

IN2 – Yallambi Street, Picton – Parking and Traffic Issues

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1009

TRIM 9418

EXECUTIVE SUMMARY

- Residents of Yallambi Street Picton have raised concerns about parking in Yallambi Street, blocking through traffic.
- This report recommends:
 - That Council implements the previously endorsed linemarking plan
 - That Council considers the assessment and inclusion of parking upgrades to Yallambi Street under its Road Upgrade Program
 - That individual Property Owners be permitted to pursue the identified parking upgrade immediately fronting their property through application to Council.

REPORT

There have been ongoing parking and traffic flow issues along Yallambi Street, Picton due to the narrow nature of the roadway which becomes even narrower with illegal on-street parking of vehicles. This subdivision is a relatively recent development with houses currently in various stages of construction and occupation.

The original development consent was issued in 2007, including this narrow road. Though the final width has changed a little, the road was not designed to be wide enough for through traffic and a parked vehicle. The intent was to have double garages and larger concrete areas outside the garages to provide off-street domestic and visitor parking.

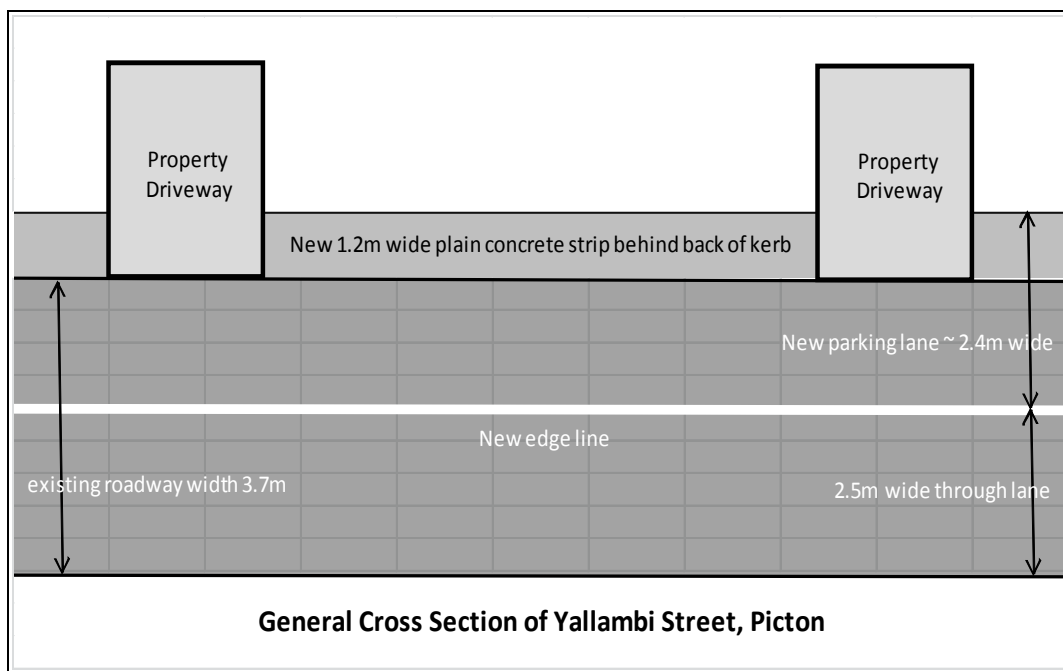
The subdivision certificate was released on December 2015. With the subsequent construction and occupation of houses, there are resident and construction vehicles parking along the street rather than on the private properties as intended, leading to traffic flow issues along the roadway.

Council officers have reviewed options to improve opportunities for parking along the roadway, and through the traffic committee process identified that the addition of line marking along the road to delineate between the travel lane and the provision for parking complemented by permission parking signs. This will confirm that the space available for parking is insufficient without mounting and straddling the roll kerb.

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This will result in vehicles being semi parked on the grass verge behind the kerb, which can be addressed by constructing a concrete strip (approximately 1.2m wide) immediately behind the back of the kerb. Based on the average house frontage, minus a typical driveway width, the cost estimate per house frontage would be in the order of \$2,500 per lot. Funding this work would need to be assessed against Council’s Road Upgrade Program against competing priorities and resources.

However, we note that the concrete strip could be pursued by individual property owners facilitated by the same process as carried out for property entrances.



Infrastructure

CONSULTATION

Councillors

FINANCIAL IMPLICATIONS

Funding would need to be allocated on a priority needs basis from Council’s Road Upgrade Program under a future budget cycle.

POLICIES & LEGISLATION

Roads Act 1993.

ATTACHMENTS

Nil

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RECOMMENDATION

1. That Council implements the previously endorsed linemarking plan.
2. That Council considers the assessment and inclusion of parking upgrades to Yallambi Street under its Road Upgrade Program.
3. That individual Property Owners be permitted to pursue the identified parking upgrade immediately fronting their property through application to Council and that all residents on Yallambi Street be advised of this opportunity.