the proposed raised pedestrian (zebra) crossing in Curtis Road near the intersection of Darling Street, Balmain be approved.

LTF0326(1) Item 10 St Peters Station Parking Study (Midjuburi-Marrickville and Damun-Stanmore Wards / Newtown & Heffron Electorates / Inner West PAC)**SUMMARY**

This report outlines the investigation completed in the residential streets surrounding St Peters Station to assess parking impacts due to the opening of the Metro at Sydenham Station and closure of the T3 Bankstown Line. It provides an assessment of parking occupancy rates on a typical weekday and weekends, and if any further restrictions in the area are required.

Officers Recommendation:

That Council receive and note the report of the St Peters Station Parking Study.

LTF Advice:

The Chairperson questioned the outcome of the parking study. Council Officers advised that the St Peters Station Parking Study was the third part of the parking studies conducted around Sydenham Station, St Peters and Tempe Stations. It was noted that after reviewing the data received for each study, it was determined that the area around Sydenham Station had been impacted, and so Council are preparing consultation letters for community feedback with the proposals raised in the previous LTF meetings.

No further advice provided by LTF members.

RECOMMENDATION:

That Council receive and note the report of the St Peters Station Parking Study.

LTF0326(1) Item 11 Leichhardt West Stage 2 Marketplace and Stage 3 Taverners Hill Precinct - Resident Parking Scheme Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)**SUMMARY**

This report outlines the investigation and community engagement undertaken on Stage 2 (Marketplace) and Stage 3 (Taverners Hill) precincts of the Leichhardt West Resident Parking Scheme (RPS) area. Previously, Stage 1 (Allen Street) was implemented in October 2023, and following further community requests to expand the RPS, the scheme was expanded further south to Marion Street in March 2025.

As part of the work for Leichhardt West RPS Stage 2 and 3, Council collected parking occupancy surveys, which showed consistently high parking utilisation across most streets in the proposed Stage 2 and 3 areas. In response, Council undertook community engagement on expanding the '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions through Council's YourSay Inner West webpage. Feedback received from the community was considered for each street and helped develop recommendations to manage parking in the Marketplace and Taverners Hill precincts.

Officers Recommendation:

That '2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area L1' be installed in the following streets:

1. Both sides of Elswick Street, between Marion Street and Parramatta Road, Leichhardt as shown in *Attachment 1*.
2. Southern side of Albert Street, between Flood Street and Elswick Street, Leichhardt as shown in *Attachment 2*.
3. Southern side of Kegworth Street, between Lords Road and Tebbutt Street, Leichhardt as shown in *Attachment 3*.

LTF Advice:

Public Speaker Wayne Thong entered the meeting at 11.35 am

Mr Thong supported the proposal as he and his wife have a young family and that it is often difficult to find parking near their home and as their street currently does not have any parking restrictions. It was noted that often cars would take advantage of the lack of restrictions and park for long periods of time, making it difficult for residents on the street.

Public Speaker Wayne Thong left the meeting at 11.37 am

Public Speaker John Nicholas entered the meeting at 11.39 am

Mr Nicholas supported the proposal and noted that some residents on Elswick Street may not have been consulted during the consultation process.

Public Speaker John Nicholas entered the meeting at 11.42 am

Public Speaker Christine Tylee entered the meeting at 11.43 am

Ms Tylee acknowledged Council's proposal to improve parking availability for residents; however, raised concerns regarding the possible effects the proposed Resident Parking Scheme would have on businesses in the area. Ms Tylee advised that her business is located in Ruess Street, Leichhardt, having of both residential and business use. She advised that the business has 10 staff members on a day-to-day basis. It was noted that the business has been allocated 3 business permits, which is the maximum allowed; however, if the streets were to be changed to restricted parking, her staff will lose the ability to park within a reasonable distance from their workplace. Ms Tylee noted that the proposed changes will cause a significant disruption to business operations and affect productivity as

staff would need to move their vehicles every 2 hours to comply with the new restrictions. Ms Tylee noted that some staff members have mobility limitations and that having to park further away would not be practical or inclusive. Ms Tylee requested that Council consider the needs of businesses when implementing the proposal parking schemes and requests that alternative solutions be considered for businesses in the area, such as allocation of additional permits, implementing longer stay parking such as '4P' restrictions, carpooling initiatives or any other practical solutions to ensure businesses can operate effectively.

Public Speaker Christine Tylee left the meeting at 11.48 am

Public Speaker Hall Greenland entered the meeting at 11.49 am

Mr Greenland questioned how many parking permits would be allocated for the eligible properties. Council Officers advised that eligible properties would be entitled to 2 resident parking permits and 1 visitor parking permit, with the resident permit reducing for those with off street parking.

Mr Greenland questioned if parking restrictions could be '2P 8am-6pm Mon-Sun' instead of '2P 8am-6pm Mon-Fri.' Council Officers noted that when introducing new restrictions into an area, it was preferable to introduce less aggressive restrictions in the first instance to allow people to adjust. It was also noted that once restrictions are introduced, post-implementation reviews are undertaken, where changes to the restrictions can be considered.

Public Speaker Hall Greenland entered the meeting at 11.55 am

Council Officers tabled in comments from a resident noting their concerns that the proposal does not adequately reflect several concerns and practical issues raised by residents during consultation. It was noted that tradespeople and service providers could still be fined for undertaking work, and that obtaining trade parking permits is sometimes not feasible for jobs that arise on short notice and for small businesses without the administrative capacity to organise permits in advance. This is then likely to discourage trades from servicing the area and increase the costs for servicing in the area which would affect the residents and businesses in the area. Additionally, the proposal does not address the issues regarding properties not utilising their garages for vehicle storage which will increase the enforcement footprint without improving parking availability for residents. It was noted that there were concerns with the reliability and consistency of the parking studies used to support this proposal, noting that the original study noted that parking permits were not necessary, contradicting the proposal to implement parking permits. It was noted that residents were also concerned regarding the monetisation of permits in the future if Council wishes to do so. It was noted that Elswick Street also experiences rat running, speeding and vehicle collisions, and that traffic calming measures should be reviewed for the street.

No further advice provided by LTF members.

RECOMMENDATION:

That '2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area L1' be installed in the following streets:

- 1. Both sides of Elswick Street, between Marion Street and Parramatta Road, Leichhardt as shown in *Attachment 1*.**
- 2. Southern side of Albert Street, between Flood Street and Elswick Street, Leichhardt as shown in *Attachment 2*.**
- 3. Southern side of Kegworth Street, between Lords Road and Tebbutt Street,**

Leichhardt as shown in *Attachment 3*.

General Business:

Item 12- Update on proposed kerb blisters at the intersection of Bland Street and Charlotte Street, Ashfield

The Chairperson requested an update on proposed kerb blisters at Bland Street and Charlotte Street, Ashfield. Council Officers noted that the proposed kerb blisters were built at the intersection of Bland Street and Charlotte Street, Ashfield last year.

Item 13- Request for 'Local Traffic Only' signage in Brooklyn Street, Tempe

The Chairperson requested that a 'Local Traffic Only' sign be implemented in Brooklyn Street, Tempe. Council Officers advised that 'Local Traffic Only' signage is not supported as it not an enforceable sign however, with the implementation of the IW@40 project, School Lane will be signposted with a '40km/h Local Traffic Area' sign. Council Officers also noted that all the streets surrounding the Tempe Bunnings will be reviewed 6 months after the opening of the new Bunnings.

Item 14- Repainting of the Lilyfield Road Cycleway linemarking

The Representative for the Member of Balmain requested that the Lilyfield Road Cycleway linemarking be repainted, as the current linemarking has faded significantly. Council Officers advised that they would investigate the matter.

Meeting closed at 1.00pm.

CHAIRPERSON

Clr Victor Macri