

ITEM 36. PARKING – NO PARKING – COPELAND LANE ALEXANDRIA

TRIM RECORD NO: 2017/259561

RECOMMENDATION

It is recommended that the Committee endorse the allocation of parking in Copeland Lane, Alexandria as follows:

- (A) Southern side, between the points 0 metres and 12 metres west of Mitchell Lane, as “No Stopping”,
- (B) Southern side, between the points 12 metres and 33 metres, and the points 68 metres and 201 metres west of Mitchell Lane, as “No Parking”,
- (C) Northern side, between the points 0 metres and 10 metres west of Mitchell Lane, as “No Stopping”,
- (D) Northern side, between the points 10 metres and 19 metres, and the points 19 metres and 29 metres west of Mitchell Lane, as “No Parking”,
- (E) Northern side, between the points 42.6 metres and 52.6 metres, west of Mitchell Lane, as “No Stopping”, and
- (F) Northern side, between the points 52.6 metres and 203 metres, west of Mitchell Lane, as “No Parking”.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Redfern LAC		
Representative for the Member for Heffron		

DECISION

BACKGROUND

Residents of Copeland and Jennings Streets, Alexandria have requested consideration of “No Parking” restrictions in Copeland Lane, Alexandria to maintain rear-lane garage access and through access in the laneway.

COMMENTS

Copeland Lane is 4.3 metres wide and contains a number of driveways which provide rear lane access to properties fronting Copeland and Jennings Streets. The majority of the kerbspace in the lane is unrestricted opposite a number of driveways.

The *NSW Road Rules 2014* prohibit drivers from parking at any time across a driveway, or in any other way which blocks access to a driveway. In narrow streets like Copeland

Lane, car parking opposite driveways obstruct or prevent vehicles from entering or exiting these driveways. Section 6 of the *Roads Act 1993* gives adjoining land owners a right of vehicles access to the public road.

On-site inspection shows there is a need to provide “No Parking” restrictions to maintain rear-lane property access.

CONSULTATION

The City notified local residents and businesses in the area. There were 296 letters sent out with 13 responses supporting the proposal and one response opposing the proposal.

Submissions supporting the proposal noted that the change would improve rear-lane garage access and through access in the laneway.

The submission opposing the proposal noted that the change would result in loss of parking in Copeland Lane. The response noted that cars parking across, or opposite, driveways could be resolved effectively between neighbours, without the need of “No Parking” signs. Additionally, the response noted that cars parking in the laneway provided traffic calming to slow vehicles down.

Given there is an existing issue and it has not been able to be resolved by the neighbours’, then signposting is required.






FINANCIAL

Funds are available in the current budget.

Parking – No Parking – Copeland Lane Alexandria

James Nguyen, Engineering Traffic Officer



	Unrestricted (Existing)		No Parking (Proposed)
	No Parking (Existing)		No Stopping (Proposed)
	Driveway (Existing)		

Source: Nearmap – Saturday 11 February 2017








PROPOSAL

PROPOSED NO PARKING
 COPELAND LANE
 ALEXANDRIA





	No Stopping (Existing)		No Parking (Proposed)
	Unrestricted (Existing)		
	No Parking (Existing)		
	Driveway (Existing)		

Source: Nearmap – Saturday 11 February 2017



PROPOSAL

PROPOSED NO PARKING
 COPELAND LANE
 ALEXANDRIA

